



DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

November 30, 2018

Mr. John Fowler
Executive Director, Advisory Council
on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001

Reference: Notice of Termination of Consultation for EA-18G Growler Airfield Operations

Dear Mr. Fowler:

After careful consideration, I find it necessary to notify the Advisory Council on Historic Preservation (ACHP) of my decision to terminate consultation under Section 106 of the National Historic Preservation Act (NHPA) to resolve adverse effects to historic properties resulting from the proposed increase in EA-18G Growler airfield operations at Naval Air Station Whidbey Island Complex.

Despite our best efforts to reach agreement among the parties, there remains a disagreement on the type and amount of mitigation appropriate to resolve adverse effects to historic properties that would result from the undertaking. At this time, operational requirements dictate that the Navy make a decision on the undertaking. For these reasons, I have determined that further consultation is no longer productive. I have enclosed an Executive Summary detailing our decision to terminate; supporting information is included in Attachments 1-7.

In accordance with 36 C.F.R. 800.7(a)(1), I request the ACHP comment on this matter. By this letter I also provide notice of termination to the Washington State Historic Preservation Officer (SHPO) and other consulting parties.

The Navy recognizes its responsibilities to protect the historic district and the contributing rural landscape, and I believe the measures that the Navy offered during the consultation process reflect an appropriate response to the effects of the undertaking. In addition, as a member of the Whidbey Island community, the Navy will continue to seek ways to alleviate community concerns related to increased airfield operations. The Navy's commitment to its role as a community member extends well beyond completion of these NHPA actions.

Thank you for your prompt attention to this matter.

A handwritten signature in blue ink, reading "Karnig Ohannessian".

Karnig Ohannessian
Department of the Navy
Federal Preservation Officer

Enclosure: Executive Summary

Attachments:

1. Consultation History to date with key documents
2. Navy's Determination of Adverse Effect
3. Consultation Plan provided to consulting parties on July 24, 2018
4. Navy proposed resolutions in the Draft Memorandum of Agreement (MOA) of September 27, 2018
5. Navy proposed resolutions in the Revised Draft MOA of November 7, 2018
6. Operational impacts of Growler consultation timeline
7. SHPO Letter of November 29, 2018 Rejecting the Navy's Final Offer

Copy to:

Ms. Maryon Attwood, Citizens of Ebey's Reserve
Mr. Jim Baumgart, Office of the Governor
Dr. Allyson Brooks, Washington State Historic Preservation Office
Mr. David Day, citizen
Ms. Jackie Ferry, Samish Tribe
Ms. Kristen Griffin, Trust Board of Ebey's Landing National Historical Reserve
Ms. Molly Hughes, Town of Coupeville
Ms. Josephine Jefferson, Swinomish Tribe
Mr. Adam LeMieux, Office of Congressman Larsen
Mr. Dennis Lewarch, Suquamish Tribe
Ms. Kerry Lyste, Stillaguamish Tribe
Ms. Helen Price Johnson, Island County Commissioners
Ms. Deborah Stinson, City of Port Townsend
Mr. Richard Young, Tulalip Tribes
Mr. Roy Zipp, National Park Service at Ebey's Landing National Historical Reserve

Executive Summary

After a robust consultation effort in which Navy attempted to resolve adverse effects to historic properties resulting from the proposed increase in EA-18G Growler airfield operations at Naval Air Station Whidbey Island (NASWI) Complex, the Navy has determined that further consultation will not be productive and will not conclude with a signed Memorandum of Agreement (MOA) without unacceptable impacts to the Navy's defense mission. There is disagreement on the type and amount of mitigation appropriate to resolve adverse effects to historic properties that would result from the undertaking. At this time, operational requirements dictate that the Navy make a decision on the undertaking. Therefore, the Navy has decided to terminate consultation under Section 106 of the National Historic Preservation Act (NHPA).

What follows is a summary of the Navy's reasons for termination.

I. Negotiations have reached an impasse due to disagreement on the type and amount of mitigation appropriate to resolve adverse effects

The Navy has conducted an expansive consultation over a four-year period. We initiated consultation on October 10, 2014, when the NASWI Commanding Officer (CO) invited consultation with the Advisory Council on Historic Preservation (ACHP), the Washington State Historic Preservation Officer (SHPO), eight federally recognized Indian tribes, and interested agencies, organizations, and individuals (Attachment 1 contains a complete accounting of the consultation history to date). From the fall of 2014 through the summer of 2017, through correspondence and in-person meetings, the Navy engaged the consulting parties on the identification of the Area of Potential Effect (APE) for the undertaking and the inventory of historic properties within the APE. In October 2017, the Navy notified consulting parties that it was extending the consultation in order to reassess potential effects of operational changes, specifically a reduction in anticipated Field Carrier Landing Practice (FCLP) requirements as a result of Precision Landing Mode (PLM) changes and a reduced number of pilots assigned to each squadron. In June 2018, the Navy notified the consulting parties of its finding that the proposed action would have an adverse indirect effect to the Central Whidbey Island Historic District (District), specifically the perceptual qualities of five contributing landscape viewpoints. The Navy communicated its finding of adverse effect on June 25, 2018 and received SHPO concurrence on June 27, 2018.

From August 2018 through October 2018, the Navy conducted six consultation meetings with the ACHP, SHPO, the National Park Service (NPS), the Mayor of Coupeville, Island County Commissioners, the Trust Board for the Reserve, Citizens of Ebey's Reserve, the Mayor of Port Townsend, the Washington Governor's Office, David Day (citizen), and Kerry Lyste, Tribal Historic Preservation Officer for the Stillaguamish Tribe (together "consulting parties") to identify appropriate measures to resolve the agreed-upon indirect adverse effect. At the start of each meeting, the Navy reviewed with the parties process information contained in the NHPA Consultation Plan (Attachment 3) distributed to the parties on July 24, 2018. In addition, from June 2018 through November 2018, the Navy participated in conference calls and visits with several of the consulting parties to better understand their unique concerns and to discuss the proposed resolution options put forth by the consulting parties.

The Navy has also completed several rounds of public engagement throughout the consultation. After notifying the ACHP of its plan to coordinate NHPA and National Environmental Policy Act (NEPA) responsibilities, consistent with 36 C.F.R. 800.8, the Navy actively engaged the public. During the NEPA scoping (139 days in 2013-2014) and re-scoping process (93 days in 2014-2015), Navy responded to more than 200 cultural resource-related comments prior to the release of the Draft Environmental Impact Statement (EIS). During the re-scoping meetings, the Navy provided information including a description of the Section 106 process in relation to the NEPA process, and the Navy solicited input on historic

properties. In addition, in coordination with the NEPA process, the Navy invited public comment on the proposed definition of the APE. The Navy received and adjudicated an additional 198 cultural resource-related comments on the Draft and Final EIS. Most recently, the Navy shared a draft Memorandum of Agreement (MOA) on the NASWI website on October 22, 2018, received over seventy public comments to date, reviewed those comments, and took them into consideration.

As a result of its detailed review and consultation, the Navy determined that the proposed action had the potential to introduce auditory, visual and atmospheric characteristics that could cause indirect effects to historic properties by changing the frequentness of noise exposure in certain areas of the District. In its analysis, the Navy focused on historic properties and features within the APE that would experience a substantive change in noise exposure as a result of the undertaking (see Figures 10 and 11 and Table 14 in Attachment 2). The Navy then analyzed in detail the potential effect on these properties with reference to the 65 decibel (dB) day-night average sound level (DNL) noise contour that is the standard reference point for noise analysis. We determined that five viewpoints within the contributing landscape were subject to indirect adverse effects as a result of the increase in noise exposure. Specifically, the Navy found that the undertaking would adversely affect the perceptual qualities of the entry to Coupeville from Ebey's Prairie into prairie and along Main Street, the view to Crockett Prairie and Camp Casey from Wanamaker Road, the view to Crockett Prairie and uplands from the top of Patmore Road, the view to Crockett Prairie and uplands from Keystone Spit, and the view from Smith Prairie from Highway 20, entering the Ebey's Landing National Historic Reserve.

The Navy analyzed and considered the potential for direct effects from aircraft noise and vibration effects under the proposed increased operations in Attachment 2 and the Final EIS at Appendix A1, sections A1.3.9 and A1.3.11. The Navy reviewed available literature and outside studies, including the 2016 NPS noise measurement at the Reuble Farmstead and Ferry House, and concluded that Growler noise would not create sound pressure levels capable of damaging structures through vibrational impacts. (See pages 62-63 of Attachment 2). The SHPO concurred with the Navy's determination of adverse effect on June 27, 2018.

The Navy and consulting parties entered into consultation to identify measures to resolve adverse effects in July 2018. Immediately, SHPO and other consulting parties asserted that other areas outside the APE required mitigations centering on general noise complaints unrelated to effects on historic properties, or the specific effects identified as part of the consultation to date. Measures such as noise monitoring at the Reserve, Navy funding for deferred maintenance, and upgrades to unspecified buildings in the Reserve were put forth as mitigation for the noise impacts affecting the communities in Coupeville and Ebey's Reserve. At the consultation meeting on September 17, 2018, the SHPO expressed "continued concern with understanding how the Navy is giving back to the public" and expressed that "if a federal undertaking is taking something away from the citizenry then the federal agency has to give something back to the citizenry." Such an approach of trying to remedy impacts not involving historic properties is inconsistent with the regulatory standard in 36 C.F.R. 800.6(a) to "avoid, minimize, or mitigate" the adverse effects on historic properties.

In the weeks before the September 4, 2018 consultation meeting, correspondence from other consulting parties similarly proposed that Navy should undertake mitigation measures unrelated to the effects on historic properties. These included selection of an alternative for FCLP operations that more evenly divided flight operations between the two airfields; providing funding for schools; and providing funding to purchase sound-cancelling headphones for farmworkers among others. During the September 17, 2018 meeting, the Navy went through the resolution options presented by the consulting parties and explained that many of the proposals were not appropriate to the resolution of adverse effects on historic properties, which is the scope of the Section 106 process.

Prior to the meeting on September 27, 2018, the Navy provided the consulting parties with a draft MOA for discussion (Attachment 4). In the draft MOA, the Navy committed to provide NPS funding for the existing Ebey's Forever Grant program for preservation of historic structures under the existing criteria administered by NPS and the Trust Board of the Reserve. This funding amounted to doubling the program's annual grant budget for five years.

Maintaining focus on resolution proposals commensurate with the effect, the Navy's draft MOA focused on landscape preservation, offering \$250,000 to support preservation of landscape features in proximity to the five affected contributing viewpoints. In her October 8, 2018 edits to the Navy MOA, the SHPO changed the focus to "Barn and Historic Structure Rehabilitation" and recommended \$8 million be provided to support preservation "within Ebey's Historic Reserve *and other historic properties in Whidbey Island* which may include stabilizing historic barns, stabilizing and soundproofing historic structures." (Emphasis added).

Under that proposal, the \$8 million would be available to be used anywhere within Whidbey Island without reference to the five affected cultural landscapes; if not used within five years any remaining balance would revert back to the statewide Heritage Barn Program, further weakening the relevance of the mitigation to the adverse effect. SHPO's proposal that the Navy fund an uncertain and unspecified amount of needed modernization projects on historic properties on Whidbey Island, and potentially beyond, without reference to the identified adverse effect was inconsistent with the requirements of Section 106. Moreover, SHPO's proposal once again questioned whether Navy activity would have direct vibrational effects on historic properties—a matter which had previously been resolved.

Concurrent with SHPO's proposal, other consulting parties have also requested mitigation well outside the scope of NHPA. In November 2018, the Navy met with Coupeville Mayor Molly Hughes and Kristen Griffin, the Reserve Manager representing the Trust Board, to build consensus on alternate mitigation measures. At the suggestion of the Mayor and the Reserve Manager, Navy amended the MOA to include a \$400,000 dollar preservation project at the Ferry House and associated outbuildings, a historic property within the Ebey's Prairie landscape which Navy understood to be a priority project for the Reserve. Attachment 5 is the Revised Draft MOA reflecting the Ferry House project. In revising the draft MOA to include the Ferry house proposal, the Navy prioritized consideration of preservation projects that enhanced the buildings' contribution to those characteristics that enhance the historic landscape's integrity of feeling and setting including exterior repairs and stabilization.

When the revised Draft MOA was distributed to the parties, the SHPO and other consulting parties were not satisfied with Navy's proposed preservation project at the Ferry House. Instead, they proposed that the Navy mitigate impacts to the "quality of life" on Whidbey Island with resolution options that do not address the adverse effect of the undertaking. With respect to the Navy's commitment to fund preservation of the Ferry House in the revised draft MOA, several parties, including the ACHP in a November 16, 2018 email, stated the amount of funding was too low and would not cover substantial rehabilitation.

Both the Trust Board of the Reserve and the City of Coupeville voted not to support the revised MOA (Attachment 5) on November 13, 2018. Subsequently, in a letter dated November 14, 2018, Kristen Griffin from the Trust Board of the Reserve explained that the Board felt the measures in the revised draft MOA were "not proportional to the adverse effect to the Central Whidbey Island Historic District," and instead proposed stabilization and rehabilitation projects requiring funding of \$5.8 million.

On November 16, 2018, the ACHP provided comments on the revised draft MOA including a suggestion that Navy consider a higher amount of mitigation associated with the Ferry House. In response to the ACHP's suggestion, Navy proposed a final offer to the ACHP and the SHPO that included committing to

provide a final list of appropriate, preservation-related projects that Navy would fund from an anticipated revised NPS estimate of projects related to the Ferry House and associated outbuildings; willingness to advocate for Whidbey Island to be designated a Sentinel Landscape (per a suggestion from ACHP); and commitment to seek additional funds in fiscal year 2020 and beyond for easements to preserve the rural quality of the landscape. The Navy requested a telephone call with ACHP and SHPO on November 27, 2018 to discuss the NPS cost estimate and a response to the Navy's final offer by noon, November 29, 2018. The SHPO did not commit to availability for a phone call nor to meet the final decision timeline, instead indicating that the Navy's proposal of \$400,000 for preservation projects to the Ferry House was in her view "incorrect" based on discussions she had had with the NPS.

On November 27, 2018, the Navy received a list from NPS confirming Ferry House projects and cost estimates. During the week of November 27th, Navy personnel were in almost daily contact with Dr. Brooks by phone to discuss the terms of the proposed MOA. Navy conveyed its best and final offer to the parties on November 27, 2018, in which Navy agreed to provide funding to NPS for preservation projects for the Ferry House up to \$1 million dollars. Navy internal reports characterized the discussions between the parties during this week as "optimistic" as it appeared the parties had resolved their fundamental disagreement about the proposed mitigation, and all that remained was to reach agreement on the amounts and number of projects that would be funded under the MOA.

Navy requested the SHPO's response to this offer by 5pm NLT 1700 Pacific Time on November 29, 2018. On November 29, 2018, the SHPO rejected the Navy's offer, stating "I will not be signing the current Section 106 Memorandum of Agreement." At ACHP's recommendation, the Navy made one final call to the SHPO on November 30, 2018 to understand what the SHPO would need to see in the MOA in order to sign. The SHPO stated that the MOA should include: \$2 million for the Ferry House, \$2 million for Coupeville Wharf, and the mitigations requested by the Trust Board of the Reserve in their letter to CAPT Army of November 14, 2018 (1. \$2 million for a project to stabilize historic concrete structures in Fort Casey and Fort Ebey State Parks; 2. \$2 million for structural rehabilitation of Coupeville Wharf; and 3. \$1.8 million for structural and security improvements to the historic Ferry House).

The Navy has attempted to keep the SHPO and other consulting parties focused on appropriate mitigations to the historic properties identified as being adversely impacted in the June 2018 Findings document. The SHPO's and other parties' continued insistence on seeking resolutions not commensurate to the indirect adverse effects on historic properties and landscapes outlined in the Navy's determination has resulted in an impasse.

II. Operational requirements dictate that the Navy make a decision on the undertaking

The Navy must now make a decision on the undertaking in order to sustain its defense mission. Concluding the NHPA Section 106 process is necessary to complete the Navy's NEPA analysis and publish a decision on the proposed action. A delay would negatively impact the Navy's ability to meet operational requirements. (See Attachment 6). Once a NEPA Record of Decision (ROD) is signed, the Navy must initiate multiple steps to implement the proposed action with respect to further aircraft moves, personnel relocations, contract awards, and execution of military construction projects.

Currently, a carrier-based Navy squadron consists of 5 aircraft and 9 aircrews. The increase to 7 aircraft and 13 aircrews proposed in the Navy's undertaking is an essential component to meeting Combatant Commanders' requirements for electronic attack capability. On-time augmentation of aircraft and squadron personnel for the first carrier unit, VAQ-139, requires the Fleet Replacement Squadron (FRS) to increase training production of EA-18G pilots and Naval Flight Officers (NFOs). Because the FRS training syllabus for new pilots and NFOs consists of academics, simulator and flight training that is approximately 43 weeks long, the induction of additional pilots and NFOs to meet training production

requirements for the first squadron needs to steadily increase ahead of the number of Growler aircraft. To adequately train personnel, the FRS needs to increase FCLP operations. Additional developed and trained aircrews must be assigned to this first squadron by July 2019 in order for the squadron to start the Optimized Fleet Response Plan (OFRP). The OFRP includes a training cycle consisting of unit basic level training by the squadron, which predominately occurs at NASWI, and then follow-on intermediate level training with other forces before a planned deployment (12-18 months later) and follow-on sustainment phase. A full 3-year (36 month) OFRP cycle for these aviation units begins and ends with a maintenance period as well. Delays to increasing FCLPs for the larger number of aircrews through the FRS training will create a backlog of students immediately and hinder a squadron's development through the OFRP.

Furthermore, on-time transition of personnel and aircraft to specific squadrons based at NAS Whidbey Island is vital to ensure perishable skills are maintained. In order for this to occur, aircrews that are in the training pipeline now have to be able to finish training and the aircraft must be received by the squadron with maintenance crew that are trained and capable of addressing all avionics, diagnostics and parts issues. If VAQ-139 is not ready to augment to 7 aircraft and 13 personnel in July 2019 due to inability to train the requisite personnel, then the enhancement of the Growler capability in carrier squadrons will be at risk. The squadron will likely proceed to deployment with a sub-optimal number of aircraft and aircrews and it will take another full three-year cycle after deployment for that unit to potentially plus up to the increased numbers based on rotations of sailors (typically orders are for three years). In addition, an extended delay in the ROD will impact current plans for future personnel moves, which in turn destabilizes family life, negatively affects career progression, and may lead to shortages in retaining qualified military members in Navy career fields that are in high demand for similar expertise in private industry.

A military construction project identified as P-256 will also be impacted by additional delay. P-256 is a design-build construction of a ~56,000 square feet maintenance hangar, and a ~4,700 square feet armament storage facility in support of the EA-18G Growler aircraft. The project costs \$45 million and was funded in Fiscal Year 2017 through Public Law 114-223 enacted on September 29, 2016. Operational hangar space is required to provide a weather-protected shelter for inspection, servicing, maintenance, and emergency shelter for increased personnel and equipment associated with 36 additional aircraft that will begin arriving upon NEPA completion. Existing hangar capacity at the installation cannot provide sufficient operational hangar space for long-term operations of the expanding Growler force structure (more squadrons and aircraft) that will result from this action. The existing three hangar facilities are currently supporting existing squadrons and lack the space necessary to support any additional aircraft. If the contract is awarded this winter, a detailed facility design is expected by the fall of 2019, at which time civil engineering work would begin to prepare the construction site for erecting the needed facilities. Therefore, actual construction would not begin until about 9-10 months after contract award. As there will be aircraft and personnel arriving at the same time, it is important that this project be designed, phases of the construction project synchronized, construction laydown areas prepared, temporary facilities erected and new construction initiated as rapidly as possible. The new, permanent facilities are expected to be complete and ready for occupancy no earlier than June 2021 assuming no delays.

As described above, the Navy determined that further consultation will not be productive, given the fundamental difference of opinion among the Navy, the SHPO, and the consulting parties regarding mitigation appropriate to resolve adverse effects, and operational requirements dictating that the Navy make a decision on the undertaking. For these reasons, the Navy terminated the consultation.

Summary of the National Historic Preservation Act (NHPA) Section 106 consultation

The Navy consulted with the Washington State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), eight federally recognized tribes, and interested agencies to identify the Area of Potential Effects (APE) for the Proposed Action, to determine the National Registry of Historic Properties (NRHP) eligibility of cultural resources within the APE, to determine the effects of the alternatives for future development on historic properties, and to develop necessary measures to mitigate any adverse effects of future development on historic properties. The consultation was initiated via letter in October 2014 with the SHPO, the following organizations and a private individual:

- ACHP
- Town of Coupeville
- Citizens of Ebey's Reserve (COER)
- Trust Board of Ebey's Landing National Historical Reserve (ELNHR)
- Island County Commissioners
- Island County Historical Society
- National Park Service (NPS)
- City of Oak Harbor
- PBY-Naval Air Museum
- Seattle Pacific University (Camp Casey)
- Washington State Parks Northwest Region Office
- David Day.

Early in the project, the Navy sought extensive public engagement. During the National Environmental Policy Act (NEPA) scoping (139 days in 2013-2014) and re-scoping process (93 days in 2014-2015), Navy responded to more than 200 cultural resource-related comments prior to the release of the Draft Environmental Impact Statement (EIS). During the re-scoping meetings in Fall 2014, the information Navy provided included the description of the Section 106 process in relation to the NEPA process, and the Navy solicited input on historic properties.

The Navy sent a second letter to the SHPO and consulting parties on June 30, 2016. The letter provided information on the proposed methodology to define the APE, enclosures identifying the Naval Air Station (NAS) Whidbey Island site locations, Ault Field, the Seaplane Base, and the 2005 and 2013 Navy Noise Study DNL contours. The SHPO acknowledged receipt of the second letter in a response dated July 6, 2016 (please note the letter shows a date of July 7, 2016, however, the letter was transmitted to the Navy via email on July 6, 2016).

The Navy also sent letters to the Mayor of Port Townsend, the Island County Commissioner for District 3, and the Jefferson County Historical Society on July 12, 2016. These parties were additions to the original mailing list upon request. The letters requested comments on the proposed methodology to define the APE and included enclosures identifying the NAS Whidbey Island site locations, Ault Field, the Seaplane Base, and the 2005 and 2013 Navy Noise Study DNL contours.

In response to the request for comments on the proposed methodology to define the APE, letters and emails were received from the following parties:

- ACHP – The ACHP responded on August 10, 2016, with comments regarding the proposed definition of the APE and its recommendations to provide information on the APE to consulting parties for review.

- City of Port Townsend – Between July 5, 2016, and August 6, 2016, the City of Port Townsend provided correspondence via email regarding the proposed definition of the APE and the noise study. The City of Port Townsend also provided a letter to the Navy on August 16, 2016, with comments on the proposed definition of the APE and the use of the noise data.
- COER – In a letter dated July 22, 2016, COER requested information regarding the comment deadline, an explanation of expanded operations at Ault Field and OLF Coupeville, and additional input on the noise modeling study and files from the 2005 EA.
- Town of Coupeville – In a letter dated August 25, 2016, the Town of Coupeville provided comments on the use of particular noise data and the potential to impact historic resources, agriculture, and businesses.

The Navy sent a third letter to the combined consulting parties on August 31, 2016. This letter was intended to provide clarification of the NHPA Section 106 process. It included three enclosures, consisting of information on the process and strategy for the NHPA Section 106 consultation for the continuation and increase of Growler operations, a flow chart depicting the NHPA Section 106 process, and a copy of the implementing regulations for Section 106 codified at 36 CFR part 800.

Responses were received on September 1, 2016 from COER concerning the noise data and the initial findings; on September 28, 2016, from the Trust Board of ELNHR, indicating their comments on the proposed definition of the APE and the use of noise data; and on September 30, 2016, from the Washington SHPO regarding the Section 106 process, the proposed methodology to define of the APE, the development of a public involvement plan, tribal consultation, the distinction of NEPA and the NHPA, the determination of effect, and the potential for drafting resolution documentation.

As part of the good faith consultation process a fourth letter was sent by the Navy to the combined consulting parties on November 10, 2016, indicating the use of the Draft EIS public meetings to fulfill the Section 106 requirements for public notification and consultation. The letter provided information on the dates and times of the meetings. The NPS responded to this letter on January 3, 2017, noting its concern for the use of the 65 dB DNL contour to delineate the APE, as well as its concern for evaluating impacts to the cultural landscape. The SHPO responded to information presented in the Draft EIS on January 25, 2017, noting its concern with the APE and the potential for adverse effects, especially as it pertains to long-term and cumulative effects of increased flight operations on the character and qualities of historic places and communities.

The Navy invited public comment on the proposed definition of the APE which was depicted on a Section 106 poster at the DEIS public meetings. The Section 106 information was made available for public review and comment at five public meeting in five locations: December 5, 2016, at the Fort Worden State Park Conference Center, USO Hall, Port Townsend, WA; Tuesday, December 6, 2016, at the Oak Harbor Elks Lodge Grande Hall, Oak Harbor, WA; December 7, 2016, at the Lopez Center for Community and the Arts, Lopez Island, Washington; December 8, 2016, at the Seafarers' Memorial Park Building, Anacortes, WA; December 9, 2016, at the Coupeville High School Commons, Coupeville, WA. The Navy received and adjudicated an additional 198 cultural resource-related comments on the Draft and Final EIS.

The Navy sent a fifth letter to the consulting parties on May 1, 2017. This letter defined the APE and provided information regarding the Navy's rationale for the use of the 65 dB DNL noise contour for the APE taking public comments into consideration. The Navy also provided background information on historical flight operations. This good faith letter contained five enclosures, including the location of NAS Whidbey Island and OLF Coupeville, a map of flight tracks to depict airfield operations, a depiction of the aggregate noise contour, a map showing the portions of the APE evaluated for potential direct effects, and a map showing the portions of the APE evaluated for potential indirect effects.

The Navy and the SHPO continued good faith discussions regarding the APE. The Navy met with the SHPO and ACHP on May 10, 2017, and received a letter from SHPO on the same date. The letter noted the SHPO's disagreement with the definition of the APE and provided recommendations for the submittal of forms for when a survey is completed. The Navy provided a response on July 14, 2017 taking into consideration SHPO's concerns and providing additional information on the use of the 65 dB DNL contour and its intention to incorporate the whole of ELNHR.

On June 14, 2017, the Navy sent the consulting parties our proposed methodology for identifying historic properties in the APE. The SHPO response on July 14, 2017 provided concurrence with the methodology for identifying historic properties and offered recommendations to completing the task. The Navy followed with another letter on July 19, 2017 to consulting parties with our full inventory of historic properties in the APE. The letter provided an update on the Navy's effort to identify historic properties and to offer another opportunity to provide comments. Five enclosures were provided. The first four included information noting known historic properties within the 65 dB DNL contour line, the historic buildings identified in the Ebey's Landing National Historical Reserve 2016 Inventory Update, known historic properties within the 2016 Inventory Update, and all listed historic properties in the NRHP. A bibliography also was included to help provide information on the historic context. In addition, the Navy met with SHPO and ACHP to discuss the inventory on August 9 at SHPO's office in Olympia, WA.

The Navy notified the ACHP, SHPO, and consulting parties on October 2, 2017, that it was updating the noise analysis to incorporate changes to the Navy's operational training requirements, specifically a reduction in anticipated FCLP requirements based on the projected Fleet-wide implementation of Precision Landing Mode (PLM) and a reduced number of pilots assigned to each squadron, and would consult on changes to the APE and inventory once the update was complete. The letter notified the various parties in good faith of the change in the scale and scope of the undertaking due to the inclusion of two new scenarios (Scenarios D and E), a decrease in number of pilots required in each squadron, and the updated noise analysis.

A letter continuing the Section 106 consultation was provided to the ACHP, SHPO, and consulting parties on June 25, 2018. The letter amended the APE and inventory and updated the proposed undertaking taking into consideration a decrease in the number of operations proposed. The letter also provided consulting parties with the Navy's determination of effects and noted the Navy's adverse effect finding for the Central Whidbey Island Historic District as a result of more frequent aircraft operations affecting certain landscape components of the district. As the Navy explained in the June 2018 Finding of Effects Determination, the character-defining features of the district are not dependent on the total absence of modern influence. The Navy found that the increase in operations proposed by the Navy would not alter the visual experience, atmospheric elements, or setting of the historic property in ways that diminish the district's ability to convey its historic significance. In its analysis, the Navy focused on historic properties and features within the APE that would experience a "substantive change" in noise exposure under the proposed action. Figures 10 and 11 of the determination of effect demonstrate this impact in map form, and Table 14 lists the two buildings, six barns, and one historic district that the Navy determined were potentially indirectly affected by the proposed action. The Navy then analyzed whether these impacts had any effect on tangible resources and character-defining features of the cultural landscapes, concluding that the proposed action had the potential to alter the perceptual experience of nine contributing cultural landscapes as described in Table 18. The Navy then evaluated whether the proposed action would have an adverse effect on these landscapes. Of those nine landscapes, four were located outside the 65 dB DNL contour and did not require a quiet soundscape as a defining feature of their landscape. Moreover, the increase in noise at those four landscapes did not trigger a change in land use restriction, and therefore the Navy concluded that these areas were not "adversely affected" under the NHPA. The remaining five landscapes were "adversely affected" because the increase has the potential to result in a change of

recommended land use, and the Navy concluded that the proposed action would adversely affect the perceptual qualities of: The entry to Coupeville from Ebey's Prairie into prairie and along Main Street; The view to Crockett Prairie and Camp Casey from Wanamaker Road; The view to Crockett Prairie and uplands from the top of Patmore Road; The view to Crockett Prairie and uplands from Keystone Spit; and the view from Smith Prairie from Highway 20, entering the Ebey's Landing National Historic Reserve. The Navy made this determination of effects available for public review and comment on the same date and announced the documents availability in a press release. A complete record of the consultation history, including the finding of effects determination, has been made available for ACHP's reference.

Importantly, the Navy specifically addressed and discounted the potential for aircraft noise and vibration effects under the proposed increased operations in Attachment 2 of this termination package and the Final Environmental Impact Study at Appendix A1, sections A1.3.9 and A1.3.11. Later, this approach was supported in an 11 September 2018 letter from the Department of the Interior, which noted that "It seems unlikely that the extreme noise generated by Growlers imposes significant kinetic energy to harm structural integrity of the predominantly wood-framed structures in the Reserve, especially relative to natural events such as the high winds that routinely buffet the island."). In Attachment 2 of this termination package, the Navy reviewed available literature and outside studies, including the 2016 NPS noise measurement at the Reuble Farmstead and Ferry House, and concluded that it is unlikely that Growler noise would create sound pressure levels capable of damaging structures through vibrational impacts. See pages 62-63 of Attachment 2.

In its Finding of Effects Determination, the Navy proposed certain resolution options: Supporting policies in place to minimize noise effects of flight operation in the community, continued collaboration with the county and community on the purchase of conservation easements, funding informational kiosks at all nine potentially affected areas, increased support to REPI and encroachment management programs, and historical property inventory undertakings.

The SHPO responded to the Navy's letter on June 27, 2018 by acknowledging the receipt of the materials and concurred with the Navy's determination of adverse effect. The SHPO also stated next steps required further consultation and the development of a Memorandum of Agreement (MOA) to address the adverse effect. Finally, the SHPO also requested correspondence or comments received from concerned tribes or other consulting parties.

The Navy has continued to consult with the SHPO, the ACHP, tribes, and consulting parties regarding the MOA to mitigate adverse effects as part of its NHPA Section 106 consultation. On July 24, 2018, the Navy provided the parties with a consultation plan and information regarding the first of several further consultation meetings regarding resolution of the adverse effects of the undertaking.

Consultation has been conducted with these organizations because they have demonstrated interest in the effects of the undertaking on historic properties. Consultation also is being conducted with individuals interested in this undertaking and the potential adverse effects to historic properties. The APE was refined in consideration of comments received by the consulting parties and now includes all of ELNHR. Information received through the consultation also was considered by the Navy in evaluating potential effects to historic properties, particularly with regard to noise and vibration effects to off-installation resources.

As mentioned previously, the Navy initiated Section 106 consultation with the eight federally recognized tribes regarding the Proposed Action and its effects on historic properties at NAS Whidbey Island. The Tribes have received all of the consultation letters previously discussed and have been notified and provided consultation materials for the MOA development.

The following tribes were contacted on October 10, 2014:

- Jamestown S’Klallam Tribe
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

The Samish Indian Nation responded on October 28, 2014, indicating that the Samish Indian Nation was not interested in consulting for cultural resources at this time.

The Navy sent a second letter to the tribes on June 30, 2016. The letter provided information on the proposed definition of the APE, as well as enclosures identifying the NAS Whidbey Island site locations, Ault Field, the Seaplane Base, and the 2005 and 2013 Navy Noise Study DNL contours.

The Jamestown S’Klallam Tribe responded on August 1, 2016, indicating that with respect to cultural resources, the tribe has no comments regarding the EA-18G flight operations. They requested future consultation on projects regarding renovation, demolition, and construction of facilities at NAS Whidbey Island.

The Stillaguamish, Swinomish, Upper Skagit, and Jamestown S’Klallam all requested to remain informed throughout the consultation to develop the MOA. No other responses have been received to date from the tribes.

In keeping with 36 CFR 800.6, the Navy continued consultation with the consulting parties following the release of the Navy’s Determination of Effect on June 25, 2018. The Navy coordinated with ACHP, SHPO and other consulting parties to schedule the first of several meetings to discuss the adverse effects to the perceptual qualities of the landscape, to identify options in order to resolve the adverse effects, and to exchange information in an effort to develop a MOA. These meetings have resulted in robust discussions of the effects and options for resolution. Ultimately, from August 2018 through October 2018, the Navy conducted six consultation meetings with SHPO, the National Park Service (NPS), the Mayor of Coupeville, Island County Commissioners, the Trust Board for the Reserve, Citizens of Ebey’s Reserve, the Mayor of Port Townsend, the Washington Governor’s Office, David Day (citizen), and Kerry Lyste, Tribal Historic Preservation Officer for the Stillaguamish Tribe (together “consulting parties”) to identify appropriate measures to resolve the adverse indirect effect explained in the Navy’s determination of effect.

The first consulting party meeting occurred on August 2, 2018 and was led by CAPT Moore, CO, NAS Whidbey Island and Ms. Kendall Campbell, Naval Facilities. The meeting was held at the NPS facility in Coupeville. The purpose of this meeting was to review the consultation plan provided on July 24, 2018, to explain the NHPA process as well as the purpose and longevity of the MOA, to understand the roles and responsibilities of the consulting parties, and to discuss the Navy’s consultation schedule including the public review of the Final Draft MOA.

On August 20, 2018, the second consulting party meeting was led by CAPT Army, CO, NAS Whidbey Island, (who assumed command of NAS Whidbey Island from CAPT Moore in August 2018). Discussion focused on the Navy’s decision making process in which Ms. Lisa Padgett, Project Manager,

US Fleet Forces Command, and Ms. Kendall Campbell explained how the environmental review, historic property concerns, and public involvement would inform the Navy's good faith decision making process. Ms. Campbell and CAPT Army provided additional clarification on the scale and scope of the undertaking. Ms. Campbell summarized the resolution options and comments received from Mayor Hughes from the Town of Coupeville, Ms. Kristen Griffin, ELNHR Manager and Ms. Helen Price Johnson, Island County Commissioner

In the weeks before the third consultation meeting on September 4, 2018, correspondence from other consulting parties requested that Navy undertake mitigation measures that are outside the scope of the NHPA. These included selection of an alternative for FCLP operations that more evenly divided flight operations between the two airfields, provided funding for schools, and provided funding to purchase sound-cancelling headphones for farmworkers among others. At the September 4, 2018 meeting, the discussions were focused again on the scale and scope of the undertaking and progress was made on several potential good faith resolution options that were commensurate with the nature, scale, and scope of the undertaking's effects on contributing landscape features of the Central Whidbey Island Historic District, consistent with Navy's national defense mission, its NHPA responsibilities, and potentially within the Navy's fiscal authority to implement. The consulting parties discussed the matrix of 20 resolution options received from SHPO, ELNHR, NPS, Town of Coupeville, Coupeville Chamber of Commerce and Citizens of Ebey's Reserve.

On September 17, 2018, the consulting parties continued their discussion of the 20 resolution options. Specific discussion focused on Navy's limited authority to fund mitigation measures off Navy-owned property. Navy discussed the distinction between Department of Transportation funding authorities and Department of Navy within the Department of Defense. The Navy discussed how the intent of given options could be met in good faith within the limitations of Navy's fiscal authorities for each of the 20 resolution options on the matrix. Finally, the Navy discussed comments received from Ms. Kristen Griffin, ELNHR Trust Board Manager, Ms. Maryon Atwood, President of COER, and Mr. Roy Zip, NPS Operations Manager for ELNHR. At the conclusion of the meeting, a general consensus was reached on five options to carry forward in the preparation of a Draft MOA. However, the SHPO shared "continued concern with understanding how the Navy is giving back to the public" and expressed that "if a federal undertaking is taking something away from the citizenry then the federal agency has to give something back to the citizenry." This broadly compensatory approach fails to "avoid, minimize, or mitigate" the Navy's impact on the historic properties identified in Attachment 2.

A Draft MOA was prepared by the Navy and shared with the consulting parties at the fifth consulting party meeting on September 27, 2018. The Draft MOA focused on establishing a grant program through the NPS that complements the existing and very successful Ebey's Forever Grant. The proposed project to provide NPS funds for preservation projects under the grant program would double Ebey's Forever Grant annual grant budget, provide a GS-9 staff position to support administration of the grant program, provide funding for a landscape assessment to inform future decisions, commit to pursuing easements, and communicate volunteer opportunities within the Reserve. The Navy worked to modify and expand each of the five proposed resolution options to be responsive to the consulting parties' concerns and priorities.

In keeping the resolution proposals commensurate to the scale and scope of the effect to historic properties explained in Attachment 2, the Navy's draft MOA focused on "landscape preservation", offering \$250,000 to support preservation of landscape components in the five contributing landscapes identified as "adversely affected". In her October 8, 2018 edits to the Navy MOA, the SHPO altered the Navy's "landscape preservation" header to read "Barn and Historic Structure Rehabilitation" and required \$8 million dollars to support preservation "within Ebey's Historic Reserve and other historic properties in Whidbey Island which may include stabilizing historic barns, stabilizing and soundproofing historic structures."

Under the SHPO's proposal, the \$8 million dollars was not only available to be used wherever the SHPO believed necessary within Whidbey Island without reference to the five identified cultural landscapes, but if not used within five years it would revert back to the statewide Heritage Barn Program, further weakening the relevance of the mitigation to the alleged impact. This broad, unspecific proposal fundamentally failed to address the "avoid, minimize, or mitigate" requirement in NHPA by proposing that the Navy fund an uncertain and unspecified amount of needed modernization projects on historic properties on Whidbey Island and, potentially, within the State of Washington without reference to the identified adverse effect. Moreover, it sought to revisit the question of whether Navy activity would have a vibrational impact on historic properties after previously concurring with the Navy's June 2018 finding of adverse effect, in which the Navy noted that this was "unlikely."

In October, the Navy obtained approval from ASN (FMB, Comptroller) to use the Economy Act authorities as a funding mechanism to implement the MOA and coordinated with DOI legal counsel to ensure the ability of the NPS to accept funds under the terms of the MOA.

The Navy published the Draft MOA on October 22, as required by the Navy's Section 106 Consultation Plan and requested by ACHP and COER, and invited the public to express their views on resolving the adverse effect to historic properties prior to finalizing the MOA. As of this date, the Navy received over 70 comments which were considered in the re-drafting of the MOA. As the consultation continued to progress under Section 106, the Navy committed to working with the consulting parties, refining and updating the Draft MOA and provide the public the opportunity to express their views on the latest version of the Draft MOA.

During the sixth consulting party meeting on October 23, 2018, many of the consulting parties expressed displeasure at the release of the Draft MOA. CAPT Army met with SHPO, Mr. Jim Baumgart, Senior Policy Advisor to Gov. Inslee and Ms. Griffin, ELNHR Manager to address their concerns that funding was going to NPS and not directly to the local community. CAPT Army explained that some of the consulting parties' concerns and needs (i.e., economic concerns) were better addressed through other programs than the NHPA process and that the Economy Act was the Navy's means to accomplish mitigation for resolution of the indirect adverse effects in this NHPA process. The consulting parties were frustrated by the limitations of Navy's fiscal authority, the use of a funding mechanism via NPS for the grant program, and the Navy's inability to fund preservation projects anywhere on Whidbey Island outside of the affected area.

Ms. Griffin, ELNHR Manager, expressed the Trust Board's desire and preference to only fund priority projects that would provide a lasting benefit to the community. The funding discussion then transitioned into questioning the APE and the finding of indirect adverse effects to the perceptual qualities of the five landscapes. ACHP reiterated that the Navy is responsible to resolve the adverse effect, but that the regulations require an agency to define the APE that is proportional to the undertaking. CAPT Army explained that NHPA is not the last opportunity for engagement on operational concerns and he reiterated that he is committed to continue to work in good faith with the community. However, SHPO stated that since the parties were at an impasse regarding the APE and adverse effect, she cannot sign the MOA at this time. Mayor Hughes, from the Town of Coupeville, and Ms. Griffin also stated that they would decline to sign the MOA at this time.

Since the October 23, 2018 meeting, CAPT Army and Ms. Campbell had numerous conversations with: Mayor Hughes, from the Town of Coupeville, Ms. Griffin, ELNHR Manager, Roy Zipp, the NPS Operations Manager of ELNHR, Helen Price Johnson, the Island County Commissioner, and SHPO. In an effort to address community concerns and provide mitigation measures more aligned with ELNHR and NPS priorities, Navy suggested draft MOA changes that retained the NPS priority of a southern gateway,

but eliminated some other proposals and replaced them with funding a preservation project to the Ferry House, a publicly owned structure and top priority for ELNHR. Encouraged by positive reactions to this proposal from Mayor Hughes, from the Town of Coupeville, and Ms. Griffin, ELNHR Manager, CAPT Army delivered a new draft MOA to the consulting parties with these revised terms on November 7, 2018.

On November 13, 2018, both the Trust Board of Ebey's Landing Historic National Reserve and the Board of the Town of Coupeville voted to non-concur with the revised draft MOA. In a letter dated November 14, 2018, Kristen Griffin indicated the Trust Board of Ebey's Landing National Historic Reserve voted to non-concur with the revised draft MOA, (Attachment 5) because the Board felt the measures in the revised draft MOA were "not proportional to the adverse effect to the Central Whidbey Island Historic District" and instead proposed stabilization and rehabilitation projects requiring funding of \$5.8 million dollars. This proposal is not commensurate to the adverse effect for the undertaking, which increased occurrence of noise exposure affecting certain cultural landscape components in the historic district.

Over the course of these meetings, the consulting parties, including SHPO, continued to ask the Navy to mitigate what they refer to as impacts to the "quality of life" on Whidbey Island with resolution options that did not address the adverse effect of the undertaking.

While SHPO expressed interest in continued discussion, she ultimately declined to sign. On November 16, 2018, Navy received comments from the ACHP on the revised draft MOA suggesting Navy consider a higher amount of mitigation associated with the Ferry House, advocating Whidbey Island be designated a Sentinel Landscape, and additional funding for easements in the area. Navy reviewed these recommendations and responded to ACHP and SHPO on November 21, 2018 offering to provide a final list of appropriate, preservation-related projects that Navy would fund from an anticipated revised NPS estimate of projects related to the Ferry House, willingness to advocate for Whidbey Island to be designated a Sentinel Landscape, and commitment to seek additional funds and easements in fiscal year 2020 to focus on preservation of rural quality of the landscape. Navy concluded this offer to SHPO by requesting a phone call with SHPO on November 27, 2018 to discuss the specific projects at Ferry House. Navy needed concurrence on this offer by noon November 29, 2018 due to significant operational impacts to vital military construction and training that would result from further delay. Approximately 30 minutes after receiving the offer, SHPO responded that she may not be able to meet the deadline of November 29, 2018 due to meetings with the Governor, correspondence between Representative Larsen and Secretary Spencer, and her new understanding of the estimate provided by NPS for the Ferry House projects. Also on November 21, 2018, Roy Zipp from NPS indicated a cost estimate of Ferry house projects would likely be provided to Navy on Monday, November 26, 2018 after he consulted with a historic architect.

On November 27, 2018, the Navy received a list from NPS confirming Ferry House projects and cost estimates. During the week of November 27th, Navy personnel were in almost daily contact with Dr. Brooks by phone to discuss the terms of the proposed MOA. Navy conveyed its best and final offer to the parties on November 27, 2018, in which Navy agreed to provide funding to NPS for preservation projects for the Ferry House up to \$1 million dollars. Navy internal reports characterized the discussions between the parties during this week as "optimistic" as it appeared the parties had resolved their fundamental disagreement about the proposed mitigation, and all that remained was to reach agreement on the amounts and number of projects that would be funded under the MOA.

Navy requested the SHPO's response to this offer by 5pm NLT 1700 Pacific Time on November 29, 2018. On November 29, 2018, the SHPO rejected the Navy's offer, stating "I will not be signing the current Section 106 Memorandum of Agreement." At ACHP's recommendation, the Navy made one final call to the SHPO on November 30, 2018 to understand what the SHPO would need to see in the MOA in order to sign. The SHPO stated that the MOA should include: \$2 million for the Ferry House, \$2 million for Coupeville Wharf, and the mitigations requested by the Trust Board of the Reserve in their letter to

CAPT Army of November 14, 2018 (1. \$2 million for a project to stabilize historic concrete structures in Fort Casey and Fort Ebey State Parks; 2. \$2 million for structural rehabilitation of Coupeville Wharf; and 3. \$1.8 million for structural and security improvements to the historic Ferry House).

The Navy has attempted to keep the SHPO and other consulting parties focused on appropriate mitigations to the historic properties identified as being adversely impacted in the June 2018 Findings document. The SHPO's and other parties' continued insistence on seeking resolutions not commensurate to the indirect adverse effects on historic properties and landscapes outlined in the Navy's determination has resulted in an impasse.

List of Section 106 Correspondence and Supporting Documentation

Request to be Consulting Party and Response

February 22, 2014 – Citizens of Ebey’s Reserve – Request for Consulting Party Status

May 20, 2014 – Letter to Mr. Monson and Mr. Pickard

Definition of Undertaking and Invitations to Participate as Consulting Parties and Responses

October 10, 2014 – Letter to Advisory Council on Historic Preservation (ACHP)

October 10, 2014 – Letter to Washington State Historic Preservation Office (SHPO)

October 10, 2014 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

October 20, 2014 – Letter to Interested Parties

- Mayor Conrad, Town of Coupeville (letter provided)
- Mr. David Day
- Mayor Dudley, City of Oak Harbor
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Island County Historical Society
- Mr. Michael Monson and Ms. Maryon Attwood
- Operations Manager, National Park Service, Fort Casey
- PBY Memorial Foundation
- Seattle Pacific University – Camp Casey
- Trust Board of Ebey’s Landing National Historical Reserve
- Mr. Aubrey Vaughan, Island County Commissioner
- Washington State Parks – Northwest Region Office

October 23, 2014 – SHPO Response Letter to Captain Nortier

October 23, 2014 – Mr. David Day Response Letter to Captain Nortier

October 28, 2014 – Samish Indian Nation Response Email to K. Campbell

October 28, 2014 – Mr. Michael Monson and Ms. Maryon Attwood Response Letter to Captain Nortier

October 30, 2014 – Mr. Michael Monson and Ms. Maryon Attwood Response Letter to Captain Nortier
November 3, 2014 – National Park Service Operations Manager Response Letter to Captain Nortier
November 3, 2014 and November 4, 2014 – Trust Board of Ebey’s Landing National Historical Reserve Response Email to K. Campbell and Letter to Captain Nortier
November 4, 2014 – Email Response on Behalf of Commissioner Jill Johnson to K. Campbell
November 5, 2014 – Email Response on Behalf of Commissioner Price Johnson to K. Campbell
November 25, 2014 – Seattle Pacific University, C. Kispert Response Letter to K. Campbell

Proposed Area of Potential Effect Letters/Emails and Responses

June 30, 2016 – Letter to ACHP

June 30, 2016 – Letter to SHPO

June 30, 2016 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

June 30, 2016 – Letter to Interested Parties

- Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Operations Manager, National Park Service, Fort Casey
- Seattle Pacific University – Camp Casey
- Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

July 5, 2016 – Email from K. Campbell to Consulting Parties

July 5, 2016 – August 6, 2016 – Email Correspondence between NAS Whidbey Island and Town of Coupeville

July 6, 2016 – SHPO Correspondence

- Letter to SHPO to confirm entry into Washington Information System for Architectural and Archaeological Records Data (WISAARD) from T. Schwartz

- Email from SHPO to K. Campbell and Email from K. Campbell Noting Receipt of Letter from WA SHPO
- Letter from SHPO dated 7 July 2016 (*Please note – this was part of an email dated July 6, 2016.)
- Email from K. Campbell Providing Information to Team Members

July 12, 2016 – Letter to Interested Parties

- Mr. Richard Hannold, Island County Commissioner (letter provided)
- Jefferson County Historical Society
- Mayor Stinson, City of Port Townsend

July 22, 2016 – Citizens of Ebey’s Reserve Response Letter to Captain Moore

August 1, 2016 – Jamestown S’Klallam Tribe Response Letter to K. Campbell

August 10, 2016 – ACHP Response Letter to Captain Moore

August 16, 2016 – City of Port Townsend Response Letter to Captain Moore

August 25, 2016 – Town of Coupeville Response Letter to Captain Moore

September 1, 2016 – Citizens of Ebey’s Reserve Response Letter to K. Campbell

September 28, 2016 – Trust Board of Ebey’s Landing National Historical Reserve to K. Campbell

Clarification of Section 106 Process Letters/Emails and Responses

August 31, 2016 – Letter to ACHP

August 31, 2016 – Letter to SHPO

August 31, 2016 – Letter to Federally Recognized American Indian Tribes and Nations and Interested Parties

Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

Interested Parties

- Citizens of Ebey’s Reserve
- Mayor Hughes, Town of Coupeville
- Mr. David Day

- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Operations Manager, National Park Service, Fort Casey
- Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

September 1, 2016 – Email from K. Campbell to Consulting Parties

September 30, 2016 – SHPO Response Letter to K. Campbell

Public Involvement in Section 106 for the Continuation and Increase of EA-18G Operations at Naval Air Stations Whidbey Island, Island County, Washington

November 10, 2016 – Letter to ACHP

November 10, 2016 – Letter to SHPO

November 10, 2016 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

November 10, 2016 – Letter to Interested Parties

- Mr. Pickard, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve

- Washington State Parks – Northwest Region Office

November 14, 2016 – Email to SHPO from T Schwartz noting letter dated November 10, 2016

January 3, 2017 – National Park Service Email and Letter to K. Campbell

January 25, 2017 – SHPO Response Letter to Rear Admiral Mayes and transmittal email

Continuing Section 106 Consultation on the Definition of the Area of Potential Effect for the Proposed Increase in EA-18G Growler Operations

May 1, 2017 – Letter to ACHP

May 1, 2017 – Letter to SHPO

May 1, 2017 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

May 1, 2017 – Letter to Interested Parties

- Mr. Pickard, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Jefferson County Historical Society
- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

May 10, 2017 – SHPO Response Letter to Captain G.C. Moore
June 14, 2017 – Letter to SHPO from Captain G.C. Moore

July 14, 2017 – SHPO Response Letter to Ms. Campbell

Continuing Section 106 Consultation on the Definition of the Area of Potential Effect for the Proposed Increase in EA-18G Growler Operations

July 14 2017 – Letter to ACHP

July 14, 2017 – Letter to SHPO

July 14, 2017 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington

- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

July 14, 2017 – Letter to Interested Parties

- Mr. Pickard, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Jefferson County Historical Society
- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

July 14, 2017 – SHPO Response Letter to Ms. Campbell

Continuing Section 106 Consultation on the Proposed Methodology to Identify Historic Properties in the APE.

July 19, 2017 – Letter to ACHP

July 19, 2017 – Letter to SHPO

July 19, 2017 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington

- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

July 19, 2017 – Letter to Interested Parties

- Mr. Pickard, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Jefferson County Historical Society
- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

Continuing Section 106 Consultation for the Proposed Increase in EA-18G Growler Operations at Naval Air Station Whidbey Island, Island County, Washington

October 2, 2017 – Letter to ACHP

October 2, 2017 – Letter to SHPO

October 2, 2017 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

October 2, 2017 – Letter to Interested Parties

- Mr. Pickard, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Jefferson County Historical Society

- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

Request for Section 106 Consultation on the Finding of Adverse Effect to Historic Properties for the Proposed Increase in EA-18G Growler Operations at Naval Air Station Whidbey Island, Island County, Washington

June 25, 2018 – Letter to SHPO

June 27, 2018 – SHPO Response Letter to Ms. Campbell

Continuing Section 106 Consultation on the Finding of Adverse Effect to Historic Properties for the Proposed Increase in EA-18G Growler Operations at Naval Air Station Whidbey Island, Island County, Washington

June 25, 2018 – Letter to ACHP

June 25, 2018 – Letter to Federally Recognized American Indian Tribes and Nations

- Jamestown S’Klallam Tribe (letter provided)
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

June 25, 2018 – Letter to Interested Parties

- Ms. Maryon Attwood, Citizens of Ebey’s Reserve (letter provided)
- Mayor Hughes, Town of Coupeville
- Mr. David Day
- Mr. Richard Hannold, Island County Commissioner
- Ms. Helen Price Johnson, Island County Commissioner
- Ms. Jill Johnson, Island County Commissioner
- Jefferson County Historical Society
- Mr. Roy Zipp, Operations Manager, National Park Service, Fort Casey
- Mr. Darrell Jacobson, Seattle Pacific University – Camp Casey
- Mayor Stinson, City of Port Townsend
- Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve
- Washington State Parks – Northwest Region Office

Section 106 Determination of Effect for the EA-18G “Growler” Airfield Operations at the Naval Air Station Whidbey Island Complex

Attachment to June 25, 2018 consultation letters

Section 106 Consultation for the Resolution of Adverse Effects to Historic Properties and Development of Section 106 Memorandum of Agreement

July 24, 2018 – Email sent to Consulting parties

- Draft Agenda
- Consultation Plan

August 2, 2018 – First Meeting with Consulting Parties

- Agenda
- Consultation Plan and Draft Schedule

August 16, 2018 – Email from Ms. Maryon Attwood, Citizens of Ebey’s Reserve

August 16, 2018 – Email from Mayor Hughes, Town of Coupeville

August 17, 2018 – Letter from Wilbur Bishop, Trust Board of Ebey’s Landing Historic National Reserve

August 20, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

August 20, 2018 – Second Meeting with Consulting Parties

- Agenda
- Meeting Minutes from previous meeting
- Section 106 Resolution Options dtd 20 Aug 2018

August 20, 2018 – Email from Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve

August 21, 2018 – Email from Ms. Helen Price Johnson, Island County Commissioner

September 4, 2018 – Third Meeting with Consulting Parties

- Agenda
- Meeting Minutes from previous meeting
- Matrix with 20 Resolution Options to Discuss
- Letter from Dr. Allyson Brooks, Washington SHPO (August 24, 2018)

September 7, 2018 – Email from Ms. Kristen Griffin, Trust Board of Ebey’s Landing National Historical Reserve

September 11, 2018 – Email from Ms. Maryon Attwood, Citizens of Ebey’s Reserve

September 13, 2018 – Email from Mr. Roy Zipp, Operations Manager, National Park Service

September 14, 2018 – Email from Ms. Maryon Attwood, Citizens of Ebey’s Reserve

September 17, 2018 – Email amending earlier correspondence from Mr. Roy Zipp, Operations Manager, National Park Service

September 17, 2018 – Fourth Meeting with Consulting Parties

- Agenda
- Summary of Mitigation Options
- Meeting Minutes from previous meeting

September 20, 2018 - Email from Ms. Maryon Attwood, Citizens of Ebey's Reserve

September 26, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

September 26, 2018 – Email from Commissioner Helen Price-Johnson, Island County, WA

September 27, 2018 – Fifth Meeting with Consulting Parties

- Agenda
- Draft MOA
- Meeting Minutes from previous meeting

September 27, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

September 27, 2018 - Email from Ms. Maryon Attwood, Citizens of Ebey's Reserve

September 28, 2018 – Email from Kristen Griffin, Trust Board of Ebey's Landing National Historical Reserve

September 28, 2018 – Email from Roy Zipp, Operations Manager, National Park Service

October 8, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

October 16, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

October 16, 2018 - Email from Ms. Maryon Attwood, Citizens of Ebey's Reserve

October 22, 2018 – Email from Roy Zipp, Operations Manager, NPS

October 23, 2018 – Sixth Meeting with Consulting Parties

- Agenda
- Meeting Minutes from previous meeting

October 26, 2018 – Email from Ms. Kristen Griffin, Trust Board of Ebey's Landing National Historical Reserve

October 26, 2018 – Gov. Inslee Letter to Assistant Secretary of the Navy

November 8, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

November 14, 2018 – Letter from Ms. Kristen Griffin, Trust Board of Ebey's Landing National Historical Reserve (Separately to bundled PDF)

Public comments received on Draft MOA

November 16, 2018 – Email from Reid Nelson, ACHP

November 21, 2018 – Email from CAPT Army, CO NASWI to Washington SHPO and Reid Nelson, ACHP and consulting parties

November 21, 2018 – Email from Roy Zipp, NPS Operations Manager, NPS

November 21, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

November 23, 2018 - Email from Reid Nelson, ACHP

November 27, 2018 – Email from Roy Zipp, NPS Operations Manager, NPS

November 27, 2018 - Email from CAPT Army, CO NASWI to Dr. Allyson Brooks, Washington SHPO, Reid Nelson, ACHP and consulting parties

November 27, 2018 – Email from Dr. Allyson Brooks, Washington SHPO

November 29, 2018 – Letter from Dr. Allyson Brooks, Washington SHPO

November 30, 2018 – Emails (2) from Dr. Allyson Brooks, Washington SHPO

Section 106 Determination of Effect for the EA-18G “Growler” Airfield Operations at the Naval Air Station Whidbey Island Complex

Document for Public Distribution

The Navy has released this document summarizing consultation efforts with respect to Section 106 of the National Historic Preservation Act of 1966 (NHPA) for the increase in EA-18G “Growler” aircraft and airfield operations at NAS Whidbey Island. This document has been amended to include formatting corrections, removal of mapping of archaeological sites, which are not for public distribution (Appendices H and K) and references to independent non-governmental entities.

