

evidence of habitation or internment remains at H2 or H3 these deposits would display a high degree of archaeological integrity within the context of the larger Poor Asylum complex.

Because historical Poor House institutions both within Rhode Island and nationally are widespread and under-researched, the asylum complex, including the cemetery, outbuildings, and refuse areas could make significant contributions to understanding the development of nineteenth-century attitudes and strategies for dealing with perceived mental or social problems (Criterion A) and could yield important information regarding the operation, treatment, and living conditions of the asylum and its residents (Criterion D). Therefore, H2 and H3 are interpreted as highly sensitive for below-ground archaeological resources that are potentially eligible for inclusion in the NRHP under Criterion A and Criterion D as part of the larger Newport Asylum for the Poor.

4.2.3 Historic Area 4

Historic Area 4 (H4) is located near the middle of the peninsula that leads to Coddington Point south of Whipple Street and east of Meyerkord Avenue. H4 is located beneath a large, paved parking area servicing the Navy Commissary (Plate D3). The underlying landform is level for 30–440 yards east of Meyerkord Avenue before beginning to slope down at 5–15 degrees, increasing in slope moving east toward the commissary.

This area was identified as archaeologically sensitive for late nineteenth century domestic deposits by Louis Berger & Associates, Inc., during their survey. Given the extensive grading and paving that has taken place at this location the area is interpreted as possessing low sensitivity for archaeological resources potentially eligible for inclusion in the NRHP. This interpretation is based on the assumption that the development of the parking lot for late twentieth century commercial activity would have compromised the site's archaeological integrity both as a site and as part of the larger landscape.

4.2.4 Historic Area 5

Historic Area 5 (H5) is composed of the grounds surrounding the Taylor-Chase-Smythe House, which is located on an elevated landform above Coddington Cove, north and west of Naval University War College Quarters (NUWC) 502, 513, 617, 618, 634, and 635, and south and east of industrial naval buildings and parking lots (Plate D4). The landform in the area of the house grounds, as defined by large, old growth trees and internal landscape features, is largely level moving west of the NUWC for 55–66 yards through the structure. The landform then begins to slope down at 5–10 degrees for 66 yards before meeting an access road and a line of old growth trees. This line of trees is likely the original property boundary for the house. Where the landform begins to slope down on the west side of the house, a series of stacked stone walls in a rectangular configuration is present. Displaying their original entries and being bordered by large, old growth trees these features are interpreted as original elements of the house landscape. Their presence also implies that the area around the house itself has seen relatively few disturbances since construction.

The house itself is large and has seen several additions since its original construction. These additions now cover some of the areas where it would have been common for domestic

refuse to have been disposed of by the house's early residents (the back and side yard). However, because of the size of the dwelling, it is likely that archaeologically significant deposits remain outside of these additions, particularly on the north and west sides of the house. In addition, because the house remains in association with its landscape features, these deposits are interpreted as having a high degree of archaeological integrity.

Given the antiquity of the house, the integrity of its original features and landscape, and apparently undisturbed sub-surface contexts, the site is interpreted as highly sensitive for archaeological deposits that are potentially eligible for inclusion in the NRHP as part of a larger site that includes the house and its remaining landscape features.

4.2.5 Historic Area 6

Historic Area 6 (H6) is located adjacent to the west side of Route 114 and east of the location of the Navy's former Melville Housing development. The landform adjacent to the road, where it is likely a demolished eighteenth century building would have been located, is level for 6–15 yards before sloping down at 30–40 degrees for 16–22 yards (Plate D5). The landform becomes level moving westward. It is on this extensive level area that the Melville Housing development was located.

If an eighteenth century structure was present, its remnants would have been located on the small, level portion of land adjacent to Route 114. Given this, it is likely that the widening of the roadway through time would have gradually encroached on structural or domestic remains in the area. In addition, the construction of the Melville Housing development may have resulted in impacts to the western side of the landform. Site H6 is interpreted as having low archaeological integrity due to the small width of the landform on which remains of an eighteenth century structure are potentially preserved. Potential for significant archaeological remains eligible for inclusion in the NRHP is interpreted as low.

4.2.6 Historic Area 7

Historic Area (H7) is located in Portsmouth, west of Route 114, east of Rainbow Heights Road, and north of Bradford Avenue. This area includes the historical eighteenth century structure located 22 yards west of Route 114 and its associated grounds and landscape features (Plate D6). The house has undergone multiple architectural development phases; however, their construction is unlikely to have impacted potentially significant domestic deposits associated with eighteenth century habitation. The landform on which the house and grounds is situated is largely level.

The eighteenth century structure present on the property currently appears to be associated with its original landscape features and lacking in disturbances due to the late twentieth century construction of the Melville Housing development or other late twentieth century construction. These features include stone walls, stepping stone paths, the domestic structure, and associated old growth trees. Given the potential for undisturbed historical deposits that could be interpreted in the context of an intact eighteenth structure and landscape, this site is interpreted as displaying a high degree of archaeological integrity.

Site H7 is interpreted as highly sensitive for archaeological deposits that are potentially eligible for inclusion in the NRHP as part of a larger site that includes the house and its remaining landscape features.

4.2.7 Prehistoric Area 1

Prehistoric Area 1 (P1) is located in Middletown, south of Greene Lane and east of Burma Road astride Cowl Brook. A gated access road services the property and lies approximately 105 meters east of the intersection of Burma Road and Greene Lane. The access road and construction of Burma Road have drastically altered the prehistoric drainage patterns of the Brook. The access road is extensively filled where it crosses the deeply incised Cowl Brook drainage. Where Cowl Brook passes underneath the access road, it is elevated approximately 26 yards above the drainage culvert. The natural drainage of Cowl Brook also is constrained by its culvert that crosses under Burma Road, a feature that prevents its communication with tidal ocean waters. The south side of Cowl Brook slopes down at 10–30 degrees to form a relatively level terrace elevated 33 yards above the Brook. The north side of the Brook slopes up to T1 at 15–25 degrees for 2–6 yards. The terrace is level, 3–16 yards wide, and divided by several small drainage tributaries. This landform was saturated at the time of observation. The landform then slopes up to T2 at 25–45 degrees, with steeper grades located upstream. T2 is composed of occasional bench terrace sections. A single bench terrace was observed between the access road and Burma Road. This terrace was approximately 36 yards long and 15 yards wide. It is likely that other bench terraces of similar elevation exist upstream, outside of the area currently defined as P1. Behind T2 is T3, which is largely a continuous terrace that is elevated 5–10 yards above T2. The T3 terrace is level with Greene Lane and the access road described above, which spans Cowl Brook. The T3 terrace and bank slope has been the location of twentieth-century dumping and is the current location of several navy test wells that monitor contamination in the area. The lower terraces appear to be relatively undisturbed by modern dumping.

The level portions of the T1, T2, and T3 terrace on the north side of Cowl Brook are considered highly sensitive for ancient Native American remains based upon their proximity to Cowl Brook. Before drainage modification, it is likely that T1 would have been drier than it currently is. In addition, it may have served as a useful location to exploit seasonal anadromous fish migrations. The upper terraces display level sections, are well drained, and provide easy access to T1 and the Narragansett Bay shore. The level portions of T2 and T3 also are interpreted as highly sensitive for ancient Native American remains based on these observations.

