

11/12/02-00467

AGENDA

RESTORATION ADVISORY BOARD (RAB)

**For the
Installation Restoration Program (IRP)
St. Juliens Creek Annex
Chesapeake, Virginia**

**SPAWAR Conference Room, Building 178
St. Juliens Creek Annex
Tuesday, November 12th, 2002, 6:30 PM**

TOPIC	SPEAKER
WELCOME & INTRODUCTION	John Ballinger Regional Environmental Group
Site 3, 6, & 7 Removal	Bill Friedmann CH2MHILL
Fish Tissue Data Discussion	Alex Barron VDEQ
Break	
Historic Preservation Overview	Mike Newbill Navy Region Mid-Atlantic
ROUNDTABLE / Q&A Comments Future Agenda Future RAB Meeting Schedule	Dawn Hayes Naval Facilities Engineering Command
CLOSING REMARKS & ADJOURN	

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NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508-1278

757-322-8005
NFECL PAO@navy.mil



Summary of the Removal Action for Sites 3, 6, & 7

St. Juliens Creek Annex
November 2002



Sites 3, 6 & 7 Removal Summary

- Objectives
 - Give overview of the sites history.
 - Describe the removal actions including any adjustments to the original removal plan.
 - Present the Confirmatory Data for Sites 3 & 6.
 - Discuss Future Removal Actions
 - Brainstorm!



Sites 3, 6 & 7 Removal Summary

- Goals

- Define a clear path of what is next for Sites 3 & 6 by developing consensus statements with regard to any risk management decisions.
 - Site 6 Closeout
 - Confirmation Results from Site 3
- *Look Forward* and apply lessons from 3 & 6 to Site 5 and/or the Dredge Fill Area.



Sites 3, 6 & 7 Removal Summary

- **WARNING**

- Project Oversight and Continued Viewing of Data May Cause Nausea, Cramping, and Brain Seizures!

- Viewer Discretion Is Advised

- What I'm Saying Is There Is A Lot To Digest and Discuss



Site History

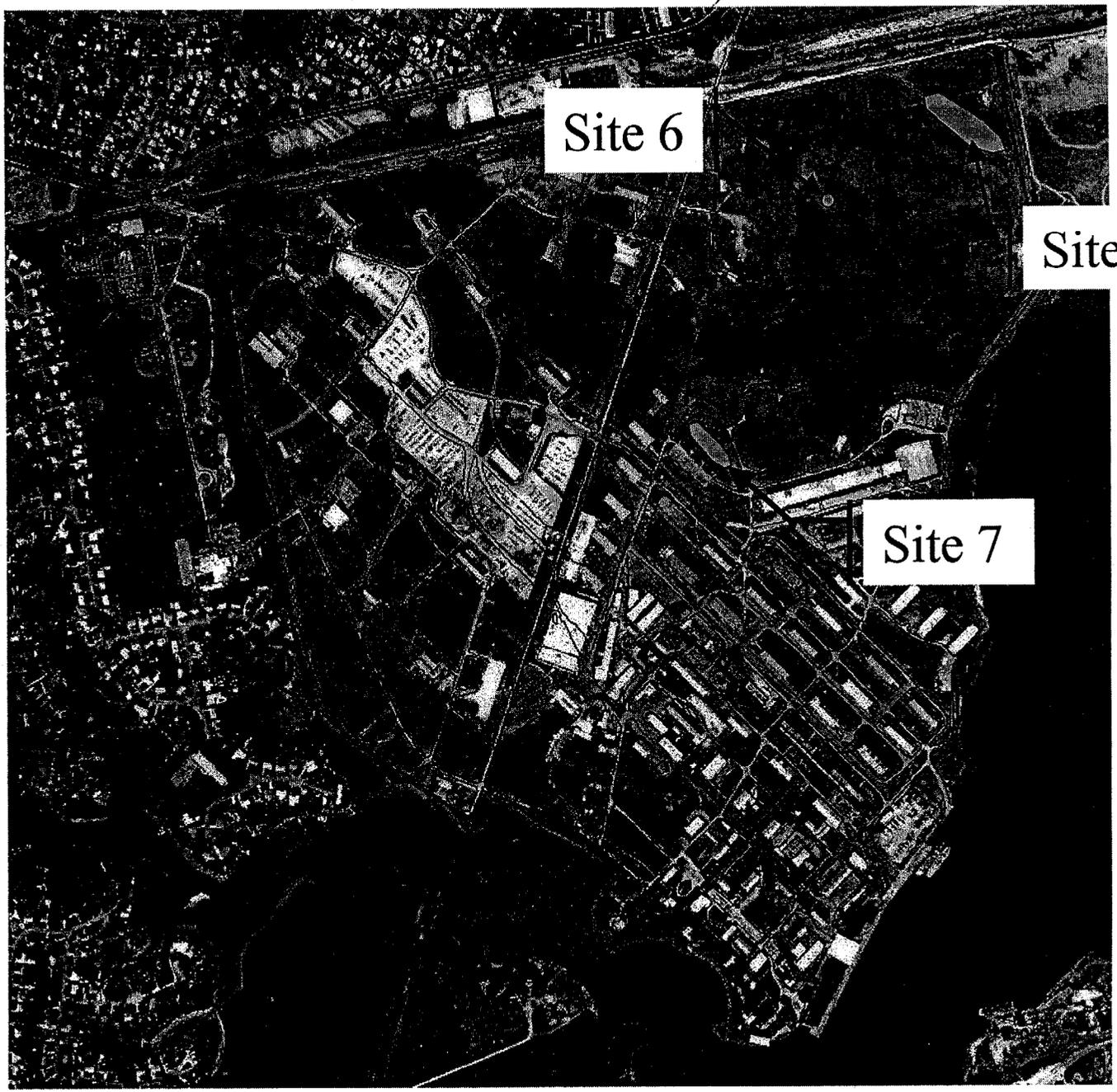
- Sites 3 (Waste Disposal Area C) - Refuse was dumped and burned at the site and the ash spread to fill the area circa 1940 to 1970. Decon of building equipment around 1977.
- Site 6 (Small Arms Pit) - Where small items (igniters and fuses) were burned in a steel container with a fenced cage. Specific dates of operation are unknown, based on aerial photos operations began circa 1949.
- Site 7 (Old Storage Yard) - Area where equipment has been stored. The date of start up is unknown.

Dredge Fill

Site 6

Site 3

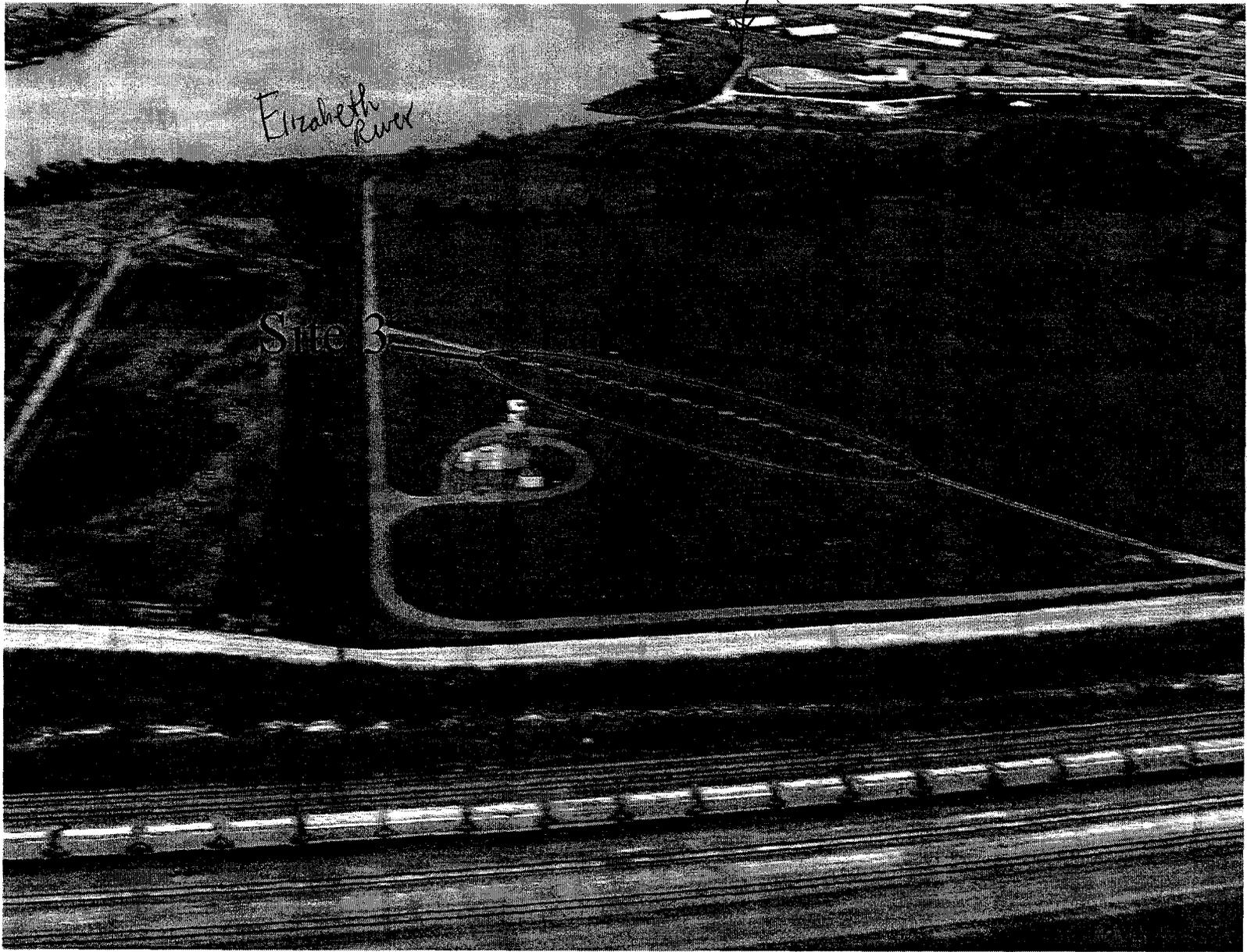
Site 7





Investigative History

- Sites 3 & 6
 - The Remedial Investigation (RI) identified waste in place and chemical concentrations which pose a potential risk to human health and environment.
 - An Engineering Estimate/Cost Analysis (EE/CA) presented 3 alternatives for eliminating risk (cover, partial removal w/ cover, complete removal).
 - Consensus by the SJCA partnering team to remove the waste and soils which pose a potential risk.





Blows
Creek

Site 5



Investigative History

- Site 7
 - Previous studies did not indicate risks to health and environment.
 - However, the site has been used for storing of old equipment and materials (tires, rudders, concrete, air compressor).
 - Consensus by the SJCA partnering team to remove the material at the site, followed by site close out.

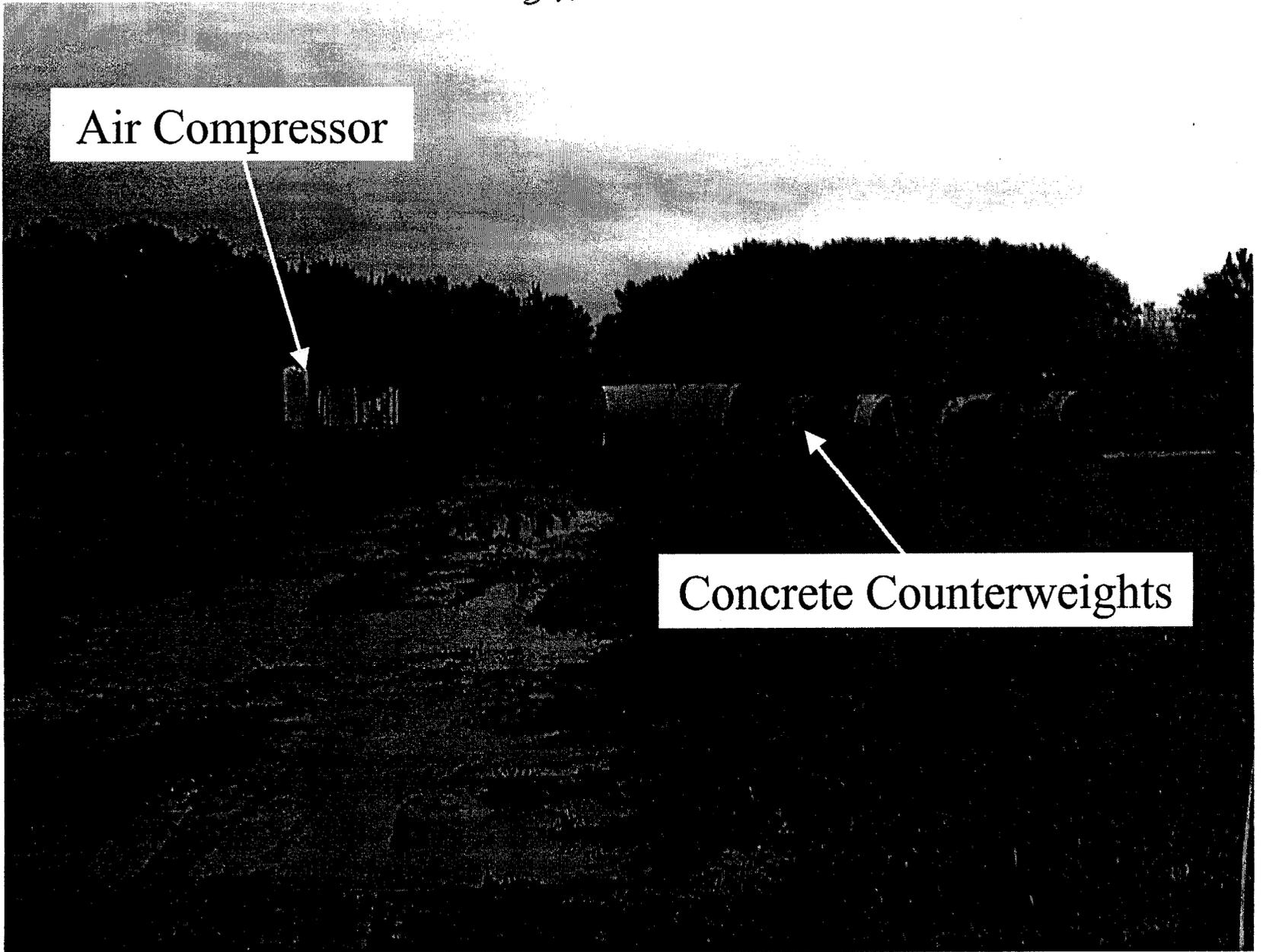
Site 7



Air Compressor



Concrete Counterweights





Site 3 Removal - Site Preparation

Setting Up Soil Screen



*55 gallon
drum
of brass*

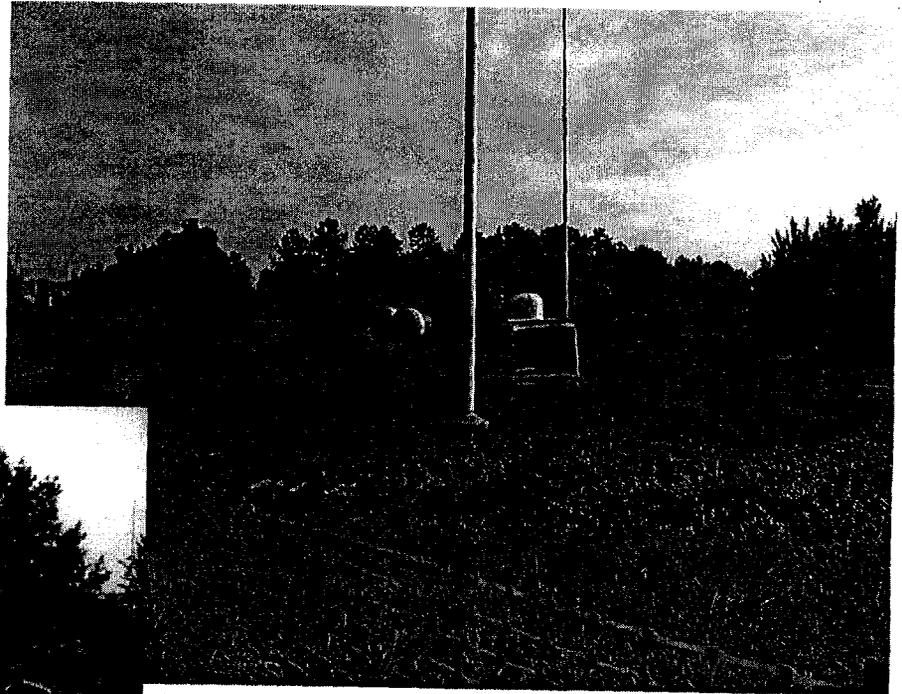


Truck decontamination



Site 7 Removal - Site Preparation

Construction Fence



Equipment Delivery



Removal Activities - Planned

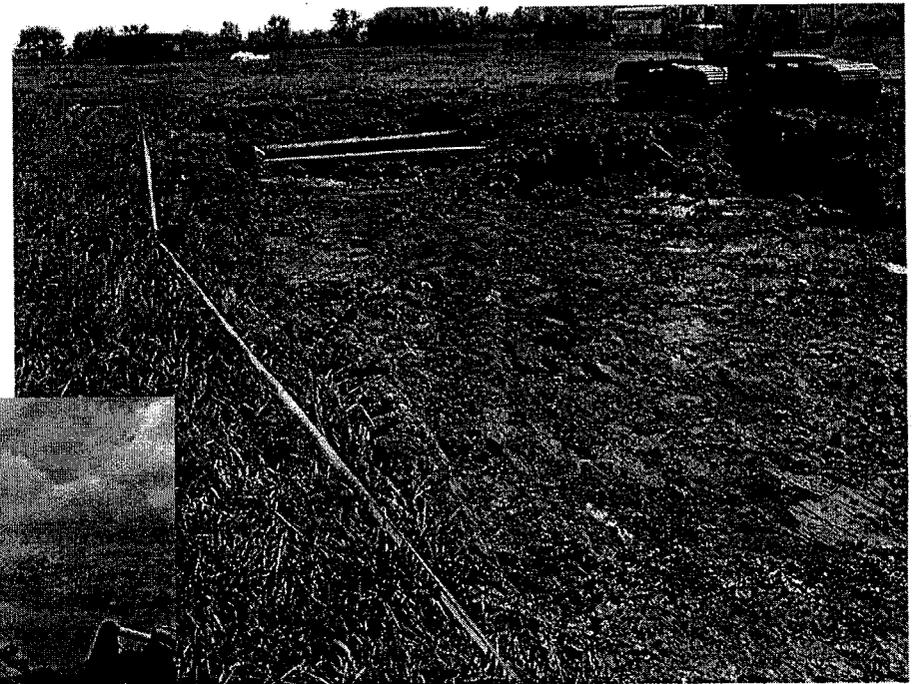
- Removal - Sites 3 & 6
 - Remove Soils and Waste to a depth of 5 feet (max) or until groundwater is encountered.
 - Place Soils in Screen for Unexploded Ordnance (UXO)
 - Collect and Analyze Screening Samples for metals and PAHs - to determine if adjustments to removal boundaries are needed.
 - Collect Final Confirmatory Sampling - to determine if the risk has been removed.



Site 3 Removal

Soil Removal

*Stopped at clay layer
Only went 1-2 ft down*

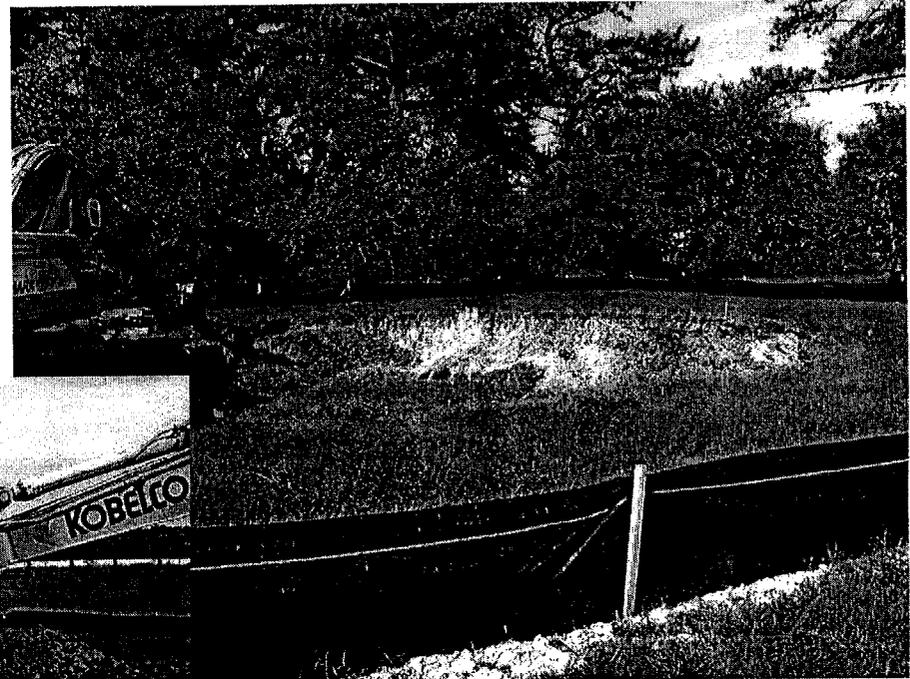


Soil Screening For UXO



Site 6 Removal

Soil Removal



Removal of Remnants of
Small Arms Pit

1-2' feet



Site 3 & 6 Removal

Site 3 - Final Removed Area



Site 6 - Final Removed Area.....Ahhh! Green Groundwater!

- Tracer Dye
- Some barwin compounds released a green tint



Removal Activities

- Removal - Site 7
 - Break up concrete counter weights
 - Cut Up and Remove Two Rudders *(Har to prevent corrosion)
cleaned it off railroad ties*
 - Remove Tires, Air Compressor
 - Cut and remove generator
 - Remove 'Dolphins' *(rubber)*
 - Removal of smaller items (hoses, keel blocks)



Site 7 Removal

Breaking Up
Counterweights



Cutting Rudders



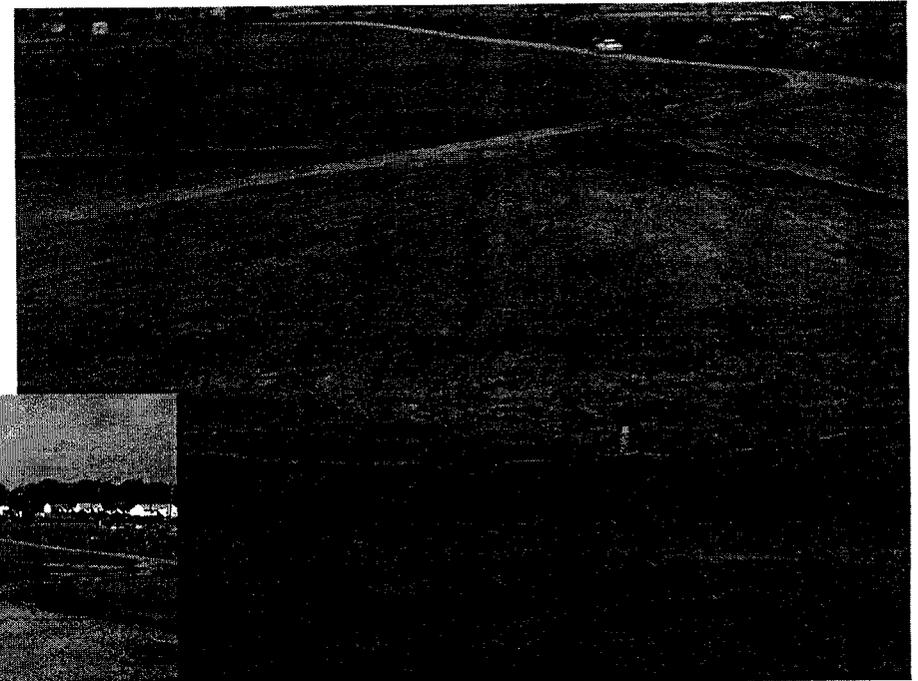
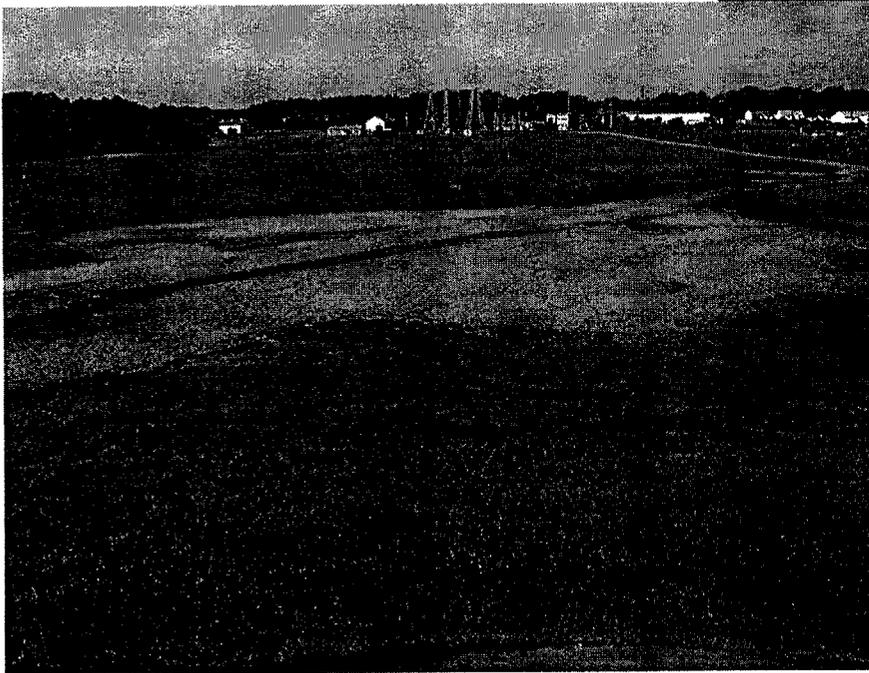
Changes to Work Plan

- Site 3
 - Removal of soil only to gray clay (approx. 3-4').
 - Screening of upper surface soil only for UXO
- Site 6 (my personal favorite!)
 - Green groundwater! *admittedly site*
 - Additional XRF and confirmation samples due to elevated metals (primarily lead and barium).
- Site 7
 - Found dolphins
 - Grease found in rudders during cutting; had to be cleaned from ground.



Site 3 Restoration

Site 3 Backfilled

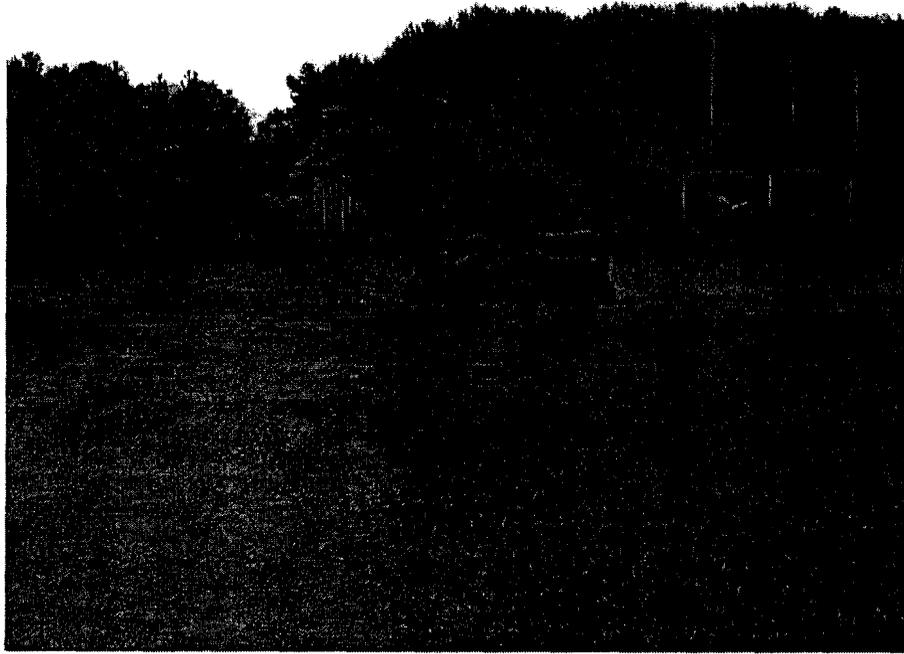


Site 3 Seeded and
Mulched, Fences Gone



Site 6 Restoration

Site 6 Backfilled

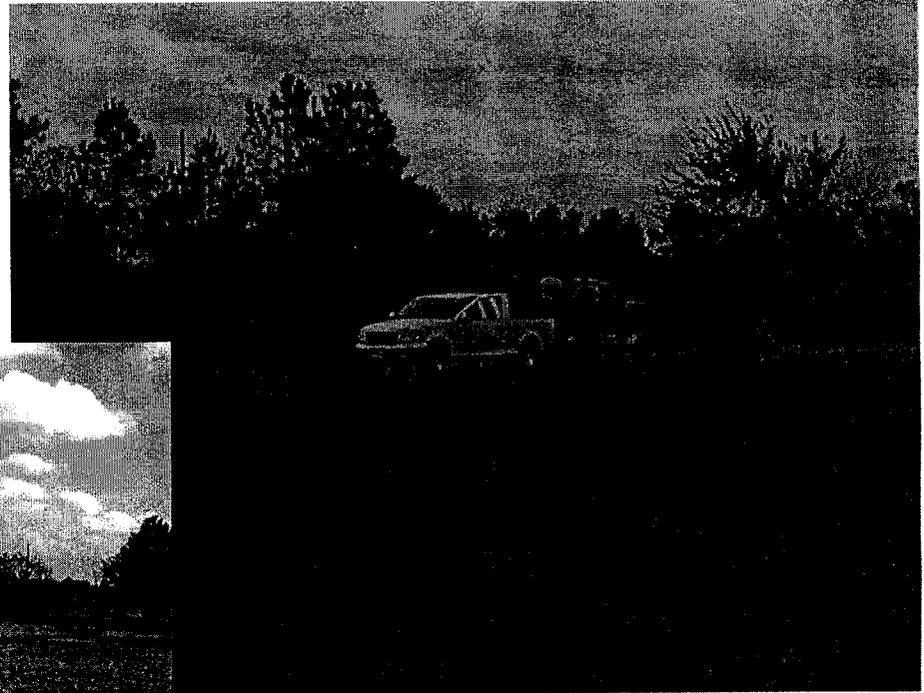


Mulch Material



Site 7 Restoration

Site 7 Mulching



Site 7 Seeded and
Mulched



Site 7

- Site walk through conducted with RAC contractor, Navy, and ROICC.
- Other than minor issues, satisfactory removal of material.
- No confirmation samples required.
- Shaw will produce close out report for site.



Post Removal Activities - 3 & 6

- Confirmatory Sampling At Sites 3 & 6 to Determine if Removal Has Been Successful in Removing the Risk
 - Are there still other alternatives to consider?
- Make Adjustments for Remaining Removal at Site 3 in FY03.



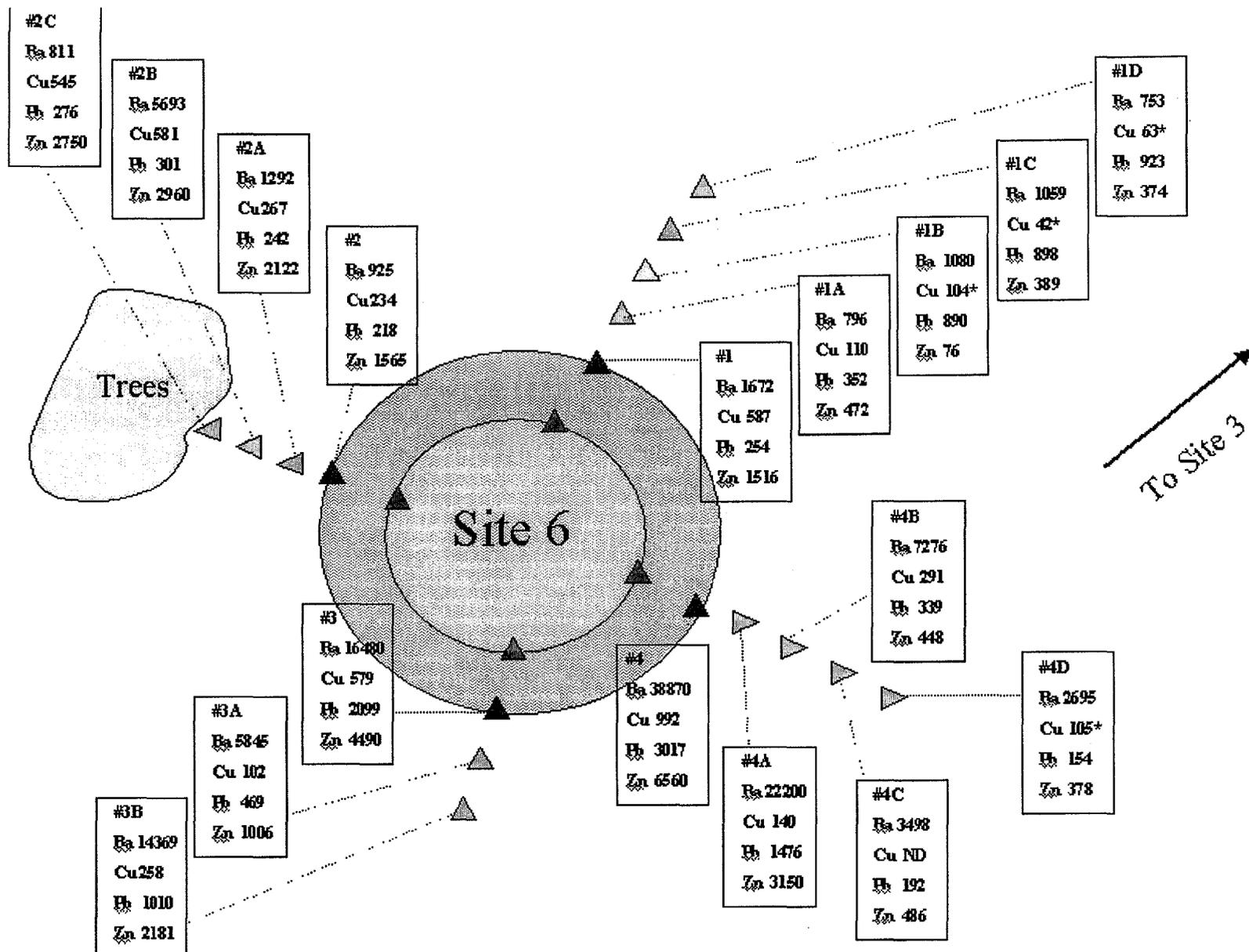
-Xray Florescence Analytical - Site 3

- XRF screening indicated high metals still present in soil. *XRF data higher than other samples*
- Confirmation samples collected (handout)
- Site 3 Confirmation Data are encouraging and are candidates for Risk Management decisions.
- Looked at the Site 3 XRF data relative to the Site 3 Confirmation Samples (handout)
 - Large discrepancy
 - Revisit Site 6 data



Analytical - Site 6

- Site 6 GW - sample collected and results do not indicate a concern (other than the color!)
- The four SS confirmation samples were high!
 - Too high to pass the risk assessment laugh tests
 - No way could ever pass central tendency
- Decision to screen with XRF soil at 5' circles from original excavation.
- Results of XRF screening were not encouraging (Pb in 1,000s, Ba in 100s).
- Decision was made to not collect off-site confirmation samples based on XRF screening.