Public comments on the Section 106 consultation are accepted at any time. Written comments can be sent to the Navy to Kendall Campbell, Cultural Resource Program Manager at NAS Whidbey Island, via email at kendall.campbell1@navy.mil or through the mail at 1115 W. Lexington Drive, Oak Harbor WA 98278.

Executive Summary

The United States (U.S.) Department of the Navy (Navy) is continuing consultation and conducting an identification effort and determination of effect under Section 106 of the National Historic Preservation Act of 1966 (NHPA) for the increase in EA-18G “Growler” aircraft and airfield operations at Naval Air Station (NAS) Whidbey Island. The results of the Navy’s identification effort and determination of effects are reflected in the following document. In addition, this document summarizes consultation efforts for this undertaking under NHPA per 36 CFR 800 and presents information requested during previous consultations through correspondence and meetings conducted between October 2014 and October 2017.

The Navy has determined that the proposed undertaking is a “Historic Properties Adversely Affected”. The increased frequentness of noise exposure results in adverse indirect effects to characteristics of the Central Whidbey Island Historic District that currently make it eligible for the National Register of Historic Places (NRHP). Although the effects are intermittent, the proposed undertaking would result in an increased occurrence of noise exposure affecting certain cultural landscape components in the historic district—specifically, the perceptual qualities of five locations that contribute to the significance of the landscapes. The Navy finds no other adverse effects to historic properties from the proposed undertaking.

This documents describes how the Navy applied the criteria of adverse effect to historic properties within the area of potential effects (APE) and assessed whether the proposed undertaking may directly or indirectly alter the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property. As defined in consultation, the APE comprises four components:

- On-installation Direct Effect Areas: Areas on the installation where historic properties could be directly affected (i.e., by ground disturbance, demolition, or alteration).
 - On-installation Indirect Effect Areas: Areas within the installation bounded by the 65 decibel (dB) day-night average sound level (DNL) noise contours where historic properties could remain physically undisturbed but potentially subject to effects from the introduction of visual, atmospheric, or audible elements that occur when aircraft are seen or heard flying in the vicinity.
- Off-installation Indirect Effect Areas: Areas off installation within operational areas bounded by the 65 dB DNL noise contours and potentially subject to effects from the introduction of visual, atmospheric, or audible elements to the setting that occur when aircraft are seen or heard flying in the vicinity.
- Ebey’s Landing National Historical Reserve (ELNHR)

To minimize the adverse indirect effects of the proposed undertaking, the Navy would continue to implement current policies that are in place to minimize auditory, visual, and atmospheric effects of flight operation on the surrounding community, including the following:

- Implementing flight path noise abatement patterns that direct inter-facility flights away from land and directing pilots to keep aircraft above minimum flight altitude standards set by the Federal Aviation Administration (FAA).

- Publishing flight operations on a weekly basis to assist the public in making informed decisions about their activities.
- Utilizing Landing Signal Officers (LSOs) during Field Carrier Landing Practice (FCLP) training to ensure flight pattern integrity and proper sequencing of aircraft is maintained.
- Restricting ground operations and aircraft maintenance.
- Restricting high-power jet aircraft turns prior to noon on Sundays and daily between the hours of 10:00 p.m. and 7:30 a.m.
- Working with local municipalities to adopt appropriate land use zoning through the Navy's Air Installations Compatible Use Zones (AICUZ) and Readiness and Environmental Protection Initiative (REPI) programs.
- Training pilots to familiarize them with rules and noise abatement procedures, and instill attitudes that support positive community relations.
- Continually reviewing operational procedures to identify potential operational changes that reduce noise while supporting safe, effective, and economical mission execution.
- Participating in bi-annual community leadership forums to discuss issues between the installation and the local community.
- Monitoring airfield operations and striving to mitigate potential operational impacts during academic testing periods and important community events such as the Penn Cover Mussel Fest.
- Continuing to work with the Whidbey Camano Land Trust to collaborate on the purchase of conservation easements that serve to preserve the historic and scenic integrity of the cultural landscapes by lessening changes that affect the integrity of the Central Whidbey Island Historic District.

In addition to the above-mentioned measures to avoid and minimize adverse effects on historic properties in the Central Whidbey Island Historic District, the Navy offers the following mitigation measures as a starting point to consultation on resolution of adverse effects on historic properties under 36 Code of Federal Regulations (CFR) 800.6:

- Installation of informational kiosks and/or panels at entry points to the ELNHR at locations where the undertaking has adverse indirect effects to perceptual qualities that contribute to the significance of the ELNHR's contributing landscapes.
- Increased support to the REPI and encroachment management programs at NAS Whidbey Island for continued partnerships in acquiring conservation easements.
- The Navy proposes to enter into a cooperative agreement with the ELNHR to collaborate on a project to improve the efficacy and efficiency of online ELNHR historic property inventories. This agreement will ameliorate inconsistencies and update the ELNHR and Washington State historic property inventories and GIS databases for properties located within the ELNHR.

1 Introduction

The Navy proposes to continue and expand its existing Electronic Attack community at NAS Whidbey Island by operating additional Growler aircraft as appropriated by Congress. The Navy needs to effectively and efficiently increase electronic attack capabilities in order to counter increasingly sophisticated threats and provide more aircraft per squadron to give operational commanders more flexibility in addressing future threats and missions. The need for the proposed undertaking is to maintain and expand Growler operational readiness to support national defense requirements under Title 10, United States Code (U.S.C.) Section 5062.

Due to the complexity of the proposed undertaking, the Navy has conducted robust consultations with the Washington (WA) State Historic Preservation Officer (SHPO), the Advisory Council of Historic Preservation (ACHP), American Indian Tribes, representatives of local governments, and other interested parties. The Navy initiated consultation on October 14, 2014, and has continued consultation through correspondence and in-person meetings from June 2016 through October 2017. Key consultation steps have included correspondence and meetings to establish the proposed undertaking, to define the APE, to discuss the identification effort and methods, and to present an inventory of historic properties within the APE. In the fall of 2017, the Navy paused the identification and consultation effort in anticipation of changes to the scale and scope of the proposed undertaking that would potentially alter the APE and require revisions to the inventory.

Since the October 2017 consultation, the Navy has modified the proposed undertaking to account for changes to projected operational needs including a decrease in the projected number of pilots required in each squadron, a reduction in the total number of operations proposed, and the inclusion of additional operational scenarios under each alternative. These changes have resulted in revisions to the APE and revisions to the inventory.

2 Proposed Undertaking

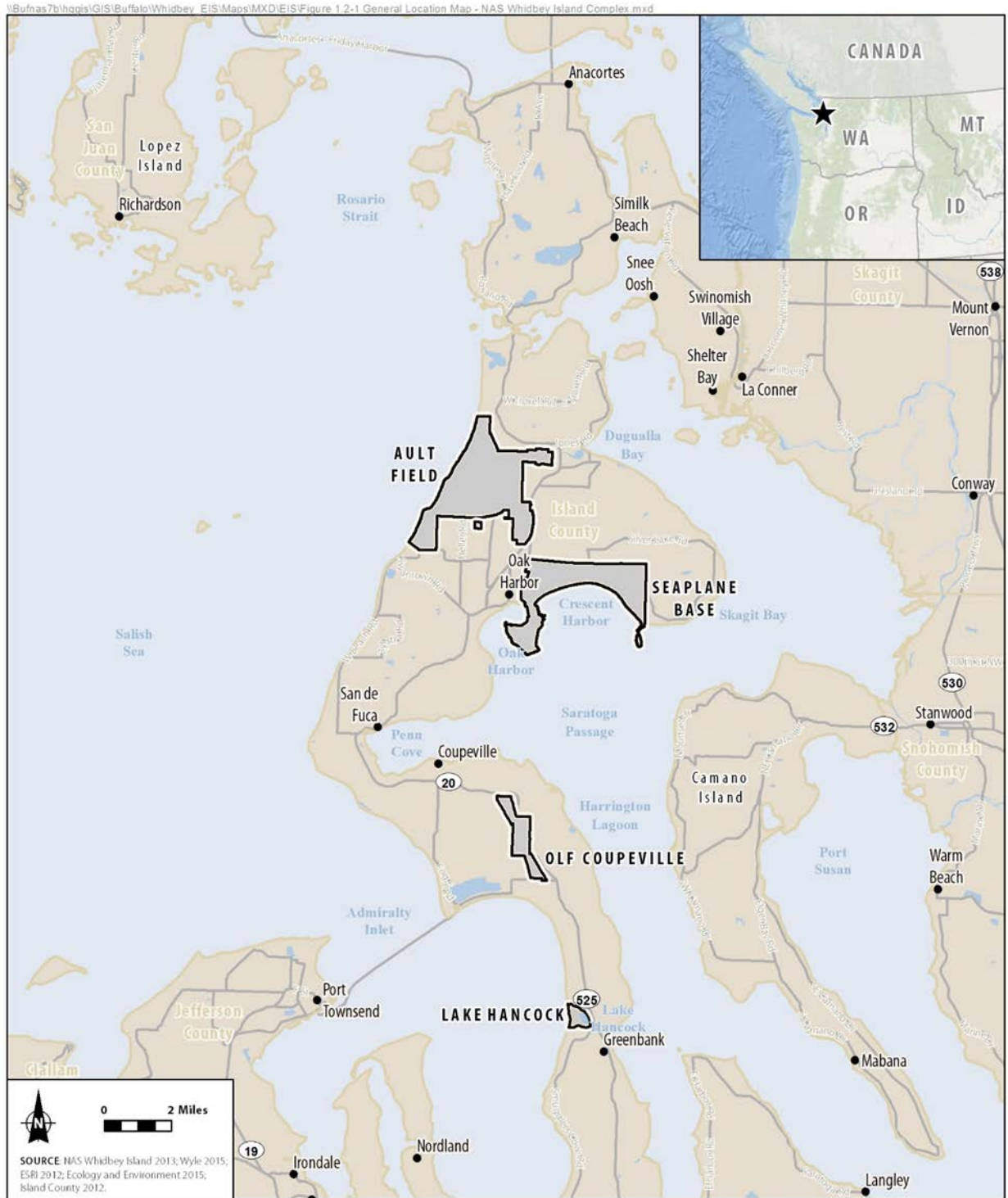
The U.S. Navy proposes to expand existing EA-18G “Growler” (Growler) operations at NAS Whidbey Island’s Ault Field and Outlying Landing Field (OLF) Coupeville (Figure 1). The purpose of the proposed undertaking is to continue and expand the Navy’s existing Electronic Attack community at NAS Whidbey Island by operating additional Growler aircraft as appropriated by Congress. The Navy needs to effectively and efficiently increase electronic attack capabilities in order to counter increasingly sophisticated threats and provide more aircraft per squadron to give operational commanders more flexibility in addressing future threats and missions. The need for the proposed undertaking is to maintain and expand Growler operational readiness to support national defense requirements under Title 10, U.S.C. Section 5062.

The mission of the Navy’s Growler aircraft is to suppress enemy air defenses and communications systems. Additionally, Navy Growlers disrupt land-based threats in order to protect the lives of U.S. ground forces. The Secretary of Defense directed that the tactical Airborne Electronic Attack (AEA) mission is the exclusive responsibility of the Navy. As a result, the Navy is the only U.S. military service to maintain a tactical AEA capability and is required to preserve and cultivate the expertise and knowledge of the Growler community. NAS Whidbey Island has served as the home base location for the Navy’s tactical Electronic Warfare community for more than 45 years and is currently the sole home base for the Navy’s entire tactical AES community in the U.S.

The November 2016 Draft Environmental Impact Statement (DEIS) for EA-18G “Growler” Airfield Operations at Naval Air Station Whidbey Island Complex evaluates the potential impacts of alternatives and operational scenarios based on the allocation of additional Growler aircraft between carrier and expeditionary squadrons and potential distribution of annual Growler FCLPs between Ault Field and OLF Coupeville. Since the Draft EIS was published, the Navy has modified the proposed undertaking to incorporate the following:

1. A reduced number of pilots to be assigned to Fleet Squadrons at NAS Whidbey Island (two fewer pilots per carrier squadron), which results in a decrease in overall projected flight operations.
2. The accelerated Fleet-wide introduction of new technology (e.g., Precision Landing Mode [PLM]) that will reduce the overall requirement for FCLP training at NAS Whidbey Island, and
3. Two additional FCLP distribution scenarios that may further mitigate noise impacts at Ault Field and OLF Coupeville.

The Navy announced these changes in a press release dated September 22, 2017. The information presented herein accounts for these changes. The changes are represented in the tables at the end of this section comparing the No Action Alternative to the three proposed alternatives and the various scenarios of flight operation including distribution of FCLPs between Ault Field and OLF Coupeville.



The proposed undertaking continues to include an increase in the number of EA-18G aircraft operating at NAS Whidbey Island as well as expand the number of total annual airfield operations at NAS Whidbey Island's primary airport, Ault Field, and FCLP operations at OLF Coupeville. Airfield operations specific to this undertaking include Growler takeoffs and landings, inter-facility transit, and FCLP training at Ault Field and OLF Coupeville. Annual airfield operations at NAS Whidbey Island would increase by approximately 29 to 33 percent (depending on alternative and scenario selected) over the No Action Alternative to support the addition of 35 or 36 new aircraft assigned to Ault Field (Tables 1-3). See Sections 2.2 and 2.3 for more information on the proposed alternatives and scenarios.

The proposed increase in aircraft and personnel requires renovation and construction of facilities at Ault Field. No construction would be required at OLF Coupeville because it is capable of supporting increased operational requirements in its current state. Construction at Ault Field would take place in future years, and personnel and aircraft would arrive incrementally as aircraft are delivered by the manufacturer, personnel are trained, and families relocate.

Under any of the action alternatives, planned land disturbance for construction activities would be 10.1 acres. Once constructed, facilities and parking would add up to 2.3 acres of new impervious surface at the installation. Throughout construction, these alternatives would require temporary hangar facilities to support squadron functions until permanent facilities are completed. Once construction is complete, all temporary facilities would be removed. All three alternatives would require repairs to an inactive taxiway for aircraft parking in addition to expanded hangar space. All planned construction activities would occur on the north end of the flight line at Ault Field. New parking areas, maintenance facilities, and aircraft armament storage would be constructed along Enterprise Road at the north end of Charles Porter Road. Appendix A shows the locations of required facilities under each alternative, including:

- Temporary hangar facilities, which would be placed over existing impervious surface, that would be utilized throughout construction to support squadron functions until permanent facilities are completed. Upon completion of construction, all temporary facilities would be removed.
- Repairs would be made to an inactive taxiway for aircraft parking in addition to expanded hangar space.
- A two-squadron hangar would be constructed on the flight line adjacent to Hangar 5.
- Hangar 12 would be expanded to accommodate additional training squadron aircraft.
- Demolition of Building 115.

Table 1. Comparison of Modeled No Action Alternative and Alternative 1, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
Average Year Scenarios for Ault Field				
No Action	11,300	66,900	78,200	
Alternative 1, Scenario A (20% of FCLPs at Ault Field)				
Growler	6,100	67,000	73,100	
All Other Aircraft ^{4, 6}	0	14,200	14,200	
Total Airfield Operations	6,100	81,200	87,300	+9,100
Alternative 1, Scenario B (50% of FCLPs at Ault Field)				
Growler	15,500	65,600	81,100	
All Other Aircraft ^{4, 6}	0	14,200	14,200	
Total Airfield Operations	15,500	79,800	95,300	+17,100
Alternative 1, Scenario C (80% of FCLPs at Ault Field)				
Growler	24,900	64,400	89,300	
All Other Aircraft ^{4, 6}	0	13,900	13,900	
Total Airfield Operations	24,900	78,300	103,200	+25,000
Alternative 1, Scenario D (30% of FCLPs at Ault Field)				
Growler	9,200	66,600	75,800	
All Other Aircraft ^{4, 6}	0	14,200	14,200	
Total Airfield Operations	9,200	80,800	90,000	+11,800
Alternative 1, Scenario E (70% of FCLPs at Ault Field)				
Growler	21,700	64,800	86,500	
All Other Aircraft ^{4, 6}	0	13,900	13,900	
Total Airfield Operations	21,700	78,700	100,400	+22,200
Average Year Scenarios for OLF Coupeville				
No Action	6,100	400	6,500	
Alternative 1, Scenario A (80% of FCLPs at OLF Coupeville)				
Growler	24,900	0	24,900	
All Other Aircraft ^{4, 6}	0	400	400	
Total Airfield Operations	24,900	400	25,300	+18,800
Alternative 1, Scenario B (50% of FCLPs at OLF Coupeville)				
Growler	15,500	0	15,500	
All Other Aircraft ^{4, 6}	0	400	400	
Total Airfield Operations	15,500	400	15,900	+9,400
Alternative 1, Scenario C (20% of FCLPs at OLF Coupeville)				
Growler	6,200	0	6,200	
All Other Aircraft ^{4, 6}	0	400	400	
Total Airfield Operations	6,200	400	6,600	+100
Alternative 1, Scenario D (70% of FCLPs at OLF Coupeville)				
Growler	21,800	0	21,800	
All Other Aircraft ^{4, 6}	0	400	400	
Total Airfield Operations	21,800	400	22,200	+15,700
Alternative 1, Scenario E (30% of FCLPs at OLF Coupeville)				
Growler	9,300	0	9,300	
All Other Aircraft ^{4, 6}	0	400	400	
Total Airfield Operations	9,300	400	9,700	+3,200

Table 1. Comparison of Modeled No Action Alternative and Alternative 1, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
<i>Average Year Scenarios for the NAS Whidbey Island Complex</i>				
No Action Total	17,400	67,300	84,700	
<i>Alternative 1, Scenario A</i>				
Total Airfield Operations	31,000	81,600	112,600	+27,900
<i>Alternative 1, Scenario B</i>				
Total Airfield Operations	31,000	80,200	111,200	+26,500
<i>Alternative 1, Scenario C</i>				
Total Airfield Operations	31,100	78,700	109,800	+25,100
<i>Alternative 1, Scenario D</i>				
Total Airfield Operations	31,000	81,200	112,200	+27,500
<i>Alternative 1, Scenario E</i>				
Total Airfield Operations	31,000	79,100	110,100	+25,400

Source: Wyle, 2017

Notes:

- ¹ Three-digit numbers are rounded to nearest 100 if \geq to 100; two-digit numbers are rounded to the nearest 10 if \geq 10 or if between 1 and 9.
- ² Each FCLP pass = 2 operations (one arrival and one departure).
- ³ Other operations include Touch-and-Goes, Depart and Re-enter, and Ground Controlled Approaches.
- ⁴ All other aircraft include P-8A, H-60, C-40, and transient aircraft. The 400 other operations at OLF Coupeville are H-60 search and rescue helicopter operations.
- ⁵ An operation is defined as one arrival or one departure.
- ⁶ The number of operations fluctuates slightly between alternative and scenario due to randomness inherent in modeling.
- ⁷ The NAS Whidbey Island complex includes Ault Field and OLF Coupeville.
- ⁸ Scenario A: 20 percent of FCLPs conducted at Ault Field, and 80 percent conducted at OLF Coupeville; Scenario B: 50 percent of FCLPs conducted at Ault Field, and 50 percent conducted at OLF Coupeville; Scenario C: 80 percent of FCLPs conducted at Ault Field, and 20 percent conducted at OLF Coupeville; Scenario D: 30 percent of FCLPs conducted at Ault Field, and 70 percent conducted at OLF Coupeville; Scenario E: 70 percent of FCLPs conducted at Ault Field, and 30 percent conducted at OLF Coupeville.
- ⁹ Since the publication of the Draft EIS, two new operational scenarios for each action alternative have been added to the analysis. In addition, several updates were applied to the noise analysis, which included incorporation of Precision Landing Mode reducing overall airfield operations by approximately 20 percent across all scenarios and updating the number of pilots per squadron (reduction); see Section 1.13.

Key:

FCLP = field carrier landing practice
 OLF = outlying landing field

Table 2. Comparison of Modeled No Action Alternative and Alternative 2, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
<i>Average Year Scenarios for Ault Field</i>				
No Action	11,300	66,900	78,200	
<i>Alternative 2, Scenario A (20% of FCLPs at Ault Field)</i>				
Growler	5,900	67,900	73,800	
All Other Aircraft ^{3, 5}	0	14,200	14,200	
Total Airfield Operations	5,900	82,100	88,000	+9,800
<i>Alternative 2, Scenario B (50% of FCLPs at Ault Field)</i>				
Growler	14,800	66,500	81,300	
All Other Aircraft ^{3, 5}	0	14,200	14,200	
Total Airfield Operations	14,800	80,700	95,500	+17,300
<i>Alternative 2, Scenario C (80% of FCLPs at Ault Field)</i>				
Growler	23,700	65,400	89,100	
All Other Aircraft ^{3, 5}	0	14,100	14,100	
Total Airfield Operations	23,700	79,500	103,200	+25,000
<i>Alternative 2, Scenario D (30% of FCLPs at Ault Field)</i>				
Growler	8,900	67,500	76,400	
All Other Aircraft ^{3, 5}	0	14,200	14,200	
Total Airfield Operations	8,900	81,700	90,600	+12,400
<i>Alternative 2, Scenario E (70% of FCLPs at Ault Field)</i>				
Growler	20,800	65,800	86,600	
All Other Aircraft ^{3, 5}	0	14,100	14,100	
Total Airfield Operations	20,800	79,900	100,700	+22,500
<i>Average Year Scenarios for OLF Coupeville</i>				
No Action	6,100	400	6,500	
<i>Alternative 2, Scenario A (80% of FCLPs at OLF Coupeville)</i>				
Growler	23,700	0	23,700	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	23,700	400	24,100	+17,600
<i>Alternative 2, Scenario B (50% of FCLPs at OLF Coupeville)</i>				
Growler	14,800	0	14,800	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	14,800	400	15,200	+8,700
<i>Alternative 2, Scenario C (20% of FCLPs at OLF Coupeville)</i>				
Growler	5,900	0	5,900	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	5,900	400	6,300	-200
<i>Alternative 2, Scenario D (70% of FCLPs at OLF Coupeville)</i>				
Growler	20,800	0	20,800	
All Other Aircraft ^{3, 5}	0	400	400	
Total Airfield Operations	20,800	400	21,200	+14,700
<i>Alternative 2, Scenario E (30% of FCLPs at OLF Coupeville)</i>				
Growler	8,900	0	8,900	
All Other Aircraft ^{3, 5}	0	400	400	
Total Airfield Operations	8,900	400	9,300	+2,800

Table 2. Comparison of Modeled No Action Alternative and Alternative 2, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
<i>Average Year Scenarios for the NAS Whidbey Island Complex</i>				
No Action Total	17,400	67,300	84,700	
<i>Alternative 2, Scenario A</i>				
Total Airfield Operations	29,600	82,500	112,100	+27,400
<i>Alternative 2, Scenario B</i>				
Total Airfield Operations	29,600	81,100	110,700	+26,000
<i>Alternative 2, Scenario C</i>				
Total Airfield Operations	29,600	79,900	109,500	+24,800
<i>Alternative 2, Scenario D</i>				
Total Airfield Operations	29,700	82,100	111,800	+27,100
<i>Alternative 2, Scenario E</i>				
Total Airfield Operations	29,700	80,300	110,000	+25,300

Source: Wyle, 2017

Notes:

- ¹ Three-digit numbers are rounded to nearest 100 if \geq to 100; two-digit numbers are rounded to the nearest 10 if \geq 10 or if between 1 and 9.
- ² Each FCLP pass = 2 operations (one arrival and one departure).
- ³ Other operations include Touch-and-Goes, Depart and Re-enter, and Ground Controlled Approaches.
- ⁴ All other aircraft include P-8A, H-60, C-40, and transient aircraft. The 400 other operations at OLF Coupeville are H-60 search and rescue helicopter operations.
- ⁵ An operation is defined as one arrival or one departure.
- ⁶ The number of operations fluctuates slightly between alternative and scenario due to randomness inherent in modeling.
- ⁷ The NAS Whidbey Island complex includes Ault Field and OLF Coupeville.
- ⁸ Scenario A: 20 percent of FCLPs conducted at Ault Field, and 80 percent conducted at OLF Coupeville; Scenario B: 50 percent of FCLPs conducted at Ault Field, and 50 percent conducted at OLF Coupeville; Scenario C: 80 percent of FCLPs conducted at Ault Field, and 20 percent conducted at OLF Coupeville; Scenario D: 30 percent of FCLPs conducted at Ault Field, and 70 percent conducted at OLF Coupeville; Scenario E: 70 percent of FCLPs conducted at Ault Field, and 30 percent conducted at OLF Coupeville.
- ⁹ Since the publication of the Draft EIS, two new operational scenarios for each action alternative have been added to the analysis. In addition, several updates were applied to the noise analysis, which included incorporation of Precision Landing Mode reducing overall airfield operations by approximately 20 percent across all scenarios and updating the number of pilots per squadron (reduction); see Section 1.13.

Key:

FCLP = field carrier landing practice
 OLF = outlying landing field

Table 3. Comparison of Modeled No Action Alternative and Alternative 3, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
<i>Average Year Scenarios for Ault Field</i>				
No Action	11,300	66,900	78,200	
<i>Alternative 3, Scenario A (20% of FCLPs at Ault Field)</i>				
Growler	5,900	67,700	73,600	
All Other Aircraft ^{3, 5}	0	14,100	14,100	
Total Airfield Operations	5,900	81,800	87,700	+9,500
<i>Alternative 3, Scenario B (50% of FCLPs at Ault Field)</i>				
Growler	14,800	66,600	81,400	
All Other Aircraft ^{3, 5}	0	13,900	13,900	
Total Airfield Operations	14,800	80,500	95,300	+17,100
<i>Alternative 3, Scenario C (80% of FCLPs at Ault Field)</i>				
Growler	23,700	65,200	88,900	
All Other Aircraft ^{3, 5}	0	14,000	14,000	
Total Airfield Operations	23,700	79,200	102,900	+24,700
<i>Alternative 3, Scenario D (30% of FCLPs at Ault Field)</i>				
Growler	8,900	67,300	76,200	
All Other Aircraft ^{3, 5}	0	14,100	14,100	
Total Airfield Operations	8,900	81,400	90,300	+12,100
<i>Alternative 3, Scenario E (70% of FCLPs at Ault Field)</i>				
Growler	20,700	65,600	86,300	
All Other Aircraft ^{3, 5}	0	14,000	14,000	
Total Airfield Operations	20,700	79,600	100,300	+22,100
<i>Average Year Scenarios for OLF Coupeville</i>				
No Action	6,100	400	6,500	
<i>Alternative 3, Scenario A (80% of FCLPs at OLF Coupeville)</i>				
Growler	23,700	0	23,700	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	23,700	400	24,100	+17,600
<i>Alternative 3, Scenario B (50% of FCLPs at OLF Coupeville)</i>				
Growler	14,800	0	14,800	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	14,800	400	15,200	+8,700
<i>Alternative 3, Scenario C (20% of FCLPs at OLF Coupeville)</i>				
Growler	5,900	0	5,900	
All Other Aircraft ³	0	400	400	
Total Airfield Operations	5,900	400	6,300	-200
<i>Alternative 3, Scenario D (70% of FCLPs at OLF Coupeville)</i>				
Growler	20,700	0	20,700	
All Other Aircraft ^{3, 5}	0	400	400	
Total Airfield Operations	20,700	400	21,100	+14,600
<i>Alternative 3, Scenario E (30% of FCLPs at OLF Coupeville)</i>				
Growler	8,900	0	8,900	
All Other Aircraft ^{3, 5}	0	400	400	
Total Airfield Operations	8,900	400	9,300	+2,800

Table 3. Comparison of Modeled No Action Alternative and Alternative 3, under All Scenarios (Average Year), Aircraft Operations at the NAS Whidbey Island Complex^{1, 5, 7, 8, 9}

<i>Aircraft Type</i>	<i>FCLP²</i>	<i>Other Operations³</i>	<i>Total</i>	<i>Total Change from No Action⁶</i>
Average Year Scenarios for the NAS Whidbey Island Complex				
No Action Total	17,400	67,300	84,700	
Alternative 3, Scenario A				
Total Airfield Operations	29,600	82,200	111,800	+27,100
Alternative 3, Scenario B				
Total Airfield Operations	29,600	80,900	110,500	+25,800
Alternative 3, Scenario C				
Total Airfield Operations	29,600	79,600	109,200	+24,500
Alternative 3, Scenario D				
Total Airfield Operations	29,600	81,800	111,400	+26,700
Alternative 3, Scenario E				
Total Airfield Operations	29,600	80,000	109,600	+24,900

Source: Wyle, 2017

Notes:

- ¹ Three-digit numbers are rounded to nearest 100 if \geq to 100; two-digit numbers are rounded to the nearest 10 if \geq 10 or if between 1 and 9.
- ² Each FCLP pass = two operations (one arrival and one departure).
- ³ Other operations include Touch-and-Goes, Depart and Re-enter, and Ground Controlled Approaches.
- ⁴ All other aircraft include P-8A, H-60, C-40, and transient aircraft. The 400 other operations at OLF Coupeville are H-60 search and rescue helicopter operations.
- ⁵ An operation is defined as one arrival or one departure.
- ⁶ The number of operations fluctuates slightly between alternative and scenario due to randomness inherent in modeling.
- ⁷ The NAS Whidbey Island complex includes Ault Field and OLF Coupeville.
- ⁸ Scenario A: 20 percent of FCLPs conducted at Ault Field, and 80 percent conducted at OLF Coupeville; Scenario B: 50 percent of FCLPs conducted at Ault Field, and 50 percent conducted at OLF Coupeville; Scenario C: 80 percent of FCLPs conducted at Ault Field, and 20 percent conducted at OLF Coupeville; Scenario D: 30 percent of FCLPs conducted at Ault Field, and 70 percent conducted at OLF Coupeville; Scenario E: 70 percent of FCLPs conducted at Ault Field, and 30 percent conducted at OLF Coupeville.
- ⁹ Since the publication of the Draft EIS, two new operational scenarios for each action alternative have been added to the analysis. In addition, several updates were applied to the noise analysis, which included incorporation of Precision Landing Mode reducing overall airfield operations by approximately 20 percent across all scenarios and updating the number of pilots per squadron (reduction); see Section 1.13.

Key:

FCLP = field carrier landing practice
 OLF = outlying landing field

2.1 Proposed Alternatives

The Navy is evaluating potential effects to historic properties from continuing and increasing airfield operations, establishing facilities and functions at Ault Field to support an expanded Growler mission, and associated personnel changes. Three alternatives are being considered for implementation of the undertaking, as well as the No Action Alternative (Table 4). The alternatives include:

Table 4. Aircraft, Personnel, and Dependents by Alternative for the Environmental Impact Statement for EA-18G Growler Airfield Operations at the Naval Air Station Whidbey Island Complex

<i>Alternative</i>	<i>Growler Aircraft Loading</i>	<i>Total Growler Aircraft</i>	<i>Growler Personnel Loading</i>	<i>Total Growler Personnel</i>	<i>Dependents</i>
No Action Alternative	9 carrier squadrons (45 aircraft) 3 expeditionary squadrons (15 aircraft) 1 Reserve Squadron (5 aircraft) 1 training squadron (17 aircraft)	82	517 Officer 3,587 Enlisted	4,104	5,627
Alternative 1	9 carrier squadrons (72 aircraft) 3 expeditionary squadrons (15 aircraft) 1 Reserve Squadron (5 aircraft) 1 training squadron (25 aircraft)	117 (+35)	597 Officer 3,842 Enlisted	4,439 (+335)	6,086 (+459)
Alternative 2	9 carrier squadrons (63 aircraft) 5 expeditionary squadrons (25 aircraft) 1 Reserve Squadron (5 aircraft) 1 training squadron (25 aircraft)	118 (+36)	619 Officer 4,113 Enlisted	4,732 (+628)	6,487 (+860)
Alternative 3	9 carrier squadrons (63 aircraft) 3 expeditionary squadrons (24 aircraft) 1 Reserve Squadron (5 aircraft) 1 training squadron (26 aircraft)	118 (+36)	597 Officer 3,848 Enlisted	4,445 (+341)	6,094 (+467)

No Action Alternative (Baseline for Comparison of the Action Alternatives)

The No Action Alternative represents the current existing and authorized conditions for Ault Field and OLF Coupeville. The No Action Alternative comprises factors such as aircraft loading, facility and infrastructure changes, changes in personnel levels, and the changes to the number of aircraft unrelated to the proposed undertaking that are expected to be fully implemented by 2021. The No Action Alternative takes into account platform changes and actions already consulted and currently being

implemented. The No Action Alternative does not meet the purpose and need of the Navy's Proposed Action (the proposed undertaking), but it does provide a benchmark of the existing and planned conditions against which to compare the potential effects to historic properties of the three action alternatives.

Alternative 1

Alternative 1 would expand carrier capabilities by adding three additional aircraft to each of the existing nine carrier squadrons and augmenting the Fleet Replacement Squadrons (FRS) with eight additional aircraft (a net increase of 35 aircraft). Alternative 1 would add an estimated 335 Navy personnel and 459 dependents to the region.

Alternative 2

Alternative 2 would expand expeditionary and carrier capabilities by establishing two new expeditionary squadrons, adding two additional aircraft to each of the nine existing carrier squadrons, and augmenting the FRS with eight additional aircraft (a net increase of 36 aircraft). Alternative 2 would add an estimated 628 Navy personnel and 860 dependents to the region.

Alternative 3

Alternative 3 would expand expeditionary and carrier capabilities by adding three additional aircraft to each of the three existing expeditionary squadrons, adding two additional aircraft to each of the nine existing carrier squadrons, and augmenting the FRS with nine additional aircraft (a net increase of 36 aircraft). Alternative 3 would add an estimated 341 Navy personnel and 467 dependents to the region.

2.2 Operational Scenarios and Field Carrier Landing Practice

The Navy introduced five sub-alternatives (referred to as "scenarios" A through E) in the Final EIS to analyze the potential effects from increased operations and the distribution of FCLP operations between Ault Field and OLF Coupeville. Each of the scenarios represents a varying distribution of Growler FCLP operations between Ault Field and OLF Coupeville, expressed as a percentage at each location. The percentages depicted are used for general description of the scenarios. See Table 5 for a summary of EA-18G Growler aircraft FCLP changes by alternative and scenario.

- **Scenario A** – Twenty percent of all FCLPs conducted at Ault Field and 80 percent of all FCLPs conducted at OLF Coupeville
- **Scenario B** – Fifty percent of all FCLPs conducted at Ault Field and 50 percent of all FCLPs conducted at OLF Coupeville
- **Scenario C** – Eighty percent of all FCLPs conducted at Ault Field and 20 percent of all FCLPs conducted at OLF Coupeville
- **Scenario D** – Thirty percent of all FCLPs conducted at Ault Field and 70 percent of all FCLPs conducted at OLF Coupeville
- **Scenario E** – Seventy percent of all FCLPs conducted at Ault Field and 30 percent of all FCLPs conducted at OLF Coupeville

Table 5. Comparison of FCLPs by Alternative at the NAS Whidbey Island Complex¹

<i>Alternative²</i>	<i>Ault Field</i>	<i>OLF Coupeville</i>	<i>Total FCLPs</i>
Alternative 1			
Scenario A (20/80 FCLP Split)	6,100	24,900	31,000
Scenario B (50/50 FCLP Split)	15,500	15,500	31,000
Scenario C (80/20 FCLP Split)	24,900	6,200	31,100
Scenario D (30/70 FCLP Split)	9,200	21,800	31,000
Scenario E (70/30 FCLP Split)	21,700	9,300	31,000
Alternative 2			
Scenario A (20/80 FCLP Split)	5,900	23,700	29,600
Scenario B (50/50 FCLP Split)	14,800	14,800	29,600
Scenario C (80/20 FCLP Split)	23,700	5,900	29,600
Scenario D (30/70 FCLP Split)	8,900	20,800	29,700
Scenario E (70/30 FCLP Split)	20,800	8,900	29,700
Alternative 3			
Scenario A (20/80 FCLP Split)	5,900	23,700	29,600
Scenario B (50/50 FCLP Split)	14,800	14,800	29,600
Scenario C (80/20 FCLP Split)	23,700	5,900	29,600
Scenario D (30/70 FCLP Split)	8,900	20,700	29,600
Scenario E (70/30 FCLP Split)	20,700	8,900	29,600
No Action Alternative	11,300	6,100	17,400

Notes:

- ¹ This table includes FCLP operations only. Total airfield operations include FCLPs as well as all other operations. Detailed airfield operations tabulated by airfield and alternative/scenario are provided in Sections 3.1 and 4.1.
- ² The FCLP percentages for each scenario that are expressed in this analysis are intended to analyze levels of operations at Ault Field and OLF Coupeville. The percentages are not intended to provide a firm division of FCLPs between airfields. Training requirements may require FCLPs that fall within a range of these operations.
- ³ FCLP operations may differ between alternative and scenario due to randomness inherent in modeling.

The FCLP percentages for each scenario that are expressed in this analysis are intended to analyze levels of total aircraft operations. The percentages are not intended to provide a firm division of FCLPs between airfields. From a purely operational perspective, the Navy would prefer to use OLF Coupeville for all FCLPs because it more closely replicates the carrier flight pattern and landing conditions at sea, and therefore provides superior training. However, because the Navy recognizes that noise impacts to the community are unavoidable, the Navy analyzed five operational scenarios at the expense of ideal training. For more information about the proposed alternatives and scenarios, see Section 2 of the EIS.

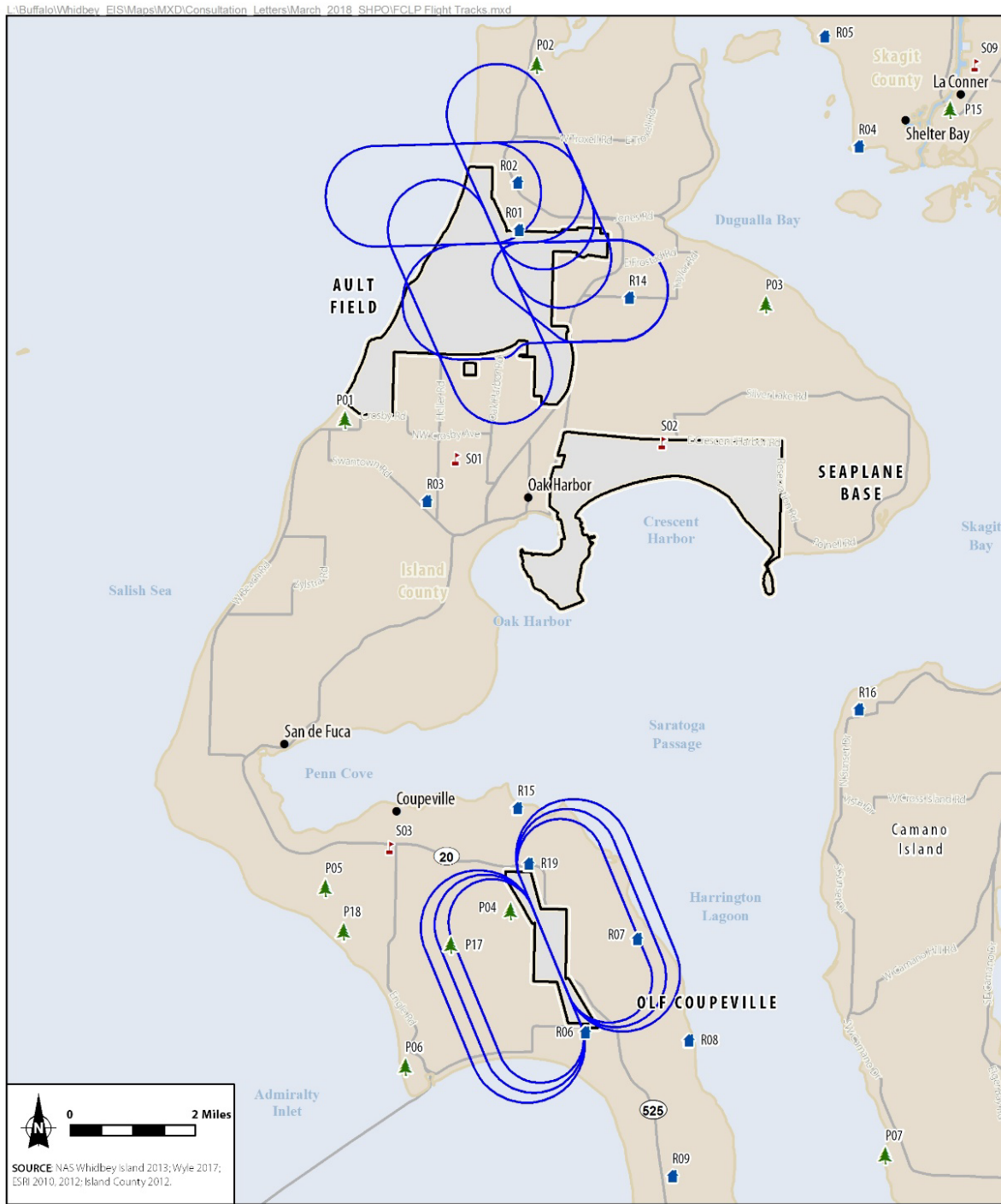
Currently, NAS Whidbey Island is home to nine carrier squadrons (45 aircraft), three expeditionary squadrons (15 aircraft), one expeditionary reserve squadron (five aircraft), one training squadron (17 aircraft), and an Electronic Attack Weapons School. The squadrons are defined as follows:

- **Carrier squadrons** deploy on aircraft carriers and conduct periodic FCLP to requalify pilots to land on aircraft carriers
- **Expeditionary squadrons** include the reserve squadron; because they deploy to overseas land-based locations, they do not normally require periodic FCLP prior to deployment
- **The training squadron**, also known as the Fleet Replacement Squadron, or FRS, is the training squadron responsible for “post-graduate” training of newly designated Navy pilots and Naval

qualification landings. The carrier qualification landings for each pilot need to occur within 10 days of operating from an aircraft carrier.

For several years, the Navy has been developing technology to make landing on a carrier easier and safer. This effort has resulted in the Navy's projected Fleet-wide implementation of PLM technology (also known as MAGIC CARPET, an acronym for Maritime Augmented Guidance with Integrated Controls for Carrier Approach and Recovery Precision Enabling Technologies). PLM is a flight control system that automates some controls to assist pilots with landing on aircraft carriers, resulting in a safer environment for Navy pilots. This technology will reduce the workload and training requirements for pilots to develop and maintain proficiency at shipboard landings. PLM holds great promise for making carrier landing safer through automation, which would reduce the amount of FCLP required. The potential training reduction for required FCLPs with the inclusion of PLM is estimated at 20 percent. This 20-percent reduction is reflected in the results of the updated noise analysis and incorporated into the current analysis of effects. The Navy is moving forward with an aggressive schedule to incorporate this technology into the Fleet, and the Navy expects that this will reduce FCLP training requirements in the next several years.

Finally, the FCLP pattern analyzed includes a change from a historical non-standard pattern to a standardized flight pattern. Runway utilization for FCLPs at Ault Field and OLF Coupeville depends primarily on prevailing winds and the performance characteristics of the Growler. In recent years, due to a non-standard flight pattern on OLF Coupeville Runway 14, the utilization of that runway has been significantly lower than Runway 32. The narrower non-standard flight pattern requires an unacceptably steep angle of bank for the Growler due to performance differences from the former Prowler flying the pattern. Consequently, the proposed undertaking includes the standardization of the training pattern at OLF Coupeville to allow the Growler to utilize both Runway 14 and Runway 32, depending on weather conditions (see Figure 3). For more information about runway utilization, see Section 3 of the EIS.



- City
- County Boundary
- Major Road
- Installation Area
- FCLP
- Points of Interest (POI)
- 🌲 Park
- 🏠 Residential
- 🏫 School

**FCLP Flight Tracks at
NAS Whidbey Island Complex**
Whidbey Island, Island County, WA

Figure 3 Proposed FCLP Flight Tracks at Ault Field and OLF Coupeville

2.3 Historical FCLP Operations at Ault Field and OLF Coupeville

The level of operations proposed under each alternative and scenario combination for this undertaking represents a return to past levels of operations occurring in the 1970s, 1980s, and 1990s at the NAS Whidbey Island complex, which ranged between 98,259 (in 2002) and 188,420 (in 1990) (Appendix B).

Electronic warfare has played a key role in combat operations since its introduction during World War II, and its importance continues to grow as potential adversaries invest in modern threat systems. From early in the installation's history, Ault Field and the Seaplane Base were identified as ideal locations for the rearming and refueling of Navy patrol planes and other tactical aircraft operating in defense of Puget Sound. On September 21, 1942, NAS Whidbey Island was formally commissioned. In support of the new naval air operations on Whidbey Island, OLF Coupeville became operational in 1943 to support practice approach/landings and emergency landings.

At the end of World War II, NAS Whidbey Island was chosen as the main, multi-type aircraft, all-weather naval support station in the Pacific Northwest and in 1951 was designated a Master Jet Station, which expanded its mission to include jet aircraft training and operations of carrier-based squadrons. The U.S. involvement in Vietnam saw NAS Whidbey Island's evolution into the Navy's home for its electronic attack aircraft. This period also saw the end of the seaplane era, with the last of the seaplane squadrons transferred to NAS Moffett Field, California in 1965. At the same time, NAS Whidbey Island announced it would receive the new A-6A Intruder platform, the first all-weather attack bomber. Effects of the arrival of the A-6A to NAS Whidbey Island were almost immediate, as these squadrons trained for deployments in Southeast Asia. Air operations at Ault Field increased 31 percent from 1966 to 1967. In 1967, OLF Coupeville became critical in assisting to mission success, and by 1969 nearly 40,000 FCLP operations were being conducted at OLF Coupeville. As a Master Jet Station, in 1971, NAS Whidbey Island received a new high-performance aircraft, the EA-6B Prowler, and became the home base of the AEA mission for the Navy. With the introduction of the Prowler, the Navy consistently averaged over 20,000 FCLP operations annually at OLF Coupeville through the remainder of the Cold War. OLF Coupeville continues to be critical to the AEA mission and provides the most realistic training for FCLP.

Since the arrival of the Intruder aircraft in 1966, the Navy has continuously used OLF Coupeville for FCLP training (Figure 4). Like all NAS Whidbey Island operations, previous FCLP operations at OLF Coupeville indicate periods of higher and lower activity, depending on Navy mission requirements. Prior to 1996, FCLP operations at OLF Coupeville ranged between approximately 11,782 and 39,246, with more than 20,000 FCLP operations per year in the late 1960s and in the late 1980s to early 1990s. Since 1996 and the sunset of the Intruder aircraft, FCLP operations at OLF Coupeville have ranged between 2,548 and 9,736 per year. In that time, NAS Whidbey Island has also seen the transition of the AEA aircraft from the Prowler to the Growler. The Growler began operations at NAS Whidbey Island in 2007, and the full transition from the Prowler to the Growler aircraft was completed on June 27, 2015. See Figure 5 and Appendix C for previous FCLP operations data between 1967 and 2016.

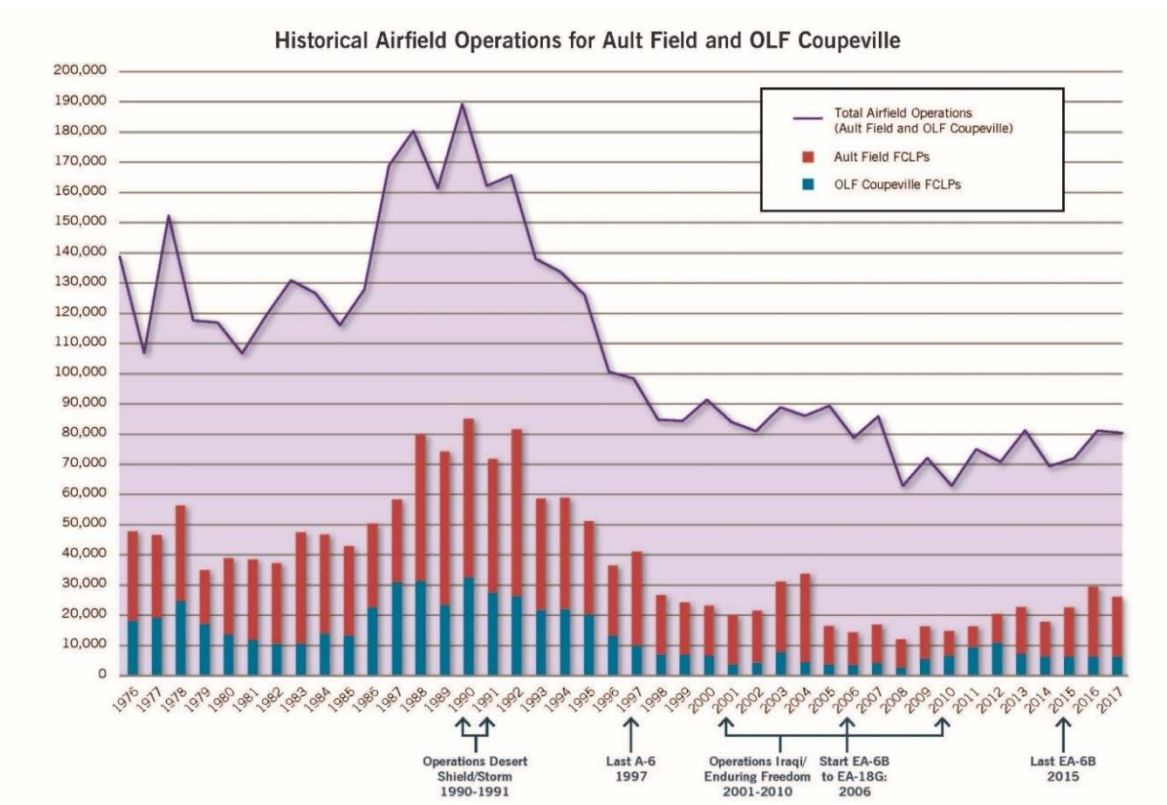


Figure 4 Previous Airfield Operations for Ault Field and OLF Coupeville

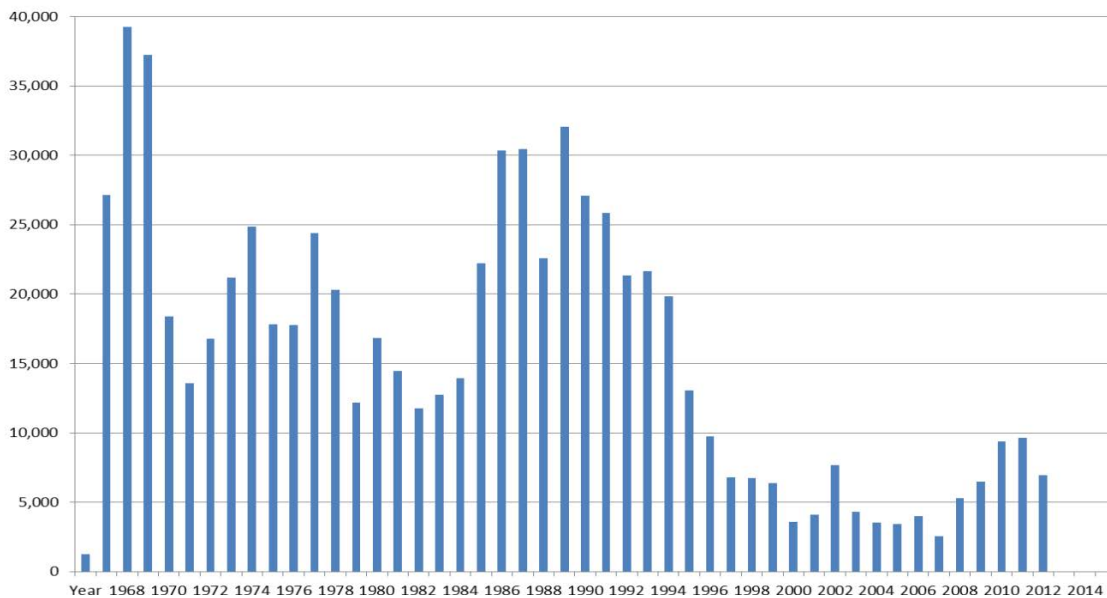


Figure 5 Previous FCLP Operations for OLF Coupeville

3 Definition of the Area of Potential Effects

The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist (36 CFR 800.16[d]). It includes effects that will occur immediately as well as those effects that are reasonably foreseeable. The APE was defined in consultation with the ACHP, SHPO, consulting parties, and American Indian tribes. Due to the complexity of the project and the wealth of comments from consulting parties, APE consultations spanned a year beginning in June 2016 and concluding in July 2017. See Appendix D for a summary of Navy consultation efforts from October 2014 through October 2017. The following is a short synopsis of the APE consultation.

The Navy provided a proposed definition of the APE to the ACHP, SHPO, consulting parties, and American Indian tribes and nations (tribes) on June 30, 2016. The Navy proposed to define the direct effect components of the APE as those areas where construction would occur on the installation. The Navy further proposed to define the indirect effect components of the APE as those areas on and off the installation within the 65 dB DNL noise contours from air operations at NAS Whidbey Island. The Navy noted at the time that a noise modeling study was in process for this undertaking. Upon completion of the noise modeling study, the Navy would utilize the resulting modeled noise contours for the APE and continue consultation. The results of the noise study were released in November 2016, and, in cooperation with the Draft EIS public meetings, the Navy invited the public to provide input on the proposed undertaking's potential effects to historic properties and the APE. The most conspicuous concern of the undertaking expressed in the public meetings was the potential for adverse indirect effects to historic properties from noise.

In correspondence dated May 1, 2017, the Navy conducted additional consultation concerning the definition of the APE; the results of the noise contours from the noise modeling study, which utilized NOISEMAP Version 7.2, were provided to all consulting parties. To fully evaluate the potential direct and indirect effects of the undertaking on historic properties, the APE was proposed to include the following three components:

- **On-installation Direct Effect Areas:** Areas on the installation where historic properties could be directly affected (e.g., by ground disturbance, demolition, or alteration) (Figure 6).
- **On-installation Indirect Effect Area:** Areas within the installation bounded by the 65 dB DNL noise contours where historic properties could remain physically undisturbed but potentially subject to effects from the introduction of visual, atmospheric, or audible elements.
- **Off-installation Indirect Effect Area:** Areas off installation, within operational areas potentially bounded by the 65 dB DNL noise contours and potentially subject to effects from the introduction of visual, atmospheric, or audible elements to the setting.



Figure 6 Direct Area of Potential Effects

Additional information was provided in July 2017 to address concerns that the APE fully encompasses any historic properties with a potential to be affected by the undertaking, specifically from indirect effects of airfield operational noise. The Navy recognized that aircraft noise may adversely affect the setting of certain noise-sensitive historic properties for short periods of time when the aircraft are operating in the vicinity and noted that the 65 dB DNL noise contour selected for the APE included the most expansive aggregate noise contour. The aggregate noise contour combined the land encompassed by the 65 dB DNL contour extending the largest distance from Ault Field and OLF Coupeville for each alternative. This thereby incorporated the largest overall area within the 65 dB DNL noise contours around Ault Field and OLF Coupeville. The May 1, 2017, letter also noted that the 65 dB DNL contour is generally accepted for the evaluation of potential effects to historic properties near airports, and its use to define the APE in Section 106 consultations is consistent with use by other federal agencies to evaluate potential impacts from change in noise, including the U.S. Environmental Protection Agency (USEPA), U.S. Department of Housing and Urban Development (HUD), the FAA, and the Department of Defense (DoD). Finally, the Navy also indicated its intention to include the whole of the ELNHR within the APE analysis.

The DNL metric is the current standard for assessing potential effects to historic properties because it factors the number, frequency, and energy (loudness) of noise events. The DNL metric is a cumulative measure and represents long-term noise exposure rather than a sound level heard at any given time, which makes it appropriate for assessing long-term direct and indirect auditory, visual, and atmospheric effects to historic properties. The DNL values are average quantities, mathematically representing the continuous sound level that would be present from all of the variations in sound level that occur over a 24-hour period. For more information about noise metrics and modeling, see Section 3.2.2 and Appendix A of the EIS.