T3 was utilized historically and remnants of a cellar hole, retaining wall, and old growth landscaping trees are visible in spite of modern dumping activity in the area (Plate D7; Plate D8). Historical mapping from 1895 indicates that this was the location of a structure and surrounding acreage owned by Dr. N. Greene. It is likely that Dr. N. Greene is Nathaneal Greene, M.D., the grandson of Major General Nathaneal Green, the Revolutionary War hero. Dr. N. Greene was born in Georgia in 1809 and died in Middletown in 1899 (Field and Gardiner 1903). While circumstantial, this evidence strongly suggests that the structural remnants observed at P1 represent the home of Nathaneal Greene, M.D.

In summary, the terrace segments within area P1 are considered highly sensitive for ancient Native American remains based upon their level topography, well-drained soils (T2 and T3), and proximity to the exploitable resources of Cowl Brook and Narragansett Bay. In addition, based on the presence of a historical homestead preliminarily associated with the prominent Greene family, the area also is considered highly sensitive for potentially significant historical deposits.

4.2.8 Prehistoric Area 2

Prehistoric Area 2 (P2) is located between the shore and the west side of Burma Road approximately 54 yards north of its intersection with Vigilant Street. The natural contours of the landform in this area have been heavily modified by the construction of Old Colony and Newport Railroad along the shore of Narragansett Bay (Plate D9). These tracks were below the grade of Burma Road in this area. It is likely that the spot find reported in 1982 eroded out of a bank leading to Burma Road or the eroding bank leading to the shore. The landform slopes up on the east side of the railroad until becoming level with Burma Road. The landform slopes down steeply at 45 degrees toward the rocky, tidal shore of Narragansett Bay. Near the high water mark, a large number of pilings, past evidence of an extensive pier and wharf system, retaining wall, or breakwater, were observed (Plate D10).

P2 is considered to have moderate sensitivity for significant prehistoric remains based upon disturbances associated with the construction of the railroad and Burma Road. The P2 area, during railroad operation, was at or near the location of the Green Lane Railroad Station. Historical photographs of this station indicate that between the shore and the west side of the railroad tracks several domestic residences were present (Plate D11). The pilings observed near the tide line are interpreted as evidence for retaining walls or foundations piers associated with these structures. This photograph also shows no slope on the east side of the railroad tracks. This is interpreted as evidence that the raised topography observed leading to Burma Road is composed of fill deposited during road construction.

The landform in the P2 area is interpreted as having low to moderate sensitivity for ancient Native American deposits based on the fill observed between the railroad and Burma Road and disturbances due to railroad construction. The portion of P2 to the east of the railroad tracks is interpreted as having low sensitivity for ancient Native American remains. The portion of P2 to the west of the railroad tracks is interpreted as having moderate sensitivity for ancient Native American remains based upon the potentially natural land contours and proximity to Narragansett Bay. The entire P2 area is considered highly sensitive for potentially significant historical resources based on the possibility for the presence of remains associated with the Green Lane railroad station and nineteenth century residences between the railroad and the shore.

4.2.9 Prehistoric Area 3

Prehistoric Area 3 (P3) is located at the mouth of Norman Brook astride Burma Road in Middletown. The landform in this area consists of a broad (160–250 yards) marshy area associated with Norman Brook (Plate D12). North of the brook the landform slopes up at

60–95 degrees to a hummocked, disturbed wetlands area. Near the center of the stream a group of large rocks have been grouped into a pile, indicating the disturbance of the natural topography by heavy machinery. Level, saturated ground extends for 16–33 yards north of the brook. The landform then slopes up at 25–35 degrees for 5–9 yards before meeting a terrace section that is 11–55 yards wide, with the wider areas lying upstream, away from Burma Road. The landform then slopes up at 30 degrees for 16 yards before meeting a large, level terrace or plateau that continues until meeting a drainage that feeds the Lawton Valley Reservoir. The surface on the upper terrace appeared to be disturbed by heavy machinery within 88 yards of Burma Road, an area that included an access road that extended northward. The soils appeared to be poorly drained with standing water and delineated wetlands present. The south side of the brook slopes up gently through a wetlands area that is 22–33 yards wide before sloping up more steeply at 25–35 degrees for 22–33 yards. The landform then becomes level leading toward a fence line. The level portions of the upper terrace on the south side of Norman Brook could not be investigated because of Navy fencing. The terrace sections at the mouth of the brook on the west side of Burma Road were disturbed by the construction of the Old Colony and Newport Railroad. The small terrace sections west of the railroad were extremely overgrown. Where visible, the landform appeared to slope steeply and display only small, level areas that were potentially habitable prehistorically.

Based on the poorly drained soils observed on the north side of Norman Brook, the level portion of the upper terrace is interpreted as having moderate sensitivity for ancient Native American deposits. The level portions of the lower terraces may have provided an attractive location from which to exploit seasonal anadromous fish migrations and, in spite of their poorly drained characteristics, are considered moderately sensitive. The landform on the west side of Burma Road also is considered moderately sensitive, where level undisturbed areas can be located, due to their proximity to Narragansett Bay.

4.2.10 Prehistoric Area 4

Prehistoric Area 4 (P4) is located between the west side of Burma Road and Narragansett Bay, near an unnamed access road that services an RV Park and recreational fields on the west side of the road and a wooded area on the east side of the road (Plate D13). This road is located approximately 275 yards south of the intersection of Burma Road and Rolling Hill Road. The landform slopes up at 45–60 degrees for 22 yards from Narragansett Bay before becoming level through Burma Road. The portion of the landform within 84–96 yards of Burma Road has been extensively disturbed by buried sewer, water, and power lines and roads that service the RV park. The portion of the landform between the RV pads and the break in slope that leads to Narragansett Bay appears to be level, well drained, and relatively undisturbed.

Based on the observation of disturbance within 84–96 yards of Burma Road, this portion of the landform is interpreted as having low sensitivity for archaeological remains, while the portion of the landform between the RV pads and the slope leading to the bay is interpreted as having high sensitivity based on its potentially undisturbed character, level well-drained characteristics, and proximity to the bay.

4.2.11 Prehistoric Area 5

Prehistoric Area 5 (P5) is located on the east side of Burma Road on the north side of Lawton Brook. At the time of survey, the property could not be accessed due to locked Navy fencing and accurate visual observations could not be made due to thick undergrowth; because of these factors no evaluation of P5 can be made.

5.0 CONCLUSIONS AND RECOMMENDATIONS

A project such as the proposed one can create a variety of effects to the surrounding area. These effects can be created during construction, can be due to operational noise of the turbines (including substations and transmission lines), or can create health and safety and various ecological impacts. The purpose of this investigation was to assess potential visual effects on historic properties only.

5.1 Visual Effects

Visual effects occur as a result of the introduction of visual elements that diminish the integrity of historical resources and view corridors. Visual effects also can be caused by changes to physical features within the setting of properties that contribute to their historical significance. In these instances, the visual effects to the historical resources would be considered adverse, as defined in *36 CFR Part 800*.