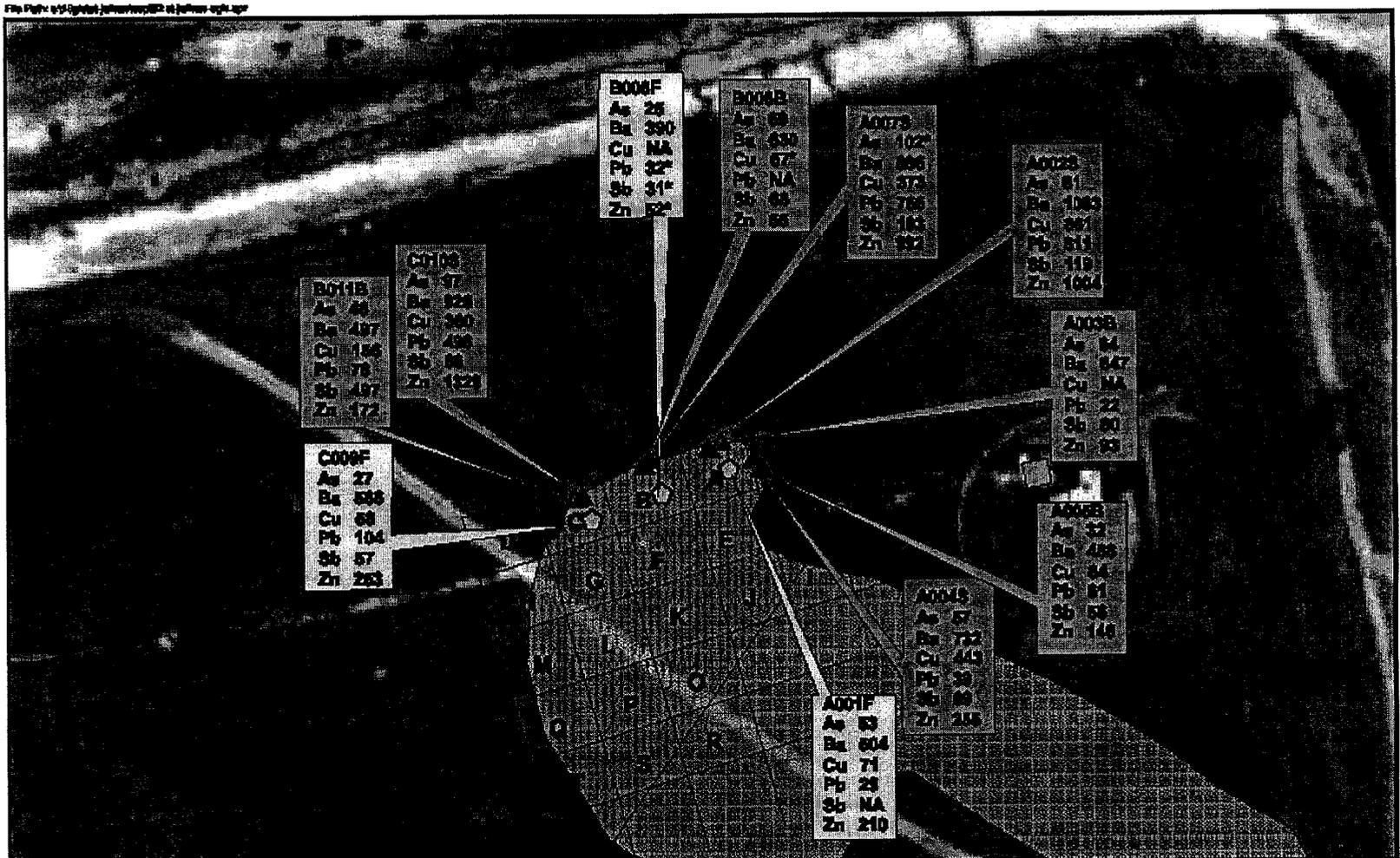
Analytical - Site 6

- Started to consider closing Site 6 based on removal of waste in place and address soil under Site 5.
- However, a rough comparison of the Site 3 XRF screening with off-site lab results:
 - XRF was always higher, sometimes by magnitudes
 - It was considered worth collecting off-site confirmatory samples (early November).
- Time to look at confirmation data from each site.



Analytical - Site 3

- Of the identified risk drivers for SS at Site 3, only zinc at one location exceeded the 95% UTL for dredge fill.
- Of the identified risk drivers for SB, one exceedence of arsenic and iron exceeded 95%, both from samples on the south side of the road (not sure if there is a pattern).
- Can we make a risk management decision on this portion of Site 3?
- Keep our fingers crossed that future confirmatory samples from the remainder of the removal will be as favorable.



LEGEND

- 2002 Removal Area
- Sidewall - Surface Soil
- Sidewall - Subsurface Soil
- Floor Soil

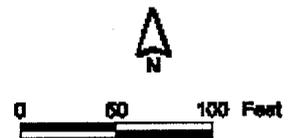
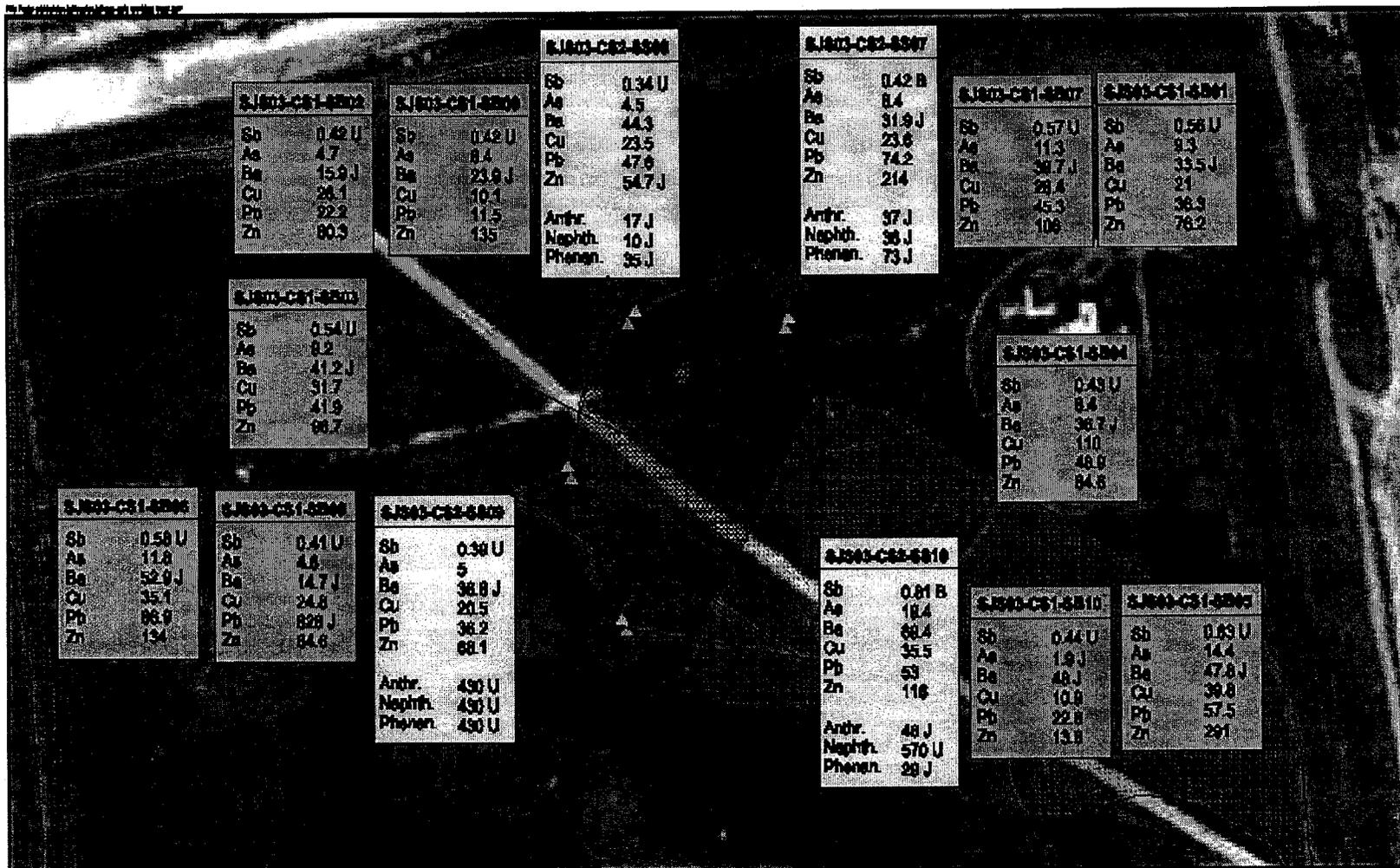


Figure 2
 Site 3 Removal
 Metals - XRF Screening Results (ppm)
 St. Julens Creek Annex
 Chesapeake, Virginia

CH2MHILL



LEGEND

- Surface Soil Wall Sample Locations and Results
- Subsurface Soil Wall Sample Locations and Results
- Floor Soil Sample Locations and Results

Metal results are in mg/kg; PAH results are in ug/kg.



Confirmatory Sampling Results
Metals and PAHs
Site 3
St. Juliana Creek Annex
Chesapeake, Virginia



Analytical - Site 6

- Again, the original off-site confirmation samples were not encouraging, nor was the XRF screening of SS.
- The subsurface soil sample was encouraging in that none of the risk drivers (As & Fe) as well as almost all metals, did not exceed the background 95% UTL.
- The new surface soil confirmation samples are a bit more encouraging than the first go round, but still have concerns.
 - Doubt they would pass central tendency
 - Doubt they would pass the risk assessment laugh test



CS2-SS07

As	3.2
Ba	36.7
Cu	15.8
Pb	22.4
Zn	58.7

CS2-SS06

As	29.1
Ba	23,900
Cu	690
Pb	2,210
Zn	3,850

CS2-SS07

As	18.8
Ba	554
Cu	906
Pb	480
Zn	2,830

CS2-SS09

As	1.8
Ba	104
Cu	14.4
Pb	45.6
Zn	66.5

CS2-SS08

As	37.7
Ba	642
Cu	192
Pb	442
Zn	1,010



Analytical - Site 6

- So based on new confirmation data:
 - Close out Site 6 based on waste in place.
 - It appears that we would still like to handle soil (I think just SS) under Site 5.
- Is this still the approach that we want to pursue?
- Will retain the Site 6 boundary based on the removal of waste.
- Will have to redefine the Site 5 boundary to incorporate Site 6 soil.



Analytical - Site 3

- Based on confirmation data:
 - Continue removal activities in FY03
 - Hope that removal of sediment has similar results.
-
- OR.....



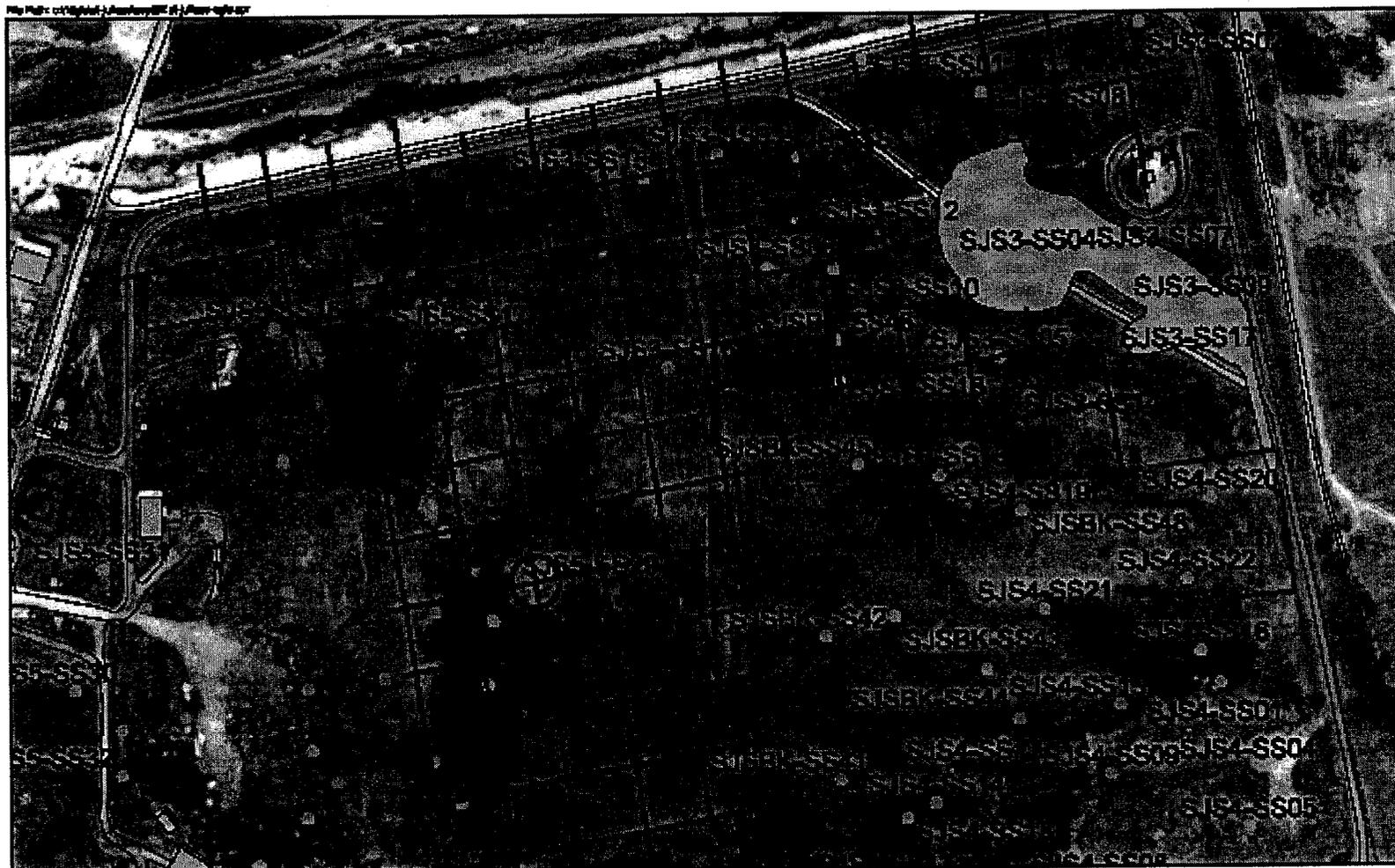
Removal Action Sites 3 & 6

- Do we need to consider other possible Removal Alternatives for both sites, Site 5, Dredge Fill?
 - See what happens in FY03 for removal of remaining Site 3
 - Dredge Fill Characterization
 - Soil Cover of Dredge Fill
 - Phytoremediation



Removal Action Sites 3 & 6

- Dredge Fill Characterization
 - In part to help delineate Site 6 better.
 - In part to determine if we will always have confirmatory sample problems.
 - Would need to research XRF better for confidence and confirm with off-site lab.



LEGEND
* Surface Soils Samples
— 100' Grid
— Background Samples



Figure 1
Dredge Fill Grid
Site 3 - 6
St. Julens Creek Annex
Chesapeake, Virginia
CH2M HILL



Removal Action Sites 3 & 6

- Soil Cover of Dredge Fill
 - Stop chasing our confirmatory tail.
 - Would we still need to remove remaining waste at 3 and 5?
 - How would leaving the waste in place differ from removing in terms of Ics.
 - Would waste in place require routine GW monitoring?



Removal Action Sites 3 & 6

- Phytoremediation - the new kid on the block.
 - Read tech hand out for understanding.
 - Weigh the long term goals and benefits (both from a cost and land control standpoint).
 - Has phytoremediation been going on all along?



Site 3 & 6 Removal

- Need to consider the long term use of the property and property restrictions (ICs).
- Make team decisions on what will be desirable and acceptable.
- Look before we leap.
- WHADAYA THINK?

MEMORANDUM

DEPARTMENT OF ENVIRONMENTAL QUALITY
Office of Environmental Research and Standards
629 East Main Street Richmond, VA 23240

SUBJECT: Fish-Tissue Analysis Data for Fish Collected in
Saint Julian's Creek in 2001

TO: Devlin Harris

FROM: Alex M. Barron *AMB*

DATE: November 7, 2002

The Virginia Department of Environmental Quality collected fish from Saint Julian's Creek in the Elizabeth River system in Norfolk, Virginia in the summer of 2001 as part of our routine fish-tissue monitoring program. These fish were analyzed for a full range of organic contaminants and metals. The results of this analysis can be found on the DEQ website at www.deq.state.va.us/rivers/fishsed.html, where the file for 2001 should be selected from this web page. Attached to this memo are summaries of the fish-tissue data for the fish collected in 2001 from the Elizabeth River system. This includes the data for Saint Julian's Creek. There are three summary tables for these fish; one contains data for halogenated organic chemicals including pesticides and poly-chlorinated biphenyl's (PCBs), another table for other organic chemicals, and a third table with data for metals.

The Virginia Department of Health has reviewed all these data and they have determined that there is no need for a health advisory for any of these areas based on these data. None of the fish from Saint Julian's Creek contained any toxic compounds that exceeded the Department of Health's levels of concern.

DEQ also reviews these data based on the fish-tissue concentrations allowed for by Virginia's water quality criteria. These criteria and the fish tissue screening values are calculated using methods recommended by the U.S. Environmental Protection Agency for assessing potential risk to consumers of sport-caught fish. These screening values used by DEQ are conservative and represent concentrations of the pollutants in fish tissue that are considered to represent a minimal or no risk to the average consumer.

None of the metals; arsenic, cadmium, chromium, mercury, lead and selenium were detected in the fish collected in Saint Julian's Creek. None of fish from Saint Julian's Creek contained any non-halogenated organic chemical that exceeded any of DEQ's screening values. Nor did any fish sample exceed any of the DEQ screening values for pesticides.

Two fish species, the striped bass and the gizzard shad did contain levels of PCBs that exceeded DEQ's screening value for this pollutant. However these fish did not contain PCBs at a concentration that exceeded the level of concern that the Virginia Health Department uses to judge the need for a fishing advisory. The gizzard shad is a species that is not commonly eaten by people, however, it does bioaccumulate PCBs to a great extent and it is not uncommon for tissue samples of this species to contain PCBs at levels above DEQ's screening value.

The striped bass is a commonly eaten species and as a species at the top of the food chain striped bass are expected to have a high potential for bioconcentrating chemicals. The striped bass collected in Saint Julian's Creek contained 111.64 parts per billion total PCBs. This exceeded DEQ's screening value of 54 parts per billion for total PCBs but it did not exceed the 600 parts per billion concentration that is used by the Health Department as a level of concern for issuing fish in advisories for PCBs. To put this value in perspective, striped bass sampled in 2001 elsewhere in Virginia contained total PCB concentrations that ranged from 70.32 to 282.45 parts per billion with an average of 158.5. Attached are graphs showing the concentrations of PCBs detected in striped bass, gizzard shad and blue crab found in the Elizabeth River system in 2001 and in Deep Creek in 2000.

DEQ will continue to sample fish in the Elizabeth River system as part of our routine fish tissue monitoring program. DEQ monitors fish tissue on a rotation basis in the river basins of the state. The James and Elizabeth River systems were sampled in 2001 and would normally be sampled again in 2005 or 2006 depending on future available funds.

draft preliminary review

DEQ Fish Samples
Summarative Halogenated Organics Data - 2001 results

DEQ SCREENING VALUE (ppb¹)

54 310 320 450 320 320 5000 10 24

Lab/Sam DEQ No. of Collection * Total Total sum sum sum Total Total Haptachlor
VIMSID station Station name/Location DEQ rivermile Fish species name fish Length (cm) Weight (g) Longitude Latitude date Species id Water% Lipid% PCB Chlordane DDE DDD DDT DDT BDE epxoxide Haptachlor

ELIZABETH RIVER WATERSHED

1TF284	42	Willoughby Bay	2-WLY001.37	Blue Crab	11	11.5 - 18.1	94 - 252	W76 17.17	N36 57.22	7/23/01	CRBL	79.5	4.47	18.97	3.87	5.98	1.31		7.28	0.97	0.59	
1TF285	42	Willoughby Bay	2-WLY001.37	Croaker	5	18.6 - 23.8	80 - 176	W76 17.17	N36 57.22	7/23/01	CRAT	77.3	13.41	36.90	2.88	4.89	1.50	0.28	6.85	0.61		
1TF286	42	Willoughby Bay	2-WLY001.37	Spot	15	18.0 - 21.6	90 - 162	W76 17.17	N36 57.22	7/23/01	SPOT	76.2	15.44	57.98	7.39	8.18			8.18	0.33	0.25	
1TF287	42	Willoughby Bay	2-WLY001.37	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	50.08	5.79	5.72		0.15	5.87	0.63	0.13	
1TF288	42	Willoughby Bay	2-WLY001.37	Hard Shell Clam	12		2726	W76 17.17	N36 57.22	8/30/01	CLAM	84.3	3.28	12.43	1.79	1.34		0.09	1.43	0.23	0.04	
1TF317	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Croaker	9	26.1 - 36.4	212 - 644	W76 16.968	N36 53.385	7/24/01	CRAT	75.9	13.10	113.58	19.88	37.99	14.47	0.67	53.14	0.36	1.14	0.27
1TF318	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Spot	6	23.0 - 24.2	186 - 244	W76 16.968	N36 53.385	7/24/01	SPOT	71.5	13.77	337.88	74.10	118.11	108.43	2.42	228.95	6.60	2.23	
1TF319	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Gizzard Shad	10	30.3 - 36.0	254 - 520	W76 16.968	N36 53.385	7/24/01	SDGZ	76.4	19.88	391.79	60.30	81.25	48.19	2.01	131.45	12.47	0.96	
1TF320	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Striped Bass	2	50.0 - 50.1	1170 - 1315	W76 16.968	N36 53.385	7/24/01	BSST	78.8	6.08	157.64	23.97	41.75	19.34	0.95	62.05	4.09	0.87	
1TF321	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Blue Crab	15	12.5 - 15.5	130 - 190	W76 16.968	N36 53.385	7/24/01	CRBL	80.2	4.59	32.09	8.92	24.14	11.21	0.13	35.48	0.71	2.26	
1TF309	104	Eastern Branch Elizabeth River near	2-EBE001.20	Blue Crab	15	11.6 - 15.5	104 - 220	W76 15.950	N36 50.214	8/15/01	CRBL	81.3	3.87	23.40	11.52	7.12			7.12	0.67		
1TF310	104	Eastern Branch Elizabeth River near	2-EBE001.20	Gizzard Shad	10	27.1 - 34.2	200 - 408	W76 15.950	N36 50.214	8/15/01	SDGZ	77.9	12.80	364.40	43.13	45.31	32.68	0.93	78.92	7.09	0.83	
1TF311	104	Eastern Branch Elizabeth River near	2-EBE001.20	Croaker	7	28.0 - 38.0	246 - 792	W76 15.950	N36 50.214	8/15/01	CRAT	73.8	18.08	179.99	18.84	23.93	9.66	1.05	34.64	4.73	0.88	
1TF312	104	Eastern Branch Elizabeth River near	2-EBE001.20	Spot	4	14.5 - 17.2	54 - 72	W76 15.950	N36 50.214	8/15/01	SPOT	77.6	10.39	76.17	17.84	17.50	8.67	0.44	26.81	0.47	0.51	
1TF298	5	Broad Creek near Rt. 58	2-BRO001.35	Spot	15	15.0 - 18.0	54 - 86	W76 13.690	N36 51.404	8/15/01	SPOT	78.5	8.22	195.29	31.85	29.73	15.51	1.78	47.02	9.33	0.99	
1TF300	5	Broad Creek near Rt. 58	2-BRO001.35	Croaker	15	17.5 - 19.7	60 - 90	W76 13.690	N36 51.404	8/15/01	CRAT	76.9	12.20	70.77	18.47	10.77	11.59	0.49	22.85	1.53	1.13	
1TF301	5	Broad Creek near Rt. 58	2-BRO001.35	Gizzard Shad	10	31.5 - 40.0	308 - 658	W76 13.690	N36 51.404	8/15/01	SDGZ	78.1	7.73	504.11	106.80	41.72		3.99	45.71	9.19	1.15	
1TF302	5	Broad Creek near Rt. 58	2-BRO001.35	Striped bass	2	47.4 - 51.5	1042 - 1500	W76 13.690	N36 51.404	8/15/01	BSST	76.9	5.03	170.64	44.84	31.01		0.93	31.93	8.21	1.08	
1TF303	5	Broad Creek near Rt. 58	2-BRO001.35	Blue Crab	15	12.7 - 15.5	132 - 228	W76 13.690	N36 51.404	8/15/01	CRBL	83.2	5.42	40.11	27.28	11.51		0.16	11.67	1.29		
1TF289	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Blue Crab	15	14.5 - 16.2	162 - 282	W76 19.290	N36 48.968	7/25/01	CRBL	82.4	6.15	23.44	16.11	22.76			22.76	0.41		
1TF290	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Gizzard Shad	10	27.5 - 35.8	200 - 450	W76 19.290	N36 48.968	7/25/01	SDGZ	75.1	11.58	552.68	65.85	178.78	136.50	1.65	319.31	9.94		
1TF291	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Croaker	6	29.0 - 34.5	288 - 590	W76 19.290	N36 48.968	7/25/01	CRAT				Not analyzed				Not analyzed			
1TF292	40	St. Julian Creek near Elizabeth River	2-STJ000.81	White Perch	11	21.0 - 25.4	162 - 300	W76 19.290	N36 48.968	7/25/01	PCWH	78.0	6.50	42.97	25.95	19.10		0.39	19.49	1.66	0.75	
1TF293	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Striped Bass	3	39.9 - 45.8	688 - 996	W76 19.290	N36 48.968	7/25/01	BSST	76.7	6.10	111.64	18.26	47.74	29.46	0.63	77.83	3.47	1.00	0.31
1TF313	103	West Branch Elizabeth River	2-WBE002.11	Blue Crab	15	11.1 - 17.0	98 - 258	W76 21.805	N36 50.840	7/26/01	CRBL	80.6	3.74	9.23	2.22	4.48	1.17	0.17	5.80		0.63	
1TF314	103	West Branch Elizabeth River	2-WBE002.11	Croaker	9	24.8 - 33.1	200 - 488	W76 21.805	N36 50.840	7/26/01	CRAT	75.9	15.74	68.03	16.57	16.63	6.87	0.53	24.03	0.60	0.54	
1TF315	103	West Branch Elizabeth River	2-WBE002.11	Gizzard Shad	6	28.1 - 31.1	216 - 282	W76 21.805	N36 50.840	7/26/01	SDGZ	78.3	13.66	182.42	28.39	25.52	12.45	1.30	39.27	4.06	0.52	
1TF316	103	West Branch Elizabeth River	2-WBE002.11	Spot	8	18.0 - 18.8	54 - 82	W76 21.805	N36 50.840	7/26/01	SPOT	79.2	7.25	25.39	5.81	5.84	2.40	0.23	8.47		0.15	
1TF328	41	Western Branch Elizabeth River at M	2-WBE006.18	Croaker	6	26.5 - 37.7	244 - 666	W76 24.145	N36 48.297	7/25/01	CRAI	74.2	17.09	96.62	21.15	27.19	6.79	0.72	34.70	4.20	1.65	0.08
1TF329	41	Western Branch Elizabeth River at M	2-WBE006.18	Gizzard Shad	10	31.3 - 37.2	238 - 484	W76 24.145	N36 48.297	7/25/01	SDGZ	75.1	22.96	436.46	72.67	111.39	58.50	5.17	175.07	24.73	2.55	0.37
1TF330	41	Western Branch Elizabeth River at M	2-WBE006.18	Striped bass	1	49.7	1304	W76 24.145	N36 48.297	7/25/01	BSST	76.8	5.34	70.32	10.72	12.85	3.01	0.72	16.58	1.84	0.51	0.06
1TF331	41	Western Branch Elizabeth River at M	2-WBE006.18	Spot	3	15.8 - 16.5	50 - 58	W76 24.145	N36 48.297	7/25/01	SPOT	78.8	5.02	17.56	3.48	4.59	0.84		5.43			
1TF332	41	Western Branch Elizabeth River at M	2-WBE006.18	Blue Crab	15	12.1 - 15.1	116 - 178	W76 24.145	N36 48.297	7/25/01	CRBL	81.7	4.73	17.44	3.94	6.43	1.18		7.61	0.42		

Total
PCB

Samples that exceeded DEQ screening value for PCB

ELIZABETH RIVER WATERSHED

draft preliminary review

DEQ Fish Samples
Summarative Halogenated Organics Data - 2001 results

DEQ SCREENING VALUE (ppb¹)

Lab/Sam	DEQ	VIMSID	station	Station name/Location	DEQ rivermile	Fish species name	No. of fish	Length (cm)	Weight (g)	Longitude	Latitude	Collection date	Species id	Water%	Lipid%	Total PCB	Total Chlordane	sum DDE	sum DDD	sum DDT	Total DDT	Total BDE	Hepatichlor epoxide	Hepatichlor
ELIZABETH RIVER WATERSHED																								
1TF286	42	Willoughby Bay	2-WLY001.37	Spot	15	18.0 - 21.6	90 - 162	W76 17.17	N36 57.22	7/23/01	SPOT	76.2	15.44	57.98	7.39	8.18				8.18	0.33	0.25		
1TF317	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Croaker	9	28.1 - 36.4	212 - 644	W76 16.968	N36 53.385	7/24/01	CRAT	75.9	13.10	113.58	19.88	37.99	14.47	0.67	53.14	0.36	1.14	0.27		
1TF318	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Spot	8	23.0 - 24.2	188 - 244	W76 16.968	N36 53.385	7/24/01	SPOT	71.5	13.77	337.88	74.10	118.11	108.43	2.42	228.95	6.90	2.23			
1TF319	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Gizzard Shad	10	30.3 - 36.0	254 - 520	W76 16.968	N36 53.385	7/24/01	SDGZ	76.4	19.88	391.79	60.30	81.25	48.19	2.01	131.45	12.47	0.96			
1TF320	102	Lafayette River near Rt. 460, Elizabe	2-LAF003.00	Striped Bass	2	50.0 - 50.1	1170 - 1315	W76 16.968	N36 53.385	7/24/01	BSST	76.8	6.08	157.64	23.97	41.75	19.34	0.95	62.05	4.09	0.87			
1TF310	104	Eastern Branch Elizabeth River near	2-EBE001.20	Gizzard Shad	10	27.1 - 34.2	200 - 408	W76 15.950	N36 50.214	8/15/01	SDGZ	77.9	12.80	364.40	43.13	45.31	32.68	0.93	78.92	7.09	0.83			
1TF311	104	Eastern Branch Elizabeth River near	2-EBE001.20	Croaker	7	26.0 - 38.0	248 - 792	W76 15.950	N36 50.214	8/15/01	CRAT	73.8	18.08	170.99	18.84	23.93	9.68	1.05	34.94	4.73	0.88			
1TF312	104	Eastern Branch Elizabeth River near	2-EBE001.20	Spot	4	14.5 - 17.2	54 - 72	W76 15.950	N36 50.214	8/15/01	SPOT	77.6	10.39	76.17	17.84	17.50	8.67	0.44	26.61	0.47	0.51			
1TF299	5	Broad Creek near Rt. 58	2-BRO001.35	Spot	15	15.0 - 18.0	54 - 86	W76 13.690	N36 51.404	8/15/01	SPOT	78.5	8.22	195.29	31.85	29.73	15.51	1.78	47.02	9.33	0.89			
1TF300	5	Broad Creek near Rt. 58	2-BRO001.35	Croaker	15	17.5 - 19.7	80 - 90	W76 13.690	N36 51.404	8/15/01	CRAT	76.9	12.20	70.77	18.47	10.77	11.59	0.49	22.85	1.53	1.13			
1TF301	5	Broad Creek near Rt. 58	2-BRO001.35	Gizzard Shad	10	31.5 - 40.0	308 - 658	W76 13.690	N36 51.404	8/15/01	SDGZ	78.1	7.73	504.11	106.80	41.72		3.99	45.71	9.19	1.15			
1TF302	5	Broad Creek near Rt. 58	2-BRO001.35	Striped bass	2	47.4 - 51.5	1042 - 1500	W76 13.690	N36 51.404	8/15/01	BSST	76.9	5.03	170.64	44.64	31.01		0.93	31.93	8.21	1.08			
1TF290	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Gizzard Shad	10	27.5 - 35.8	200 - 450	W76 19.290	N36 46.968	7/25/01	SDGZ	75.1	11.56	552.68	65.86	178.78	136.50	1.65	316.91	9.94				
1TF293	40	St. Julian Creek near Elizabeth River	2-STJ000.81	Striped Bass	3	39.9 - 45.8	888 - 996	W76 19.290	N36 46.968	7/25/01	BSST	78.7	6.10	111.64	18.26	47.74	29.46	0.63	77.83	3.47	1.00	0.31		
1TF314	103	West Branch Elizabeth River	2-WBE002.11	Croaker	9	24.8 - 33.1	200 - 488	W76 21.805	N36 50.840	7/26/01	CRAT	75.9	15.74	88.03	16.57	16.63	6.87	0.53	24.03	0.60	0.54			
1TF315	103	West Branch Elizabeth River	2-WBE002.11	Gizzard Shad	6	28.1 - 31.1	216 - 282	W76 21.805	N36 50.840	7/26/01	SDGZ	78.3	13.66	162.42	28.39	25.52	12.45	1.30	39.27	4.06	0.52			
1TF328	41	Western Branch Elizabeth River at M	2-WBE006.18	Croaker	6	26.5 - 37.7	244 - 666	W76 24.145	N36 48.297	7/25/01	CRAT	74.2	17.09	96.62	21.15	27.19	6.79	0.72	34.70	4.20	1.65	0.08		
1TF329	41	Western Branch Elizabeth River at M	2-WBE006.18	Gizzard Shad	10	31.3 - 37.2	238 - 484	W76 24.145	N36 48.297	7/25/01	SDGZ	75.1	22.96	438.48	72.87	111.39	58.50	5.17	175.07	24.73	2.55	0.37		
1TF330	41	Western Branch Elizabeth River at M	2-WBE006.18	Striped bass	1	49.7	1304	W76 24.145	N36 48.297	7/25/01	BSST	76.8	5.34	70.32	10.72	12.85	3.01	0.72	16.58	1.64	0.51	0.06		