On October 2, 2017, the Navy notified the ACHP, SHPO, consulting parties, and tribes that the Navy was revising the noise analysis and would consult on changes to the APE and inventory once the revision was complete. There were changes in the scale and scope of the undertaking due to a decrease in the number of pilots required in each squadron and squadron composition, the inclusion of two new scenarios (Scenarios D and E), and the new noise analysis. The inclusion of this information resulted in a change in the airfield DNL noise contours. Since the defined APE is based on the 65 dB DNL contour line (with inclusion of the ELNHR boundary), the Navy has revised the APE to reflect the new aggregate 65 dB DNL contour line consistent with the methodology used in prior consultations. This resulted in a concurrent change in the inventory. The APE change as a result of the new noise analysis is illustrated in Figure 7, and the change in inventory is discussed in Section 5.

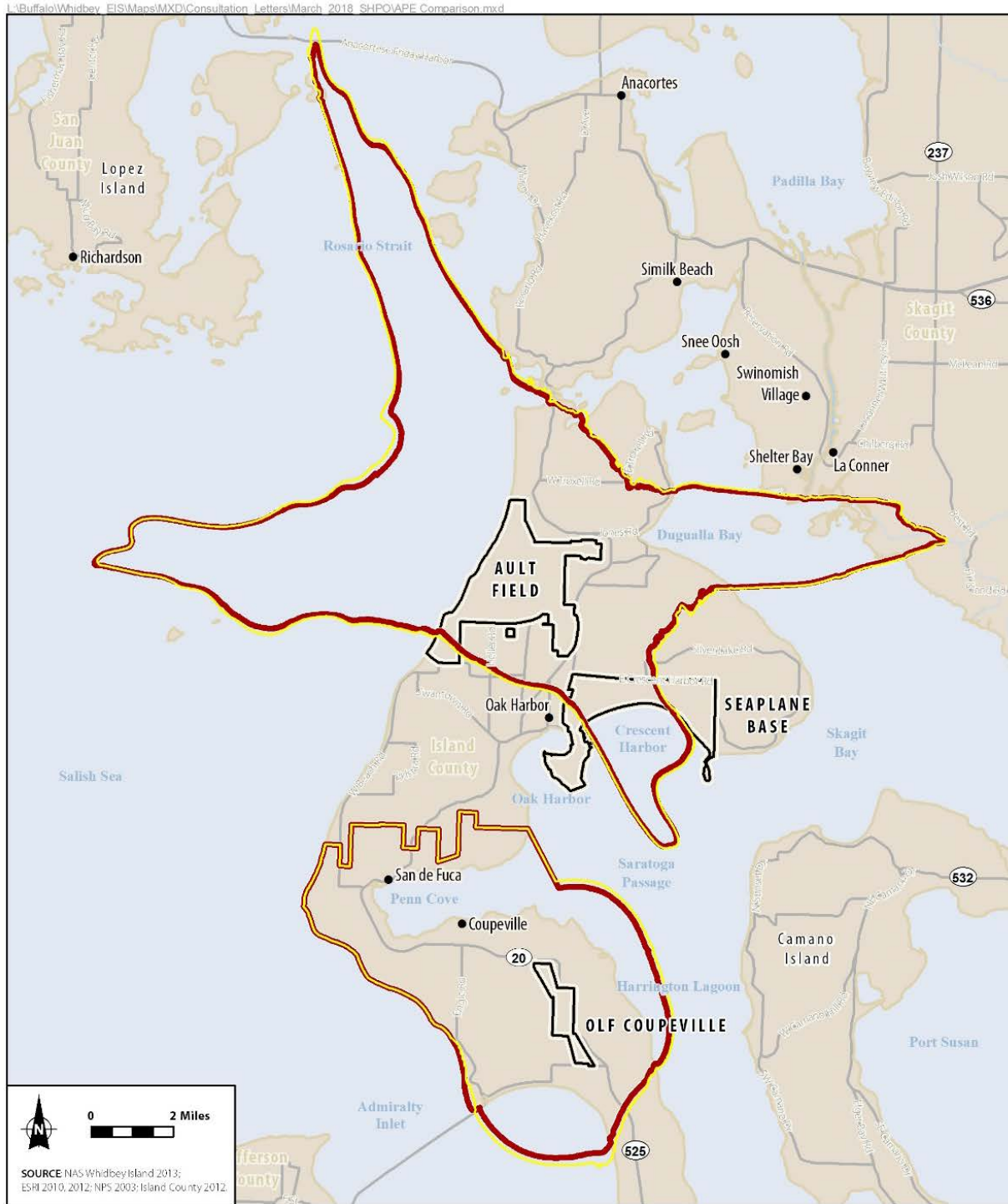


Figure 7 Amended Indirect Area of the APE

4 Cultural Context

Whidbey Island is located within the ethnographic territory of the Southern Coast Salish, a large native group consisting of speakers of two distinct Coast Salish languages: *Twana* or *Lushootseed*. Twana was spoken by the people of Hood Canal and its drainage. Lushootseed territory extended from Samish Bay in the north, south to the head of Puget Sound, and it was further divided into the Northern Lushootseed and Southern Lushootseed by differences in dialect. Before the treaties of 1854-1855, as many as 50 named groups were known to have lived in the Southern Coast Salish traditional cultural area (Suttles and Lane, 1990). Whidbey Island is located in the southwestern part of Northern Lushootseed territory and was home to several Southern Coast Salish tribes for numerous generations (Navy, 2016c).

The northern portion of the island is within the ethnographic territory of the Lower Skagit, speakers of a northern Lushootseed dialect. The Kikiallus and Squiamish, divisions of the Swinomish, also occupied the northern portion of Whidbey Island, including the area of Deception Pass (Snyder, 1974). Additionally, the K'lallam reportedly exploited resources along the west coast of Whidbey Island in the early historic period (Gibbs, 1855).

The waters of northern Puget Sound were used by the Coastal Salish people, and their subsistence practices centered on the exploitation of marine resources, although terrestrial resources were also heavily used. The most important food of the Southern Coast Salish was salmon; however, a number of shellfish species, including clams, cockles, oysters, saltwater snails, barnacles, crab, chitons, and mussels, also were gathered and eaten. Important terrestrial resources included blacktail deer and elk. Important plant resources collected during ethnographic times included camas, bracken, wapato, salmonberry, thimbleberry, trailing blackberry, blackcap, serviceberry, salal berry, red huckleberry, blueberry, and red and blue elderberry (Navy, 2016c; Suttles and Lane, 1990).

Forest resources also were used for wooden canoes, boxes, bowls, and spoons. Wood fibers were used to make basketry, cordage, mats, nets, blankets, and garments. Cattail and tule mats were made, along with robes of a variety of materials including woven mountain goat wool, deer hides, bear skins, and duck skins (Navy, 2016c). In the vicinity of Crescent Harbor and Oak Harbor, the Lower Skagit primarily fished for flounder and salmon, and harvested a variety of shellfish (Snyder, 1974). In general, resources on the island were exploited in the spring, summer, and fall, when groups would travel to various sites on the island where resources could be easily obtained as they became seasonally available.

By the 1790s, the first non-native groups entered Puget Sound. George Vancouver was one of the first to arrive, in 1792 (Suttles and Lane, 1990). At first, the settlers made little contact with the Southern Coast Salish due to the needs of the fur trade, which was their initial interest. However, by 1818, the U.S. and Great Britain opened up the territory, including lands within Puget Sound. Thirty years later, a treaty was signed between the U.S. and Great Britain to divide the territory, with the lands south of the boundary at the Strait of Juan de Fuca going to the U.S. (Navy, 2016c).

During the mid-1800s, the number of Euro-American settlements increased in the Washington Territory, which caused some conflict with the local tribes. As a result, Isaac Stevens, the first governor and superintendent of Indian Affairs of the Washington Territory, was authorized by the U.S. to negotiate with Washington tribes for the settlement of their traditional lands. Stevens negotiated eight treaties. As part of these treaties, the tribes reserved their rights to continue traditional activities on these lands.

Reservations also were established from the lands retained, after tribal lands were ceded to the U.S. Treaty rights, however, were reserved on lands beyond the reservations.

Industries such as timber and commercial fishing developed during the second half of the nineteenth century, as tribal members slowly moved onto reservations and white settlement grew. In 1850, the Donation Land Law was passed to give legal status to claims already made to promote settlement. Isaac N. Ebey was the first permanent white settler to file a claim as a result of this act. Settlement in the areas of Oak Harbor and Crescent Harbor also occurred at this time, with brothers Samuel and Thomas Maylor arriving in 1852, followed soon after by Edward Barrington (although none filed claims until the 1860s) (NPS, 1980). In addition, the military began acquiring land for defense as early as 1850. This land, with an additional 150 acres on and around Admiralty Head, became the construction site of Fort Casey beginning in 1897 (Gilbert and Luxenberg, 1997).

In 1883, the Town of Coupeville was platted on Captain Thomas Coupe's 320-acre claim. One year later, the town had stores, hotels, a school, a church, and numerous dwellings. Today's Front Street is representative of this late nineteenth century development. Coupeville is the second oldest city founded in the State of Washington (NPS, 2006a).

In addition to the Town of Coupeville, continued growth allowed for the construction of Fort Casey in the late 1890s; it served as part of a defense system to guard Puget Sound (NPS, 1980). Much of the infrastructure associated with Fort Casey has been in place since 1906 (NPS, 2006a). Fort Casey Military Reservation, along with Fort Flagler and Fort Worden, was part of a three-fort defense system designed to protect the entrance to Puget Sound (Gilbert and Luxenberg, 1997). Starting in 1895, Dutch homesteaders began to arrive and settle in the Oak Harbor area. By 1897, more than 200 Dutch had settled in north Whidbey, particularly in the area of Clover Valley, which is today Ault Field (Neil, 1989). This community of Dutch settlers began potato and dairy farms on Whidbey Island (Navy, 2016c). By the turn of the century, the Puget Sound basin was established as the urban center of the northwest, and Whidbey Island became a vacation spot for the mainlanders (Navy, 2016c).

During this time, Island County's population doubled between 1900 and 1910, and continued to increase during the 1920s; the number of farms in the county also tripled between 1900 and 1920. In addition, military activity increased at Fort Casey with the construction of map rooms and gun escarpments during World War I (Gilbert and Luxenberg, 1997).

Naval buildup in the U.S. during the late 1930s required expansion of existing facilities and construction of new facilities on the West Coast. Beginning in 1939, Fort Casey also became active as the U.S. began to increase its military strength in reaction to events occurring in Europe (Gilbert and Luxenberg, 1997).

After the enactment of the Two-Ocean Navy Act, of 1940, the Chief of Naval Operations requested a list of potential locations for a new Pacific Coast base that could accommodate seaplanes, allow for expansion into land-based planes, and provide the necessary support services for ammunition, fuel, and personnel. Clover Valley and Crescent Harbor were selected, due in large part to their weather, described as a "sunshine oasis in the fog belt of Puget Sound" (Command History, 1945). An appropriation of \$3.79 million was made for the construction of NAS Whidbey Island in August of 1941, and construction began following the attack on Pearl Harbor. The mission of the two new bases on Whidbey Island was to provide facilities to operate and maintain two off-shore patrol squadrons, one inshore patrol squadron, and facilities for operating four additional squadrons. NAS Whidbey Island was formally commissioned on September 21, 1942 (Navy, 2016c).

Prior to the Navy's acquisition of land for the Seaplane Base and Ault Field (originally Clover Valley Field) in 1941, and for OLF Coupeville in 1943, the lands on Whidbey Island were rural, with open pasture land, dirt roads, and second-growth forested areas. Farms and their accompanying structures dominated the landscape, as the community of Oak Harbor had a population of fewer than 400 people. Before the early 1940s, these rural areas were subdivided into numerous lots ranging in size from 10 to nearly 180 acres. Ault Field contained approximately 120 such lots as of 1941, and roughly 85 rural or farm lots were located at the Seaplane Base (Hampton and Burkett, 2010; Navy, 2016).

OLF Coupeville, located on the south side of Penn Cove, was split between 16 landowners in 1937, before its acquisition by the Navy in 1943; construction was completed in 1944 (Navy, 2016c). For instance, the Kineth and Smith families had obtained large homestead tracts through the Homestead Act in the 1850s. The homesteads around OLF Coupeville contained fertile prairie lands, and farmers like the Kineth and Smith families prospered growing some of the best wheat crops on the island (Navy, 2017a). In fact, the northern portions of OLF Coupeville are located within the ELNHR because of the properties' overlap with some of the original land claims on Whidbey Island.

The outbreak of World War II brought more activity to Whidbey Island. Patrol planes based at NAS Whidbey Island flew long-range navigation training missions over the north Pacific. Buildings continued to be added to the original complement throughout World War II (Hampton and Burkett, 2010). In 1949, NAS Whidbey Island became a major Fleet support station and the only major station north of San Francisco and west of Chicago. This decision to make it a major Fleet support station, and the rising tensions of the Cold War in connection with the outbreak of the Korean War, resulted in the development of additional facilities and rehabilitation of existing structures in the early 1950s (Dames and Moore, 1994). This development centered on Ault Field, with the Seaplane Base taking a supporting role.

The 1950s also were characterized by the first operations of modern jet aircraft. In 1951, NAS Whidbey Island was designated a Master Jet Station. In order to provide long-range, nuclear-capable, strategic bombers from forward-based Pacific Fleet aircraft carriers, the Navy assigned heavy attack squadrons to NAS Whidbey Island beginning in 1956. In the latter half of the 1950s, NAS Whidbey Island also became the center of anti-submarine warfare in the Pacific Northwest (Navy, 2016c).

During the same time, the Fort Casey military reservation fluctuated between being an active training post and being on caretaker status. The property was put up for sale in 1954; Washington State Parks and Recreation Commission took over ownership of Admiralty Head at this time (Gilbert and Luxenberg, 1997).

During the early 1960s, the Seaplane Base continued as an active facility, but it was placed on standby status by 1966. Between 1965 and 1969, NAS Whidbey Island received the A6 Intruder squadrons, which transformed it into the sole training and operation center for these squadrons for use in the Pacific. The A6A Intruder training program included celestial and other navigational training, radar navigation, special weapons employment, bombing, and day/night carrier qualifications. This action increased air operations at Ault Field. In 1967, OLF Coupeville was reactivated for FCLPs (Navy, 2016c). Since that year, the Navy has continuously used OLF Coupeville for FCLP, with a peak of use between 1967 and 1971 and another peak in the late 1980s and early 1990s (*Argent v. United States*, 124 F.3d 1277).

In 1970, the Seaplane Base patrol operations were ended. By 1971, NAS Whidbey Island became the home base of tactical electronic warfare squadrons for naval aviation forces, a role that continues today

(Navy, 2016c). Two years later, in 1973, NAS Whidbey Island was formally established as a Functional Specialty Center, responsible for the training and operations of all medium attack squadrons of the Pacific Fleet and all of the Navy's tactical electronic warfare squadrons.

The Central Whidbey Island Historic District was listed on the NRHP on December 12, 1973. The original nomination form noted its state significance, a period of significance for the nineteenth century, and areas of significance including aboriginal (historic), agriculture, architecture, commerce, and military. The ELNHR (Ebey's Reserve) boundaries are the same as the Central Whidbey Island Historic District. Established under Section 508 of the Parks and Recreation Act of 1978, the Ebey's Reserve was created "to preserve and protect a rural community which provides an unbroken historic record from...19th century exploration and settlement in Puget Sound to the present time." The reserve is the only "historical reserve" in the National Park System. The lands included in the historic district today include approximately 17,400 acres, including Penn Cove. The district consisted of original donation land claims, locations listed in a Historic American Building Survey (HABS), Fort Casey, and structures displaying a cross-section of early domestic architecture (Cook, 1972).

By 1980, aviation units based at NAS Whidbey Island included six medium attack squadrons, nine tactical electronic warfare squadrons, and three Naval Air Reserve squadrons (Navy, 2016c). In 1980, an addendum to the NRHP nomination form for the Central Whidbey Island Historic District was developed to include the Clark House in a new location (Vandermeer, 1980). During the 1980s, NAS Whidbey Island squadrons provided electronic warfare support to U.S. naval forces operating around the world. NAS Whidbey Island then functioned as the main homeport for the Pacific Fleet of Prowler squadrons, which began the transition to Growler aircraft in 2008. The Seaplane Base has continued as a support facility to Ault Field (Navy, 2016c).

In 1998, an amendment to the Central Whidbey Island Historic District was completed. This amendment notes the property as a district, with private and public ownership, containing 103 contributing buildings, six sites, 286 structures, and one object. It identifies 79 contributing resources previously listed in the NRHP. The NRHP form notes significance under criteria A, B, and C, a period of significance from 1300 to 1945, and areas of significance in agriculture, architecture, commerce, recreation/tourism, ethnic heritage, exploration/settlement, education, religion, military, and politics and government. The amendment also identifies key cultural landscape components and characteristics, such as land use patterns, circulation systems, landscape organization, vegetation, and farm complexes (Gilbert and Luxenberg, 1997).

Ten contributing landscape areas were included as part of the 1998 amendment in order to represent four primary landforms and the Town of Coupeville. The ten contributing landscape areas are defined in the amendment as Ebey's Prairie, Crockett Prairie, Smith Prairie, San de Fuca Uplands, Fort Casey Uplands, East Woodlands, West Woodlands, Penn Cove, Coastal Strip, and Coupeville. The contributing landscapes possess character-defining qualities including:

- Patterns of Spatial Organization
- Natural Vegetation
- Land Use Categories and Activities
- Vegetation Related to Land Use
- Circulation

- Structures
- Cluster Arrangement
- Views and Other Perceptual Qualities

Historic land use patterns are shown to retain a high degree of integrity and represent the dominant values of agricultural lands, recreation and natural resource values of the shorelines, and community stability for the Town of Coupeville. Fifteen character views are noted within the nomination form, including views to or within Crockett's Prairie, Ebey's Prairie, Coupeville, Grasser's Lagoon, Penn Cove, Smith Prairie, Monroe's Landing, Fort Casey, and the Uplands (Gilbert and Luxenberg, 1997). These resources are eligible under NRHP criterion A for their association with agriculture, architecture, commerce, recreation/tourism, ethnic heritage (native people), exploration and settlement, education, religion, military, and politics and government; under NRHP criterion B for their association with Captain George Vancouver and Master Joseph Whidbey, the Ebey family, Captain Thomas Coupe, Judge Lester Still, and other individuals who contributed to the settlement and development of central Whidbey Island; and under NRHP criterion C because they comprise a cohesive cultural landscape that embodies the distinctive characteristics of types, styles, and periods of construction dating from the mid-nineteenth century to the present, reflecting associations with agricultural, military, commercial, residential, governmental, and recreational types of land use. (Gilbert and Luxenberg, 1997).

5 Inventory of Properties listed on or eligible to be Listed in the NRHP within the APE

There is a wealth of information about historic and pre-contact cultural resources on Whidbey Island. The Navy compiled a historic context bibliography of pertinent studies and literature, presented in Appendix E, for consultation in its July 19, 2017, letter updating its efforts to identify historic properties in the APE. The Whidbey Island community celebrates its local and national historic setting and is home to many federal, state, and local resource managers, including the National Park Service, the Navy, the ELNHR, and Washington State Parks and Recreation. Consequently, numerous archeological and architectural studies have been performed that provide a robust foundation for understanding the prehistoric and historic-era development in the APE.

Due to the nature of the direct and indirect potential effects from the proposed activities in the undertaking, along with the large number of cultural resource surveys available, the Navy did not conduct a full survey of historic properties in the APE; instead, it incorporates the existing substantial data, obtained from background research as presented in the historic context bibliography, consultation, and previous field investigations. In addition, since the majority of the area of the APE surrounding OLF Coupeville is incorporated into the boundary for the ELNHR, the Navy elected to utilize the most recent historic building inventory update of 2016 in its assessment along with the 2003 analysis of land use change and cultural landscape integrity. See Appendix E for a bibliography of pertinent source material.

In most cases, the results of architectural, historical, and archaeological studies have been included in the Washington State Department of Archaeology and Historic Preservation (WA DAHP) Geographic Information System (GIS) data. This inventory presents information gathered primarily from the WA DAHP GIS data set, the NRHP, NAS Whidbey Island records, and the 2016 ELNHR Historic Building Inventory Update. See Appendix F for a complete list of cultural resources within the APE, including those listed in the NRHP, the Washington Heritage Register, and the Washington State Historic Barn Register.

This inventory includes all historic properties within the APE regardless of property type or eligibility status. The Navy's identification effort has taken into consideration comments made to the Draft EIS and in Section 106 consultations. In addition, the inventory has been changed since the July 19, 2017, identification effort update as a result of the outcome of the new noise modeling and amended APE. Specifically, some properties at the boundary of the 65 dB DNL no longer fall within it, so they were removed from the inventory. See Appendix G for a list of properties that are no longer within the APE.

A large number of properties were also added to the inventory to ensure all properties on file at WA DAHP and on file with the ELNHR are considered. While both data sets overlap, the 2016 ELNHR Historic Building Update includes only those properties that are within the boundary of the reserve and that have been formally evaluated to determine whether they contribute to the historic significance of the reserve. Those evaluated properties are a small subset of historic structures within the ELNHR boundary that have been recorded by other entities and are on file at WA DAHP. The ELNHR 2016 inventory has not been updated in the WA DAHP database. To ensure all potentially indirectly affected properties are considered in this analysis, the inventory has been revised to include all properties recorded in the WA DAHP GIS data within the boundaries of the ELNHR in addition to those listed in the 2016 ELNHR Historic Building Update. Consequently, the inventory is smaller than that reported on July 19, 2017, which

presented the WA DAHP GIS data separately from the ELNHR inventory. See Appendix F for a full inventory of the APE.

While the WA DAHP GIS data are the most comprehensive available for the APE, some inconsistencies were noted where the DAHP GIS data overlap with NAS Whidbey Island and ELNHR data. This inventory has been corrected to reconcile differences between the WA DAHP GIS data and NAS Whidbey records. However, it has not been corrected to reconcile differences between the WA DAHP GIS data and 2016 ELNHR inventory. Consequently, duplicate listings for NAS Whidbey Island properties have been removed from this inventory, and determinations of eligibility have been updated while inconsistencies between the ELNHR 2016 inventory and the WA DAHP GIS data have not been updated. To ensure all ELNHR properties are accurately considered, the ELNHR properties were analyzed separately.

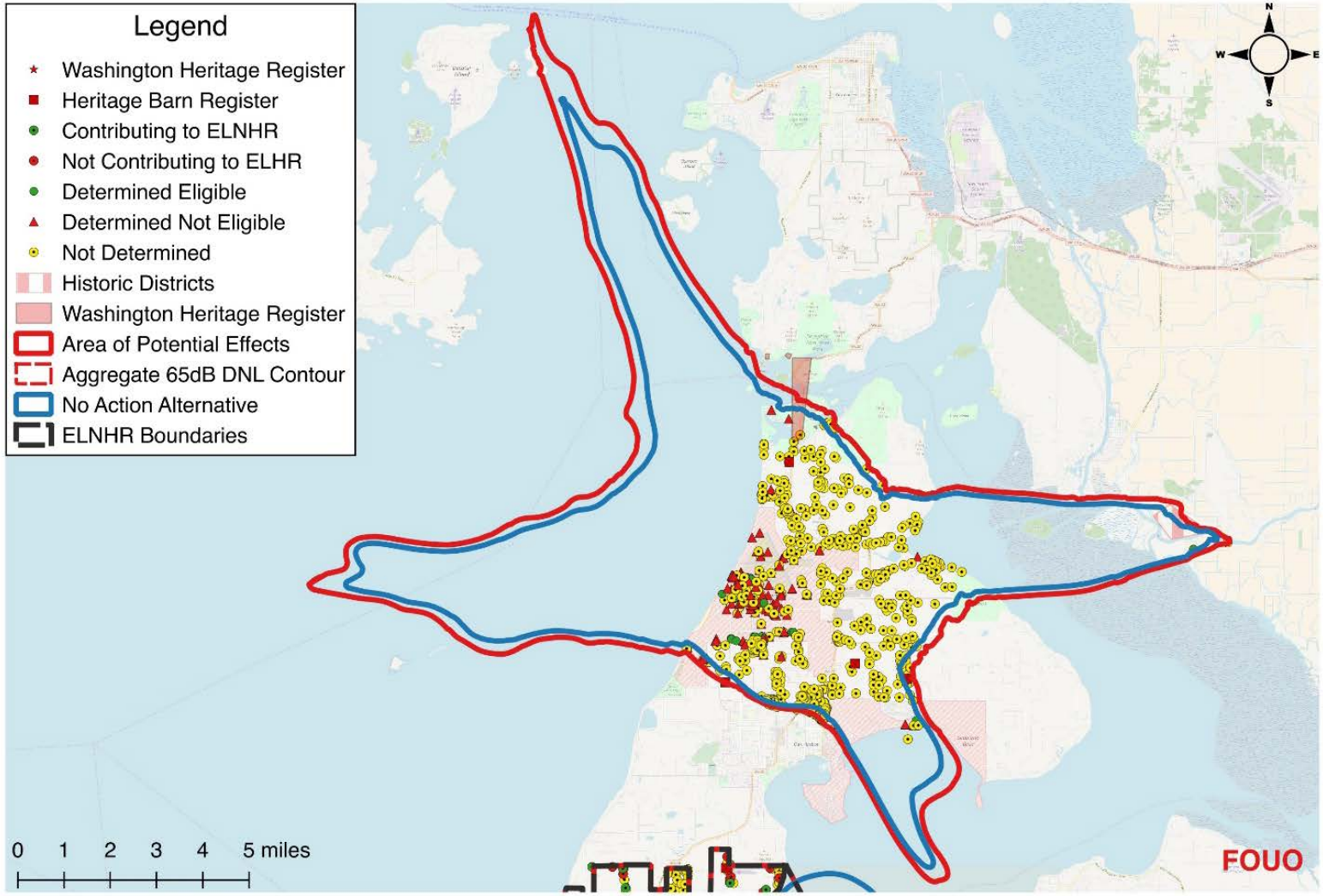
The rich history of Whidbey Island is reflected in the large number of recorded archaeological sites, cemetery sites, historic buildings and structures, and historic and archaeological districts within the APE (Table 6). See Figures 8 and 9 for locations of historic buildings, structures, and districts, and Appendix H for locations of archaeological districts and cemetery sites. There are a total of 2,487 inventoried historic properties within the APE. The majority of inventoried properties are historic structures and buildings, which include a total 1,989 buildings and structures on file at the WA DAHP, 288 listed in the ELNHR inventory, and 29 listed on the NRHP, WA Heritage Barn Register, or the Washington Heritage Register. There are also 151 recorded archaeological sites, which reflect Whidbey Island's extensive indigenous history, and 27 historic era and pre-contact cemetery sites. Additionally, two historic and archaeological districts are within the APE: the ELNHR and Sqwikwikwab (Fish Town).

Table 6 Revised APE Inventory Overview

<i>Property Type</i>	<i>Eligible/ Listed</i>	<i>Not Eligible</i>	<i>Not Determined</i>	<i>Total Inventoried</i>
Buildings and Structures (50 Years and Older)	28	182	1,779	1,989
Washington Heritage Barn Register Listed	23	NA	NA	23
Historic Districts	2	0	0	2
Washington Heritage Register Listed	4	NA	NA	4
National Register of Historic Places	2	NA	NA	2
Cemetery Sites	1	0	26	27
Archaeological Sites	7	2	142	151
Archaeological Districts	1	0	0	1
ELNHR 2016 Inventory	203	85	NA	288
Total	271	269	1,947	2,487

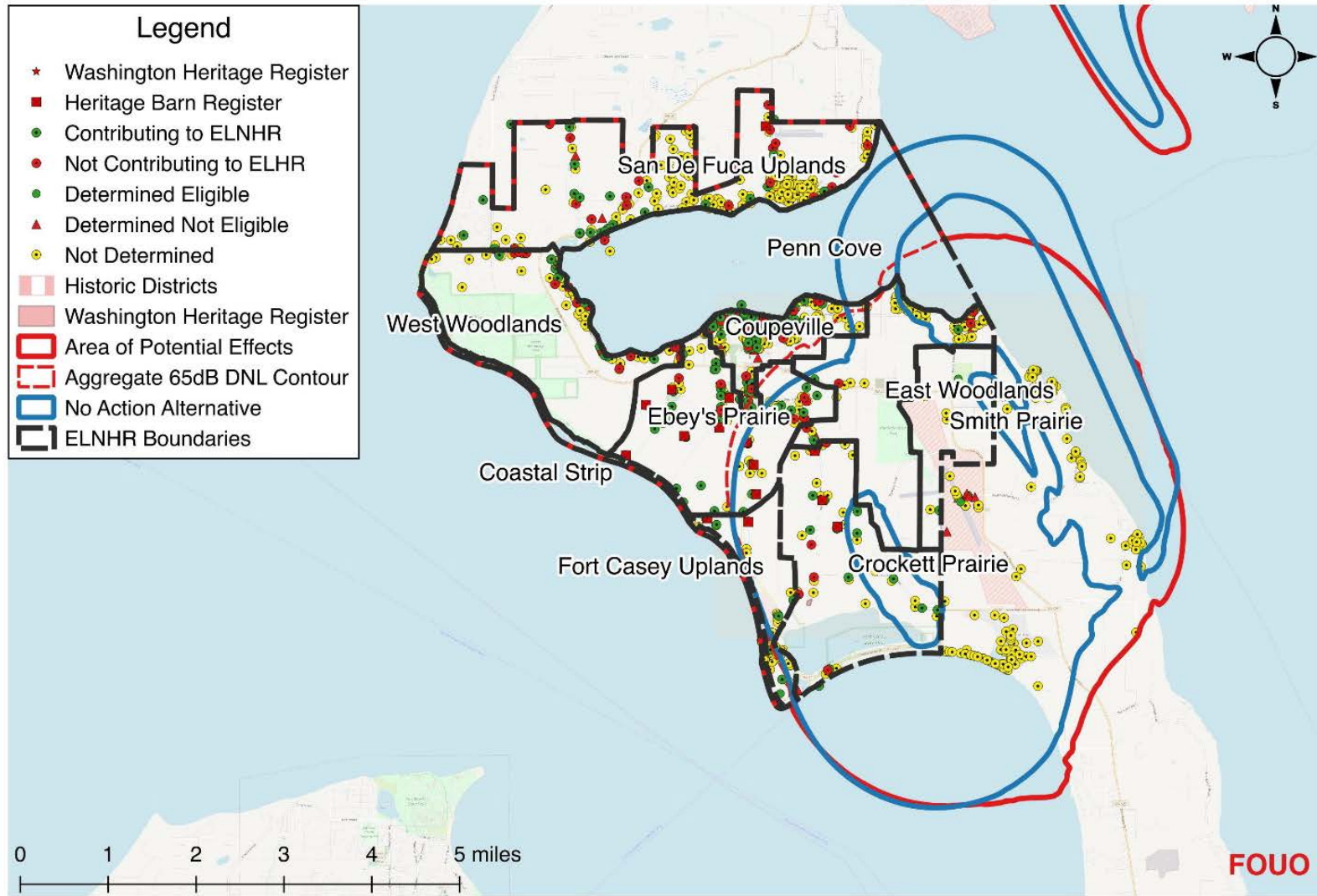
Note: Many of the ELNHR buildings and structures (where the 65 dB DNL overlaps with the ELNHR) are also included in the ELNHR 2016 Inventory.

Note: Properties listed on the Washington Heritage Register or Washington Heritage Barn Register are considered potentially eligible for listing in the NRHP.



Note: Displays property status as recorded in DAHP GIS data and ELNHR 2016 Update.

Figure 8 Map of Recorded Historic Buildings and Structures within the Ault Field Portion of the APE



Note: Displays property status as recorded in DAHP GIS data and ELNHR 2016 Update.

Figure 9 Map of Recorded Historic Buildings and Structures within the OLF Coupeville Portion of the APE

5.1 Buildings and Structures (50 Years and Older)

Like many developed areas, there are a large number of recorded historic structures and buildings within the APE. However, the majority of recorded buildings have either been determined not eligible for listing in the NRHP or have yet to be evaluated (see Table 7). Approximately one percent of recorded properties within the APE have been determined eligible for listing but are not listed in local, state, or national historic registers. Nine percent have been determined not eligible for listing, and 89 percent are properties greater than 50 years of age that have yet to be formally evaluated for eligibility for listing in the NRHP. These unevaluated properties primarily consist of records imported into the WA DAHP GIS database from the real estate tax assessor's records to help historic researchers identify areas where properties of historic importance may be present. For purposes of this study, all Washington State Heritage Register and non-determined properties are considered potentially eligible for listing in the NRHP.

Table 7 Buildings and Structures (50 Years and Older) within the APE

<i>Buildings and Structures (50 Years and Older)</i>	<i>Count</i>
Determined Eligible for Local, State, or National Register	28
Determined Not Eligible	182
Not Determined (Potentially Eligible)	1,779
Total	1,989

5.2 Washington Heritage Barn Register, NRHP, and Washington Heritage Register Listed Properties

There are 29 properties within the APE that are listed on the NRHP, Washington Heritage Barn Register, or Washington Heritage Register (Table 8). Twenty-three properties are listed in the Washington Heritage Barn Register, four are listed in the Washington Heritage Register, and two are listed in the NRHP. Properties listed on the Washington Heritage Register or Washington Heritage Barn Register have not necessarily been evaluated for listing in the NRHP but are considered potentially eligible for listing in the NRHP.

Table 8 Washington Heritage Barn Register, NRHP, and Washington Heritage Register Listed Properties within the APE

<i>Listed Properties</i>	<i>Count</i>
Washington Heritage Barn Register	23
Washington Heritage Register	4
NRHP Listed	2
Total	29

Note: Properties listed on the Washington Heritage Register or Washington Heritage Barn Register are considered potentially eligible for listing in the NRHP.

5.3 Historic Districts

There are two historic districts within the APE: Central Whidbey Island Historic District, which was originally recorded as part of the Central Whidbey Island Historic District, and Sqwikwikwab (also known as Fish Town) Historic/Archaeological District. Both districts have been determined eligible for listing in the NRHP.

5.3.1 Central Whidbey Island Historic District

The Central Whidbey Island Historic District’s inventory has evolved significantly since its inception in 1973. The original 1973 Central Whidbey Island Historic District NRHP form listed 78 nineteenth century historic structures; this number was amended to 79 in 1980. In 1998, the NRHP form was amended again to include a total of 396 historic properties spanning the time period between 1300 and 1945. Approximately 92 structures were determined to be contributing to the eligibility of the district, along with a collection of contributing features including 21 roads, 15 views, and a variety of small-scale features (e.g. old lamp posts, historic gates and fences, and remnant orchards). In 2010, the NRHP form was amended again to include an additional structure. Today, the inventory includes 203 eligible or contributing buildings and a collection of other contributing features that span the time period from 1300 to 1945 (Table 9), See Appendix I for a complete list of contributing structures, roads, and views.

Table 9 ELNHR Inventory

<i>Recorded Buildings and Structures</i>	<i>Non-Contributing Structures</i>	<i>Contributing Buildings and Structures</i>	<i>Contributing Roads</i>	<i>Contributing Views</i>	<i>Contributing Landscapes</i>
288	85	203	21	15	10

The ELNHR was established by Congress in 1978 to “preserve and protect a rural community which provides an unbroken historic record from Nineteenth Century exploration and settlement of Puget Sound up to the present time....” (Public Law 95-625). The reserve comprises 17,400 acres of private, state, and federally owned land in central Whidbey Island and incorporates the Central Whidbey Island Historic District. The district and ELNHR have evolved substantially over the past 45 years.

The district possesses both historic and architectural significance and is significant for its retention of a number of important historic events, including early settlement, rural community development tied to farmland, a strong tie with wartime activities, and architectural styles representative of much of the Puget Sound region in the late 1800s.

The 1998 NRHP amendment to the historic district added 217 buildings, sites, and structures to the district, as well as 10 contributing landscapes. The intent of the amendment was to supplement the original nomination to “fully reflect the range of landscape and architectural features that contribute to the special character of the Reserve which Congress has sought to preserve.” The amendment identified eight defining landscape characteristics: Patterns of Spatial Organization, Response to the Natural Environment, Land Use Categories and Activities, Vegetation, Circulation, Buildings and Structures, Cluster Arrangements, and Views and Other Perceptual Qualities.

In addition, the 1998 NRHP amendment notes:

“...changes are evident within the historic district. Some properties deemed eligible for the National Register lack individual distinction but are eligible as components of a district. The

grouping of buildings, structures and sites within the Reserve identified for listing in conjunction with the district's cultural landscape features and components, represent the various historic periods and areas of significance identified in this amended nomination form in an exemplary way. The district, comprised of various and diverse pieces, as a whole possesses great significance and integrity. The non-contributing buildings and structures do not detract from the sense of time and place that the historic features provide this area. The unity that this historic district/national historical reserve exhibits and its rich and assorted natural and cultural resources provide a laboratory for learning about Pacific Northwest history and how this history fits into our nation's history."

The nomination package considers that the district represents pieces of history from different historic periods and that non-contributing elements do not detract from the integrity of the district but instead offer an understanding of how history within the district is ever changing and that this district is continuing to evolve to its present time and place.

In 2003, the ELNHR prepared an analysis of land use change and cultural landscape integrity. The eight established landscape characteristics were evaluated for integrity since their listing in the NRHP. The study found that all 10 of the Central Whidbey Island Historic District's contributing landscapes retained integrity but were at risk from incremental residential growth. The study recommended that for the agricultural tradition to persist, a combination of controls such as zoning, designation of agricultural protection, and purchase of conservation easements should be implemented.

In 2016, the ELNHR inventory was updated. The update included reevaluation of contributing structures. The updated inventory is on file with the ELNHR; however, it has yet to be included into the WA DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) database or incorporated into the NRHP listing. Associated contributing landscape and elements were not included in the update.

5.3.2 Sqwikwikwab (Fish Town)

Sqwikwikwab, also known as Fish Town, is an eligible historic and archaeological district in the vicinity of La Connor, near the mouth of the north fork of the Skagit River. It is within an area known ethnographically to have been occupied by the Lower Skagit Indians. Today, the Lower Skagit Indians (sometimes called Whidbey Island Skagits) are enrolled in the Swinomish Indian Tribal Community. The name Sqwikwikwab was derived historically from a series of fishing cabins that were erected in the early twentieth century, when gill-netting of salmon in the river became illegal. In the middle 1960s, many of the cabins were restored and occupied by an artist colony.

5.4 Cemeteries

Twenty-seven cemeteries are within the APE (Table 10). Five are historic-era cemeteries or monuments, and 22 are prehistoric archaeological sites that contained multiple burials. Individual and collective burial places can reflect and represent in important ways the cultural values and practices of the past that help instruct us about who we are as a people. Yet for profoundly personal reasons, familial and cultural descendants of the interred often view graves and cemeteries with a sense of reverence and devout sentiment that can overshadow objective evaluation. Therefore, cemeteries and graves are among those properties that ordinarily are not considered eligible for inclusion in the NRHP unless they meet special requirements. One prehistoric cemetery site in the APE, 45IS00082, is also an

archaeological site that is eligible for listing in the NRHP and subject to protection under the Native American Graves Protection and Repatriation Act (NAGPRA).

Table 10 Cemeteries within the APE

<i>Cemeteries</i>	<i>Count</i>
Historic-era Cemetery	4
Historic-era Monument	1
Prehistoric Burial Places	22
Total	27

5.5 Archaeological Sites

There are a total of 151 archaeological sites within the APE (Table 11). Seven have been determined eligible for listing in the NRHP, and two have been determined ineligible for listing in the NRHP. Fifteen are considered potentially eligible for listing, and 127 have not been evaluated for eligibility for listing in the NRHP. Unevaluated sites are considered potentially eligible.

Table 11 Archaeological Sites within the APE

<i>Archaeological Sites</i>	<i>Count</i>
Determined Eligible	7
Determined Not Eligible	2
Potentially Eligible	15
Unevaluated (Potentially Eligible)	127
Total	151

5.6 Archaeological Districts

There is one archaeological district, Sqwikwikwab, within the APE. It is also listed in the WA DAHP data as a historic district.

5.6.1 Sqwikwikwab (Fish Town)

Sqwikwikwab, also known as Fish Town, is an eligible historic and archaeological district in the vicinity of La Connor, near the mouth of the north fork of the Skagit River. The district consists of four prehistoric archaeological sites: 45SK33A, 45SK33B, 45SK99, and a nearby burial site. The archaeological sites have been excavated by the Washington Archaeological Society, the Seattle Central Community College, and Washington State University. The burials were removed by the local American Indian tribes for reburial around 1900. Radiocarbon dating places occupation of 45SK99 to 1220 ± 70.

6 Methodology for Determination of Adverse Effects

The NHPA Section 106 directs federal agencies to make a reasonable and good faith effort to identify historic properties, taking into account the magnitude and nature of the proposed undertaking, the nature and extent of the potential effects on historic properties, and the likely nature and location of the historic properties within the APE (36 CFR 800.4(b)(1)). If historic properties are present and the federal agency determines those properties may be affected by the proposed undertaking, federal agencies take into account the nature and extent of the potential effects on those historic properties by applying the criteria of adverse effects. Per Section 106 regulations, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the “characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5[a][1]).

To determine the potential adverse effects of the undertaking, this analysis applies an appropriate methodology to identify direct and indirect effects to historic properties. Direct effects are primarily the result of construction and demolition activities that may cause direct physical damage to significant features of a historic property. Indirect effects are primarily the result of change to “visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features” (36 CFR 800.5[a][1]).

To identify historic properties potentially subject to direct and indirect adverse effects in the APE, the Navy analyzed a variety of data, including:

1. Results of an environmental and cultural literature review,
2. Cultural resource survey and reports of properties within 100 meters of the area of indirect effects,
3. Review of historic property inventories including those conducted by NAS Whidbey Island, WA DAHP, Washington Heritage Barn Register, Washington Heritage Register, and the ELNHR 2016 Inventory,
4. Noise studies related to effects on structures and historic properties
5. Noise studies performed on Whidbey Island
6. Geological formation information,
7. Soils classification,
8. Historic land use and land ownership information, and
9. History of Navy activity in area.

6.1 Direct Effects

For this analysis, consideration of potential direct adverse effects includes whether the proposed undertaking involves direct physical damage to a historic property, including historic buildings, structures, districts, or archaeological sites. In addition, the analysis considered whether the undertaking proposed any construction, renovation, or demolition activities that would alter the use or setting of existing historic properties. Since additional facilities or renovation to existing facilities would not be required at OLF Coupeville, the proposed undertaking includes construction and demolition

activities only at Ault Field. Accordingly, the Navy analyzes potential direct adverse effects to historic properties from physical destruction, damage, alteration, or change in the character of a property's use that could arise from proposed construction, renovation, and demolition of buildings and structures at Ault Field.

Proposed ground-disturbing, construction, demolition, and renovation activities are limited to Ault Field. No ground disturbance is anticipated to occur in other locations of the APE during construction (i.e., off station); no direct effects would be anticipated to occur to archaeological resources outside the direct effects area of the APE.

The proposed undertaking includes ground disturbance primarily in the north end of the flight line at Ault Field, within the APE for the area of potential direct effects as identified on July 14, 2017. Construction of a new armament storage facility would occur west of Building 386 (Hangar 5), and the current armament storage building (Building 115) would be demolished. New hangar facilities include expansion of Building 2737 (Hangar 12) and construction of a two-squadron hangar just north of Hangar 5.

All ground-disturbing activities for construction and demolition will occur in areas where sediments have been extensively disturbed by past construction of Ault Field facilities and utilities. During building and runway construction, excavation is not planned to exceed a depth of 10 feet below the ground surface, which is the current maximum depth expected for construction of foundation footings. Utilities are expected to be installed to a depth of 24 to 36 inches below the ground surface and then connected into existing utility lines where feasible. Landscaping and parking construction will disturb the upper 8 to 12 inches of topsoil. Airfield repairs are proposed for Taxiway Juliet, requiring excavation of existing fill estimated at no greater than 21 inches below the ground surface.

6.2 Indirect Effects

Analysis of potential indirect effects includes consideration of whether the undertaking would introduce or change "visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features," consistent with 36 CFR 800.5(a)(1). The proposed changes in airfield operations at Ault Field and OLF Coupeville have the potential to introduce auditory, visual, and atmospheric characteristics that could cause indirect effects to historic properties. Specifically, although the Navy would not be introducing a new noise level through the proposed undertaking, the proposed changes in aircraft operations and flight patterns have the potential to change the frequentness of noise exposure in the community. Based on comments received during consultation on the APE and the proposed undertaking's potential to alter noise exposure due to increased operations and flight pattern changes, the Navy focused its analysis of potential indirect effects upon whether the undertaking results in a substantive change in noise exposure measured in dB DNL. As discussed in Section 3, DNL illustrates where high levels of noise exposure are being experienced. Application of an average sound level, such as the DNL metric, to analyze substantive change in noise exposure when comparing existing conditions and proposed changes is consistent with analysis conducted by other federal and state agencies, including the FAA (FAA Order 1050.1F) and the Department of Transportation (DOT) (WA State Department of Transportation Traffic Noise Policy and Procedures, 2012).

The Navy analyzed substantive change in noise exposure in two ways:

1. Analyzing the change in exposure to the 65 dB DNL contour, and

2. Analyzing the degree of change in dB DNL, also called delta DNL, in the APE.

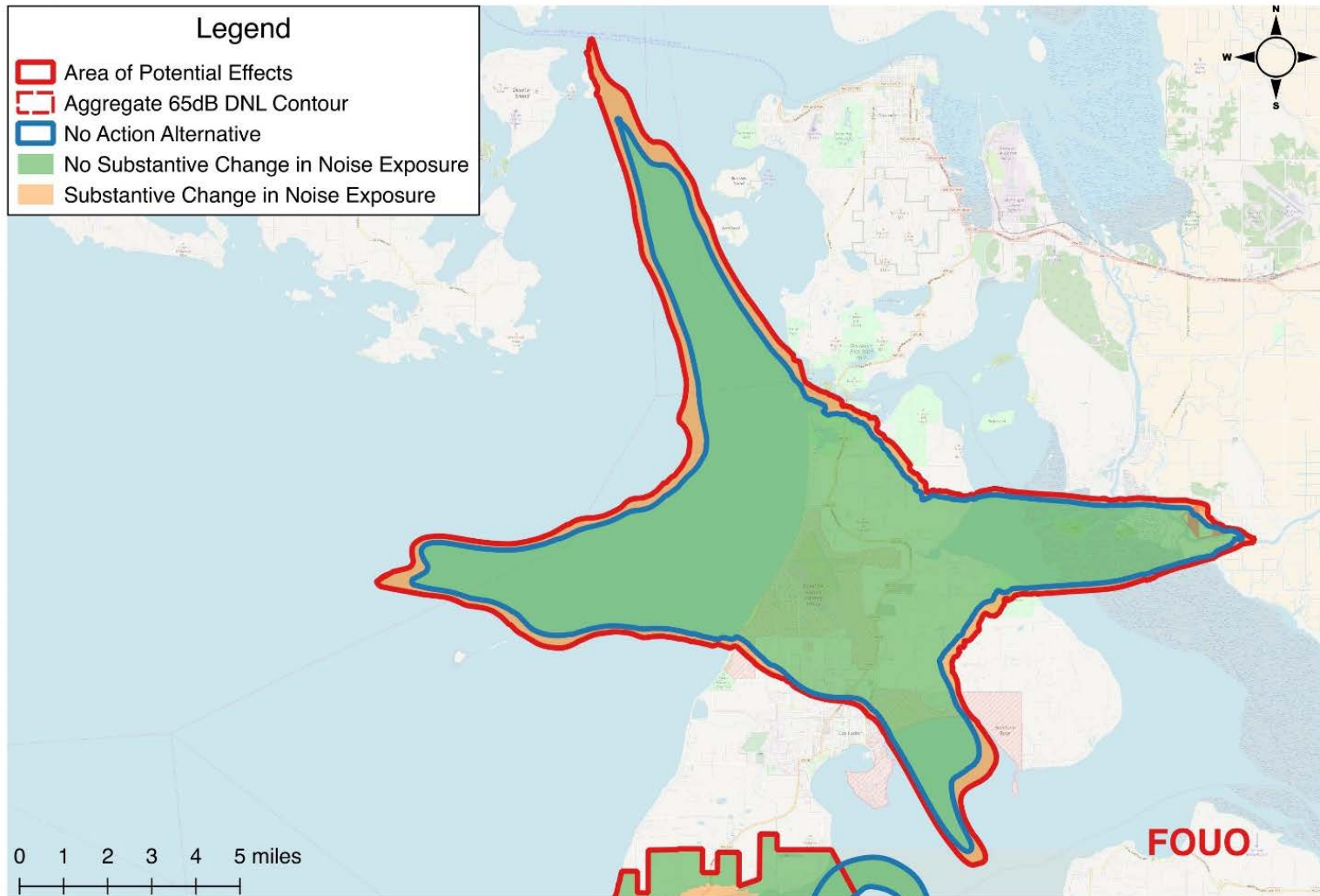
Change in exposure to the area within the 65 dB DNL contour is represented as change in the 65 dB DBL contour between the No Action Alternative and the proposed aggregate 65 dB DNL contour. For this undertaking, the area within the proposed aggregate 65 dB DNL contour is larger in most instances than that of the 65 dB DNL contour of the No Action Alternative. Thus, the analysis focuses on those historic properties located within the proposed aggregate 65 dB DNL that are not located within the No Action Alternative's 65 dB DNL contour. Primarily, these historic properties are located at the edge of the APE, where the proposed aggregate 65 dB DNL expands beyond the No Action Alternative 65 dB DNL contour. This area is represented as orange in Figures 10 and 11.

The degree of change in dB DNL is measured by the difference between the dB DNL for the proposed action, represented as an aggregate of all proposed alternatives, and the dB DNL modeled under the No Action Alternative. This difference, also called delta DNL, was calculated across the entire APE in 1 dB increments. The highest degree of change in delta DNL occurs primarily near OLF Coupeville, where the Growler would fly a standardized training pattern that utilizes both Runway 14 and Runway 32.

To determine the degree of change in delta DNL that could result in a potential for indirect adverse effects on historic properties, the Navy looked to other federal agencies' standards. Consistently, other federal agencies applied a methodology for addressing potential adverse effects to historic properties from an increase in noise exposure through reference to land use compatibility standards within a 65 dB DNL contour as a proxy.

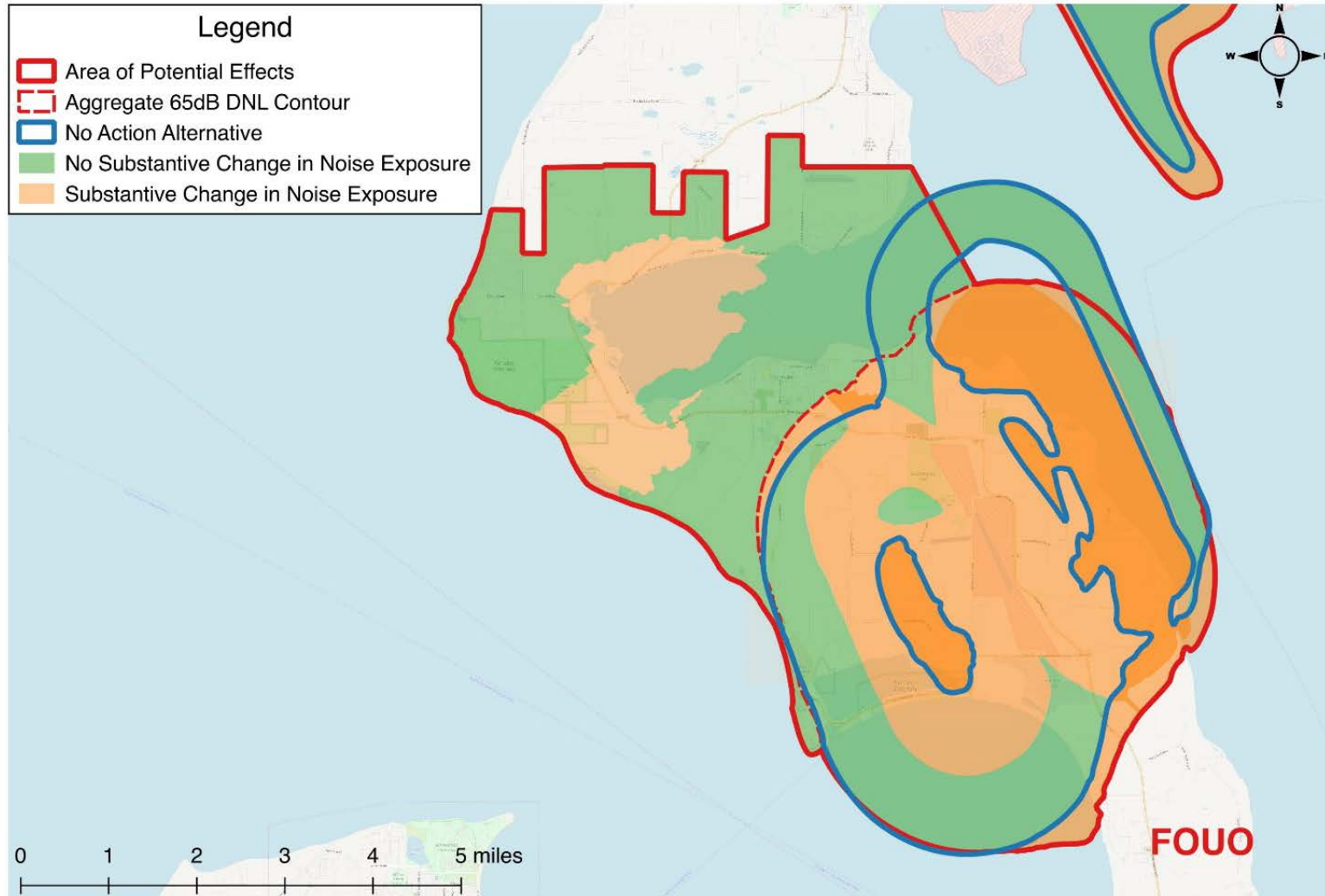
The Navy conducts Air Installations Compatible Use Zones (AICUZ) studies and provides recommendations to local governing bodies promoting compatible land use surrounding Navy airfields based, in part, on noise exposure depicted as a DNL contour. An AICUZ study recommends compatible land use based on noise exposure levels in increments of 5 dB DNL. The foundation of the 5 dB DNL standard is based on federal policy and the characteristics of sound.

Use of the 5 dB DNL increment is in keeping with the 1977 Standard Land Use Coding Manual (SLUCM) from the U.S. DOT, Federal Highway Administration, as well as the findings of two other Federal Interagency Committees on noise, one published in 1980 and another in 1992. In alignment with the SLUCM, practices by other federal agencies, and Navy policy, the Navy identifies noise zones in 5 dB bands within the 65 dB DNL contour and AICUZ noise zones. Accordingly, the Navy assesses change in delta DNL based on changes in noise exposure of 5 dB DNL or greater to identify a substantive change in noise exposure that could have potential adverse indirect effects to historic properties.



Note: Darker orange indicates overlap between shift in 65 dB DNL (from No Action Alternative to Aggregate 65 dB DNL) and area where increase in dB DNL is substantive.

Figure 10 Ault Field Areas of Substantive Change in Noise Exposure



Note: Darker orange indicates overlap between shift in 65 dB DNL (from No Action Alternative to Aggregate 65 dB DNL) and area where increase in dB DNL is substantive.

Figure 11 OLF Coupeville Areas of Substantive Change in Noise Exposure

Historic properties are currently not considered by federal agencies for land use compatibility recommendations. Since historic properties are not currently included in the SLUCM, the Navy is following the recommendations in the *Aircraft Noise Study for Naval Air Station Whidbey Island and Outlying Landing Field Coupeville, Washington* (2005), and uses “conventional structures” as the standard to assess noise exposure levels for normally compatible land uses. For conventional structures, land use compatibility recommendations begin at Noise Zone 2, which begins at 65 dB DNL. As such, the Navy applies the methodology for assessing potential indirect adverse effects to historic properties within the 65 dB DNL contour that result in substantive change in noise exposure using a change in 5 dB DNL. However, due to the unique historic characteristics of the ELNHR, the Navy agreed to include the entirety of the ELNHR in its APE, and it will analyze all historic properties included in the ELNHR inventory that experience a change of 5 dB DNL or greater regardless of what noise contour the historic property falls within.

While change in DNL is commonly applied to analyze potential adverse effects to historic properties, there is no established standard threshold. Thresholds lower than 5 DNL have been used by other agencies at commercial airports where the noise events are relatively steady from day to day. However, Navy airfield operations are more episodic and depend on operational and training needs driven by deployment schedules. Even with a substantial increase in activity at OLF Coupeville, noise would still be more sporadic, temporary sound exposure in comparison to the sound resulting from an active commercial airport. For all these reasons, the Navy has chosen to use 5dB as the increment for this analysis.

In summary, this analysis assesses a substantive change in noise exposure using delta DNL in comparison to the existing, or No Action Alternative, noise levels of:

- +5 dB DNL or more in areas with an existing DNL of greater than or equal to 65 dB, and
- +5 dB DNL or more in areas within the ELNHR, regardless of existing noise contour range.