To quantify and illustrate the proposed Navy wind tower facilities' likely visual effects, Gray & Pape prepared viewshed analyses and photo simulations of the towers *in situ* (Appendix C). The information in Appendix C conveys the technical information gathered and recorded by the camera during photography of the proposed tower locations. This information then is used by the WindPro program to generate accurate simulations of the proposed towers. Based on Gray & Pape's ZVI mapping and photo-simulation, it is possible to rank the nine proposed tower groupings with regard to level of visual effect, from least effect to most effect. The topography of Aquidneck and Conanicut Islands has high points of 260 feet and 130 feet, respectively. With a proposed height of 460 feet, it can be assumed that the proposed wind towers would have a visual effect throughout the study area, as is corroborated by ZVI mapping. Based on the archival research, fieldwork investigations, and photo-simulations that were undertaken as part of this project, it is believed that the presence of the proposed wind turbines would have a visual effect on the surrounding communities.

A "visual impact" can be defined as any change in the visual environment, positive or negative, that influences a viewer's ability to interpret the surrounding cultural landscape, whether it's a building, an agricultural field, or a scenic view. There is no "minimum" number of properties within a historic district that must be affected by a proposed installation before a historical resource is considered impacted; a historical resource either is or is not affected, and if it is affected, the effect is either adverse or not adverse. The introduction of an element that is out of scale or out of character with the historical resource, such as a 460-foot wind turbine draws the attention of the viewer towards the out-of-scale element.

By ranking the level of visual effect, one can assess the level of effect the undertaking would have on the community, from "no effect" to "no adverse effect" to "adverse effect." This can be done by comparing the viewsheds in the existing environment to those viewsheds with the simulated wind turbines and determining the level of contrast between the two. By comparing the visual contrast between the two views, one can determine the level of effect.

If the lead Federal agency and RISHPO find no contrast between the before and after images, it can be determined there will be *no effect*. This situation would only be found in the event that the towers were not constructed. If it is found that there is a weak contrast between the before and after views, it can be said that there will be *no adverse effect* in the undertaking. It is when a moderate or strong contrast is created that the project would be found to have an *adverse effect*. Based on ZVI mapping and photo-simulations, Gray & Pape was able to rank the nine proposed wind turbine groups from those that would have the least visual effect if constructed to those that would have the most visual effect.

5.2 Levels of Visual Impact

Since the final number of turbines to be constructed has still not been determined, the groupings in this section are ranked according to a “worst case” scenario of at least one turbine at each location.

This ranking of effect is based on data generated with ZVI mapping (see Appendix C), which quantifiably shows which groups are most and least visible in the APE. Following the data in Appendix C, we can quantifiably rank the visual effect of each Group based on the number of turbines visible in each Group from the photosimulation locations selected by the RIHPHC and listed in Appendix C as well.

<i>Least Visual Effect</i>	Group 4: Comprised of WT 11. WT 11 will be visible from 11 locations.
↓	
	Group 3: Comprised of WT 10. WT 10 will be visible from 11 locations.
↓	
	Group 5: Comprised of WT 12. WT 12 will be visible from 13 locations.
↓	
	Group 8: Comprised of WTs 19, 20. WT 19 will be visible from 7 locations and WT 20 will be visible from 6 locations for a total of 13 visible locations.
↓	
	Group 6: Comprised of WTs 13, 14. WT 13 will be visible from 11 locations and WT 14 will be visible from 10 locations for a total of 21 visible locations.
↓	
	Group 9: Comprised of WTs 21, 22. WT 21 will be visible from 11 locations and WT 22 will be visible from 11 locations for a total of 22 visible locations.
↓	
	Group 7: Comprised of WTs 15, 16, 17, 18.

WT 15 will be visible from 9 locations, WT 16 will be visible from 9 locations, WT 17 will be visible from 8 locations, and WT 18 will be visible from 9 locations for a total of 35 visible locations.



Group 1: Comprised of WTs 1,2,3.

WT 1 will be visible from 15 locations, WT 2 will be visible from 13 locations, and WT 3 will be visible from 16 locations for a total of 44 visible locations.



Most Visual Effect

Group 2: Comprised of WTs 4, 5, 6, 7, 8, 9.

WT 4 will be visible from 15 locations, WT 5 will be visible from 14 locations, WT 6 will be visible from 16 locations, WT 7 will be visible from 12 locations, WT 8 will be visible from 12 locations, and WT 9 will be visible from 12 locations for a total of 81 visible locations.

Visual effect naturally decreases with distance and density of turbine placement. The ZVI zones can be defined as:

- Zone I - Visually dominant: the turbines are perceived as large scale and movement of blades is obvious. The immediate landscape is altered.
- Zone II - Visually Intrusive: the turbines are important elements on the landscape and are clearly perceived. Blades movement is clearly visible and can attract the eye. Turbines not necessarily are dominant points on the view.
- Zone III - Noticeable: The turbines are clearly visible but not intrusive. The wind farm is noticeable as an element in the landscape. Movement of blades is visible in good visibility conditions, but the turbines appear small in the overall view.
- Zone IV - Element within Distant Landscape: the apparent size of the turbines is very small. Turbines are as any other element in the landscape. Movement of blades is generally indiscernible.

ZVI mapping generated suggests that the proposed wind turbine groups would fall in the Zone I and III categories. Groups 1, 6, 7, and 8 would generally fall in Zone I as they are visually dominant from historic properties. Groups 2, 3, and 9 would also generally fall in Zone I; however, they are visually dominant from non-historic properties. Groups 4 and 5 would generally fall under the Zone III category, as they are noticeable, but generally not considered intrusive from the selected locations. Since Zone I and III categories are visible, it can therefore be concluded that their construction would have a visual effect on the surrounding landscape and communities.

Another method of determining visual effects is to count the number of WT Groups visible from the RIHPHC selected locations, regardless of how many turbines in each group may or may not be visible. Seventeen properties are listed on the National Register of Historic Places and will have views of turbines. They are marked with an asterisk below:

***Jamestown- Windmill Hill National Historic District:** 3 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is listed on the NRHP. It is located on a high point of Conanicut Island and contains the intact remains of a windmill and Quaker Meeting house, both built in 1787, as well as a mid-nineteenth century residence and agricultural fields. WT Groups 1, 2, and 5 will be visible from street level.

***Jamestown-view from the downtown harbor:** 9 WT Groups visible.

This location is a National Historic District and marked by mid- nineteenth century and early twentieth century residences and commercial structures with a sweeping view of Narragansett Bay and the Newport Pell Bridge. WT Groups 1 to 9 will be visible from street level.

***Jamestown- Fort Wetherill:** 3 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a National Historic District with the intact remains of early twentieth century military battlements and production structures. WT Groups 1, 3, and 4 will be visible from street level.

***Jamestown- Conanicut Light:** 1 WT Group visible.

This location was chosen at the request of the RIHPHC and is a National Register listed property. It is a well preserved example of a late-nineteenth century, Gothic Revival-style structure with gingerbread detailing and a tall, square light tower. WT Group 7 will be visible from street level.

Jamestown- Conanicut Park: 0 WT Groups visible.

This location is an area at the northeastern end of Conanicut Island. It is heavily wooded and marked by numerous late nineteenth century and early twentieth century residences, most of which are located off the main road, near the Narragansett Bay coast. No WT Groups will be visible from street level.