Samples that exceeded DEQ (previous) screening value for PCB

Total PCB

ELIZABETH RIVER WATERSHED																								
1TF287	42	Willoughby Bay	2-WLY001.37	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	88.8	10.88	50.09	5.79	5.72				0.15	5.67	0.63	0.13	

Samples that exceeded (previous) DEQ screening value for Total Chlordane

Total Chlordane

ELIZABETH RIVER WATERSHED																								
1TF301	5	Broad Creek near Rt. 58	2-BRO001.35	Gizzard Shad	10	31.5 - 40.0	308 - 658	W76 13.690	N36 51.404	8/15/01	SDGZ	78.1	7.73	504.11	106.80	41.72		3.99	45.71	9.19	1.15			

1 ppb denotes parts per billion (aka - ug/kg or ng/g); wet weight basis, edible fillet
 Total PCB denotes sum of polychlorinated biphenyl congeners
 Total Chlordane denotes sum of chlordane and breakdown products
 sum DDE denotes sum of dichlorodiphenyl dichloroethylene isomers
 sum DDD denotes sum of dichlorodiphenyl dichloroethane isomers
 sum DDT denotes sum of dichlorodiphenyl trichloroethane isomers
 Total DDT denotes sum of isomers of DDE, DDD, and DDT
 Total BDE denotes sum of polybrominated diphenyl ether congeners
 HCB denotes hexachlorobenzene
 BHC denotes benzene hexachloride (aka: HCH - hexachlorocyclohexane)

draft preliminary review

**DEQ Fish Samples
Summarative non-Halogenated Organics Data - 2001 results**

DEQ SCREENING VALUE (ppb¹)

430000

3200000

430000

320000

15

15

15

15

15

15

15

DEQ station	Station name/Location	DEQ rivemile	Fish species name	No. of fish	1,3,5-trimethyl naphthalene	fluorene	henanthrene	anthracene	1-methyl phenanthrene	luoranthene	benz(a) pyrene	anthracene	chrysene	luoranthene	benzo(k) luoranthene	benzo(e) pyrene	benzo(a) pyrene	indeno(1,2,3-cd) pyrene	benzo(a,h) anthracene	benzo(g,h,i) perylene
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ELIZABETH RIVER WATERSHED

42	Willoughby Bay	2-WLY001.37	Blue Crab	11	0.20	0.31	0.66	0.32	0.15	0.76	0.64	0.17	0.40	0.21	0.24	0.23	0.19	0.00	0.00	0.00
42	Willoughby Bay	2-WLY001.37	Croaker	5	0.24	0.41	0.94	1.25	0.10	1.03	0.63	0.06	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	Willoughby Bay	2-WLY001.37	Spot	15	0.25	0.64	1.21	1.60	0.14	1.62	0.81	0.13	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	Willoughby Bay	2-WLY001.37	Oyster	15	0.17	0.76	8.26	5.95	1.77	78.95	50.70	17.59	38.89	14.73	3.69	12.26	1.09	1.05	0.45	0.18
42	Willoughby Bay	2-WLY001.37	Hard Shell Clam	12	0.13	0.12	0.69	0.83	0.09	5.15	5.80	1.07	2.03	1.37	0.54	1.53	0.42	0.33	0.28	0.00
102	Lafayette River near Rt. 460, Elizabeth	2-LAF003.00	Croaker	9	0.34	0.67	0.96	0.85	0.16	1.37	0.61	0.18	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102	Lafayette River near Rt. 460, Elizabeth	2-LAF003.00	Spot	6	0.55	1.39	1.79	2.21	0.41	5.40	1.87	0.25	0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102	Lafayette River near Rt. 460, Elizabeth	2-LAF003.00	Gizzard Shad	10	0.40	1.41	1.93	6.76	0.80	4.25	3.51	0.91	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102	Lafayette River near Rt. 460, Elizabeth	2-LAF003.00	Striped Bass	2	0.26	0.46	0.85	0.91	0.17	1.34	0.75	0.11	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102	Lafayette River near Rt. 460, Elizabeth	2-LAF003.00	Blue Crab	15	0.16	0.17	0.32	0.08	0.09	0.67	0.65	0.11	0.26	0.36	0.22	0.26	0.12	0.00	0.00	0.00
104	Eastern Branch Elizabeth River near	2-EBE001.20	Blue Crab	15	0.33	0.92	1.29	0.38	0.13	2.17	1.70	0.61	1.34	1.17	0.93	1.47	0.81	0.12	0.25	0.41
104	Eastern Branch Elizabeth River near	2-EBE001.20	Gizzard Shad	10	0.86	5.45	9.83	28.99	2.36	17.95	10.08	1.90	2.13	0.00	0.00	2.51	0.33	0.00	0.00	0.00
104	Eastern Branch Elizabeth River near	2-EBE001.20	Croaker	7	0.36	2.14	3.14	9.40	0.00	4.99	1.70	0.88	1.41	0.91	0.68	1.41	1.26	0.00	0.50	0.00
104	Eastern Branch Elizabeth River near	2-EBE001.20	Spot	4	0.41	2.10	6.34	10.26	0.40	11.96	2.64	1.00	1.80	0.00	0.00	0.85	0.57	0.00	0.00	0.00
5	Broad Creek near Rt. 58	2-BRO001.35	Spot	15	0.52	0.46	1.05	1.21	0.31	1.32	0.80	0.25	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Broad Creek near Rt. 58	2-BRO001.35	Croaker	15	0.18	0.46	1.09	1.85	0.15	0.85	0.35	0.14	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Broad Creek near Rt. 58	2-BRO001.35	Gizzard Shad	10	0.27	0.81	2.48	5.21	0.54	1.81	1.19	0.70	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Broad Creek near Rt. 58	2-BRO001.35	Striped bass	2	0.26	0.50	1.15	1.01	0.09	0.75	0.28	0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Broad Creek near Rt. 58	2-BRO001.35	Blue Crab	15	0.16	0.13	0.54	0.22	0.08	0.59	0.52	0.12	0.61	0.26	0.15	0.53	0.17	0.00	0.00	0.00
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Blue Crab	15	0.15	0.31	0.76	0.67	0.11	3.97	6.72	0.61	4.66	3.96	1.79	3.18	0.96	0.00	0.63	0.39
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Gizzard Shad	10	0.61	1.80	3.08	35.02	2.53	6.62	5.87	3.82	0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Croaker	6																
40	St. Julian Creek near Elizabeth River	2-STJ000.81	White Perch	11	0.27	0.54	1.84	1.57	0.23	2.39	0.97	0.08	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Striped Bass	3	0.32	0.84	2.26	3.10	0.00	3.72	1.44	0.26	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
103	West Branch Elizabeth River	2-WBE002.11	Blue Crab	15	0.17	0.24	0.50	0.22	0.14	1.29	1.12	0.24	0.47	0.33	0.38	0.49	0.25	0.00	0.00	0.00
103	West Branch Elizabeth River	2-WBE002.11	Croaker	9	0.19	0.91	1.32	1.59	0.10	1.93	0.67	0.14	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
103	West Branch Elizabeth River	2-WBE002.11	Gizzard Shad	6	0.27	1.22	2.13	6.00	0.52	3.62	2.57	0.48	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
103	West Branch Elizabeth River	2-WBE002.11	Spot	8	0.15	0.27	0.48	0.57	0.09	1.09	0.54	0.10	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	Western Branch Elizabeth River at M	2-WBE006.18	Croaker	6	0.29	1.31	1.40	1.73	0.23	2.29	0.88	0.23	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	Western Branch Elizabeth River at M	2-WBE006.18	Gizzard Shad	10	0.45	1.82	2.08	11.31	0.98	4.20	2.92	0.64	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	Western Branch Elizabeth River at M	2-WBE006.18	Striped bass	1	0.27	0.33	0.92	0.92	0.21	1.12	0.52	0.14	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	Western Branch Elizabeth River at M	2-WBE006.18	Spot	3	0.30	0.33	0.76	0.41	0.51	1.42	1.03	0.46	0.93	0.58	0.98	0.82	0.90	0.00	0.00	0.00
41	Western Branch Elizabeth River at M	2-WBE006.18	Blue Crab	15	0.12	0.15	0.46	0.15	0.12	0.73	0.76	0.11	0.33	0.10	0.06	0.37	0.17	0.00	0.00	0.00

draft preliminary review

**DEQ Fish Samples
Summarative non-Halogenated Organics Data - 2001 results**

DEQ SCREENING VALUE (ppb¹)

NA 15

650000

DEQ station	Station name/Location	DEQ rivemile	Fish species name	No. of fish	Length (cm)	Weight (g)	Longitude	Latitude	Collection date	Species id	Water%	Lipid%	sum PAH	sum PEC	2-methyl naphthalene	1-methyl naphthalene	2,6 dimethyl biphenyl naphthalene	ace- naphthalene	ace- naphthalene
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ELIZABETH RIVER WATERSHED

Samples that exceeded DEQ screening value for Benz(a)anthracene

ELIZABETH RIVER WATERSHED

42	Willoughby Bay	2-WLY001.37	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	241.43	6.5647	1.11	0.38	0.31	0.24	0.27	1.39	0.53
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Samples that exceeded DEQ screening value for Chrysene

ELIZABETH RIVER WATERSHED

42	Willoughby Bay	2-WLY001.37	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	241.43	6.5647	1.11	0.38	0.31	0.24	0.27	1.39	0.53
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Samples that exceeded (previous) DEQ screening value for Benzo(b)fluoranthene

ELIZABETH RIVER WATERSHED

42	Willoughby Bay	2-WLY001.37	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	241.43	6.5647	1.11	0.38	0.31	0.24	0.27	1.39	0.53
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¹ ppb denotes parts per billion (aka - ug/kg or ng/g); wet weight basis, edible fillet

* sum PAH (Polycyclic Aromatic Hydrocarbons or Polynuclear Aromatic Hydrocarbons-PNAHs) denotes sum of all 21 PAH compounds reported

** sum PEC, Potency Equivalency Concentration, denotes sum of seven PAHs based on their Relative Potency estimates

*** NA, not available, denotes insufficient toxicological information for this chemical to calculate a screening value

draft preliminary review

**DEQ Fish Samples
Summarative Heavy Metals Data - 2001 results**

DEQ SCREENING VALUE (ppm¹)

0.072 11 32 0.3 NA 50 NA NA

DEQ station	Station name/Location	DEQ rivermile	Fish species name	No. of fish	Length (cm)	Weight (g)	Longitude	Latitude	Collection date	Species id	Water%	Lipid%	Sample	ppm As	ppm Cd	ppm Cr	ppm Hg	ppm Pb	ppm Se	ppm Ti	ppm Zn	
ELIZABETH RIVER WATERSHED																						
42	Willoughby Bay	2-WLY001.52	Blue Crab	11	11.5 - 16.1	94 - 252	W76 17.17	N36 57.22	7/23/01	CRBL	79.5	4.47	1TF284	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5	<0.3	22	
42	Willoughby Bay	2-WLY001.52	Croaker	5	18.6 - 23.8	80 - 176	W76 17.17	N36 57.22	7/23/01	CRAT	77.3	13.41	1TF285	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5	<0.3	4.7	
42	Willoughby Bay	2-WLY001.52	Spot	15	18.0 - 21.6	90 - 182	W76 17.17	N36 57.22	7/23/01	SPOT	76.2	15.44	1TF286	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5	<0.3	5.1	
42	Willoughby Bay	2-WLY001.52	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	1TF287	<0.5	0.10	<0.05	<0.01	0.10	<0.5	<0.3	208	
42	Willoughby Bay	2-WLY001.52	Hard Shell Clam	12		2726	W76 17.17	N36 57.22	8/30/01	CLAM	84.3	3.28	1TF288	<0.5	<0.01	<0.05	<0.01	0.13	<0.5	<0.3	8.4	
102	Lafayette River near Rt. 460, Elizab	2-LAF003.00	Croaker	9	26.1 - 36.4	212 - 644	W76 16.968	N36 53.385	7/24/01	CRAT	75.9	13.10	1TF317	<0.5	<0.01	<0.05	0.12	<0.1	<0.5			
102	Lafayette River near Rt. 460, Elizab	2-LAF003.00	Spot	6	23.0 - 24.2	186 - 244	W76 16.968	N36 53.385	7/24/01	SPOT	71.5	13.77	1TF318	<0.5	<0.01	<0.05	0.067	<0.1	<0.5			
102	Lafayette River near Rt. 460, Elizab	2-LAF003.00	Gizzard Shad	10	30.3 - 36.0	254 - 520	W76 16.968	N36 53.385	7/24/01	SDGZ	76.4	19.88	1TF319	<0.5	<0.01	<0.05	0.034	<0.1	<0.5			
102	Lafayette River near Rt. 480, Elizab	2-LAF003.00	Striped Bass	2	50.0 - 50.1	1170 - 1315	W76 16.968	N36 53.385	7/24/01	BSS1	76.8	6.06	1TF320	<0.5	<0.01	<0.05	0.044	<0.1	<0.5			
102	Lafayette River near Rt. 460, Elizab	2-LAF003.00	Blue Crab	15	12.5 - 15.5	130 - 190	W76 16.968	N36 53.385	7/24/01	CRBL	80.2	4.59	1TF321	<0.5	<0.01	<0.05	0.017	<0.1	<0.5			
104	Eastern Branch Elizabeth River near	2-EBE001.20	Blue Crab	15	11.6 - 15.5	104 - 220	W76 15.950	N36 50.214	8/15/01	CRBL	81.3	3.67	1TF309	0.64	<0.01	<0.05	<0.01	<0.1	<0.5			
104	Eastern Branch Elizabeth River near	2-EBE001.20	Gizzard Shad	10	27.1 - 34.2	200 - 408	W76 15.950	N36 50.214	8/15/01	SDGZ	77.9	12.80	1TF310	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
104	Eastern Branch Elizabeth River near	2-EBE001.20	Croaker	7	26.0 - 38.0	246 - 792	W76 15.950	N36 50.214	8/15/01	CRAT	73.8	18.08	1TF311	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
104	Eastern Branch Elizabeth River near	2-EBE001.20	Spot	4	14.5 - 17.2	54 - 72	W76 15.950	N36 50.214	8/15/01	SPOT	77.6	10.39	1TF312	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
5	Broad Creek near Rt. 58	2-BRO001.35	Spot	15	15.0 - 18.0	54 - 86	W76 13.690	N36 51.404	8/15/01	SPOT	78.5	8.22	1TF299	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
5	Broad Creek near Rt. 58	2-BRO001.35	Croaker	15	17.5 - 19.7	60 - 90	W76 13.690	N36 51.404	8/15/01	CRAT	76.9	12.20	1TF300	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
5	Broad Creek near Rt. 58	2-BRO001.35	Gizzard Shad	10	31.5 - 40.0	308 - 658	W76 13.690	N36 51.404	8/15/01	SDGZ	78.1	7.73	1TF301	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
5	Broad Creek near Rt. 58	2-BRO001.35	Striped bass	2	47.4 - 51.5	1042 - 1500	W76 13.690	N36 51.404	8/15/01	BSS1	76.9	5.03	1TF302	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
5	Broad Creek near Rt. 58	2-BRO001.35	Blue Crab	15	12.7 - 15.5	132 - 228	W76 13.690	N36 51.404	8/15/01	CRBL	83.2	5.42	1TF303	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Blue Crab	15	14.5 - 16.2	162 - 262	W76 19.290	N36 46.968	7/25/01	CRBL	82.4	6.15	1TF289	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Gizzard Shad	10	27.5 - 35.8	200 - 450	W76 19.290	N36 46.968	7/25/01	SDGZ	75.1	11.56	1TF290	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Croaker	6	29.0 - 34.5	288 - 590	W76 19.290	N36 46.968	7/25/01	CRAT			1TF291	NO SAMPLE								
40	St. Julian Creek near Elizabeth River	2-STJ000.81	White Perch	11	21.9 - 25.4	162 - 300	W76 19.290	N36 46.968	7/25/01	PCWH	78.0	6.50	1TF292	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
40	St. Julian Creek near Elizabeth River	2-STJ000.81	Striped Bass	3	39.9 - 45.8	688 - 996	W76 19.290	N36 46.968	7/25/01	BSS1	76.7	6.10	1TF293	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
103	West Branch Elizabeth River	2-WBE002.11	Blue Crab	15	11.1 - 17.0	98 - 258	W76 21.805	N36 50.840	7/26/01	CRBL	80.6	3.74	1TF313	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
103	West Branch Elizabeth River	2-WBE002.11	Croaker	9	24.8 - 33.1	200 - 488	W76 21.805	N36 50.840	7/26/01	CRAT	75.9	15.74	1TF314	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
103	West Branch Elizabeth River	2-WBE002.11	Gizzard Shad	6	28.1 - 31.1	216 - 282	W76 21.805	N36 50.840	7/26/01	SDGZ	78.3	13.66	1TF315	<0.5	<0.01	<0.05	0.041	<0.1	<0.5			
103	West Branch Elizabeth River	2-WBE002.11	Spot	8	16.0 - 18.8	54 - 82	W76 21.805	N36 50.840	7/26/01	SPOT	79.2	7.25	1TF316	<0.5	<0.01	<0.05	0.093	<0.1	<0.5			
41	Western Branch Elizabeth River at M	2-WBE006.18	Croaker	6	26.5 - 37.7	244 - 666	W76 24.145	N36 48.297	7/25/01	CRAT	74.2	17.09	1TF328	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
41	Western Branch Elizabeth River at M	2-WBE006.18	Gizzard Shad	10	31.3 - 37.2	238 - 484	W76 24.145	N36 48.297	7/25/01	SDGZ	75.1	22.96	1TF329	<0.5	<0.01	0.54	<0.01	<0.1	<0.5			
41	Western Branch Elizabeth River at M	2-WBE006.18	Striped bass	1	49.7	1304	W76 24.145	N36 48.297	7/25/01	BSS1	76.8	5.34	1TF330	<0.5	<0.01	<0.05	<0.01	<0.1	<0.5			
41	Western Branch Elizabeth River at M	2-WBE006.18	Spot	3	15.8 - 16.5	50 - 56	W76 24.145	N36 48.297	7/25/01	SPOT	78.8	5.02	1TF331	<0.5	<0.01	0.71	<0.01	<0.1	<0.5			
41	Western Branch Elizabeth River at M	2-WBE006.18	Blue Crab	15	12.1 - 15.1	116 - 178	W76 24.145	N36 48.297	7/25/01	CRBL	81.7	4.73	1TF332	<0.5	<0.01	0.96	<0.01	<0.1	<0.5			

draft preliminary review

**DEQ Fish Samples
Summarative Heavy Metals Data - 2001 results**

DEQ SCREENING VALUE (ppm¹)

0.072 11 32 0.3 NA 50 NA NA

DEQ station	Station name/Location	DEQ rivermile	Fish species name	No. of fish	Length (cm)	Weight (g)	Longitude	Latitude	Collection date	Species Id	Water%	Lipid%	Sample	ppm							
													As	Cd	Cr	Hg	Pb	Se	Tl	Zn	

ELIZABETH RIVER WATERSHED

Samples that exceeded DEQ screening value for Arsenic (As)

As

ELIZABETH RIVER WATERSHED

104	Eastern Branch Elizabeth River near	2-EBE001.20	Blue Crab	15	11.6 - 15.5	104 - 220	W76 15.950	N36 50.214	8/15/01	CRBL	81.3	3.67	1TF309	0.64	<0.01	<0.05	<0.01	<0.1	<0.5		
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Samples with detectable Lead (Pb)

Pb

ELIZABETH RIVER WATERSHED

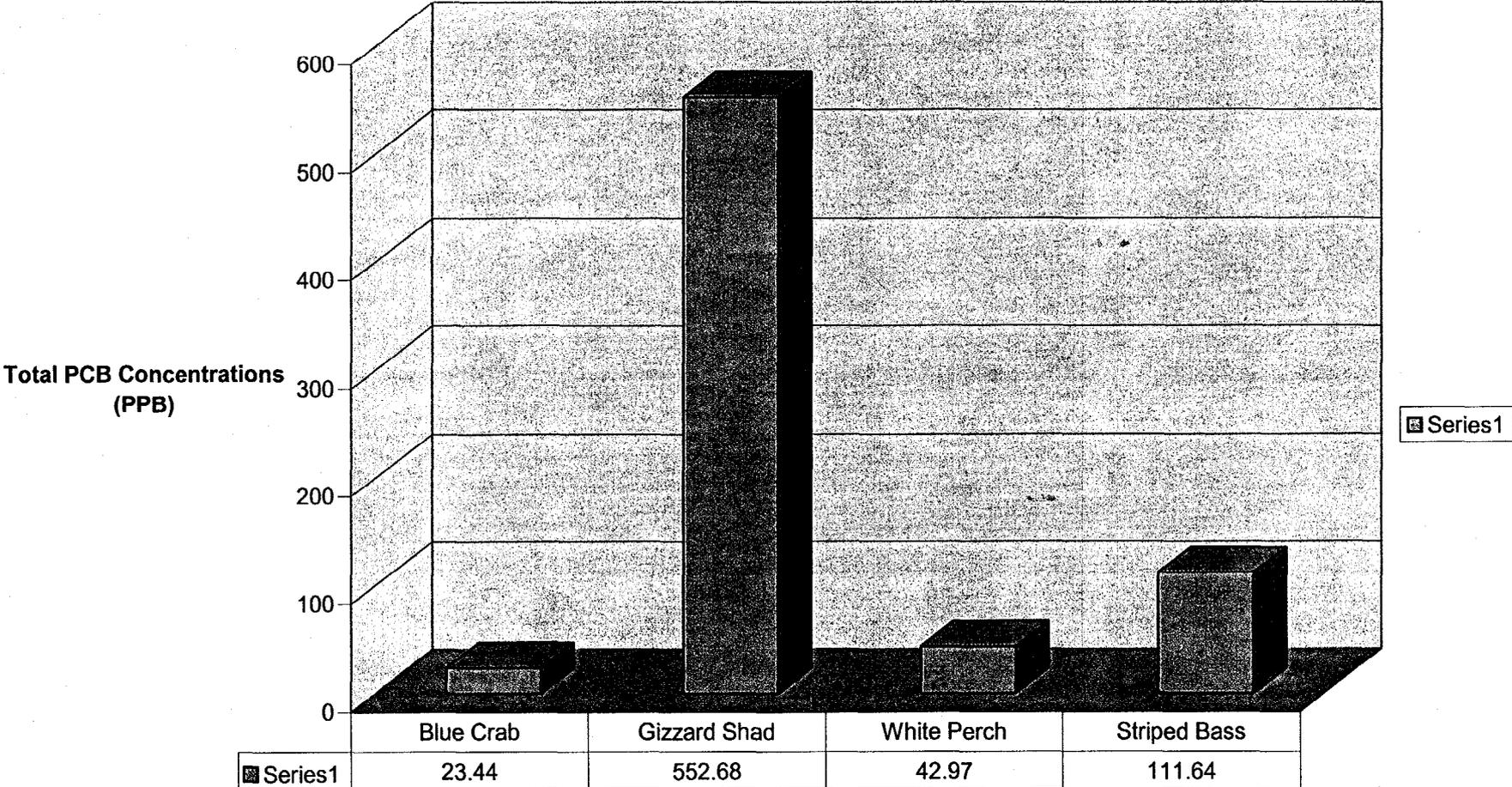
42	Willoughby Bay	2-WLY001.52	Oyster	15		1116	W76 17.17	N36 57.22	8/30/01	OYST	86.8	10.86	1TF287	<0.5	0.10	<0.05	<0.01	0.10	<0.5	<0.3	208
42	Willoughby Bay	2-WLY001.52	Hard Shell Clam	12		2726	W76 17.17	N36 57.22	8/30/01	CLAM	84.3	3.28	1TF288	<0.5	<0.01	<0.05	<0.01	0.13	<0.5	<0.3	8.4

¹ ppm denotes parts per million (aka - mg/kg or ug/g); wet weight basis, edible fillet

As = Arsenic Pb = Lead
 Cd = Cadmium Se = Selenium
 Cr = Chromium Tl = Thallium
 Hg = Mercury Zn = Zinc

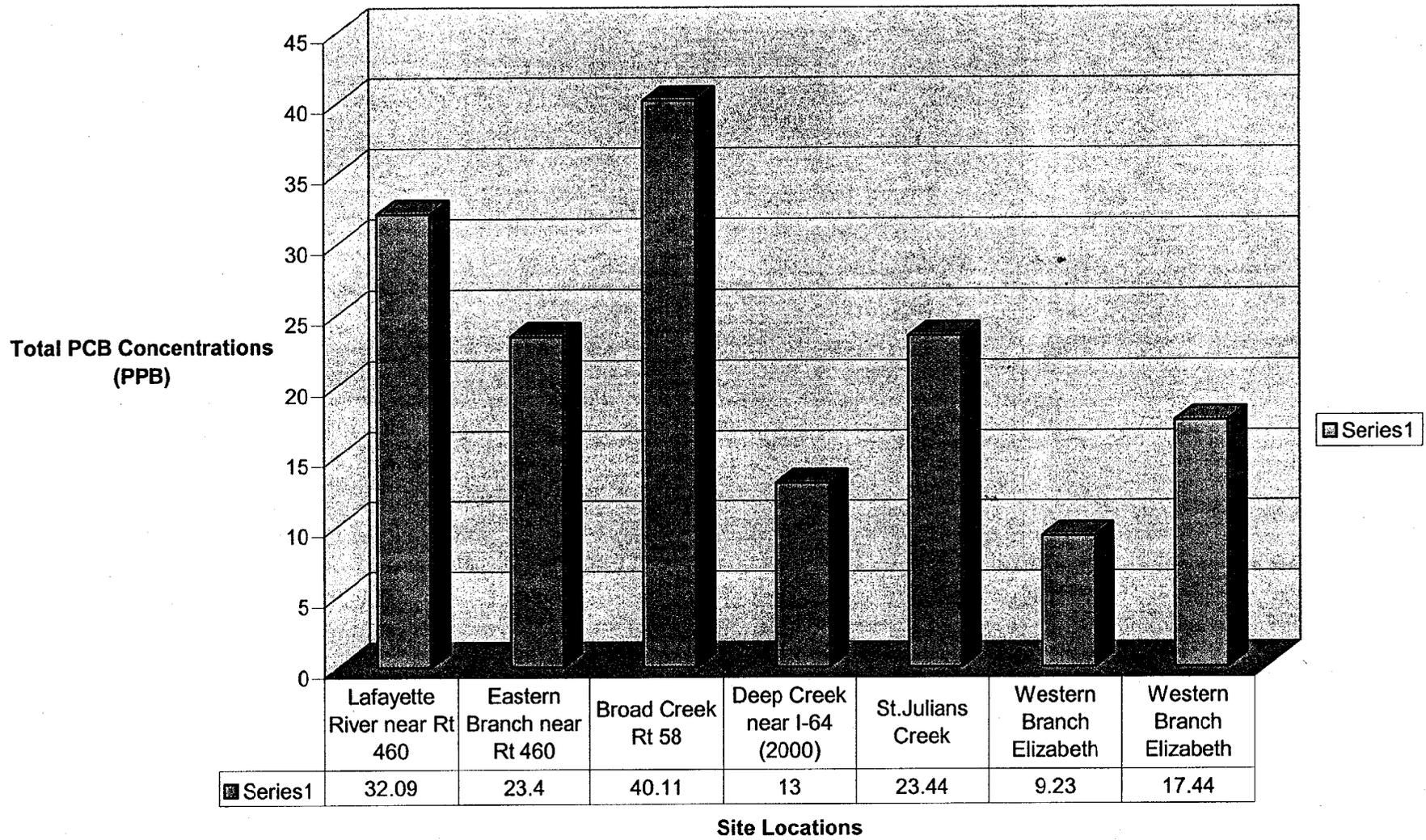
** NA, not available, denotes insufficient toxicological information for this chemical to calculate a screening value

Saint Julian's Creek Fish-Tissue 2001; Total PCBs

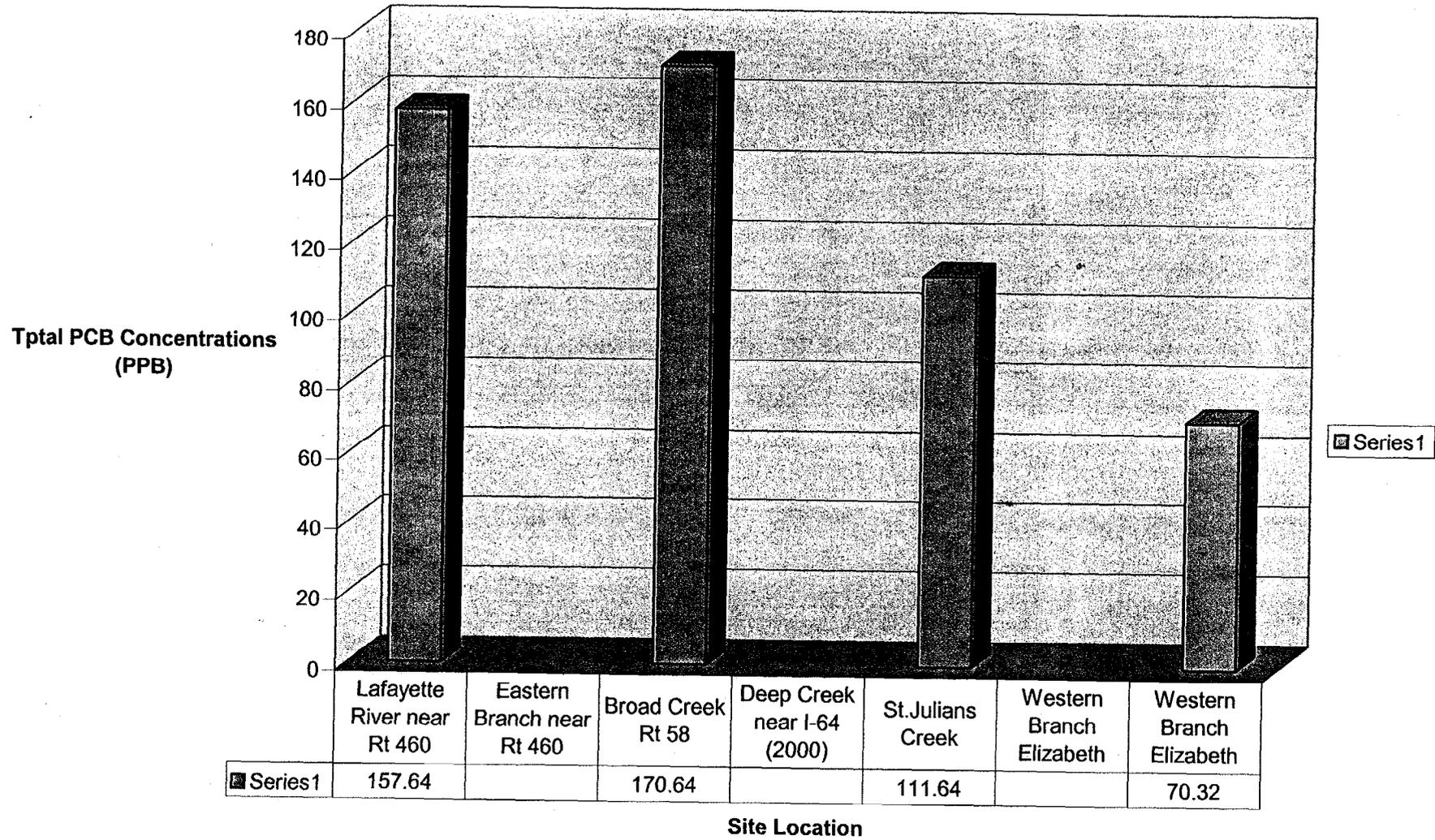


Species and PCB Concentrations

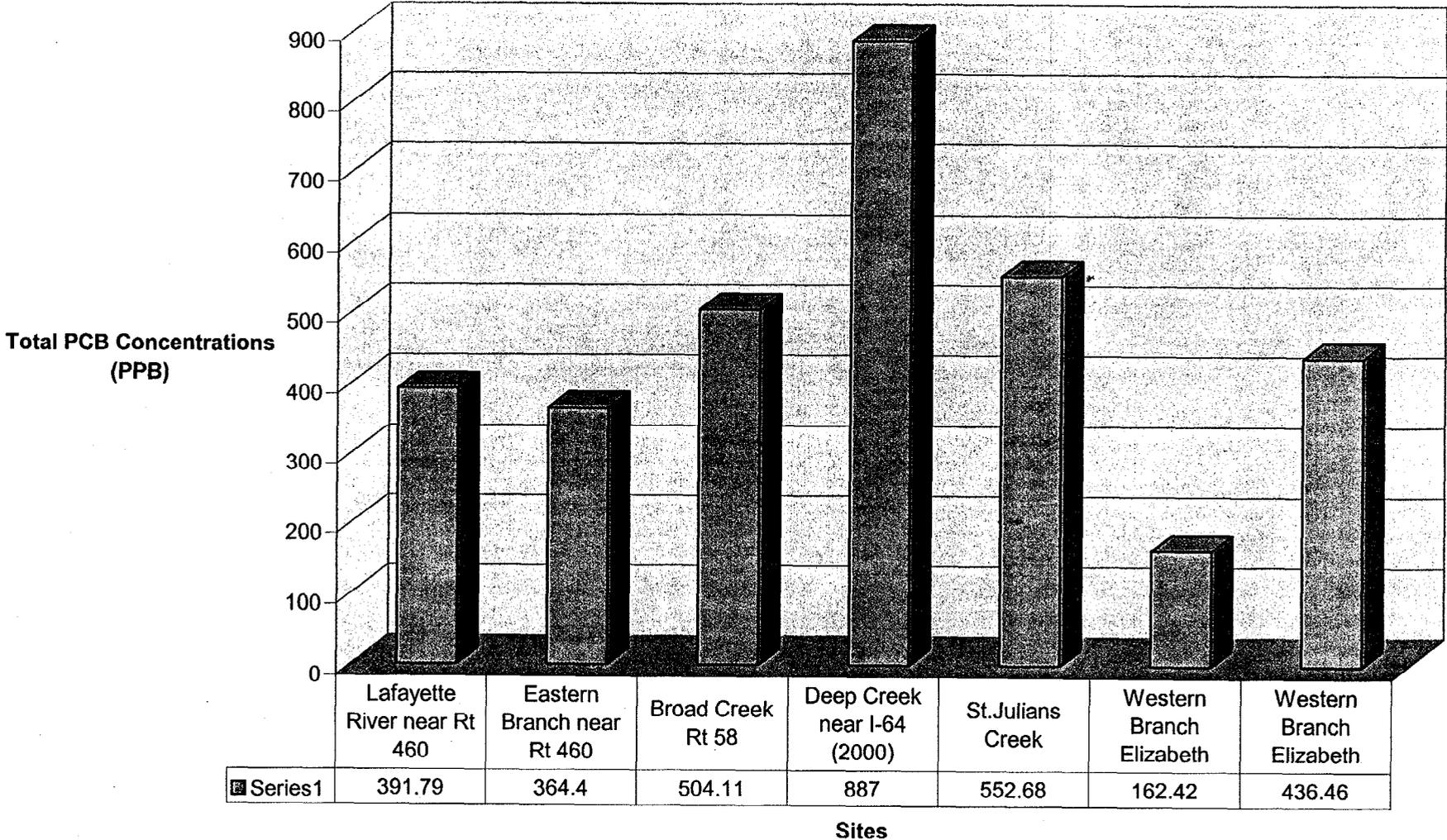
Blue Crabs in Elizabeth River System 2001: Total PCBs