In Figures 10 and 11, the areas depicted in orange within the APE are those where the model shows substantive changes to noise exposure that could cause indirect adverse effects to historic properties. The dark orange area depicts areas where there is an overlap in the change in exposure to the 65 dB contour line and a change in 5 dB or more in delta DNL. The analysis finds that 31 historic properties listed as eligible or contributing to the ELNHR would experience a change in 5 dB DNL or more under the proposed undertaking in areas within the ELNHR that are located outside the aggregate 65 dB DNL contour. Within the aggregate 65 dB DNL contour, the only area that experiences a substantive change in noise exposure occurs at OLF Coupeville. No areas surrounding Ault Field experience a change of 5 dB DNL or greater within the 65 dB DNL contour.

6.3 Additional Considerations for Determining Effects

In addition to changes in noise exposure and noise experience, the Navy also took into consideration the following factors to assess indirect adverse effects to historic properties:

1. **The maximum potential level of usage proposed at both airfields.** None of the action alternatives proposes using both airfields to the maximum level.
2. **Intermittent airfield use.** Unlike commercial airfields, operations at military airfields are intermittent, with long periods of time between airfield operations when there is no use or no noise occurring.

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3. **History of use at Ault Field and OLF Coupeville.** Ault Field is the primary airfield for NAS Whidbey Island and has historically higher numbers of operations than OLF Coupeville. The aggregate 65 dB DNL contour line represents the noise environment predicted with the maximum possible number of operations at OLF Coupeville. The alternative with the greatest proposed number of operations would generate noise levels similar to the historical levels generated by the average number of operations conducted between 1968 and 1989.
- a. The Navy follows governing FAA rules and regulations when establishing procedures for flying arrivals and departures. Procedures for arrival and departure into and out of Ault Field and OLF Coupeville have been developed in conjunction with the FAA over decades, with an emphasis on de-conflicting military, commercial, and general aircraft while avoiding more densely populated areas where feasible.
 - b. Seasonal changes, such as wind direction and hours of darkness, will influence noise-abatement protocols used throughout the year. For example, wind direction will determine which runway is used at the airfield. Nighttime training is accomplished earlier in the winter, when it gets dark around 5:00 p.m., then during the summer, when it gets dark around 10:00 p.m.
4. **The Navy strives to be a good steward of the environment as well as a good neighbor.** NAS Whidbey Island is implementing measures to minimize impacts from aircraft operations or training noise impacts on its surrounding communities. Policies currently implemented to minimize noise impacts at Ault Field and OLF Coupeville include the following:
- a. Flight paths are designed to mitigate the effects of aircraft noise on the communities surrounding the NAS Whidbey Island airfields. In addition to adopting local flight noise abatement patterns that direct interfacility flights away from land as much as possible, the NAS Whidbey Island Operations Manual standards for interfacility transit are above minimum flight altitude standards set by the FAA.
 - b. The Navy publishes a schedule of FCLP flight operations weekly for both Ault Field and OLF Coupeville to assist the public in making informed decisions about their activities.
 - c. During FCLPs, a LSO is present to monitor approaches to the airfield, maintain two-way communication with air traffic control and all participating pilots, and ensure pattern integrity and proper sequencing of aircraft in order to efficiently accomplish FCLP training.
 - d. Airfield ground operations and aircraft maintenance are restricted to reduce noise disturbance. High-power turns should not be conducted prior to 12:00 noon on Sundays or between the hours of 10:00 p.m. and 7:30 a.m. for jet aircraft.
 - e. The Navy has been actively working to minimize effects of noise on the community through its AICUZ and REPI programs. Specifically, the Navy works with local municipalities to adopt appropriate land use zoning to curb high-density development around the airfields and partners within Island County and other community groups to establish numerous conservation easements in order to preserve the historic and scenic integrity of the cultural landscapes. This initiative of establishing conservation easements is designed to reduce the number of changes that threaten the integrity of the Central Whidbey Island Historic District, specifically
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at Smith Prairie and Crockett Prairie landscapes (two landscape areas with the highest proportion of effect). To date, NAS Whidbey Island has helped to secure conservation easements on 961 acres of land in the Central Whidbey Island Historic District at a cost of \$7.8 million. See Figure 12 for the encroachment protection map that depicts current conservation units.

- f. The NAS Whidbey Island Air Operations Department is responsible for conducting periodic pilot training to provide familiarization with course rules, appropriate noise abatement procedures, and the importance of good community relations.
- g. The NAS Whidbey Island Air Operations Officer continually reviews operational procedures to identify operational changes intended to reduce noise within the constraints of safety, mission effectiveness, and cost savings.
- h. The NAS Whidbey Island Commanding Officer and Air Operations Officer participate in bi-annual community leadership forums to discuss issues of mutual importance between the installation and the local community.
- i. The NAS Whidbey Island Air Operations Officer monitors airfield operational schedules and attempts to mitigate potential operational impacts during key academic testing periods in schools and during large-scale community events such as the Penn Cove Mussel Fest.

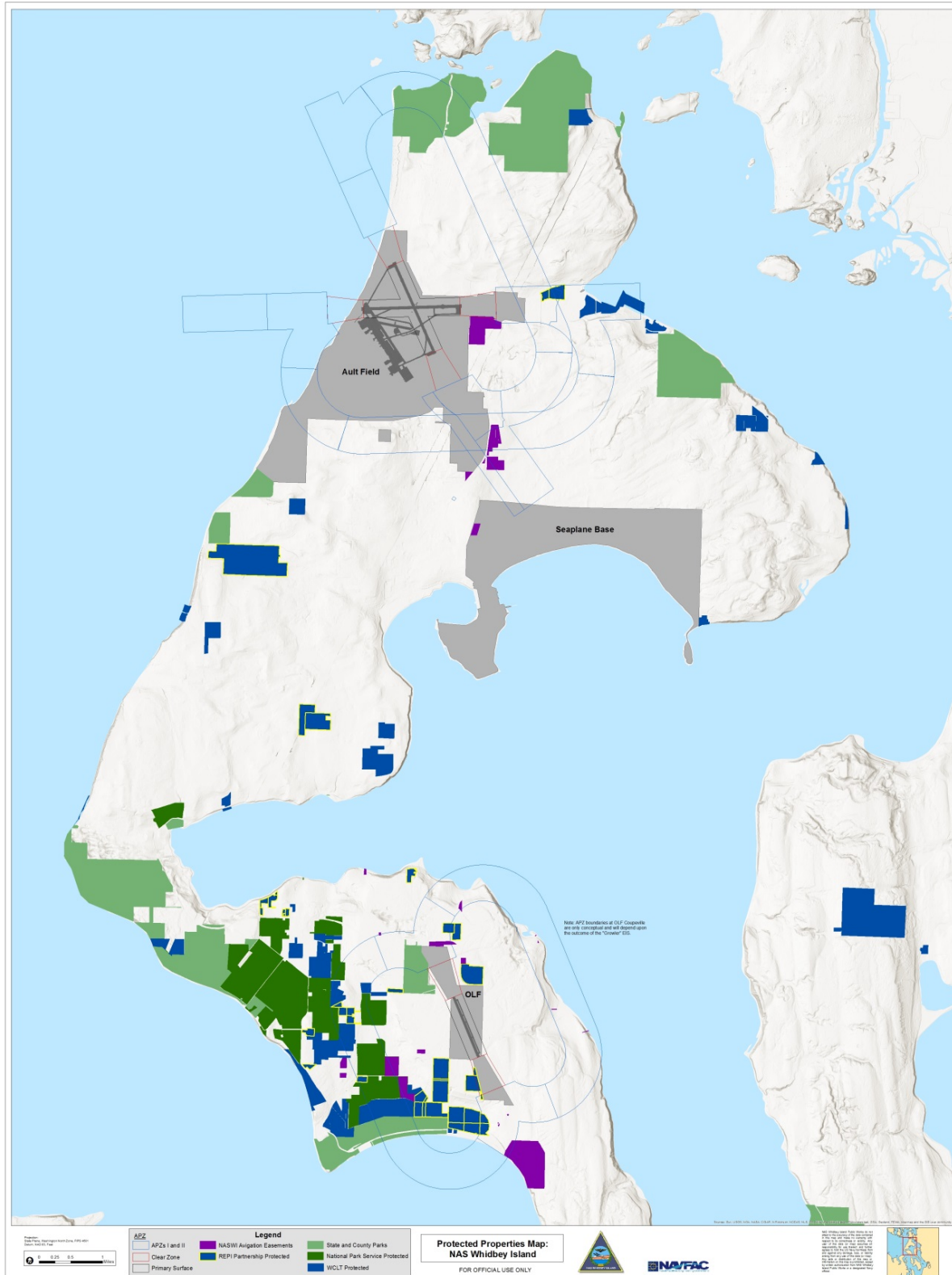


Figure 12 NAS Whidbey Island Encroachment Protection Map

7 Determination of Adverse Effects to Historical, Archaeological and Cultural Resources

In this section, the Navy applies the methodology for assessing effects described in Section 6. For the direct effects analysis, the Navy focuses only on those areas where ground-disturbing activities, construction, and demolition are proposed. For the indirect effects analysis, the Navy applies the methodology to the entirety of the APE. See Section 6 for more information about methods.

7.1 Analysis of Potential Direct Effects

To support additional Growler aircraft and personnel, new construction would occur at Ault Field, including expansion and construction of hangar space, construction of new armament storage, demolition of the old armament storage facility, construction of a separate mobile maintenance storage facility, and expansion of parking areas.

To identify historic properties within the APE, the Navy has reviewed available environmental and cultural resource literature addressing properties within 100 meters of the project area. The review determined one archaeological survey, four architectural surveys, and one context report have been conducted within the search area (Table 13).

Table 13 Environmental and Cultural Resources Studies Conducted in the Area of the Proposed Undertaking

<i>Author</i>	<i>Report Title</i>	<i>Comments</i>
EDAW, Inc. 1997	<i>Historic Resources Survey Naval Air Station Whidbey Island, U.S. Department of the Navy, Island County, WA</i>	A survey of NAS Whidbey Island historic buildings; Ault Field Buildings 112, 118, and 180/220 dating to the 1940s identified as eligible
Rudolph et al. 2009	<i>Historic Properties Assessment and National Register Eligibility Recommendations for P-236 ARRA Waterline Replacement NAVFAC Northwest AOR: NAS Whidbey Island.</i>	Archaeological pedestrian survey with 18 shovel tests; 1 historic site recorded beyond the APE; 3 previously recorded sites were evaluated.
Hampton and Burkette 2010	<i>Phase I Architecture Survey of Naval Air Station Whidbey Island</i>	NAS Whidbey Island building overview and evaluation including Ault Field.
Thursby et al. 2013	<i>Final Naval Air Station Whidbey Island Cold War Historic Context</i>	A literature overview to establish Cold War historic context of NAS Whidbey Island, including Ault Field
Chidley et al. 2013	<i>Naval Air Station Whidbey Island Cold War Study Phase 2: Inventory and Evaluation</i>	Inventory and evaluation of Cold War era resources at NAS Whidbey Island including Ault Field
Chidley et al. 2017	<i>Early Euro-American Settlement Study and Context Report: Naval Air Station Whidbey Island</i>	Report addressing the pre-Navy history of all Navy property on Whidbey Island
Stevenson et al. 2018	<i>Archaeological Inventory for the Naval Health Clinic, Oak Harbor Naval Air Station Whidbey Island, Island County, Washington</i>	Archaeological pedestrian survey with 84 shovel tests; no historic properties recorded

Two archaeological surveys have occurred of areas of the APE and within 100 meters of the APE. The 2009 archaeological survey examined the linear alignment of a large water pipeline project. Several sections of the water pipeline intersect or run near the APE. The pipeline survey included a pedestrian

survey of the entire route, with limited shovel testing where the alignment deviated from existing roadways and where there appeared to be little previous disturbance. The study also included delineation and evaluation of previously recorded archaeological sites at Ault Field. Because the portion of the surveyed alignment that runs near the APE was extensively disturbed, no shovel testing was required.

The 2018 archaeological survey examined areas southwest of Ault Field and conducted 84 shovel tests up to 1 meter in depth. This subsurface survey was limited to some degree by some combination of modern paved streets, paved parking lots, buried marked and unmarked utilities, fencing with locked gates, buildings, and recently demolished buildings impeding shovel testing. No archaeological resources were observed during the pedestrian or subsurface survey.

The architectural surveys focused on NAS Whidbey Island buildings that were built before 1964 and during the Cold War Era (1947–1989) at Ault Field and other NAS Whidbey Island properties. Two historic structures have been recorded within the APE, but neither will be adversely affected by the work. The context report focused on early Euro-American settlement at NAS Whidbey Island to provide information on settlement, ownership, and use of Clover Valley and other NAS Whidbey Island properties.

Two buildings associated with the activities defined in the direct effects analysis have been determined eligible for listing in the NRHP, with SHPO concurrence. Building 386 (Hangar 5) was determined eligible as a historic structure and an example of the Miramar-type hangar on January 26, 2010 (SHPO Log: 012610-05-USN), and under the Cold War era context on April 4, 2014 (SHPO Log:020714-01-USN). Building 112 (Hangar 1) was determined eligible for its architectural merit as a Birchwood-type hangar in 2010 (SHPO Log:012610-05-USN). Three buildings and structures associated with the proposed undertaking have been determined not eligible for listing in the NRHP, and the SHPO concurred. Building 115 was determined not eligible on January 26, 2010 (SHPO Log: 012610-05-USN). Building 2737 (Hangar 12) and Taxiway Juliet were determined not eligible on April 4, 2014 (SHPO Log: 020714-01-USN).

The Navy's literature review also revealed the following regarding the APE:

- The underlying geology of the APE consists primarily of artificial fill, modified land, and Pleistocene glacial deposits including Everson Interstade Glaciomarine Drift and Vashon Stade Till. The privately owned parking expansion footprint is depicted within or very near Holocene nearshore deposits on the geologic map of the Oak Harbor, Crescent Harbor, and Part of the Smith Island 7.5-minute Quadrangles, Island County, Washington (Dragovich et al, 2005) however archaeological shovel testing performed along Charles Porter Boulevard for a waterline replacement project in 2008 did not encounter any intact soils (Rudolph et al, 2009).
- The soils are classified as Urban Land-Coupeville-Coveland Complex, Coveland Loam, and Everett-Alderwood Complex. Urban Land is land that is mostly covered by streets, parking lots, buildings, and other structures of urban areas. Coupeville-Coveland Complex, Coveland Loam, and Everett-Alderwood Complex soils are formed in glacial drift and outwash overlying dense glaciomarine deposits. These soils are used for forage crop production, livestock grazing, timber production, wildlife habitat, hay and pasture, urban development, a source of sand and gravel, woodland, field crops, orchards, vineyards, and watersheds. Potential natural vegetation includes Sitka spruce, red alder, western red cedar, Douglas fir, grand fir, lodgepole pine, bigleaf

maple, clustered rose, salmonberry, blackberry, red elderberry, common snowberry, stinging nettle, swordfern, slough sedge, field horsetail, scouring-rush horsetail, stinging nettle, salal, bracken fern, Pacific rhododendron, western hemlock, red huckleberry, Nootka rose, ocean-spray, and Cascade Oregon grape, orange honeysuckle, and evergreen huckleberry.

- No prehistoric or historic archaeological sites have been recorded within the APE or within 200 meters of it. Two historic archaeological sites are located within 1 kilometer of the APE. Site 45IS243 is located about 800 kilometers east of the APE. The site consists of historic logging materials, cut tree stumps, and a dugout area of 39 by 30 meters. Site 45IS283 is located about 900 kilometers southwest of the APE. The site includes a historic period concrete foundation and debris. Both historic archaeological sites are recommended ineligible for listing in the NRHP, but the Navy has yet to formally evaluate them.
- Building 386 (Hangar 5), which is eligible for the NRHP, is proximate to the planned location of the construction activities and would be adjacent to the two-squadron hangar. This building is eligible for the NRHP due to its unique architectural qualities as an example of a Miramar-type hangar (i.e., Criterion C). The physical structure of the building would not be altered during the proposed construction; however, increased dust, personnel, and machinery may temporarily impact the setting. The new hangar facility design would be required to comply with the NAS Whidbey Island Installation Appearance Plan (IAP). The IAP was developed to maintain consistency of appearance of all structural design throughout the installation. The Navy has determined that no adverse effect to Hangar 5's viewshed would be anticipated.
- Building 112 (Hangar 1), which is eligible for the NRHP, is also proximate to the planned location of expansion and construction of hangars. Hangar 1 was determined eligible during the cultural resources review for the Environmental Assessment (EA) for the Demolition of Underutilized, Excess, and Obsolete Buildings at NAS Whidbey Island (Demo EA) in 2010. The Demo EA proposed demolition of up to 80 structures at NAS Whidbey Island, including Hangar 1. A Memorandum of Agreement (MOA) to mitigate the adverse effects of demolition on Hangar 1 and several other eligible buildings was signed with the SHPO in May 2010. The Navy has met the mitigation measures stipulated in the MOA, and Hangar 1 is scheduled for demolition in the fall of 2018.
- Building 115 was built in 1942 and was determined ineligible for listing in the NRHP (SHPO Log: 012610-05-USN). Building 115 is located on Midway Street, just west of Langley Boulevard. The building was originally built as an ordnance shop and continues its function as an aviation armament shop today. A new ordnance shop is required in closer proximity to the flight line and will replace Building 115. Geotechnical borings within one-eighth mile of Building 115 encountered five soil types: fill, glacial marine drift, glacial till, glacial outwash, and undifferentiated glacially consolidated soils. The fill varied from 2.5 to 6 feet deep, and no Holocene deposits were encountered between it and the Pleistocene sediments. It is unlikely that any intact Holocene sediments exist beneath the building. Therefore, the Navy has determined that archaeological monitoring of the building's demolition is not warranted.
- Taxiway Juliet was constructed in the early 1950s. While the taxiways (in conjunction with the runway) represent the post-World War II conversion of Ault Field to a Master Jet Station, they were determined not eligible for inclusion in the NRHP (DAHP Log: 041814-01-USN). Therefore, the Navy has determined no historic properties would be affected during taxiway repairs.

- In case of an inadvertent discovery of Native American human remains and/or archaeological resources during construction, the Navy would follow the current inadvertent discovery plan by notifying the appropriate tribal governments and the state Department of Archaeology and Historic Preservation regarding the treatment of the remains and/or archaeological resources per applicable laws.

The Navy has determined that the proposed undertaking in the area of direct effects in the APE will result in no adverse effects to historic properties because no archaeological sites are known to exist in the APE, no NRHP-eligible buildings will be adversely affected by the proposed undertaking, and little likelihood exists for intact archaeological deposits to be present in the APE. Given the results of geotechnical borings and documented disturbance from airfield and flight line construction and maintenance since 1942, the Navy does not find archaeological monitoring of construction or demolition necessary. Although it is unlikely that intact archaeological resources will be found, the Navy recognizes the potential for post-review discoveries of archaeological resources. Therefore, a copy of the inadvertent discovery plan will be provided to the contractor, alerting them to cease work and notify the NAS Whidbey Island Cultural Resource Program Manager if a discovery is made.

7.2 Analysis of Indirect Effects

Indirect effects resulting from change to visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features include change in visual elements or alteration to views and vistas, modification of atmospheric elements from aircraft operations, or change in noise exposure.

For this undertaking, the proposed activities would not introduce new visual, atmospheric, or audible elements. Rather, the existing elements would be increased.

The increase in operations relative to the No Action Alternative does not alter the visual experience, atmospheric elements, or setting in ways that diminish the district's ability to convey its historic significance. The character-defining features of the historic district and its contributing properties are not predicated on a setting that is absent of modern technology or non-contributing elements, particularly those that enter the visual setting temporarily, such as modern ships, vehicles, trucks, and aircraft. The 1998 amendment to the Central Whidbey Island Historic District NRHP nomination makes clear that the diversity of buildings, structures, and sites, along with the contributing landscape features, represent a variety of historic periods. In addition, non-contributing buildings and structure do not substantially detract from the sense of time and place that the historic features, when experienced as a whole, provide the area. As such, temporary introduction of a visual and atmospheric elements in the sky does not indirectly alter the characteristics of the district that make it eligible for listing in the NRHP.

To reiterate from Section 6, potential adverse indirect effects from change in noise exposure on historic properties were measured in two ways: 1, a change in exposure to the 65 dB DNL contour and 2, a substantive change in dB DNL.

Change in exposure to the 65 dB DNL contour is represented as change in the area of the 65 dB DNL contour between the No Action Alternative and the proposed aggregate 65 dB DNL contour. This includes any historic properties that are located within the proposed aggregate 65 dB DNL contour but are not located within the No Action Alternative's 65 dB DNL contour. Primarily, these properties are

located at the edge of the APE, where the proposed 65 dB DNL contour expands beyond the No Action Alternative 65 dB DNL contour.

Substantive change in dB DNL is measured as the difference between the dB DNL for the proposed action, represented as an aggregate of all proposed alternatives, and the dB DNL modeled under the No Action Alternative. This difference, also called delta DNL, was modeled across the entire APE, and areas where there is a substantive increase in dB DNL were outlined. See Section 6 for more information on substantive increases in dB DNL. These areas are primarily near OLF Coupeville, where the Growler would fly a standardized training pattern that utilizes both Runway 14 and Runway 32.

The noise modeling indicates that changes to noise exposure are minimal within the majority of the APE. However, areas at the boundary between the proposed aggregate 65 dB DNL contour and the No Action Alternative 65 dB DNL contour at OLF Coupeville and Ault Field would fall within the 65 dB DNL contour, and there would be a substantive change in delta DNL near OLF Coupeville and in the northern portion of the Central Whidbey Island Historic District (Figures 10 and 11).

To analyze potential adverse indirect effects of modeled noise changes, the property type and eligibility status for all identified historic properties listed in the NRHP were compiled, as well as those listed in the Washington Heritage Barn Register and the Washington Heritage Register, recorded as eligible on the WA DAHP GIS data, and recognized as contributing to ELNHR in the ELNHR 2016 Inventory (Appendix J) within the substantive change in dB DNL area and within the area between the proposed aggregate 65 dB DNL contour and No Action Alternative 65 dB DNL contour. In addition, because of the unique and important historic characteristics of the Central Whidbey Island Historic District, the Navy has also included all eligible and contributing historic properties listed in the ELNHR Inventory that experience a delta DNL change of 5 dB or more. Table 14 presents a summary of all determined-eligible properties listed in the Washington DAHP WISAARD database, the 2016 update to the ELNHR, and properties listed in the NRHP, the Washington Heritage Barn Register, or the Washington Heritage Register. See Figures 13 and 14 for locations of historic buildings, structures, and districts, and see Appendix K for locations of archaeological districts and cemetery sites. Sections 7.2.1 – 7.2.6 assess effects to determined eligible or listed properties that are within the potential adverse effects area.

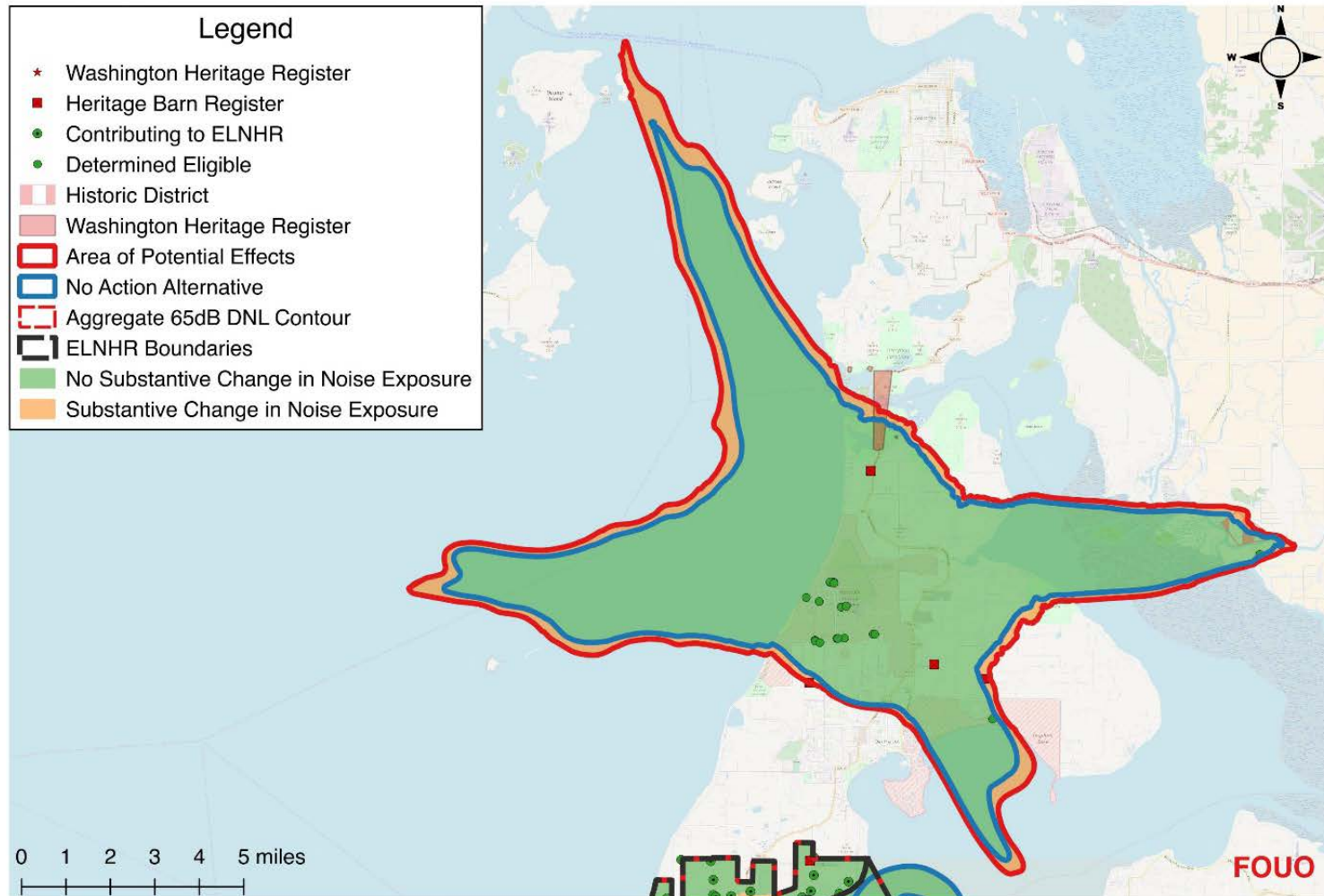
The proposed undertaking would result in no substantive change in noise exposure to a majority of the eligible and listed properties. Of the 67 eligible or listed historic properties within the APE, approximately 87 percent (58 properties) would not experience any substantive change in noise exposure, and 13 percent (nine properties) are located in the area of the APE where substantive changes in noise exposure have been identified.

Table 14 Summary of Potential Indirect Effects to all Eligible and Listed Properties

<i>Property Type</i>	<i>Potential Indirect Effects</i>		
	<i>No Substantive Change in Noise Exposure</i>	<i>Substantive Change in Noise Exposure</i>	<i>Total</i>
Buildings and Structures (50 years and older)	26	2	28
Listed in Washington Heritage Barn Register	17	6	23
Listed in Washington Heritage Register	4	0	4
Listed in NRHP	2	0	2
Historic Districts*	1	1	2
Archaeological Sites	7	0	7
Cemetery Sites	1	0	1
Traditional Cultural Places	0	0	0
Archaeological Districts	1	0	1
Total	58	9	67

Note: Many of the ELNHR buildings and structures (where the 65 dB DNL overlaps with ELNHR) are also included in the ELNHR 2016 Inventory).

* For the purposes of this study, ELNHR is analyzed as an NRHP-listed historic district.



Note 1: Displays property status as recorded in ELNHR 2016 Update and DAHP GIS data.

Note 2: Darker orange indicates overlap between shift in 65 dB DNL (from No Action Alternative to Aggregate 65 dB DNL) and area where increase in dB DNL is substantive,

Figure 13 Map of all Eligible and Listed Historic Buildings and Structures within the Ault Field portion of the APE

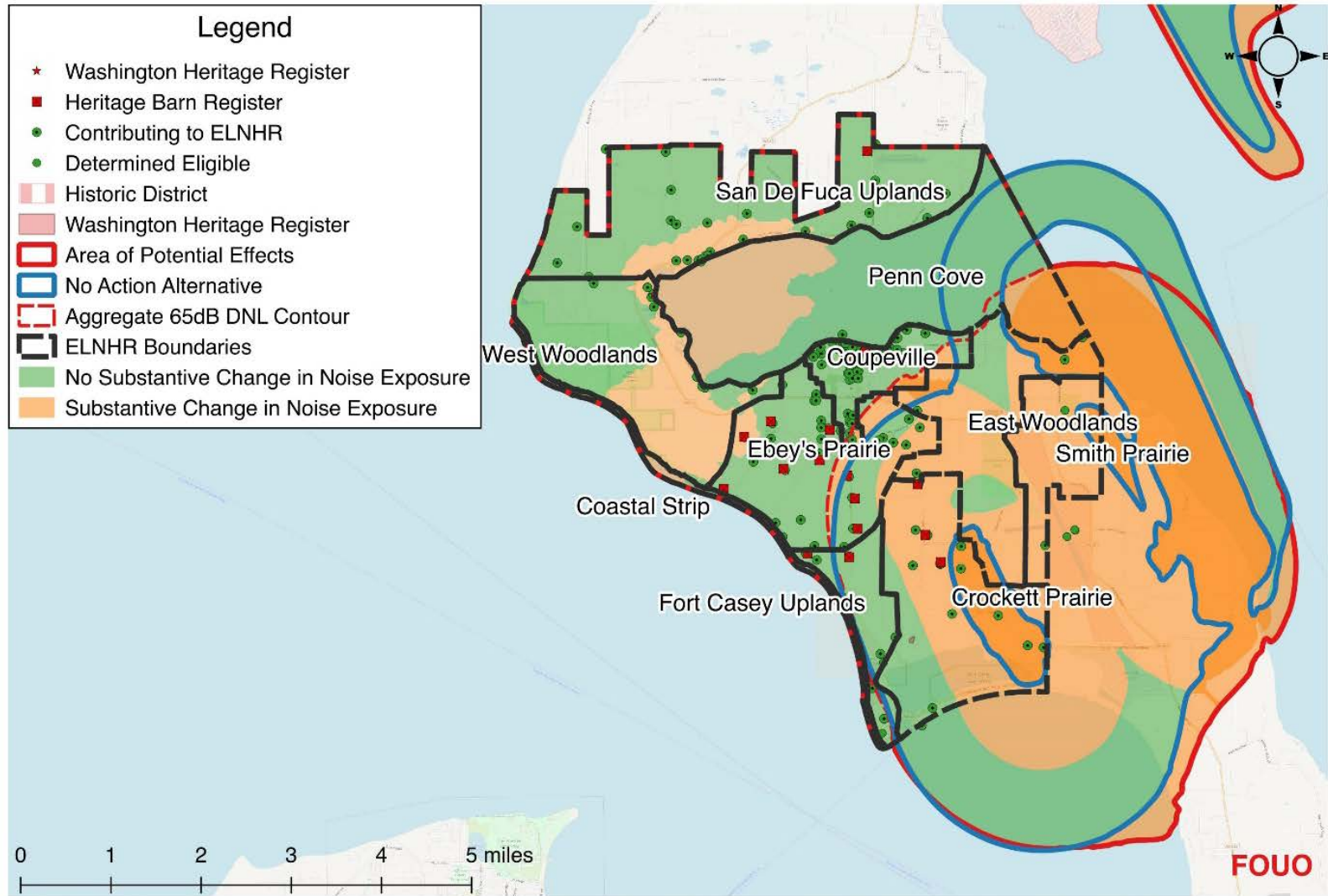


Figure 14 Map of all Eligible and Listed Historic Buildings and Structures within the OLF Coupeville portion of the APE

7.2.1 Historic Buildings and Structures

Two eligible buildings and structures would experience substantive change in noise exposure (Table 15). However, the proposed undertaking will have no adverse effect to the structural integrity of the historic structures in the indirect effects area of the APE or diminish the integrity of their design or workmanship.

Table 15 Eligibility Criteria of Historic Buildings and Structures in the Potential Adverse Effects Area

<i>Historic ID</i>	<i>Name</i>	<i>Year Built</i>	<i>Eligibility Criteria</i>
672587	Whidbey Island Game Farm, Pacific Rim Institute for Environmental Stewardship	1946	Criterion A
700759	Crockett, Hugh, Barn, Boyer Farm	1860	Criterion A

To analyze potential adverse effects to structures and buildings, the Navy looked to previous studies within the APE, as well as to outside research on the effects of noise on historic properties. Specifically, the Navy looked at the original criteria and amendments to the NRHP nomination form for the Central Whidbey Island Historic District. In addition, the Navy looked to the ELNHR's management documents, studies, and inventories. Finally, the Navy sought out available research and studies on the effects of aircraft noise on historic properties.

There is limited research available that documents studies on the effects of aircraft noise on historic properties. This analysis focuses on noise effects on structures in general (Guidelines for preparing Environmental Impact Statements on Noise, 1977) and on noise effects on historic structures. Pertinent studies include an analysis of proposed Concorde flight operations on historic structures at several East Coast airports, including Dulles and Kennedy Airports (Hershey, Kevala, and Burns 1975, and Wessler 1977) and portions of the 2012 noise study prepared in support of the 2012 EA for the proposed transition of expeditionary EA-6B Prowler squadrons to EA-18G Growler aircraft. To date, no study supports a finding that aircraft operations at Ault Field or OLF Coupeville have or will cause diminished integrity of location, setting, materials, design, workmanship, feeling, or association to historic buildings and structures.

The Navy reviewed the original nomination package of the Central Whidbey Island Historic District and subsequent amendments made in 1983, 1998, and 2010, as well as ELNHR's management plans and inventory updates of 1980, 2003, 2005, and 2016. The inventories and evaluations studied various property types and character-defining features of the district and the ELNHR. Although the ELNHR inventories have added and subtracted properties from contributing status, no properties have been determined to no longer retain the characteristics that qualify them for inclusion in the NRHP because of adverse effects from Navy actions, specifically aircraft operations or aircraft noise effects on buildings and structures.

In 1977, the National Research Council developed guidelines for evaluating potential impacts of noise for EIS studies on noise. These guidelines are consistently cited in subsequent studies as the basis for evaluating Section 106 impacts to historic properties. Per the guidelines, sounds lasting more than 1 second and with a peak unweighted sound level greater than or equal to 130 dB (in the 1 hertz (Hz) to 1,000 Hz frequency range) are considered potentially damaging to structural components (NRC and NAS, 1977). This is a conservative standard for assessing all sound (NRC and NAS, 1977).

With respect to the potential for aircraft noise and vibration effects on the structural components of historic structures, only a few studies have been published. Two studies were conducted in the 1970s in connection with the EIS on proposed Concorde operations in the U.S. In 1975, Hershey, Kevala, and Burns (1975) examined the potential for structural feature breakage at five historic sites within the Concorde flightpath, including the St. George's Church near Kennedy Airport, and four historic sites near Dulles Airport (Sully Plantation, Dranesville Tavern, Broad Run Bridge and Tollhouse, and Manassas Battlefield Park). The historic sites chosen for study were all located within a few miles of the proposed Concorde flight paths. The authors evaluated the impact on structural features, including windows, brick chimneys, a stone bridge, and plaster ceilings. They determined that the potential for breakage was generally less than 0.001 percent for a year of overflights at all five historic sites.

In 1977, Wesler reevaluated the noise analysis at the Sully Plantation and concluded that no damage was found to the 1795 plantation house from routine departures of the Concorde aircraft 1,500 feet from the runway centerline of Dulles Airport (Wesler, 1977). Wesler found that the structural vibration levels from the Concorde takeoff and landings were actually less than those caused by touring groups and vacuum cleaning. Of note, both Concorde studies also concluded that "noise exposure levels for compatible land use also were protective of conventional historic and archaeological sites."

The Navy's 2012 noise study included an assessment of noise and vibration impacts from Navy airfield operations to historic buildings and structures. Because of a wide range of variations in building code and aircraft types, the U.S. has yet to develop a precise threshold for adverse effects to the integrity of buildings and structures. Therefore, this study applies the same standards used in the 2012 noise study for the assessment of noise and vibration from Navy airfield operations to historic properties within the APE.

The 2012 study at NAS Whidbey Island suggested that sounds lasting more than 1 second above a sound level of 130 C-weighted decibels (dBC) are potentially damaging to structural components (Kester and Czech, 2012). The study evaluated Prowlers and Growlers at NAS Whidbey Island and noted that none of the conditions evaluated for the study caused C-weighted¹ sound levels to exceed 130 dBC (i.e., the stated threshold) and that structural damage would not be expected. The authors, however, did note that takeoff conditions had C-weighted sound levels greater than 110 dBC for both types of aircraft, creating an environment conducive to noise-induced vibration (Kester and Czech, 2012).

In order to reach these conclusions, the authors of the 2012 study included a brief examination of low-frequency noise associated with Growler overflights at 1,000 feet AGL in takeoff, cruise, and approach configuration/power conditions (Kester and Czech, 2012). The study found that the takeoff condition has the highest potential for damage, with unweighted sound levels of approximately 105 dB and an overall C-weighted sound level of 115 dBC. The Growler would exhibit C-weighted sound levels up to 101 dBC when cruising and 109 dBC (gear down) at approach. As these levels are much less than the 130 dB criterion, damage would not be expected for structures in the vicinity of the NAS Whidbey Island airfields.

In 2016, the National Park Service (NPS) conducted an acoustical study utilizing two acoustic monitoring systems for 31 days on NPS property in the ELNHR. The locations consisted of the Reuble Farmstead and

the Ferry House. At the Reuble Farmstead (located approximately 0.5 mile from Crockett Barn), the highest recorded sound pressure level was 113 dBA during FCLP by Growlers. At the Ferry House, 85 dBA was the loudest recorded military aircraft sound level (NPS, 2016). While these studies concerned two locations known for their historic qualities, the study did not evaluate the potential damage that could be caused to these structures by noise or vibration. However, when comparing the highest recorded sound pressures of 113 dBA and 85 dBA at the two points of interest (POIs), it is unlikely that sound pressures would approach a peak unweighted sound level greater than or equal to 130 dBC, which is the level that would be considered potentially damaging to structures at those locations.

Although studies are limited, the available data indicate that noise within the APE is unlikely to alter the characteristics that qualify historic buildings and structures for inclusion in the NRHP.

7.2.2 Heritage-Listed Historic Properties

Six buildings listed in the Washington Heritage Barn Register would experience substantial changes in noise exposure (Table 16). The same analysis described in Section 7.2.1 applies to heritage-listed historic properties. Accordingly, the undertaking will have no adverse effect to the structural integrity of the listed buildings and structures and does not alter the qualities of significance that make these historic properties eligible. The proposed undertaking does not alter characteristics of architectural expression, method of construction, or physical features of the property's setting.

Table 16 Eligibility Criteria of Buildings Listed in the Washington Heritage Barn Register in the Potential Adverse Effects Area

<i>ID</i>	<i>Name</i>	<i>Register</i>	<i>Built Year</i>	<i>Eligibility Criteria</i>
IS00343	James, William and Florence, Farm	Heritage Barn	c. 1914	None Listed
IS00314	Keith, Sam, Farm	Heritage Barn	1895	Criterion A
IS00340	Gus Reuble Farm	Heritage Barn	1912	Criterion A
IS00355	Crockett, Hugh, Barn	Heritage Barn	c. 1860	Criterion A
IS00356	Hookstra, Lambert, Farm	Heritage Barn	c. 1910	None Listed
IS00229	Kineth, John, Barn	Heritage Barn		

7.2.3 Archaeological Sites

No determined-eligible archaeological sites would experience a substantive change in noise exposure.

7.2.4 Cemeteries

No determined-eligible area cemeteries would experience a substantive change in noise exposure.

7.2.5 Traditional Cultural Places

There are no known traditional cultural places or properties of traditional religious importance recorded in the APE. Consultations with Tribes and the SHPO have resulted in no new traditional cultural places or properties of traditional religious importance identified within the APE. See Appendix D for a summary of Navy consultations.

7.2.6 Historic and Archaeological Districts

One historic district, the Central Whidbey Island Historic District, would experience substantive changes to noise exposure that would cause adverse effects to the perceptual quality of views that contribute to its significance.

Central Whidbey Island Historic District Buildings and Structures

Of the 288 individually eligible or contributing buildings and structures in the Central Whidbey Island Historic District (the district), 44 would experience substantive changes in noise exposure (Table 17 and Figure 15). However, the undertaking will have no adverse effect on the structural integrity of the listed buildings and structures and does not alter the qualities of significance that make these historic properties eligible per the analysis in Section 7.2.1. The proposed undertaking does not alter characteristics of architectural expression or method of construction, and it does not introduce alterations in land use patterns inconsistent with the agricultural land use patterns first established during the period of significance of early settlement in the 1850s within the boundary of the district.

Table 17 Contributing Buildings to the ELNHR within the Potential Adverse Effects Area

<i>Name</i>	<i>Landscape Area</i>	<i>Built Year</i>	<i>Significance</i>
Bearss/Barrett House	Coupeville	1893	Criterion C
James Wanamaker House	Coupeville	1892	Criterion C
A.B. Coates House	Coupeville	1892	Criterion C
Morrow/Franzen House (Spangler/Franzen Rental House)	Coupeville	c. 1900	Criterion C
Reuble Squash Barn	Coupeville	c. 1940	Criterion C
Mulder House	East Woodlands	c. 1900	Criterion C
Thomas/Sullivan House	East Woodlands	1910	Criterion C
Harp Place	Smith Prairie	c. 1900	Criterion C
Wiley Barn	Fort Casey Uplands	c. 1930s	Criterion A
John Kineth, Jr. Farmhouse	Smith Prairie	c. 1910	Criteria A and C
Keith House	Fort Casey Uplands	1895	Criterion A
Old Anderson Place	Fort Casey Uplands	1902	Criterion A
Hapton/Gould House (John Gould/Miller House)	Crockett Prairie	1910	Criterion C
Reuble Farm	Fort Casey Uplands	1895	Criterion A
Fort Casey Pump House	Crockett Prairie	1906	Criterion A
Gillespie House/Reuble Farm	Fort Casey Uplands	1912	Criterion A
Myers Property	East Woodlands	c. 1928	Criterion A
Clarence Wanamaker Farm	Crockett Prairie	1928	Criteria A and C
Crockett/Boyer Barn (Hugh Crockett House)	Crockett Prairie	c. 1860	Criterion A
Col. Walter Crockett Farmhouse and Blockhouse	Crockett Prairie	c. 1860	Criterion A
Calhoun House (Sam Crockett House)	Crockett Prairie	1890	Criterion C
Gilbert Place/Eggerman Farm	Crockett Prairie	Unknown	Criterion A
Walton Aubert House – Fiddler’s Green	Penn Cove	1907	Criteria A and C
O’Leary Cottage/Snakelum House	Penn Cove	1940	Criteria A and C
Melvin Grasser House	Penn Cove	1932	Criterion C
Old County Courthouse/Grennan & Cranney Store	Penn Cove	1855	Criteria A and C
George Libbey House	Penn Cove	1904	Criterion C
Fisher Place	Penn Cove	1928	Criteria A and C
Whid-Isle Inn/Captain Whidbey Inn	Penn Cove	c. 1905	Criteria A and C
Smith Cottage	Penn Cove	1933	Criteria A and C
A. Kineth House	Penn Cove	1916	Criteria A and C
Still Log Cabin	Penn Cove	c. 1938	Criteria A and C
San de Fuca School	San de Fuca Uplands	1903	Criterion C
Capt. R.B. Holbrook House	San de Fuca Uplands	1874	Criterion C
Liberal League Hall/San de Fuca Community Chapel	San de Fuca Uplands	1906	Criterion C
Hingston House	San de Fuca Uplands	1880	Criterion C
Tuft Cottage/Mrs. J. Arnold House	San de Fuca Uplands	Pre-1935	Criterion C
Armstrong/Trumball House	San de Fuca Uplands	c. 1905	Criterion C
Fisher/Hingston/Trumball General StoreL	San de Fuca Uplands	c. 1903	Criterion A
Hingston/Trumball Store	San de Fuca Uplands	1880	Criterion C
Armstrong/Scoby House	San de Fuca Uplands	1895	Criterion C
Henry Arnold/Grasser House	San de Fuca Uplands	1923	Criteria A and C
Robart Cottage	San de Fuca Uplands	1912	Criterion C
NPS Sheep Barn	Ebey’s Prairie	1930	Criterion C

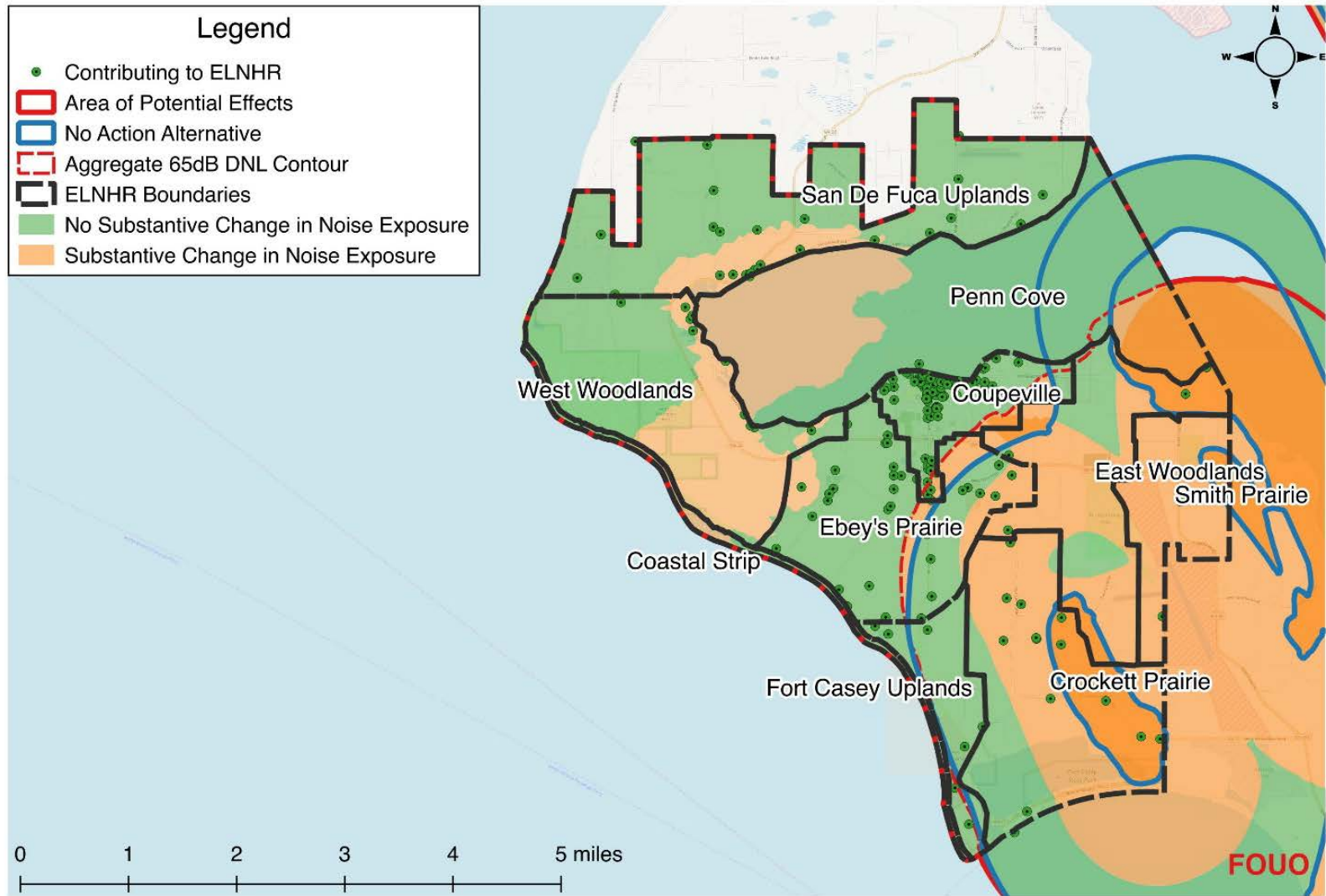


Figure 15 Map of Potential Adverse Effects to Contributing Properties and Landscapes in ELNHR

Central Whidbey Island Historic District Contributing Features and Elements

A number of landscape and architectural features contribute to the special character of the Central Whidbey Island Historic District and were identified in the 1983 building and landscape inventory conducted by the NPS. The district's inventory was expanded, and a number of landscapes were introduced into its NRHP nomination form in the 1998 amendment. This amendment and its inclusion of contributing landscape features to the historic character of the district sought to reflect and formalize those special historic qualities of Central Whidbey Island that Congress sought to preserve in the creation of the ELNHR in 1978. The 1998 amendment documents the landscape component of the inventory into both natural and cultural elements of ELNHR and identifies 10 distinct landscape areas, including Ebey's Prairie, Crockett Prairie, Smith Prairie, San de Fuca Uplands, Fort Casey Uplands, East Woodlands, West Woodlands, Penn Cove, Coastal Strip, and Coupeville. The landscape areas were identified as character-defining features representing the continuum of early patterns of settlement, agriculture, and commercial uses in the district as evidenced by historic land use patterns, circulation systems, spatial organization as a response to the natural environment, vegetation, structures, farm cluster, and views and other perceptual qualities.

In 2003, the NPS performed an analysis of land use change and cultural landscape integrity to assess tangible loss of the character-defining qualities of landscape. The NPS did not identify Navy aircraft operations at OLF Coupeville as a threat to change the overall character of the district from the period of 1983 to 2000.

The proposed undertaking will not affect the character-defining qualities related to land use patterns, circulation systems, spatial organization as a response to the natural environment, vegetation, structures, or farm clusters. The 2003 NPS analysis covered a time period when Navy aircraft operations at OLF Coupeville exceeded the proposed increase in, and overall numbers of, operations contained in the current Proposed Action. The 2003 study primarily focused on patterns of land use change, circulation patterns, vegetation, boundaries, and cluster arrangements. The study concluded that the greatest risk to integrity of landscape features in the district was the "relentless pressures of residential growth" and recommended land use control strategies such as zoning and conservation easements. The current proposed undertaking does not change circulation, patterns of land use, vegetation, structures, or cluster arrangements and will have no adverse effect to these landscape characteristics.

The proposed undertaking has the potential for indirect adverse effects to the perceptual qualities that contribute to cultural landscapes of the Central Whidbey Island Historic District, specifically the significant perceptual qualities of landscapes from nine distinct points in the district. The Navy identified a substantive change in noise exposure in nine areas where perceptual qualities contribute to the significance of the landscape. Potentially affected landscapes include all of the identified contributing landscapes except for the Fort Casey Uplands. The substantive change in noise exposure has the potential to indirectly alter the perceptual experience of the contributing cultural landscapes because these nine areas are identified as tangible resources and character-defining features of the cultural landscapes. The 1998 amendment defines these areas as contributing views following the NPS's published guidance for nominating rural historic districts in 1984. Guidance for analysis and evaluation of views and vistas includes analysis of significant perceptual qualities, such as smells and sounds, from the viewpoint (NPS Cultural Landscapes Inventory Professional Procedures Guide, 2001). The Central Whidbey Island Historic District NRHP nomination describes the contributing landscape views and the perceptual qualities as tangible resources that were identified using the historic record and are based on

character-defining features of the cultural landscape. The nine landscape areas located within the defined area of substantive change in noise exposure include:

1. Entry to Coupeville from Ebey’s Prairie into the prairie and along Main Street
2. View to Crockett Prairie and Camp Casey from Wanamaker Road
3. View to Crockett Prairie and uplands from the top of Patmore Road
4. View to Crockett Prairie and uplands from Keystone Spit
5. View to Grasser’s Lagoon from Highway 20
6. Views to and across Penn Cove along Madrona Way
7. Views from the bluff trail to Ebey’s Prairie and Coastal Strip
8. View from Smith Prairie from Highway 20, entering the ELNHR
9. Views to Grasser’s Hill from Madrona Way

Of these nine landscape areas, one is located within the area newly exposed to the aggregate 65 dB DNL contour, four are located within the aggregate 65 dB DNL contour and are exposed to a change of 5 dB or greater delta DNL, and four are located outside the aggregate 65 dB DNL contour but within the boundary of the ELNHR and experience a change in 5 dB or greater delta DNL (see Table 18).

Table 18 Change in Noise Exposure within Aggregate 65 dB DNL Noise Contour

<i>Change in Exposure to Aggregate 65 dB DNL Contour</i>	<i>Change in delta DNL of 5 dB or Greater within the Aggregate 65 dB DNL Contour</i>	<i>Change in delta DNL of 5 dB or Greater Outside the Aggregate 65 dB DNL Contour within ELNHR</i>
Entry to Coupeville (from Ebey’s Prairie into prairie center and along Main Street) and Front Street in Coupeville	View to Crockett Prairie and Camp Casey from Wanamaker Road	View to Grasser’s Lagoon from Highway 20
	View to Crockett Prairie and uplands from the top of Patmore Road	Views to and across Penn Cove along Madrona Way
	Views to Crockett Prairie and uplands from Keystone Spit	Views from the bluff trail to Ebey’s Prairie and Coastal Strip
	View of Smith Prairie from Highway 20, entering the ELNHR	Views to Grasser’s hill from Madrona Way

Of the nine landscape areas, the Navy has determined that five are adversely affected as a result of a substantive change in noise exposure. Although all of these landscape points either experience a change in exposure to the 65 dB DNL contour or a change of delta DNL of 5 dB or more, only five experience a change that has the potential to result in a change in recommended land use. Of the four landscape points outside the aggregate 65 dB DNL contour within the ELNHR that experience a change in 5 dB or greater delta DNL, the level of change in noise exposure, although quite noticeable, does not result in an adverse effect. The landscapes are located well outside the 65 dB DNL contour and a quiet soundscape is not a defining characteristic of the landscapes. In addition, no land use restrictions are recommended per SLUCM standards as a result of the change in noise exposure, and the area is considered compatible with all land uses.

The remaining five landscape points are located within areas where change in noise exposure would result in potential changes in land use recommendations and/or land use restrictions. In addition, the five landscape points are located at gateway points into the ELNHR where the rural character of the landscape contributes not only to the scenic quality of ELNHR but also to those characteristics of the landscape that have shaped human settlement and use of the landscape that make the landscapes character defining elements of the historic district. All of these entrance points are within three landscape areas: Crockett Prairie, Smith Prairie, and Ebey's Prairie. These three prairies make up approximately 42 percent of the ELNHR and are key landscape characteristics to many of the historic themes, events, people, and activities important in the ELNHR's history, including the Salish occupation and use, early Euro-American settlement, and agricultural land use patterns established during early settlement in the 1850s. The change in noise exposure indirectly alters the perceptual qualities of the five contributing views identified and the character-defining features of these key cultural landscape components.

8 Finding of Effect

The Navy has determined that the proposed undertaking is a Historic Properties Adversely Affected for adverse indirect effects to cultural landscapes in the Central Whidbey Island Historic District—specifically, the perceptual qualities of the following five locations that contribute to the significance of the landscape:

1. Entry to Coupeville from Ebey's Prairie into prairie and along Main Street
2. View to Crockett Prairie and Camp Casey from Wanamaker Road
3. View to Crockett Prairie and uplands from the top of Patmore Road
4. View to Crockett Prairie and uplands from Keystone Spit
5. View from Smith Prairie from Highway 20, entering the ELNHR

In order to minimize the adverse effect to the perceptual experience of these cultural landscapes, the Navy proposes to continue to support policies in place to minimize noise effects of flight operation in the community (see Section 6). In addition, the Navy will continue to collaborate with the county and community on the purchase of conservation easements, which, per the recommendations of the 2003 landscape study, serves to preserve the historic and scenic integrity of the cultural landscape and to diminish landscape change that threatens the integrity of the landscape features on the ELNHR.

In addition to continuing existing policies that minimize adverse effects to historic properties, the Navy offers the following as a starting point for consultation on resolution of the adverse effect to perceptual experience of these cultural landscapes:

- Informational kiosks at locations where the undertaking has adverse indirect effects to perceptual qualities that contribute to the significance of ELNHR contributing landscapes, which coincide with entry points to the ELNHR.
 - Although the Navy determined that the four landscapes points within the ELNHR that experience a delta DNL change of 5 dB or more but are located outside the 65 dB DNL contour are not adversely effected by the change in noise exposure, these areas are also located at or near entrance points to the reserve. The Navy is willing to consider locating information kiosks in these location as well.
- Increase support to the REPI and encroachment management programs at NAS Whidbey Island for continued partnership with the Whidbey Camano Land Trust in acquiring conservation easements.
- Support of a project to improve efficacy and efficiency of online ELNHR historic property inventories to ameliorate inconsistencies and update the ELNHR and Washington State historic properties inventories and GIS databases for properties located within the ELNHR. The Navy proposes to enter into a cooperative agreement with the ELNHR to provide support equivalent to one year of labor at pay grade GS 9.