Jamestown- towards Coaster's Island/Coddington Point: 3 WT Groups visible.

This location was chosen as it is at the base of the Newport Pell Bridge, the gateway to Newport, Middletown and Portsmouth. WT Groups 1,2, and 3 will be visible from street level.

Middletown- from Simmons Farm: 2 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is the center of a proposed Agricultural Historic District. It is dotted with mid- and early-nineteenth century farmhouses and agricultural fields. WT Groups 3 and 6 will be visible from street level.

Middletown- Golf course: 2 WT Groups visible.

This location is just west of West Main Road in the center of Middletown and close to the town's busy commercial center. WT Groups 4 and 9 will be visible from street level.

Narragansett Bay- between Rose Island and Jamestown: 8 WT Groups visible

This location was chosen at the request of the RIHPHC. WT Groups 1, 2, 4, 5, 6, 7, 8, and 9 will be visible from water level.

***Newport- Trinity Episcopal Church:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a contributing element in the Newport National Historic Landmark District. The Georgian-style church was built in 1725. No WT Groups will be visible from street level.

***Newport- America's Cup Avenue:** 3 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is located in the Newport National Historic Landmark District. It is centrally located in Newport and an area with high visitor traffic in the summer. A mix of mid-nineteenth century and early twentieth century commercial structures line the Avenue and it is one of the main thoroughfares in Newport. WT Groups 1, 2, and 5 will be visible from street level.

***Newport- Bellevue Avenue Casino:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a National Historic Landmark property built in 1880. It also falls within the Bellevue Avenue National Historic Landmark District. It was designed by noted architects McKim and White and is considered the founding example of the Shingle Style of architecture. No WT Groups will be visible from street level.

***Newport- Ida Lewis Yacht Club:** 9 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a contributing element to the Ocean Drive National Historic Landmark District. The entrance to the Club gives an unobstructed view northward up Narragansett Bay from below Newport Harbor. The clubhouse of the Club is an original 1853 lighthouse. WT Groups 1, 2, 3, 4, 5, 6, 7, 8, and 9 will be visible from street level.

***Newport- Fort Adams:** 9 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a National Historic Landmark District and the structure itself is a National Register -listed building. The original Fort Adams was built in 1799 on the site while the current masonry structure was begun in 1824. Fort Adams remained an active military post until 1950. WT Groups 1, 2, 3, 4, 5, 6, 7, 8, and 9 will be visible from street level.

***Newport- Battery Park:** 3 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is part of the Newport National Historic Landmark District and affords views toward Narragansett Bay and Coaster's Island. The Park is situated on the banks of the Bay and flanked by mid-nineteenth and early twentieth century residences. WT Groups 1, 2, and 4 will be visible from street level.

***Newport- the Breakers from the Cliff Walk:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a National Historic Landmark and a contributing element in the Bellevue Avenue Historic District. The Cliff Walk is also a National Recreation Trail. This Italian Renaissance-style structure was designed in 1895 by noted architect Richard Morris Hunt for American Industrialist Cornelius Vanderbilt II as a summer home. No WT Groups will be visible from street level.

***Newport- Common Burying Ground and Island Cemetery:** 1 WT Group visible.

This location was chosen at the request of the RIHPHC and is listed on the National Register. The cemetery is among the oldest in the City of Newport and contains the remains of many of Rhode Island's earliest settlers. WT Group 1 will be visible from street level.

***Newport- Touro Street at Bellevue Avenue:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC and is located in the Newport National Historic Landmark District. No WT Groups will be visible from street level.

***Newport- Washington Square:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC. The Square is an integral part of the Newport National Historic Landmark District, and is overlooked by the Colony House, a Georgian-style structure built in 1741 and listed as a National Historic Landmark. No WT Groups will be visible from street level.

***Newport- Cliff Walk at Memorial Boulevard:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC. The location is part of the Bellevue Avenue National Historic Landmark District and is a heavily trafficked area during the summer months with the entrance to the Cliff Walk, a National Recreation Trail. No WT Groups will be visible from street level.

***Newport- Eisenhower House:** 1 WT Group visible

This location was chosen at the request of the RIHPHC. The structure was built in 1873 to be the residence for Commandants at Fort Adams. It is also nicknamed the "Summer White House" as it was used as a summer residence by President Eisenhower in 1958 and 1960. The structure is listed on the National Register and also is located in the Fort Adams National Historic Landmark District. WT Group 2 will be visible from street level.

Newport- toward Coaster's Island from Cypress Street: 3 WT Groups visible.

This location was chosen for its proximity to Coaster's Island and the base of the Newport Pell Bridge. WT Groups 1, 2, and 3 will be visible from street level.

Newport- toward Coddington Point from Cypress Street: 6 WT Groups visible.

This location was chosen for its proximity to Coaster's Island and the base of the Newport Pell Bridge. WT Groups 1, 2, 4, 5, 6, and 9 will be visible from street level.

Newport- toward Coddington Point from Gate 17: 5 WT Groups visible.

This location was chosen for its view across the Navy Base towards the Newport Pell Bridge and Narragansett Bay. WT Groups 1, 2, 3, 4, and 5 will be visible from street level.

Newport- Bowen's Wharf: 2 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is centrally located in Newport and an area with high visitor traffic in the summer. It is comprised of multiple early- to mid-nineteenth century commercial structures still in use today. WT Groups 1 and 2 will be visible from street level.

Newport- CCRI Campus: 5 WT Groups visible.

This location is a heavily trafficked area just to the east of the Navy base. WT Groups 3, 5, 6, 7, and 9 will be visible from street level.

***Portsmouth- Farnham Farm:** 0 WT Groups visible.

This location was chosen at the request of the RIHPHC as it is a National Register - listed property. The property contains a main house constructed ca. 1805, a barn constructed in 1850, and agricultural fields, pasture land, and an orchard. No WT Groups will be visible from street level.

Portsmouth- view from Melville Pier: 7 WT Groups visible.

This location is the remains of a World War II Naval installation. Many of the historical structures associated with the base are still standing. WT Groups 1, 2, 5, 6, 7, 8, and 9 will be visible from street level.

5.2.1 Variables

It should be noted as a caveat that all results generated through photosimulation and shown in Appendix C are subject to variables. For example, the visual appearance of wind towers will vary depending on the atmospheric conditions, so a photosimulation using a photo taken on a clear day with deep blue sky will have a different visual appearance than one taken on a heavily overcast, stormy winter day. Also, photos were taken during the summer when trees and shrubs were in full leaf. In some locations, it is quite possible that the same photo taken in winter when all leaves are off the trees would afford one a view of one or more proposed turbines. And while there may not be a view of a proposed turbine from the public street, it should not be assumed that private residents or businesses on that street would not see the turbines from their second- or third-floor windows.

5.3 Recommendations to Mitigate Visual Effect

The most effective method to reduce the visual effect of the proposed wind turbines is not to construct them at all. If turbines are constructed, other means could be employed to minimize their visual impact on the communities and their surroundings. One of the most effective would be to construct the turbines at those grouping locations that have been ranked as having the least visual effect in Section 5.2. Within those groups, placing the towers as closely together as possible also minimizes their visual impact on the landscape as the contrast between a tightly placed group is less than one with the towers spaced further apart.