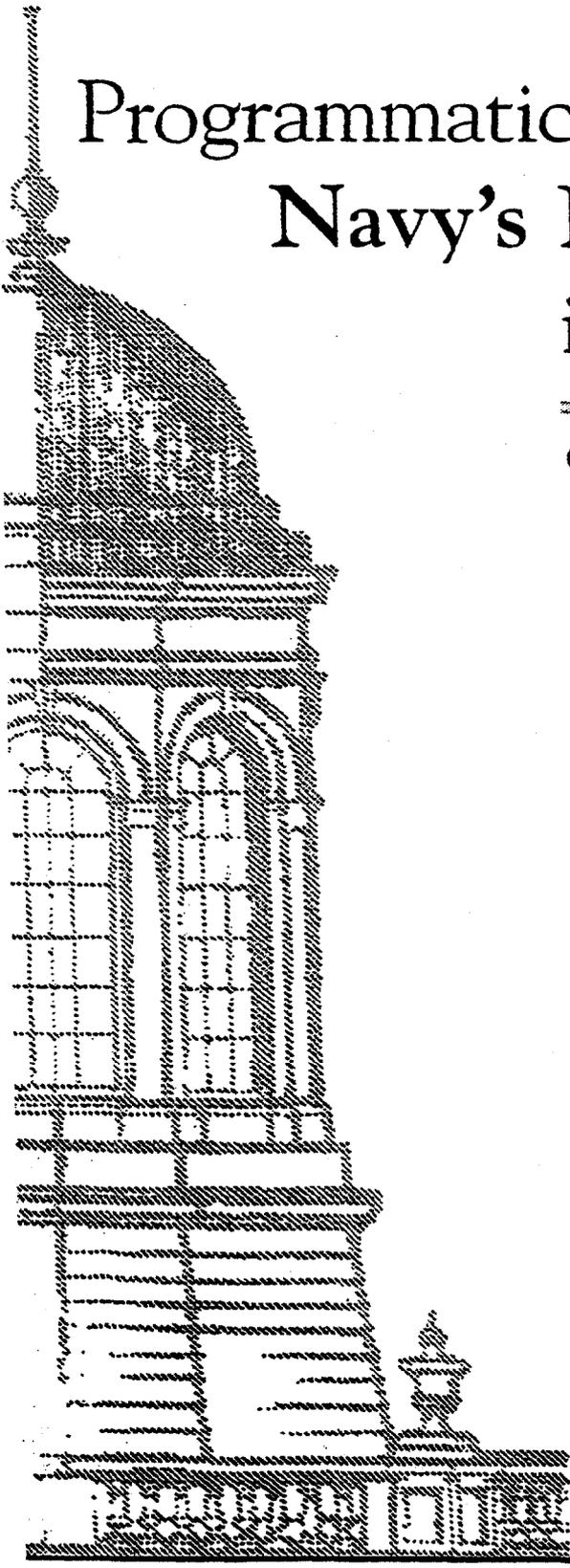
Striped Bass in Elizabeth River System 2001: Total PCBs



Gizzard Shad in Elizabeth River System 2001; Total PCBs



Series1



Programmatic Agreement for the Navy's Historic Buildings in Hampton Roads

Commander, Navy Region Mid-Atlantic

Nov 1999

**PROGRAMMATIC AGREEMENT
AMONG
THE DEPARTMENT OF THE NAVY,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING
CONSULTATION UNDER SECTION 106,
NATIONAL HISTORIC PRESERVATION ACT
FOR UNDERTAKINGS AFFECTING THE HISTORIC BUILT ENVIRONMENT AT
CERTAIN NAVY REGION, MID-ATLANTIC INSTALLATIONS LOCATED IN THE
HAMPTON ROADS AREA OF SOUTHEASTERN VIRGINIA**

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APPENDIX A: Definition of "Built Environment"

APPENDIX B: Historic Properties and Historic Preservation Priority Categories

Introduction to Historic Property Descriptions and Historic Preservation Priority Categories

Jamestown Exposition Site Historic District, Naval Station, Norfolk, Virginia

Naval Administration/Recruit Training Station Historic District, Naval Station, Norfolk, Virginia

Naval Supply Depot Historic District, Naval Station, Norfolk, Virginia

Naval Air Station Historic District, Naval Station, Norfolk, Virginia

Golf Club Historic Property, Naval Station, Norfolk, Virginia

Lafayette River Annex Historic District, Naval Station, Norfolk, Virginia

St. Juliens Creek Annex Historic District, Chesapeake, Virginia

Kiskiack Historic Property Naval Weapons Station, Yorktown, Virginia

Masons Row Historic Property, Naval Weapons Station, Yorktown, Virginia

The Bell House Historic Property, Naval Air Station, Oceana, Virginia Beach, Virginia

APPENDIX C: Undertakings Having No Adverse Effect on Historic Properties

APPENDIX D: Leasing, Licensing and/or Disposal

**PROGRAMMATIC AGREEMENT
AMONG
THE DEPARTMENT OF THE NAVY,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING
CONSULTATION UNDER SECTION 106,
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FOR UNDERTAKINGS AFFECTING THE HISTORIC BUILT ENVIRONMENT AT
CERTAIN NAVY REGION, MID-ATLANTIC INSTALLATIONS LOCATED IN THE
HAMPTON ROADS AREA OF SOUTHEASTERN VIRGINIA**

Whereas, Commander, Navy Region, Mid-Atlantic (CNRMA) manages for the Department of the Navy several naval installations located in the Hampton Roads region of southeastern Virginia that contain historic properties within the meaning of the National Historic Preservation Act, as more fully defined in Appendix A, Definition of "Built Environment," and

Whereas, CNRMA conducts undertakings (the Program) that have similar and repetitive effects on historic properties in Navy Region, Mid-Atlantic, or the effects of which on historic properties cannot be fully determined prior to approval of the undertaking, or involve routine maintenance activities, and

Whereas, CNRMA has determined that such actions may require consultation with parties interested in the effects of such undertakings on historic properties, as provided in the Section 106 of the National Historic Preservation Act (NHPA), and involve preservation obligations imposed by Section 110 of NHPA, and

Whereas, CNRMA has completed architectural surveys and assessments identifying historic aspects of the built environment at Naval Station, Norfolk, including Chambers Field (formerly Naval Air Station, Norfolk) and other areas formerly belonging to Naval Base, Norfolk including the Lafayette River Annex and the St. Julien's Creek Annex; Naval Air Station, Oceana; Naval Auxiliary Landing Field Fentress, and Naval Weapons Station, Yorktown, and established their historic preservation priority categories, as more fully set forth in Appendix B Historic Properties and Historic Preservation Priority Categories, and

Whereas, CNRMA has consulted with the Advisory Council on Historic Preservation (COUNCIL), the Commonwealth of Virginia, State Historic Preservation Officer (VSHPO), and

Whereas, CNRMA has solicited comment from local governments, museums, universities and colleges, local historical societies, and interested citizens and has considered their views in the development of this programmatic agreement, and

Whereas, the parties desire to streamline their consultations on undertakings affecting historic properties at the aforesaid naval installations by means of a programmatic agreement among them pursuant to Part 800 of Title 36 of the Code of Federal Regulations (Regulations), entitled "Protection of Historic Properties", and

Whereas, in keeping with the Department of the Navy Cultural Resources Program, the parties desire that actions taken by CNRMA with respect to the built environment and to archeological resources covered by this agreement are consistent with the professional standards promulgated by the Secretary of the Interior, and

Whereas, the COUNCIL and VSHPO recognize CNRMA, acting by the regional program manager for environmental and cultural resources matters, viz., Commanding Officer, Navy Public Works Center, Norfolk (hereinafter Regional Engineer), as the responsible "agency official" for the aforesaid naval installations, as defined in Section 800.2(a) of the Regulations;

NOW, THEREFORE, the parties agree that CNRMA, in its ongoing management and use of the built environment at installations in the Hampton Roads area of southeastern Virginia, shall ensure that the following stipulations are implemented to take into account the effects of such management on historic aspects of the built environment.

Stipulations

I. Personnel, Qualifications, and Training

A. In conjunction with this agreement, CNRMA will designate a Regional Historic Preservation Officer (RHPO) who, under the direction of the Regional Engineer, shall be responsible for the implementation of this agreement within Navy Region, Mid-Atlantic; serve as the primary point of contact for consultations with the COUNCIL and VSHPO; and, advise on undertakings affecting historic properties covered by this agreement.

1. The RHPO may be a licensed architect or other historic preservation professional who meets the professional qualifications prescribed in "Standards for Historic Preservation Professionals," Department of the Interior, Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines, 48 Federal Register 44716 (1983) (Standards for Professionals). Required training for the RHPO includes a course, or courses, focusing on legal requirements for federal projects under the NHPA with an emphasis on compliance with Section 106 and 36 CFR 800.

2. The Regional Engineer will notify the COUNCIL and VSHPO of the RHPO's appointment and provide documentation demonstrating that he/she meets the qualification and training standards prescribed herein.

B. The Regional Engineer and subordinate Public Works Officers at installations subject to this agreement shall plan and program for compliance with the requirements hereof. The RHPO will brief all current and, within 30 days of reporting, all incoming Commanding Officers of and Public Works Officers at installations subject to this agreement, and provide to them a copy of this agreement.

C. The Regional Engineer, with the RHPO's assistance, will develop and implement a training program for personnel with approval authority for undertakings that may affect historic properties. The training shall be designed to increase awareness of and sensitivity to historic preservation, in general, and to the NHPA, the Regulations, and this agreement, in particular. The Regional Engineer and the RHPO shall work cooperatively with the VSHPO to identify opportunities where the VSHPO may assist in the training program. The goal of the training program shall be to provide at least one training opportunity per person per year.

1. The training program, a copy of which will be provided to the COUNCIL and VSHPO within six (6) months of the effective date of this Programmatic Agreement and when updated from time-to-time thereafter, may include courses on NHPA Section 106, historic preservation conferences, and technical courses in cultural resources management. For personnel responsible for planning and maintenance of the built environment, the training program shall include the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and*

Reconstructing Historic Buildings (U.S. Department of the Interior, National Park Service 1995)(Secretary's Standards).

2. The COUNCIL and VSHPO will assist CNRMA to provide meaningful and timely training appropriate for the Navy's needs.

D. The Regional Engineer, in accordance with a pre-qualification process approved by the COUNCIL and VSHPO, and with the cooperation of Commander, Naval Facilities Engineering Command, Atlantic Division, will pre-qualify architects, engineers, and construction contractors seeking to undertake work on Category 1 and 2 historic properties. Particular attention will be paid in the pre-qualification process to past performance in historic masonry, plaster, roofing, and window rehabilitation.

II. Identification and Evaluation

A. CNRMA will identify and evaluate historic aspects of the built environment in accordance with Section 800.4 of the Regulations and, as applicable, Part 60 of Title 36 of the Code of Federal Regulations.

B. Within 1 year of execution of this agreement, the Regional Engineer will complete a comprehensive architectural survey (update) for Naval Station, Norfolk and other installations subject to this agreement, as may be necessary to reflect changes in eligibility for listing on the National Historic Register resulting from undertakings affecting the built environment and from any additional information developed during the Historic Preservation Priority study conducted pursuant to this agreement.

1. Two copies of the survey (draft), including updated Integrated Preservation Software (IPS) records, will be submitted to VSHPO for review and comment. After consideration of VSHPO's comments, two copies of the survey (final), including IPS records, will be provided to VSHPO.

C. CNRMA will reevaluate the Historic Preservation Priority Categories, in consultation with VSHPO, between the ninth and eleventh years after the effective date of this agreement. In conjunction with this reevaluation, Category 4 aspects of the built environment that have passed the 50 year old criteria for National Register eligibility during this period will be evaluated for National Register eligibility, and if determined eligible, shall be assigned appropriate Historic Preservation Categories. These reevaluations of Historic Preservation Priority Categories and evaluations of National Register eligibility shall occur on a ten year cycle for as long as this programmatic remains in effect and shall be approved by the VSHPO before they are incorporated in any revision of the Historic Preservation Priority Categories of this agreement.

III. Management, Categorization, and Treatment of the Built Environment

A. CNRMA will assess effects and resolve adverse effects on historic aspects of the built environment in the manner set forth herein, in lieu of Sections 800.5 and 800.6 of the Regulations. The RHPO will assist the Regional Engineer to implement the provisions of this section, and advise the Regional Engineer regarding the proper application of the Secretary's Standards.

Historic Preservation Priority Categories

B. The Historic Preservation Priority Categories applicable to the built environment described in Appendix B are:

1. *Category 1:* An aspect of the built environment that is either listed or eligible for listing on the National Register of Historic Places and that is worthy of long-term preservation and investment, usually because it possesses high integrity of (as applicable) location, design, setting, materials, workmanship, feeling, and association; and meets one or more of the following standards:

(a) Possesses central importance in defining or maintaining the historic, architectural, landscape, or cultural character of the installation or some significant aspect of the installation, or of a historic district, including districts that may exist outside or extend beyond the installation or activity's boundaries.

(b) Has outstanding architectural, engineering, artistic, or landscape characteristics.

(c) Has unusual importance for the interpretation of history, industrial development, military strategy, military organization, or military tradition.

(d) Represents a significant investment of resources such as materials or energy.

(e) Has considerable potential for continuing or adaptive use either by the Navy or Marine Corps or by others.

(f) Is otherwise highly valued by the installation or activity, the Navy or Marine Corps, or the civilian community.

2. *Category 2:* An aspect of the built environment that is either listed or eligible for listing on the National Register of Historic Places and that merits affirmative and active consideration for long-term preservation but that is not assignable to Category 1 because it lacks the high standard of integrity or significance of Category 1. Long term preservation or adaptive use of Category 2 aspects of the built environment should be actively sought if doing so does not seriously impede an installation's or activity's mission or have associated costs that substantially exceed the contemporary value of the properties. A Category 2 aspect of the built environment meets one or more of the following standards:

(a) Has architectural or esthetic value but is not central to defining or maintaining the character of the installation, a significant aspect of the installation, or of a historic district.

(b) Good but not outstanding example of architectural style, engineering methods, artistic values, or landscape architecture (e.g., multiple examples of a given type of significant structure).

(c) Can contribute to the interpretation of history, industrial development, military strategy, military organization, or military tradition, but that is not necessary to such interpretation.

(d) Represents a significant investment of resources such as materials or energy, but not such a great investment that its destruction would constitute a major waste of such resources, or represent such an investment but has no plausible potential for continued or adaptive use.

(e) Has some potential for continuing or adaptive use either by the Navy or Marine Corps or by others.

(f) Otherwise valued by the installation or activity, the Navy or Marine Corps, or the civilian community, but not so valued that loss is likely to have major, lasting adverse effects on those groups.

(g) Would meet the criteria for inclusion in Category 1 but for an existing or ongoing loss of integrity.

3. **Category 3:** An aspect of the built environment that is either listed or eligible for listing on the National Register of Historic Places and that possesses sufficient significance, continuing use or reuse potential, or other value to merit consideration in planning and decision making, but that is not assignable to Category 2 for reasons such as the following:

(a) Seriously compromised integrity.

(b) Limited potential for continuing or adaptive use.

(c) Preservation would require investments disproportionate to significance.

(d) Comprises a minor aspect of a significant entity (e.g., minor service structures in a historic district), whose removal would not compromise the significance or character of the entity of which it is a part.

4. **Category 4:** An aspect of the built environment that meets any of the following:

(a) Has been evaluated in accordance with Section 800.4 of the Regulations or Part 60 of Title 36 of the Code of Federal Regulations and found not to be eligible for inclusion in the National Register.

(b) Is less than forty-five years old at the time of evaluation, is not included in the National Register, and does not possess exceptional significance.

(c) Has been evaluated and has been found in accordance with Section 800.4 of the Regulations or Part 60 of Title 36 of the Code of Federal Regulations, to be a noncontributing element within a property or district included in, or eligible, for inclusion in the National Register.

(d) Is a World War II temporary building subject to the terms of the World War II Temporary Building Agreement.

Treatment Categories

C. The Treatment Categories (TC) applicable to the built environment described in Appendix B are:

1. **TC-1:** Built environment assigned to Category 1 shall be treated in accordance with TC-1 procedures as follows:

(a) Category 1 properties are treated in accordance with the Secretary's Standards; provided, however that nothing contained herein shall require CNRMA to restore rather than rehabilitate Category 1 properties.

(b) CNRMA shall give priority to the continued and adaptive use of the TC-1 property in carrying out Naval missions. Alterations needed to assure continued use shall not radically change, obscure, or destroy character defining spaces, materials, features or finishes. Additions shall be avoided

but, if after thorough consideration, are judged to be the only viable alternative, shall be designed to be differentiated from the historic building and so that the character-defining features are not radically changed, obscured, damaged, or destroyed.

(c) Undertakings, that may affect Category 1 property, other than treatment in accordance with the Secretary's Standards, will be reviewed by VSHPO and the COUNCIL in accordance with Sections 800.5 and 800.6 of the Regulations.

(d) Demolition, disposal, or neglect of Category 1 property shall only be considered as a last option and shall be validated with alternative use evaluations and economic analysis and only after consultation with the COUNCIL and VSHPO in accordance with Sections 800.5 and 800.6 of the Regulations.

2. **TC-2:** Built environment assigned to Category 2 shall be treated in accordance with TC-2 procedures as follows:

(a) Category 2 properties will be treated in accordance with the Secretary's Standards; provided, however, that nothing contained herein shall require CNRMA to restore rather than rehabilitate Category 2 properties.

(b) CNRMA shall actively encourage the continuing and adaptive use of Category 2 property in carrying out the Naval mission, and in assisting Naval installations, activities, and tenants in carrying out their missions.

(c) For each proposed undertaking, other than treatment in accordance with Secretary's Standards, that may affect only a Category 2 property and no other historic property, CNRMA shall provide notice including a written description of the proposed action to the VSHPO. For each proposed undertaking on Category 2 property where demolition is the preferred alternative, CNRMA shall provide written notice to the VSHPO. The Notice provided for Category 2 property shall afford the VSHPO thirty (30) days to respond before CNRMA makes a decision as to whether to proceed with the action. Should VSHPO object to the proposed action within thirty (30) days after receipt of notice, CNRMA shall comply with Sections 800.5 and 800.6 of the Regulations.

(d) CNRMA shall ensure that Category 2 property is documented with a written report illustrated with maps and single line architectural floor plans, and medium or large format photographs before it is demolished, substantially altered, or allowed to substantially deteriorate. The report shall address, as a minimum, the historical context and architecture of the property. Photographs shall be taken of all elevations, significant interior spaces, and the general area of the Category 2 building(s) and/or structures. Prior to commencing documentation, CNRMA shall submit a documentation plan to VSHPO for review and comment. CNRMA shall ensure that documentation, including photographs, is completed and accepted by VSHPO prior to demolition and that copies of the documentation are made available to appropriate local archives identified by VSHPO. Category 2 properties previously documented as described above, and where the documentation has been accepted by VSHPO, shall require no further documentation.

3. **TC-3:** Built environment assigned to Category 3 shall be treated in accordance with TC-3 procedures as follows:

(a) Category 3 property will be treated in accordance with the recommended procedures in the Secretary's Standards to the extent consistent with needs of Naval missions and availability of resources.

(b) CNRMA need not consult with VSHPO or the Council in connection with maintenance, repair, demolition, disposal, or neglect of Category 3 properties.

(c) Category 3 property to be demolished will be documented in accordance with VSHPO's documentation standards at the time of the proposed undertaking before it is demolished, substantially altered, transferred, disposed of, or allowed to substantially deteriorate. Category 3 properties previously documented with IPS records and photographs during architectural surveys and where such documentation has been accepted by VSHPO shall require no further documentation.

4. **TC-4:** Built environment assigned to TC-4 shall be managed as follows:

(a) CNRMA need not maintain properties assigned to Category 4 to preserve their historic, architectural, or cultural qualities, nor document such properties prior to their destruction, alteration or disposal. CNRMA need not consult with VSHPO, the COUNCIL, or interested others in connection with planning a project that could affect only a Category 4 property, provided there is no potential for effect on other historic properties. However, consultation may be necessary under laws other than Section 106 of the NHPA.

5. **Historic Districts:** CNRMA shall ensure that those historic districts assigned Category 1, 2, or 3 shall be treated, respectively, in accordance with TC-1, TC-2, or TC-3 procedures. CNRMA shall give particular attention to avoidance of undertakings that may alter, either directly or indirectly, the character defining features of a Category 1 or 2 district that make it eligible for listing in the National Register of Historic Places.

(a) All new construction, including additions, within or adjacent to Category 1 or 2 historic districts will be coordinated in accordance with the Regulations. New construction and additions to buildings within and adjacent to Category 1 or 2 historic districts will take into account the recommended approaches in the Setting (District or Neighborhood) and New Additions to Historic Buildings sections of Secretary's Standards. New construction and additions will be designed to fully consider a district's significant characteristics, including location, design, setting, and feeling, along with the guidance on scale, massing, setback and related critical design elements detailed for each district or site in Appendix B.

6. **Building Interiors:** Treatment of interior spaces and features identified in Appendix B as *Unique Features*, or listed as significant in the *Summary*, shall be in accordance with the TC measures stipulated for the Historic Preservation Priority Category assigned to the building containing the feature. Where the individual building has no significant interior features, treatment of that building's interiors shall be in accordance with TC-4 measures. Living rooms, halls (including stairs), dining rooms, and enclosed porches (if any) are the only significant interiors in family housing units and treatment shall be in accordance with the TC measures stipulated for the Historic Preservation Priority Category assigned to the housing unit; other spaces in family housing units are not significant and shall be in accordance with TC-4 measures. Treatment of interior spaces that potentially affects the building's exterior appearance, including but not limited to acoustical tile ceilings installed below the heads or lintels of windows or transoms, should be in accordance with the TC measures stipulated for the Historic Preservation Priority Category assigned to the building.

Leasing, Licensing and/or Disposal

D. CNRMA shall ensure that leasing, licensing and/or disposal of all or portions of the built environment assigned to Category 1 or 2 shall be in accordance with the applicable procedures stipulated

in Appendix D. Prior to leasing, licensing and/or disposal of all or portions of the built environment assigned to Category 3, CNRMA shall record the property in accordance with paragraph III. C. 3 (d).

Environmental Restoration

E. Notwithstanding the foregoing TC procedures, if CNRMA determines that Category 1 or 2 properties will be affected by a proposed environmental restoration plan, CNRMA will consult with VSHPO to determine what steps should be taken, if any, with respect to those effects. Proposed response actions and remediation plans that CNRMA determines may affect historic properties will be submitted to VSHPO for review and comment in accordance with the following procedures:

1. Proposed response actions and remediation plans or supplemental documentation furnished by CNRMA will provide descriptions of any potential conflicts between response and preservation of historic properties.

2. In situations where CNRMA determines that there is an immediate threat to human health, safety, or the environment, and that response must proceed without first taking steps to preserve historic properties, then CNRMA's reasons for so determining will be fully described;

3. In situations where CNRMA determines that there is not an immediate threat to human health, safety, or the environment, and that implementation of its proposed response actions and remediation plan will result in the demolition or substantial alteration of any historic property, then CNRMA shall either modify its response actions and remediation plan to avoid the adverse effect or implement recordation in consultation with VSHPO, taking into account health and safety constraints inherent in properties containing hazardous materials, resource availability, and any other relevant constraints.

Undertakings Having No Adverse Effect on Historic Properties

F. Notwithstanding the forgoing TC procedures, CNRMA, the COUNCIL, and VSHPO agree that the actions defined in Appendix C will have no adverse effect on historic properties and that CNRMA may implement these undertakings without taking further steps under Sections 800.5 and 800.6 of the Regulations and without conforming to the VSHPO or COUNCIL notification requirements stipulated in the TC procedures.

IV. Planning for Saint Julien's Creek Annex Historic District (SJCAHD), Chesapeake, Virginia

A. CNRMA will actively seek alternative uses for buildings and structures located at SJCAHD that are consistent with CNRMA operational requirements. Early in planning, CNRMA will fully examine and document all viable alternatives to demolition including, but not limited to, rehabilitation for adaptive reuse, placing the warehouses in caretaker status, transfer, leasing, marketing for sale. CNRMA will examine all viable alternatives to demolition of Category 1 or 2 buildings and structures in the SJCAHD in consultation with other federal agencies, the VSHPO and, as may be appropriate, the Cities of Chesapeake and/or Portsmouth.

V. Archaeological Resources

A. Ground disturbing activities associated with demolition, rehabilitation, renovation, and new construction, except those undertakings identified in Appendix C as having no adverse effect on historic properties, shall be coordinated with the VSHPO pursuant to 36 CFR 800.4 through 36 CFR 800.6.

VI. Public Education and Benefit

A. CNRMA, in consultation with VSHPO, and with the cooperation of the Hampton Roads Naval Museum as host site, will develop and implement a program of interpretive and educational materials highlighting the Navy's historical and architectural heritage in Hampton Roads (Program). The Program will utilize, to the greatest extent practicable, new and innovative technology, such as interactive computer-based activities related to the Commonwealth's Standards of Learning, to assemble and disseminate graphic and textual data pertaining to historic Navy properties. Initial material shall concentrate on a broad-based history of the Navy in Hampton Roads. Subsequent material will focus on historic districts with particular attention given to their architecture, role in development of the Navy and its mission, and their impact on local communities and the region. Additional components of the Program will be developed over time, until all historic districts have been addressed. The Program schedule will be coordinated with the VSHPO to ensure that Category 1 or 2 buildings that will be demolished and the historic districts in which they are located are interpreted in a timely manner.

B. The Program will be supervised by the Navy Region, Mid-Atlantic Public Affairs Officer. To the greatest extent practical, the Program will seek partnerships between the Hampton Roads Naval Museum and other public agencies and private institutions whose purpose is historical interpretation and education. The Program will be developed within 1 year of the date of this agreement and will include, but not be limited to, the following:

1. A schedule for developing, implementing, and updating educational and interpretive materials;
2. Identification of responsible parties for coordinating, developing, implementing and updating programs and materials;
3. Identification of audiences/markets and methods of distribution;
4. Identification of multi-year initiatives and products;
5. A schedule for public review and comment; and

C. The Program will be submitted to VSHPO and the COUNCIL for review and comment prior to implementation.

VII. Administrative Provisions

A. Resolving Objections.

1. Should VSHPO object to any undertaking proposed or carried out by CNRMA pursuant to this agreement, CNRMA will consult with VSHPO thereon. If after initiating such consultation, CNRMA determines that the objection cannot be resolved through consultation, CNRMA will forward all relevant documentation to the COUNCIL, to include CNRMA's proposed decision on the objection. Within thirty (30) days of receipt of all pertinent documentation, the COUNCIL shall exercise one of the following options:

(a) Advise CNRMA that the COUNCIL concurs in CNRMA's proposed resolution, whereupon CNRMA will respond to the objection accordingly; or

(b) Provide CNRMA with recommendations, which CNRMA shall consider prior to reaching a final decision on the objection; or

(c) Notify CNRMA that the objection will be referred to the COUNCIL for comment pursuant to Section 800.7 of the Regulations. The resulting comment shall be taken into consideration by CNRMA in reaching a final decision.

2. Should the COUNCIL not exercise one of the above options within thirty (30) days of receipt of all pertinent documentation, CNRMA may assume the COUNCIL's concurrence in its proposed response to the objection.

3. The obligation of CNRMA to consider recommendations and comments from the COUNCIL notwithstanding, CNRMA's authority, responsibility, and discretion under this agreement to act on matters not subject to objection shall remain unchanged.

4. At any time during the tenure of this agreement, should an objection pertaining to any action carried out or proposed by CNRMA with respect to implementation of this agreement be raised by a member of the public, CNRMA will notify VSHPO and the COUNCIL thereof, consult with the person or entity raising the objection and, should the objector so request, consult with VSHPO or the COUNCIL as may be necessary or appropriate to respond thereto.

B. Annual Report and Review.

1. On or before March 31, 2001 and on that date of each year thereafter that this agreement remains in force, CNRMA will report to VSHPO and the COUNCIL on the following:

(a) A listing of actions initiated during the year on Category 1 and 2 properties. The listing shall include the property name or number, its historic preservation priority category, and a brief description of the treatment. The description shall include applicable treatment categories, no adverse effect actions (Appendix C), or consultations with VSHPO and COUNCIL.

(b) Status of consultation, if any, with VSHPO and others regarding treatment;

(c) The parties with whom consultation is occurring or has occurred in the past year regarding categorization and treatment;

(d) Any problems or unexpected issues encountered during the year; and

(e) Any changes that CNRMA believes should be made to this agreement.

2. CNRMA will make its annual report available for public inspection, inform the public of its availability, and invite the public to comment on it to CNRMA, VSHPO, and the COUNCIL.

3. The COUNCIL shall review the annual report and provide comments to CNRMA within 60 days of receipt. VSHPO and others may review and comment on the annual report at their discretion.

4. At the request of any party to this agreement, a meeting or meetings shall be held to review this agreement, to resolve questions or concerns relating thereto, or to resolve adverse comments received thereon.

5. Based on this review, CNRMA, VSHPO, and the COUNCIL shall determine whether this agreement shall continue in force, be amended, or be terminated.

C. Amendment and Termination.

1. Any party to this agreement may propose that the agreement be amended, whereupon the parties will consult with one another. Section 800.14 of the Regulations will apply to any such amendments.

2. If CNRMA determines that it cannot implement the terms of this agreement, or if VSHPO or the COUNCIL determines that the agreement is not being properly implemented, they may, respectively, propose to the other parties that the agreement be terminated.

3. The party proposing to terminate this agreement shall so notify the other parties, explaining the reason(s) therefore, and afford them at least thirty (30) days to consult and seek alternatives thereto. The parties shall then consult. Should such consultation fail and the agreement be terminated, CNRMA will adhere to Sections 800.4 through 800.6 of the Regulations for undertakings otherwise governed by this agreement. Additionally, CNRMA may propose a new agreement under Section 800.14 of the Regulations.

D. Status of this Agreement with Respect to Other Agreements

A. This Programmatic Agreement does not supercede or invalidate existing agreement documents executed by CNRMA or CNRMA installations, VSHPO, and COUNCIL prior to the effective date of this Programmatic Agreement.

B. The Parties acknowledge a proposed nationwide programmatic agreement among the Navy, the COUNCIL, and the National Conference of State Historic Preservation Officers regarding Navy Family Housing (nationwide housing agreement). Having conferred with their counterparts thereto, the Parties have determined that the nationwide housing agreement (when finalized) should not invalidate or supercede this Agreement. It is therefore the intention of the Parties that this Agreement will continue to apply at the installations to which this Agreement pertains, in lieu of the nationwide housing agreement, unless otherwise expressly prescribed.

VIII. Anti-Deficiency Act

A. All requirements set forth in this agreement requiring the expenditure of Government funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act, 31 U.S. Code section 1341. No obligation of this agreement shall require or be construed to require a commitment by CNRMA to expend funds not appropriated for a legally sufficient purpose.

B. The obligations of this agreement as to CNRMA are severable. If CNRMA cannot perform any obligation set forth in this agreement because of the unavailability of funds, the parties intend that the remainder of the agreement be executed to the greatest extent practicable. The parties agree to consult on any obligation of the agreement that cannot be performed because of the unavailability of funds.

C. The parties acknowledge that the availability of appropriated funds for the educational Program set forth in Section VI is uncertain, likely to be limited, and cannot be guaranteed indefinitely.

IX. Signatures

Execution of this Programmatic Agreement and implementation of its terms evidences that CNRMA has afforded the COUNCIL an opportunity to comment on the Program, and that CNRMA has taken into account the effects of the Program on historic properties.

The effective date of this Programmatic Agreement shall be the date of the last signature.