Appendix A Location of Required Facilities



Appendix B

Previous Operations for Ault Field and the Seaplane Base from 1976 to 2013

Year	Ault Field			OLF Coupeville	Total	
	FCLP (a)	Other (b)	Total (a+b)	FCLP (d)	FCLP (a+d)	Operations (a+b+d)
1976	29,245	90,948	120,193	17,810	47,055	138,003
1977	27,064	61,449	88,513	17,748	44,812	106,261
1978	31,308	95,896	127,204	24,378	55,686	151,582
1979	17,720	78,963	96,683	20,282	38,002	116,965
1980	25,102	79,000	104,102	12,190	27,292	116,292
1981	26,443	62,805	89,248	16,848	43,291	160,096
1982	26,696	77,639	104,335	14,472	41,168	118,807
1983	36,418	82,019	118,437	11,782	48,200	130,219
1984	32,400	80,842	113,242	12,726	45,126	125,968
1985	29,185	72,267	101,452	13,934	43,119	115,386
1986	27,475	77,529	105,004	22,232	49,707	127,236
1987	27,202	110,480	137,682	30,350	57,552	168,032
1988	47,734	101,396	149,130	30,442	78,176	179,527
1989	50,186	87,850	138,036	22,596	72,782	160,632
1990	51,758	104,582	156,340	32,080	83,838	188,420
1991	43,662	90,632	134,294	27,088	70,750	161,382
1992	54,516	84,515	139,031	25,844	80,360	164,875
1993	36,422	79,551	115,973	21,324	57,746	137,297
1994	36,472	74,990	111,462	21,628	58,100	133,090
1995	30,494	74,936	105,430	19,854	50,348	125,284
1996	22,832	86,895	109,727	13,066	35,898	122,793
1997	30,740	88,093	118,833	9,736	40,476	128,569
1998	19,516	77,433	96,949	6,808	26,324	103,757
1999	17,194	77,014	94,208	6,752	23,946	100,960
2000	16,536	84,424	100,960	6,378	22,914	107,338
2001	16,132	79,857	95,989	3,568	19,700	99,557
2002	17,090	77,069	94,159	4,100	21,190	98,259

Source: Wyle Laboratories, Inc. 2004

Appendix C

Previous FCLP Operations Data for OLF Coupeville from 1967 to 2013

<i>Year</i>	<i>Operations</i>
1967	1,236
1968	27,130
1969	39,246
1970	37,218
1971	18,392
1972	13,572
1973	16,764
1974	21,180
1975	24,844
1976	17,810
1977	17,748
1978	24,378
1979	20,282
1980	12,190
1981	16,848
1982	14,472
1983	11,782
1984	12,726
1985	13,934
1986	22,232
1987	30,350
1988	30,442
1989	22,596
1990	32,080
1991	27,088
1992	25,844
1993	21,324
1994	21,628
1995	19,854
1996	13,066
1997	9,736
1998	6,808
1999	6,752
2000	6,378
2001	3,568
2002	4,100
2003	7,684
2004	4,314
2005	3,529
2006	3,413
2007	3,976
2008	2,548
2009	5,292

<i>Year</i>	<i>Operations</i>
2010	6,476
2011	9,378
2012	9,668
2013	6,972
2014	6,120
2015	6,120
2016	6,120
2017	5,804

Appendix D

Summary of Section 106 Consultation from October 2014 to November 2017

<i>NHPA Section 106 Process for Growler Increase at NAS Whidbey Island</i>	<i>Consultation Effort to date</i>
Navy Established Undertaking	October 2014
Identification of Historic Properties Defining the Area of Potential Effects (APE)	June 2016 - Letter proposing APE methodology Aug 2016 - Letter clarifying Section 106 process Nov 2016 - Release of DEIS and contour lines Dec 2016 - Public meetings presenting proposed APE April 2017 - Letter defining APE May 2017 - Meeting to discuss APE rationale July 2017 - Letter defining final APE
Identification of Historic Properties Inventory and Eligibility	June 2017 – Letter proposing inventory methodology July 2017 – Letter with final inventory Aug 2017 – Meeting providing rationale for using existing inventories and eligibility status w/o additional survey Oct 2017- Notification of delay in consultation to incorporate changes in scale and scope of undertaking

Appendix E

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Appendix F

Inventory of Cultural Resources within the Area of Potential Effects

WA DAHP GIS Data

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
26	Naval Air Station Whidbey Island - Outlying Field, Coupeville, NAS Building 1 & 2	NAS Whidbey Island		Determined Not Eligible	1944
42	NAS Whidbey Island - Building 410, Hangar 6, Building 410, Hangar 6	NAS Whidbey Island		Determined Eligible	1942, 1955, 1957
165	Harmon - Pearson - Engle Farm	Coupeville		Not Determined	1900
166	Cawsey House, Cawsey House, Perkins House	Coupeville		Not Determined	1890
168	Comstock, Al & Nellie, House, Sherman House	Coupeville		Not Determined	1890
174	Old Al Comstock Place	Coupeville		Determined Eligible	1935
176	Gallagher/Schreck/Sherman Farm, Sherman, A., House	Coupeville		Not Determined	1917
177	Aloha Farms, Hancock, Samuel E., House	Coupeville		Not Determined	1953
178	Jenne, Edward and Agnes, Farm	Coupeville	R13109-330-4240	Not Determined	1908
186	Gus Reuble Farm	Coupeville		Not Determined	1930
201	Sherman Hog House	Coupeville		Not Determined	1942
278	Grennan and Cranney Store, Grennan and Cranney Store	Coupeville		Not Determined	1855
326	Clark House	Coupeville	R13233-184-4510	Not Determined	1933
328	Williams House	Coupeville	S6415-00-40001-0	Not Determined	1896
334	Coupeville City Hall	Coupeville	S6415-00-20005-0	Not Determined	1928

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
335	Zylstra, James, House	Coupeville	S6415-00-22001-0	Not Determined	1890
343	Methodist Parsonage	Coupeville	S6415-00-11007-0	Not Determined	1889
344	Griffith, Thomas, House, Brooks House	Coupeville	S6415-00-12001-0	Not Determined	1869
345	First Methodist Parsonage, Jefferds Rental House	Coupeville	S6415-00-09005-1	Not Determined	1890
346	Straub, Jacob, House, Warder House	Coupeville	S6415-00-08008-0	Not Determined	1890
347	Jefferds Rental House	Coupeville	S6415-00-13002-0	Not Determined	1920
348	Hesselgrave Rental House, Bagby Rental House	Coupeville	S6415-00-13003-0	Not Determined	1890
352	Clapp House, Ghormley House	Coupeville	S6415-00-14002-0	Not Determined	1890
354	Ervin Rental House	Coupeville	S6415-00-15001-0	Not Determined	1890
355	Gould, John, House, Cauty House	Coupeville	S6425-00-02001-0	Not Determined	1890
356	Coupe, Thomas, House	Coupeville	R13234-370-0150	Not Determined	1852
359	Solid, Chris, House	Coupeville	R13234-334-0450	Not Determined	1906
360	Chromy House	Coupeville	S6005-00-04002-0	Not Determined	1904
363	Holbrook, Horace, House, Forrester, Alice, House	Coupeville	R13233-352-3600	Not Determined	1890
368	Howell House, Wright House	Coupeville	S6415-00-32004-0	Not Determined	1927
369	Clark, Ed, House, Bishop House	Coupeville	S6415-00-32003-0	Not Determined	1915
370	Morris House, Reynolds Rental House	Coupeville	S6415-00-32002-0	Not Determined	1910
374	Cushen House, Penn Cove Bed and Breakfast	Coupeville	R13233-363-3550	Not Determined	1925
376	Pontiac Dealership, Auto Barn	Coupeville	S6025-00-06001-3	Not Determined	1963
380	Fullington, Maude, House, Fullington, Mary, House	Coupeville	S7070-00-11000-0	Not Determined	1859
382	Island County Bank, Vracin Office	Coupeville	R13233-375-4150	Not Determined	1890

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
384	Kinney, Captain Thomas, House, Davison House	Coupeville	S6415-00-08004-0	Not Determined	1871
385	Captain Clapp House, Vandyk House	Coupeville	S6415-00-07004-0	Not Determined	1890
388	Sedge Building, This 'n That Shop, Tartans and Tweeds	Coupeville		Not Determined	1871
389	Robertson, John, House, Tartans and Tweeds, Penn Cove Gallery, Ye Kitchen Shop	Coupeville		Not Determined	1864
391	Whidbey Mercantile Company, Toby's Tavern	Coupeville		Not Determined	1875, 1895
392	John Robertson's Store, Seagull Restaurant, Captain's Galley	Coupeville		Not Determined	1886, 1912
393	Post Office, Laundromat, Fantasy Island	Coupeville		Not Determined	1938
394	Coupeville Cash Store, Butler Bell Antiques, Gift Gallery Antiques	Coupeville		Not Determined	1885, 1886
396	Elkhorn Saloon, Bishop Building, Coupeville Weaving Shop, Elkhorn Truck Antiques	Coupeville		Not Determined	1883
398	Judge Still Law Office, The Cove	Coupeville		Not Determined	1909
399	Island County Times Building, Lorna Doone's Attic, Jan McGregor Studio	Coupeville		Not Determined	1906, 1958
400	Island County Abstract Office, Kristen's Ice Cream and More	Coupeville		Not Determined	1890, 1958
401	Terry's Dryer, Trader's Wharf	Coupeville		Not Determined	1855, 1897
403	Gillespie Meat Market, Korner Kranny, Keeping Room Antiques	Coupeville		Not Determined	1887, 1890
404	Wharf Warehouse and Dock	Coupeville		Not Determined	1905

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
408	Heckenbury House, Masonic Rental House	Coupeville	R13233-344-3760	Not Determined	1955
409	Angel, Charles, House, Rojas House	Coupeville	S6425-00-04001-0	Not Determined	1917
410	Polly Harpole's Maternity Home	Coupeville	S6415-00-32006-0	Not Determined	1927
414	Stark House, Jefferds Rental House	Coupeville	S6415-00-13007-1	Not Determined	1890
419	Mock House	Coupeville	S7215-00-01004-0	Not Determined	1904
420	Benson House, Dole House	Coupeville	S7215-00-01001-0	Not Determined	1910
424	Newcomb House	Coupeville	R13234-434-1330	Not Determined	1908
426	Lovejoy, E.O., House, Yorioka House	Coupeville	S6310-00-00011-0	Not Determined	1890
428	Boothe House	Coupeville	S6420-00-00005-2	Not Determined	1952
431	White, Dr., House	Coupeville	R13233-322-1850	Not Determined	1894
432	Black House, Lindsey House	Coupeville	R13233-323-1720	Not Determined	1894
436	Congregational Church, St. Mary's Catholic Church	Coupeville	R13233-184-4240	Determined Eligible	1889
437	Reverend Lindsey House	Coupeville	624827	Determined Eligible	1898
439	Libbey, Joseph B., House	Coupeville	R13233-214-3740	Determined Eligible	1870
440	Higgins House, Hecher and Donaldson Rental House, Dale Roundy Law Office	Coupeville	R13233-264-3900	Not Determined	1917
441	Jenne, Jacob, House, Victorian Bed and Breakfast	Coupeville	R13233-279-3910	Not Determined	1889
443	Highwarden House, Young House, Datum Pacific Inc.	Coupeville	R13233-282-3880	Not Determined	1888
444	Gillespie, Carl, House, Sampler Bookstore, Rosie's Garden Restaurant	Coupeville	R13233-286-3810	Not Determined	1884

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
445	Methodist Church, United Methodist Church	Coupeville	R13233-291-3850	Not Determined	1894
448	Leach House	Coupeville	R13233-344-3870	Not Determined	1878, 1883
450	The Bungalow, Engle, Flora A.P., House	Coupeville	R13233-358-3900	Not Determined	1914
451	Telephone Exchange Building	Coupeville	S6025-00-18001-0	Not Determined	1958
457	Nichols House, Bennett House	Coupeville	R13104-490-3930	Not Determined	1893
458	Sergeant Clark House, Madsen House	Coupeville	R13104-493-4210	Not Determined	1895
463	Dixon House, Partridge House, Community Alcohol Center, Penn Cove Veterinary Clinic	Coupeville	R13104-428-3940	Not Determined	1918
467	Wanamaker, James, House, Martin House	Coupeville	R13104-331-4200	Not Determined	1890
470	Private	Coupeville	R13104-310-3980	Not Determined	1962
471	Bearss House, Barrett House	Coupeville	R13104-280-4190	Not Determined	1890
475	Bergman House	Coupeville	R13234-479-3170	Not Determined	1938
39779	Rock Wall		27188 SR 20, Oak Harbor, WA 98277	Not Determined	1928
49281	Rock Wall		27188 SR 20, Coupeville, WA 98277	Not Determined	1928
49283	Fifth Street, Arnold Road	Coupeville	na	Not Determined	1890
49284	Forest Street, Power Road	Coupeville	na	Not Determined	1890
49285	Main Street, Holbrook Road	Coupeville	na	Not Determined	1890
49287	Standard Oil Dock, Penn Cove Mussels, Inc. Dock		State Route (SR) 20, vicinity of Coupeville, WA 98239	Not Determined	1915
51578	Naval Air Station Whidbey Island - Building 386, Hangar 5	NAS Whidbey Island	Federal - NA	Determined Eligible	1953, 1955

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
55501	Mortar Battery Secondary Station, Fort Casey, None	Coupeville	Lot 1 of R13116-495-2950	Determined Eligible	1908
88926	Kineth, John Jr., Barn, Salmagundie Farms	Coupeville	R13101-287-1000	Not Determined	1903
88927	Crockett, Colonel Walter, Barn, Colonel Walter Crockett Farm	Coupeville	R13115-220-2200	Not Determined	1895
88928	Sherman Farm, Sherhill Vista Farms	Coupeville	R13109-086-1990	Not Determined	1942
88929	Willow Wood Farm, Smith Farm	Coupeville	R13104-145-0170	Not Determined	1900
88930	LeSourd Barn and Granary, Ebey Road Farm, Inc.	Coupeville	R13104-118-2490	Not Determined	1923
102219	Ault Field - Buildings 360-363, Fuel Storage	NAS Whidbey Island		Determined Not Eligible	1952
102220	Ault Field - Fuel Tanks, Fuel Tanks Building 235-236	NAS Whidbey Island		Determined Not Eligible	1942
102222	Building 368, Electrical Utility Vault, Building 368, Taxiway Lighting Vault	NAS Whidbey Island		Determined Not Eligible	1954, 1955
102223	Ault Field - Building 369, Warehouse, Warehouse	NAS Whidbey Island		Determined Not Eligible	1954
102224	Ault Field - Building 371, BOSC Maintenance Shops	NAS Whidbey Island		Determined Not Eligible	1954
102225	Ault Field - Buildings 373, 374, 375, 376, 377, 378, 379, Barracks/Olympic Hall	NAS Whidbey Island		Determined Not Eligible	1954
102226	Ault Field - Building 382, Admiral Nimitz Hall	NAS Whidbey Island		Determined Not Eligible	1954
102227	Ault Field - Building 384, Central Heating Plant	NAS Whidbey Island		Determined Not Eligible	1954
102228	Building 385 - Operations Building, Building 385 - Operations Building	NAS Whidbey Island		Determined Not Eligible	1954

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102229	Ault Field - Building 411, Contractor Storage	NAS Whidbey Island		Determined Not Eligible	1956
102230	Ault Field - Building 414, Utility Vault	NAS Whidbey Island		Determined Not Eligible	1956
102231	Ault Field - Building 415, Utility Vault, Storage	NAS Whidbey Island		Determined Not Eligible	1956
102232	Ault Field - Building 420, Sewage Treatment, Classified Shredder Facility	NAS Whidbey Island		Determined Not Eligible	1958
102233	Ault Field - Building 421, Sewage Pumping Station	NAS Whidbey Island		Determined Not Eligible	1958
102234	Air to Ground Communication Building , Building 856 - Ault Field Air to Ground Communication Building	NAS Whidbey Island		Determined Not Eligible	1959
102235	Ault Field - Building 860, Storage	NAS Whidbey Island		Determined Not Eligible	1959
102236	Rocky Point Rec Area - Building 873 Can Do Inn	NAS Whidbey Island		Determined Not Eligible	1961
102237	Radio Transmitter Building , Building 874 - Ault Field Radio Transmitter Building	NAS Whidbey Island		Determined Not Eligible	1961
102238	Precision Approach Radar (PAR) Generator Building, Building 894 - Ault Field PAR Generator Building	NAS Whidbey Island		Determined Not Eligible	1963
102239	Ault Field - Building 895, Smoking Shelter	NAS Whidbey Island		Determined Not Eligible	1948
102240	Ault Field - Building 889, Vault	NAS Whidbey Island		Determined Not Eligible	1962

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102241	Ault Field - Building 962, Officer's Mess Hall, Ault Field - Building 962, Officer's Mess Hall, Officers' Mess Hall	NAS Whidbey Island		Determined Not Eligible	1963
102242	Ault Field - Building 960, Chapel, Ault Field - Building 960, Chapel, Chapel, Ault Field - Building 960, Chapel, NAS Whidbey Island: Chapel (Building 960)	NAS Whidbey Island		Determined Eligible	1963
102243	Ault Field - Building 2593, Electronic Attack Simulator	NAS Whidbey Island		Determined Not Eligible	1976
102245	Building 994, Calibration Lab, Building 994, Security	NAS Whidbey Island		Determined Not Eligible	1966, 1969
102247	Ault Field - Building 2643, Shop Building/Office	NAS Whidbey Island		Determined Not Eligible	1960
102248	Ault Field - Building 2738, Wing Simulator Center	NAS Whidbey Island		Determined Not Eligible	1989
102249	Building 2544, Hangar 7, Building 2544, Hangar 7	NAS Whidbey Island		Determined Not Eligible	1973
102250	Building 2642, Hangar 8, Building 2642, Hangar 8	NAS Whidbey Island		Determined Not Eligible	1980
102252	Ault Field - Building 2699, Hangar 10	NAS Whidbey Island		Determined Not Eligible	1986
102253	Ault Field - Building 2733, Hangar 11	NAS Whidbey Island		Determined Not Eligible	1988
102258	Sea Plane Base - Building 201705, Seawall	NAS Whidbey Island		Determined Not Eligible	1942
102259	Racon Hill - Building 858, Building 858 Medium Range Radar Building	NAS Whidbey Island		Determined Not Eligible	1959

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102260	Racon Hill - Building 390	NAS Whidbey Island		Determined Not Eligible	1954
102261	Racon Hill - Building 853, Alarm Control Center	NAS Whidbey Island		Determined Not Eligible	1958
102262	Building 423, Ordnance Operations Building, Building 423, Ordnance Operations Building	NAS Whidbey Island		Determined Not Eligible	1958
102263	Ault Field - Building 424 and 425, Magazines	NAS Whidbey Island		Determined Not Eligible	1958
102264	Ault Field - Building 430, Generator Building	NAS Whidbey Island		Determined Not Eligible	1958
102265	Ault Field - Building 487, Pressure Washing Facility	NAS Whidbey Island		Determined Not Eligible	1943
102268	Ault Field - Building 340, Public Toilet/Shower, Rocky Point Recreation Area	NAS Whidbey Island		Determined Not Eligible	1949
102269	Ault Field - Building 198, Water Treatment Plant	NAS Whidbey Island		Determined Not Eligible	1959
102271	Ault Field - Building 946	NAS Whidbey Island		Determined Not Eligible	1952
102274	Racon Hill - Building 388, Water Reservoir	NAS Whidbey Island		Determined Not Eligible	1954
102275	Ault Field - Garage, Building R-38	NAS Whidbey Island		Determined Not Eligible	1945
102276	Ault Field Airfield , Ault Field Airfield Facilities (Facilities 201247, 201715, 201436, 201935, 201685, 201703)	NAS Whidbey Island		Determined Not Eligible	1952, 1956, 1961, 1962, 1968
102277	OLF Coupeville - Runway 13-31, Facility 201715, Runway 14-32	NAS Whidbey Island		Determined Not Eligible	1962

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102278	Building 2547 - Avionics Facility; Aircraft Intermediate Maintenance Dept., Building 2547, Building 2547 - Avionics Facility; Aircraft Intermediate Maintenance Dept., Building 2547 - Fleet Readiness Center Northwest	NAS Whidbey Island		Determined Not Eligible	1974
102279	Ault Field - Storage Building, Building 285	NAS Whidbey Island		Determined Not Eligible	1948
102280	Ault Field - Building 353, Ordnance Storage	NAS Whidbey Island		Determined Not Eligible	1949
102282	Ault Field - Ault Theater, Skywarrior Theater, Building 118	NAS Whidbey Island		Determined Eligible	1942
102296	Sea Plane Base - Ready Lockers, Buildings 446, 447, 448, 449, 451, Storehouses	NAS Whidbey Island		Determined Eligible	1942
102298	Building 100, Barracks #8, Building 100, Post Office/Training/Weapons	NAS Whidbey Island		Determined Not Eligible	1942
102299	Ault Field - Barracks # 11, Building 103, Public Works/ROICC	NAS Whidbey Island		Determined Not Eligible	1942
102300	Ault Field - Barracks #16, Building 108, Marine Aviation Training Support Group/Poa	NAS Whidbey Island		Determined Not Eligible	1942
102301	Ault Field - Hangar 1, Ready Lockers, Building 112 and Support Buildings 457 and 458, Hangar 1 and Ready Lockers	NAS Whidbey Island		Determined Eligible	1942
102302	Ault Field - Recreation Building, Building 117, Recreation Building	NAS Whidbey Island		Determined Not Eligible	1942
102307	Ault Field - Boiler House, Building 209, Boiler House	NAS Whidbey Island		Determined Not Eligible	1944

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102309	Ault Field - Dispensary and Dental Clinic, Building 243, Legal	NAS Whidbey Island		Determined Not Eligible	1945
102310	OLF Coupeville - Aircraft Control Tower, Building 1, Aircraft Operations Control Tower	NAS Whidbey Island		Determined Not Eligible	1944
102321	Sea Plane Base - Igloo Magazines, Buildings 35, 432-445, Inert Storehouses	NAS Whidbey Island		Determined Not Eligible	1942
102342	Ault Field - Maintenance Shop, Building 115, Weapons/AIMD/Supply	NAS Whidbey Island		Determined Not Eligible	1942
102343	Ault Field - Garage, Building 124, CDC Vehicle Maintenance HW Storage	NAS Whidbey Island		Determined Not Eligible	1942
102344	Ault Field - Free Gunnery Range Gate House, Building 128, Ladies Golf Clubhouse	NAS Whidbey Island		Determined Not Eligible	1942
102345	Ault Field - Ordnance Building, Building 130, Duffer's Cove / Golf Clubhouse	NAS Whidbey Island		Determined Not Eligible	1942
102347	Ault Field - High Explosive Magazine, Building 137, High Explosive Magazine	NAS Whidbey Island		Determined Not Eligible	1943
102348	Ault Field - Chief Petty Officer's Club (CPO), Building 138, Chief Petty Officer's Club (CPO)	NAS Whidbey Island		Determined Not Eligible	1943
102349	Ault Field - Skeet and Trap Shooting Office, Building 170, Rod and Gun Club Office, Bowman's Club	NAS Whidbey Island		Determined Not Eligible	1943

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
102350	Ault Field - Skeet and Trap Range, Facility 171, Vacant/Not in Use	NAS Whidbey Island		Determined Not Eligible	1943
102352	Ault Field - Agricultural Barn, Building 189, MVR Warehouse	NAS Whidbey Island		Determined Not Eligible	1920
102353	Ault Field - Granary, Building 206, Skookum Storage/ Maintenance Building	NAS Whidbey Island		Determined Not Eligible	1930
102354	Ault Field - VAQ Storage, Building 219, VAQ Storage/NADEP ISR Depot RPR	NAS Whidbey Island		Determined Not Eligible	1944
102355	Ault Field - Agricultural Barn, Building 262, NMCI Computer Warehouse	NAS Whidbey Island		Determined Not Eligible	1935
102356	Ault Field - Building 278,, A/C Refueler Contract Building	NAS Whidbey Island		Determined Not Eligible	1945
102357	Ault Field - Electrical Utility Building, Building 281, Electric Support at FF3	NAS Whidbey Island		Determined Not Eligible	1942
102358	Ault Field - Water Pump House, Building 284, Water Pump House	NAS Whidbey Island		Determined Not Eligible	1942
102360	Ault Field - Ready Locker Magazines, Building 353, 462-466, 469-471 Ready Locker Magazines	NAS Whidbey Island		Determined Not Eligible	1949
102364	Ault Field - CPO Club Utility Building, Building 492, CPO Club Storage	NAS Whidbey Island		Determined Not Eligible	1943
112737	Jay Palmer	Oak Harbor		Determined Not Eligible	1964
112741	Donna Ransdell	Coupeville		Determined Not Eligible	1950

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
112742	Private	Oak Harbor		Determined Not Eligible	1954
114746	Darst, Earle	Oak Harbor		Determined Not Eligible	1950
115064	Building 2737, Hangar 12, Building 2737, Hangar 12	NAS Whidbey Island		Determined Not Eligible	1989
115082	Building 2700 - Naval Facility Whidbey Island, Building 2700, Building 2700 - Naval Facility Whidbey Island, Building 2700 - Naval Ocean Processing Facility	NAS Whidbey Island		Determined Eligible	1986
115130	Magazines, Buildings 35, 432-445, Inert Storehouses	NAS Whidbey Island		Determined Not Eligible	1942
115167	Ready Locker Magazines, Building 353, 462-466, 469-471 Ready Locker Magazines	NAS Whidbey Island		Determined Not Eligible	1949
126836		WA		Not Determined	1941
126904		WA		Not Determined	1941
126905		WA		Not Determined	1941
126906		WA		Not Determined	1941
126907		WA		Not Determined	1941
126909		WA		Not Determined	1941
126910		WA		Not Determined	1941
126911		WA		Not Determined	1941
126912		WA		Not Determined	1941
126913		WA		Not Determined	1941
126914		WA		Not Determined	1941
126915		WA		Not Determined	1921
126916		WA		Not Determined	1921
126917		WA		Not Determined	1921

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
126920		WA		Not Determined	1904
126924		WA		Not Determined	1941
126925		WA		Not Determined	1921
126926		WA		Not Determined	1904
126927		WA		Not Determined	1904
126928		WA		Not Determined	1904
126929		WA		Not Determined	1904
126930		WA		Not Determined	1904
126931		WA		Not Determined	1904
126932		WA		Not Determined	1904
126933		WA		Not Determined	1904
126934		WA		Not Determined	1900
126935		WA		Not Determined	1941
126936		WA		Not Determined	1880
126937	San de Fuca School	WA		Not Determined	1902
126957	Wid-Isle Inn, Captain Whidbey Inn	Coupeville		Not Determined	1901
158714				Not Determined	1941
158782				Not Determined	1941
158783				Not Determined	1941
158784				Not Determined	1941
158785				Not Determined	1941
158787				Not Determined	1941
158788				Not Determined	1941
158789				Not Determined	1941
158790				Not Determined	1941
158791				Not Determined	1941
158792				Not Determined	1941
158793				Not Determined	1921
158794				Not Determined	1921

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
158795				Not Determined	1921
158798				Not Determined	1904
158802				Not Determined	1941
158803				Not Determined	1921
158804				Not Determined	1904
158805				Not Determined	1904
158806				Not Determined	1904
158807				Not Determined	1904
158808				Not Determined	1904
158809				Not Determined	1904
158810				Not Determined	1904
158811				Not Determined	1904
158812				Not Determined	1900
158813				Not Determined	1941
158814				Not Determined	1880
158815	San de Fuca School			Not Determined	1902
158835	Wid-Isle Inn, Captain Whidbey Inn	Coupeville		Not Determined	1901
159241	Fort Casey Barracks	Coupeville		Not Determined	1940, 1941
159242	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159244	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159245		Coupeville		Not Determined	1941
159247	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159248	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159314	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159315		Coupeville		Not Determined	1941
159316		Coupeville		Not Determined	1941
159317		Coupeville		Not Determined	1941
159318		Coupeville		Not Determined	1941
159319	Fort Casey Company Quarters	Coupeville		Not Determined	1941

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
159320	Fort Casey Company Quarters	Coupeville		Not Determined	1940
159321		Coupeville		Not Determined	1941
159322	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159323	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159324	Fort Casey Company Quarters	Coupeville		Not Determined	1941
159327		Coupeville		Not Determined	1921
159328	Fort Casey Quartermaster Workshop: Building 22	Coupeville		Not Determined	1921
159329	Fort Casey Guard House: Building 8	Coupeville		Not Determined	1921
159330	Fort Casey Administration Building: Building 1	Coupeville		Not Determined	1940
159331	Fort Casey Bachelor Officers Quarters	Coupeville		Not Determined	1940
159332		Coupeville		Not Determined	1904, 1906
159333		Coupeville		Not Determined	1930
159334		Coupeville		Not Determined	1900, 1962
159335	Fort Casey Munitions Bunkers	Coupeville		Not Determined	1900
159336	Fort Casey Chapel	Coupeville		Not Determined	1941
159337	Fort Casey Quarter Master and Storehouse: Building 21	Coupeville		Not Determined	1921
159338	Fort Casey Firehouse: Building 15	Coupeville		Not Determined	1904
159339	Fort Casey Commanding Officer's Quarters	Coupeville		Not Determined	1904
159340	Fort Casey Officer's Quarters	Coupeville		Not Determined	1904
159341	Fort Casey Officer's Quarters: Building 3	Coupeville		Not Determined	1904
159342		Coupeville		Not Determined	1904
159343		Coupeville		Not Determined	1904
159344		Coupeville		Not Determined	1904
159345		Coupeville		Not Determined	1904

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
159346	Fort Casey Batteries	Coupeville		Determined Eligible	1900
159347		Coupeville		Not Determined	1941
159348		Coupeville		Not Determined	1880
159352	Benson Confectionery	Coupeville		Not Determined	1916
159361	Puget Race Drug Store	Coupeville		Not Determined	1890
159363	Haller, Colonel Granville House	Coupeville	R13233-379-4060	Not Determined	1866, 1875
159364	Glenwood Hotel	Coupeville	R13233-380-3950	Not Determined	1890
159365	Tom Howell's Barbershop	Coupeville		Not Determined	1936
159368	Admiralty Head Lighthouse	Coupeville		Not Determined	1861
159369	Wid-Isle Inn, Captain Whidbey Inn	Coupeville		Not Determined	1901
184801				Not Determined	1941
184802				Not Determined	1941
184804				Not Determined	1941
184805				Not Determined	1941
184807				Not Determined	1941
184808				Not Determined	1941
184809				Not Determined	1941
184810				Not Determined	1941
184811				Not Determined	1941
184812				Not Determined	1941
184813				Not Determined	1941
184814				Not Determined	1941
184816				Not Determined	1941
184817				Not Determined	1941
184818				Not Determined	1941
184819				Not Determined	1941
184820				Not Determined	1941

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
184821				Not Determined	1941
184822				Not Determined	1921
184823				Not Determined	1921
184824				Not Determined	1921
184827				Not Determined	1904
184831				Not Determined	1941
184832				Not Determined	1921
184833				Not Determined	1904
184834				Not Determined	1904
184835				Not Determined	1904
184836				Not Determined	1904
184837				Not Determined	1904
184838				Not Determined	1904
184839				Not Determined	1904
184840				Not Determined	1904
184841				Not Determined	1900
184842				Not Determined	1941
184843				Not Determined	1880
184844	San de Fuca School			Not Determined	1902
184864	Wid-Isle Inn, Captain Whidbey Inn	Coupeville		Not Determined	1901
209249				Not Determined	1941
209250				Not Determined	1941
209252				Not Determined	1941
209253				Not Determined	1941
209255				Not Determined	1941
209256				Not Determined	1941
209257				Not Determined	1941
209258				Not Determined	1941
209259				Not Determined	1941

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
209260				Not Determined	1941
209261				Not Determined	1941
209262				Not Determined	1941
209264				Not Determined	1941
209265				Not Determined	1941
209266				Not Determined	1941
209267				Not Determined	1941
209268				Not Determined	1941
209269				Not Determined	1941
209270				Not Determined	1921
209271				Not Determined	1921
209272				Not Determined	1921
209275				Not Determined	1904
209279				Not Determined	1941
209280				Not Determined	1921
209281				Not Determined	1904
209282				Not Determined	1904
209283				Not Determined	1904
209284				Not Determined	1904
209285				Not Determined	1904
209286				Not Determined	1904
209287				Not Determined	1904
209288				Not Determined	1904
209289				Not Determined	1900
209290				Not Determined	1941
209291				Not Determined	1880
209292	San de Fuca School			Not Determined	1902
209312	Wid-Isle Inn, Captain Whidbey Inn			Not Determined	1901
623311		Oak Harbor	S8050-02-19008-0	Not Determined	1900

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
623312		Oak Harbor	R23330-102-1130	Not Determined	1900
623319		Oak Harbor	S6430-00-00013-0	Not Determined	1900
623330		Oak Harbor	R23330-037-1130	Not Determined	1900
623332		Oak Harbor	R13326-092-0250	Not Determined	1912
623333		Oak Harbor	R23330-095-2210	Not Determined	1920
623336		Oak Harbor	R13326-272-3510	Not Determined	1943
623337		Oak Harbor	R13312-167-2960	Not Determined	1952
623338		Oak Harbor	R13312-146-2130	Not Determined	1959
623339		Oak Harbor	S8050-00-10022-0	Not Determined	1961
623340		Oak Harbor	R13312-235-4300	Not Determined	1962
623342		Oak Harbor	R23320-096-0500	Not Determined	1963
623343		Oak Harbor	R13312-450-0650	Not Determined	1966
623344		Oak Harbor	R13323-074-2810	Not Determined	1966
623345		Oak Harbor	S8050-00-09017-0	Not Determined	1967
623346		Oak Harbor	R23330-484-0180	Not Determined	1967
623347		Oak Harbor	R23308-369-1170	Not Determined	1967
623349		Oak Harbor	S8050-02-18016-0	Not Determined	1968
623350		Oak Harbor	S8265-00-01001-2	Not Determined	1968
623351		Oak Harbor	R23319-386-2750	Not Determined	1968
623352		Oak Harbor	S8050-00-04013-1	Not Determined	1968
623353		Oak Harbor	S8265-02-03003-1	Not Determined	1969
623354		Oak Harbor	R23307-419-0980	Not Determined	1969
623355		Oak Harbor	R13328-363-4120	Not Determined	1969
623356		Oak Harbor	R23319-302-3820	Not Determined	1969
625481	Grennan and Cranney's General Store, Island County Courthouse	Coupeville	R13230-167-2640	Not Determined	1851
625482	Fairhaven	Coupeville	R13233-405-3070	Not Determined	1852
625486	Duvall House	Coupeville	R13233-409-2860	Not Determined	1860

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625487		Coupeville	R13108-364-4680	Not Determined	1860
625488		Coupeville	R13103-361-0370	Not Determined	1863
625490		Coupeville	R13109-149-1990	Not Determined	1870
625492		Coupeville	S8060-00-19004-1	Not Determined	1872
625494		Coupeville	S8060-00-09001-0	Not Determined	1880
625495		Coupeville	R13233-330-3880	Not Determined	1885
625496		Coupeville	S6415-00-19000-0	Not Determined	1886
625497		Coupeville	R13104-267-2240	Not Determined	1888
625498		Coupeville	R13233-054-1920	Not Determined	1888
625499		Coupeville	S6005-00-06005-0	Not Determined	1888
625503		Coupeville	R13233-008-3820	Not Determined	1890
625504		Coupeville	S8270-00-0E011-0	Not Determined	1890
625506		Coupeville	R13232-136-1940	Not Determined	1890
625507		Coupeville	R13104-487-2140	Not Determined	1890
625508		Coupeville	S6415-00-13004-0	Not Determined	1890
625514		Coupeville	R13104-098-3880	Not Determined	1890
625517		Coupeville	S6415-00-14001-0	Not Determined	1890
625525		Coupeville	S8060-00-10010-0	Not Determined	1890
625526		Coupeville	R13104-246-2030	Not Determined	1892
625527	Frain House/Burton-Engle House	Coupeville	R13104-373-3330	Not Determined	1892
625529		Coupeville	R13104-323-3820	Not Determined	1893
625532		Coupeville	S8060-00-17002-0	Not Determined	1895
625533		Coupeville	S6415-00-24007-0	Not Determined	1895
625535	Keith, Sam, Farm	Coupeville	R13103-078-2490	Not Determined	1898
625536		Coupeville	R13219-061-4150	Not Determined	1898
625537		Coupeville	R13111-248-4630	Not Determined	1900

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625538		Coupeville	S8150-00-01008-0	Not Determined	1900
625540		Coupeville	S8060-00-70002-0	Not Determined	1903
625541		Coupeville	R13104-328-2240	Not Determined	1903
625543		Coupeville	S6415-00-18007-1	Not Determined	1904
625545	Libbey, George and Annie House	Coupeville	R13230-154-2610	Not Determined	1904
625546		Coupeville	R13232-004-4950	Not Determined	1905
625547		Coupeville	S8060-00-10006-0	Not Determined	1905
625548		Coupeville	S6420-00-00006-1	Not Determined	1905
625550		Coupeville	R03225-234-4480	Not Determined	1906
625553		Coupeville	R13114-120-5030	Not Determined	1910
625554		Coupeville	R13115-273-1780	Not Determined	1910
625555	Schulke House/Steadman House, Valentine House	Coupeville	S6370-00-61005-0	Determined Eligible	1910
625556		Coupeville	R13232-173-0200	Not Determined	1910
625557		Coupeville	R13103-126-3340	Not Determined	1910
625559		Coupeville	S7070-00-06002-0	Not Determined	1910
625561		Coupeville	R13219-034-3750	Not Determined	1910
625562		Coupeville	S7070-00-07001-2	Not Determined	1910
625563		Coupeville	R13103-266-1530	Not Determined	1910
625564		Coupeville	S7070-00-03007-0	Not Determined	1911
625565	Frank Newberry House	Coupeville	R13104-471-4210	Not Determined	1912
625566		804 NE 9TH ST, COUPEVILLE, WA 98239	S6005-00-05002-0	Not Determined	1912
625567		Coupeville	R13110-338-3570	Not Determined	1912

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625568		2440 LIBBEY RD, COUPEVILLE, WA 98239	R03225-330-4800	Not Determined	1913
625569		2494 LIBBEY RD, COUPEVILLE, WA 98239	R03225-297-4170	Not Determined	1913
625570		50 SEA HOLLY LN, COUPEVILLE, WA 98239	R13232-058-1270	Not Determined	1913
625571		Coupeville	R13101-343-4020	Not Determined	1915
625572		307 NE 8TH ST, COUPEVILLE, WA 98239	S6415-00-17003-0	Not Determined	1915
625574		1996 MADRONA WAY, COUPEVILLE, WA 98239	R13232-189-0120	Not Determined	1916
625576		Coupeville	R13102-500-0500	Not Determined	1918
625577		502 NW MADRONA WAY, COUPEVILLE, WA 98239	S7070-00-10007-0	Not Determined	1918
625578		109 N SHERMAN RD, COUPEVILLE, WA 98239	R13232-140-5020	Not Determined	1918
625579		505 NE 9TH ST, COUPEVILLE, WA 98239	S6425-00-02003-0	Not Determined	1920
625580		97 N SHERMAN RD, COUPEVILLE, WA 98239	R13232-128-4970	Not Determined	1920
625582		Coupeville	R13103-410-2190	Not Determined	1920
625583		1456 BLACK RD, COUPEVILLE, WA 98239	R13233-096-1940	Not Determined	1923
625584		401 NE 6TH ST, COUPEVILLE, WA 98239	S6415-00-26001-0	Not Determined	1923
625585		Coupeville	R23107-391-0270	Not Determined	1925
625586		1637 MADRONA WAY, COUPEVILLE, WA 98239	R13232-190-4830	Not Determined	1925

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625587		901 NE 8TH ST, COUPEVILLE, WA 98239	S7215-00-02001-0	Not Determined	1925
625588	Zylstra/Sherod House	1173 ZYLSTRA RD, COUPEVILLE, WA 98239	R13219-478-3400	Not Determined	1925
625589	Private	Coupeville	R13103-290-2150	Determined Not Eligible	1924, 1925
625590		305 NW COVELAND ST, COUPEVILLE, WA 98239	S6025-00-04001-0	Not Determined	1925
625591		Coupeville	S8440-00-00025-0	Not Determined	1925
625594	Oly Allison House	1129 ZYLSTRA Rd, COUPEVILLE, WA 98239	R13219-430-3490	Not Determined	1925
625597		Coupeville	R13103-378-2330	Not Determined	1927
625600		Coupeville	R13114-333-2200	Not Determined	1928
625602		Coupeville	S6370-00-61010-0	Not Determined	1928
625603		2185 MADRONA WAY, COUPEVILLE, WA 98239	R13230-099-2780	Not Determined	1929
625604		1986 MADRONA WAY, COUPEVILLE, WA 98239	R13232-153-0280	Not Determined	1929
625606		82 S EBAY RD, COUPEVILLE, WA 98239	R13104-419-2260	Not Determined	1930
625607		2136 MADRONA WAY, COUPEVILLE, WA 98239	R13230-038-3450	Not Determined	1930
625608		Coupeville	R13113-363-4620	Not Determined	1932
625611		1108 NE LOVEJOY ST, COUPEVILLE, WA 98239	R13234-476-2500	Not Determined	1932
625612		25428 SR 20, COUPEVILLE, WA 98239	R13230-215-2340	Not Determined	1932
625613		2648 EL SOL PL, COUPEVILLE, WA 98239	R03225-355-2100	Not Determined	1932

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625614		2357 LIBBEY RD, COUPEVILLE, WA 98239	R13230-251-0570	Not Determined	1932
625615		Coupeville	R13103-357-0630	Not Determined	1932
625616		735 HOLBROOK RD, COUPEVILLE, WA 98239	S8060-00-09042-0	Not Determined	1932
625617		Coupeville	R13103-157-2690	Not Determined	1932
625620		Coupeville	S8150-00-01006-0	Not Determined	1933
625621		Coupeville	R13114-410-1250	Not Determined	1933
625623		1998 MADRONA WAY, COUPEVILLE, WA 98239	R13232-197-0060	Not Determined	1933
625624		Coupeville	R23106-508-1720	Not Determined	1933
625625		Coupeville	R23106-501-1840	Not Determined	1934
625626		Coupeville	S8150-00-01015-0	Not Determined	1935
625629		Coupeville	S8150-02-03001-2	Not Determined	1935
625631		2040 CAPTAIN WHIDBEY INN RD, COUPEVILLE, WA 98239	S7530-00-00006-3	Not Determined	1935
625632		709 NW MADRONA WAY, COUPEVILLE, WA 98239	R13233-305-1520	Not Determined	1935
625633		783 HOLBROOK RD, COUPEVILLE, WA 98239	S8060-00-06016-0	Not Determined	1935
625634		2100 MADRONA WAY, COUPEVILLE, WA 98239	S7530-00-00003-1	Not Determined	1935
625635		26611 SR 20, COUPEVILLE, WA 98239	S8060-00-47001-0	Not Determined	1935
625636		Coupeville	R23106-076-3100	Not Determined	1936
625637		903 NE 7TH ST, COUPEVILLE, WA 98239	R13234-310-1560	Not Determined	1936

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625639		2341 LIBBEY RD, COUPEVILLE, WA 98239	R13230-249-0750	Not Determined	1937
625643		507 NW SNOMONT ST, COUPEVILLE, WA 98239	S7070-00-02000-1	Not Determined	1938
625644		Coupeville	R23106-082-3080	Not Determined	1938
625645		1956 PENN COVE RD, COUPEVILLE, WA 98239	S8060-00-10013-0	Not Determined	1939
625647		1302 NE PARKER RD, COUPEVILLE, WA 98239	R13234-486-2900	Not Determined	1940
625648		403 NW COVELAND ST, COUPEVILLE, WA 98239	S6025-00-02003-0	Not Determined	1940
625649		Coupeville	S8010-00-00070-0	Not Determined	1940
625650		767 DUNBAR ST, COUPEVILLE, WA 98239	S8060-00-23010-0	Not Determined	1940
625651		1304 NE PARKER RD, COUPEVILLE, WA 98239	R13234-444-2960	Not Determined	1940
625652		Coupeville	R13234-382-4130	Not Determined	1940
625653	Private	Coupeville	S8010-00-00061-0	Determined Not Eligible	1941, 1953
625654		1940 GOOD BEACH LN, COUPEVILLE, WA 98239	R13232-118-0840	Not Determined	1941
625655		Coupeville	R13103-485-4710	Not Determined	1941
625656		1305 NE PARKER RD, COUPEVILLE, WA 98239	R13234-390-2850	Not Determined	1941
625657		Coupeville	R13115-333-2810	Not Determined	1942
625658		806 NE 8TH ST, COUPEVILLE, WA 98239	S6005-00-13001-0	Not Determined	1942
625659		807 NE LASALLE ST, COUPEVILLE, WA 98239	S6005-00-13005-0	Not Determined	1942

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625660		401 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-36001-0	Not Determined	1942
625661		205 NE 7TH ST, COUPEVILLE, WA 98239	S6415-00-23003-0	Not Determined	1942
625662		2210 KENNEDY LAGOON CT, COUPEVILLE, WA 98239	R13230-060-2580	Not Determined	1942
625663		2370 LIBBEY RD, COUPEVILLE, WA 98239	R13230-280-0400	Not Determined	1942
625664		306 NE 6TH ST, COUPEVILLE, WA 98239	S6415-00-24005-2	Not Determined	1942
625665		805 NE LASALLE ST, COUPEVILLE, WA 98239	S6005-00-13003-0	Not Determined	1942
625666		Coupeville	S8010-00-00089-0	Not Determined	1943
625667		Coupeville	S7095-01-00009-0	Not Determined	1943
625668		Coupeville	S8010-00-00022-0	Not Determined	1943
625669		164 CEMETERY RD, COUPEVILLE, WA 98239	R13105-282-4130	Not Determined	1943
625670		Coupeville	S8010-00-00006-0	Not Determined	1943
625671		2097 TWIN LAGOON LN, COUPEVILLE, WA 98239	S7530-01-0000B-0	Not Determined	1943
625672		1101 NE PARKER RD, COUPEVILLE, WA 98239	S6420-00-00004-2	Not Determined	1945
625673		407 NW COVELAND ST, COUPEVILLE, WA 98239	S6025-00-02001-0	Not Determined	1945
625674		1307 NE PARKER RD, COUPEVILLE, WA 98239	R13234-375-3030	Not Determined	1945
625675		2066 MADRONA WAY, COUPEVILLE, WA 98239	S7530-01-0000M-0	Not Determined	1945

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625676		702 NE GOULD ST, COUPEVILLE, WA 98239	S6415-00-16005-0	Not Determined	1945
625677		301 NE FRONT ST, COUPEVILLE, WA 98239	S6415-00-07001-0	Not Determined	1945
625678		201 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-38001-0	Not Determined	1945
625679		Coupeville	S8010-00-00084-0	Not Determined	1945
625680		905 NE KINNEY ST, COUPEVILLE, WA 98239	S6415-00-07008-1	Not Determined	1945
625681		437 HILL VALLEY DR, COUPEVILLE, WA 98239	S7150-00-00011-0	Not Determined	1945
625682		302 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-34005-2	Not Determined	1946
625683		404 NE CLAPP ST, COUPEVILLE, WA 98239	S6415-00-34003-0	Not Determined	1946
625684		Coupeville	S8010-00-00064-0	Not Determined	1946
625685		Coupeville	S7365-00-00004-0	Not Determined	1946
625686		508 VINE ST, COUPEVILLE, WA 98239	R13233-276-1160	Not Determined	1946
625687		402 NE CLAPP ST, COUPEVILLE, WA 98239	S6415-00-34005-1	Not Determined	1946
625688		Coupeville	S8150-00-01009-0	Not Determined	1947
625689		Coupeville	S8150-00-01010-0	Not Determined	1947
625690		Coupeville	S8010-00-00018-0	Not Determined	1947
625691		201 NE 9TH ST, COUPEVILLE, WA 98239	S6415-00-13001-0	Not Determined	1947
625692		802 NE LEACH ST, COUPEVILLE, WA 98239	S6005-00-13004-0	Not Determined	1947
625693		1207 NE PARKER RD, COUPEVILLE, WA 98239	R13234-390-2760	Not Determined	1947

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625694		Coupeville	R13103-251-2330	Not Determined	1947
625695		205 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-38004-0	Not Determined	1947
625696		2396 LIBBEY RD, COUPEVILLE, WA 98239	R13230-280-0050	Not Determined	1947
625697		606 NE GOULD ST, COUPEVILLE, WA 98239	S6415-00-25002-0	Not Determined	1947
625698		Coupeville	S8010-00-00039-0	Not Determined	1947
625699		301 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-37001-0	Not Determined	1947
625702		804 NW BROADWAY ST, COUPEVILLE, WA 98239	S7070-00-10004-0	Not Determined	1948
625703		108 NW BROADWAY ST, COUPEVILLE, WA 98239	R13233-156-2300	Not Determined	1948
625704		Coupeville	S8010-00-00085-0	Not Determined	1948
625705		Coupeville	S8010-00-00001-2	Not Determined	1948
625706		Coupeville	R13103-231-2300	Not Determined	1948
625707		305 NE 6TH ST, COUPEVILLE, WA 98239	S6415-00-27003-0	Not Determined	1948
625708		Coupeville	R13110-175-4500	Not Determined	1949
625709		Coupeville	R23117-442-0700	Not Determined	1949
625710		Coupeville	S8010-00-00015-2	Not Determined	1949
625711		2126 MADRONA WAY, COUPEVILLE, WA 98239	R13230-015-3660	Not Determined	1949
625712		26581 SR 20, COUPEVILLE, WA 98239	S8060-00-48002-0	Not Determined	1949
625713		2229 MADRONA WAY, COUPEVILLE, WA 98239	R13230-098-2310	Not Determined	1949
625714		1630 WIND DANCER PL, COUPEVILLE, WA 98239	R13232-101-4900	Not Determined	1949

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625715		Coupeville	S8150-00-01014-0	Not Determined	1950
625716		Coupeville	S7095-01-00015-0	Not Determined	1950
625717		25990 SR 20, COUPEVILLE, WA 98277	R13230-320-4740	Not Determined	1950
625718	Private	Coupeville	S8010-00-00062-0	Determined Not Eligible	1941, 1950
625719		Coupeville	R23106-090-3040	Not Determined	1950
625720		811 NE 9TH ST, COUPEVILLE, WA 98239	S6005-00-13008-0	Not Determined	1950
625721		66 SEA HOLLY LN, COUPEVILLE, WA 98239	R13232-091-1340	Not Determined	1950
625722		Coupeville	S8010-00-00063-0	Not Determined	1950
625723		Coupeville	R13103-200-2670	Not Determined	1950
625724		724 WALL ST, COUPEVILLE, WA 98239	S8060-00-09032-0	Not Determined	1950
625725		Coupeville	S7490-00-00003-0	Not Determined	1950
625726		301 NE 8TH ST, COUPEVILLE, WA 98239	S6415-00-17001-0	Not Determined	1950
625727		Coupeville	S8440-00-00014-0	Not Determined	1950
625728		162 CEMETERY RD, COUPEVILLE, WA 98239	R13105-322-4370	Not Determined	1950
625729		1008 NE LEACH ST, COUPEVILLE, WA 98239	R13234-420-1300	Not Determined	1950
625730	Private	Coupeville	R13103-270-2450	Determined Not Eligible	1950
625731		Coupeville	R23107-459-3200	Not Determined	1950
625732		2107 MADRONA WAY, COUPEVILLE, WA 98239	R13231-459-3340	Not Determined	1950
625733		Coupeville	R13103-245-1530	Not Determined	1950
625734		Coupeville	R13113-212-0210	Not Determined	1951

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625735		Coupeville	R13114-204-3780	Not Determined	1951
625736		701 NE HALLER ST, COUPEVILLE, WA 98239	S6415-00-18007-2	Not Determined	1951
625737		Coupeville	S7365-00-00006-0	Not Determined	1951
625738		Coupeville	S7365-00-00005-0	Not Determined	1951
625739		2046 CAPTAIN WHIDBEY INN RD, COUPEVILLE, WA 98239	S7530-00-00006-2	Not Determined	1951
625740		Coupeville	S8150-02-03001-1	Not Determined	1952
625741		407 NE HALLER ST, COUPEVILLE, WA 98239	S6415-00-33001-0	Not Determined	1952
625742		708 N MAIN ST, COUPEVILLE, WA 98239	R13233-319-3870	Not Determined	1952
625744		Coupeville	R13103-128-2840	Not Determined	1952
625745		Coupeville	S8010-00-00093-0	Not Determined	1952
625746	Terry Menges	1041 ZYLSTRA, COUPEVILLE, WA 98239	R13219-317-3400	Determined Not Eligible	1952
625747		2123 MADRONA WAY, COUPEVILLE, WA 98239	R13230-003-3500	Not Determined	1952
625748		Coupeville	R13103-045-1700	Not Determined	1952
625749		106 N SHERMAN RD, COUPEVILLE, WA 98239	R13233-170-0300	Not Determined	1952
625750		Coupeville	S7095-01-00010-0	Not Determined	1952
625751		Coupeville	S8010-00-00096-0	Not Determined	1952
625752		Coupeville	S8010-00-00065-0	Not Determined	1952
625753		Coupeville	R13111-060-0100	Not Determined	1953
625754	Private	Coupeville	S7400-00-01026-0	Determined Not Eligible	1953
625755		201 NE 7TH ST, COUPEVILLE, WA 98239	S6415-00-23001-0	Not Determined	1953

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625756		Coupeville	S8010-00-00004-0	Not Determined	1953
625757		705 NE LEACH ST, COUPEVILLE, WA 98239	S7215-00-02002-1	Not Determined	1953
625758		Coupeville	S8010-00-00015-1	Not Determined	1953
625759		704 NE OTIS ST, COUPEVILLE, WA 98239	R13234-322-0400	Not Determined	1953
625760		Coupeville	S8010-00-00016-1	Not Determined	1953
625761		Coupeville	R13103-274-1870	Not Determined	1953
625763		Coupeville	R13115-345-4930	Not Determined	1954
625764		Coupeville	S7400-00-04002-0	Not Determined	1954
625765		Coupeville	S7400-00-03001-0	Not Determined	1954
625766		Coupeville	S7400-00-01019-0	Not Determined	1954
625767		2076 TWIN LAGOON LN, COUPEVILLE, WA 98239	S7530-00-0B009-0	Not Determined	1954
625768		Coupeville	S8010-00-00019-0	Not Determined	1954
625769		1994 MADRONA WAY, COUPEVILLE, WA 98239	R13232-181-0160	Not Determined	1954
625770		Coupeville	S7400-00-01022-0	Not Determined	1954
625771		2065 TWIN LAGOON LN, COUPEVILLE, WA 98239	S7530-01-0000I-0	Not Determined	1954
625772		2079 TWIN LAGOON LN, COUPEVILLE, WA 98239	S7530-01-0000E-0	Not Determined	1954
625773		1105 NE MOORE PL, COUPEVILLE, WA 98239	S7205-00-00006-0	Not Determined	1954
625774		206 NE 7TH ST, COUPEVILLE, WA 98239	S6415-00-18006-0	Not Determined	1954
625775		301 NE HALLER ST, COUPEVILLE, WA 98239	S6415-00-38008-0	Not Determined	1954
625777		Coupeville	R13115-269-1350	Not Determined	1955
625778		Coupeville	R13103-375-1830	Not Determined	1955

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625779		2273 MADRONA WAY, COUPEVILLE, WA 98239	R13230-198-2660	Not Determined	1955
625780		206 NE 4TH ST, COUPEVILLE, WA 98239	S6415-00-33005-0	Not Determined	1955
625781		Coupeville	S7490-00-00025-0	Not Determined	1955
625782		2050 MADRONA WAY, COUPEVILLE, WA 98239	S7530-00-00011-0	Not Determined	1955
625783		Coupeville	S7400-00-01008-0	Not Determined	1955
625787		Coupeville	R23117-435-1680	Not Determined	1956
625788		Coupeville	S7400-00-01015-0	Not Determined	1956
625789		Coupeville	S7400-00-01012-0	Not Determined	1956
625790		702 NE KINNEY ST, COUPEVILLE, WA 98239	S6415-00-18005-0	Not Determined	1956
625791		207 NW BROADWAY ST, COUPEVILLE, WA 98239	R13233-194-2500	Not Determined	1956
625792		401 NW COVELAND ST, COUPEVILLE, WA 98239	S6025-00-02004-0	Not Determined	1956
625793		2072 TWIN LAGOON LN, COUPEVILLE, WA 98239	S7530-00-0B010-0	Not Determined	1956
625794		Coupeville	S7400-00-03007-0	Not Determined	1956
625795		801 NE OTIS ST, COUPEVILLE, WA 98239	S8270-00-0F001-0	Not Determined	1956
625796		Coupeville	S7400-00-01037-0	Not Determined	1956
625797		2108 MADRONA WAY, COUPEVILLE, WA 98239	S7530-00-00001-0	Not Determined	1956
625798		704 NE PERKINS ST, COUPEVILLE, WA 98239	S8270-00-0F002-2	Not Determined	1956
625799		Coupeville	S7400-00-01027-0	Not Determined	1956
625800		1673 MADRONA WAY, COUPEVILLE, WA 98239	R13232-174-4330	Not Determined	1956