While visual effect is very specific to the site of a particular wind farm, several characteristics in the design and siting of wind farms have been identified to minimize their potential visual impact:

- similar size and type of turbines on a wind farm or several adjacent wind farms;
- light grey, beige, or white colors on turbines;
- three blades;
- blades rotating in the same direction;
- a low number of large turbines is preferable to many smaller wind turbines.

Since the proposed height of the towers also would visually dominate the landscape and skyline, selective use of coloration and camouflage techniques would help to minimize their visual contrast and therefore lessen their effect on the landscape. Methods employed most commonly include painting the turbine towers and blades a medium to light gray-blue that tends to visually disappear against the sky. Other camouflaging techniques include painting the base in gradations of green or the predominant color in the immediate surroundings to visually blend with the ground-level landscape.

Mitigation measures to prevent and/or minimize visual impact from wind farms on the landscape can be summarized as follows:

- design of wind farm according to the peculiarities of the site and with sensitivity to the surrounding landscape;
- selection of wind turbine design (tower, color) according to landscape characteristics;
- selection of neutral color and anti-reflective painting for towers and blades;
- underground cables;
- lights for low altitude flight only for more exposed towers.

Aquidneck Island currently has three active wind turbine generators: one owned by the Town of Portsmouth at Butts Hill, adjacent to Portsmouth High School in Portsmouth, one at Portsmouth Abbey School in Portsmouth, and one at the Aquidneck Corporate Park in Middletown.

The Town of Portsmouth turbine is a 1500 kilowatt (kW) generator and stands 366 feet from base to top of the blade tip. The Portsmouth Abbey turbine is a 660 kW generator and stands

240 feet from base to top of the blade tip, and that at the Aquidneck Corporate Park is a 100 kW turbine and 150 feet tall from base to blade tip. Photographs of these three sites are included in Plates D277 to D288 as comparative examples of the visual effects the proposed WTGs might have on the Aquidneck Island landscape.

6.0 REFERENCES CITED

ACHP

1999 *36 CFR Part 800: Protection of Historic Properties.*

Arnold, Hon. Samuel Green

1876 *Historical Sketch of Middletown, R.I.* Re-published by the Middletown Historical Society (1976).

Arrowsmith and Lewis

1812 *Rhode Island.* Thomas & Andrews, Boston.

Bayles, Richard M.

1877 *History of Newport County, Rhode Island.* L.E. Preston & Co., New York.

Beers, D. G., and Company

1870 *Atlas of the State of Rhode Island.* Philadelphia.

Blaskowitz, Charles

1777a *A Plan of the Town of Newport in Rhode Island.* William Faden, London.

1777b *A Topographical Chart of the Bay of Narragansett in the Province of New England.* William Faden, London.

Bowen, Joanne

1978 Probate Inventories: An Evaluation from the Perspective of Zooarchaeology and Agricultural History at Mott Farm. In *Historical Archaeology: A Guide to Substantive and Theoretical Contributions*, edited by Robert L. Schuyler, pp. 278-283. Baywood, Farmingdale, New York. Originally published in *Historical Archaeology* 9:11-25 (1975).

Brown, Marley

1978 The Use of Oral and Documentary Sources in Historical Archaeology: Ethnohistory at the Mott Farm. In *Historical Archaeology: A Guide to Substantive and Theoretical Contributions*, edited by Robert L. Schuyler, pp.147-159. Baywood, Farmingdale, New York. Originally published in *Ethnohistory* 20:347-360 (1974).

Byers, Douglas S.

1954 Bull Brook-A Fluted Point Site in Ipswich, Massachusetts. *American Antiquity* 19:343-351.

Chan, Alexandra A.

2007 *Slavery in the Age of Reason.* University of Tennessee Press, Knoxville, Tennessee.

Curran, M.L., and D.F. Dincauze

- 1977 Paleoindians and Paleo-Lakes: New Data from the Connecticut Drainage. In *Amerinds and Their Paleoenvironments in Northeastern North America*, edited by W.S. Newman and B. Salwen, pp. 333-348. Annals of the New York Academy of Sciences 288.

Denison, Frederic

- 1879 *Narragansett Sea and Shore*. J.A. and R. A. Reid, Providence, Rhode Island.

Department of the Navy

- 2007 *Integrated Cultural Resource Management Plan (2008-2012)*, Naval Station Newport, Newport, Rhode Island.

Devin, Nancy Jensen and Richard V. Simpson

- 1997 *Portsmouth, Rhode Island. Pocasset: Ancestral Lands of the Narragansett*. Arcadia Publishing. Dover, New Hampshire.

Dincauze, Dena F.

- 1974 An Introduction to Archaeology in the Greater Boston Area. *Archaeology of Eastern North America* 2:39-66.
- 1976 *The Neville Site: 8,000 Years at Amoskeag, Manchester, New Hampshire*. Peabody Museum Monographs 4. Harvard University, Cambridge, Massachusetts.
- 1993 Pioneering in the Pleistocene: Large Paleoindian Sites in the Northeast. In *Archaeology of Eastern North America: Papers in honor of Stephen Williams*, edited by J.B. Stoltman, pp. 43-60. Archaeology Report No. 25. Mississippi Department of Archives and History, Jackson.

Dincauze, Dena F., and Mitchell T. Mulholland

- 1974 Early and Middle Archaic Site Distributions and Habitats in Southern New England. In *Amerinds and Their Paleoenvironments in Northeastern North America*. Edited by Walter S. Newman, and Bert Salwen. Annals of the New York Academy of Sciences, vol. 288.

Dineen, R. J.

- 1996 Holocene Environments in the Hudson Valley. In *A Golden Chronograph for Robert E. Funk*, edited by C. Lindner and E. V. Curtin, pp. 55-72. Occasional Publications in Northeast Anthropology, No. 15.

Everts & Richards

- 1895 *New Topographical Atlas of Surveys, Southern Rhode Island, Comprising the Counties of Newport, Bristol, Kent and Washington*. Everts & Richards, Philadelphia.

Federal Communications Commission

- 2004 *National Programmatic Agreement for Review of Effects on Historic Properties for Certain Undertakings Approved by the Federal Communications Commission.*

Field, Edward and Asa Bird Gardiner.

- 1903 *The Remains of Major-General Nathanael Greene. A Report of the Joint Special Committee of the General Assembly of Rhode Island Appointed to take into Consideration the Desirability of Securing Within the State of Rhode Island a Permanent Resting-Place for the Remains of General Nathanael Green.* E.L. Freeman & Sons, Providence.

Fragola, Patricia and A. Peter Mair, II

- 2005 *Phase I(c) Archaeological Survey, Patriots Park Enhancement Project, Portsmouth, Rhode Island.* Report on file at the Rhode Island Historic Preservation and Heritage Commission, Providence, Rhode Island.

Garman, James

- 1978 *A History of Portsmouth Rhode Island 1638-1978.* Franklin Printing House, Newport, Rhode Island.
- 1983 *Early Twentieth Century Sakonnet. The Postcard Photography of O.E. Dubois,* Printed by Franklin Printing House, Newport, RI.
- 2003 *A History of the Gentlemen's Farms of Portsmouth RI.* Hamilton Printing, Portsmouth, RI.