DEPARTMENT OF THE NAVY



R. T. ZIEMER
Rear Admiral, U.S. Navy
Commander, Navy Region, Mid-Atlantic

Date: 11/10/99

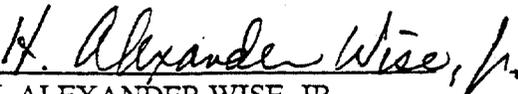
ADVISORY COUNCIL ON HISTORIC PRESERVATION



JOHN M. FOWLER
Executive Director

Date: 11/9/99

**COMMONWEALTH OF VIRGINIA,
STATE HISTORIC PRESERVATION OFFICER**



H, ALEXANDER WISE, JR.
State Historic Preservation Officer

Date: 11/9/99

Appendices

- A Definition of "Built Environment"
- B Historic Properties and Historic Preservation Categories
- C Undertakings Having No Adverse Effect on Historic Properties
- D Leasing, Licensing, and/or Disposal

**PROGRAMMATIC AGREEMENT
AMONG
THE DEPARTMENT OF THE NAVY,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING
CONSULTATION UNDER SECTION 106,
NATIONAL HISTORIC PRESERVATION ACT
FOR UNDERTAKINGS AFFECTING THE HISTORIC BUILT ENVIRONMENT AT
CERTAIN NAVY REGION, MID-ATLANTIC INSTALLATIONS LOCATED IN THE
HAMPTON ROADS AREA OF SOUTHEASTERN VIRGINIA**

APPENDIX A

Definition of "Built Environment"

I. "Built environment" means any of the following and any combination thereof:

A. A building, that is, a construction intended to shelter any form of human activity; examples include administrative buildings, industrial buildings, barracks, garages, family housing, and some fortifications.

B. A structure, that is, a construction intended for some purpose other than to shelter human activity; examples include bridges, lighthouses, roads, tunnels, boats, ships, aircraft, spacecraft, some industrial facilities, some communications facilities, and some fortifications.

C. A designed landscape, that is, a parcel of land deliberately shaped or otherwise modified in accordance with a plan or design; examples include parade grounds, parks, formal gardens, some fortifications, some communications facilities, and some training areas.

D. A fixed object in the landscape, that is, a relatively small-scale construction, usually primarily artistic in nature or having some purpose of visual reference; examples include statuary, sculpture, monuments, fountains, boundary markers, weapons or machinery used as monuments, and some communications facilities.

E. A district made up of buildings, structures, designed landscapes, and/or objects, that is, a group or ensemble of such constructions making up a coherent whole; examples include a parade ground surrounded by buildings and containing fixed objects, a group of industrial buildings with associated industrial structures, and a fortification made up of buildings, structures, and designed landscape elements.

II. The following are examples of historic properties that are not aspects of the built environment:

A. Native American traditional religious and cultural places, such as, places traditionally used by Native American groups for purposes of worship, ceremony, or gathering culturally important plants, animals, or minerals.

B. Marked and unmarked cemeteries and burial places.

C. Prehistoric and historic archeological sites.

D. Cultural landscapes, that is, parcels of land that reflect historic and cultural use, or that are valued culturally, but that do not reflect a plan of construction or development.

E. Shipwrecks and downed aircraft or spacecraft.

F. Districts made up of, or containing, such resources.

**PROGRAMMATIC AGREEMENT
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APPENDIX B

Historic Properties and Historic Preservation Priority Categories

CNRMA, in consultation with the Advisory Council on Historic Preservation (COUNCIL) and the Commonwealth of Virginia, State Historic Preservation Officer (VSHPO), has completed architectural surveys and assessments identifying the historic aspects of the built environment at certain naval installations located in Hampton Roads, southeastern Virginia, established their National Register of Historic Places eligibility status, and assigned historic preservation priority categories. These installations are:

Naval Station, Norfolk including Chambers Field (formerly Naval Air Station, Norfolk) and other areas formerly belonging to Naval Base, Norfolk including the Lafayette River Annex and the St. Julien's Creek Annex;
Naval Air Station, Oceana;
Naval Auxiliary Landing Field Fentress
Naval Weapons Station, Yorktown;
Naval Amphibious Base, Little Creek; and
Fleet and Industrial Supply Center, Cheatham Annex

Historic property descriptions and historic preservation priority categories are summarized herein for each historic aspect of the built environment that will be managed under this Programmatic Agreement.

Included in this appendix are:

Introduction to Historic Property Descriptions and Historic Preservation Priority Categories
Admiral's Row, Jamestown Exposition Historic District, Naval Station, Norfolk, Virginia
Naval Administration/Recruit Training Station Historic District, Naval Station, Norfolk, Virginia
Naval Supply Depot Historic District, Naval Station, Norfolk, Virginia
Naval Air Station Historic District, Naval Station, Norfolk, Virginia
Golf Club, Naval Station, Norfolk, Virginia
Lafayette River Annex Historic District, Naval Station, Norfolk, Virginia
St. Juliens Creek Annex Historic District, Chesapeake, Virginia
Kiskiack (Henry Lee House), Naval Weapons Station, Yorktown, Virginia
Masons Row, Naval Weapons Station, Yorktown, Virginia
The Bell House, Naval Air Station, Oceana, Virginia Beach, Virginia

Aspects of the built environment that were identified during survey and assessment and found not eligible for the National Register of Historic Places have been assigned historic preservation priority category 4. Category 4 properties are not listed individually. All aspects of the built environment, other than those identified in the above summaries as Category 1, 2 or 3 at Naval Station, Norfolk; the Lafayette River Annex; the St. Julien's Creek Annex; Naval Air Station Oceana; and, Naval Weapons Station, Yorktown, Virginia are Category 4. All aspects of the built environment at Naval Amphibious Base, Little Creek, Naval Auxiliary Landing Field Fentress, and Fleet and Industrial Supply Center, Cheatham Annex, are Category 4.

Naval installations with aspects of the built environment that do not have architectural surveys or historic preservation priority category assessments and, for that reason, are not covered by this programmatic agreement are:

Norfolk Naval Shipyard, Portsmouth
Fleet Combat Training Center, Dam Neck
Defense Fuel Support Point, Craney Island
Defense Fuel Support Point, Yorktown

A variety of other naval facilities in Hampton Roads are not located on naval installations and do not have architectural surveys and historic preservation priority category assessments. These include military family housing developments and isolated individual facilities. The parties have determined among them that any of these facilities that are less than 45 years old as of the date of this agreement are assigned to Category 4. Consultations on undertakings affecting facilities of this type that are more than 45 years old as of the date of this agreement will be conducted under the Regulations and not this agreement.

INTRODUCTION TO HISTORIC PROPERTY DESCRIPTIONS AND HISTORIC PRESERVATION PRIORITY RATINGS

HISTORIC PROPERTY DESCRIPTION

The purpose of the "Historic Property Descriptions" is to familiarize the reader with basic information about the history and significance of historic aspects of the built environment (hereinafter referred to as historic properties, districts, buildings, and structures) located on Navy installations in the Hampton Roads area of southeast Virginia. The descriptions detail why these districts or buildings are considered historic properties, they summarize the history of the properties, and they list the most important features and characteristics of each of the districts and of significant individual properties. Each of the descriptions follows the same format, which is detailed below.

First Paragraph: The opening paragraph outlines the National Register status of each historic property. In this case a **historic property** is a "historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register." The historic properties include significant buildings, such as Kiskiack, the Golf Club, and the Bell House which are listed individually, or are eligible for individual listing, on the National Register as well as listed and eligible historic districts, such as the Jamestown Exposition Buildings Historic Site and the Naval Air Station Historic District.

The term "eligible for inclusion in the National Register" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria." The term "National Register means the National Register of Historic Places maintained by the Secretary of the Interior." (36 CFR Part 800). Some Navy properties included in this document have been listed on the National Register of Historic Places and others have been determined eligible because they meet one or two of the National Register criteria. The determination of eligibility has been reached by consensus between the Navy and the State Historic Preservation Office.

The National Register criteria for evaluating eligibility are defined in *National Register Bulletin 15*, as summarized below. The Navy properties included in this Programmatic Agreement meet either one or more of the Criteria.

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Criterion C: Architecture

Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Information potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history.

Second Paragraph: This part of the description summarizes the overall character of the historic district, or individual building. The character of the district is determined by attributes such as building scale, massing, materials, details, street grid, and other important features.

HISTORIC DISTRICT, AND OVERALL HISTORIC PRESERVATION PRIORITY RATINGS

A historic preservation priority rating is assigned to each historic district or site. An overall historic preservation priority rating is also assigned to individual historic properties that are not contributing elements of a historic district. The historic district, and overall historic property preservation priority ratings fall into one of three categories: Category 1, Category 2, or Category 3

The highest priority preservation rating (Category 1) indicates that the district is of outstanding significance and deserves the corresponding highest level of commitment and care from Navy. Category 1 districts possess high integrity of location, design, setting, feeling, and association and their cumulative significance, or sense of place, may exceed the preservation priority ratings of their individual contributing components. There is one historic site and two individual historic properties that merit a Category 1 rating: The Jamestown Exposition Site Historic District at Naval Station, Norfolk, The Golf Club, at Naval Station, Norfolk, and Kiskiack at the Naval Weapons Station, Yorktown. The Jamestown Exposition Site Historic District, Naval Station, Norfolk, is an unrivaled collection of early 20th century exposition buildings surviving from the 1907 tricentenary celebration of the first permanent English settlement in America. It is also significant because of its continuing use by the Navy as housing for senior officers. While the district is composed of individual historic buildings that have predominately Category 2 ratings, collectively they exhibit such singular and unique characteristics that their significance is outstanding. The Golf Club historic property, consisting of the a golf course and a club building, is designated Category 1 because the golf course was designed by Donald Ross, the preeminent early 20th century U. S. golf course architect and because it has high integrity of design and setting. Kiskiack, the oldest building owned by the U. S. Navy, is designated Category 1 because it is a rare survivor of early 18th century Virginia brick domestic architecture.

A Category 2 historic preservation priority rating for a district or overall property indicates that it retains good, but somewhat compromised, integrity of the features that define its sense of place. A Category 2 historic district or site preservation priority rating may include contributing properties that are rated individually as Category 1, 2 or 3. The district rating is indicative of the collective integrity of all of the contributing components and their ability to convey the unique sense of place of the district or site. A Category 2 historic district preservation priority rating

means that the district warrants active preservation efforts if such preservation does not seriously impeded an installations activities or mission.

A Category 3 historic preservation priority rating for a district or overall property indicates that it has seriously compromised integrity of the features that define its sense of place. A Category 3 historic district preservation priority rating may include contributing properties that are rated individually as Category 1, 2 or 3. The district rating is indicative of the collective integrity of all of the contributing components and their ability (or lack thereof) to convey the unique sense of place of the district or site. A Category 3 historic district preservation priority rating means that the district warrants consideration in planning but that it is of such minor significance that it does not warrant preservation efforts that are not consistent with installation activities or mission or that are not reasonable and cost effective.

Treatment of historic districts and individual historic properties with overall historic preservation priority ratings shall conform to the stipulations of section III, C, 5. of this programmatic agreement.

HISTORIC PRESERVATION PRIORITY RATINGS FOR INDIVIDUAL BUILDINGS, STRUCTURES AND LANDSCAPE FEATURES

Each individual building, structure, or significant landscape element has been individually rated as well. The meaning of these priority categories - 1, 2, 3, and 4 - is summarized at the end of this introduction. Both the individual and overall priority ratings been developed by professional historical architects in consultation with the Atlantic Division Naval Facilities Engineering Command, the Virginia State Historic Preservation Office (also known as the Virginia Department of Historic Resources), and the Advisory Council on Historic Preservation.

CRITICAL DESIGN ELEMENTS:

These features impart the historic property's essential character and give it a sense of place. Their preservation is key to maintaining the property's historic and architectural significance. Among the critical aspects of each historic property is its site and the building's relationship to this site. When projects are planned to renovate or expand historic buildings critical design elements must be protected and preserved whenever possible. Loss of a property's critical design elements undermines the overall significance of a historic district. It is not expected that a historic property or district should remain unchanged or "frozen in time;" changes are necessary for buildings' continued use. Projects must be planned to be compatible with and to minimize impacts to each property's critical design elements.

Scale: The size of the buildings (usually relative to people using the building). A small-scale building would typically have one or two stories and be no wider than five or six bays (a bay is typically determined by a window, a door, or the space between two structural columns). A medium-scale building would typically be from two to five stories tall. A large-scale building would be taller than five stories and would typically have a large "footprint."

Massing: The three-dimensional shape of the building. The massing of a building is dependent on the height and layout of perimeter walls, the shape of the roof or roofs, and the location and size of the wings appended to the sides and/or rear of the building.

Setback: The distance from the face, or entry elevation, of a building to the street. Consistent setbacks are often an ordering device in historic districts.

Axiality: The presence of an imaginary axis or axes within a building or a group of buildings. An axis is usually defined or suggested by a symmetrical plan or mass with elements that delineate and reinforce a central line. An axis is often suggested by E-shaped, U-shaped, T-shaped, or even box-shaped buildings with an articulated central entry. An axis can be reinforced through careful site planning or landscaping.

Edges: The perimeter (or a portion of the perimeter) of a historic property where it is strongly defined by a group or row of buildings, a street, a linear landscape element, or a geographical feature such as a river bank.

Spacing: The distance between buildings or built elements. Consistent spacing is a device for ordering a district. The spacing or placement of buildings in the landscape and the treatment of the spaces between buildings can be one of the most important character defining aspects of an historic district. For example, similar buildings placed in a regular and repetitive pattern will result in one character whereas those same buildings placed in an irregular or free form arrangement will result in a very different character.

Materials: The materials commonly found in the building or district, including the components of walls, roofs, and porches.

Unique Features: This list includes important elements found within the historic district on the interior or exterior of the building or buildings. Loss of any of the listed features would adversely affect the historic property. The list is not inclusive of all features or materials that should be preserved, instead it provides a short catalog of the property's most significant features. Treatment of interior spaces and features listed as unique shall conform to the stipulations of section III, C, 6 of this programmatic agreement.

SUMMARY: HISTORIC PRESERVATION PRIORITY CATEGORIES:

The summary presents a table that lists each historic property, its use, its individual historic preservation priority category, and any pertinent notes or comments related to the property. The priority categories have the following meanings, which are condensed from section III, 1. of this agreement.

- **Category 1:**

An aspect of the built environment that is worthy of long-term preservation and investment, usually because it possesses high integrity of (as applicable) location, design, setting, materials, workmanship, feeling, and association.

Category 2:

An aspect of the built environment that merits affirmative and active consideration for long-term preservation but that is not assignable to Category 1 because it lacks the high standard of integrity or significance of Category 1. Long term preservation or adaptive use of Category 2 aspects of the built environment should be actively sought if doing so does not seriously impede the mission of an installation or activity or does not have associated costs that substantially exceed the contemporary value of the properties.

Category 3:

An aspect of the built environment that possesses sufficient significance, continuing use or reuse potential, or other value to merit consideration in planning and decision making, but that is not assignable to Category 2.

Category 4:

An aspect of the built environment that has been found not to be eligible for inclusion in the National Register in accordance with 36 CFR 800.4(c) or 36 CFR 60, NHPA.. Category 4 properties are not listed in the summary.

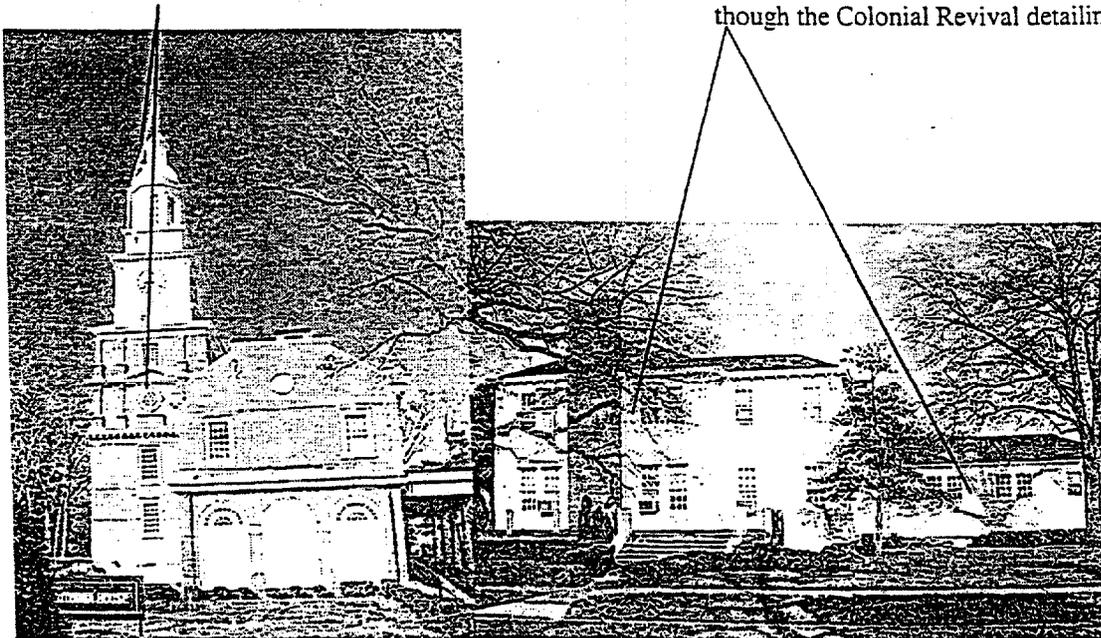
JAMESTOWN EXPOSITION SITE HISTORIC DISTRICT NAVAL STATION, NORFOLK, VIRGINIA

Listed on the National Register of Historic Places in 1975, this historic district (listed as Jamestown Exposition Site Buildings Historic District) includes both buildings constructed in 1907 for the Jamestown Exposition and other quarters and support structures built or acquired by the Navy beginning in 1917. The Navy recommends a revision to the current National Register boundaries, although this amendment has not yet been submitted to the Keeper of the National Register for consideration. The proposed change does not significantly affect the total number of historic buildings at Naval Base Norfolk, but eliminates the golf course and lagoon to create a linear district. The district's most significant buildings are the senior officers' quarters located along Dillingham Boulevard, whose south side presents an impressive parade of large-scale Colonial Revival quarters, several with monumental porticos. The single most impressive of the buildings is Building G29, a replica of Independence Hall which was constructed as the state exhibition building "Pennsylvania House." This building is ranked as preservation priority Category 1.

Most other structures date from the 1907 Exposition, a celebration of the tricentenary of the first permanent English settlement in America. Although the Jamestown Exposition buildings form the core of the district, the present character of the neighborhood was developed as the Navy modified and altered the 1907 Exposition site to meet its changing mission requirements. The athletic complex (M001, M002, M50 and N24) originally included in this district has been incorporated along with Exposition buildings N21 and N23 in the Naval Administration – Recruit Training Station Historic District. The Jamestown Quarters Historic District as a whole is given the highest rating because of its historical and architectural significance. Its quarters are among the most impressive quarters the Navy possesses in the Commonwealth (the others are Quarters A, B, and C at the Shipyard). This collection of buildings is unique.

Details of 1907 buildings recall America's Colonial past; in this case, Independence Hall

The M-series of buildings tends to be less grand though the Colonial Revival detailing remains



Building G29–Pennsylvania House

Building M42

Historic District Preservation Priority Rating: Category 1

This district assembles a selection of historic buildings from the 1907 Jamestown Exposition along a portion of the original street grid, which was designed by Warren H. Manning, founder of the American Civic Association and the American Society of Landscape Architects. Manning was also the designer of the Stanford White-directed enclosure of the lower Lawn at the University of Virginia. It is this association with the Exposition as well as the Navy's subsequent long-term use of the former state exhibition buildings as senior officers' quarters that chiefly gives the district its preservation priority Category 1. Although only Pennsylvania House (G29) is in itself a Category 1 building, the other quarters, ancillary structures and gardens in defile along Dillingham Boulevard have been consistently well maintained, and provide a handsome turn-of-the-century suburban aspect to the Naval Station's preeminent residential quarter.

Critical Design Elements

- **Scale** – the scale of the spacious residential lots and their typically generous quarters reinforces the suburban character of the district.
- **Massing** – The massing of these quarters is defined by (typically) symmetrical wings and side porches, hipped roofs, central porches and monumental porticoes.
- **Setback** – the consistent line of impressive quarters along Dillingham Boulevard creates a “parade” from Bacon to Moffett Avenue, opposite the golf greens.
- **Street Grid** – a four-block linear district, one-block deep, between Dillingham Boulevard and Powhatan Street, oriented east-west. Front yards are heavily landscaped, but the district is somewhat eroded by the loss of back gardens at the southeast.
- **Edges** – Pre-Navy buildings A39, F36, F37 & F40 hold the western edge on Bacon Avenue. Powhatan Street borders the gardens and support buildings on the southwest, but the southeastern edge is eroded. The east is anchored by a group of smaller residences: M3, M5, M6, M14, M101, & M104. Though altered, M147 holds critical corner at Farragut Avenue.
- **Spacing** – the generous distances between the residences reflect the original ideal of a premier suburb.
- **Materials** – the conventional, Georgian and Colonial Revival details in frame and masonry echo early twentieth-century suburban ideals. Roofs are typically hipped or gable with slate or composition shingle roofs.

Unique Features:

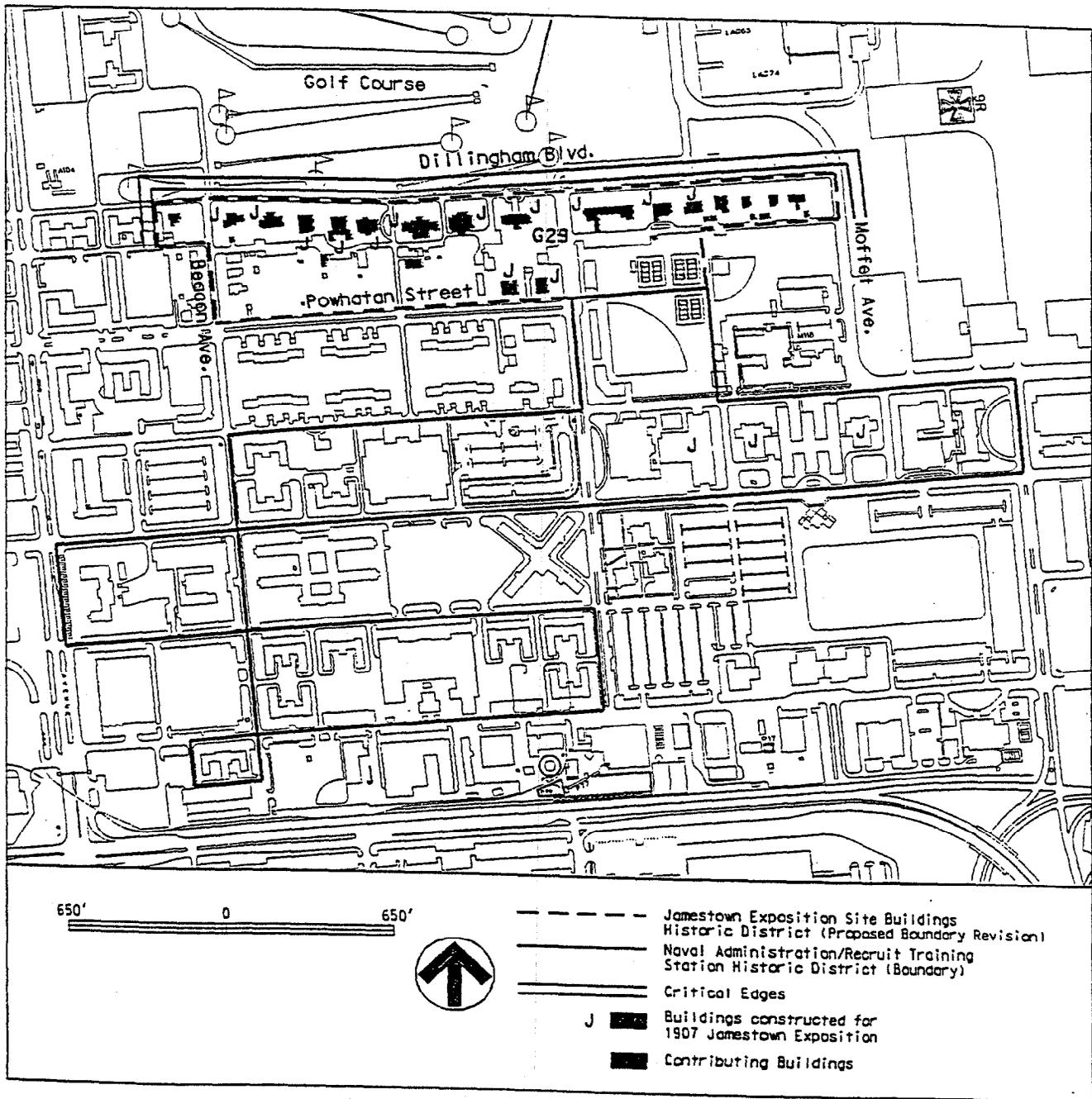
One of a kind dwellings originally associated with the 1907 Jamestown Exposition.
Lush setting of individual gardens combined with golf course across Dillingham.
First floor public spaces and stair hall of building G-29

Summary: Historic Preservation Priority Categories Jamestown Exposition Site Buildings (Historic District)

Building		Category	Comments
<hr/>			
HISTORIC DISTRICT PRIORITY RATING: 1			
A-39	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
F-02	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment

F-02A	Garage	3	no significant interiors
F-32	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
F-32D	Tool House	2	no significant interiors
F-33A	Garage	3	no significant interiors
F-33E & W	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
F-34	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
F-34A	Garden House	2	no significant interiors
F-35E & W	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
F-36	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
F-37	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
G-08	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
G-28	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
G-29	Conference center	1	The building exterior *has greater integrity than its interior
G-29C	Storage	3	no significant interiors
G-30	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
G-31E & W	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
G-45	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
M-3	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
M-3A	Garage	3	no significant interiors
M-05	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
M-5A	Garage	3	no significant interiors
M-6	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
M-6A	Garage	3	no significant interiors
M-14	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
M-14A	Garage	3	no significant interiors
M-101	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
M-47	Sr. BOQ	3	Building site, its stairs, and several first floor interiors are significant
M-101A	Garage	3	no significant interiors
M-104	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
M-104A	Garage	3	no significant interiors

* North porch and canopy of Building G-29 is non-contributing



**Jamestown Exposition Site Historic District
Naval Station, Norfolk, Virginia**

NAVAL ADMINISTRATION/RECRUIT TRAINING STATION HISTORIC DISTRICT, NAVAL STATION, NORFOLK

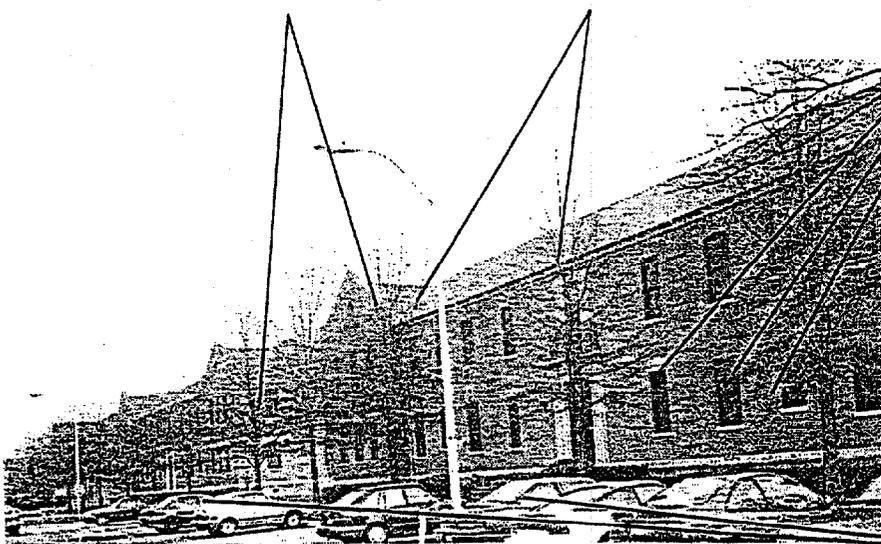
This historic district, the core of the Navy's largest training station, is significant because of its role in the evolution of naval recruit training. It has been determined to meet National Register Criteria A and C because of its historic and architectural significance. It has not been nominated nor has it been listed on the Register. Its period of significance is 1917 to 1946.

The proposed district overlies the site design created for the Jamestown Exposition in 1907. Retained from that beginning are the original street grid and several important buildings (N21, N23, and N24). The Exposition plan reflected then-current *Beaux Arts* thinking and emphasized formality through axial relationships, linearity, clear edge-conditions and building placement. Subsequent building by the Navy has on the whole reinforced these design principles. The consistent use of similar building materials and their mid-rise scale give this core of Naval Base Norfolk its distinct character.

Medium-rise, red brick buildings

Slate, cross gable roofs

Colonial Revival detailing



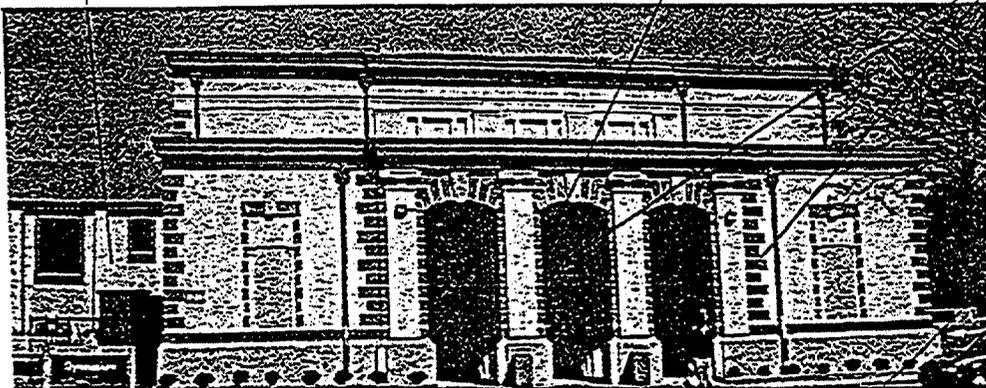
Consistent setbacks

Buildings KJ and KK

Modern addition

Formal massing

Neoclassical detailing



Building N24, Gymnasium

Historic District Preservation Priority Rating: 2

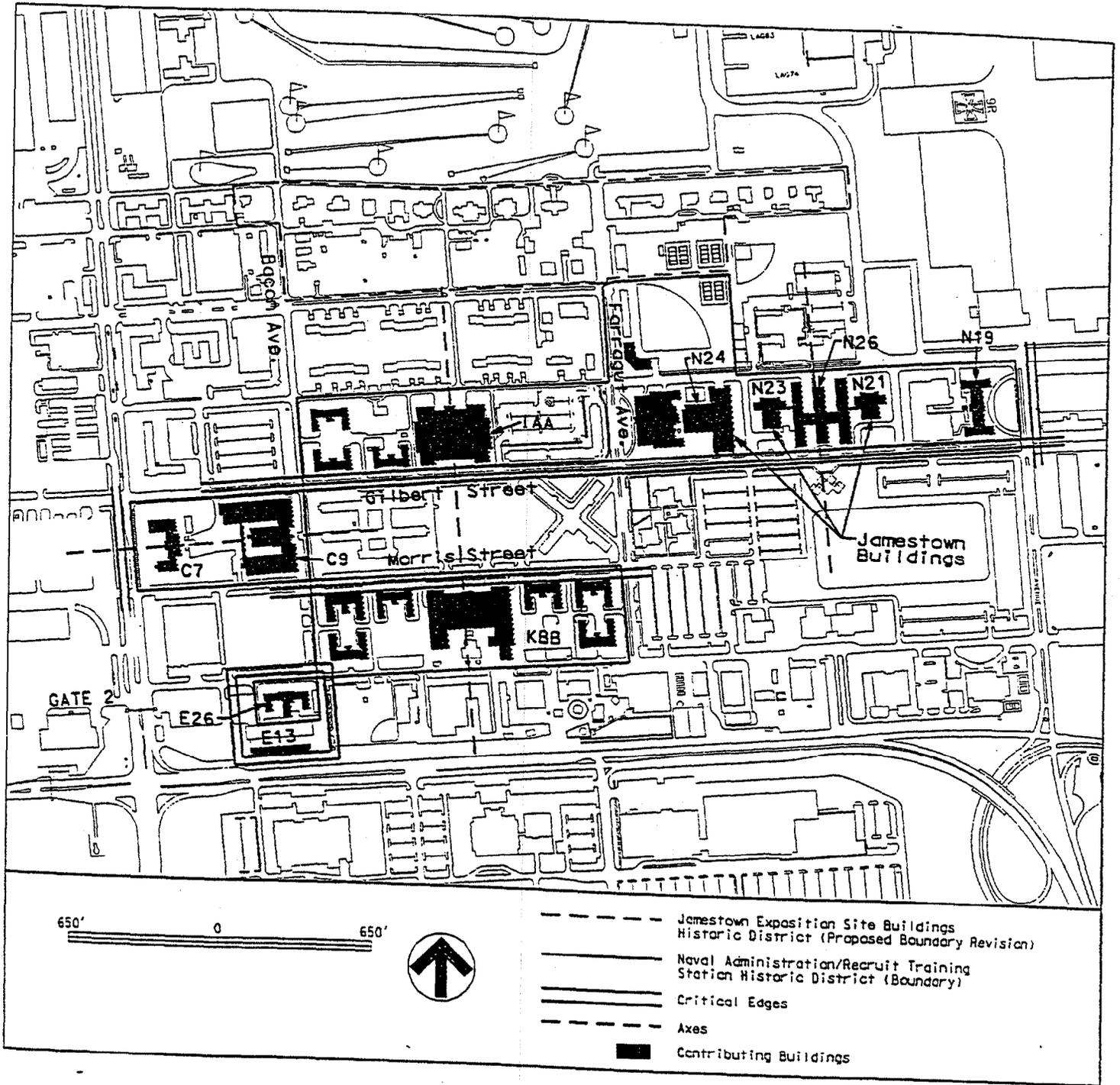
The Administration - Recruit Training district owes its preservation priority rating to the retention of the historic street grid developed by Warren H. Manning for the Jamestown Exposition of 1907, and to the consistent use of classical design principles in the siting and massing of the Navy's subsequent buildings. Although three buildings (N21, 23, 24) have Exposition association, none rise to category 1 priority rating. The consistent category 2 level of nearly all the principal structures of the district is reflected in the preservation priority 2 assigned to the district as a whole. Careful siting, mass and scale are the critical components of this campus-like character.