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625801		Coupeville	R13113-422-4920	Not Determined	1957
625803		Coupeville	R23106-029-3200	Not Determined	1957
625804		Coupeville	R23107-450-3210	Not Determined	1957
625805		26535 SR 20, COUPEVILLE, WA 98239	S8060-00-48001-0	Not Determined	1957
625806		707 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0E004-0	Not Determined	1957
625807		703 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0E002-0	Not Determined	1957
625808		Coupeville	S7400-00-05004-0	Not Determined	1957
625809		705 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0E003-0	Not Determined	1957
625810		Coupeville	S7400-00-03025-0	Not Determined	1957
625811		Coupeville	S7400-00-01031-0	Not Determined	1957
625812		Coupeville	S7400-00-02003-0	Not Determined	1957
625813		704 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0F007-2	Not Determined	1957
625814		639 NE OTIS ST, COUPEVILLE, WA 98239	S8270-00-0F004-2	Not Determined	1957
625815		701 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0E001-0	Not Determined	1957
625816		Coupeville	S7400-00-03006-0	Not Determined	1957
625817		2411 LIBBEY RD, COUPEVILLE, WA 98239	R03225-245-5130	Not Determined	1957
625822		Coupeville	S8300-00-01024-0	Not Determined	1958
625823		Coupeville	S7400-00-02015-0	Not Determined	1958
625824		401 NE FRONT ST, COUPEVILLE, WA 98239	S6415-00-06001-0	Not Determined	1958
625825	Residence	706 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0F007-1	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625826		Coupeville	S7400-00-02004-0	Not Determined	1958
625827		Coupeville	S7490-00-00026-0	Not Determined	1958
625828		703 NE OTIS ST, COUPEVILLE, WA 98239	S8270-00-0F002-1	Not Determined	1958
625829		121 VINE ST, COUPEVILLE, WA 98239	R13233-190-1000	Not Determined	1958
625830		801 NE 6TH ST, COUPEVILLE, WA 98239	S8270-00-0E005-0	Not Determined	1958
625831		Coupeville	S7400-00-03008-0	Not Determined	1958
625832		Coupeville	R13103-120-2950	Not Determined	1958
625833		404 NE KINNEY ST, COUPEVILLE, WA 98239	S6415-00-33003-1	Not Determined	1958
625834		Coupeville	S7400-00-03003-0	Not Determined	1958
625835		Coupeville	S7400-00-02014-0	Not Determined	1958
625836		1977 PENN COVE RD, COUPEVILLE, WA 98239	S8060-00-0E016-0	Not Determined	1958
625837		Coupeville	R13235-326-0200	Not Determined	1958
625838		Coupeville	R23107-523-3320	Not Determined	1958
625839		Coupeville	S7400-00-01005-0	Not Determined	1958
625840		Coupeville	S8270-00-0F005-2	Not Determined	1958
625841		Coupeville	S7400-00-01011-0	Not Determined	1958
625842		Coupeville	R13233-182-4600	Not Determined	1958
625843		Coupeville	R13230-345-0440	Not Determined	1958
625844		Coupeville	S8270-00-0F004-1	Not Determined	1958
625845		Coupeville	S7400-00-03002-0	Not Determined	1958
625846		Coupeville	S8270-00-0F003-0	Not Determined	1958
625847		Coupeville	S8270-00-0F005-1	Not Determined	1958
625848		Coupeville	R13233-094-1050	Not Determined	1958
625849		Coupeville	R13104-109-4100	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625850		Coupeville	R13110-222-4560	Not Determined	1959
625851		Coupeville	S8300-00-01007-0	Not Determined	1959
625854		Coupeville	S8270-00-0E007-0	Not Determined	1959
625855		Coupeville	S8270-00-0A010-0	Not Determined	1959
625856		Coupeville	R13103-110-3240	Not Determined	1959
625857		Coupeville	S8270-00-0G006-0	Not Determined	1959
625858		Coupeville	S8270-00-0G007-0	Not Determined	1959
625859	Coupeville Courier Printing Office	Coupeville	S6415-00-07006-0	Not Determined	1959
625860		Coupeville	R03225-246-3560	Not Determined	1959
625861		Coupeville	S8270-00-0G005-0	Not Determined	1959
625862		Coupeville	R13104-481-2280	Not Determined	1959
625863		Coupeville	S8270-00-0A009-0	Not Determined	1959
625864		Coupeville	S8270-00-0E006-0	Not Determined	1959
625865	Private	Coupeville	R13103-150-3420	Determined Not Eligible	1959
625866		Coupeville	S6415-00-07003-0	Not Determined	1959
625867		Coupeville	S7350-00-0A006-0	Not Determined	1959
625868		Coupeville	S8270-00-0A008-2	Not Determined	1959
625869		Coupeville	S7530-00-0B002-0	Not Determined	1959
625870		Coupeville	S6415-00-06008-0	Not Determined	1959
625871		Coupeville	S6415-00-06007-0	Not Determined	1959
625872		Coupeville	S8300-00-02021-0	Not Determined	1960
625874		Coupeville	R13109-005-3830	Not Determined	1960
625875		Coupeville	R23107-080-5240	Not Determined	1960
625876		Coupeville	S8300-00-01027-0	Not Determined	1960

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625877		Coupeville	R13116-507-3830	Not Determined	1960
625878		Coupeville	S8010-00-00037-0	Not Determined	1960
625879		Coupeville	R13105-454-5070	Not Determined	1960
625880		Coupeville	S8270-00-0A013-1	Not Determined	1960
625881		Coupeville	S8270-00-0A007-0	Not Determined	1960
625882		Coupeville	S6415-00-16001-0	Not Determined	1960
625883		Coupeville	R13105-493-4950	Not Determined	1960
625884		Coupeville	S8270-00-0E009-1	Not Determined	1960
625885		Coupeville	S8270-00-0A012-0	Not Determined	1960
625886		Coupeville	R13234-442-4120	Not Determined	1960
625887		Coupeville	S8270-00-0A011-0	Not Determined	1960
625888		Coupeville	R13105-251-3790	Not Determined	1960
625889		Coupeville	S8010-00-00066-0	Not Determined	1960
625890		Coupeville	S8270-00-0A008-1	Not Determined	1960
625891		Coupeville	S6415-00-39001-0	Not Determined	1960
625892		Coupeville	S6415-00-33003-2	Not Determined	1960
625893		Coupeville	S8010-00-00083-0	Not Determined	1960
625894		Coupeville	S7400-00-01010-0	Not Determined	1960
625895		Coupeville	S8270-00-0E008-0	Not Determined	1960
625896		Coupeville	S7400-00-02008-0	Not Determined	1960
625897	Private	Coupeville	R13103-183-3330	Determined Not Eligible	1960
625898		Coupeville	R13232-126-2790	Not Determined	1960

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625899		Coupeville	R13232-191-5020	Not Determined	1960
625900		Coupeville	S8300-00-01017-0	Not Determined	1961
625904		Coupeville	S8300-00-01037-0	Not Determined	1961
625905		Coupeville	S8300-00-01021-0	Not Determined	1961
625909		Coupeville	S7490-00-00027-0	Not Determined	1961
625910		Coupeville	S7095-01-00008-0	Not Determined	1961
625911		Coupeville	S7400-00-01043-0	Not Determined	1961
625912		Coupeville	S7400-00-01045-0	Not Determined	1961
625913		Coupeville	S8010-00-00001-1	Not Determined	1961
625916		Coupeville	S8300-00-01026-0	Not Determined	1962
625917		Coupeville	S6370-00-58010-0	Not Determined	1962
625919		Coupeville	S8150-00-01004-0	Not Determined	1962
625920		Coupeville	S7400-00-02002-0	Not Determined	1962
625921		Coupeville	S7400-00-01016-0	Not Determined	1962
625923		Coupeville	S7095-01-00006-0	Not Determined	1962
625924		Coupeville	S7350-00-0A022-0	Not Determined	1962
625925		Coupeville	S8150-00-01003-0	Not Determined	1963
625928		Coupeville	S8150-02-03021-0	Not Determined	1963
625931		Coupeville	S8150-00-01005-0	Not Determined	1963
625933		Coupeville	S8440-00-00017-0	Not Determined	1963
625934	Patricia Powell	Coupeville	R13233-188-2280	Determined Not Eligible	1963
625935		Coupeville	R13233-182-4680	Not Determined	1963
625936		Coupeville	S7400-00-05012-0	Not Determined	1963
625937		Coupeville	R13103-049-5150	Not Determined	1963
625938		Coupeville	R03225-413-4300	Not Determined	1963
625939		Coupeville	S7530-00-0000A-1	Not Determined	1963
625940		Coupeville	R13232-162-0230	Not Determined	1963

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625941		Coupeville	R13232-133-2400	Not Determined	1963
625942		Coupeville	S8440-00-00028-0	Not Determined	1963
625945		Coupeville	S6010-00-01016-0	Not Determined	1964
625946		Coupeville	S6010-00-04028-0	Not Determined	1964
625947		Coupeville	S6010-00-01028-0	Not Determined	1964
625948		Coupeville	S8150-00-02005-0	Not Determined	1964
625949		Coupeville	S6010-00-04019-0	Not Determined	1964
625950		Coupeville	S6010-00-01025-0	Not Determined	1964
625951		Coupeville	S8150-02-03011-0	Not Determined	1964
625952		Coupeville	S8150-00-02004-0	Not Determined	1964
625953		Coupeville	S6010-00-03029-0	Not Determined	1964
625954		Coupeville	S6010-00-02025-0	Not Determined	1964
625956		Coupeville	S6010-00-05016-0	Not Determined	1964
625957		Coupeville	S8150-02-03008-0	Not Determined	1964
625958		Coupeville	S6370-00-61008-0	Not Determined	1964
625959		Coupeville	S6010-00-01010-0	Not Determined	1964
625960		Coupeville	S6010-00-01015-0	Not Determined	1964
625961		Coupeville	S8150-00-01012-0	Not Determined	1964
625962		Coupeville	S8440-00-00032-0	Not Determined	1964
625963		Coupeville	S8440-00-00016-0	Not Determined	1964
625964		Coupeville	S8010-00-00082-0	Not Determined	1964
625965		Coupeville	S6005-00-14001-2	Not Determined	1964
625966		Coupeville	S7490-00-00010-0	Not Determined	1964
625967		Coupeville	R13103-115-4620	Not Determined	1964
625968		Coupeville	R13230-043-3150	Not Determined	1964
625969		Coupeville	S7350-00-0A023-0	Not Determined	1964
625970		Coupeville	S7400-00-05001-1	Not Determined	1964
625973		Coupeville	S8150-02-04002-0	Not Determined	1965
625978		Coupeville	S8300-00-01004-0	Not Determined	1965

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
625979		Coupeville	S8150-02-03002-0	Not Determined	1965
625980		Coupeville	S6010-00-02005-0	Not Determined	1965
625981		Coupeville	S7530-00-00009-0	Not Determined	1965
625982		Coupeville	S7530-00-0000A-3	Not Determined	1965
625983		Coupeville	S8010-00-00036-0	Not Determined	1965
625984		Coupeville	S8440-00-00007-0	Not Determined	1965
625985		Coupeville	S7365-00-00007-0	Not Determined	1965
625986		Coupeville	R13104-496-3880	Not Determined	1965
625987		Coupeville	S8440-00-00030-0	Not Determined	1965
625988		Coupeville	R13103-270-2050	Not Determined	1965
625989		Coupeville	S7450-00-00013-0	Not Determined	1965
625990		Coupeville	R13234-381-4590	Not Determined	1965
625991		Coupeville	S8010-00-00005-0	Not Determined	1965
625992		Coupeville	R23106-022-3980	Not Determined	1965
625993		Coupeville	S6010-02-01004-0	Not Determined	1966
625999		Coupeville	S8150-02-03013-0	Not Determined	1966
626001		Coupeville	S8300-00-01003-0	Not Determined	1966
626003		Coupeville	R13114-116-3680	Not Determined	1966
626004		Coupeville	S8150-00-02007-0	Not Determined	1966
626005		Coupeville	S6010-00-04017-0	Not Determined	1966
626007		Coupeville	S7450-00-00001-0	Not Determined	1966
626008		Coupeville	R13234-317-5000	Not Determined	1966
626009		Coupeville	S8010-00-00069-0	Not Determined	1966
626010		Coupeville	R13103-407-4060	Not Determined	1966
626011		Coupeville	S7400-00-01007-0	Not Determined	1966
626012		Coupeville	R13103-105-2830	Not Determined	1966
626013		Coupeville	S8010-00-00068-0	Not Determined	1966
626014		Coupeville	R23106-010-3450	Not Determined	1966

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
626015		Coupeville	S7530-00-00005-0	Not Determined	1966
626016		Coupeville	S6010-03-0000D-2	Not Determined	1967
626018		Coupeville	S6010-06-00065-0	Not Determined	1967
626020		Coupeville	S6010-00-01005-0	Not Determined	1967
626024		Coupeville	S6010-00-01021-0	Not Determined	1967
626026		Coupeville	S7400-00-01006-0	Not Determined	1967
626027		Coupeville	S7530-00-0B011-0	Not Determined	1967
626028		Coupeville	R13234-333-4800	Not Determined	1967
626029		Coupeville	R13219-237-3790	Not Determined	1967
626030		Coupeville	R13234-460-2740	Not Determined	1967
626031		Coupeville	S7350-00-0A016-0	Not Determined	1967
626032		Coupeville	R13233-354-1910	Not Determined	1967
626033		Coupeville	S7400-00-01001-0	Not Determined	1967
626034		Coupeville	S7070-00-08001-0	Not Determined	1967
626035		Coupeville	S6010-00-01042-0	Not Determined	1968
626036		Coupeville	S6010-03-00171-0	Not Determined	1968
626037		Coupeville	S6010-00-02024-0	Not Determined	1968
626038		Coupeville	S6010-00-04033-0	Not Determined	1968
626039		Coupeville	S8300-00-01006-0	Not Determined	1968
626040		Coupeville	S6010-00-01023-0	Not Determined	1968
626042		Coupeville	S6010-06-00073-0	Not Determined	1968
626043		Coupeville	S6010-05-00092-0	Not Determined	1968
626044		Coupeville	S6010-00-01004-0	Not Determined	1968
626045		Coupeville	S6010-00-01041-0	Not Determined	1968
626046		Coupeville	S8300-00-01029-0	Not Determined	1968
626047		Coupeville	S6010-03-00027-0	Not Determined	1968
626050		Coupeville	S6010-03-00147-0	Not Determined	1968

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
626051		Coupeville	S8300-00-01009-0	Not Determined	1968
626053		Coupeville	S8150-02-03020-0	Not Determined	1968
626054		Coupeville	S6010-00-03013-0	Not Determined	1968
626055		Coupeville	S6010-00-02030-0	Not Determined	1968
626056		Coupeville	S6010-02-04009-0	Not Determined	1968
626057		Coupeville	S6010-00-03021-0	Not Determined	1968
626059		Coupeville	S6010-00-04039-0	Not Determined	1968
626060		Coupeville	S8150-00-02011-0	Not Determined	1968
626061		Coupeville	R13109-162-0730	Not Determined	1968
626062		Coupeville	S7450-00-00002-0	Not Determined	1968
626063		Coupeville	S7760-00-01003-0	Not Determined	1968
626064		Coupeville	R13101-315-0190	Not Determined	1968
626065		Coupeville	S7150-00-00004-0	Not Determined	1968
626066		Coupeville	S6310-00-00009-0	Not Determined	1968
626067		Coupeville	R13103-457-1910	Not Determined	1968
626068		Coupeville	S8010-00-00091-0	Not Determined	1968
626069		Coupeville	S8160-00-19002-0	Not Determined	1968
626070		Coupeville	S8010-00-00023-0	Not Determined	1968
626071		Coupeville	R13235-440-0630	Not Determined	1968
626072		Coupeville	R13219-363-3640	Not Determined	1968
626073		Coupeville	R13233-320-1350	Not Determined	1968
626074		Coupeville	S7365-00-00003-0	Not Determined	1968
626075		Coupeville	R13110-403-2890	Not Determined	1968
626076		Coupeville	S6415-00-33007-0	Not Determined	1968
626077		Coupeville	S7490-00-00029-0	Not Determined	1968
626078		Coupeville	S7365-00-00002-0	Not Determined	1968

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
626079		Coupeville	S6010-04-00019-0	Not Determined	1969
626080		Coupeville	R13109-141-0860	Not Determined	1969
626081		Coupeville	S6010-03-00038-0	Not Determined	1969
626082		Coupeville	S8300-00-01032-0	Not Determined	1969
626085		Coupeville	S6010-00-01013-0	Not Determined	1969
626087		Coupeville	S6010-00-01035-0	Not Determined	1969
626088		Coupeville	S6010-00-03019-0	Not Determined	1969
626090		Coupeville	S6010-00-04004-0	Not Determined	1969
626091		Coupeville	S6010-00-03015-0	Not Determined	1969
626092		Coupeville	S6010-06-00087-0	Not Determined	1969
626093		Coupeville	S6010-00-02031-0	Not Determined	1969
626095		Coupeville	S6010-05-00016-0	Not Determined	1969
626097		Coupeville	S6010-00-02041-0	Not Determined	1969
626098		Coupeville	S7400-00-01024-0	Not Determined	1969
626099		Coupeville	S8160-00-03006-0	Not Determined	1969
626100		Coupeville	S8160-00-13009-0	Not Determined	1969
626101		Coupeville	S8440-00-00004-0	Not Determined	1969
626102		Coupeville	S7760-00-03004-0	Not Determined	1969
626103		Coupeville	S7400-00-04005-0	Not Determined	1969
627599		Oak Harbor	R13302-247-5150	Not Determined	1895
627600		Oak Harbor	R13336-465-2400	Not Determined	1899
627601		Oak Harbor	R13221-061-3980	Not Determined	1899
627603		Oak Harbor	S7650-00-00001-0	Not Determined	1900
627604		Oak Harbor	R23330-157-1110	Not Determined	1900
627608	Private	Oak Harbor	R13436-479-1170	Not Determined	1910, 1913
627613		Oak Harbor	R13301-230-1710	Not Determined	1906
627616		Oak Harbor	R23330-375-4690	Not Determined	1907

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
627618		Oak Harbor	R23306-269-2380	Not Determined	1908
627620		Oak Harbor	R13327-497-1820	Not Determined	1908
627621		Oak Harbor	S8420-00-00001-2	Not Determined	1909
627626		Oak Harbor	R23331-420-4160	Not Determined	1910
627627		Oak Harbor	R13312-099-3180	Not Determined	1910
627628		Oak Harbor	R13435-083-4650	Not Determined	1910
627632		Oak Harbor	R13327-521-3910	Not Determined	1912
627634		Oak Harbor	R13312-168-1600	Not Determined	1912
627635		Oak Harbor	R13303-121-4290	Not Determined	1912
627636		Oak Harbor	R13221-046-1290	Not Determined	1912
627638		Oak Harbor	R13222-114-3380	Not Determined	1912
627640		Oak Harbor	S7740-00-00032-0	Not Determined	1913
627643		Oak Harbor	R13436-463-0820	Not Determined	1913
627645		Oak Harbor	R13336-443-1500	Not Determined	1913
627646		Oak Harbor	R23320-295-0400	Not Determined	1913
627650		Oak Harbor	R23330-049-5120	Not Determined	1914
627660		Oak Harbor	S7295-00-00025-0	Not Determined	1915
627661		Oak Harbor	R23319-445-5110	Not Determined	1915
627662		Oak Harbor	R13311-034-5090	Not Determined	1915
627665		Oak Harbor	R23330-239-4990	Not Determined	1917
627670		Oak Harbor	R13326-039-0630	Not Determined	1918
627674		Oak Harbor	R23329-484-0390	Not Determined	1918
627675		Oak Harbor	R23318-329-2390	Not Determined	1918
627682		Oak Harbor	R13312-175-4400	Not Determined	1920
627689		Oak Harbor	R13311-503-1120	Not Determined	1922
627691		Oak Harbor	R13303-141-5200	Not Determined	1922
627695		Oak Harbor	R13222-114-3760	Not Determined	1922
627698		Oak Harbor	R13311-067-4290	Not Determined	1923

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
627699		Oak Harbor	R23318-298-1470	Not Determined	1923
627707		Oak Harbor	R23317-431-3670	Not Determined	1923
627708		Oak Harbor	R13436-480-1340	Not Determined	1923
627709		Oak Harbor	R13435-150-3530	Not Determined	1924
627710		Oak Harbor	R13223-378-0540	Not Determined	1924
627711		Oak Harbor	R23306-462-0260	Not Determined	1924
627712		Oak Harbor	R23307-191-3230	Not Determined	1925
627714		Oak Harbor	R13335-487-0700	Not Determined	1925
627716		Oak Harbor	R13436-106-0110	Not Determined	1925
627720		Oak Harbor	R13312-146-1110	Not Determined	1925
627721		Oak Harbor	R13312-345-5100	Not Determined	1925
627723		Oak Harbor	R13221-015-2700	Not Determined	1925
627734		Oak Harbor	R23318-350-4160	Not Determined	1925
627736		Oak Harbor	R23318-402-5080	Not Determined	1927
627742		Oak Harbor	R13324-242-2140	Not Determined	1928
627743		Oak Harbor	R13324-069-2030	Not Determined	1928
627745		Oak Harbor	R23318-186-0260	Not Determined	1928
627748		Oak Harbor	R13301-282-3520	Not Determined	1928
627751		Oak Harbor	R23308-268-0780	Not Determined	1928
627756		Oak Harbor	R13313-299-0810	Not Determined	1928
627758		Oak Harbor	R13312-243-0490	Not Determined	1929
627759		Oak Harbor	R23330-324-4240	Not Determined	1929
627760		Oak Harbor	R13311-028-1950	Not Determined	1929
627762		Oak Harbor	R13311-495-4600	Not Determined	1930
627763		Oak Harbor	R13221-471-5100	Not Determined	1930
627765		Oak Harbor	R13327-293-1200	Not Determined	1930
627771	Private	Oak Harbor	R13303-210-4850	Determined Not Eligible	1931

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
627773		Oak Harbor	R23308-429-0900	Not Determined	1932
627778		Oak Harbor	R23318-162-0360	Not Determined	1933
627779		Oak Harbor	R13323-046-2810	Not Determined	1933
627780		Oak Harbor	R13324-020-3510	Not Determined	1933
627784		Oak Harbor	R13302-040-4840	Not Determined	1933
627788		Oak Harbor	R13436-440-1590	Not Determined	1935
627789		Oak Harbor	R23320-266-0390	Not Determined	1935
627791		Oak Harbor	R13311-288-3200	Not Determined	1935
627796		Oak Harbor	R13311-305-2050	Not Determined	1936
627800		Oak Harbor	R13222-490-4950	Not Determined	1936
627802		Oak Harbor	R13311-309-2840	Not Determined	1936
627804		Oak Harbor	S8050-00-02012-0	Not Determined	1937
627805		Oak Harbor	R13222-060-2620	Not Determined	1937
627806		Oak Harbor	R13220-188-3000	Not Determined	1937
627807		Oak Harbor	R23330-314-4920	Not Determined	1937
627808		Oak Harbor	R23320-469-3160	Not Determined	1937
627813		Oak Harbor	R23330-350-4900	Not Determined	1938
627814		Oak Harbor	S8420-00-00001-1	Not Determined	1938
627820		Oak Harbor	R13312-064-0060	Not Determined	1939
627822		Oak Harbor	S8060-00-73003-4	Not Determined	1939
627832		Oak Harbor	S7575-00-03016-0	Not Determined	1940
627836		Oak Harbor	R13302-429-4610	Not Determined	1940
627840		Oak Harbor	R13313-190-2060	Not Determined	1940
627849		Oak Harbor	R23317-450-2020	Not Determined	1941
627853		Oak Harbor	R13301-033-1640	Not Determined	1941
627854		Oak Harbor	R23306-182-0340	Not Determined	1942
627864		Oak Harbor	R13303-331-4980	Not Determined	1942
627867		Oak Harbor	R13326-371-0880	Not Determined	1942

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
627869		Oak Harbor	R23318-304-2250	Not Determined	1943
627870		Oak Harbor	R13302-282-1150	Not Determined	1943
627871		Oak Harbor	S6525-00-0300B-0	Not Determined	1943
627872		Oak Harbor	S7740-00-00033-0	Not Determined	1943
627873		Oak Harbor	S8050-00-12005-0	Not Determined	1943
627874		Oak Harbor	S6525-00-0300C-0	Not Determined	1943
627878		Oak Harbor	R13326-086-0670	Not Determined	1943
627879		Oak Harbor	S6525-00-02004-0	Not Determined	1943
627880		Oak Harbor	R23318-304-2370	Not Determined	1943
627881		Oak Harbor	R13326-120-0040	Not Determined	1943
627882		Oak Harbor	R23318-300-1820	Not Determined	1943
627883		Oak Harbor	S6525-00-02002-0	Not Determined	1943
627885		Oak Harbor	R23318-255-2570	Not Determined	1943
627886		Oak Harbor	R13301-298-0460	Not Determined	1943
627887		Oak Harbor	R13303-092-3820	Not Determined	1943
627888		Oak Harbor	R13312-496-0340	Not Determined	1943
627889		Oak Harbor	R23318-305-2500	Not Determined	1943
627890		Oak Harbor	S6525-00-02003-0	Not Determined	1943
627892		Oak Harbor	S6525-00-02001-0	Not Determined	1943
627893		Oak Harbor	S7055-00-00009-0	Not Determined	1943
627899		Oak Harbor	R23330-302-4720	Not Determined	1944
627902		Oak Harbor	S8060-00-35002-0	Not Determined	1945
627908		Oak Harbor	R23320-517-0300	Not Determined	1945
627911		Oak Harbor	R13302-121-4750	Not Determined	1945
627923		Oak Harbor	R23329-246-0260	Not Determined	1946
627925		Oak Harbor	R23319-154-3290	Not Determined	1946
627927		Oak Harbor	R13312-062-2900	Not Determined	1946
627931		Oak Harbor	R23330-290-4390	Not Determined	1946
627932		Oak Harbor	R23319-070-4950	Not Determined	1946

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
627942		Oak Harbor	R13303-181-3890	Not Determined	1947
627950		Oak Harbor	R23307-161-4440	Not Determined	1948
627952		Oak Harbor	R23307-505-1000	Not Determined	1948
627961		Oak Harbor	S7730-00-00003-4	Not Determined	1948
627964		Oak Harbor	R13223-415-0580	Not Determined	1948
627965		Oak Harbor	S7730-00-00014-3	Not Determined	1948
627972		Oak Harbor	R13323-081-2520	Not Determined	1948
627977		Oak Harbor	S7740-00-00041-0	Not Determined	1948
627981		Oak Harbor	S7730-00-00016-1	Not Determined	1948
627982		Oak Harbor	R23318-033-4910	Not Determined	1948
627986		Oak Harbor	R13216-026-5110	Not Determined	1949
627992		Oak Harbor	R13311-141-1940	Not Determined	1949
628002		Oak Harbor	R13311-158-1590	Not Determined	1949
628006		Oak Harbor	S7730-00-00014-2	Not Determined	1949
628009		Oak Harbor	R23307-331-4800	Not Determined	1949
628011		Oak Harbor	S7730-00-00010-2	Not Determined	1949
628024		Oak Harbor	S7730-00-00004-3	Not Determined	1949
628031		Oak Harbor	R13313-348-0320	Not Determined	1950
628033		Oak Harbor	R23307-191-2840	Not Determined	1950
628034		Oak Harbor	S7730-00-00005-4	Not Determined	1950
628038		Oak Harbor	S7730-00-00014-1	Not Determined	1950
628039		Oak Harbor	R13324-495-0500	Not Determined	1950
628043		Oak Harbor	R13311-128-2550	Not Determined	1950
628045		Oak Harbor	S7730-00-00011-3	Not Determined	1950

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628048		Oak Harbor	S7730-00-00017-2	Not Determined	1950
628049		Oak Harbor	R23318-333-3000	Not Determined	1950
628053		Oak Harbor	R13220-034-3440	Not Determined	1950
628055		Oak Harbor	R13303-147-3780	Not Determined	1950
628056		Oak Harbor	S7575-00-01027-0	Not Determined	1950
628058	John & Connie Hudgins	Oak Harbor	R13303-165-3850	Determined Not Eligible	1950
628059		Oak Harbor	S7730-02-00059-0	Not Determined	1950
628060		Oak Harbor	R23330-202-5010	Not Determined	1950
628061		Oak Harbor	S7730-00-00010-1	Not Determined	1950
628062		Oak Harbor	R23307-103-1050	Not Determined	1950
628063		Oak Harbor	S7730-00-00013-5	Not Determined	1950
628072		Oak Harbor	R13312-280-0330	Not Determined	1950
628075		Oak Harbor	S7730-00-00020-3	Not Determined	1950
628076		Oak Harbor	S7575-00-01026-0	Not Determined	1950
628077		Oak Harbor	R13312-084-1130	Not Determined	1950
628080		Oak Harbor	S8370-00-00001-0	Not Determined	1950
628084		Oak Harbor	R13301-456-0630	Not Determined	1950
628085		Oak Harbor	R13303-158-3780	Not Determined	1950
628093		Oak Harbor	R23307-303-4470	Not Determined	1950
628094		Oak Harbor	R13313-313-0150	Not Determined	1950
628096		Oak Harbor	R23330-385-4220	Not Determined	1950
628098		Oak Harbor	S7575-00-01024-0	Not Determined	1950
628101		Oak Harbor	R23330-385-4920	Not Determined	1950
628104		Oak Harbor	R13313-030-2320	Not Determined	1951
628108		Oak Harbor	R13228-519-1480	Not Determined	1951

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628111		Oak Harbor	R13302-198-0680	Not Determined	1951
628123		Oak Harbor	S7575-00-01028-0	Not Determined	1951
628130		Oak Harbor	S7730-00-00004-2	Not Determined	1951
628132		Oak Harbor	R13312-200-2450	Not Determined	1951
628133		Oak Harbor	S7740-00-00043-0	Not Determined	1951
628140		Oak Harbor	S7020-00-00001-1	Not Determined	1951
628146		Oak Harbor	R13335-427-3400	Not Determined	1951
628147		Oak Harbor	S7730-00-00005-2	Not Determined	1951
628148		Oak Harbor	S7730-00-00006-1	Not Determined	1951
628154		Oak Harbor	R13222-361-0130	Not Determined	1951
628159		Oak Harbor	S7730-00-00022-1	Not Determined	1951
628161		Oak Harbor	R13221-152-5230	Not Determined	1952
628163		Oak Harbor	S7730-00-00008-4	Not Determined	1952
628164		Oak Harbor	R13312-146-2380	Not Determined	1952
628166		Oak Harbor	S7730-00-00008-2	Not Determined	1952
628167		Oak Harbor	S7730-00-00003-3	Not Determined	1952
628168		Oak Harbor	S7730-00-00008-1	Not Determined	1952
628171		Oak Harbor	S7285-30-03008-0	Not Determined	1952
628172		Oak Harbor	S7730-02-00006-0	Not Determined	1952
628173		Oak Harbor	R13313-152-0130	Not Determined	1952
628176		Oak Harbor	R13223-329-0620	Not Determined	1952
628178		Oak Harbor	S7730-00-00006-2	Not Determined	1952
628179		Oak Harbor	S7730-00-00007-1	Not Determined	1952

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628181		Oak Harbor	R13313-030-1990	Not Determined	1952
628182		Oak Harbor	R13435-081-1760	Not Determined	1952
628184		Oak Harbor	S7730-00-00019-1	Not Determined	1952
628187		Oak Harbor	R13222-042-2320	Not Determined	1952
628188		Oak Harbor	S7730-00-00015-1	Not Determined	1952
628193		Oak Harbor	S6335-00-00007-0	Not Determined	1952
628195		Oak Harbor	R13335-394-3230	Not Determined	1952
628199		Oak Harbor	S7740-00-00018-0	Not Determined	1952
628200		Oak Harbor	S7730-00-00005-1	Not Determined	1952
628210		Oak Harbor	S7730-00-00009-1	Not Determined	1952
628211		Oak Harbor	S8370-00-00004-0	Not Determined	1952
628213		Oak Harbor	R13436-407-1940	Not Determined	1952
628214		Oak Harbor	S7740-00-00044-0	Not Determined	1952
628216		Oak Harbor	R13302-110-1160	Not Determined	1952
628218		Oak Harbor	R23319-055-3650	Not Determined	1952
628222		Oak Harbor	R13303-139-3950	Not Determined	1952
628225		Oak Harbor	R13312-099-2070	Not Determined	1952
628229		Oak Harbor	S8370-00-00005-0	Not Determined	1953
628231		Oak Harbor	R13328-483-4730	Not Determined	1953
628237		Oak Harbor	S7730-02-00025-0	Not Determined	1953
628247		Oak Harbor	R23318-306-2630	Not Determined	1953
628250		Oak Harbor	S7730-00-00008-3	Not Determined	1953
628252		Oak Harbor	S7725-00-00001-0	Not Determined	1953
628255		Oak Harbor	R13326-313-3310	Not Determined	1953

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628257		Oak Harbor	S7730-02-00063-0	Not Determined	1953
628263		Oak Harbor	S7020-00-00002-0	Not Determined	1953
628275		Oak Harbor	R13221-010-3550	Not Determined	1953
628278		Oak Harbor	S7730-00-00009-3	Not Determined	1953
628283		Oak Harbor	R23330-282-0700	Not Determined	1953
628288		Oak Harbor	S7730-02-00007-0	Not Determined	1953
628290		Oak Harbor	S7575-00-01029-0	Not Determined	1953
628291		Oak Harbor	S7730-00-00016-2	Not Determined	1953
628296		Oak Harbor	S7730-00-00021-0	Not Determined	1953
628297		Oak Harbor	S7730-00-00017-1	Not Determined	1953
628299		Oak Harbor	R23307-135-1920	Not Determined	1953
628300		Oak Harbor	S6335-00-00013-0	Not Determined	1953
628302		Oak Harbor	S7730-02-00060-0	Not Determined	1953
628305		Oak Harbor	S7730-00-00012-1	Not Determined	1954
628306		Oak Harbor	R13436-450-1370	Not Determined	1954
628307		Oak Harbor	S7730-02-00031-0	Not Determined	1954
628308		Oak Harbor	S6055-00-02007-0	Not Determined	1954
628310		Oak Harbor	S7730-00-00022-2	Not Determined	1954
628314		Oak Harbor	S8055-00-00003-0	Not Determined	1954
628318		Oak Harbor	R13313-233-2820	Not Determined	1954
628320		Oak Harbor	S7730-00-00009-2	Not Determined	1954
628327		Oak Harbor	R23307-129-1430	Not Determined	1954
628329		Oak Harbor	R13302-297-5120	Not Determined	1954
628331		Oak Harbor	R13436-462-1370	Not Determined	1954

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628332		Oak Harbor	S8055-00-00009-0	Not Determined	1954
628334		Oak Harbor	S7295-00-00029-0	Not Determined	1954
628337		Oak Harbor	R13221-087-3580	Not Determined	1954
628340		Oak Harbor	R13436-414-1760	Not Determined	1954
628341		Oak Harbor	S7725-00-00005-0	Not Determined	1954
628345		Oak Harbor	S7730-00-00012-3	Not Determined	1954
628350		Oak Harbor	R13323-063-2810	Not Determined	1954
628351		Oak Harbor	R13335-427-3300	Not Determined	1954
628354		Oak Harbor	S7730-02-00044-0	Not Determined	1954
628356		Oak Harbor	R13436-017-0190	Not Determined	1954
628359		Oak Harbor	S7295-00-00005-0	Not Determined	1955
628360		Oak Harbor	S7295-00-00023-0	Not Determined	1955
628362		Oak Harbor	S7295-00-00017-0	Not Determined	1955
628366		Oak Harbor	R13302-313-0330	Not Determined	1955
628370		Oak Harbor	S6055-00-02010-0	Not Determined	1955
628371		Oak Harbor	S7295-00-00016-0	Not Determined	1955
628372		Oak Harbor	S7730-02-00048-0	Not Determined	1955
628373		Oak Harbor	S6055-00-02006-0	Not Determined	1955
628374		Oak Harbor	R23305-154-2920	Not Determined	1955
628375		Oak Harbor	R13221-048-2090	Not Determined	1955
628377		Oak Harbor	R13335-422-3530	Not Determined	1955
628381		Oak Harbor	R13222-164-2540	Not Determined	1955
628382		Oak Harbor	S7295-00-00015-0	Not Determined	1955
628385		Oak Harbor	R13221-010-1970	Not Determined	1955
628387		Oak Harbor	R13223-470-0630	Not Determined	1955

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628388		Oak Harbor	R13312-115-0720	Not Determined	1955
628389		Oak Harbor	S7730-00-00012-2	Not Determined	1955
628397		Oak Harbor	S7295-00-00013-0	Not Determined	1955
628399		Oak Harbor	S7730-00-00003-1	Not Determined	1955
628401		Oak Harbor	R13436-469-0930	Not Determined	1955
628402		Oak Harbor	S6055-00-03007-0	Not Determined	1955
628404		Oak Harbor	R13313-299-0480	Not Determined	1955
628405		Oak Harbor	S7575-00-01019-0	Not Determined	1955
628409		Oak Harbor	R13313-281-0170	Not Determined	1955
628411		Oak Harbor	S7730-00-00003-2	Not Determined	1955
628413		Oak Harbor	R23330-324-4920	Not Determined	1955
628416		Oak Harbor	R13328-241-4830	Not Determined	1955
628418		Oak Harbor	S6055-00-02011-0	Not Determined	1955
628420		Oak Harbor	S7575-00-11015-0	Not Determined	1955
628421		Oak Harbor	S7295-00-00002-0	Not Determined	1956
628424		Oak Harbor	S7295-00-00022-0	Not Determined	1956
628425		Oak Harbor	S7295-00-00014-0	Not Determined	1956
628428		Oak Harbor	S7295-00-00003-0	Not Determined	1956
628430	Barn, Maurer Barn	Oak Harbor	R13435-015-1720	Not Determined	1956
628436		Oak Harbor	S7295-00-00021-0	Not Determined	1956
628439		Oak Harbor	S7730-02-00029-0	Not Determined	1956
628445		Oak Harbor	S7730-02-00051-0	Not Determined	1956
628449		Oak Harbor	R13312-146-2280	Not Determined	1956
628450		Oak Harbor	S7730-00-00006-3	Not Determined	1956
628451		Oak Harbor	S7730-02-00053-0	Not Determined	1956
628455		Oak Harbor	R13325-122-1680	Not Determined	1956

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628458		Oak Harbor	S7295-00-00018-0	Not Determined	1956
628461		Oak Harbor	S7295-00-00001-0	Not Determined	1956
628463		Oak Harbor	S7730-02-00057-0	Not Determined	1956
628469		Oak Harbor	R23307-250-0200	Not Determined	1956
628473		Oak Harbor	R13313-106-2430	Not Determined	1956
628476		Oak Harbor	S6055-00-02009-0	Not Determined	1956
628477		Oak Harbor	S7295-00-00008-0	Not Determined	1956
628478		Oak Harbor	S7295-00-00011-0	Not Determined	1956
628481		Oak Harbor	S7730-02-00061-0	Not Determined	1956
628488		Oak Harbor	S6055-00-03009-0	Not Determined	1956
628489		Oak Harbor	S7295-00-00024-0	Not Determined	1956
628490		Oak Harbor	R13336-210-0620	Not Determined	1956
628510		Oak Harbor	R13311-166-3870	Not Determined	1957
628511		Oak Harbor	S7730-02-00037-1	Not Determined	1957
628513		Oak Harbor	R13336-218-0190	Not Determined	1957
628516		Oak Harbor	S7730-02-00082-0	Not Determined	1957
628527		Oak Harbor	S7730-02-00069-0	Not Determined	1957
628531		Oak Harbor	R23329-102-0060	Not Determined	1957
628534		Oak Harbor	S7730-02-00067-0	Not Determined	1957
628554		Oak Harbor	S7730-00-00001-0	Not Determined	1957
628556		Oak Harbor	R13313-253-0590	Not Determined	1957
628558		Oak Harbor	R23319-415-4900	Not Determined	1957
628565		Oak Harbor	R13335-390-0580	Not Determined	1957
628568		Oak Harbor	R23331-427-1900	Not Determined	1957
628577		Oak Harbor	R13311-455-1770	Not Determined	1957
628578		Oak Harbor	R13436-478-1060	Not Determined	1957

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628586		Oak Harbor	R23308-345-0950	Not Determined	1957
628587		Oak Harbor	S7520-00-01001-0	Not Determined	1957
628592		Oak Harbor	S6055-00-03008-0	Not Determined	1957
628598		Oak Harbor	R13301-319-0100	Not Determined	1957
628599		Oak Harbor	R23331-415-2680	Not Determined	1957
628608		Oak Harbor	S7730-02-00035-2	Not Determined	1957
628616		Oak Harbor	S7730-02-00075-0	Not Determined	1957
628622		Oak Harbor	R13301-303-0100	Not Determined	1957
628624		Oak Harbor	S7730-02-00023-0	Not Determined	1957
628626		Oak Harbor	S6055-00-03010-0	Not Determined	1957
628630		Oak Harbor	S7730-02-00070-2	Not Determined	1957
628631		Oak Harbor	S7730-02-00066-0	Not Determined	1957
628636		Oak Harbor	R13326-185-0350	Not Determined	1957
628637		Oak Harbor	S7730-02-00068-0	Not Determined	1957
628638		Oak Harbor	R13324-091-2150	Not Determined	1957
628643		Oak Harbor	R23318-379-4850	Not Determined	1957
628652		Oak Harbor	S7730-02-00073-0	Not Determined	1957
628658		Oak Harbor	S7730-02-00021-0	Not Determined	1957
628663		Oak Harbor	R23307-115-0260	Not Determined	1957
628668		Oak Harbor	S7730-02-00034-0	Not Determined	1957
628669		Oak Harbor	S7730-02-00036-2	Determined Not Eligible	1957
628671		Oak Harbor	S7730-02-00035-1	Not Determined	1957
628674		Oak Harbor	R13303-173-3900	Not Determined	1958
628676		Oak Harbor	S7520-00-02016-0	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628678		Oak Harbor	S7285-30-05006-0	Not Determined	1958
628680		Oak Harbor	S7285-30-09005-0	Not Determined	1958
628681		Oak Harbor	S7285-30-09008-0	Not Determined	1958
628684		Oak Harbor	S7065-00-00008-0	Not Determined	1958
628685		Oak Harbor	R23318-186-0510	Not Determined	1958
628688		Oak Harbor	S7065-00-00002-0	Not Determined	1958
628690		Oak Harbor	S7285-30-03009-0	Not Determined	1958
628691		Oak Harbor	S7285-30-08005-0	Not Determined	1958
628692		Oak Harbor	R13336-235-0190	Not Determined	1958
628693		Oak Harbor	S7065-00-00016-0	Not Determined	1958
628695		Oak Harbor	S7285-30-05003-0	Not Determined	1958
628696		Oak Harbor	S7285-30-09002-0	Not Determined	1958
628699		Oak Harbor	S7065-00-00006-0	Not Determined	1958
628700		Oak Harbor	S7285-40-00002-0	Not Determined	1958
628701		Oak Harbor	S7285-30-10002-0	Not Determined	1958
628702		Oak Harbor	S7285-30-05002-0	Not Determined	1958
628703		Oak Harbor	S7065-00-00011-0	Not Determined	1958
628704		Oak Harbor	R13325-019-1000	Not Determined	1958
628707		Oak Harbor	S8050-02-19004-0	Not Determined	1958
628708		Oak Harbor	S7520-00-03004-0	Not Determined	1958
628712		Oak Harbor	S7740-00-00026-0	Not Determined	1958
628713		Oak Harbor	S7285-30-05001-0	Not Determined	1958
628716		Oak Harbor	R13336-235-0080	Not Determined	1958
628722		Oak Harbor	S7065-00-00007-0	Not Determined	1958
628723		Oak Harbor	S7285-40-00008-0	Not Determined	1958
628725		Oak Harbor	R13221-187-5200	Not Determined	1958
628726		Oak Harbor	S7285-30-09007-0	Not Determined	1958
628728		Oak Harbor	S7520-00-02014-0	Not Determined	1958
628730		Oak Harbor	S7285-40-00004-0	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628732		Oak Harbor	S7065-00-00014-0	Not Determined	1958
628738		Oak Harbor	R13313-055-0680	Not Determined	1958
628740		Oak Harbor	S7285-30-03016-0	Not Determined	1958
628741		Oak Harbor	S7295-00-00009-0	Not Determined	1958
628745		Oak Harbor	R13436-445-0590	Not Determined	1958
628747		Oak Harbor	S7065-00-00001-3	Not Determined	1958
628749		Oak Harbor	S7285-30-03010-0	Not Determined	1958
628751		Oak Harbor	S7285-30-11002-0	Not Determined	1958
628752		Oak Harbor	R23307-140-2510	Not Determined	1958
628753		Oak Harbor	S7285-30-04016-0	Not Determined	1958
628754		Oak Harbor	S7285-30-09003-0	Not Determined	1958
628756		Oak Harbor	S7520-00-02015-0	Not Determined	1958
628757		Oak Harbor	S7285-30-09001-0	Not Determined	1958
628762		Oak Harbor	S7520-00-02012-0	Not Determined	1958
628764		Oak Harbor	S7285-30-09006-0	Not Determined	1958
628765		Oak Harbor	S7285-30-04015-0	Not Determined	1958
628769		Oak Harbor	S7285-30-04003-0	Not Determined	1958
628771		Oak Harbor	S7285-40-00007-0	Not Determined	1958
628783		Oak Harbor	S7520-00-03002-0	Not Determined	1958
628787		Oak Harbor	S7285-30-10001-0	Not Determined	1958
628788		Oak Harbor	S7285-30-11001-0	Not Determined	1958
628793		Oak Harbor	S7520-00-02013-0	Not Determined	1958
628797		Oak Harbor	S7285-30-08006-0	Not Determined	1958
628799		Oak Harbor	S6515-00-01010-0	Not Determined	1958
628805		Oak Harbor	S7285-30-04013-0	Not Determined	1958
628807		Oak Harbor	S7285-30-05005-0	Not Determined	1958
628809		Oak Harbor	R23329-502-1030	Not Determined	1958
628814		Oak Harbor	S7730-02-00019-0	Not Determined	1958
628816		Oak Harbor	S7285-30-04001-0	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628817		Oak Harbor	R13335-433-3520	Not Determined	1958
628822		Oak Harbor	R23317-425-0400	Not Determined	1958
628824		Oak Harbor	S7285-30-04006-0	Not Determined	1958
628825		Oak Harbor	S7285-30-04014-0	Not Determined	1958
628826		Oak Harbor	S7065-00-00015-0	Not Determined	1958
628827		Oak Harbor	S7520-00-02017-0	Not Determined	1958
628829		Oak Harbor	R13328-206-4900	Not Determined	1958
628832		Oak Harbor	S7065-00-00003-0	Not Determined	1958
628840		Oak Harbor	S7285-30-05004-0	Not Determined	1958
628842		Oak Harbor	R13336-218-0080	Not Determined	1958
628843		Oak Harbor	S7065-00-00012-0	Not Determined	1958
628848		Oak Harbor	S7655-00-01006-0	Not Determined	1958
628849		Oak Harbor	S7285-30-04008-0	Not Determined	1958
628850		Oak Harbor	S7285-30-08004-0	Not Determined	1958
628861		Oak Harbor	S7065-00-00005-0	Not Determined	1958
628862		Oak Harbor	S7285-30-04004-0	Not Determined	1958
628865		Oak Harbor	R13221-050-1970	Not Determined	1958
628868		Oak Harbor	S7065-00-00013-0	Not Determined	1958
628875		Oak Harbor	S7285-30-04005-0	Not Determined	1958
628876		Oak Harbor	S7285-30-06001-0	Not Determined	1958
628877		Oak Harbor	S7285-30-03012-0	Not Determined	1958
628880		Oak Harbor	S7295-00-00012-2	Not Determined	1958
628884		Oak Harbor	S7655-00-01007-0	Not Determined	1958
628885		Oak Harbor	S7285-30-10003-0	Not Determined	1958
628887		Oak Harbor	S7285-40-00003-0	Not Determined	1958
628888		Oak Harbor	R23319-039-2810	Not Determined	1958
628889		Oak Harbor	S8055-00-00005-0	Not Determined	1958
628891		Oak Harbor	R13336-461-4370	Not Determined	1958
628892		Oak Harbor	S7065-00-00004-0	Not Determined	1958

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628893		Oak Harbor	S7655-00-01008-0	Not Determined	1958
628897		Oak Harbor	S7285-30-04011-0	Not Determined	1958
628902		Oak Harbor	S7285-30-03011-0	Not Determined	1958
628903		Oak Harbor	S7520-00-03003-0	Not Determined	1958
628904		Oak Harbor	S7285-30-06002-0	Not Determined	1958
628907		Oak Harbor	S8297-00-00009-0	Not Determined	1958
628908		Oak Harbor	S7285-30-08002-0	Not Determined	1959
628920		Oak Harbor	S7285-30-04012-0	Not Determined	1959
628925		Oak Harbor	S7285-30-07001-0	Not Determined	1959
628926		Oak Harbor	S6535-00-00012-0	Not Determined	1959
628927		Oak Harbor	S7285-30-07004-0	Not Determined	1959
628929		Oak Harbor	S7655-00-01010-0	Not Determined	1959
628930		Oak Harbor	S7655-00-01009-0	Not Determined	1959
628935		Oak Harbor	S6600-00-01011-0	Not Determined	1959
628938		Oak Harbor	S7285-30-03013-0	Not Determined	1959
628940		Oak Harbor	S7285-30-09004-0	Not Determined	1959
628941		Oak Harbor	S6535-00-00010-0	Not Determined	1959
628951		Oak Harbor	R23331-419-2500	Not Determined	1959
628961		Oak Harbor	S6600-00-01010-0	Not Determined	1959
628964		Oak Harbor	S7285-30-07003-0	Not Determined	1959
628965		Oak Harbor	S7285-30-02016-0	Not Determined	1959
628972		Oak Harbor	S7285-30-03015-0	Not Determined	1959
628975		Oak Harbor	R13223-340-0720	Not Determined	1959
628976		Oak Harbor	S7520-00-03005-0	Not Determined	1959
628981		Oak Harbor	S7655-00-01014-0	Not Determined	1959
628987		Oak Harbor	S7285-30-04007-0	Not Determined	1959
628990		Oak Harbor	R13228-511-1960	Not Determined	1959
628991		Oak Harbor	S6535-00-00011-0	Not Determined	1959
628993		Oak Harbor	S7285-40-00009-0	Not Determined	1959

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
628996		Oak Harbor	S7295-00-00010-0	Not Determined	1959
628999		Oak Harbor	S6515-00-01008-0	Not Determined	1959
629001		Oak Harbor	S6535-00-00014-0	Not Determined	1959
629005		Oak Harbor	S7285-30-02015-0	Not Determined	1959
629008		Oak Harbor	S6600-00-01012-0	Not Determined	1959
629009		Oak Harbor	S7285-30-05007-0	Not Determined	1959
629013		Oak Harbor	S7285-30-08001-0	Not Determined	1959
629014		Oak Harbor	S7285-40-00001-0	Not Determined	1959
629015		Oak Harbor	S7285-30-07002-0	Not Determined	1959
629016		Oak Harbor	S7285-30-11004-0	Not Determined	1959
629019		Oak Harbor	R23330-418-0700	Not Determined	1959
629024		Oak Harbor	S7285-30-06003-0	Not Determined	1959
629026		Oak Harbor	S7285-30-03001-0	Not Determined	1959
629029		Oak Harbor	R13302-151-1520	Not Determined	1959
629030		Oak Harbor	S6535-00-00015-0	Not Determined	1959
629032		Oak Harbor	S7285-30-03014-0	Not Determined	1959
629035		Oak Harbor	R13301-292-0100	Not Determined	1959
629037		Oak Harbor	R13302-067-0530	Not Determined	1960
629041		Oak Harbor	R23308-318-1000	Not Determined	1960
629045		Oak Harbor	S7295-00-00019-0	Not Determined	1960
629046		Oak Harbor	R13311-391-1770	Not Determined	1960
629047		Oak Harbor	S8050-00-04007-0	Not Determined	1960
629052		Oak Harbor	R23319-342-5150	Not Determined	1960
629053		Oak Harbor	S7285-30-05010-0	Not Determined	1960
629054		Oak Harbor	S7730-02-00084-0	Not Determined	1960
629055		Oak Harbor	R23331-484-1370	Not Determined	1960
629056		Oak Harbor	S7520-00-02018-0	Not Determined	1960
629057		Oak Harbor	S7285-30-03002-0	Not Determined	1960
629058		Oak Harbor	S6535-00-00006-0	Not Determined	1960

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629059		Oak Harbor	S8055-00-00007-0	Not Determined	1960
629061		Oak Harbor	S8050-00-08042-0	Not Determined	1960
629068		Oak Harbor	S7730-02-00096-0	Not Determined	1960
629069		Oak Harbor	S7520-00-02019-0	Not Determined	1960
629070		Oak Harbor	R13301-196-2760	Not Determined	1960
629072		Oak Harbor	S7005-00-02015-0	Not Determined	1960
629073	Private	Oak Harbor	S7655-02-03007-0	Determined Not Eligible	1960
629074		Oak Harbor	S8050-00-09012-0	Not Determined	1960
629077		Oak Harbor	R13436-408-1490	Not Determined	1960
629079		Oak Harbor	S6515-00-03007-0	Not Determined	1960
629080		Oak Harbor	S7730-02-00003-0	Not Determined	1960
629081		Oak Harbor	S8050-00-13003-0	Not Determined	1960
629082		Oak Harbor	R13303-122-4920	Not Determined	1960
629083		Oak Harbor	R23317-236-3500	Not Determined	1960
629084		Oak Harbor	S6535-00-00008-0	Not Determined	1960
629086		Oak Harbor	S7295-00-00004-0	Not Determined	1960
629088		Oak Harbor	S7285-40-00006-0	Not Determined	1960
629089		Oak Harbor	R13326-185-0060	Not Determined	1960
629091		Oak Harbor	S7285-30-05012-0	Not Determined	1960
629093		Oak Harbor	R13302-013-1210	Not Determined	1960
629094		Oak Harbor	S6515-00-03002-0	Not Determined	1960
629095		Oak Harbor	R13335-429-3050	Not Determined	1960
629096		Oak Harbor	R23317-434-3570	Not Determined	1960
629097		Oak Harbor	S6515-00-02004-0	Not Determined	1960
629098		Oak Harbor	S7730-02-00030-0	Not Determined	1960

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629100		Oak Harbor	S6535-00-00001-0	Not Determined	1960
629102		Oak Harbor	R13223-445-0580	Not Determined	1960
629103		Oak Harbor	S8050-00-09022-0	Not Determined	1960
629105		Oak Harbor	S7285-30-02014-0	Not Determined	1960
629107		Oak Harbor	S7285-30-04002-0	Not Determined	1960
629108		Oak Harbor	S6535-00-00007-0	Not Determined	1960
629109		Oak Harbor	S7655-02-03006-0	Not Determined	1960
629110		Oak Harbor	R13301-411-0100	Not Determined	1960
629112		Oak Harbor	S6535-00-00005-0	Not Determined	1960
629113		Oak Harbor	S8050-00-07031-0	Not Determined	1960
629114		Oak Harbor	R13325-011-1850	Not Determined	1960
629115		Oak Harbor	R13436-460-1660	Not Determined	1960
629116		Oak Harbor	S6535-00-00017-2	Not Determined	1960
629117		Oak Harbor	R23318-296-1240	Not Determined	1960
629118		Oak Harbor	R13328-191-4110	Not Determined	1960
629119		Oak Harbor	S7520-00-02020-0	Not Determined	1960
629120		Oak Harbor	R13311-198-2970	Not Determined	1960
629123		Oak Harbor	S7655-00-01012-0	Not Determined	1960
629124		Oak Harbor	S6535-00-00004-0	Not Determined	1960
629125		Oak Harbor	S7285-30-05015-0	Not Determined	1960
629129		Oak Harbor	R13221-062-5200	Not Determined	1960
629130		Oak Harbor	R23318-196-0140	Not Determined	1960
629136		Oak Harbor	R13435-165-4310	Not Determined	1961
629138		Oak Harbor	S7285-30-05016-0	Not Determined	1961
629142		Oak Harbor	S8050-00-07026-0	Not Determined	1961
629145		Oak Harbor	S7285-30-02006-0	Not Determined	1961
629147		Oak Harbor	S7285-30-02005-0	Not Determined	1961