Garman, James C. and Paul A. Russo

- 1995 *Phase II Archaeological Site Examinations. Dennis-Tallman House Lot (RI 1586), Sisson-Green House Lot (RI 1591) and Dennis Burying Ground. Route 138 Reconstruction Project RIFAP No. AF 0138(011).* Portsmouth, Rhode Island.

Garman, James C. and Paul A. Russo

- 1995 *Phase II Archaeological Site Examinations. Dennis-Tallman House Lot (RI 1586), Sisson-Green House Lot (RI 1591) and Dennis Burying Ground. Route 138 Reconstruction Project RIFAP No. AF 0138(011).* Portsmouth, Rhode Island. On file at the Rhode Island Historical and Heritage Commission.

Gruver, Rebecca Brooks

- 1976 *An American History.* Second Edition. Addison-Wesley Publishing Company, Reading, Massachusetts.

Hopkins, G. M.

- 1876 *City Atlas of Newport, Rhode Island.* Philadelphia.

James, Sidney

1975 *Colonial Rhode Island: A History*. Scribner, New York.

Kenyon, Victoria B.

1983 *River Valleys and Human Interaction: A Critical Evaluation of Middle Woodland Ceramics of the Merrimack River Valley*. Ph.D. Dissertation, Boston University.

Louis Berger & Associates, Inc.

1998 *Cultural Resources Survey- U.S. Naval Complex, Newport, Rhode Island*.

Luedtke, Barbara E.

1986 *Regional Variation in Massachusetts Ceramics*. *North American Archaeologist* 7:113-135.

Lighthouse Friends

2009 *Newport Harbor (Goat Island), RI*. LighthouseFriends.com. Accessed November 6, 2009.

Macomber, Gerald M. and Paul Russo

1995 *Phase II Archaeological Site Examination of the Fairview Prehistoric Site (RI 1587). Route 138 Reconstruction Project, Portsmouth, Rhode Island*. Report on file at the Rhode Island Historic Preservation and Heritage Commission, Providence, Rhode Island.

McMaster, R.L.

1960 *Sediments of Narragansett Bay System and Rhode Island Sound, Rhode Island*. *Journal of Sedimentary Petrology* 30:249-274.

1984 *Holocene Stratigraphy and Depositional History of the Narragansett Bay System, Rhode Island, U.S.A.* *Sedimentology* 31:777-792.

McWeeney, Lucinda

1999 *A Review of Late Pleistocene and Holocene Climate Changes in Southern New England*. *Bulletin of the Archaeological Society of Connecticut* 62:3-18.

Newby, Paige, P. Killoran, M.R. Waldorf, B.N. Shuman, R.S. Webb, and T. Webb III

2005 *14,000 Years of Sediment, Vegetation, and Water-Level Changes in the Makepeace Cedar Swamp, Southeastern Massachusetts*. *Quaternary Research* 53:352-368.

Narragansett Bay: A Friend's perspective

2009 http://www.providenceri.com/NarragansettBay/the_islands.html

New York Times

- 1886 Disturbing Gravestones. Action of the Naval Authorities at Coasters' Harbor Island. New York Times Reprint.
<http://query.nytimes.com/gst/abstract.html?res=9A04E1DD173AEF33A25757C0A9629C94679FD7CF>. Accessed November 6, 2009.

Peck, J.A., and R.L. McMaster

- 1991 Stratigraphy and Geologic History of Quaternary Sediments in the Lower West Passage, Narragansett Bay, Rhode Island. *Journal of Coast Research* 11:25-37.

Public Archaeology Facility (PAF)

- 1992 Cultural Resource Management Report, Phase I & Phase 2, I-895, Rhode Island. Department of Anthropology, State University of New York, Binghamton, New York. Report on file at the Rhode Island Historical Preservation and Heritage Commission, Providence, Rhode Island.

Public Archaeology Survey Team (PAST)

- 1990 *Phase I Archaeological Reconnaissance Survey, Kings Grant Subdivision, Portsmouth, Rhode Island*. Prepared for the Division Group by the Public Archaeology Survey Team, Inc., Storrs, Connecticut. Report on file at the Rhode Island Historical Preservation and Heritage Commission, Providence, Rhode Island.
- 1991 *Phase II Intensive Archaeological Survey, Mott Farm: Sites RI 154/941 and RI 1899, Portsmouth, Rhode Island*. Prepared for the Division Group by the Public Archaeology Survey Team, Inc., Storrs, Connecticut. Report on file at the Rhode Island Historical Preservation and Heritage Commission, Providence, Rhode Island.

Prudence Island on the Web

- 2009 Prudence Island on the Web. <http://www.prudenceisland.us/prud/>. Accessed November 9, 2009.

Rhode Island Department of Environmental Management

- 2009 About Rose Island. <http://www.roseislandlighthouse.org/roseisle.htm>. Accessed November 6, 2009.

Rhode Island Historical Preservation Commission (now Rhode Island Historic Preservation and Heritage Commission)

- 1979 Historical and Architectural Resources of Middletown, Rhode Island: A Preliminary Report. Rhode Island Historical Preservation Commission. Providence, Rhode Island.
- 2010 <http://www.preservation.ri.gov/>

Rhode Island Lighthouse Foundation

- 2009 About Rose Island. <http://www.roseislandlighthouse.org/roseisle.htm>. Accessed November 6, 2009.

Richards, L. J., and Company

- 1893 *Atlas of Newport, Rhode Island*. Springfield, Massachusetts.

- 1907 *Atlas of the City of Newport and Towns of Middletown and Portsmouth, Rhode Island*. Springfield, Massachusetts.

Rider, Sidney S.

- 1903 *Map of the Colony of Rhode Island giving the Indian names of locations*. Providence, Rhode Island.

Simmons, William Scranton

- 1970 *Cautantowwit's House*. Brown University Press, Providence, Rhode Island.

Sminkey, Robert Loys (USN, Rtd).

- 2009 Naval Torpedo Station, Newport, Rhode Island. <http://diodon349.com>. Accessed November 12, 2009.

Snyder, Captain Frank (US Navy Retired)

- 2009 A Gould Island Chronology. Jamestown Historical Society. <http://www.jamestownhistoricalsociety.org/assets/files/Gould%20Island.pdf>. Accessed November 6, 2009.

Snow, Dean

- 1980 *The Archaeology of New England*. Academic Press, New York.

USDI

- 1981 *36 CFR 60: National Register of Historic Places*. U.S. Secretary of the Interior.

- 1983 *Standards and Guidelines for Archaeology and Historic Preservation*. U.S. Secretary of the Interior.

- 1991 *How to Apply the National Register Criteria for Evaluation*. U.S. Secretary of the Interior's National Register Bulletin 15.

Van Couyghen, Renee and Alan Leveillee

- 1988 *A Reconnaissance Archaeological Survey of Above Water Sections of the Proposed Bend Boat Basin Project Area, Portsmouth, Rhode Island*. Public Archaeology Laboratory, Inc. Report on file at the Rhode Island Historical Preservation and Heritage Commission, Providence.

Walling, Henry F.