Critical Design Elements

- **Scale** - the historic buildings in the district are medium-scale. Two-story dormitories dominate the heart of the district.
- **Massing** - the massing is typified by slate gable roofs topping 2-story E-shaped or U-shaped buildings. This form helps order the spaces between buildings, when buildings are arranged axially.
- **Setback** – consistent setbacks, particularly along Gilbert Street, create an ordered street frontage. Morris Street shares this quality between Bacon and Farragut Avenues.
- **Street Grid** - the grid of east-west main streets and north-south cross-streets provides a framework for the district.
- **Axiality** – Axial building placement of the historic buildings orders the district. Headquarters (N26) is flanked by matching N21 and N23. IAA and KBB face each other across a shared broad open lot. The symmetrical siting of barracks east and west of KBB is a remnant of the historic site plan for the district.
- **Edges** – Formal siting of buildings on the east and west edges mark entry to the district. A semi-circular drive announces building N19 at its Bainbridge Avenue facade, while the chapel steeples of C7 create a prominent landmark near Gate 2 on Maryland Avenue. Less prominent buildings E26 and E13 anchor the southwest corner of the district.
- **Spacing** – generous courtyards (used primarily for parking) on the west side of the district and formal entry conditions on the district's east side contribute to a campus-like setting.
- **Materials** – a predominance of unpainted red brick and hipped or gabled slate shingle roofs give a unified appearance to the district. The exposed steam lines are non-contributing.
- **Unique Features:**
 - Cast-stone entries with Neoclassical or Colonial Revival trim (e.g. KK et al.)
 - Art Deco entry in Building N26
 - Entire interior of Buildings N21 and N23, atrioms including balconies
 - Sanctuaries of the Post Chapel (C7).
 - Lobby and theater of the Recreation building (C9)

Summary: Historic Preservation Priority Categories
Naval Administration-Recruit Training Station Historic District

Building		Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2			
C005	Religious Education	3	architecturally atypical building; secondary in importance, no significant interiors
C005A	Garage	3	architecturally atypical building; secondary in importance, no significant interiors
C007	Chapel	2	prominent building in key location within historic district. Sanctuary spaces are the only significant interiors.
C009	Recreation Building	2	Art Deco lobby and auditorium (similar to U40 in NAS Historic District) are the only significant interiors
E026	CPO UEPH with Mess	3	compatible structure with poor integrity; holds southwest corner of historic district, no significant interiors
IAA	Warehouse, Galley, Admin.	2	no significant interiors
IAA1	Transformer Vault 675 kv	3	secondary support structure, no significant interiors
IA	Administration Building	2	no significant interiors; except at entry vestibule where original flooring and moldings have been preserved.
IE	Administration Building	2	no significant interiors
IF	UEPH	2	no significant interiors
KBB	Administration Building	2	no significant interiors
KCC	1st Lt. Office/Shop	3	no significant interiors
KJ	UEPH Women	2	no significant interiors
KK	UEPH	2	no significant interiors
KL	UEPH	2	no significant interiors
KM	UEPH	2	no significant interiors
KN	UEPH	2	no significant interiors
KQ	UEPH	2	no significant interiors
M-1, M-2	Seating & Grandstand	2	the seating, grandstand and field are a single resource, no significant interiors
N-19A	Training	2	no significant interiors
N-21	LANTNAVENGCOM HQ	2	atrium intact; entire interior significant
N-23	Naval Doctrine Command	2	light monitor restored and atrium intact; entire interior significant
N-24	Gymnasium	2	no significant interiors
N-25/ N-25A	Training	3	no significant interiors
N-26	HQ-Post Office-Cafe	2	Art Deco lobby is the only significant interior.
E-13	Commissary Depot	3	relatively intact structure with high visibility at base entrance, no significant interiors



Naval Administration/Recruit Training Station
 Historic District, Naval Station, Norfolk, Virginia

NAVAL SUPPLY DEPOT HISTORIC DISTRICT NAVAL STATION, NORFOLK, VIRGINIA

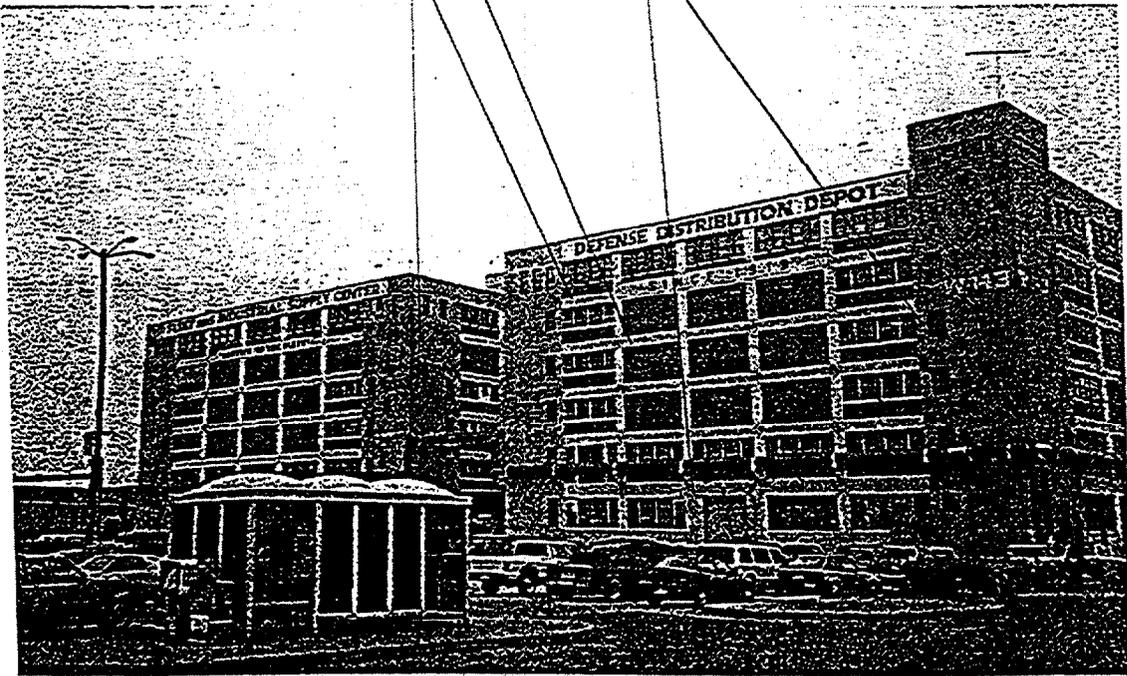
The Naval Supply Depot Historic district comprises a group of very large-scale warehouses on its west side and two piers with transit sheds at its east side. Decatur Avenue is the spine dividing these two sides of the district, which together are eligible for the National Register of Historic Places under Criteria A and C. The district has not been nominated or listed. Its period of significance is 1919 through 1945 and is associated with the evolution of naval supply functions (Criterion A). The supply depot was one of two fleet supply depots in existence during World War I. By World War II it housed the largest Supply Department in the Navy. The buildings represent standard warehouse designs developed by the Bureau of Yards and Docks (Criterion C). The multi-story, concrete-frame warehouses typify the general warehouse standards first issued in 1916. This warehouse type was standard until the early years of World War II when it was replaced by one-story structures. The piers that establish the western waterfront complete the district. The buildings contain sufficient integrity to convey their association with supply activities and to meet National Register criteria. The massive scale of the buildings and the vast open spaces give the proposed Naval Supply Depot Historic District its distinct character.

A discontinuous group of warehouses, two of which were built as hangars, was initially considered contributing but have been eliminated from the proposed district because they are separated from the rest of the district and two have been re-clad with inappropriate materials. Similarly, Building W135 is not included in the district because modern cladding and other alterations have obscured its historic character. Section 106 and mitigation for demolition of Pier 2 and for extensive modernization of building Z-133 have been concluded. These will no longer be contributing buildings.

Utilitarian esthetic characterized by the expression of concrete and steel frame

Massive buildings whose long axis is perpendicular to the water's edge

Windows are banded within the structural frame



Building 143

Historic District Preservation Priority Rating: 2

The Supply Depot district is a preservation priority 2. While the scale of the buildings and the vast open materiel-assembly areas convey the historic character of the district, the architecture of the individual structures is in general mundane, no building achieving the highest preservation priority. Nonetheless the level of integrity is high across the board and consistent, underlining the readability of the district.

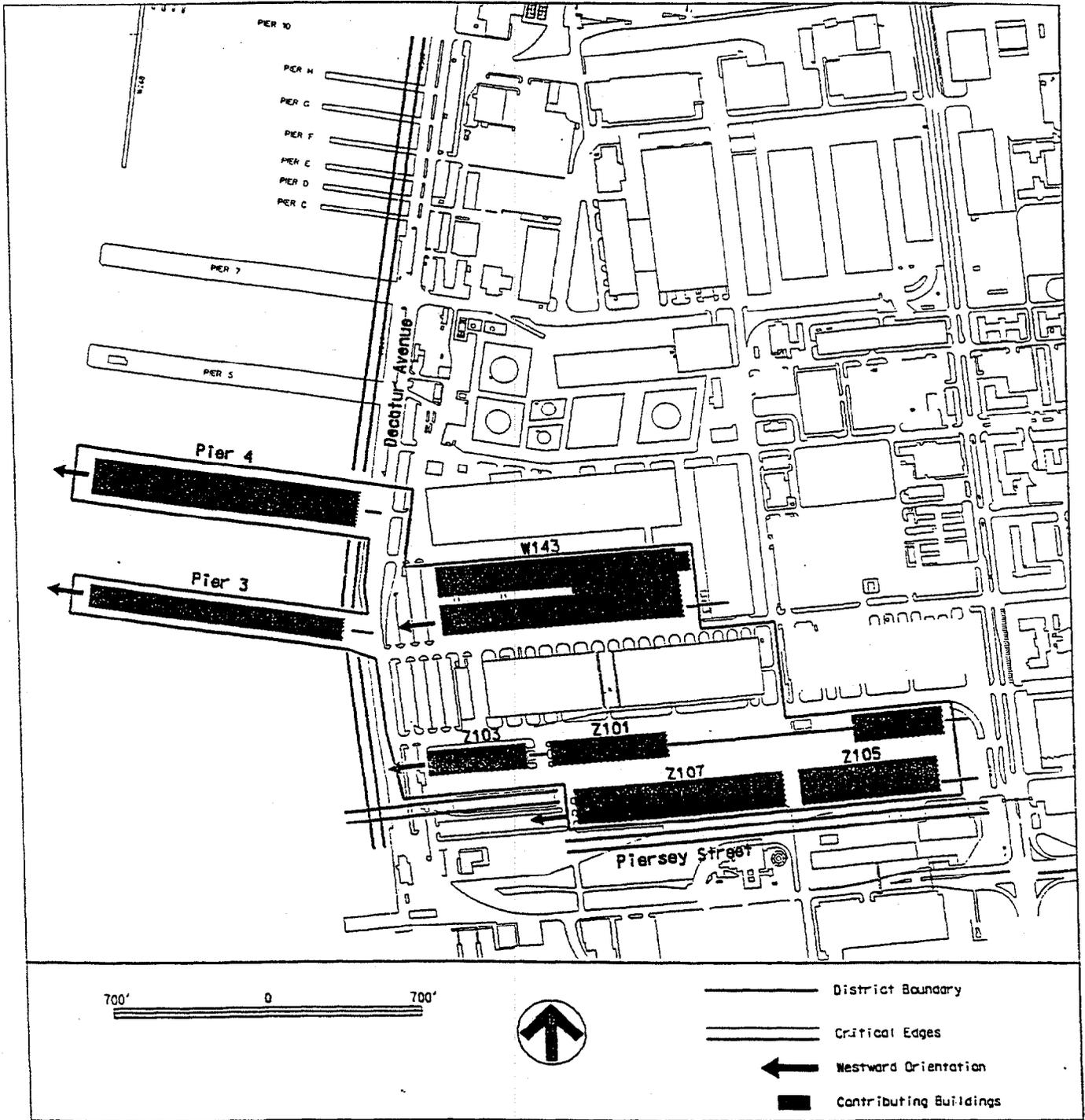
Critical Design Elements

- **Scale** – the massive scale of the warehouses is the district’s primary characteristic.
- **Massing** – While W143 is a pair of joined enormous, multi-story, concrete frame boxes, the massing of the transit sheds and the Z-series buildings is slightly more complex, being enhanced by raised center bays.
- **Setback** - the extreme length and consistent siting of the warehouses and transit sheds create continuous setbacks along the side streets and piers.
- **Street Grid** – the east-west streets in the district all terminate on Decatur Avenue which parallels the waterfront.
- **Linearity** – the warehouses (Z101, et al), the piers, and the transit sheds (W3 & W4) orient east-west.
- **Edges** – Buildings Z107 & Z105 form an edge along Piersey Street, and Z103 anchors the southeast corner of the district. The piers and docks define the western limit.
- **Spacing** – the large distances between the massive warehouses and the piers is indicative of the vast scale of the Navy’s mission at the supply depot.
- **Materials** – the warehouses (W143, Z101 et al.) are cast-in-place concrete. The exposed steam lines are non-contributing.
- **Unique Features:**
 Light monitors in the transit sheds and warehouses Z105, Z107.
 Machine bay in Z107 with track.

Summary: Categories

Naval Supply Depot Historic District

Building	Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2		
Pier 03	Berthing Pier 3	2
Pier 04	Berthing Pier 4	2
W-3	Transit Shed	2 no significant interiors
W-4	Transit Shed	2 no significant interiors
W-306	Bulkhead	3
W-307	Bulkhead	3
W-143	Warehouse	2 no significant interiors
Z-101	Warehouse	2 no significant interiors
Z-103	Warehouse	2 no significant interiors
Z-105	Warehouse	2 no significant interiors
Z-107	Warehouse	2 Machine bay with track is only significant interior



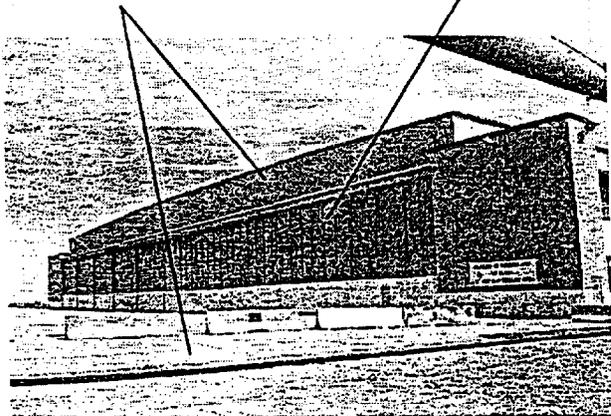
Naval Supply Depot Historic District
 Naval Station, Norfolk, Virginia

NAVAL AIR STATION HISTORIC DISTRICT NAVAL STATION (CHAMBERS FIELD), NORFOLK, VIRGINIA

The Naval Air Station Historic District is made up of five different (discontiguous) parcels and represents all aspects of the Air Station's mission. The most important of these parcels are those which include the landplane and seaplane hangars and support buildings. Though the Navy and the Department of Historic Resources have determined that the entire district fulfills National Register Criteria A & C, the Air Station has not been listed or nominated to the Register. Historic buildings in the district were constructed between 1917 and 1948 but the most intense period of development was from 1941 to 1943. At the outset of World War II NAS Norfolk became the command center for naval air operations in the Atlantic.

Chief among the Air Station's preservation priority aspects are the land plane hangars (LP2, 3, 4 & LP12, 13, 14), seaplane hangars (SP1, 2, 31), and their associated aprons and ramps. The two groups of hangars (once separated by Mason's Creek) retain a high level of integrity. The hangars are ranked as having preservation priority Category 1. Likewise the vast aircraft storehouses and shops, particularly V52 & V88, which anchor and dominate the district's northwest corner. Supporting this mission are two areas of administrative buildings and barracks of somewhat lesser significance. At the west side of the Air Station, roughly bounded by Gilbert Street and Bellinger Boulevard, the old dispensary (S29), the main administration building (T26), and a barracks (U16), are large, symmetrical, Colonial Revival buildings sited on a north-south axis. Added to this part of the Naval Air Station district are the Marine barracks (MB28), gymnasium (MB43), garage (MB29) and the Marine parade field bordered with live oaks. Another massive-scaled enlisted barracks (SP29) is isolated at the extreme eastern end of the district. Also discontiguous is the complex of officer housing and facilities built to support the seaplane area at Breezy Point, a name that memorializes the spit of land that projected into the now-infilled Mason's Creek. This portion of the district is characterized by large-scale bachelor officers' quarters (SP17, SP47, 48, 64) smaller apartments (SP30, 34) and a neighborhood of single family quarters (SP18-27) whose boot-shaped site plan was designed to afford views of Mason's Creek. Rounding out the district are the Chapel-in-the-Woods (SP108) and an indoor swimming pool (SP46).

Massive scale of hangars and aprons industrial esthetic



Building SP2

Historic District Preservation Priority Rating: Category 2

The Air Station Historic District represents the first flowering of military aviation technology. With the onset of World War II and the Navy's massive investment in air power, the small Hampton Roads air station was transformed by the addition of the land and seaplane hangars, their associated technical-support structures, and the vast apron and taxiway spaces between the elements and thereby became NAS Norfolk. These buildings demonstrate the highest quality of the new industrial esthetic that produced on a wider scale the Art Deco style. Because technology in the field of aviation quickly outstripped traditional building forms, an inventive, if utilitarian, architecture emerged to house the rapidly changing requirements. The land and seaplane hangars and the aircraft storehouses and shops are consequently rated preservation priority Category 1. The district preservation priority rating as a whole however, is average, and is rated preservation priority Category 2. The additional support-function buildings, i.e. administration, quarters, barracks etc. lack any pretense of architectural excellence although the axial placements of the administrative-barracks complex at Bellinger Boulevard and the intentional siting of Officers' housing at Breezy Point make them contributing elements.

Critical Design Elements

- **Scale** – the distinctive character of the district is defined by the hangars and other large-scale buildings associated with aviation. These structures, their tarmacs, and aprons are the district's key elements.
- **Massing** – The massing of the hangars is simple: that of large, metal-clad boxes with light monitors. The enormous barracks and administrative buildings are symmetrically massed mid-rise buildings with multiple wings.
- **Setback** – The line of seaplane hangars at the water's edge, with their deep apron, creates the most powerful architectural assemblage in the district. Similarly set back from a central apron, the grouping of six land plane hangars is, like the seaplane hangars, judged to be of the highest significance.
- **Street Grid** – the street grid established in the Jamestown Exposition district defines the Admin/Enlisted Housing sector of the Naval Air Station. Siting of single family officer housing at Breezy Point is defined by the historic banks of infilled Mason's Creek.
- **Axiality** - Barracks U20 creates a cross-axis with barracks U16, which in turn holds the principal axis with the main administration building at T26. The Marine Barracks (MB28) and its gymnasium (MB43) define a parade ground at their fronts. The land plane hangars pair up across the tarmac (LP2 & 12, 3 & 13, 4 & 14) and BOQ's SP47, 48, 64 are grouped around an axis. SP17 for transient officers and the Officers Club (SP45) also form an axial composition.
- **Edges** – the strongest district edge is defined by Willoughby Bay and the hangar aprons on the north.

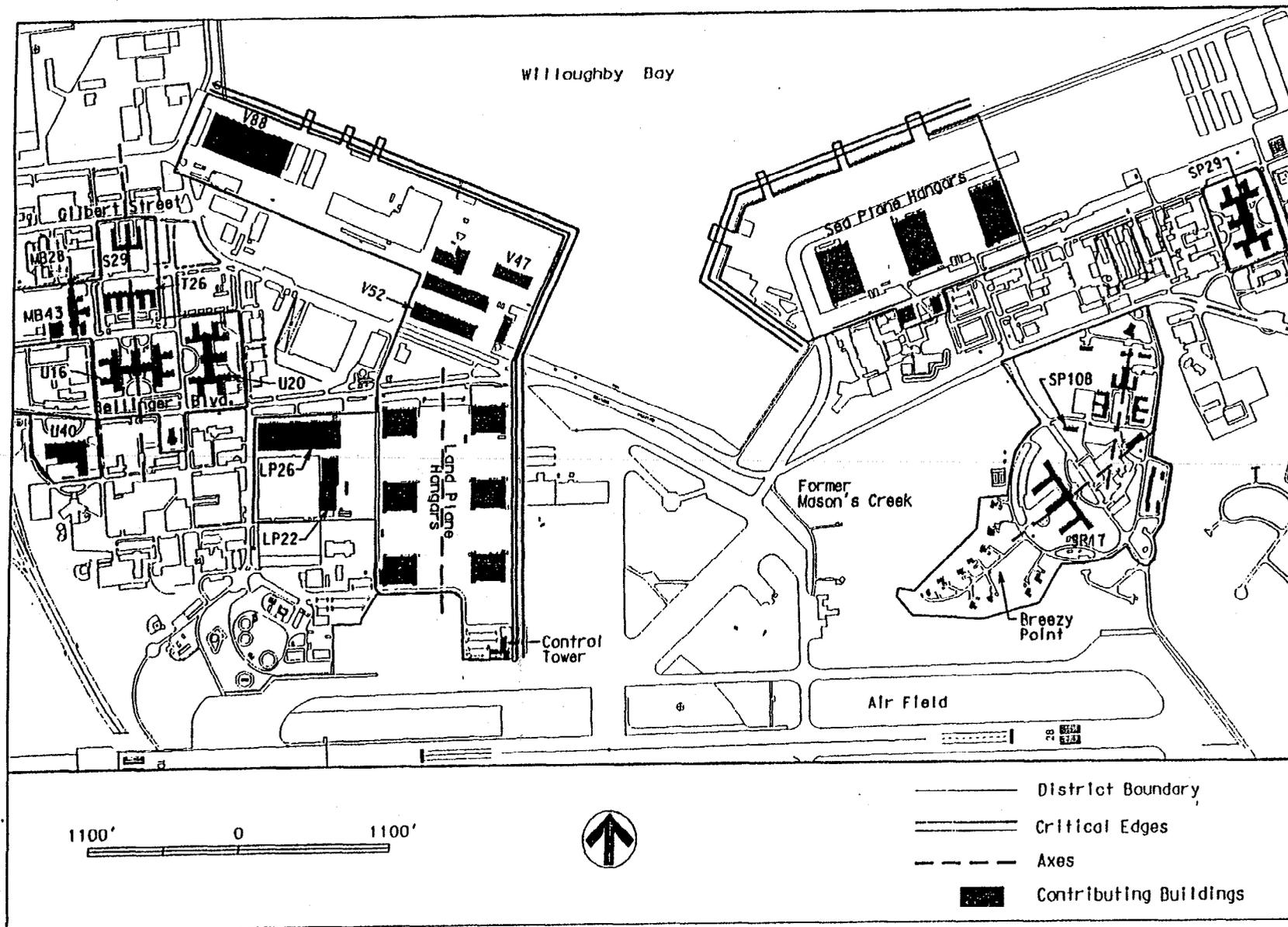
- **Spacing** – the great distances between the hangars and the vast extent of the runway system epitomize this district. Suburban lots characterize the officers' compound and a formal campus setting is reflected in the arrangement of barracks and administrative buildings.
- **Materials** – the metal-frame hangars and aircraft warehouses with their huge expanses of glazing typify the mission of the Naval Air Station. The large red brick administrative buildings and barracks are built in the Georgian style with slate roofs.
- **Unique Features:**
 - High degree of integrity at hangar areas
 - Hangar bay interiors in hangars
 - Control towers of SP-1 and V-88
 - Catholic chapel (U53)
 - Chapel-in-the-Woods (SP108)
 - Officers Swimming Pool (SP46)
 - Marine Barracks Parade Field, bell, and Japanese gate.
 - Sanctuaries of Chapels (SP-108 & U53)
 - Lobby and theater of Recreation Building (U-40)
 - Pool House (SP-46), entire interior
 - Major public spaces of BOQ (SP-17), Art Deco lobby, conference space, lounge with Art Deco fireplace and bookcase, Art Deco lighting fixtures in the public spaces

**Summary: Historic Preservation Priority Categories
Naval Air Station Historic District**

Building	Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2		
LP-2	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior
LP-3	Hangar Maint	1 significant large scale structure, hangar bay is only significant interior
LP-4	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior
LP-6	Flammables Store	3 Integral to context, no significant interiors
LP-7	Flam. Store	3 Integral to context, no significant interiors
LP-8	Fiam Store	3 Integral to context, no significant interiors
LP-9	Flam. Store #1	3 Integral to context, no significant interiors
LP-10	Flam. Store #2	3 Integral to context, no significant interiors
LP-11	Ammo Locker	3 Integral to context, no significant interiors
LP-12	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior
LP-13	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior
LP-14	Hangar Shops	1 significant large scale structure, hangar bay is only significant interior
LP-20	Eng. Overhaul Shop	3 no significant interiors
LP-22	Eng. Test Cells	3 no significant interiors
LP-26	Warehouse/Storage	2 no significant interiors
LP-28	Flam. Store	3 Integral to context, no significant interiors
LP-30	Ammo Locker	3 Integral to context, no significant interiors
LP-32	Flam. Store	3 Integral to context, no significant interiors
LP-36	Compres Air/Elect.	3 Integral to context, no significant interiors
SP-1	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior
SP-2	Hangar Maint.	1 significant large scale structure, hangar bay is only significant interior

SP-3	Ramp	2	Significance similar to piers at Supply Depot H. D.
SP-4	Ramp	2	Significance similar to piers at Supply Depot H. D.
SP-5	Flam. Store	3	Integral to context, no significant interiors
SP-6	Flam Store	3	Integral to context, no significant interiors
SP-7	Ammo Locker	3	Integral to context, no significant interiors
SP-8	Magazine	3	Integral to context, no significant interiors
SP-9	Admin/Stg.	2	no significant interiors
SP-10	Eng. Repair Shop	2	no significant interiors
SP-15	Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-16	Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-17	BOQ	2	building holds important site and retains Art Deco interior features (the unique features listed above are only significant interiors)
SP-18	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-19	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-20	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-21	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-22	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-23	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-24	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-25	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-26	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-27	Off. Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-27A	Garage	3	no significant interiors
SP-29	Qtrs./Exchange	2	no significant interiors
SP-30	Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-31	Hangar Maint.	1	significant large scale structure, hangar bay is only significant interior
SP-32	Ramp	2	Significance similar to piers at Supply Depot H. D.
SP-33	Ramp	2	Significance similar to piers at Supply Depot H. D.
SP-34	Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-34A	Garage/trans.	3	no significant interiors
SP-34B	Garage	3	no significant interiors
SP-44	Off. Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
SP-44A	Garage	3	no significant interiors
SP-46	Pool House	2	well-designed building carefully sited in H.D., high interior integrity, entire interior is significant
SP-47	BOQ	3	building is carefully sited in group with SP64 and SP48
SP-48	BOQ	3	building is carefully sited in group with SP47 and SP64
SP-56	Trans. Vault	3	no significant interiors
SP-62	Trans. Vault	3	no significant interiors
SP-64	BOQ	3	no significant interiors
SP-65	Admin./Ops.	3	no significant interiors
SP-76	Off. Qtr.	3	refer to paragraph III, C. 6. for interior significance and treatment
SP-79	Off. Qtr.	3	exterior is in poor condition
SP-80	Qtrs.	3	refer to paragraph III, C. 6. for interior significance and treatment
SP-81	Qtrs.	2	refer to paragraph III, C. 6. for interior significance and treatment
SP-102	Flam. Store	3	Integral to context, no significant interiors
SP-105	Flam. Store	3	Integral to context, no significant interiors
SP-108	Chapel #2	2	building is carefully sited in the historic district, sanctuary is only significant interior
SP-263	Seawall	3	Significance similar to bulkheads in Supply Depot H.D.
S-29	Dispensary	2	no significant interiors
T-26	Admin.	2	no significant interiors
U-16	Qtrs./Mess	2	no significant interiors
U-20	Multi-use	3	no significant interiors
U-40	Recreation	2	Art Deco character, like C9 in Administration-Recruit Training Station H.D.,

U-53	Chapel	2	unique interior features above sanctuary is only significant interior
V-10	Magazine	2	no significant interiors
V-29	Warehouse/office	3	no significant interiors
V-47	Maint. Hangar	2	no significant interiors
V-50	Boathouse	2	no significant interiors
V-52	Aviation Stores	1	very high integrity; highly visible building in historic district, no significant interiors
V-53	Stg./Offices	2	no significant interiors
V-88	Hangar/Shops	1	very high integrity; alterations on east side are reversible, hangar bays are only significant interiors
V-92	Bulkhead	3	Significance similar to bulkheads in Supply Depot H.D.
V-121	Bulkhead	3	Significance similar to bulkheads in Supply Depot H.D.
V-159	Pier/bulkhead	3	Significance similar to bulkheads in Supply Depot H.D.
MB-28	Marine Corps Barrack	3	similar to other barracks in historic district, no significant interiors
MB-29	Marine Corps Garage	3	Similar to other support buildings, no significant interiors
MB-43	Marine Gymnasium	3	defines edge of parade ground, no significant interiors
MB-39	Parade Field	3	border of live oak trees



Naval Air Station Historic District
 Naval Station (Chambers Field), Norfolk, Virginia

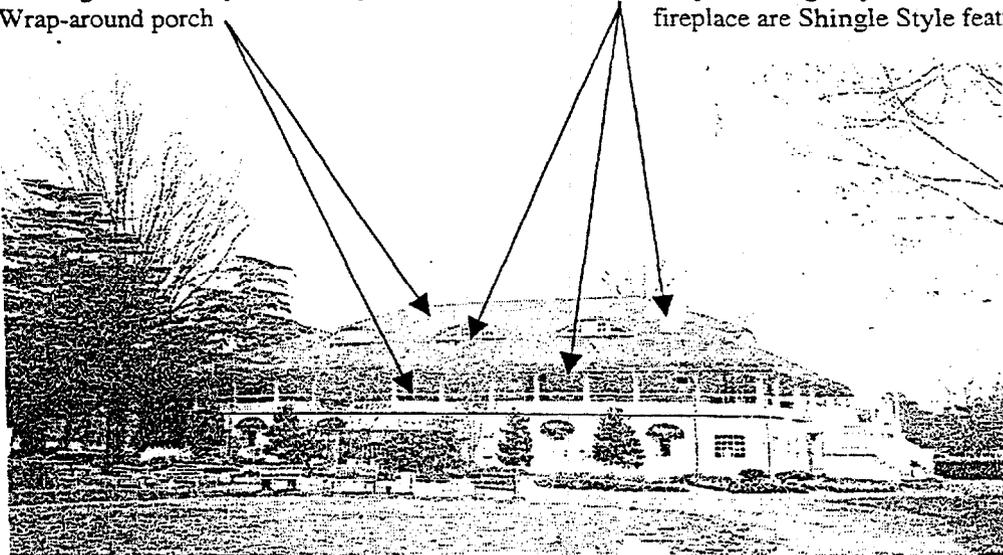
GOLF CLUB HISTORIC PROPERTY NAVAL STATION, NORFOLK, VIRGINIA

The Golf Club is eligible for listing under National Register Criteria C. The property has not yet been listed on the Register, nor has it been nominated. The club is separate from the Naval Base proper and is self contained, lying just north of the intersection of Terminal Boulevard on the south and Hampton Boulevard on the west. The Sewell's Point Golf Course, as this golf course is sometimes called, was privately developed in 1926 and has been well maintained since. The Navy acquired the property in 1942 by condemnation. Famous golfers including PGA champions Sam Snead, Paul Runyan, Lew Worsham and Herman Kaiser, conducted exhibitions at the course during World War II.

The historic property consists of a fine Shingle Style clubhouse in a surrounding golf course designed by Donald Ross. Scottish native Donald Ross was a golf-course designer of international repute. He designed 413 golf courses in the United States alone. The Tuscan columns of the club house's handsome wrap-around verandah, its low-pitch hipped roof with eyebrow dormers, and its period interiors are primary character-defining features which support the finding of "highest significance". The principal space, the Norfolk Room retains its mantle and other original detailing.

Building is unified by roof and by
Wrap-around porch

Deep overhangs, eyebrow dormers, and original
fireplace are Shingle Style features



Golf Club House

Overall Historic Property Preservation Priority Rating: 1

The historic property that includes both the Golf Course and the Golf Club House has been rated as having the highest level of historic preservation priority. Both are outstanding designs. The Club House retains its original massing and building form; later alterations have not changed its shape nor have they changed the distinctive solid-void relationships created by the wrap-around veranda. Of the Golf Course it has been noted:

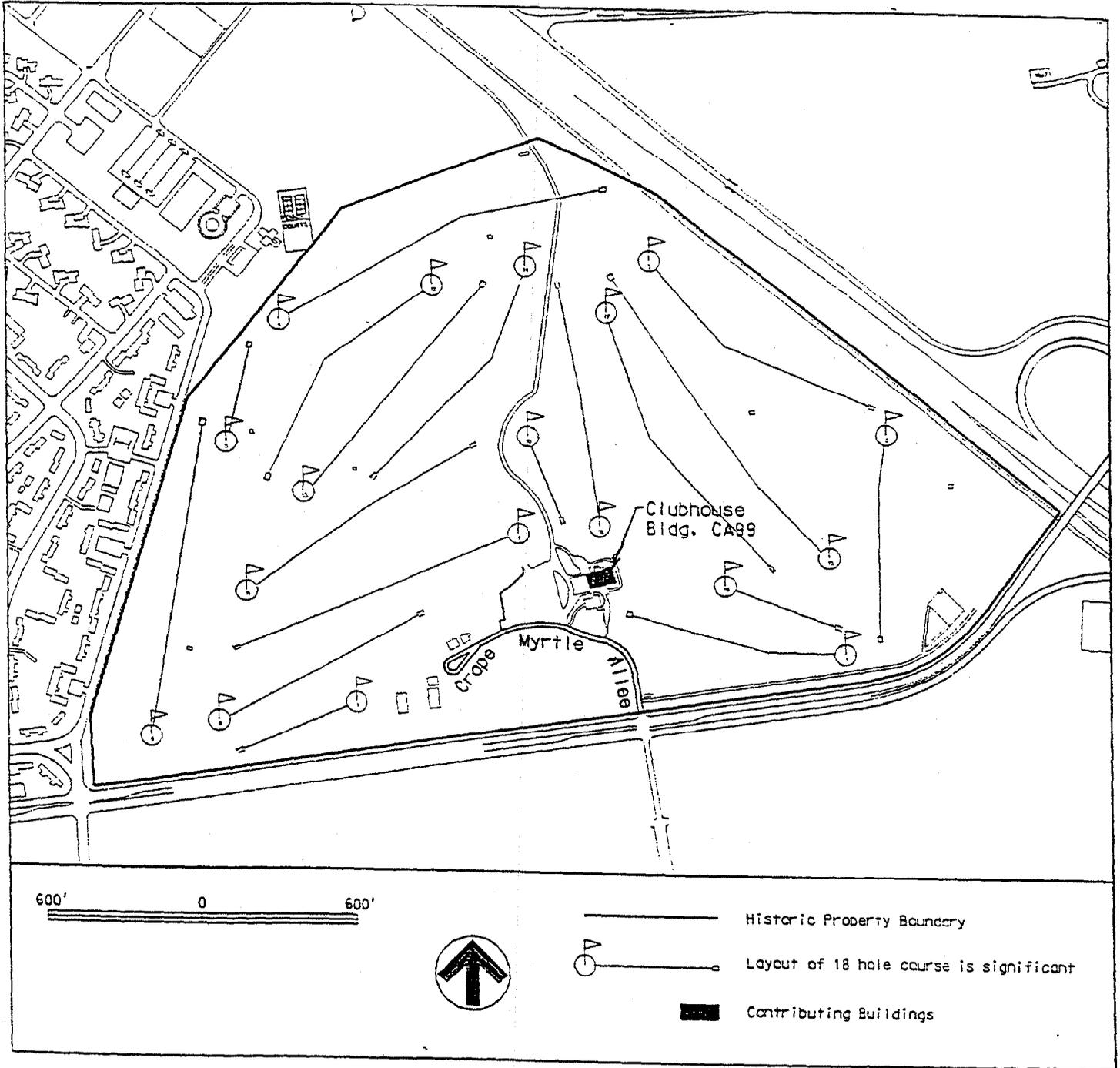
“To this day, the Ross course retains its unique routing of a clockwise circle surrounded by a counterclockwise circle of holes, emulating the Muirfield links in Scotland” (Bruce Matson, “The Roots of Fold in Virginia,” *Virginia Golfer*, January/February 1999, pp 20-23). The Golf Club has been designated as having the highest level of significance because of its high degree of integrity, its architectural significance, and because of the high demand for its ongoing use.