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629150		Oak Harbor	R13336-236-0710	Not Determined	1961
629153		Oak Harbor	S7285-30-05009-0	Not Determined	1961
629156		Oak Harbor	S6525-00-01008-0	Not Determined	1961
629159		Oak Harbor	S7285-30-01003-0	Not Determined	1961
629161		Oak Harbor	S8050-00-13008-0	Not Determined	1961
629163		Oak Harbor	R13312-280-4040	Not Determined	1961
629164		Oak Harbor	R23307-282-0080	Not Determined	1961
629165		Oak Harbor	S8050-00-04001-0	Not Determined	1961
629166		Oak Harbor	S7285-30-01006-0	Not Determined	1961
629168		Oak Harbor	S7285-30-01002-0	Not Determined	1961
629169		Oak Harbor	S6515-00-04002-0	Not Determined	1961
629170		Oak Harbor	S7285-30-02013-0	Not Determined	1961
629172		Oak Harbor	S7655-02-03003-0	Not Determined	1961
629173		Oak Harbor	R13303-141-4400	Not Determined	1961
629174		Oak Harbor	S7655-02-04007-0	Not Determined	1961
629175		Oak Harbor	S7285-30-05014-0	Not Determined	1961
629177		Oak Harbor	S7730-02-00001-0	Not Determined	1961
629178		Oak Harbor	S6515-00-01001-0	Not Determined	1961
629181		Oak Harbor	S7520-00-03010-0	Not Determined	1962
629182		Oak Harbor	R13221-032-2250	Not Determined	1962
629185		Oak Harbor	S6515-02-10005-0	Not Determined	1962
629186		Oak Harbor	S7520-00-03009-0	Not Determined	1962
629187		Oak Harbor	S7285-30-02007-0	Not Determined	1962
629189		Oak Harbor	S6535-00-00009-0	Not Determined	1962
629195		Oak Harbor	S8050-00-07007-0	Not Determined	1962
629196		Oak Harbor	S7740-00-00009-0	Not Determined	1962
629197		Oak Harbor	R13324-495-1150	Not Determined	1962

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629199		Oak Harbor	S8468-00-00021-0	Not Determined	1962
629202		Oak Harbor	S8050-00-01002-0	Not Determined	1962
629203		Oak Harbor	R13223-511-1120	Not Determined	1962
629204		Oak Harbor	S7285-30-01008-0	Not Determined	1962
629207		Oak Harbor	R13324-247-4930	Not Determined	1962
629208		Oak Harbor	S7655-02-04009-0	Not Determined	1962
629209		Oak Harbor	R23318-208-1700	Not Determined	1962
629212		Oak Harbor	R13223-307-0450	Not Determined	1962
629213		Oak Harbor	S7285-30-01005-0	Not Determined	1962
629215		Oak Harbor	R13326-071-0230	Not Determined	1962
629216		Oak Harbor	S7285-30-01004-0	Not Determined	1962
629218		Oak Harbor	S7655-02-02000-0	Not Determined	1962
629219		Oak Harbor	S7285-30-01007-0	Not Determined	1962
629223		Oak Harbor	R13221-025-3670	Not Determined	1962
629225		Oak Harbor	S7285-30-03005-0	Not Determined	1962
629227		Oak Harbor	S7285-30-03004-0	Not Determined	1962
629230		Oak Harbor	S6535-00-00016-0	Not Determined	1962
629232		Oak Harbor	S7285-30-05013-0	Not Determined	1962
629234		Oak Harbor	S7285-30-02010-0	Not Determined	1962
629235		Oak Harbor	R13325-010-2500	Not Determined	1962
629236		Oak Harbor	S7285-30-02009-0	Not Determined	1962
629238		Oak Harbor	S7655-02-03004-0	Not Determined	1962
629240		Oak Harbor	S7285-30-02004-0	Not Determined	1962
629241		Oak Harbor	S6515-00-01004-0	Not Determined	1962
629242		Oak Harbor	S7285-30-03003-0	Not Determined	1962
629243		Oak Harbor	S6515-00-04011-0	Not Determined	1962
629246		Oak Harbor	S7285-30-04010-0	Not Determined	1962
629251		Oak Harbor	R23318-306-0300	Not Determined	1962

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629252		Oak Harbor	R13335-454-3221	Not Determined	1963
629253		Oak Harbor	R13302-317-1150	Not Determined	1963
629255		Oak Harbor	S6515-02-08003-0	Not Determined	1963
629256		Oak Harbor	R13327-265-1490	Not Determined	1963
629259		Oak Harbor	S7520-00-03008-0	Not Determined	1963
629260		Oak Harbor	R23320-062-0660	Not Determined	1963
629261		Oak Harbor	S7730-02-00008-0	Not Determined	1963
629262		Oak Harbor	S8140-00-01006-0	Not Determined	1963
629265		Oak Harbor	S8050-00-07010-0	Not Determined	1963
629267		Oak Harbor	S7730-02-00090-0	Not Determined	1963
629269		Oak Harbor	R13436-148-0330	Not Determined	1963
629270		Oak Harbor	R23306-016-2470	Not Determined	1963
629275		Oak Harbor	S7655-02-03005-0	Not Determined	1963
629276		Oak Harbor	S6535-00-00018-0	Not Determined	1963
629281		Oak Harbor	R13301-232-0670	Not Determined	1963
629285		Oak Harbor	S7520-00-02003-0	Not Determined	1963
629291		Oak Harbor	S6535-00-00021-0	Not Determined	1963
629294		Oak Harbor	S7520-00-02001-0	Not Determined	1963
629295		Oak Harbor	S6535-00-00002-0	Not Determined	1963
629296		Oak Harbor	S7655-02-04001-0	Not Determined	1963
629299		Oak Harbor	R23319-384-5210	Not Determined	1963
629301		Oak Harbor	S7295-00-00027-0	Not Determined	1963
629303		Oak Harbor	S7285-30-05011-0	Not Determined	1963
629304		Oak Harbor	R13336-238-0530	Not Determined	1963
629306		Oak Harbor	R23318-036-4270	Not Determined	1963
629307		Oak Harbor	R13336-238-0620	Not Determined	1963
629308		Oak Harbor	S7520-00-03007-0	Not Determined	1963
629309		Oak Harbor	S6525-00-03019-0	Not Determined	1963

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629310		Oak Harbor	S7285-30-02003-0	Not Determined	1963
629311		Oak Harbor	R13221-044-4240	Not Determined	1963
629312		Oak Harbor	S7730-02-00028-0	Not Determined	1964
629313		Oak Harbor	S7655-02-03002-0	Not Determined	1964
629315		Oak Harbor	S7285-30-02011-0	Not Determined	1964
629318		Oak Harbor	S6515-02-08004-0	Not Determined	1964
629319		Oak Harbor	S7005-00-01009-1	Not Determined	1964
629320		Oak Harbor	S6515-00-05005-0	Not Determined	1964
629321		Oak Harbor	S8415-00-00004-0	Not Determined	1964
629325		Oak Harbor	R13327-147-1120	Not Determined	1964
629326		Oak Harbor	S7415-00-00003-0	Not Determined	1964
629327		Oak Harbor	R13221-016-1760	Not Determined	1964
629328		Oak Harbor	S7285-30-08003-0	Not Determined	1964
629329		Oak Harbor	S8415-00-00010-0	Not Determined	1964
629334		Oak Harbor	S7005-02-03008-0	Not Determined	1964
629337		Oak Harbor	S7655-02-04005-0	Not Determined	1964
629338		Oak Harbor	S7520-00-02002-0	Not Determined	1964
629341		Oak Harbor	S7655-02-04002-0	Not Determined	1964
629342		Oak Harbor	S7520-00-02009-0	Not Determined	1964
629344		Oak Harbor	S7285-30-02008-0	Not Determined	1964
629346		Oak Harbor	S7655-02-04006-0	Not Determined	1964
629347		Oak Harbor	S7285-30-04009-0	Not Determined	1964
629350		Oak Harbor	R13301-237-0140	Not Determined	1964
629351		Oak Harbor	R23319-227-0300	Not Determined	1964
629355		Oak Harbor	S7520-00-02010-0	Not Determined	1964
629356		Oak Harbor	S8050-00-04022-0	Not Determined	1964
629357		Oak Harbor	S7520-00-02004-0	Not Determined	1964

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629359		Oak Harbor	S7520-00-02008-0	Not Determined	1964
629361		Oak Harbor	S8255-00-00016-0	Not Determined	1964
629363		Oak Harbor	R13436-084-1780	Not Determined	1964
629368		Oak Harbor	R13434-100-4030	Not Determined	1965
629370		Oak Harbor	S8015-00-00001-0	Not Determined	1965
629371		Oak Harbor	S6535-00-00020-0	Not Determined	1965
629372		Oak Harbor	S7655-02-03010-0	Not Determined	1965
629374		Oak Harbor	R13326-444-2810	Not Determined	1965
629376		Oak Harbor	S7730-02-00015-0	Not Determined	1965
629379		Oak Harbor	S6055-00-02012-0	Not Determined	1965
629380		Oak Harbor	S7520-00-03006-0	Not Determined	1965
629391		Oak Harbor	R13312-167-3620	Not Determined	1965
629394		Oak Harbor	S6535-00-00003-0	Not Determined	1965
629398		Oak Harbor	S7655-02-04008-0	Not Determined	1965
629402		Oak Harbor	R13221-051-1540	Not Determined	1965
629403		Oak Harbor	S8050-00-08044-0	Not Determined	1965
629405		Oak Harbor	S8050-00-04008-0	Not Determined	1965
629406		Oak Harbor	S6515-03-12010-0	Not Determined	1965
629414		Oak Harbor	S8015-00-00007-0	Not Determined	1965
629415		Oak Harbor	S8050-00-10041-0	Not Determined	1965
629417		Oak Harbor	S7740-00-00002-0	Not Determined	1965
629418		Oak Harbor	R13327-302-1500	Not Determined	1965
629419		Oak Harbor	S7005-00-01003-0	Not Determined	1965
629420		Oak Harbor	S7730-02-00092-0	Not Determined	1966
629423		Oak Harbor	S6600-00-05003-0	Not Determined	1966
629427		Oak Harbor	R23330-382-1480	Not Determined	1966

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629429		Oak Harbor	R23305-165-1200	Not Determined	1966
629433		Oak Harbor	S7655-02-04004-0	Not Determined	1966
629436		Oak Harbor	S6515-00-01007-0	Not Determined	1966
629438		Oak Harbor	S6535-00-00019-0	Not Determined	1966
629439		Oak Harbor	S7740-00-00006-0	Not Determined	1966
629442		Oak Harbor	R23330-252-4280	Not Determined	1966
629443		Oak Harbor	S6515-03-11004-0	Not Determined	1966
629444		Oak Harbor	S7285-30-05008-0	Not Determined	1966
629445		Oak Harbor	S8050-00-05007-0	Not Determined	1966
629446		Oak Harbor	S7415-00-00002-0	Not Determined	1966
629448		Oak Harbor	S7730-00-00018-1	Not Determined	1966
629450		Oak Harbor	R13434-229-4010	Not Determined	1966
629451		Oak Harbor	S7415-00-00004-0	Not Determined	1966
629453		Oak Harbor	R23320-495-1180	Not Determined	1966
629454		Oak Harbor	S8050-00-05018-0	Not Determined	1966
629455		Oak Harbor	R13326-144-0680	Not Determined	1966
629456		Oak Harbor	R23319-156-2230	Not Determined	1966
629457		Oak Harbor	S8015-00-00006-0	Not Determined	1966
629459		Oak Harbor	S6515-03-11003-0	Not Determined	1966
629461		Oak Harbor	S7655-02-03008-0	Not Determined	1966
629464		Oak Harbor	S7520-00-02011-0	Not Determined	1966
629467		Oak Harbor	R13313-055-0970	Not Determined	1966
629470		Oak Harbor	S7655-00-01002-0	Not Determined	1967
629471		Oak Harbor	S7730-02-00052-0	Not Determined	1967
629472		Oak Harbor	S7730-00-00013-4	Not Determined	1967
629473		Oak Harbor	S7655-00-01004-0	Not Determined	1967
629476		Oak Harbor	S7730-02-00038-1	Not Determined	1967

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629478		Oak Harbor	S7730-02-00045-0	Not Determined	1967
629482		Oak Harbor	S6515-04-00020-0	Not Determined	1967
629484		Oak Harbor	S8015-00-00011-0	Not Determined	1967
629486		Oak Harbor	S7730-02-00039-0	Not Determined	1967
629487		Oak Harbor	S7730-02-00022-0	Not Determined	1967
629488		Oak Harbor	S7730-02-00064-1	Not Determined	1967
629492		Oak Harbor	S8015-00-00005-0	Not Determined	1967
629498		Oak Harbor	R13312-072-4180	Not Determined	1967
629505		Oak Harbor	S7520-00-02007-0	Not Determined	1967
629506		Oak Harbor	R23330-495-2340	Not Determined	1967
629507		Oak Harbor	R13324-151-4860	Not Determined	1967
629508		Oak Harbor	R13326-014-0230	Not Determined	1967
629510		Oak Harbor	S7295-00-00028-0	Not Determined	1967
629511		Oak Harbor	S7730-02-00074-0	Not Determined	1967
629515		Oak Harbor	S7730-02-00065-0	Not Determined	1967
629516		Oak Harbor	S7295-00-00026-0	Not Determined	1967
629517		Oak Harbor	S6515-05-15003-0	Not Determined	1967
629519		Oak Harbor	S8050-00-09029-0	Not Determined	1967
629520		Oak Harbor	R13303-106-3830	Not Determined	1967
629521		Oak Harbor	S7730-02-00041-1	Not Determined	1967
629524		Oak Harbor	S7730-02-00049-0	Not Determined	1967
629527		Oak Harbor	R23319-178-0820	Not Determined	1967
629528		Oak Harbor	S7730-02-00054-0	Not Determined	1967
629530		Oak Harbor	S7285-30-03006-0	Not Determined	1967

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629533		Oak Harbor	S7730-00-00013-1	Not Determined	1967
629535		Oak Harbor	S7730-02-00046-0	Not Determined	1967
629536		Oak Harbor	S7730-02-00040-0	Not Determined	1967
629537		Oak Harbor	S8015-02-00024-0	Not Determined	1967
629538		Oak Harbor	S7730-02-00024-0	Not Determined	1967
629540		Oak Harbor	S7730-02-00038-0	Not Determined	1967
629541		Oak Harbor	S7415-00-00005-0	Not Determined	1967
629543		Oak Harbor	R13221-169-5200	Not Determined	1967
629544		Oak Harbor	S7730-00-00013-3	Not Determined	1967
629550		Oak Harbor	R13326-288-3170	Not Determined	1967
629551		Oak Harbor	R23330-133-1720	Not Determined	1967
629552		Oak Harbor	S8015-00-00010-0	Not Determined	1967
629553		Oak Harbor	R13325-513-3740	Not Determined	1967
629554		Oak Harbor	S7285-30-03007-0	Not Determined	1967
629555		Oak Harbor	S7730-02-00041-0	Not Determined	1967
629556		Oak Harbor	R13313-231-1530	Not Determined	1967
629557		Oak Harbor	S7730-02-00020-0	Not Determined	1967
629560		Oak Harbor	S8015-00-00004-0	Not Determined	1967
629561		Oak Harbor	S7730-00-00013-2	Not Determined	1967
629563		Oak Harbor	S8265-00-01010-0	Not Determined	1967
629566		Oak Harbor	S8140-00-02025-0	Not Determined	1968
629568		Oak Harbor	S8140-00-05010-0	Not Determined	1968
629570		Oak Harbor	S7575-00-11028-0	Not Determined	1968
629571		Oak Harbor	R13325-249-3660	Not Determined	1968
629572		Oak Harbor	S8140-00-05002-0	Not Determined	1968

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629573		Oak Harbor	S7730-02-00064-2	Not Determined	1968
629574		Oak Harbor	S8140-00-05014-0	Not Determined	1968
629576		Oak Harbor	S7730-02-00088-2	Not Determined	1968
629578		Oak Harbor	S7730-02-00087-0	Not Determined	1968
629580		Oak Harbor	S8140-00-05003-0	Not Determined	1968
629582		Oak Harbor	S7730-02-00088-1	Not Determined	1968
629583		Oak Harbor	S8140-00-02023-0	Not Determined	1968
629584		Oak Harbor	S6515-03-12015-0	Not Determined	1968
629585		Oak Harbor	S7730-02-00085-0	Not Determined	1968
629586		Oak Harbor	S6515-07-00049-0	Not Determined	1968
629588		Oak Harbor	S6455-00-00003-0	Not Determined	1968
629590		Oak Harbor	S8055-00-00010-0	Not Determined	1968
629591		Oak Harbor	S8140-00-05011-0	Not Determined	1968
629592		Oak Harbor	S8050-02-18009-2	Not Determined	1968
629593		Oak Harbor	R13327-302-1820	Not Determined	1968
629594		Oak Harbor	R13311-099-1880	Not Determined	1968
629600		Oak Harbor	R13221-510-5130	Not Determined	1968
629601		Oak Harbor	S8140-00-02021-0	Not Determined	1968
629605		Oak Harbor	S8140-00-01003-0	Not Determined	1968
629607		Oak Harbor	R13434-200-4000	Not Determined	1968
629609		Oak Harbor	S8140-00-02013-0	Not Determined	1968
629610		Oak Harbor	S7575-00-01002-0	Not Determined	1968
629613		Oak Harbor	S8015-02-00013-0	Not Determined	1968
629614		Oak Harbor	S8015-02-00020-0	Not Determined	1968
629615		Oak Harbor	S8050-02-18005-0	Not Determined	1968
629616		Oak Harbor	R13301-228-2110	Not Determined	1968

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629617		Oak Harbor	S8055-00-00008-0	Not Determined	1968
629618		Oak Harbor	S8015-00-00009-0	Not Determined	1968
629620		Oak Harbor	S8140-00-02001-0	Not Determined	1968
629621		Oak Harbor	S8140-00-02020-0	Not Determined	1968
629624		Oak Harbor	S8140-00-01004-0	Not Determined	1968
629626		Oak Harbor	S8140-00-02024-0	Not Determined	1968
629627		Oak Harbor	S7730-02-00017-1	Not Determined	1968
629628		Oak Harbor	S7285-40-00005-0	Not Determined	1968
629630		Oak Harbor	S8140-00-05012-0	Not Determined	1968
629631		Oak Harbor	S6515-03-12008-0	Not Determined	1968
629633		Oak Harbor	R13311-448-0820	Not Determined	1968
629637		Oak Harbor	S8140-00-02018-0	Not Determined	1968
629638		Oak Harbor	S8140-00-01002-0	Not Determined	1968
629639		Oak Harbor	S6455-00-00021-0	Not Determined	1968
629640		Oak Harbor	S8015-02-00022-0	Not Determined	1968
629643		Oak Harbor	S7005-00-0000R-3	Not Determined	1968
629644		Oak Harbor	R13434-179-4010	Not Determined	1968
629648		Oak Harbor	S8140-00-02017-0	Not Determined	1968
629652		Oak Harbor	S8140-00-01001-0	Not Determined	1968
629653		Oak Harbor	S7730-02-00086-0	Not Determined	1968
629654		Oak Harbor	S6430-00-00003-0	Not Determined	1968
629655		Oak Harbor	S6455-00-00020-0	Not Determined	1968
629658		Oak Harbor	S8140-00-05013-0	Not Determined	1968
629660		Oak Harbor	S8140-00-02014-0	Not Determined	1968
629662		Oak Harbor	S8140-00-02015-0	Not Determined	1968
629666		Oak Harbor	R13327-316-0980	Not Determined	1968
629668		Oak Harbor	S8140-00-02019-0	Not Determined	1968
629670		Oak Harbor	S8140-00-02002-0	Not Determined	1968

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629671		Oak Harbor	S8015-02-00018-0	Not Determined	1968
629673		Oak Harbor	S8140-00-05005-0	Not Determined	1968
629675		Oak Harbor	S8140-00-05001-0	Not Determined	1968
629676		Oak Harbor	S8140-00-02016-0	Not Determined	1968
629678		Oak Harbor	S8140-00-05004-0	Not Determined	1968
629679		Oak Harbor	S8140-00-05009-0	Not Determined	1968
629682		Oak Harbor	R13303-254-3900	Not Determined	1968
629683		Oak Harbor	S8140-00-02022-0	Not Determined	1968
629684		Oak Harbor	S7730-02-00018-0	Not Determined	1968
629685		Oak Harbor	S8015-00-00008-0	Not Determined	1968
629687		Oak Harbor	S7730-02-00086-1	Not Determined	1968
629688		Oak Harbor	R13327-369-1850	Not Determined	1968
629689		Oak Harbor	S8140-00-05008-0	Not Determined	1968
629690		Oak Harbor	R23330-493-3080	Not Determined	1968
629694		Oak Harbor	S6515-00-02007-0	Not Determined	1968
629696		Oak Harbor	S7655-00-01011-0	Not Determined	1968
629697		Oak Harbor	S8140-00-05007-0	Not Determined	1968
629698		Oak Harbor	S8265-00-01003-1	Not Determined	1968
629699		Oak Harbor	S8050-00-06011-0	Not Determined	1968
629701		Oak Harbor	S8140-00-05006-0	Not Determined	1968
629704		Oak Harbor	S8015-02-00025-0	Not Determined	1968
629707		Oak Harbor	S8140-00-01005-0	Not Determined	1969
629708		Oak Harbor	S8050-00-10021-0	Not Determined	1969
629712		Oak Harbor	S7730-02-00083-0	Not Determined	1969
629715		Oak Harbor	S6515-03-12009-0	Not Determined	1969
629716		Oak Harbor	S7730-02-00079-0	Not Determined	1969
629717		Oak Harbor	S8140-00-01014-0	Not Determined	1969

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629718		Oak Harbor	S8140-00-01009-0	Not Determined	1969
629719		Oak Harbor	R13434-220-4010	Not Determined	1969
629720		Oak Harbor	S8015-02-00021-0	Not Determined	1969
629721		Oak Harbor	S8140-00-01017-0	Not Determined	1969
629723		Oak Harbor	R13324-035-3100	Not Determined	1969
629725		Oak Harbor	S8140-00-01019-0	Not Determined	1969
629726		Oak Harbor	S6305-00-00021-0	Not Determined	1969
629727		Oak Harbor	S8140-00-01007-0	Not Determined	1969
629729		Oak Harbor	R13311-442-1520	Not Determined	1969
629731		Oak Harbor	S8140-00-01012-0	Not Determined	1969
629732		Oak Harbor	S7575-00-03051-0	Not Determined	1969
629734		Oak Harbor	S7730-02-00081-0	Not Determined	1969
629737		Oak Harbor	S7730-02-00080-0	Not Determined	1969
629740		Oak Harbor	S7730-02-00076-1	Not Determined	1969
629741		Oak Harbor	S6455-00-00057-0	Not Determined	1969
629742		Oak Harbor	S8140-00-02011-0	Not Determined	1969
629743		Oak Harbor	R23330-035-1770	Not Determined	1969
629745		Oak Harbor	S8140-00-02012-0	Not Determined	1969
629746		Oak Harbor	S6515-03-12002-0	Not Determined	1969
629747		Oak Harbor	S8050-00-01001-2	Not Determined	1969
629748		Oak Harbor	R13324-202-4130	Not Determined	1969
629749		Oak Harbor	R13221-164-3400	Not Determined	1969
629752		Oak Harbor	S7730-02-00080-1	Not Determined	1969
629753		Oak Harbor	S8140-00-01013-0	Not Determined	1969
629754		Oak Harbor	S8140-00-01010-0	Not Determined	1969
629756		Oak Harbor	S8140-00-04003-0	Not Determined	1969
629758		Oak Harbor	S7730-02-00078-1	Not Determined	1969

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629760		Oak Harbor	S7575-00-07001-0	Not Determined	1969
629762		Oak Harbor	S8015-02-00014-0	Not Determined	1969
629764		Oak Harbor	S8055-00-00002-0	Not Determined	1969
629766		Oak Harbor	S8140-00-01015-0	Not Determined	1969
629768		Oak Harbor	S8140-00-02003-0	Not Determined	1969
629771		Oak Harbor	S7730-00-00012-4	Not Determined	1969
629772		Oak Harbor	S7725-00-00008-0	Not Determined	1969
629776		Oak Harbor	S8140-00-01011-0	Not Determined	1969
629777		Oak Harbor	R13303-150-4990	Not Determined	1969
629778		Oak Harbor	R13311-108-3050	Not Determined	1969
629780		Oak Harbor	S8140-00-01018-0	Not Determined	1969
629781		Oak Harbor	S8140-00-01016-0	Not Determined	1969
629783		Oak Harbor	R13301-008-3590	Not Determined	1969
629785		Oak Harbor	R23307-123-0720	Not Determined	1969
629786		Oak Harbor	S7730-02-00077-0	Not Determined	1969
629792		Oak Harbor	S8140-00-01008-0	Not Determined	1969
629793		Oak Harbor	S7730-02-00091-0	Not Determined	1969
629796		Oak Harbor	S7575-00-01023-0	Not Determined	1969
629797		Oak Harbor	S7730-02-00076-2	Not Determined	1969
629800		Oak Harbor	R23307-380-0640	Not Determined	1969
629801		Oak Harbor	R13311-021-3190	Not Determined	1969
629802		Oak Harbor	S7730-02-00078-0	Not Determined	1969
629809		Coupeville	R13233-310-1640	Not Determined	1935
629810		Coupeville	S6415-00-27008-0	Not Determined	1941
629811		Coupeville	S6415-00-23006-0	Not Determined	1941
629812		Coupeville	S6005-00-13002-0	Not Determined	1942

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629813		Coupeville	S6415-00-27001-0	Not Determined	1942
629814		Coupeville	R13233-260-3800	Not Determined	1969
629823		Oak Harbor	R13335-422-0770	Not Determined	1913
629832		Oak Harbor	R23329-068-0130	Not Determined	1935
629836		Oak Harbor	R13312-248-5080	Not Determined	1940
629837		Oak Harbor	R13326-150-0250	Not Determined	1942
629838		Oak Harbor	R23318-307-2030	Not Determined	1943
629839		Oak Harbor	R13312-256-5200	Not Determined	1943
629841		Oak Harbor	S7740-00-00012-0	Not Determined	1943
629842		Oak Harbor	R23308-359-0150	Not Determined	1943
629843		Oak Harbor	S6525-00-03012-0	Not Determined	1943
629844		Oak Harbor	S7740-00-00004-0	Not Determined	1943
629845		Oak Harbor	R13311-505-1270	Not Determined	1943
629846		Oak Harbor	S6525-00-0300A-0	Not Determined	1943
629847		Oak Harbor	R13336-508-0550	Not Determined	1946
629849		Oak Harbor	R13336-511-0360	Not Determined	1946
629856		Coupeville	S8370-00-00002-0	Not Determined	1952
629861		Oak Harbor	R13335-483-4090	Not Determined	1958
629864		Oak Harbor	S7740-00-00029-0	Not Determined	1960
629865		Oak Harbor	R13325-017-1560	Not Determined	1960
629873		Oak Harbor	R13327-334-1130	Not Determined	1963
629886		Oak Harbor	S8265-00-02004-0	Not Determined	1967
629889		Oak Harbor	R23307-139-2170	Not Determined	1967
629893		Oak Harbor	S7740-00-0000B-5	Not Determined	1968
629894		Oak Harbor	S8265-02-04001-0	Not Determined	1968
629900		Coupeville	R13230-187-0370	Not Determined	1959
629901		Coupeville	R13233-249-3680	Not Determined	1968
629904		Oak Harbor	R13326-150-0350	Not Determined	1942

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629906		Oak Harbor	R13326-045-0230	Not Determined	1942
629907		Oak Harbor	R13311-274-2180	Not Determined	1943
629908		Oak Harbor	R13335-513-4360	Not Determined	1943
629909		Oak Harbor	R23318-240-2180	Not Determined	1943
629910		Oak Harbor	S7740-00-00001-0	Not Determined	1943
629912		Oak Harbor	R13335-297-0280	Not Determined	1950
629913		Oak Harbor	R13311-462-1390	Not Determined	1952
629925		Coupeville	S7246-00-00012-0	Not Determined	1890
629928		Oak Harbor	R13327-198-1980	Not Determined	1922
629929		Oak Harbor	R13335-444-1230	Not Determined	1938
629930		Oak Harbor	R23330-167-5220	Not Determined	1950
629931		Oak Harbor	R13335-316-1140	Not Determined	1957
629933		Oak Harbor	R13335-412-4330	Not Determined	1958
629934		Oak Harbor	R13301-350-2950	Not Determined	1968
629936		Coupeville	R13102-427-4250	Not Determined	1955
629938		Oak Harbor	R13325-106-0190	Not Determined	1957
629940		Oak Harbor	R13335-367-4010	Not Determined	1959
629942		Coupeville	S8300-00-01002-0	Not Determined	1959
629946		Oak Harbor	R13326-421-2780	Not Determined	1945
629947		Oak Harbor	R13326-338-2970	Not Determined	1946
629956		Coupeville	S6415-00-09003-0	Not Determined	1910
629957		Coupeville	R13104-460-4100	Not Determined	1920
629958		Coupeville	R13104-475-3900	Not Determined	1947
629960		Coupeville	R13104-427-3800	Not Determined	1968
629969		Coupeville	R13104-409-3940	Not Determined	1952
629970		Oak Harbor	S7740-00-0000A-6	Not Determined	1954
629975		Oak Harbor	R13335-275-3920	Not Determined	1956
629976		Oak Harbor	R13335-517-4710	Not Determined	1963
629977		Oak Harbor	R13327-502-2520	Not Determined	1963

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
629979		Coupeville	R13233-193-3970	Not Determined	1935
629988		Coupeville	R13233-211-3980	Not Determined	1965
630009		Coupeville	S8060-00-10001-0	Not Determined	1880
630048		Oak Harbor	R13335-402-3810	Not Determined	1950
630049		Oak Harbor	S7740-00-0000A-5	Not Determined	1953
630050		Oak Harbor	S7740-00-0000A-4	Not Determined	1953
630057		Oak Harbor	S7740-00-0000B-3	Not Determined	1958
630061		Oak Harbor	R13435-336-3050	Not Determined	1963
630062		Oak Harbor	R13302-251-1430	Not Determined	1964
630063		Oak Harbor	S7020-00-00009-2	Not Determined	1964
630064		Oak Harbor	S7740-00-0000B-4	Not Determined	1965
630070		Oak Harbor	S7020-01-00003-0	Not Determined	1969
630073		Coupeville	R13233-040-4160	Not Determined	1956
630074		Coupeville	S6415-00-31004-0	Not Determined	1961
630081	Chapman Rental House	Coupeville	R13104-436-3940	Not Determined	1918
630087		Oak Harbor	R13335-261-3850	Not Determined	1959
630092		Oak Harbor	R13335-386-3750	Not Determined	1967
630093		Oak Harbor	R13335-275-2640	Not Determined	1968
630099		Coupeville	R13233-258-3970	Not Determined	1951
630100		Coupeville	R13233-250-3850	Not Determined	1956
630101		Coupeville	S6415-00-31007-0	Not Determined	1958
630102		Coupeville	R13233-363-4140	Determined Not Eligible	1960
630103		Coupeville	R13233-133-4550	Determined Not Eligible	1969
630121		Oak Harbor	R13326-341-0520	Not Determined	1968
630124	Island County Courthouse	Coupeville	S6415-00-21000-0	Not Determined	1948
630125		Coupeville	R13233-240-3830	Not Determined	1968
630131		Coupeville	R13122-410-0750	Not Determined	1940

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
630132		Coupeville	R13116-271-4200	Not Determined	1940
630141		Coupeville	R13233-380-3350	Not Determined	1874
630142		Coupeville	R13233-230-3860	Not Determined	1959
630151		Oak Harbor	R13335-414-3700	Not Determined	1950
630156		Oak Harbor	R13326-012-3520	Not Determined	1964
630157		Oak Harbor	R13335-320-2850	Not Determined	1964
630158		Oak Harbor	R13326-365-0580	Not Determined	1965
630159		Oak Harbor	R13326-484-2530	Not Determined	1967
630184		Oak Harbor	R13326-314-2460	Not Determined	1945
630189		Coupeville	R13104-375-5250	Not Determined	1950
630192		Oak Harbor	S8050-00-09001-0	Not Determined	1965
630232		Coupeville	R13219-100-1950	Not Determined	1860
630233		Coupeville	R13105-478-4660	Not Determined	1876
630234		Coupeville	R13104-305-1970	Not Determined	1890
630235		Coupeville	R13109-465-4760	Not Determined	1891
630236		Coupeville	R13110-085-1980	Not Determined	1902
630237		Coupeville	R13103-332-1790	Not Determined	1910
630238		Coupeville	R13109-500-4220	Not Determined	1948
630239		Coupeville	R23119-235-0880	Not Determined	1963
630240		Coupeville	R13103-502-4800	Not Determined	1969
630251		Oak Harbor	R23332-443-0120	Not Determined	1917
630252		Oak Harbor	R13222-320-0550	Not Determined	1923
630254		Oak Harbor	R13435-064-3640	Not Determined	1924
630257		Oak Harbor	R23330-143-4350	Not Determined	1926
630259		Oak Harbor	R13436-065-1990	Not Determined	1930
630261		Oak Harbor	R13313-305-3320	Not Determined	1945
630264		Oak Harbor	R23330-312-0600	Not Determined	1956

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
630265		Oak Harbor	R13325-184-3900	Not Determined	1957
630270		Oak Harbor	R13324-462-1970	Not Determined	1948
630273		Oak Harbor	R13435-084-0670	Not Determined	1910
630276		Oak Harbor	S8475-00-00003-0	Not Determined	1967
665633	North Fork Levee, North Fork Levee	Skagit City	33030900140003/P15559	Not Determined	1885, 1935
665634	Dugualla Bay Levee, Dugualla Bay Levee	Whidbey Island	R233070734030	Not Determined	1920
665641	NASW Pump Station, NASW Pump Station	Oak Harbor		Not Determined	1952
665755	Reynolds House	Coupeville		Determined Not Eligible	1928
666001	Private	Coupeville		Determined Not Eligible	1951
666911	Kathleen Ryan	Coupeville		Determined Not Eligible	1960
668248	Private	Oak Harbor	R13323-0623-2810	Determined Not Eligible	1954
668319	Island County Dike District # 3 Dike, Dugualla Bay Dike	Oak Harbor		Determined Not Eligible	1914
669208	Private	Oak Harbor		Determined Not Eligible	1927
669783	Island Property Management	Oak Harbor		Determined Not Eligible	1940
670504	Coupeville Water Treatment Building	Coupeville	699453R13233-169-4320	Determined Not Eligible	1968
671319	Private	Oak Harbor		Determined Not Eligible	1952

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
671568	Building 985 - Survival Equipment Shop, Building 985 - Survival Equipment Shop	NAS Whidbey Island		Determined Not Eligible	1967
671589	Building 2681, Hangar 9, Building 2681, Hangar 9	NAS Whidbey Island		Determined Not Eligible	1984
672268	Joe & Val Hillers	Coupeville		Determined Not Eligible	1960
672297	NAS Whidbey Island- Building 2699, Hangar 10	NAS Whidbey Island		Determined Not Eligible	1986
672367	Ground Support Equipment (GSE) Shop, GSE Compound - Building 995	NAS Whidbey Island		Determined Not Eligible	1969
672368	South Parking Shed, Ground Support Equipment (GSE) Compound - Building 995A	NAS Whidbey Island		Determined Not Eligible	1969
672370	North Parking Shed, Ground Support Equipment (GSE) Compound - Building 995B	NAS Whidbey Island		Determined Not Eligible	1969
672371	Ground Support Equipment (GSE) Powder Coat Facility, GSE Compound - Building 995C	NAS Whidbey Island		Determined Not Eligible	1969
672379	Facility 2525 - Turbo Fan Jet Engine Test Facility, Facility 2525 - Aircraft Turbo Jet Test Cell	NAS Whidbey Island		Determined Not Eligible	1971
672380	Test Cell Fuel Storage Tanks , Facility 2525A - Test Cell Fuel Storage Tanks	NAS Whidbey Island		Determined Not Eligible	1971
672382	Racon Hill - Building 2665, ASR-8 Radar Building	NAS Whidbey Island		Determined Not Eligible	1982

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
672399	Building 2740 - Medium Attack Weapons School, Pacific, Building 2740 - Fleet Aviation Specialized Operational (FASO) Academic Training Building	NAS Whidbey Island		Determined Not Eligible	1988
672401	Building 2528 - Air Start Building, Building 2528 - Air Start Building	NAS Whidbey Island		Determined Not Eligible	1970
672402	Building 2557, South Wash Rack Control Building, Building 2557, South Wash Rack Control Building	NAS Whidbey Island		Determined Not Eligible	1973
672403	Racon Hill - Facility 2664, Facility 2664 - Radar Tower	NAS Whidbey Island		Determined Not Eligible	1982
672404	Building 2558, North Wash Rack Control Building, Building 2558, North Wash Rack Control Building	NAS Whidbey Island		Determined Not Eligible	1973
672405	Building 2581, Air Start/Compression Building, Building 2581, Air Start/Compression Building	NAS Whidbey Island		Determined Not Eligible	1975
672415	Fire and Rescue, Vehicle Alert , Facility 201714 - Ault Field Fire and Rescue, Vehicle Alert	NAS Whidbey Island		Determined Not Eligible	1962
672417	Equipment Shelter, Building 2577 - Ault Field Equipment Shelter	NAS Whidbey Island		Determined Not Eligible	1974
672419	AN/SPN 42T3 Generator Building , Building 2524 - Ault Field AN/SPN 42T3 Generator Building	NAS Whidbey Island		Determined Not Eligible	1970
672420	Precision Approach Radar (PAR) , Facility 201821 - Ault Field PAR	NAS Whidbey Island		Determined Not Eligible	1963
672423	WWII-era navigation marker , Ault Field - WWII-era navigation marker	NAS Whidbey Island		Determined Not Eligible	1942

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
672433	Building 2734, Air Passenger Terminal, Building 2734, Air Passenger Terminal	NAS Whidbey Island		Determined Not Eligible	1988
672434	Building 2631, Building 2631 - VP AW Training	NAS Whidbey Island		Determined Not Eligible	1978
672435	Building 2584, POD Administration/Avionics and Storage, Building 2584, POD Administration/Avionics and Storage	NAS Whidbey Island		Determined Not Eligible	1975
672436	Building 2621 - Liquid Oxygen (LOX) Facility, Building 2621 - LOX Facility	NAS Whidbey Island		Determined Not Eligible	1978
672437	OLF Coupeville - Building 10, Runway Lighting Vault, Building 10, Runway Lighting Vault	NAS Whidbey Island		Determined Not Eligible	1967
672438	OLF Coupeville - Building 11, Potable Water Well Pump House, Building 11, Potable Water Well Pump House	NAS Whidbey Island		Determined Not Eligible	1967
672439	OLF Coupeville - Building 2709, Crash Truck Shelter, Building 2709, Crash Truck Shelter	NAS Whidbey Island		Determined Not Eligible	1986
672440	OLF Coupeville - Radome, Radome	NAS Whidbey Island		Determined Not Eligible	0
672445	Low Frequency Homer Beacon Building , Ault Field - Building 2678, Low Frequency Homer Beacon Building	NAS Whidbey Island		Determined Not Eligible	1945
672446	Tactical Air Navigation (TACAN) Building , Building 2596 - Ault Field TACAN Building	NAS Whidbey Island		Determined Not Eligible	1976

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
672447	Jet Aircraft Power Check Facility , Facility 201796 - Ault Field Jet Aircraft Power Check Facility	NAS Whidbey Island		Determined Not Eligible	1944
672449	Chaff Build-Up Facility , Building 2561 - Ault Field Chaff Build-Up Facility	NAS Whidbey Island		Determined Not Eligible	1973
672450	Building 976 - Systems Training Building , Building 976 - Aircraft Systems Training Building	NAS Whidbey Island		Determined Not Eligible	1966
672587	Whidbey Island Game Farm, Pacific Rim Institute for Environmental Stewardship	Coupeville		Determined Eligible	1946
672688	Private	Coupeville		Determined Eligible	1890
672825	Ault Field - Quarters G, Building 3230	NAS Whidbey Island		Determined Eligible	1935
672826	Ault Field - Quarters R, Building 3220	NAS Whidbey Island		Determined Eligible	1930
672828	Ault Field - Quarters P, Building 1140	NAS Whidbey Island		Determined Eligible	1900
672829	Ault Field - Riksen Farm House, Quarters O, Building 920	NAS Whidbey Island		Determined Eligible	1900
672830	Ault Field - Quarters F, Building 3305	NAS Whidbey Island		Determined Eligible	1935
672831	Ault Field - Quarters E, Building 3295	NAS Whidbey Island		Determined Eligible	1935
673039	Naval Air Station Whidbey - Whidbey Lanes Bowling Alley, BUILDING 2510	NAS Whidbey Island		Determined Not Eligible	1969

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
673907	Ault Field - Operational Storage, Building 2704	NAS Whidbey Island		Determined Not Eligible	1984
673908	Ault Field - Shop Space, Building R-14	NAS Whidbey Island		Determined Not Eligible	1976
673909	Ault Field - Shop Space, Building R-12	NAS Whidbey Island		Determined Not Eligible	1976
673910	Ault Field - LOX Cart Shelter, Building 2732	NAS Whidbey Island		Determined Not Eligible	1987
673911	Ault Field - Pump House/Air Craft Rince Facility, Building 2635	NAS Whidbey Island		Determined Not Eligible	1978
673912	Ault Field - Inert Store House, Building 2666	NAS Whidbey Island		Determined Not Eligible	1984
673913	Ault Field - Airfield Taxiways and Aprons	NAS Whidbey Island		Determined Not Eligible	1954, 1964
674221	Fort Casey Building 2, Campground Comfort Station	NAS Whidbey Island		Determined Not Eligible	1964
674330	Dean House, Patmore House, Zustiak House	Coupeville	264840/ S7070-00-10007-0	Not Determined	1918
674429	Auto Hobby Shop, Bldg 2549	NAS Whidbey Island		Determined Not Eligible	1974
674432	CHILD DEVELOPMENT CENTER, BLDG 2679	NAS Whidbey Island		Determined Not Eligible	1984
674433	MT RAINIER BLDG, BARRACKS #13, BLDG 2701	NAS Whidbey Island		Determined Not Eligible	1988
674532	Campground Comfort Station, Comfort Station #6	Oak Harbor		Determined Not Eligible	1965
674821	R-13	NAS Whidbey Island		Determined Not Eligible	1976
675127	R-21, Medical Storage	NAS Whidbey Island		Determined Not Eligible	1977

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
675467	R-45, Line Maintenance Shelter	NAS Whidbey Island		Determined Not Eligible	1976
675601	Potable Water Tank, Building 197, Water Tank	Oak Harbor		Determined Not Eligible	1944
676190	Private	Oak Harbor		Determined Not Eligible	1950
676408	House	Coupeville	R13233-310-1640	Not Determined	1935
676414	House	Coupeville	R13233-276-1160	Not Determined	1946
676884	TAXIWAY, FACILITY 201422	NAS Whidbey Island		Determined Not Eligible	1951
676890	CHAIN ARRESTING GEAR, FACILITY 201926	NAS Whidbey Island		Determined Not Eligible	1967
676891	CARRIER DECK LIGHTING, FACILITY 201926	NAS Whidbey Island		Determined Not Eligible	1968
676892	RUNWAY EDGE LIGHTING, FACILITY 201929	NAS Whidbey Island		Determined Not Eligible	1968
676893	OPTICAL LANDING SYSTEM, FACILITY 201961	NAS Whidbey Island		Determined Not Eligible	1971
676910	FLEET & FAMILY INFO CENTER, BUILDING 2556	NAS Whidbey Island		Determined Not Eligible	1975
676911	TEST CELL II, BUILDING 2765	NAS Whidbey Island		Determined Not Eligible	1994
676950	Crew Shelter, R-75	NAS Whidbey Island		Determined Not Eligible	1970
677631	WATER TANK-2712	NAS Whidbey Island		Determined Not Eligible	1965
677632	Potable Water Tank - 867	NAS Whidbey Island		Determined Not Eligible	1986
677633	Potable Water Reservoir 388/389	NAS Whidbey Island		Not Determined	1970
677634	POTABLE WATER TANK - 2849	NAS Whidbey Island		Not Determined	2004

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
678355	Building 2614, Waste Water Treatment Plant	NAS Whidbey Island		Determined Not Eligible	1977
678416	HOSPITAL, BUILDING 993	NAS Whidbey Island		Determined Not Eligible	1969
678955	R-25, A/C Line Maintenance (6d)	NAS Whidbey Island		Determined Not Eligible	1976
678956	R-24, A/C Line Maintenance (6d)	NAS Whidbey Island		Determined Not Eligible	1976
678957	R-31, A/C Line Maintenance	NAS Whidbey Island		Determined Not Eligible	1976
678958	Building 2511, Morale, Welfare, Recreation Storage	NAS Whidbey Island		Determined Not Eligible	1968
678959	Building 2640, Compressor Building	NAS Whidbey Island		Determined Not Eligible	1972
679036	Building 2753, CNAF/FITT Team	NAS Whidbey Island		Determined Not Eligible	1973
679302	Building 2555: Public Works Storage, Building 2555: Ault Field Recycling Center	NAS Whidbey Island		Determined Not Eligible	1974
679303	Building 2595: Navy Exchange Gas Station, Building 2595: Navy Exchange Gas Station	NAS Whidbey Island		Determined Not Eligible	1978
679304	Building 2641: Arts and Crafts Hobby Shop, Building 2641: Security Training	NAS Whidbey Island		Determined Not Eligible	1980
679309	Building 2537, Storage Tank Non Potable	NAS Whidbey Island		Determined Not Eligible	1970
679857	Building 2848: McDonald's,	NAS Whidbey Island		Determined Not Eligible	1984

HISTORIC_I	SiteNameHi	Location	TaxParcel_	RegisterTy	BuiltYear
680638	Forest Loop Campground Comfort Station No. 2, Building 2	NAS Whidbey Island		Determined Not Eligible	1964
700399	Willowood Barn, Willowood Farm; Smith Ranch	Coupeville		Determined Eligible	1880
700400	Barn, Tessaro Barn	Coupeville		Determined Eligible	1905
700454	Barn, Summers Farm	Mount Vernon		Determined Eligible	1895
700711	Pratt Sheep Barn I, Pratt Farm	Coupeville		Determined Eligible	1935
700757	Pratt Sheep Barn, Pratt Sheep Barn II	Coupeville		Determined Eligible	1935
700759	Crockett, Hugh, Barn, Boyer Farm	Coupeville		Determined Eligible	1860
628900		Oak Harbor		Not Determined	1958

Heritage Barn Register Listed

SITE_ID	Comments	Location
IS00227	LeSourd Barn and Granary	Coupeville
IS00229	Kineth, John Jr., Barn	Coupeville
IS00231	Sherman Hog House	Coupeville
IS00232	Willowood Barn	Coupeville
IS00234	Barn	Coupeville
IS00295	Jenne, Edward and Agnes, Farm	Coupeville
IS00302	Calhoun, Thomas and Mary, Farm	Coupeville
IS00313	Boyer, Freeman, Barn	Coupeville
IS00314	Keith, Sam, Farm	Coupeville
IS00338	Clark Sherman Farm	Coupeville
IS00339	Rip, Lawrence and Joyce, Farm	Coupeville
IS00340	Gus Reuble Farm	Coupeville
IS00343	James, William and Florence, Farm	Oak Harbor
IS00344	Pratt Sheep Barn I	Coupeville
IS00345	Ernest Watson House	Coupeville
IS00346	Harmon/Pearson/Engle Farm	Coupeville
IS00347	Aloha Farms	Coupeville
IS00348	Barn	Oak Harbor
IS00352	Pratt Sheep Barn	Coupeville
IS00353	Case Farm	Oak Harbor
IS00354	Gallagher/Schreck/Sherman Farm	Coupeville
IS00355	Crockett, Hugh, Barn	Coupeville
IS00356	Hookstra, Lambert, Farm	Oak Harbor

Washington Heritage Register

SITE_ID	Comments	Location
IS00226	Crockett, Colonel Walter, Barn	Coupeville
IS00098	Grennan and Cranney Store	Coupeville
SK00337	Barn	Mount Vernon
IS00310	Deception Pass State Park	Oak Harbor

ELNHR 2016 Inventory

Name	Area	Status
Charlie Mitchell Barn	San de Fuca Uplands	Contributing
Zylstra/Sherod House	San de Fuca Uplands	Contributing
Oly Allison/Burke House	San de Fuca Uplands	Not Contributing
Earlywine/Nienhuis Property (John Neinhuis Place/L. Lewis Property)	San de Fuca Uplands	Contributing
Old Power Place	San de Fuca Uplands	Contributing
Gouchin/Criswell House	San de Fuca Uplands	Not Contributing
San de Fuca School	San de Fuca Uplands	Contributing
Lee/Hall House	San de Fuca Uplands	Not Contributing
Capt. R.B. Holbrook House	San de Fuca Uplands	Contributing
Maddex House	San de Fuca Uplands	Not Contributing
Nienhuis/Leach Place	San de Fuca Uplands	Contributing
Gabriel/Reynolds House	San de Fuca Uplands	Not Contributing
Liberal League Hall/San de Fuca Community Chapel	San de Fuca Uplands	Contributing
Hingston House	San de Fuca Uplands	Contributing
Tuft Cottage/Mrs. J. Arnold House	San de Fuca Uplands	Contributing

Name	Area	Status
Armstrong/Trumball House	San de Fuca Uplands	Contributing
Fisher/Hingston/Trumball General StoreL	San de Fuca	Contributing
Hingston/Trumball Store	San de Fuca Uplands	Contributing
Armstrong/Scoby House	San de Fuca Uplands	Contributing
Charles Grimes House	San de Fuca Uplands	Not Contributing
Hordyk Place/VanderVoet Farm	San de Fuca Uplands	Contributing
Walden House	San de Fuca Uplands	Not Contributing
Lupien House	San de Fuca Uplands	Not Contributing
Isaacson/Rector House	San de Fuca Uplands	Not Contributing
Weidenbach House	San de Fuca Uplands	Contributing
VandeWerfhorst House	San de Fuca Uplands	Not Contributing
A.W. Monroe/VandeWerfhorst Place	San de Fuca Uplands	Contributing
Farrell/Johnson House	San de Fuca Uplands	Not Contributing
Van Dam Place	San de Fuca Uplands	Contributing
Eldred Van Dam House	San de Fuca Uplands	Not Contributing
H.H. Rhodes Place	San de Fuca Uplands	Contributing

Name	Area	Status
Arnold Farm	NULSan de Fuca UplandsL	Contributing
Benson/Robinett House	San de Fuca Uplands	Not Contributing
Henry Arnold/Grasser House	San de Fuca Uplands	Contributing
Robart Cottage	San de Fuca Uplands	Contributing
Eerkes/Cleaver House	San de Fuca Uplands	Not Contributing
A.W. Monroe House	San de Fuca Uplands	Contributing
Baher House/San de Fuca Cottage	San de Fuca Uplands	Not Contributing
Samuel Libbey Ranch	San de Fuca Uplands	Contributing
Morris Place	San de Fuca Uplands	Contributing
Frey/Stone House	San de Fuca Uplands	Not Contributing
Case Cabin/Evans House	San de Fuca Uplands	Not Contributing
Art Holmburg Place	West Woodlands	Contributing
Captain Barrington House	West Woodlands	Not Contributing
Maxwell Cottage	West Woodlands	Not Contributing
Silvia House	West Woodlands	Not Contributing
Gelb/Alexander House	West Woodlands	Not Contributing

Name	Area	Status
Garrison House	West Woodlands	Not Contributing
Sherman/Grasser House	West Woodlands	Not Contributing
Cook/Sherman House	West Woodlands	Contributing
Old Art Black Barn	Coupeville	Contributing
Powell House	Coupeville	Contributing
Edmonds House (Pinkston House)	Coupeville	Contributing
Wharf Warehouse and Dock	Coupeville	Contributing
Alexander Blockhouse	Coupeville	Contributing
Fire Hall	Coupeville	Contributing
Horace Holbrook House	Coupeville	Contributing
Heckenbury House	Coupeville	Contributing
Telephone Exchange Building	Coupeville	Contributing
Flora A.P. Engle House	Coupeville	Contributing
Leach House	Coupeville	Contributing
Alvah D. Blowers House	Coupeville	Contributing
James Gillespie House	Coupeville	Contributing

Name	Area	Status
John and Jane Kineth Sr. House	Coupeville	Contributing
Methodist Church	Coupeville	Contributing
Carl Gillespie House	Coupeville	Contributing
Highwarden House	Coupeville	Contributing
Jacob Jenne House	Coupeville	Contributing
Dr. White???'s Office	Coupeville	Contributing
Williams House (Higgins House)	Coupeville	Contributing
Joseph Libbey House	Coupeville	Contributing
Libbey House	Coupeville	Not Contributing
Reverend Lindsey House	Coupeville	Contributing
Congregational Church	Coupeville	Contributing
Babcock Place	Coupeville	Not Contributing
Chansey House (Nichols/Bennett House)	Coupeville	Contributing
Sergeant Clark House	Coupeville	Contributing
Frank Newberry House	Coupeville	Contributing
Pickard House	Coupeville	Not Contributing

Name	Area	Status
Chapman House	Coupeville	Contributing
Pat???'s Place	Coupeville	Contributing
Hancock/Partridge House (Dixon/Partridge House)	Coupeville	Contributing
Prairie Center Mercantile	Coupeville	Not Contributing
Will Jenne House	Coupeville	Contributing
James Wanamaker House	Coupeville	Contributing
A.B. Coates House	Coupeville	Contributing
A.S. Coates House	Coupeville	Not Contributing
Morrow/Franzen House (Spangler/Franzen Rental House)	Coupeville	Contributing
Bearss/Barrett House	Coupeville	Contributing
Masonic Lodge No. 15	Coupeville	Contributing
Wangness/Ryan House	Coupeville	Not Contributing
Wanamaker/Youderian House	Coupeville	Not Contributing
Morris House	Coupeville	Contributing
Ed Clark House	Coupeville	Contributing
Howell/Harpole House (Howell/Wright House)	Coupeville	Contributing

Name	Area	Status
Ives House	Coupeville	Contributing
Stark House	Coupeville	Contributing
Ceci House	Coupeville	Not Contributing
Albert Kineth House	Coupeville	Contributing
Polly Harpole???'s Maternity Home	Coupeville	Contributing
County Jail/Boy Scout Building	Coupeville	Contributing
Charles Angel House	Coupeville	Contributing
Pennington Farmhouse	Coupeville	Not Contributing
Newcomb Property	Coupeville	Contributing
Newcomb House	Coupeville	Contributing
Benson House	Coupeville	Not Contributing
Benson/Bunting House	Coupeville	Contributing
Mock House	Coupeville	Contributing
Johnson House	Coupeville	Contributing
Boothe House	Coupeville	Contributing
King/McCabe House	Coupeville	Contributing

Name	Area	Status
Schroeder Rental House	Coupeville	Not Contributing
Black/Lindsey House	Coupeville	Contributing
Dr. White House	Coupeville	Contributing
Dean/Patmore/Zustiak House	Coupeville	Not Contributing
E.O. Lovejoy/Yorioka House	Coupeville	Contributing
Bradt House	Coupeville	Not Contributing
Almberg House	Coupeville	Not Contributing
Bergman House	Coupeville	Contributing
Duvall House	Coupeville	Contributing
Fairhaven	Coupeville	Contributing
Sill/Alexander House	Coupeville	Not Contributing
Gillespie Meat Market	Coupeville	Contributing
Cushen Ford Garage	Coupeville	Not Contributing
Terry's Dryer/Gillespie Livery Building	Coupeville	Contributing
Island County Abstract Office	Coupeville	Contributing
Island County Times Building	Coupeville	Contributing

Name	Area	Status
Judge Still Law Office	Coupeville	Contributing
Benson Confectionery	Coupeville	Contributing
Elkhorn Saloon	Coupeville	Contributing
Tom Howell???'s Barbershop	Coupeville	Contributing
Coupeville Cash Store	Coupeville	Contributing
Post Office	Coupeville	Contributing
John Robertson???'s Store	Coupeville	Contributing
Whidbey Mercantile Company	Coupeville	Contributing
John Robertson House	Coupeville	Contributing
Sedge Building	Coupeville	Contributing
Puget Race Drug Store	Coupeville	Contributing
Glenwood Hotel	Coupeville	Contributing
Col. Granville Haller House	Coupeville	Contributing
Island County Bank	Coupeville	Contributing
Samsel/Zylstra Law Office	Coupeville	Contributing
Capt. Thos. Kinney House	Coupeville	Contributing

Name	Area	Status
Captain Clapp House	Coupeville	Contributing
Fullington House	Coupeville	Contributing
Susie & Aleck House	Coupeville	Not Contributing
Deasy House	Coupeville	Not Contributing
Pontiac Dealership/Auto Barn	Coupeville	Contributing
Cushen House	Coupeville	Contributing
Methodist Parsonage	Coupeville	Contributing
Thomas Griffith House	Coupeville	Contributing
First Methodist Parsonage	Coupeville	Contributing
Jacob Straub House	Coupeville	Contributing
Jefferds House	Coupeville	Contributing
Hesselgrave House	Coupeville	Contributing
Hesselgrave/Folkart House	Coupeville	Not Contributing
Coupeville Courier Printing Office	Coupeville	Contributing
Edwards House	Coupeville	Not Contributing
Clapp/Ghormley House	Coupeville	Contributing