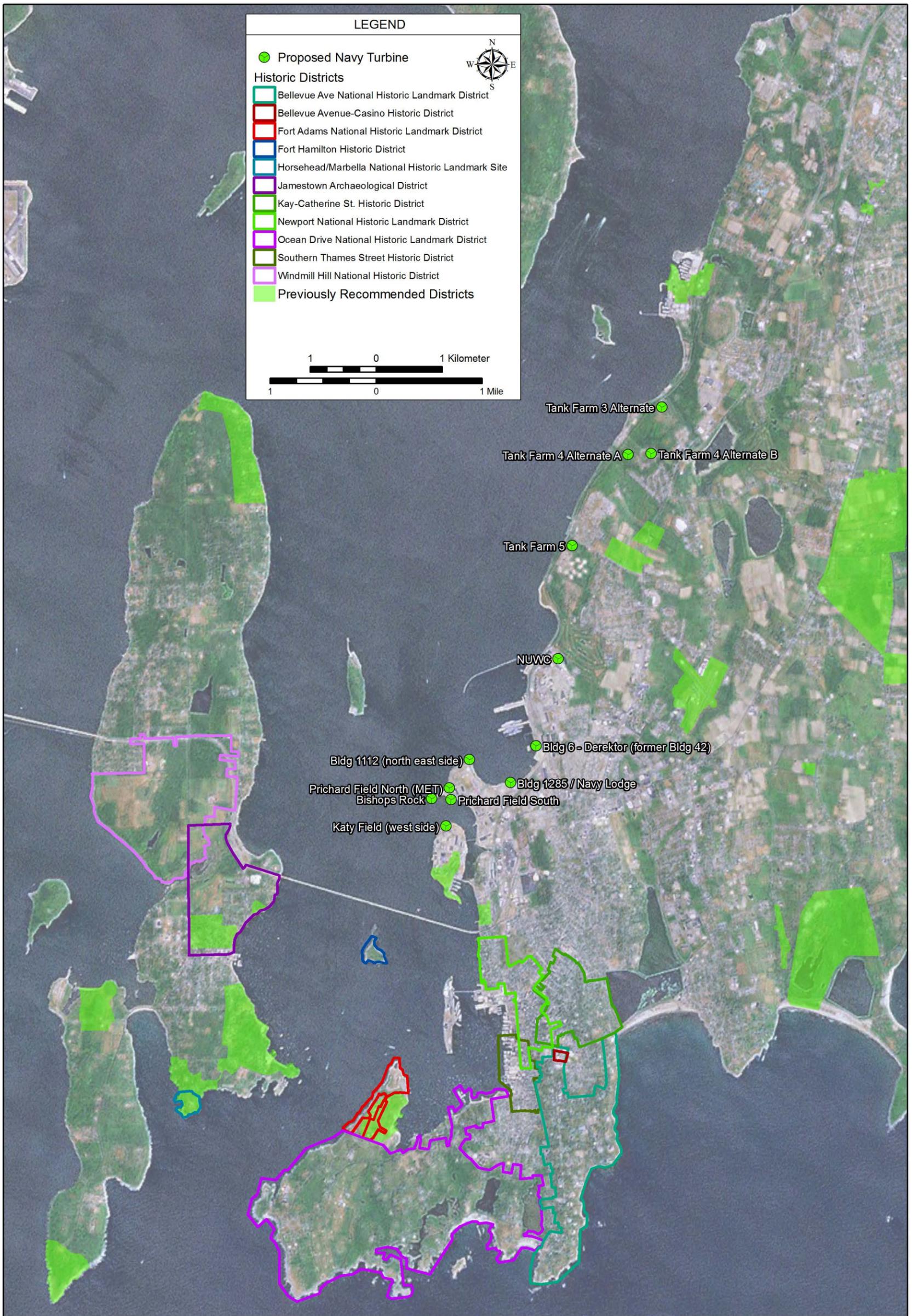
1862 *Map of the State of Rhode Island*. John Douglass, New York.

Williams, Thomas J.

1937 *Coaster's Harbor Island and the Newport Naval Training Station, Their Activities and Growth*. U.S. Naval Station, Newport, Rhode Island.

APPENDIX A

**PROJECT AREA MAP INCLUDING WIND TOWER
LOCATIONS AND ALL PREVIOUSLY IDENTIFIED AND
RECOMMENDED HISTORIC DISTRICTS**



Navy Wind Tower Project Map - Existing Districts

APPENDIX B

LIST OF PREVIOUSLY IDENTIFIED AND RECOMMENDED HISTORIC DISTRICTS LOCATED WITHIN THE PROJECT APE

APPENDIX B

List of Previously Identified and Recommended Historic Districts

Previously Identified

Jamestown

1. Fort Wetherill National Historic District
2. Horsehead/Marbella National Historic Landmark Site
3. Windmill Hill National Historic District

Newport

1. Bellevue Avenue National Historic Landmark District
2. Fort Adams National Historic Landmark District
3. Fort Hamilton Historic District
4. Kay-Catherine Street Historic District
5. Newport national Historic Landmark District
6. Ocean Drive National Historic Landmark District
7. Southern Thames Street Historic District
8. Bellevue Avenue-Casino Historic District (located within Bellevue Ave. NHLD)

Previously Recommended

Jamestown

1. Bay View Drive Historic District (located within Jamestown Archaeological HD)
2. Conanicut Park Historic District
3. Ocean Highlands-Walcott Avenue Historic District
4. Shoreby Hills Historic District (located within Jamestown Archaeological HD)

Newport

1. Naval War College Historic District
2. Fort Adams Historic District Extension

Middletown

1. Naval Underwater Systems Center Historic District
2. Newport State Airport Historic District
3. West Main Road Historic District

Portsmouth

1. Prescott Farm Historic District

APPENDIX C

PHOTO LOGS (Table 2)

Gray and Pape Project 09-43101: Newport Wind Towers
Photomontage Tower Visibility and Distance