Critical Design Elements

- **Scale** – the modest size and limited recreational facilities (there are no swimming pools or other athletic facilities) promotes an exclusive recreational and social experience.
- **Massing** - The massing of the club house is determined by the broad, overhanging, hipped roof and the raised, wrap-around verandah. These features are essential to the building’s character.
- **Setback** - The club house is set back from the road on a park-like site.
- **Street** – a curvilinear crape myrtle *allee* at the entry establishes the “country club” setting.
- **Axiality** – the purposeful “natural” siting of the clubhouse and landscape features contrasts with the urban precinct beyond the club fence.
- **Edges** – these are softened by the golf course’s lush landscape elements. The district is bounded by major arterial highways of the city of Norfolk. The principal buffer is the open expanse of the golf course surrounding the clubhouse.
- **Spacing** – the clubhouse is the dominant feature in its careful landscape of indigenous shrubs.
- **Materials** – original wood columns preserve the original character of the clubhouse. The use of red composition replacement shingles is appropriate to the character of the building.
- **Unique Features:**
 - Entrance *allee* of crape myrtle trees
 - Tuscan-colonnaded verandah
 - Eyebrow roof dormers
 - Norfolk Room interior (2nd floor)

Summary: Historic Preservation Priority Categories Golf Club Historic Property

Building		Category	Comments
HISTORIC PROPERTY PRIORITY RATING: 1			
CA-99	Golf Club House	1	Norfolk Room interior (2 nd floor) is only significant interior designed by renowned golf course designer Donald Ross
CA-99C	Golf Course	1	

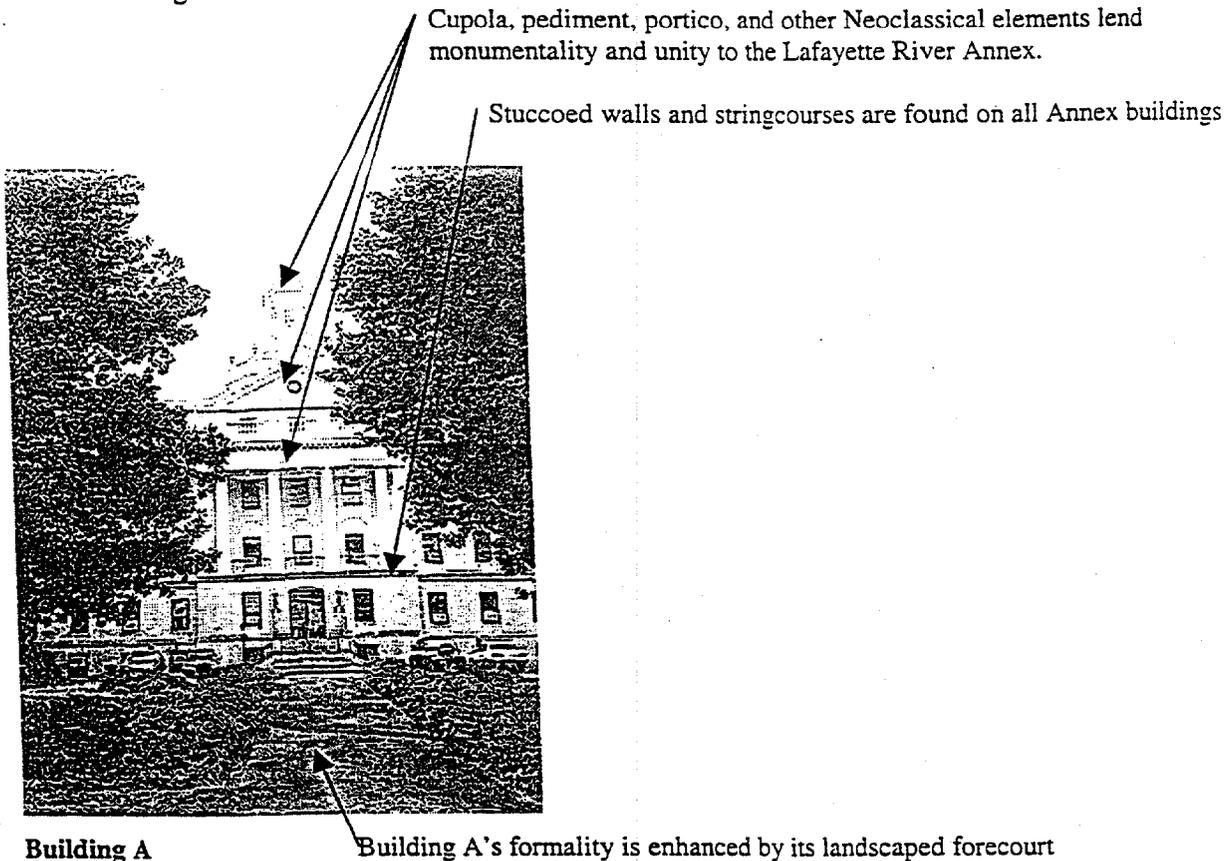


Golf Club Historic Property
 Naval Station, Norfolk, Virginia

LAFAYETTE RIVER ANNEX HISTORIC DISTRICT NAVAL STATION, NORFOLK, VIRGINIA

The Navy and the Department of Historic Resources agree that the Lafayette River Annex meets National Register Criteria A and C because of its place in local history and because of its architectural significance. The historic district has neither been listed nor nominated to the National Register. The Annex was built in 1922 as a Public Health Service Hospital, which provided medical services to the U.S. Coast Guard and the Merchant Marines. A major expansion in 1932 rounded out the hospital property with large additions to Buildings A, B, and C and two quarters. The Department of Defense acquired the property in 1982.

The district is well defined geographically being bounded on the north by Lafayette River and on the west by Hampton Boulevard. Its southern boundary roughly parallels Lexan Avenue. The parking area on the east side of the district backs up to a residential neighborhood. Architecturally the district is a cohesive assemblage of medium rise administrative and support buildings and a small group of quarters, all in the Neoclassical style. The consistent palette of stuccoed walls, New England slate hipped roofs with cross gables, and Neoclassical details unifies the historic district. Each of the three principal administrative buildings features a central cupola. The campus-like historic setting includes a park facing Lafayette River and a Neoclassical gazebo at the end of the dock.



Historic District Preservation Priority Rating: 2

The Lafayette River Annex presents a small, formal campus of neoclassical buildings along one of Norfolk's most prominent boulevards. The group of buildings has lost interior integrity, and incompatible additions (most notably at the east side of Building A and the east and south sides of Building B) have at least expanded the usability of these historic structures. The medium scale Lafayette Annex buildings are enhanced by a collection of handsome cupolas and by a beautiful setting on the Lafayette River. The mature trees along Hampton Boulevard and in the area north of Building A greatly soften the institutional feel of the complex and reinforce its campus like setting. The buildings are given a Category 2 preservation priority rating because the architecture, though pleasing, is not of the highest quality, nor does the buildings' history or level of integrity reach above average.

Critical Design Elements

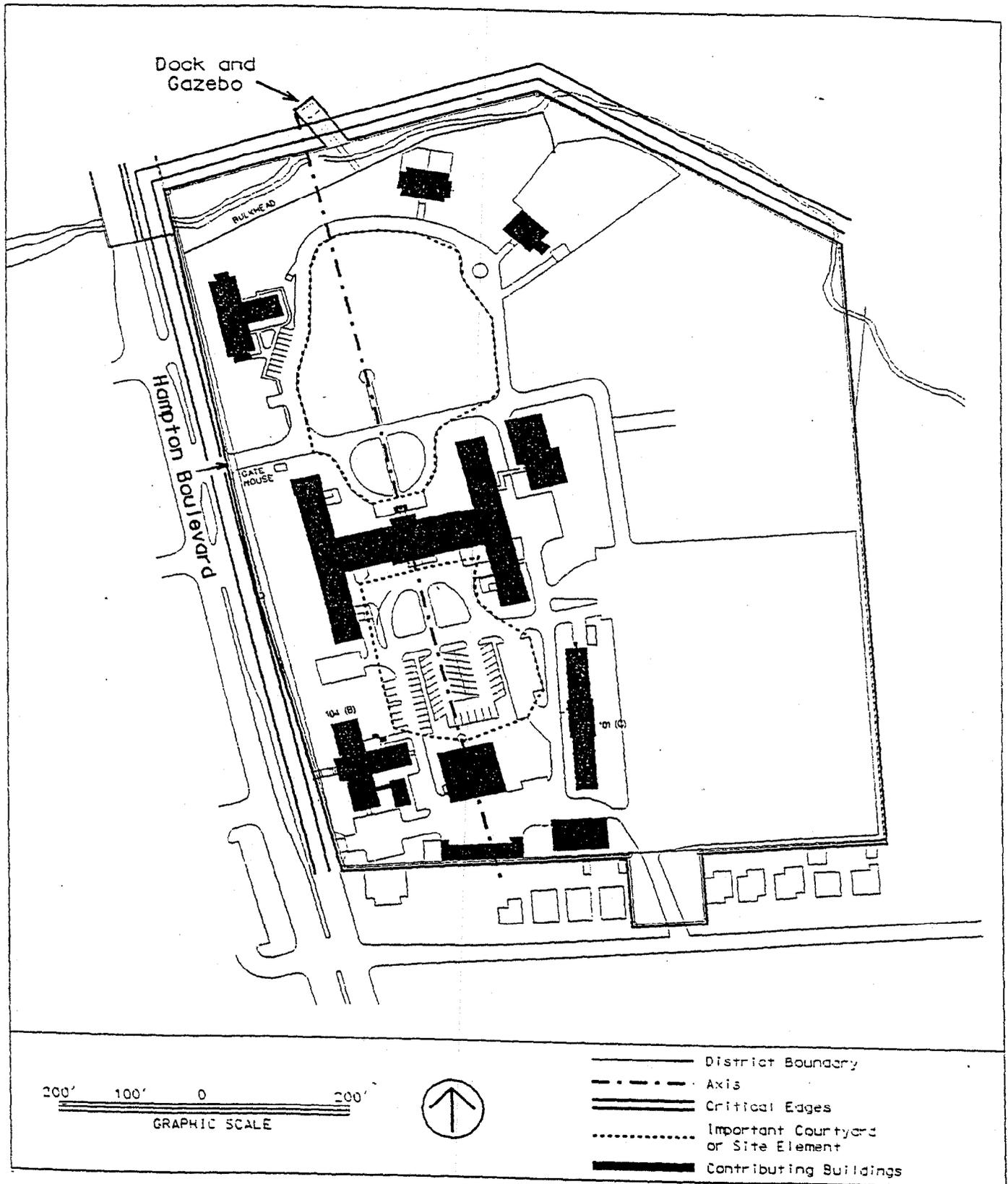
- **Scale** – these mid-rise administration buildings and their related quarters are compatible with the scale of adjacent streets and neighborhoods.
- **Massing** - the H-shaped massing of Building A creates a forecourt and formal entry on its north side and the north end of a quadrangle on the south. Smaller and with simpler massing the T-shaped Building B and linear Building C form the sides of this quadrangle.
- **Setback** - the nearly continuous line of Buildings D, A, and B along Hampton Boulevard creates a strong, defining edge to the Annex.
- **Street Grid** – the City road system gives perimeter access to this pedestrian-oriented campus. Within the Annex, the two semi-circular drives (one to Building A, the other to the Buildings D, E, and F) create a formal entry court to the district.
- **Axiality** – the Annex is essentially oriented about a north-south axis. Buildings A, B, C are organized around a courtyard. At the river's edge quarters D, E, F line the semicircular drive which shapes the northern half of the district.
- **Edges** – Lafayette River on the north and Hampton Boulevard on the west provide the district's strongest edges. The undeveloped eastern half of the district buffers the Annex from the adjacent neighborhood.
- **Spacing** – courtyards shaped by the wings of Building A and generous distances between buildings reinforce the Annex's campus-like setting.
- **Materials** – consistent use of stuccoed masonry and slate roofing unifies the Annex.
- **Style** – all buildings are built in a restrained Neoclassical style

• **Unique Features:**

- Boat dock and gazebo
- Entry portico and cupola at Building A
- Cupolas at Building B and at Building C
- Slate roofs at Buildings A, B, C, and D
- Live oak trees, particularly those in south courtyard of Building A
- Trees along Hampton Boulevard and north of Building A
- Lobby of Building A
- Fireplaces/mantels in Building D

**SUMMARY: HISTORIC PRESERVATION PRIORITY CATEGORIES
LAFAYETTE RIVER ANNEX HISTORIC DISTRICT**

Building		Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2			
Building A (100)	Office	2	original lobby features restored, no other significant interiors
Building B (104)	Office	2	no significant interiors
Building C (101)	Office	2	no significant interiors
Building D (108)	Housing Office	2	exterior retains integrity; interior is completely new no other significant interiors except fireplaces/mantels)
Building G (106)	Garage	3	no significant interiors
Building H (103)	Power House	3	no other significant interiors
Building L (105)	Storage	3	secondary support building, no significant interiors
Dock & Gazebo	Dock	2	
Quarters E	Quarters	2	important building at edge of historic district, refer to paragraph III, C. 6 for interior significance and treatment
Quarters F	Quarters	2	important building at edge of historic district, refer to paragraph III, C. 6 for interior significance and treatment

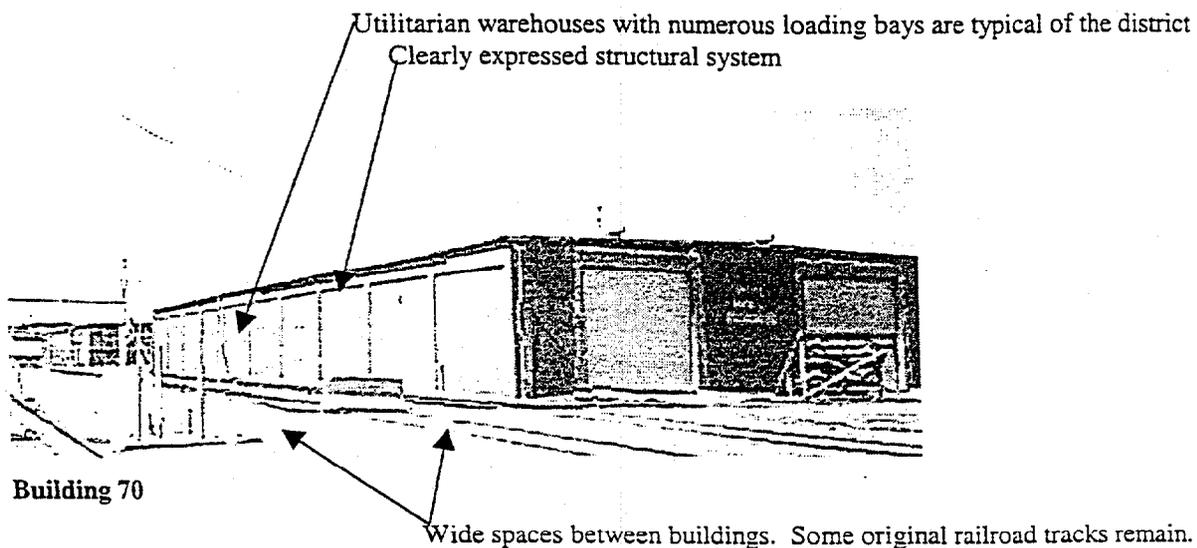


Lafayette River Annex Historic District
 Naval Station, Norfolk, Virginia

ST. JULIENS CREEK ANNEX HISTORIC DISTRICT CHESAPEAKE, VIRGINIA

As a significant Naval munitions production and storage facility St. Juliens Creek Annex meets National Register Criteria A and C. The district has not been listed, nor has it been nominated for listing on the Register. Its period of significance is 1897-1919.

St. Juliens Creek Annex supplied the majority of the mines used in the Allies' World War I North Sea Mining Barrage. The district is well defined geographically, thematically, and architecturally. It is located on a peninsula bounded on the north, south and east by St. Juliens Creek and the Southern Branch of Elizabeth River in the City of Chesapeake. It was established as an ordnance assembly facility and ammunition depot in 1897 and continued in that role until 1975. A majority of the significant structures are one-story, linear, masonry or concrete industrial buildings. St. Juliens Creek Annex is a particularly well preserved example of a World War I military industrial complex.



Historic District Preservation Priority Rating: Category 2

St. Juliens' Creek Annex District is a remarkably consistent complex of primarily industrial buildings. The efficient designs have lent themselves to long-term utility and reuse, but their mundane architecture holds the district at a preservation priority rating of 2. The site has retained its layout of rigidly ordered rows. Consequently the core of this facility reads clearly as a historic warehouse district.

Critical Design Elements

- **Scale** – the distinctive character of the district is expressed in the long rows of large-scale, low-rise, widely spaced warehouses and magazines. The oldest buildings (6-8, 16-18) are at smaller scale reflecting earlier armaments technology.
- **Massing** - The massing of the warehouse structures is consistently linear with low-pitched roofs. The sides of many of the buildings are dominated by long loading docks.

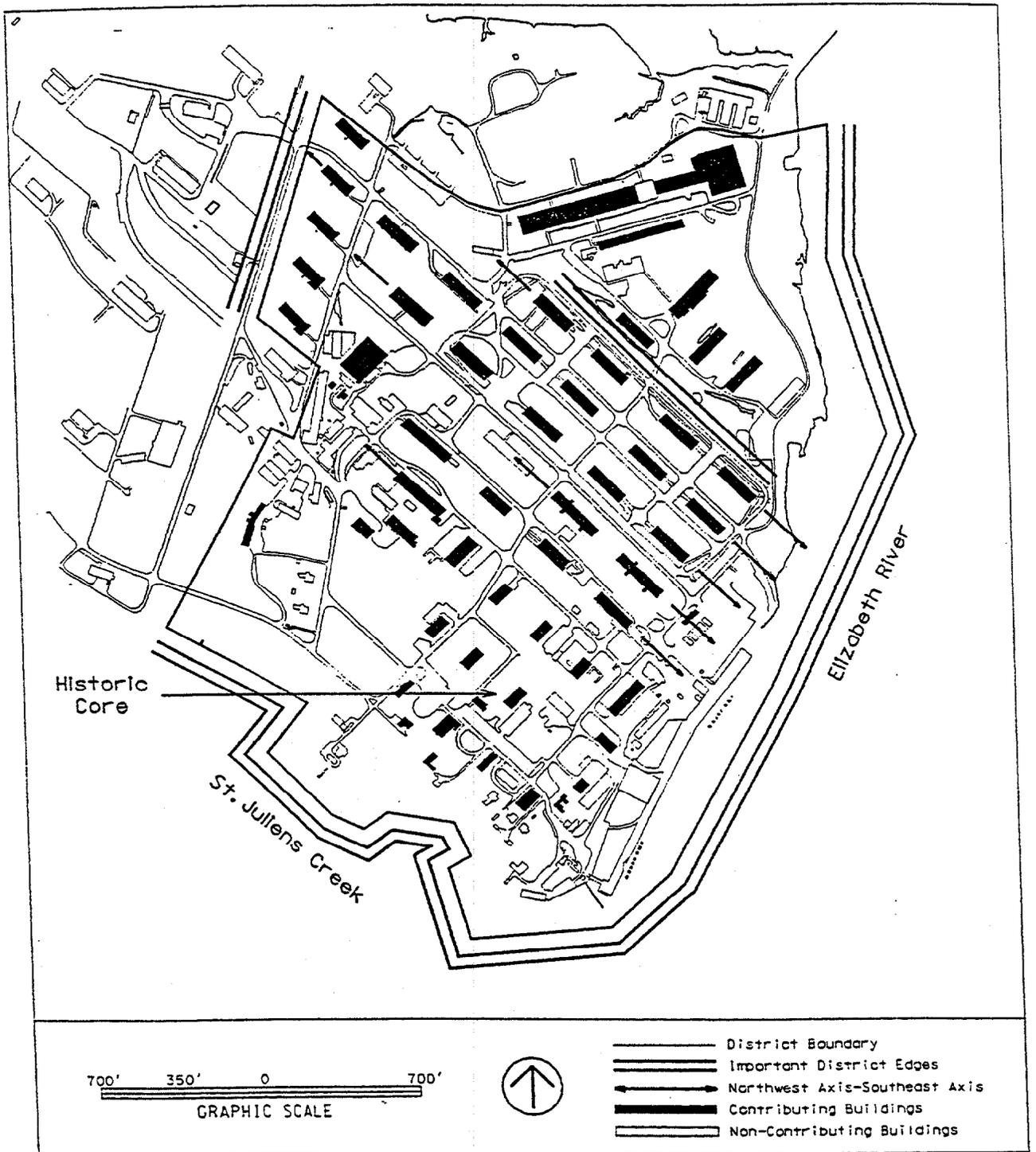
- **Setback** – The consistently aligned rows of warehouses (e.g. 70-74, 76-79, etc.) present the single most prominent character-defining grouping which, like the former magazines 63-67, takes its orientation from Craddock Road on the west.
- **Street Grid** – the primary road grid runs northwest-southeast and is reinforced by uniform placement of repetitive building types (e.g. warehouses 70-74, 76-79) from WWI. The earliest structures (e.g. 1-4, 6-8, 10-13, 16-18, and 20) are grouped in a town-like setting. Another building group (e.g. 13, 51, 68, 69, 96, 130) on the west has a random configuration.
- **Axiality** – the earliest buildings exhibit clear axial relationships for two groups (1, 2, 50, & 3, 4, H) whose short axes face each other across the main street. The majority of the district's contributing buildings is oriented in a northwest-southeast axis along the district's inner streets and abandoned railroad tracks.
- **Edges** – the Craddock Road warehouses (63-67) anchor the district's northwest. The ILO Outfitting buildings (M1-5) define the northern limit, while the shoreline provides a clear edge to the rest of the district.
- **Spacing** – the distances between magazines was dictated by safety considerations and produces a feeling of unusual separation between buildings. This wide spacing is apparent throughout the district.
- **Materials** – earliest munitions-related buildings were brick (1, 2, 3, 6, 7, 8, 16, 17, and 18); later poured concrete (e.g. 63-67) permitted larger scale magazines. Ordnance production was housed in metal frame with brick cladding (e.g. 89). Typically the metal-clad buildings (e.g. M1-M5) have masonry firewalls. The exposed steam lines and lightning rods are non-contributing.
- **Interiors** – A majority of the contributing buildings at St. Juliens Creek Annex are warehouses. A majority of the warehouse interiors are defined by the exposed surfaces of the building's structural components: concrete or masonry walls; steel or wooden roof and ceiling beams and trusses; and wood or concrete floors..
- **Unique Features**
 - The very regular and repetitive spacing of the buildings.
 - The renovated interior of Buildings 7 and 8
 - The preserved interior space at the front of Building 16
 - The preserved interior structure of Buildings 1 and 2

**Summary: Historic Preservation Priority Categories
St. Juliens Creek Annex Historic District**

Building	Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2		
1	Administration	2 Only interior structure has significance (chamfered columns and beams)
2	Technical Library	2 Only interior structure has significance (chamfered columns and beams)
3	NAVSEA Support Ctr	2 Only interior structure has significance (chamfered columns and beams)
4	Administrative	2 no significant interiors

6	Administrative	2	no significant interiors
7	Storage	2	the renovated interiors are significant
8	Administrative	2	the renovated interiors are significant
10	Administrative	3	no significant interiors
11	Administrative	2	no significant interiors
12	Administrative	2	no significant interiors
13	SIMA	2	no significant interiors
16	Cryogenics School	2	only the preserved interiors at the front of the building have significance
17	Cryogenics School	2	no significant interiors
18	Cryogenics School	2	no significant interiors
20	Pump House	2	small building with unusual integrity, no significant interiors
26	Administrative	3	no significant interiors
38	Warehouse	2	no significant interiors
39	Storage	2	no significant interiors
40	Storage	2	no significant interiors
41	Shipping & Receiving	2	no significant interiors
46	Shop/Admin.	2	no significant interiors
47	Repair Shop	2	no significant interiors
51	General Warehouse	3	no significant interiors
55	Production/Storage	3	no significant interiors
56	Production/Storage	3	no significant interiors
59	Warehouse	2	no significant interiors
60	Warehouse	2	no significant interiors
61	Warehouse	2	no significant interiors
63	SIMA Storage	2	no significant interiors
64	SIMA Storage	2	no significant interiors
65	Storage	2	no significant interiors
66	Storage	2	no significant interiors
67	Storage	2	no significant interiors
68	Private Storage	2	no significant interiors
69	Administration	3	no significant interiors
70	Warehouse	2	no significant interiors
71	Warehouse	2	no significant interiors
72	Warehouse	2	no significant interiors
73	Warehouse	2	no significant interiors
74	Warehouse	2	no significant interiors
75	Storage	2	no significant interiors
76	Warehouse	2	no significant interiors
77	Warehouse	2	no significant interiors
78	Warehouse	2	no significant interiors
79	Warehouse	2	no significant interiors
80	Storage	2	no significant interiors
81	Storage	2	no significant interiors
82	Lab	3	no significant interiors
83	Warehouse	2	no significant interiors
84	Storage	2	no significant interiors
86	Storage	2	no significant interiors
87	Storage	2	no significant interiors
88	Storage	2	no significant interiors
89	Storage	3	no significant interiors
90	Aux. Generator	2	no significant interiors
91	Public Toilet	2	no significant interiors

96	SIMA Storage	2	no significant interiors
130	Inflammable Storage	3	no significant interiors
236	Oil Storage	3	no significant interiors
H	Administration	2	no significant interiors
M-1	ILO Outfitting	2	no significant interiors
M-2	Underwater Storage	2	no significant interiors
M-3	ILO Outfitting	2	no significant interiors
M-4	ILO Outfitting	2	no significant interiors
M-5	ILO Outfitting	2	no significant interiors

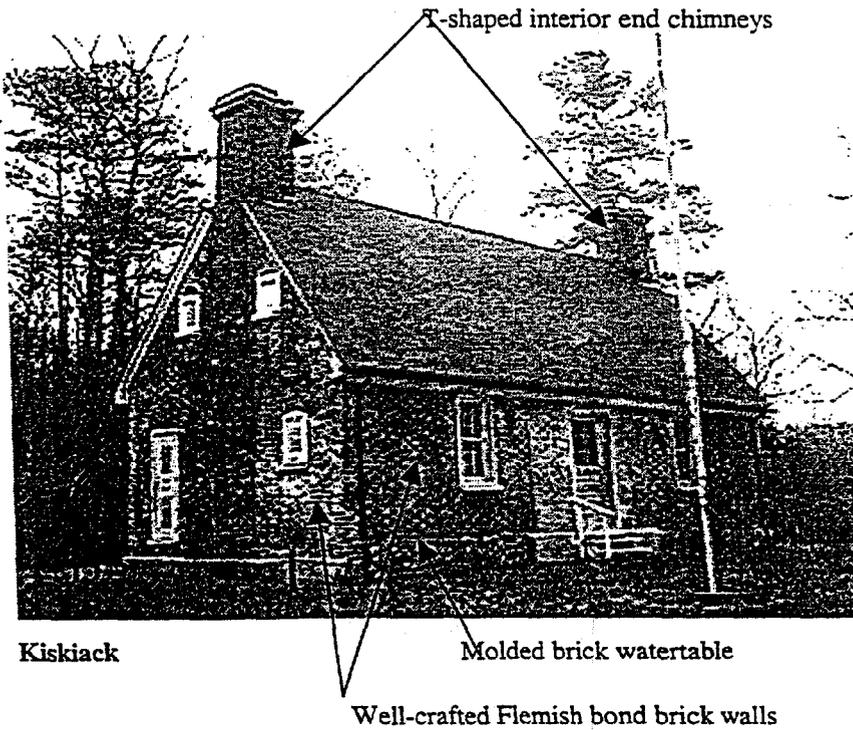


St. Juliens Creek Annex Historic District
Chesapeake, Virginia

**KISKIACK HISTORIC PROPERTY
NAVAL WEAPONS STATION, YORKTOWN, VIRGINIA**

Kiskiack, the oldest building owned by the Navy, is one of few brick structures in Virginia remaining from the first years of the eighteenth century. Listed on the National Register of Historic Places since 1969, Kiskiack is a typical "gentry house" of its time: one-and-a-half stories laid up in Flemish bond with a molded watertable and two massive interior chimneys. The gable roof has been replaced but retains its historic configuration. Over the course of nearly three centuries the four original exterior walls of the house and its T-shaped chimneys have been preserved but the interior was completely destroyed by fire in 1915. The historic plan is unknown; after the fire there were two rooms and a central passage on each floor. At its current location within the explosive arc of the weapons station, access to Kiskiack is very restricted. Therefore, use of this rare remnant of Virginia's Colonial past is precluded. Kiskiack was stabilized by the Navy in 1988. Planning for continued maintenance of this vacant and remote resource is essential to its preservation.

Kiskiack is categorized as having the highest level of significance because of its extreme rarity and because of the high quality of its masonry walls and chimneys.



Overall Historic Property Preservation Priority Rating: 1

Although the original fabric of the interior of Kiskiack perished by fire and its site in a perilous explosive arc precludes its use by any Navy personnel, the antiquity of its walls locates it among the very few early seventeenth-century buildings in Virginia's colonial landscape. It is the oldest building owned by the Navy. So rare an artifact (and one as graceful) demands preservation.

Critical Design Elements

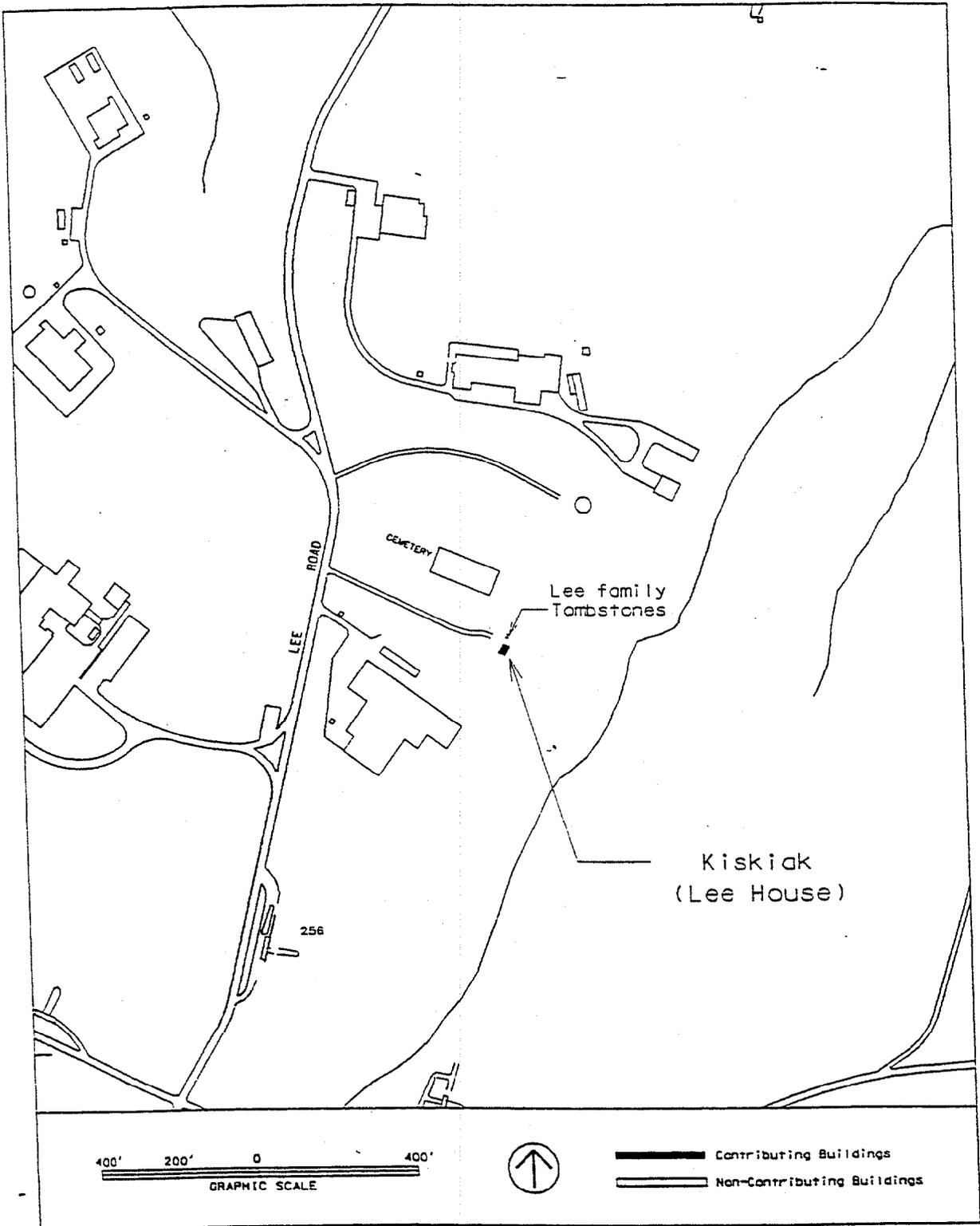
- **Scale** – The scale of Kiskiack is small.
- **Setback** – Kiskiack has sufficient land around it to preserve an appropriate setting.
- **Massing** - The massing is that of a small one-and-a half story, gabled house.
- **Edges** –set in the wooded countryside, Kiskiack’s edges are supplied by the pine and deciduous woods surrounding its broad grass lawn. This landscape buffer from the 20th century military structures at the Naval Weapon Station should be preserved.
- **Materials** – the fabric of original eighteenth-century handmade brick is in large part preserved, although much repair is also evident. The high quality of the historic Flemish bond brickwork is the building’s single most significant feature.

Unique Features:

Early 1700s Flemish bond brick walls (Exterior and Interior)
Original T-shaped interior end chimneys
Lee family tombstones sited in the yard on the western entr
Early 1700s Flemish bond brick walls
Original T-shaped interior end chimneys
(roof and second floor construction is of modern origin and not significant)

SUMMARY: HISTORIC PRESERVATION PRIORITY CATEGORIES KISKIACK HISTORIC PROPERTY

Building	Category	Comments
Kiskiack (Lee House)	1	OVERALL HISTORIC PROPERTY PRIORITY RATING: 1



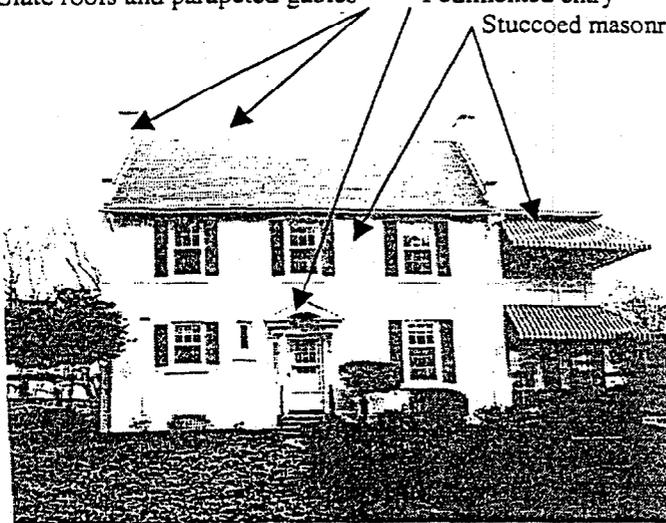
Kiskiack Historic Property
Naval Weapons Station, Yorktown, Virginia

MASON'S ROW HISTORIC DISTRICT NAVAL WEAPONS STATION, YORKTOWN, VIRGINIA

The Mason's Row Historic District is a row of nine whitewashed brick officers quarters aligned on a bluff above the York River. The district, contained within the Naval Weapons Station at Yorktown, is eligible at the state level under National Register Criterion C for the quality of its Colonial Revival architecture. A nomination report has been drafted but not yet submitted to the Keeper. The formal nomination process could proceed at any time chosen by the Navy.

Mason's Row was constructed between 1920 and 1941 during the Interwar Period. Architecturally the district is cohesive. Each of Quarters A-N has a two-story, three-bay, stuccoed, main block with a side porch. The windows are double-hung with traditional, multi-light sashes. Quarters A is distinguished by its imposing, two-story, Ionic portico and its flanking sun porches. Quarters M & N were built later according to the same plan, style, and materials. The setting is picturesque and views across the York River are dramatic.

Slate roofs and parapeted gables Pedimented entry
Stuccoed masonry walls and sun porches are typical



Quarters C, Mason's Row



Mason's Row: the aligned quarters site on a bluff overlooking the York River

District Preservation Priority Rating: Average

The Mason's Row Historic District is a pleasant group of quarters built for Navy officers between World War I and World War II. The eight carefully aligned houses form a cohesive grouping dramatically sited on a bluff paralleling the York River. With the exception of Quarters A, given prominence by its portico, larger mass, and double stair, each of the quarters is based on the same plans and elevations. The historic features of these quarters are intact, as is their stunning setting.

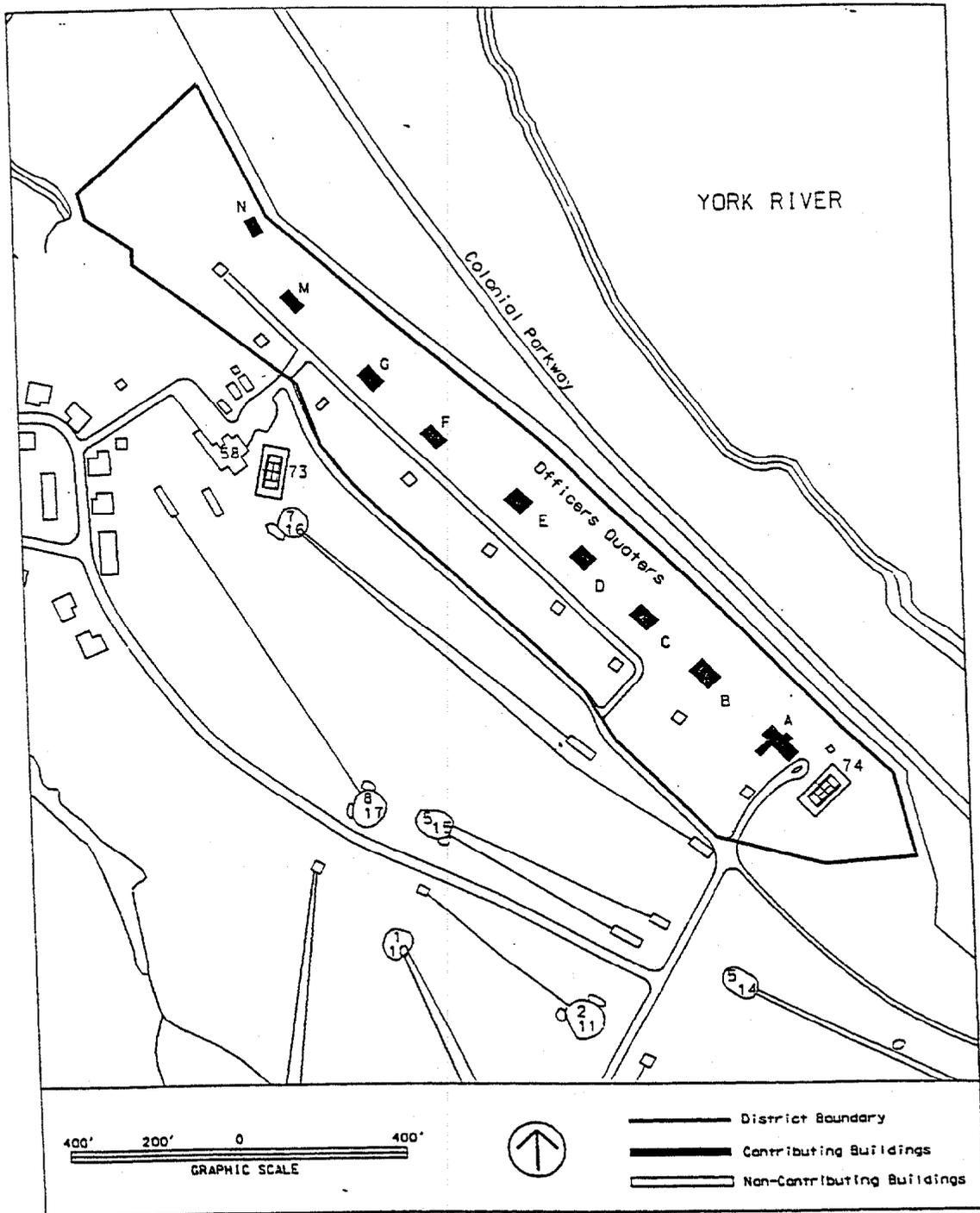
The Mason's Row Historic District is considered an important historic resource with an average priority rating.

Critical Design Elements

- **Scale** - The scale of this historic district is that of a group of generous, two-story officer's quarters.
- **Massing** - The massing of these boxy two-story quarters is varied by side porches and parapeted gable ends. Quarters A is enhanced by a central two-story portico.
- **Setback** - the row of nine houses presents a uniform face to the river. A pedestrian path along the east (riverside) connects the houses.
- **Edges** - the York River with the Colonial Parkway running alongside it edges the district on the northeast. It begins with Quarters A at its southern end and terminates in Quarters N on the north. The access road provides a western limit.
- **Spacing** - the distances between the houses are typical of large suburban lots and evoke turn-of-the century suburbs.
- **Materials** - the Mason's Row quarters are constructed of stuccoed masonry, with wood trim.
- **Style** - all houses are built in a Colonial Revival style, unifying the district. The style is embodied in the pedimented entries, the gable end lunettes, the molded string courses, and the louvered shutters
- **Unique Features:**
 - Portico at Quarters A
 - Porch railing at Quarters B
 - Pedimented gable roofs in slate on Quarters A-G
 - Double stair in Quarters A

**SUMMARY: HISTORIC PRESERVATION PRIORITY CATEGORIES
MASON'S ROW HISTORIC DISTRICT, NAVAL WEAPONS STATION
YORKTOWN, VA**

Building	Category	Comments
HISTORIC DISTRICT PRIORITY RATING: 2		
Mason's Row Qtrs A	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs B	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs C	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs D	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs E	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs F	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs G	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs M	2	Refer to paragraph III, C. 6. For interior significance and treatment
Mason's Row Qtrs N	2	Refer to paragraph III, C. 6. For interior significance and treatment



Mason's Row Historic District
Naval Weapons Station, Yorktown, Virginia

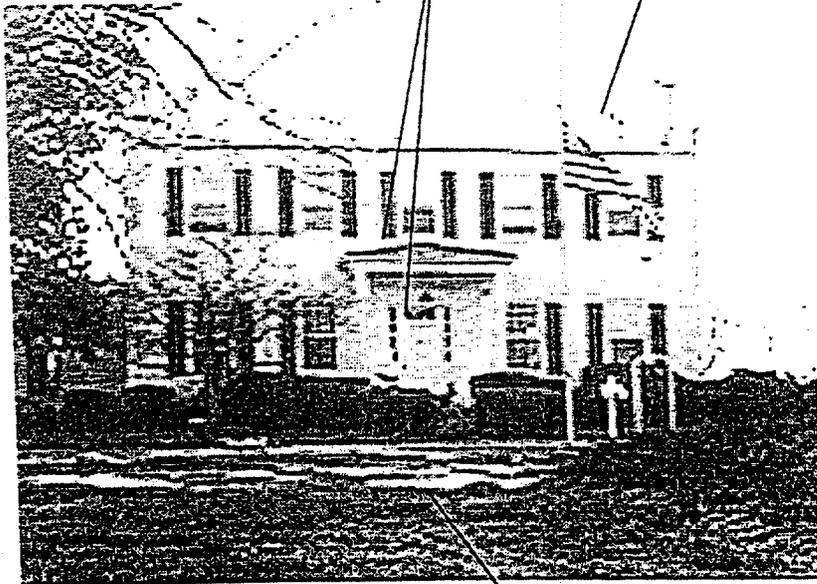
THE BELL HOUSE HISTOIC PROPERTY NAVAL AIR STATION OCEANA, VIRGINIA BEACH, VIRGINIA

Located at the eastern edge of the air station, on Oceana Boulevard, the Bell House, constructed in the early 1800s, is among the oldest remaining historic houses in Virginia Beach. It meets National Register Criteria C because of the rarity and quality of its Federal style architecture. The house has not been listed, nor has it been nominated for listing to the National Register. The Navy and the Department of Historic Resources agree that the Bell House historic property includes the tree-lined driveway, as well as other defining fences and hedgerows.

Constructed by Joshua James, Jr. between 1819 and 1820, the Bell House is a two-story, five-bay, whitewashed brick quarters laid in common bond. A pair of engaged end chimneys articulate the parapeted end gables. The masonry openings have segmental arched lintels, except at the main entry which features a transom and sidelights. A one-bay, one-story porch with a shallow hipped roof is centered on the façade. A double pile, center hall plan, organizes the interior. A 1940 rear addition is the most noticeable alteration to the house. The house received its name from Alexander W. Bell who married the widow of Joshua James. The Navy acquired the property in 1952.

The entry porch, the door, transom, and skylights are significant features

Parapeted end gables and paired chimneys are significant features



The Bell House

Landscape features, including entrance *allee*, are significant.

Historic District Preservation Priority Rating: 2

The Bell House is a particularly rare remnant in the context of Virginia Beach, where only a few buildings of its age and quality remain in the Commonwealth's largest city. The Bell House has suffered a number of alterations—it has lost a majority of its original

doors and plaster— yet its suggestive siting, at the end of the tree-lined drive, and the fundamental dignity of its design and proportions remain. As stated in the survey which identified the property as significant: “The Bell-Taylor House represents a simple, but sophisticated, interpretation of Federal style architecture, as evidenced in its form, mass, proportion, and ornamentation” (Kathryn M. Kuranda et al., Architectural Survey and Assessment of Naval Air Station Oceana and Naval Auxiliary Landing Field Fentress, Virginia, December 1997, p.32).

Critical Design Elements:

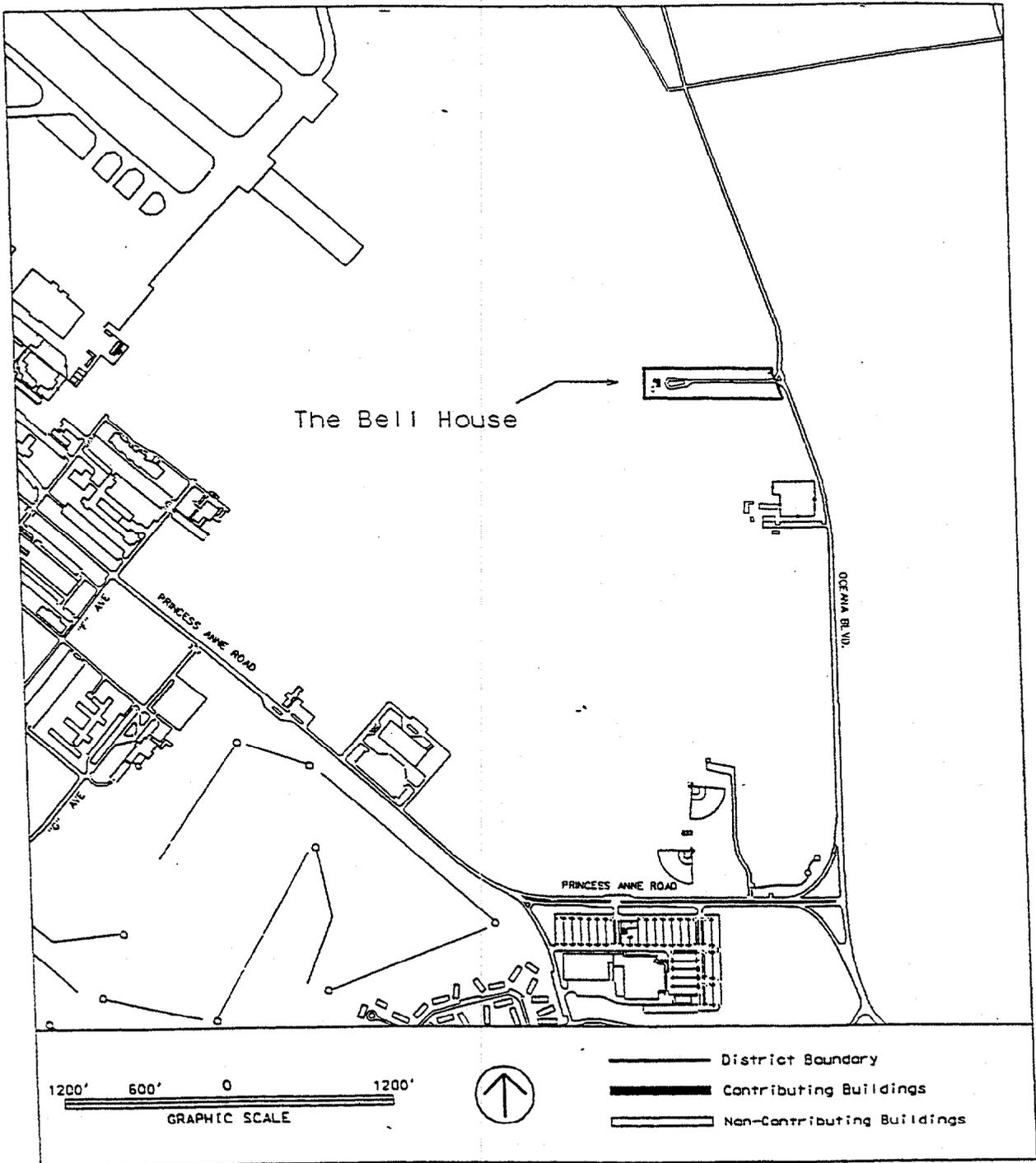
- **Scale** - The scale of the house and its garage is residential. The house is two stories high and its façade is five bays wide.
- **Massing** - The historic massing is that of a simple box. The front porch is the only significant elaboration of the basic massing. The stepped parapets of the gable ends are an understated articulation of the roofline.
- **Setback** - The deep setback from the road isolates the Bell House from the traffic on Oceana Boulevard and enhances the formality of these quarters.
- **Axiality** - The house is sited at the end of a tree-lined driveway or *allee*. This private entry road terminates in a circular drive. The entry porch and center hall continue the axis set up by this formal entry sequence.
- **Edges** – The edges of the historic property are created by Oceana Boulevard on the east, and by a hedgerow and fence system on the south, north, and west.

Unique Features

- Entry porch
- Tree-lined entry drive
- Stepped parapets of the two end gables
- Center hall, double-pile plan organization of the original house
- Living Room, Dining Room
- Original heart pine flooring

Summary: Historic Preservation Priority Categories
The Bell House Historic Property, Naval Air Station Oceana, Virginia Beach, VA

Building	Category	Comments
HISTORIC PROPERTY PRIORITY RATING: 2		
Bell House	2	refer to Unique Features above and paragraph III, C. 6. for interior significance and treatment
Bell House Garage	4	



The Bell House Historic Property
Naval Air Station Oceana, Virginia Beach, Virginia

PROGRAMMATIC AGREEMENT
AMONG
THE DEPARTMENT OF THE NAVY,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING
CONSULTATION UNDER SECTION 106,
NATIONAL HISTORIC PRESERVATION ACT
FOR UNDERTAKINGS AFFECTING THE HISTORIC BUILT ENVIRONMENT AT
CERTAIN NAVY REGION, MID-ATLANTIC INSTALLATIONS LOCATED IN THE
HAMPTON ROADS AREA OF SOUTHEASTERN VIRGINIA

APPENDIX C

Undertakings Having No Adverse Effect on Historic Properties

CNRMA, the COUNCIL, and VSHPO agree that the following undertakings will have no adverse effect on historic properties and that CNRMA may implement these undertakings without consultation with the COUNCIL or VSHPO.

General

1. Undertakings involving aspects of the built environment that are not listed or eligible for listing on the National Register of Historic Places.

Interior Work

2. Plumbing system rehabilitation/replacement, to include pipes and fixtures in both bathrooms and kitchens.
3. Heating, ventilation, and air conditioning rehabilitation /replacement including furnaces, pipes, radiators or other heating/air conditioning units provided that the work does not compromise character defining features (as determined by the RHPO).
4. Rehabilitation/replacement of electrical wiring including lighting, fire alarms, smoke/heat detectors, fire suppression systems, telephones, and local area network.
5. Toilet and bathroom improvements, including alterations necessary for handicap access.
6. Interior surface (floors, walls, ceiling, woodwork) treatments, providing the work is restricted to repainting, refinishing, re-papering, re-panneling, or laying carpet, linoleum, or other recognized floor systems and provided that the work does not compromise character defining features (as determined by the RHPO).
7. Replacement of insulation.
8. Replacement/repair of vertical transportation systems (elevators, dumbwaiters, escalators, personnel lifts, conveyors, and hoists).
9. Repair and cleaning of flues, chimneys, and stacks.
10. Installation of modular furniture systems.
11. Repair or replacement of structural members and elements in kind.

Exterior Work

12. Repair or replacement of siding, trim, or hardware when done in kind to match existing material and design.
13. Replacement of glass when done in kind to match existing material and design. Window glass may be double or triple glazed as long as it is clear and replacement does not alter existing window glazing rabbets. This excludes the use of tinted glass, which will require consultation.
14. Maintenance of features such as window and door frames, hood molds, paneled or decorated jambs and moldings through appropriate surface treatments, such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems.
15. Repair or replacement of roofs or parts of a roof that are deteriorated, when done in kind to match existing material and design. Adequate anchorage for roofing material to guard against wind damage and moisture penetration shall be provided.
16. Repair or replacement of porches and stairs when done in kind to match existing material and design.
17. Repair of wood window frames by patching, splicing, consolidating or otherwise reinforcing or replacing in kind those parts that are extensively deteriorated or are missing. The same configuration of planes will be retained.
18. Installation of storm windows, provided that they conform to the shape and size of historic windows and that the meeting rail coincides with that of the existing sash. Color shall match prime window color; mill finish aluminum is not acceptable.
19. Painting exterior surfaces when the new paint matches the existing or original color. If the existing paint color is not desirable and the original color is not known, the color should be in keeping with historic color schemes. Damaged or deteriorated paint may be removed to the next sound layer, using the gentlest methods possible, such as hand scraping or hand sanding. Abrasive methods, such as sandblasting and water blasting, are not allowed.
20. Replacement or installation of caulking and weather stripping around windows, doors, walls, and roofs.
21. Repair and replacement of gutters and down spouts in kind.
22. In-kind sidewalk, driveway and curbing repair or replacements.
23. Removal of exterior, wiring, conduit, wiring devices, transformers and related electrical systems.
24. Repair in-kind or removal of fire escapes, vestibules, canopies, awnings, railings, ramps, and other similar additions to historic properties that are not original character defining elements.
25. Removal, repair-in kind, or replacement of package air-conditioning equipment.

Other Activities

26. In-kind street, parking lot, driveway, sidewalk, curb and gutter and storm drainage structure repair or replacements.
27. Routine repairs and-maintenance of piers, berths, and dry docks, including repair/replacement of dolphins, piling, decking, cleats, bollards, or capstans, aids to navigation, and related items required to maintain operational capability of vessels.

28. Routine repair and maintenance of runways, aprons, airport approach lighting systems, aircraft tie down devices, fueling systems, starting systems, and related devices required to maintain operational capability of aircraft.

29. Routine repair and maintenance of antennas and signaling devices.

30. Use of interpretive signs or exhibit structures that are not attached to a historic property and that do not visually intrude on an historic property. They shall be constructed of materials and painted colors that harmonize with the historic property and its setting.

31. Installation of utilities, such as sewer, water, storm, electrical, gas, steam, compressed air, leach lines, and septic tanks, where installation is restricted to areas previously disturbed by installation of these utilities.

32. Removal, repair or replacement of railroad or crane track.

33. Routine repair/replacement/maintenance of cranes, hoists, and lifting devices, or their components, when done in kind to match existing material and design.

34. Repair/maintenance of swimming pools; outdoor playground and athletic equipment; and related recreational items.

35. Repair/maintenance of fencing when done in kind to match existing material and design.

36. Maintenance and replacement of trees, shrubs, and turf; removal of dead or unsalvageable trees and plant materials

37. Removal, repair, or replacement of overhead steam distribution systems that are not character defining features of a historic district.

38. Removal, repair, or replacement in-kind of utility poles, street and parking lot lighting.

39. Ground disturbance and excavation associated with the maintenance/repair/replacement or removal of building and structure foundations and footings when confined to previously disturbed soils.

Emergency work.

40. In those situations where unanticipated and sudden events, such as fire or storm damage, irreversibly alter the structural stability of a property, rendering it an immediate health and safety hazard, CNRMA will:

a. Take the necessary steps to make the property safe.

b. Advise SHPO of the situation, providing a brief description of the nature of the emergency and corrective work.

Note: For the purposes of this agreement, the phrase "in kind" is defined as using the same material, form and design or compatible substitute material if the form and design as well as the substitute material convey the same visual appearance of the existing feature (this does not include use of modern clad wood windows, metal or aluminum windows as substitutes for character defining wood windows).

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APPENDIX D

Leasing, Licensing and/or Disposal

CNRMA shall ensure that leasing (including Public Private Ventures), licensing and/or disposal of all or portions of Category 1 or Category 2 properties shall be accomplished in accordance with the following procedures. CNRMA need not consult with SHPO, COUNCIL, or other interested parties in connection with leasing, licensing and/or disposal of Category 3 or 4 properties provided that there is no potential for effect on other historic properties.

Caretaker Maintenance of Historic Properties

CNRMA shall ensure the provision of caretaker building maintenance, security, and fire protection pending the transfer, lease, or sale of Category 1 or Category 2 properties.

Leases and Licenses

Leases or licenses, to other than federal agencies, of Category 1 or Category 2 properties will include the following clause:

Building number(s) XXX is/are <eligible for inclusion in/listed in> the National Register of Historic Places. This/these buildings will be maintained by the Lessee <Licensee> in accordance with the recommended approaches in the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings" (U.S. Department of the Interior, National Park Service 1995 (*Standards*)). The Lessee <Licensee> will notify Lessor <Licensor> of any proposed rehabilitation or structural alteration to this/these building(s) or to the landscape/landscape features and will provide a detailed description of the undertaking prior to undertaking said rehabilitation/alterations. Within 60 days of receipt of such notification and adequate supporting documentation, Lessor <Licensor> will notify the Lessee <Licensee> in writing that the undertaking conforms to the Standards and that the Lessee <Licensee> may proceed or that the undertaking does not conform to the Standards and that the Lessee <Licensee> may not proceed. If Lessor <Licensor> determines that the undertaking does not meet the Standards, Lessor <Licensor> will, with the assistance of the Lessee <Licensee>, fulfill the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 C.F.R. Part 800). The Lessee <Licensee> will not undertake the proposed action until Lessor <Licensor> notifies the Lessee that the requirements of Section 106 have been fulfilled and the Lessee may proceed. If Lessor <Licensor> objects to the Lessee's <Licensee's> proposed undertaking, Lessor <Licensor> will notify the Lessee <Licensee> that the proposed action may not proceed.

Disposal of Properties (Excluding Demolition)

Transfer of Real Property that Does Not Contain Category 1 or Category 2 Properties

In disposing of real property and improvements for which identification and evaluation have been completed in consultation with the SHPO and that do not contain Category 1 or Category 2 properties or archeological sites, or, any portion of an archeological site, no further action is necessary under this agreement. CNRMA will, however, request General Services Administration (GSA) to promptly notify the SHPO that such a transfer has been completed.

Assignments to Other Federal Agencies

In assigning Category 1 or Category 2 property(ies) directly to another Federal agency by a transfer authority such as The Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.), the receiving Federal agency will be deemed responsible for compliance with 36 C.F.R. Part 800 and any other applicable state or Federal laws and regulations with respect to the maintenance and disposal of these properties. CNRMA will request GSA to promptly notify the SHPO and Council in writing of each Federal agency that has requested and been assigned such property.

Public Sales

In disposing of Category 1 or Category 2 property(ies) to the public via a competitive or negotiated sale transfer authority, CNRMA shall request GSA to prepare a marketing plan for the Category 1 or Category 2 property(ies) containing the following information:

- a. Clear, representative photographs (interior and exterior) of the property.
- b. Maps showing the property(ies) location, boundaries of eligible or listed National Register of Historic Places historic districts, if any, in which the property(ies) are located, and locations of other contributing buildings within the historic district.
- c. Information on the property's historic, and/or architectural significance, identifying elements, or other characteristics of the property that should be given special consideration in planning;
- d. Information on financial incentives for rehabilitation of historic structures;
- e. Information indicating that appropriate preservation restrictive covenants will be incorporated in the instrument transferring title to the property, and that these covenants will be substantively identical to the following "Standard Preservation Covenant For Conveyance Of Property That Contains Historic Buildings And Structures", unless modifications are authorized pursuant to the process described for modification of the covenant and as required to accord the covenants with state law.

In developing the above information for inclusion in its marketing plan, GSA will be requested to solicit the advice and assistance of the SHPO. SHPO shall have 30 days to review and comment on the marketing plan. GSA will be advised that SHPO comments must be taken into account prior to implementing the marketing plan. Should SHPO not respond within thirty days, GSA may assume that the SHPO has no comments and may proceed with implementation of the marketing plan.

GSA will be requested to ensure that the instrument transferring the property will incorporate the appropriate covenant and that the covenant will be recorded in the real estate records of the local government for the county or city in the Commonwealth of Virginia in which the property is located.

If GSA receives no acceptable offer due to the presence of the preservation restrictive covenants, GSA may, in consultation with the SHPO, the Council, and the interested parties:

- (a) modify the requirements to rehabilitate or maintain one or more of the properties in such a way as to preserve one or more character defining features; or

(b) Waive the requirement to rehabilitate or maintain one or more of the properties in such a way as to preserve one or more character defining features; or

(c) If marketing with these changes fails, and after consultation with the SHPO, Council, and other parties, GSA may transfer the property without a preservation restrictive covenant.

GSA will be requested to notify the SHPO and Council in writing of each such transfer of historic and/or archeological-site property.

STANDARD PRESERVATION COVENANT FOR CONVEYANCE OF PROPERTY THAT CONTAINS HISTORIC BUILDINGS AND STRUCTURES

1. In consideration of the conveyance of certain real property hereinafter referred to as (name of property), located in the (name of county), (name of state), which is more fully described as: (Insert legal description), (Name of property recipient) hereby covenants on behalf of (himself/herself/itself), (his/her/its) heirs, successors, and assigns at all times to the (name of SHPO parent organization) to preserve and maintain (name of property) in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings (U.S. Department of the Interior, National Park Service 1992) in order to preserve and enhance those qualities that make (name of historic property) eligible for inclusion in/or resulted in the inclusion of the property in the National Register of Historic Places. If (Name of property recipient) desires to deviate from these maintenance standards, (Name of property recipient) will notify and consult with the (name of state) State Historic Preservation Officer in accordance with paragraphs 2, 3, and 4 of this covenant.

2. (Name of property recipient) will notify the appropriate (name of state) State Historic Preservation Officer in writing prior to undertaking any construction, alteration, remodeling, demolition, or other modification to structures or setting that would affect the integrity or appearance of (name of historic property). Such notice shall describe in reasonable detail the proposed undertaking and its expected effect on the integrity or appearance of (name of historic property).

3. Within thirty (30) calendar days of the appropriate (name of state) State Historic Preservation Officer's receipt of notification provided by (name of property recipient) pursuant to paragraph 2 of this covenant, the SHPO will respond to (name of property recipient) in writing as follows:

(a). That (name of property recipient) may proceed with the proposed undertaking without further consultation; or,

(b) That (name of property recipient) must initiate and complete consultation with the (name of state) State Historic Preservation Office before (he/she/it) can proceed with the proposed undertaking.

If the SHPO fails to respond to the (name of property recipient)'s written notice, as described in paragraph 2, within thirty (30) calendar days of the SHPO's receipt of the same, then (name of property recipient) may proceed with the proposed undertaking without further consultation with the SHPO.

4. If the response provided to (name of property recipient) by the SHPO pursuant to paragraph 3 of this covenant requires consultation with the SHPO, then both parties will so consult in good faith to arrive at mutually-agreeable and appropriate measures that (name of property recipient) will implement to mitigate any adverse effects associated with the proposed undertaking. If the parties are unable to arrive at such mutually-agreeable mitigation measures, then (name of property recipient) shall, at a minimum, undertake recordation for the concerned property—in accordance with the Secretary of Interior's standards for recordation and any applicable state standards for recordation, or in accordance with such other standards to which the parties may mutually agree—prior to proceeding with the proposed undertaking. Pursuant to this covenant, any mitigation measures to which (name of property recipient) and the SHPO mutually agree, or any recordation that may be required, shall be carried out solely at the expense of (name of property recipient).

5. The (name of SHPO parent organization) shall be permitted at all reasonable times to inspect (name of Category 1 or 2 property) in order to ascertain its condition and to fulfill its responsibilities hereunder.

6. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the

(name of SHPO parent organization) may, following reasonable notice to (name of recipient), institute suit to enjoin said violation or to require the restoration of (name of historic property). The successful party shall be entitled to recover all costs or expenses incurred in connection with such a suit, including all court costs and attorneys fees.

7. In the event that the (name of historic property) is substantially destroyed by fire or other casualty, or is not totally destroyed by fire or other casualty, but damage thereto is so serious that restoration would be financially impractical in the reasonable judgment of the Owner, this covenant shall terminate on the date of such destruction or casualty. Upon such termination, the Owner shall deliver a duly executed and acknowledged notice of such termination to the (name of SHPO parent organization), and record a duplicate original of said notice in the (name of county) Deed Records. Such notice shall be conclusive evidence in favor of every person dealing with the (name of historic property) as to the facts set forth therein.

8. (Name of recipient) agrees that the (name of SHPO parent organization) may at its discretion, without prior notice to (name of recipient), convey and assign all or part of its rights and responsibilities contained herein to a third party.

9. This covenant is binding on (name of recipient), (his/her/its) heirs, successors, and assigns in perpetuity, unless explicitly waived by the (name of SHPO parent organization). Restrictions, stipulations, and covenants contained herein shall be inserted by (name of recipient) verbatim or by express reference in any deed or other legal instrument by which (he/she/it) divests (himself/herself/itself) of either the fee simple title or any other lesser estate in (name of property) or any part thereof.

10. The failure of the (name of SHPO parent organization) to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or the use of such right or remedy at any other time.

11. The covenant shall be a binding servitude upon (name of historic property) and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that (name of recipient) agrees to be bound by the foregoing conditions and restrictions and to perform the obligations herein set forth

If GSA cannot transfer the Category 1 or Category 2 property(ies) pursuant to the provisions set forth in the foregoing Standard Preservation Covenant For Conveyance Of Property That Contains Historic Buildings And Structures, then GSA will consult with the concerned SHPO, the CONCIL, and the prospective transferee(s) to determine appropriate modifications to the preservation covenants that are necessary in order to complete transfer of the property<ies> within established disposal time lines. Such modifications shall be limited to those that are reasonably necessary in order to effect transfer of, or effectively market, the concerned property within established time lines.

-- End of Attachment D --