Addendum Plate	Photo File Name	Tank Farm 3 Alternate	Tank Farm 4 Alternate A	Tank Farm 4 Alternate B	Tank Farm 5	NUWC	Bldg 6 - Direktor (former Bldg 42)	Bldg 1285 / Navy Lodge	Coddington Point	Prichard Field North (MET)	Prichard Field South	Bishops Rock	Katy Field (west side)
1	2-01 Newport toward Coasters Island from Cypress.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	2053	1586
2	2-02 Newport toward Coddington Point from Cypress.jpg	↔	↔	↔	5943	↔	↔	2214	2521	2134	1954	2044	1557
3	3-06 bowens wharf.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	3612	3149
4	3-07 Americas Cup ave.jpg	↔	↔	↔	↔	↔	↔	3900	4309	3955	3776	3881	3414
5	6-01 Newport Bellevue Avenue near the Casino view NW.jpg	↔	↔	↔	7816	5938	4767	4251	4726	4414	4238	4370	3899
6	3-09 ida lewis yacht club.jpg	↔	↔	↔	8755	7025	5655	5037	5331	4903	4724	4758	4325
7	3-10 fort adams.jpg	10955	10096	10234	8513	6814	5452	4792	4959	4482	4309	4285	3900
8	3-11 fort adams.jpg	10875	10014	10156	8429	6733	5373	4711	4867	4388	4215	4186	3805
9	4-02 Fort Adams 2.jpg	11186	10323	10467	8733	7043	5686	5021	5160	4673	4504	4464	4094
10	4-03 Breakers 5.jpg	↔	↔	↔	↔	7605	6343	5889	6414	6132	5960	6103	5632
10a	6-02 Newport the Breakers view NW.jpg	↔	↔	↔	↔	↔	↔	↔	6361	6083	5911	6058	5586
11	4-01 Battery Park.jpg	↔	↔	↔	↔	↔	↔	↔	2906	2516	2360	2425	1962
12	5-02 Narragansett Bay.jpg	10340	9457	9645	7835	6252	4987	4311	4229	3704	3564	3429	3186
12a	6-04 Narragansett Bay view NNE.jpg	9824	8941	9126	7320	5729	4459	3783	3710	3187	3044	2918	2662
13	5-03 Island Cemetery.jpg	↔	↔	↔	↔	↔	↔	↔	↔	2779	2604	2743	2271
13a	6-03 Newport Island Cemetery view N.jpg	↔	7944	↔	6430	4694	3334	2758	3179	2850	2674	2807	2336
14	5-04 Touro at Bellevue intersection.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	3756	3284
15	5-05 Washington Square.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	3363	2892
16	5-06 Cliff Walk at Memorial Blvd.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
17	5-07 Eisenhower House.jpg	11892	11029	11174	9437	7749	6393	5728	5856	5364	5197	5147	4788
18	5-11 from CCRI Newport Campus.jpg	6376	5533	5651	4000	2265	903	↔	↔	↔	↔	↔	↔
19	2-03 newport toward Coddington Point from Gate 17.jpg	↔	↔	↔	↔	↔	502	1181	1433	1912	1997	2229	2381
20	2-05 Middletown from Simmons Farm.jpg	↔	↔	↔	↔	2117	↔	↔	4159	4685	4810	4984	5180

Gray and Pape Project 09-43101: Newport Wind Towers
Photomontage Tower Visibility and Distance

Addendum Plate	Photo File Name	Tank Farm 3 Alternate	Tank Farm 4 Alternate A	Tank Farm 4 Alternate B	Tank Farm 5	NUWC	Bldg 6 - Derektor (former Bldg 42)	Bldg 1285 / Navy Lodge	Coddington Point	Prichard Field North (MET)	Prichard Field South	Bishops Rock	Katy Field (west side)
20a	6-05b Middletown Agri District view NW.jpg	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
21	5-10 towards Group 9 from golf club.jpg	↔	↔	↔	↔	704	↔	↔	↔	↔	↔	↔	↔
22	2-08 Porttsmouth view from Melville Pier.jpg	1418	2173	2123	3734	5442	6813	7457	7338	7852	8007	8111	8409
23	5-01 Farnham Farm PI.jpg	↔	4442	↔	5332	6948	8203	8719	8344	8778	8959	8952	9359
24	2-09 Jamestown towards Coasters Coddington.jpg	↔	↔	↔	↔	↔	4747	4254	3719	3326	3324	3032	3223
25	3-01 windmill hill.jpg	↔	↔	↔	↔	↔	↔	4878	↔	3948	3958	3663	3877
25a	6-06 Jamestown Windmill Hill HD view E.jpg	↔	↔	↔	7083	6044	5317	4849	4287	3919	3927	3633	3844
26	3-03 jamestown harbor.jpg	10562	9675	9907	8064	6667	5572	4943	4640	4134	4047	3819	3761
27	3-04 fort wetherill.jpg	11840	10956	11142	9335	7742	6457	5779	5726	5202	5060	4929	4676
28	5-09 Conanicut Light.jpg	6836	6388	6733	↔	↔	↔	↔	↔	↔	↔	↔	↔
29	6-07 Jamestown near Conanicut Light view E.jpg	6245	5709	6059	5099	↔	↔	↔	↔	↔	↔	↔	↔

xxx	Within Field of View, Visible (Distance in Meters)
xxx	Within Field of View, Obscured (Distance in Meters)
↔	Outside Field of View

APPENDIX D

PLATES



Plate D1. Historic Area 2, cemetery.



Plate D2. Historic Area 3, possible cemetery.



Plate D3. Historic Area 4, possible house site.



Plate D4. Historic Area 5, Taylor Chase Smythe house.



Plate D5. Historic Area 6, historic house site.



Plate D6. Historic Area 7, historic house.



Plate D7. Prehistoric Area 1, low retaining wall.



Plate D8. Prehistoric Area 1, possible cellar hole.



Plate D9. Prehistoric Area 2, former train station area.



Plate D10. Prehistoric Area 2, pier remnants.



Plate D11. Historic view of train station.



Plate D12. Prehistoric Area 3, Norman Brook site.



Plate D13. Prehistoric Area 4, Carr Point site.



Plate D14. Wind farm, Northern Germany.

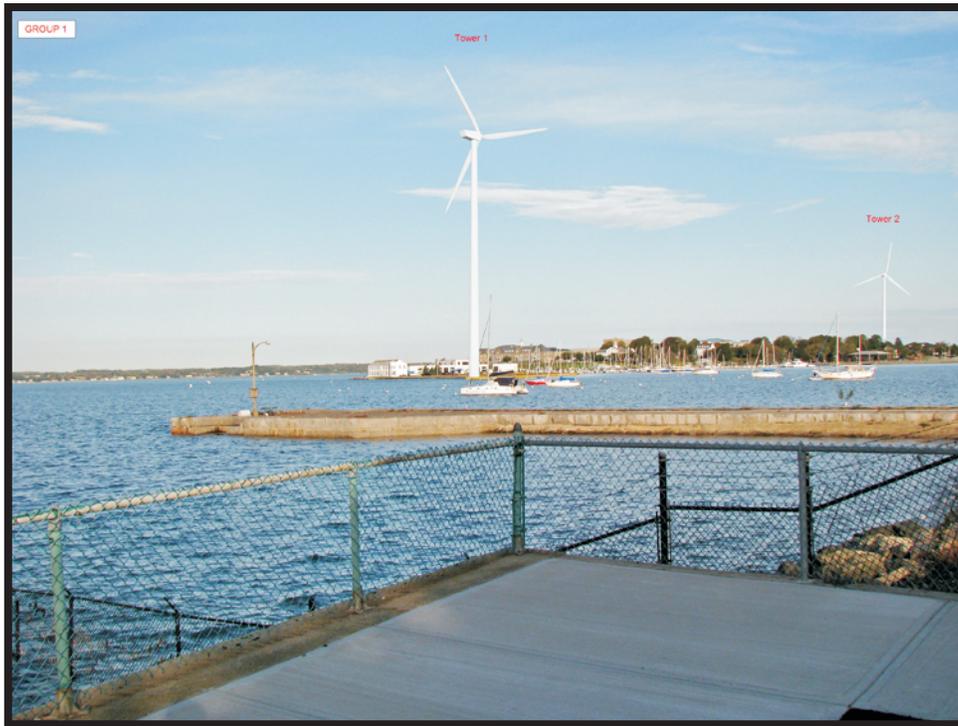


Plate D15. Group 1, Newport, Coaster's Harbor Island from Cypress Street, view northwest.



Plate D16. Group 1, Newport, Coasters Harbor Island and Coddington Point from Cypress Street, view north.