Name	Area	Status
Conrad House	Coupeville	Contributing
Munson House (Ervin Rental)	Coupeville	Contributing
Gould/Canty House	Coupeville	Contributing
Capt. Thomas Coupe House	Coupeville	Contributing
Clark House	Coupeville	Not Contributing
Solid Granary	Coupeville	Not Contributing
Chris Solid House	Coupeville	Contributing
Chromy House	Coupeville	Contributing
Fred Nuttall???'s House	Coupeville	Contributing
Howard House	Coupeville	Contributing
Ernest Watson House	Coupeville	Contributing
Bob Cushen House	Coupeville	Not Contributing
Larios House	Coupeville	Not Contributing
Dominick House	Coupeville	Not Contributing
Abbott House	Coupeville	Not Contributing
Coupeville City Hall	Coupeville	Contributing
James Zylstra House	Coupeville	Contributing

Name	Area	Status
Todd/Lovejoy House	Coupeville	Contributing
Meyer House	Coupeville	Not Contributing
Courthouse Vault	Coupeville	Contributing
McCutcheon Honeymoon Cottage	Coupeville	Not Contributing
Peralta House	Coupeville	Not Contributing
Williams House	Coupeville	Contributing
Hanks House	Coupeville	Not Contributing
Ward/Clark House	Coupeville	Contributing
Abbott/Knowles House	Coupeville	Contributing
Frain/Burton Engle House	Coupeville	Contributing
Reuble Squash Barn	Coupeville	Contributing
Thomas/Sullivan House	East Woodlands	Contributing
Carl Marsh House	East Woodlands	Not Contributing
Lewis Shop	East Woodlands	Not Contributing
Thomas E. Clark House	East Woodlands	Not Contributing
Strong Granary	East Woodlands	Contributing
Willard/Argent Place	East Woodlands	Not Contributing

Name	Area	Status
Fort Casey Family Housing/Smith House	East Woodlands	Not Contributing
Thomas/Sullivan/Patmore House	East Woodlands	Not Contributing
Strong Farm	East Woodlands	Contributing
Mulder House	East Woodlands	Contributing
Myers Property	East Woodlands	Contributing
John Kineth, Jr. Farmhouse	Smith Prairie	Contributing
Harp Place	Smith Prairie	Contributing
Old Marvin Place	Penn Cove	Not Contributing
Muzzall Farm	Penn Cove	Contributing
Muzzall Rental House	Penn Cove	Not Contributing
Gates House	Penn Cove	Not Contributing
Preacher Lowdy Place	Penn Cove	Not Contributing
McWilliams Bungalow	Penn Cove	Contributing
Still Log Cabin	Penn Cove	Contributing
San de Fuca Dock/Standard Oil Dock	Penn Cove	Not Contributing
Melvin Grasser House	Penn Cove	Contributing

Name	Area	Status
Brown Cottage/Shelton House	Penn Cove	Not Contributing
Old County Courthouse/Grennan & Cranney Store	Penn Cove	Contributing
George Libbey House	Penn Cove	Contributing
Fisher Place	Penn Cove	Contributing
Dean House	Penn Cove	Not Contributing
Hart House	Penn Cove	Not Contributing
Whid-Isle Inn/Captain Whidbey Inn	Penn Cove	Contributing
Cove Cottage	Penn Cove	Not Contributing
Stone House	Penn Cove	Not Contributing
Smith Cottage	Penn Cove	Contributing
Smith/Davison House	Penn Cove	Not Contributing
Smith Net House	Penn Cove	Contributing
Pratt Boathouses	Penn Cove	Contributing
Old Hewitt Place	Penn Cove	Not Contributing
Old Grade School/Priest Place	Penn Cove	Not Contributing
A. Kineth House	Penn Cove	Contributing

Name	Area	Status
Sabin Shop	Penn Cove	Not Contributing
Sabin House	Penn Cove	Not Contributing
Well's Duplex	Penn Cove	Not Contributing
Walton Aubert House - Fiddler???'s Green	Penn Cove	Contributing
Tom Briscoe House	Penn Cove	Not Contributing
O'Leary Cottage/Snakelum House	Penn Cove	Contributing
Andherst Cottage	Penn Cove	Not Contributing
Davis Blockhouse & Sunnyside Cemetery	Ebey's Prairie	Contributing
O'Dell/F. Reuble House	Ebey's Prairie	Contributing
NPS Sheep Barn	Ebey's Prairie	Contributing
TNC Sheep Barn	Ebey's Prairie	Contributing
Frank Pratt House	Ebey's Prairie	Contributing
Jacob & Sarah Ebey House & Blockhouse	Ebey's Prairie	Contributing
Ferry House	Ebey's Prairie	Contributing
Ralph Engle Worker Housing	Ebey's Prairie	Contributing
John Gould House	Ebey's Prairie	Contributing

Name	Area	Status
Francis A. LeSourd House	Ebey's Prairie	Contributing
John LeSourd House	Ebey's Prairie	Contributing
Comstock/Sherman House	Ebey's Prairie	Not Contributing
Sherwood/Abbott/Franzen House	Ebey's Prairie	Not Contributing
Cawsey House	Ebey's Prairie	Contributing
Harmon/Pearson/Engle House	Ebey's Prairie	Contributing
Glazier/Herrett House	Ebey's Prairie	Contributing
Gallagher/Shreck Place (Gallagher Place/A. Sherman House)	Ebey's Prairie	Contributing
Samuel E. Hancock House	Ebey's Prairie	Contributing
Ed Jenne House	Ebey's Prairie	Contributing
Elisha Rockwell House	Ebey's Prairie	Contributing
Stoddard/Engle House	Ebey's Prairie	Not Contributing
William Engle House	Ebey's Prairie	Contributing
Old Boyer Place	Ebey's Prairie	Contributing
Charles T. Terry House	Ebey's Prairie	Contributing
James Place	Ebey's Prairie	Not Contributing

Name	Area	Status
Tuft House	Ebey's Prairie	Contributing
John Crockett House	Ebey's Prairie	Contributing
Hancock Granary	Ebey's Prairie	Contributing
Sherman Squash Barn	Ebey's Prairie	Contributing
Comstock Barn (Old Al Comstock Place)	Ebey's Prairie	Contributing
Fort Casey Officers Quarters	Fort Casey Uplands	Contributing
Wiley Barn	Fort Casey Uplands	Contributing
Keith House	Fort Casey Uplands	Contributing
Reuble Farm	Fort Casey Uplands	Contributing
Old Anderson Place	Fort Casey Uplands	Contributing
Partridge House	Fort Casey Uplands	Not Contributing
Waterman Logging House	Fort Casey Uplands	Not Contributing
Fort Casey Military Reservation/Camp Casey	Fort Casey Uplands	Contributing
Fort Casey Military Reservation/Fort Casey State Park	Fort Casey Uplands	Contributing
Old Hunting Lodge	Fort Casey Uplands	Contributing
Sherman Hog House	Fort Casey Uplands	Contributing

Name	Area	Status
R.C. Hill Home/J.T. Fielding Place	Fort Casey Uplands	Contributing
Gillespie House/Reuble Farm	Fort Casey Uplands	Contributing
Crockett/Boyer Barn (Hugh Crockett House)	Crockett Prairie	Contributing
Quonset House	Crockett Prairie	Not Contributing
Col. Walter Crockett Farmhouse & Blockhouse	Crockett Prairie	Contributing
Fort Casey Storage Buildings	Crockett Prairie	Contributing
Gilbert Place/Eggerman Farm	Crockett Prairie	Contributing
Calhoun House (Sam Crockett House)	Crockett Prairie	Contributing
Clarence Wanamaker Farm	Crockett Prairie	Contributing
Fort Casey Pump House	Crockett Prairie	Contributing
Hapton/Gould House (John Gould/Miller House)	Crockett Prairie	Contributing
Old Fort Casey Wharf	Crockett Prairie	Contributing
Keystone Cottage	Crockett Prairie	Not Contributing
Schulke House (Schulke/Steadman House)	Crockett Prairie	Contributing
Fort Ebey State Park	Coastal Strip	Contributing

NR Listed Historic Properties

Reference Number	Name	Type	Location
73001869	Central Whidbey Island Historic District	District	Central Whidbey Island - Coupeville
82004285	Deception Pass	Structure	Highway 20 - Anacortes

Archaeological Sites

SITE_ID	Comments	Elig_Name
IS00013	SNAKELUM POINT MIDDEN, PRE CONTACT VILLAGE, PRE CONTACT SHELL MIDDEN, PRE CONTACT LITHIC MATERIAL, FEATURE, HISTORIC OBJECTS, 900 X 15M	Survey/Inventory
IS00014	TOP OF MAUL, HUMAN SKELETON WAS REBURIED.	Survey/Inventory
IS00031	FCR, STONE DEBITAGE, BONE	Survey/Inventory
IS00032	HOUSE BASEMENT ON TOP OF KNOLL REVEALED BURIALS AND CLAMSHELL.	Survey/Inventory
IS00033	PRE CONTACT SHELL MIDDEN	Survey/Inventory
IS00034	PRE CONTACT SHELL MIDDEN	Survey/Inventory
IS00035	DIKING DISTRICT HAS DREDGED CHANNEL WHERE FISH WEIR WAS REPORTED.	Survey/Inventory
IS00036	FCR, FISH WEIR	Survey/Inventory
IS00037	FORM STATES THAT ARTIFACTS WERE FOUND "IN MIDDEN - ALSO BURIAL".	Survey/Inventory
IS00038	PRE CONTACT SHELL MIDDEN, LITHIC MATERIAL	Determined Not Eligible
IS00039	PRE CONTACT SHELL MIDDEN	Survey/Inventory
IS00043	PRE CONTACT SHELL MIDDEN	Survey/Inventory
IS00048	FCR, BONE, LITHIC ITEMS, ANTLER WEDGES	Survey/Inventory
IS00049	CKWOLA, PRE CONTACT SHILL MIDDEN, BURIAL, FCR, FISH BONE, SHELLFISH, 80 X 5-30M	Survey/Inventory
IS00050	FCR, CHIPPED LITHIC DEBRIS, BONE, POSSIBLE SEMI-CIRCULAR TRENCH NEAR END OF SPIT, ~47 X ~25M	Survey/Inventory
IS00051	FCR, BONE	Survey/Inventory
IS00052	SEMI-CIRCULAR TRENCH. A LARGE POTLATCH HOUSE WAS LOCATED HERE UNTIL THE FIRST DECADE OF THIS CENTURY. LOCALS REPORT BURIALS WITH TRADE GOODS UNCOVERED IN BLUFFS.	Survey/Inventory
IS00053	5 EXCAVATED CAIRNS. DRILLED ANCHOR STONE	Survey/Inventory
IS00054	PRE CONTACT SHELL MIDDEN INCLUDING FCR, BONE, AT LEAST TWO HUMAN BURIALS REMOVED, 330 X 50M, LATE MARPOLE PHASE 820 +/- 80	Survey/Inventory
IS00055	CAMP/ VILLAGE SITE, PRE CONTACT SHELL MIDDEN, WORKED BONE, LITHIC MATERIAL AND ANTLER AND FMR110 X 30M	Determined Eligible

SITE_ID	Comments	Elig_Name
IS00056	PRE CONTACT SHELL MIDDEN, , 10 X 5M	Survey/Inventory
IS00057	SEVERAL MOUNDS AND DEPRESSIONS, ONE BASALT CHIP	Survey/Inventory
IS00058	FCR	Survey/Inventory
IS00059	3 CAIRNS, STONES ENCIRCLING LARGE CIRCULAR DEPRESSION.	Survey/Inventory
IS00060	PRE CONTACT CAMP, SHELL MIDDEN, FMR, BONE AND LITHIC MATERIAL, 70 X 15M	Determined Eligible
IS00061	FCR, BONE. HUMAN BURIALS COLLECTED.	Survey/Inventory
IS00062	FCR, FISH BONES, SHELLFISH	Survey/Inventory
IS00063	PRE CONTACT SHELL MIDDEN, LITHIC MATERIAL, FCR, MAMMAL/ BIRD BONE, 42 X 33 X .8M	Survey/Inventory
IS00064	PRE CONTACT SHEL MIDDEN	Survey/Inventory
IS00065	LOCALS REPORT FINDING LITHIC ITEMS IN THIS AREA APPROX. 15 YEARS AGO.	Survey/Inventory
IS00066	FCR, PRE CONTACT SHELL MIDDEN, 130 X 90CM	Survey/Inventory
IS00067	ANTLER WEDGE ON BEACH, LOCALS HAVE COLLECTED PROJECTILE POINTS FROM HERE OR EBEBY'S LANDING.	Survey/Inventory
IS00068	FCR, MAUL, NET WEIGHTS	Survey/Inventory
IS00069	SHELL MIDDEN, SHELLS, MOSTLY DESTROYED	Survey/Inventory
IS00070	SEVERAL ROCK PILES WITH ADJACENT IRREGULAR PITS. UNCERTAIN IF THESE ARE HISTORIC OR PREHISTORIC.	Survey/Inventory
IS00071	HIGHDENSITY SHELL MIDDEN W/ FCR, CHARCOAL AND ASH (CLOSELY SPACED DEPOSITS), 90 X 10M, 40-70CM IN DEPTH	Determined Eligible
IS00072	FCR, PESTLE	Survey/Inventory
IS00073	FCR, BONE. FORM MENTIONS OLDER HISTORIC REFUSE BUT IS NOT SPECIFIC ABOUT ITEMS.	Survey/Inventory
IS00074	DIRT AND ROCK MOUNDS AND DEPRESSIONS. SOME MAY BE CAIRNS, SOME ARE FROM FARMER'S FIELD.	Survey/Inventory
IS00075	SINGLE STEMMED PROJECTILE POINT. SALVAGED BURIAL.	Survey/Inventory
IS00076	FCR, HOLLOWED OUT ANTLER TINE. LOCALS COLLECTED MANY ARTIFACTS WHEN SITE WAS GRADED.	Survey/Inventory

SITE_ID	Comments	Elig_Name
IS00077	GROUND STONE ANTHROPOMORPHIC BOWL. 1953 SITE FORM LISTS SITE TYPE AS "SHELL MIDDEN. BOX BURIALS. BURIALS PROBABLY SKAGIT."	Survey/Inventory
IS00078	FCR, BONE	Survey/Inventory
IS00082	FCR, DEER AND BIRD BONES	Determined Eligible
IS00088	FCR,BONE, LITHIC DEBRIS, SEMI-CIRCULAR TRENCH	Survey/Inventory
IS00090	FCR, BONE & STONE ARTIFACTS, ASH AND SEA URCHIN LENSES	Survey/Inventory
IS00091	CAMAS OVEN. LITHIC SCATTER. SERIES OF AT LEAST 5 MOUNDS OF FCR. BASALT FLAKE.	Survey/Inventory
IS00093	CHARRED ROCKS, GREEN SEA URCHIN SPINES	Survey/Inventory
IS00097	PRE CONTACT CAMP, SHELL MIDDEN, LITHIC MATERIAL, BONE AND FMR, HISTORIC WELL, 295 X 85M	Determined Eligible
IS00101	FORT CASEY LIGHTHOUSE	Potentially Eligible
IS00103	FORT CASEY STATE PARK	Survey/Inventory
IS00107	FCR, LITHIC DEBRIS. FCR IS CONCENTRATED IN SOME PLACES IN WHAT MAY BE HEARTHES.	Survey/Inventory
IS00110	ALL OBSERVED MATERIALS ARE IN A PRIVATE COLLECTION. 15-30 CHIPPED STONE PROJECTILE POINTS.	Survey/Inventory
IS00111	FCR, LOW DENSITY OF LITHIC MATERIALS	Survey/Inventory
IS00112	ONE BIFACE AND ONE CLOVIS POINT. BOTH IN PRIVATE COLLECTION.	Survey/Inventory
IS00113	FLAKES. CHARCOAL AND MAMMAL BONES ARE PRESENT HERE BUT DO NOT APPEAR TO BE PART OF THE SITE.	Survey/Inventory
IS00114	FCR, FLAKES, FLAKED COBBLE. CHARCOAL AND BONE ARE ALSO PRESENT BUT DO NOT APPEAR TO BE PART OF SITE.	Survey/Inventory
IS00115	FCR, FLAKES. CHARCOAL AND BONE ARE ALSO PRESENT BUT DO NOT APPEAR TO BE PART OF SITE.	Survey/Inventory
IS00116	FCR, LITHIC DEBRIS, BONE.	Survey/Inventory
IS00117	FLAKES, CHOPPERS	Survey/Inventory
IS00118	FLAKES. CHARCOAL AND MAMMAL BONES ARE PRESENT HERE BUT DO NOT APPEAR TO BE PART OF THE SITE.	Survey/Inventory

SITE_ID	Comments	Elig_Name
IS00119	SHELL MIDDEN	Survey/Inventory
IS00120	FCR, FISH BONES, SHELLFISH, LITHIC DEBRIS. FORM MENTIONS THAT "EARLY HISTORIC DEBRIS ALSO OCCURS IN THIS AREA".	Survey/Inventory
IS00121	ALL OBSERVED LITHIC MATERIALS ARE IN A PRIVATE COLLECTION.	Survey/Inventory
IS00124	PRE CONTACT LITHIC MATERIAL/ SHELL MIDDEN	Survey/Inventory
IS00200	FCR, ANTLER, BONE, FLAKES, CHOPPERS	Survey/Inventory
IS00206	EBEYS LANDING ARCHAEOLOGICAL SITE, SITE TYPE SHELL MIDDEN, 90 FT LENGTH, WIDTH UNKNOWN, SHELL MIDDEN MADE UP OF COARSELY BROKEN SHELLS.	Survey/Inventory
IS00207	SITE NAME-UNDETERMINED, SITE DIMENSIONS-53 METERS, DATE OF USE-UNDETERMINED, SHELL MIDDEN.	Survey/Inventory
IS00209	SITE NAME-UNKNOWN, SITE DIMENSIONS-150 X 63 METERS, DATE OF USE-UNDETERMINED, LITHIC SCATTER.	Survey/Inventory
IS00210	SITE NAME-WHIDBEY 1, THE BOTTLE SITE, SITE DIMENSIONS-30 X 5 METERS, DATE OF USE-1870 TO 1917, HISTORIC OBJECTS.	Potentially Eligible
IS00214	ROWLAND, PREHISTORIC SHELL MIDDEN, 9 X 9CM & 5 X 5CM CONCENTRATIONS	Survey/Inventory
IS00215	PREHISTORIC SHELL MIDDEN W/ FCR, FAUNAL MATERIAL (MAMMAL AND FISH BONES) AND ROCK CAIRN, 84 X 25M, 80 CM IN DEPTH	Survey/Inventory
IS00217	LIBBY SHELL MIDDEN, 30 X 31FT	Survey/Inventory
IS00218	PARTRIDGE POINT/ WEST BEACH SHELL MIDDEN/ BURIAL AREA, 100 X100M X 50-60 CM DEEP	Survey/Inventory
IS00221	FERRY HOUSE ARCHAEOLOGICAL SITE, PRE CONTACT HEARTH FEATURE, HISTORIC REFUSE SCATTER, HISTORIC RESIDENTIAL STRUCTURE AND ROAD, 85 X 49M X 70CM, 1850, 9500-200BP	Determined Eligible
IS00222	EBEY BEACH SITE, PRE CONTACT SHELL MIDDEN, 27.43 E/W X 10-11CM	Survey/Inventory
IS00223	PRE CONTACT SHELL MIDDEN, 3 X 3 M	Survey/Inventory
IS00224	JACOB EBAY HOUSE HISTORIC HOMESTEAD, 120 X 80 M, 1850-PRESENT	Determined Eligible
IS00235	PRE-CONTACT BURIAL, SHELL MIDDEN, HUMAN REMAINS, SITE DIMENSIONS UNDETERMINED.	Survey/Inventory

SITE_ID	Comments	Elig_Name
IS00236	HISTORIC STRUCTURE UNKNOWN, CONCRETE AGGREGATE FEATURES, 1250 X 80M, CA. LATE 19TH - EARLY 20TH CENTURY.	Survey/Inventory
IS00237	PRE-CONTACT SHELL MIDDEN, 25 X 20M, BASALT FLAKE.	Survey/Inventory
IS00239	HISTORIC STRUCTURE UNKNOWN, 130 X 96M, CA. LATE 19TH CENTURY - 1941, BRICK FRAGMENTS, CERAMIC TILE, CEMENT FRAGMENTS, PLASTER.	Survey/Inventory
IS00240	PRE-CONTACT SHELL MIDDEN, 500 X 100M, SHELL FRAGMENTS, FISH BONE.	Survey/Inventory
IS00241	HISTORIC DEBRIS SCATTER, 55 GALLON BARREL, GLASS, JARS 175 X 125M, CA. 1940S-1950S.	Potentially Eligible
IS00242	PRE-CONTACT SHELL MIDDEN, 35 X 18M, SHELL.	Survey/Inventory
IS00243	HISTORIC LOGGING, 23 X 34M, CA. LATE 1800S, BURNED LOG, OLD TREE STUMPS, WAGON ROAD.	Survey/Inventory
IS00245	HISTORIC POST MOLD, ISOLATE, CA. 1899.	Survey/Inventory
IS00246	FARM TWO A, PRE-CONTACT LITHIC MATERIAL, 525 X 275M, DEBITAGE, CORES, PROJECTILE POINT FRAGMENTS.	Survey/Inventory
IS00247	FARM TWO B, PRE-CONTACT LITHIC MATERIAL, 175 X 90M, DEBITAGE.	Survey/Inventory
IS00248	FARM TWO C, PRE-CONTACT LITHIC DEBITAGE, 275 X 175M, FLAKED COPBBLE.	Survey/Inventory
IS00249	FARM TWO D, PRE-CONTACT ISOLATE, FLAKE WITHOUT CORTEX.	Survey/Inventory
IS00250	FARM TWO E, PRE-CONTACT LITHIC ISOLATE, FLAKE.	Survey/Inventory
IS00251	FARM ONE A, PRE-CONTACT LITHIC MATERIAL, 125 X 50M, COBBLES, FLAKED COBBLE, COBBLE SPALL, SHATTER.	Survey/Inventory
IS00252	FARM ONE B, HISTORIC AND PRE-CONTACT COMPONENTS, 135 X 125M, FLAKED COBBLES, CERAMIC, FMR, SHATTER, CHINESE STYLE CERAMIC, CA. 1850S - 1900S.	Survey/Inventory
IS00253	FARM ONE C, PRE-CONTACT LITHIC MATERIAL, 175 X 115M, CORE, FLAKE TOOL, SHATTER PIECES.	Survey/Inventory
IS00254	FARM ONE D, PRE-CONTACT LITHIC MATERIAL, 2 X 2M, FLAKE, BIFACE.	Survey/Inventory
IS00255	FARM ONE E, PRE-CONTACT LITHIC MATERIAL, 10 X 10M, FLAKE, SHATTER PIECES.	Survey/Inventory
IS00256	PRE-CONTACT ISOLATE, FARM ONE F, FLAKED COBBLE.	Survey/Inventory
IS00257	PRE-CONTACT ISOLATE, FARM ONE G, FLAKED COBBLE.	Survey/Inventory

SITE_ID	Comments	Elig_Name
IS00258	FARM ONE H, PRE-CONTACT LITHIC ISOLATE, FLAKE.	Survey/Inventory
IS00259	FARM ONE I, PRE-CONTACT ISOLATE, FLAKE.	Survey/Inventory
IS00260	FARM ONE J, PRE-CONTACT LITHIC ISOLATE, FLAKE.	Survey/Inventory
IS00261	FARM ONE K, PRE-CONTACT LITHIC ISOLATE, FLAKED COBBLE.	Survey/Inventory
IS00263	PRE-CONTACT SHELL MIDDEN, FMR, CHARCOAL LENSES, POSSIBLE POST MOLDS, MAMMAL BONES, 57 X 105 M.	Survey/Inventory
IS00264	PRE-CONTACT SHELL MIDDEN, SHELL, FCR, CHARCOAL, 180 X 10M/	Survey/Inventory
IS00265	PRE-CONTACT SHELL MIDDEN, FMR, SHELL, 24.4 X 16.75M.	Survey/Inventory
IS00283	HISTORIC STRUCTURE UNKNOWN, 2 CONCRETE FOUNDATIONS, BRICK DUMP, REFUSE, GLASS, FAUNAL BONE, NAILS, WHITEWARE SHERD, 185 X 45M, CA. MID 20TH CENTURY.	Potentially Eligible
IS00284	HISTORIC STRUCTURE UNKNOWN, 185 X 115M, 2 CONCRETE PADS, CONCRETE FOUNDATION WALL, DEPRESSION, REFUSE, GLASS, TILE, NAILS, SHELL CASINGS, BOTTLE CAP, PLASTIC, FOUR HOLE BUTTON, CERAMIC, CA. MID 20TH CENTURY.	Determined Not Eligible
IS00286	HISTORIC CONCRETE BOX, WATERLINE PIPE, VALVE, CA. 1943, 60 X 84 INCHES	Potentially Eligible
IS00293	PRE CONTACT SHELL MIDDEN, 7 X 7M	Survey/Inventory
IS00294	PRE CONTACT SHELL LENS, 5 X 5M	Survey/Inventory
IS00297	PRE CONTACT SHELL MIDDEN, PRE CONTACT CAIRN, 32 X 13M	Survey/Inventory
IS00300	PIT ROAD SITE, REDEPOSITED SITE (FROM 45IS45), PRE CONTACT HUMAN REMAINS, PRE CONTACT SHELL MIDDEN, 150 X 41 M	Survey/Inventory
IS00303	SCHULKE/STEADMAN HOUSE REFUSE, MAMMAL BONES, GLASS, METAL, CERAMIC, 60 X 30M, CA. 1900-1918	Potentially Eligible
IS00304	KEYSTONE BEACH LITHIC SITE, PRE CONTACT LITHIC MATERIAL, FLAKES, 10 X 5M	Survey/Inventory
IS00305	SHEEP BARN LITHICS, PRE CONTACT LITHIC MATERIAL, FLAKED COBBLE, FLAKED PEBBLE, 30 X 5M	Survey/Inventory
IS00306	HIGHWAY NORTH ISOLATE, PRE CONTACT ISOLATE, SCRAPER OR ADZE BLADE	Survey/Inventory
IS00308	PRE CONTACT SHELL MIDDEN, FCR, SHELL, MAMMAL BONE, FISH BONE, ~30 X ~20M	Survey/Inventory
IS00309	HISTORIC DEBRIS SCATTER, MODIFIED MAMMAL BONE, GLASS, METAL, PORCELAIN, ~ 105 X 182 CM, CA. PRE 1950S	Potentially Eligible

SITE_ID	Comments	Elig_Name
IS00315	PRE-CONTACT ISOLATE, FLAKED COBBLE/COBBLE TOOL	Survey/Inventory
IS00316	KEYSTONE ROAD HISTORIC SITE, STRUCTURAL FOUNDATION REMNANTS, 1,312 X 656 FT, CA. 1943	Potentially Eligible
IS00317	HISTORIC ISOLATE, WHITEWARE FRAGMENT, CA. PRE 1950	Survey/Inventory
IS00318	HISTORIC ISOLATE, WHITEWARE FRAGMENT, CA. PRE 1950	Survey/Inventory
IS00319	HISTORIC GLASS ISOLATE, CA. PRE-1950	Survey/Inventory
IS00320	OLF THRIFTMASTER, HISTORIC OBJECT, CHEVROLET THRIFTMASTER PICKUP TRUCK, CA. 1950	Survey/Inventory
IS00322	PRE-CONTACT SHELL MIDDEN, 51M X ?	Survey/Inventory
IS00323	CASHVALU GAS SITE, GASOLINE PUMP, CEMENT-LINED CAVITY, HARDWARE CLOTH, CONCRETE SLAB, HISTORIC DEBRIS SCATTER, 460 X 330 FT, CA. 1940 - 1950	Potentially Eligible
IS00324	GATE A-65 HISTORIC SCATTER, GLASS, PORCELAIN FRAGMENTS, 10 X 2M, CA. 1940-1950	Potentially Eligible
IS00325	PRE CONTACT BLOCKY FIRE-CRACKED ROCKS, FOUR FRAGMENTS APPEARED TO ONCE HAVE BEEN A SINGLE, LARGER ROCK	Survey/Inventory
IS00327	PRE CONTACT SHELL MIDDEN, ~8 X ~2.5 M	Survey/Inventory
IS00329	PRE-CONTACT SHELL MIDDEN, 28 X 13M	Survey/Inventory
IS00332	HISTORIC ISOLATE, HISTORIC BOTTLE BASE, CA. 1949	Survey/Inventory
IS00334	PRECONTACT SHELL MIDDEN, SHELL, FMR, LITHIC DEBITAGE, 35 X 20M	Survey/Inventory
IS00336	HISTORIC ROAD, WALLS, CONCRETE, WOOD DECKING, 18 X 6FT, CA. PRE 1950	Potentially Eligible
IS00337	PRE CONTACT SHELL MIDDEN, 5 X 2M	Survey/Inventory
IS00350	HISTORIC ERA DEBRIS SCATTER, GLASS INSULATORS, FOUND IN TELEPHONE POL REPLACEMENT BACKFILL, CA. 1920	Potentially Eligible
IS00351	HISTORIC DEBRIS SCATTER, GLASS BOTTLES, JARS, CANS, ~164 X ~82FT, CA. EARLY 1900S, PRE-1950S	Potentially Eligible
IS00360	Pratt Trail Cobble Chopper, pre contact lithic isolate	Survey/Inventory
IS00361	Pre contact camp, Pre contact shell midden, 80 x 13m	Survey/Inventory
SJ00349	SHELL MIDDEN, 16M L X 2M W X 30CM D, CULTURAL MATERIALS INCLUDING FAUNAL MATERIALS CONSISTING OF REMAINS OF AT LEAST 6 VARIETIES OF SHELLFISH	Survey/Inventory

SITE_ID	Comments	Elig_Name
SK00025	THIN SHELL DEPOSIT ON TOP OF ROCKY CLIFFS	Survey/Inventory
SK00027	3 DRYING TRENCHES	Survey/Inventory
SK00033	LONG HOUSE DEPRESSIONS, SHELL MIDDEN CONTAINING BURIALS, DARK SOIL, BONE, FCR.	Survey/Inventory
SK00034	MANY CELTS, SLATE POINTS, ANTLER TOOL, HAMMERS	Survey/Inventory
SK00046	LIGHTHOUSE POINT MIDDEN, SHELL DEPOSIT, 50M L (N/S) X 30M W (E/W) X .5M D, LAYER OF COARSE SHELL	Survey/Inventory
SK00077	FCR, COBBLE TOOL	Survey/Inventory
SK00079	FCR, CHARCOAL	Survey/Inventory
SK00099	FCR, HEARTH, WORKED STONE, BARBED BONE POINT, BASKETRY TWINE, WOOD PLANKS.	Survey/Inventory
SK00114	HISTORIC VILLAGE USED BY FISHERMAN AND AS SUMMER CABINS. HOMEMADE AND COMMERCIALY MADE BOATS, FISHING NETS, DOCK FACILITIES.	Potentially Eligible
SK00121	DUMP CA. 1870 TO PRESENT	Potentially Eligible
SK00168	FCR, CHARCOAL, ASH, BONE	Survey/Inventory

Archaeological Districts

SITE_ID	Comments	Elig_Name
D100011	SQWIKWIKWAB (FISHTOWN ARCH. DISTRICT)	Determined Eligible - NPS

Cemetery Sites

SITE_ID	Comments	Elig_Name
IS00013	SNAKELUM POINT MIDDEN, PRE CONTACT VILLAGE, PRE CONTACT SHELL MIDDEN, PRE CONTACT LITHIC MATERIAL, FEATURE, HISTORIC OBJECTS, 900 X 15M	Survey/Inventory
IS00014	TOP OF MAUL, HUMAN SKELETON WAS REBURIED.	Survey/Inventory
IS00032	HOUSE BASEMENT ON TOP OF KNOLL REVEALED BURIALS AND CLAMSHELL.	Survey/Inventory
IS00037	FORM STATES THAT ARTIFACTS WERE FOUND "IN MIDDEN - ALSO BURIAL".	Survey/Inventory
IS00049	CKWOLA, PRE CONTACT SHILL MIDDEN, BURIAL, FCR, FISH BONE, SHELLFISH, 80 X 5-30M	Survey/Inventory
IS00050	FCR, CHIPPED LITHIC DEBRIS, BONE, POSSIBLE SEMI-CIRCULAR TRENCH NEAR END OF SPIT, ~47 X ~25M	Survey/Inventory
IS00052	SEMI-CIRCULAR TRENCH. A LARGE POTLATCH HOUSE WAS LOCATED HERE UNTIL THE FIRST DECADE OF THIS CENTURY. LOCALS REPORT BURIALS WITH TRADE GOODS UNCOVERED IN BLUFFS.	Survey/Inventory
IS00054	PRE CONTACT SHELL MIDDEN INCLUDING FCR, BONE, AT LEAST TWO HUMAN BURIALS REMOVED, 330 X 50M, LATE MARPOLE PHASE 820 +/- 80	Survey/Inventory
IS00061	FCR, BONE. HUMAN BURIALS COLLECTED.	Survey/Inventory
IS00075	SINGLE STEMMED PROJECTILE POINT. SALVAGED BURIAL.	Survey/Inventory
IS00077	GROUND STONE ANTHROPOMORPHIC BOWL. 1953 SITE FORM LISTS SITE TYPE AS "SHELL MIDDEN. BOX BURIALS. BURIALS PROBABLY SKAGIT."	Survey/Inventory
IS00082	FCR, DEER AND BIRD BONES	Determined Eligible
IS00088	FCR,BONE, LITHIC DEBRIS, SEMI-CIRCULAR TRENCH	Survey/Inventory
IS00217	LIBBY SHELL MIDDEN, 30 X 31FT	Survey/Inventory
IS00218	PARTRIDGE POINT/ WEST BEACH SHELL MIDDEN/ BURIAL AREA, 100 X100M X 50-60 CM DEEP	Survey/Inventory
IS00235	PRE-CONTACT BURIAL, SHELL MIDDEN, HUMAN REMAINS, SITE DIMENSIONS UNDETERMINED.	Survey/Inventory
IS00263	PRE-CONTACT SHELL MIDDEN, FMR, CHARCOAL LENSES, POSSIBLE POST MOLDS, MAMMAL BONES, 57 X 105 M.	Survey/Inventory
IS00271	CEMETERY	Inventory
IS00272	SNAKLIN MONUMENT	Inventory
IS00273	SUNNYSIDE CEMETERY	Inventory
IS00279	FIRCREST CEMETERY	Inventory

SITE_ID	Comments	Elig_Name
IS00280	MAPLE LEAF CEMETERY	Inventory
IS00300	PIT ROAD SITE, REDEPOSITED SITE (FROM 45IS45), PRE CONTACT HUMAN REMAINS, PRE CONTACT SHELL MIDDEN, 150 X 41 M	Survey/Inventory
IS00331	COUPEVILLE BEACH HUMAN SKELETAL REMAINS (HR13-00007)	Inventory
SK00033	LONG HOUSE DEPRESSIONS, SHELL MIDDEN CONTAINING BURIALS, DARK SOIL, BONE, FCR.	Survey/Inventory
SK00035	SHELL MIDDEN WITH BURIALS, WOODEN PEG FROM BURIAL BOX. CELTS, GROUND SLATE KNIVES, HAMMERS, SPEARHEADS. BASKET FRAGMENTS COLLECTED BY OWNER AND STUDENTS.	Survey/Inventory
SK00099	FCR, HEARTH, WORKED STONE, BARBED BONE POINT, BASKETRY TWINE, WOOD PLANKS.	Survey/Inventory

Historic Districts

SITE_ID	Comments	Elig_Name
D100011	SQWIKWIKWAB (FISHTOWN ARCH. DISTRICT)	National Register, Washington Heritage Register
D100006	Central Whidbey Island Historic District	National Register, Washington Heritage Register

Appendix G

Properties No Longer in the Area of Potential Effects

Summary of Sites and Buildings That Are No longer in the APE

Comparison of Initial Inventory and Final Inventory

Type	Initial Inventory	Final Inventory	Difference
Buildings and Structures (50 years and older)	2426	1989	437
Washington Heritage Barn Register Listed	32	23	9
Historic Districts	3	2	1
Washington Heritage Register Listed	5	4	1
National Register of Historic Places Listed	3	2	1
Cemetery Sites	33	27	6
Archaeological Sites	193	151	42
Archaeological Districts	1	1	0
ELNHR 2016 Inventory	280	288	-8

Change between Initial Inventory and Final Inventory

Type	Duplicate Listing	No longer within APE	Total
Buildings and Structures (50 years and older)	362	75	437
Washington Heritage Barn Register Listed	9	0	9
Historic Districts	1	0	1
Washington Heritage Register Listed	1	0	1
National Register of Historic Places Listed*	0	1	1
Cemetery Sites	6	0	6
Archaeological Sites	42	0	42
Archaeological Districts	0	0	0

ELNHR 2016 Inventory**	-8	0	-8
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* One NR eligible resource was mistakenly included in the initial inventory (Loers Benjamin House)

** Eight Buildings from ELNHR Inadvertently omitted from initial inventory

Note: duplicate records were removed for properties on NASWI and those listed twice in initial inventory because of overlap between ELNHR boundary and the 65 dB DNL

Buildings and Structures (50 years and older) No Longer in the APE

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
102267	Ault Field - Site 201211, Golf Course	Oak Harbor		Determined Eligible	Not
102335	Sea Plane Base - Water Pumphouse, Building 328, Water Pumphouse Well No. 5	Oak Harbor		Determined Eligible	Not
102338	Seaplane Base Pier and Breakwater, Facility 479 - Mooring Pier	Oak Harbor		Determined Eligible	1943
102359	Ault Field - Water Pump House, Building 337, Water Pump House	Oak Harbor		Determined Eligible	Not
115146	Pier Approach and Fuel Pier, Facility 479, Pier/Breakwater	Oak Harbor		Not Determined	
115166	Water Pump House, Building 337, Water Pump House	Oak Harbor		Not Determined	
627701		Oak Harbor	S6055-00-0000B-0	Not Determined	1923
627740		Oak Harbor	R13336-119-0350	Not Determined	1927
627956		Oak Harbor	R13335-227-3990	Not Determined	1948
627963		Oak Harbor	R13335-221-4330	Not Determined	1948
628170		Oak Harbor	S6055-00-01008-0	Not Determined	1952
628279		Oak Harbor	S6055-00-02002-0	Not Determined	1953

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
628285		Oak Harbor	R13335-259-1300	Not Determined	1953
628301		Oak Harbor	S6055-00-01007-0	Not Determined	1953
628315		Oak Harbor	S6055-00-03006-0	Not Determined	1954
628333		Oak Harbor	S6055-00-03004-0	Not Determined	1954
628347		Oak Harbor	S6055-00-03002-0	Not Determined	1954
628355		Oak Harbor	S6055-00-01006-0	Not Determined	1954
628357		Oak Harbor	R13436-445-2100	Not Determined	1954
628407		Oak Harbor	S6055-00-04008-0	Not Determined	1955
628408		Oak Harbor	S6055-00-01003-0	Not Determined	1955
628431		Oak Harbor	R13335-221-4160	Not Determined	1956
628444		Oak Harbor	S6600-00-05009-0	Not Determined	1956
628466		Oak Harbor	S6600-00-01002-0	Not Determined	1956
628467		Oak Harbor	S6055-00-02001-0	Not Determined	1956
628485		Oak Harbor	S6055-00-03003-0	Not Determined	1956
628487		Oak Harbor	S6600-00-05011-0	Not Determined	1956

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
628497		Oak Harbor	S6600-00-02009-0	Not Determined	1957
628504		Oak Harbor	S7285-21-00036-0	Not Determined	1957
628508		Oak Harbor	S7285-21-00041-0	Not Determined	1957
628539		Oak Harbor	S7285-21-00037-0	Not Determined	1957
628569		Oak Harbor	R13436-442-1940	Not Determined	1957
628573		Oak Harbor	S7285-21-00035-0	Not Determined	1957
628584		Oak Harbor	S6055-00-01004-0	Not Determined	1957
628590		Oak Harbor	S6055-00-02003-0	Not Determined	1957
628612		Oak Harbor	S6600-00-01001-0	Not Determined	1957
628620		Oak Harbor	S6600-00-02008-0	Not Determined	1957
628657		Oak Harbor	S6055-00-02004-0	Not Determined	1957
628662		Oak Harbor	R13335-275-0940	Not Determined	1957
628665		Oak Harbor	S6055-00-04009-0	Not Determined	1957
628698		Oak Harbor	S6055-00-03005-0	Not Determined	1958
628775		Oak Harbor	S6600-00-05010-0	Not Determined	1958

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
628913		Oak Harbor	S6600-00-01005-0	Not Determined	1959
628916		Oak Harbor	S6600-00-02005-0	Not Determined	1959
628947		Oak Harbor	S6600-00-05008-0	Not Determined	1959
628953		Oak Harbor	S6600-00-01006-0	Not Determined	1959
628955		Oak Harbor	S6600-00-02007-0	Not Determined	1959
628960		Oak Harbor	S6600-00-02006-0	Not Determined	1959
628973		Oak Harbor	R13335-221-4240	Not Determined	1959
628980		Oak Harbor	S6600-00-01004-0	Not Determined	1959
628994		Oak Harbor	S6600-00-05007-0	Not Determined	1959
629010		Oak Harbor	S6600-00-01007-0	Not Determined	1959
629020		Oak Harbor	S6600-00-01003-0	Not Determined	1959
629025		Oak Harbor	S6600-00-02004-0	Not Determined	1959
629039		Oak Harbor	S6600-00-01009-0	Not Determined	1960
629085		Oak Harbor	S6600-00-05006-0	Not Determined	1960
629111		Oak Harbor	S7285-21-00033-0	Not Determined	1960

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
629151		Oak Harbor	R13336-128-0340	Not Determined	1961
629192		Oak Harbor	S6055-00-01005-0	Not Determined	1962
629226		Oak Harbor	S6410-02-00002-0	Not Determined	1962
629332		Oak Harbor	S6055-00-01009-0	Not Determined	1964
629345		Oak Harbor	R13436-407-2330	Not Determined	1964
629358		Oak Harbor	S6410-03-00039-0	Not Determined	1964
629441		Oak Harbor	R13336-111-0340	Not Determined	1966
629477		Oak Harbor	S6600-00-05005-0	Not Determined	1967
629500		Oak Harbor	S6600-00-05004-0	Not Determined	1967
629619		Oak Harbor	R13335-269-2310	Not Determined	1968
629790		Oak Harbor	S8140-00-04005-0	Not Determined	1969
629895		Oak Harbor	S7285-21-00034-0	Not Determined	1968
629982		Oak Harbor	S7285-00-0A001-2	Not Determined	1958
629999		Oak Harbor	S7285-00-0A001-4	Not Determined	1956
630054		Oak Harbor	S7285-00-0A002-0	Not Determined	1956

Historic ID	Site Name	Location	Tax Parcel	Register Status	Built Year
630079		Oak Harbor	S7285-00-0A001-1	Not Determined	1968
630088		Oak Harbor	S7285-01-00003-0	Not Determined	1960
630116		Oak Harbor	S7285-01-00001-0	Not Determined	1959

NR Register Listed Historic Properties No Longer in the APE

Reference Number	Name	Type	Location
77001334	Loers, Benjamin, House	Building	2046 Swantown Road - Oak Harbor

Note: Loers, Benjamin, House was inadvertently listed on the initial inventory but it is not within the APE

Appendix H
Maps of Archaeological and Cemetery Sites in the Area of Potential
Effects

Not for Public Distribution

Appendix H
Maps of Archaeological and Cemetery Sites in the Area of Potential
Effects

Not for Public Distribution

Appendix I

Central Whidbey Island Contributing Structures, Roads, and Views

ELNHR 2016 Inventory

Name	Area	Status
Charlie Mitchell Barn	San de Fuca Uplands	Contributing
Zylstra/Sherod House	San de Fuca Uplands	Contributing
Earlywine/Nienhuis Property (John Neinhuis Place/L. Lewis Property)	San de Fuca Uplands	Contributing
Old Power Place	San de Fuca Uplands	Contributing
San de Fuca School	San de Fuca Uplands	Contributing
Capt. R.B. Holbrook House	San de Fuca Uplands	Contributing
Nienhuis/Leach Place	San de Fuca Uplands	Contributing
Liberal League Hall/San de Fuca Community Chapel	San de Fuca Uplands	Contributing
Hingston House	San de Fuca Uplands	Contributing
Tuft Cottage/Mrs. J. Arnold House	San de Fuca Uplands	Contributing
Armstrong/Trumball House	San de Fuca Uplands	Contributing
Fisher/Hingston/Trumball General StoreL	San de Fuca	Contributing
Hingston/Trumball Store	San de Fuca Uplands	Contributing
Armstrong/Scoby House	San de Fuca Uplands	Contributing
Hordyk Place/VanderVoet Farm	San de Fuca Uplands	Contributing
Weidenbach House	San de Fuca Uplands	Contributing
A.W. Monroe/VandeWerfhorst Place	San de Fuca Uplands	Contributing
Van Dam Place	San de Fuca Uplands	Contributing
H.H. Rhodes Place	San de Fuca Uplands	Contributing

Name	Area	Status
Arnold Farm	NULSan de Fuca UplandsL	Contributing
Henry Arnold/Grasser House	San de Fuca Uplands	Contributing
Robart Cottage	San de Fuca Uplands	Contributing
A.W. Monroe House	San de Fuca Uplands	Contributing
Samuel Libbey Ranch	San de Fuca Uplands	Contributing
Morris Place	San de Fuca Uplands	Contributing
Art Holmburg Place	West Woodlands	Contributing
Cook/Sherman House	West Woodlands	Contributing
Old Art Black Barn	Coupeville	Contributing
Powell House	Coupeville	Contributing
Edmonds House (Pinkston House)	Coupeville	Contributing
Wharf Warehouse and Dock	Coupeville	Contributing
Alexander Blockhouse	Coupeville	Contributing
Fire Hall	Coupeville	Contributing
Horace Holbrook House	Coupeville	Contributing
Heckenbury House	Coupeville	Contributing
Telephone Exchange Building	Coupeville	Contributing
Flora A.P. Engle House	Coupeville	Contributing
Leach House	Coupeville	Contributing
Alvah D. Blowers House	Coupeville	Contributing
James Gillespie House	Coupeville	Contributing
John and Jane Kineth Sr. House	Coupeville	Contributing
Methodist Church	Coupeville	Contributing

Name	Area	Status
Carl Gillespie House	Coupeville	Contributing
Highwarden House	Coupeville	Contributing
Jacob Jenne House	Coupeville	Contributing
Dr. White???'s Office	Coupeville	Contributing
Williams House (Higgins House)	Coupeville	Contributing
Joseph Libbey House	Coupeville	Contributing
Reverend Lindsey House	Coupeville	Contributing
Congregational Church	Coupeville	Contributing
Chansey House (Nichols/Bennett House)	Coupeville	Contributing
Sergeant Clark House	Coupeville	Contributing
Frank Newberry House	Coupeville	Contributing
Chapman House	Coupeville	Contributing
Pat???'s Place	Coupeville	Contributing
Hancock/Partridge House (Dixon/Partridge House)	Coupeville	Contributing
Will Jenne House	Coupeville	Contributing
James Wanamaker House	Coupeville	Contributing
A.B. Coates House	Coupeville	Contributing
Morrow/Franzen House (Spangler/Franzen Rental House)	Coupeville	Contributing
Bearss/Barrett House	Coupeville	Contributing
Masonic Lodge No. 15	Coupeville	Contributing
Morris House	Coupeville	Contributing
Ed Clark House	Coupeville	Contributing
Howell/Harpole House (Howell/Wright House)	Coupeville	Contributing

Name	Area	Status
Ives House	Coupeville	Contributing
Stark House	Coupeville	Contributing
Albert Kineth House	Coupeville	Contributing
Polly Harpole???'s Maternity Home	Coupeville	Contributing
County Jail/Boy Scout Building	Coupeville	Contributing
Charles Angel House	Coupeville	Contributing
Newcomb Property	Coupeville	Contributing
Newcomb House	Coupeville	Contributing
Benson/Bunting House	Coupeville	Contributing
Mock House	Coupeville	Contributing
Johnson House	Coupeville	Contributing
Boothe House	Coupeville	Contributing
King/McCabe House	Coupeville	Contributing
Black/Lindsey House	Coupeville	Contributing
Dr. White House	Coupeville	Contributing
E.O. Lovejoy/Yorioka House	Coupeville	Contributing
Bergman House	Coupeville	Contributing
Duvall House	Coupeville	Contributing
Fairhaven	Coupeville	Contributing
Gillespie Meat Market	Coupeville	Contributing
Terry's Dryer/Gillespie Livery Building	Coupeville	Contributing
Island County Abstract Office	Coupeville	Contributing
Island County Times Building	Coupeville	Contributing

Name	Area	Status
Judge Still Law Office	Coupeville	Contributing
Benson Confectionery	Coupeville	Contributing
Elkhorn Saloon	Coupeville	Contributing
Tom Howell's Barbershop	Coupeville	Contributing
Coupeville Cash Store	Coupeville	Contributing
Post Office	Coupeville	Contributing
John Robertson's Store	Coupeville	Contributing
Whidbey Mercantile Company	Coupeville	Contributing
John Robertson House	Coupeville	Contributing
Sedge Building	Coupeville	Contributing
Puget Race Drug Store	Coupeville	Contributing
Glenwood Hotel	Coupeville	Contributing
Col. Granville Haller House	Coupeville	Contributing
Island County Bank	Coupeville	Contributing
Samsel/Zylstra Law Office	Coupeville	Contributing
Capt. Thos. Kinney House	Coupeville	Contributing
Captain Clapp House	Coupeville	Contributing
Fullington House	Coupeville	Contributing
Pontiac Dealership/Auto Barn	Coupeville	Contributing
Cushen House	Coupeville	Contributing
Methodist Parsonage	Coupeville	Contributing
Thomas Griffith House	Coupeville	Contributing
First Methodist Parsonage	Coupeville	Contributing
Jacob Straub House	Coupeville	Contributing

Name	Area	Status
Jefferds House	Coupeville	Contributing
Hesselgrave House	Coupeville	Contributing
Coupeville Courier Printing Office	Coupeville	Contributing
Clapp/Ghormley House	Coupeville	Contributing
Conrad House	Coupeville	Contributing
Munson House (Ervin Rental)	Coupeville	Contributing
Gould/Canty House	Coupeville	Contributing
Capt. Thomas Coupe House	Coupeville	Contributing
Chris Solid House	Coupeville	Contributing
Chromy House	Coupeville	Contributing
Fred Nuttall???'s House	Coupeville	Contributing
Howard House	Coupeville	Contributing
Ernest Watson House	Coupeville	Contributing
Coupeville City Hall	Coupeville	Contributing
James Zylstra House	Coupeville	Contributing
Todd/Lovejoy House	Coupeville	Contributing
Courthouse Vault	Coupeville	Contributing
Williams House	Coupeville	Contributing
Ward/Clark House	Coupeville	Contributing
Abbott/Knowles House	Coupeville	Contributing
Frain/Burton Engle House	Coupeville	Contributing
Reuble Squash Barn	Coupeville	Contributing
Thomas/Sullivan House	East Woodlands	Contributing
Strong Granary	East Woodlands	Contributing

Name	Area	Status
Strong Farm	East Woodlands	Contributing
Mulder House	East Woodlands	Contributing
Myers Property	East Woodlands	Contributing
John Kineth, Jr. Farmhouse	Smith Prairie	Contributing
Harp Place	Smith Prairie	Contributing
Muzzall Farm	Penn Cove	Contributing
McWilliams Bungalow	Penn Cove	Contributing
Still Log Cabin	Penn Cove	Contributing
Melvin Grasser House	Penn Cove	Contributing
Old County Courthouse/Grennan & Cranney Store	Penn Cove	Contributing
George Libbey House	Penn Cove	Contributing
Fisher Place	Penn Cove	Contributing
Whid-Isle Inn/Captain Whidbey Inn	Penn Cove	Contributing
Smith Cottage	Penn Cove	Contributing
Smith Net House	Penn Cove	Contributing
Pratt Boathouses	Penn Cove	Contributing
A. Kineth House	Penn Cove	Contributing
Walton Aubert House - Fiddler???'s Green	Penn Cove	Contributing
O'Leary Cottage/Snakelum House	Penn Cove	Contributing
Davis Blockhouse & Sunnyside Cemetery	Ebey's Prairie	Contributing
O'Dell/F. Reuble House	Ebey's Prairie	Contributing
NPS Sheep Barn	Ebey's Prairie	Contributing
TNC Sheep Barn	Ebey's Prairie	Contributing

Name	Area	Status
Frank Pratt House	Ebey's Prairie	Contributing
Jacob & Sarah Ebey House & Blockhouse	Ebey's Prairie	Contributing
Ferry House	Ebey's Prairie	Contributing
Ralph Engle Worker Housing	Ebey's Prairie	Contributing
John Gould House	Ebey's Prairie	Contributing
Francis A. LeSourd House	Ebey's Prairie	Contributing
John LeSourd House	Ebey's Prairie	Contributing
Cawsey House	Ebey's Prairie	Contributing
Harmon/Pearson/Engle House	Ebey's Prairie	Contributing
Glazier/Herrett House	Ebey's Prairie	Contributing
Gallagher/Shreck Place (Gallagher Place/A. Sherman House)	Ebey's Prairie	Contributing
Samuel E. Hancock House	Ebey's Prairie	Contributing
Ed Jenne House	Ebey's Prairie	Contributing
Elisha Rockwell House	Ebey's Prairie	Contributing
William Engle House	Ebey's Prairie	Contributing
Old Boyer Place	Ebey's Prairie	Contributing
Charles T. Terry House	Ebey's Prairie	Contributing
Tuft House	Ebey's Prairie	Contributing
John Crockett House	Ebey's Prairie	Contributing
Hancock Granary	Ebey's Prairie	Contributing
Sherman Squash Barn	Ebey's Prairie	Contributing
Comstock Barn (Old Al Comstock Place)	Ebey's Prairie	Contributing
Fort Casey Officers Quarters	Fort Casey Uplands	Contributing

Name	Area	Status
Wiley Barn	Fort Casey Uplands	Contributing
Keith House	Fort Casey Uplands	Contributing
Reuble Farm	Fort Casey Uplands	Contributing
Old Anderson Place	Fort Casey Uplands	Contributing
Fort Casey Military Reservation/Camp Casey	Fort Casey Uplands	Contributing
Fort Casey Military Reservation/Fort Casey State Park	Fort Casey Uplands	Contributing
Old Hunting Lodge	Fort Casey Uplands	Contributing
Sherman Hog House	Fort Casey Uplands	Contributing
R.C. Hill Home/J.T. Fielding Place	Fort Casey Uplands	Contributing
Gillespie House/Reuble Farm	Fort Casey Uplands	Contributing
Crockett/Boyer Barn (Hugh Crockett House)	Crockett Prairie	Contributing
Col. Walter Crockett Farmhouse & Blockhouse	Crockett Prairie	Contributing
Fort Casey Storage Buildings	Crockett Prairie	Contributing
Gilbert Place/Eggerman Farm	Crockett Prairie	Contributing
Calhoun House (Sam Crockett House)	Crockett Prairie	Contributing
Clarence Wanamaker Farm	Crockett Prairie	Contributing
Fort Casey Pump House	Crockett Prairie	Contributing
Hapton/Gould House (John Gould/Miller House)	Crockett Prairie	Contributing
Old Fort Casey Wharf	Crockett Prairie	Contributing
Schulke House (Schulke/Steadman House)	Crockett Prairie	Contributing
Fort Ebey State Park	Coastal Strip	Contributing

Contributing View Listed on the 1998 Central Whidbey Island Historic District National Register Form

Ebey's Prairie from the cemetery, and from Engle Road

Entry to Coupeville (from Ebey's Prairie into Prairie Center, and along Main Street) and Front Street in Coupeville View from Front Street and the Wharf, across Penn Cove

View to Crockett Prairie and Camp Casey from Wanamaker Road

View to Crockett Prairie and uplands from the top of Patmore Road

View to Crockett Prairie and uplands from Keystone Spit

View to Grasser's Lagoon from Highway 20

Views to and across Penn Cove along Madrona Way

Views from the bluff trail to Ebey's Prairie and Coastal Strip

View of Smith Prairie from Highway 20, entering the Reserve

Views from Monroe's Landing across the cove to Coupeville

Views from fort Casey across Keystone Spit and Crockett Lake

View from Hwy 20 across Ebey's Prairie

Engle Road to Uplands and west coast

Views to Grasser's Hill from Madrona Way

Contributing Roads Listed on the 1998 Central Whidbey Island Historic District National Register Form

Fort Casey Road

Engle Road

Wanamaker Road

Keystone Road

Patmore Road

Parker Road

Front Street

Main Street

Ebey Road

Terry Road (Includes Broadway north of Hwy. 20) Sherman Road

Cemetery Road

Cook Road

Madrona Way

Libby Road

Zylstra Road

Pen Cove Road

Monroe's Landing Road

Scenic Heights Road

Van Dam Road

West Beach Road

Appendix J

Eligible and Listed Properties within Substantive Change in Noise Exposure Area

Eligible and Listed Historic Districts in Substantive Change in Noise Exposure Area

Site ID	Name	Listing
D100006	Central Whidbey Island Historic District	National Register, Washington Heritage Register

Archaeological Sites in Substantive Change in Noise Exposure Area

Site ID	Comments	Elig_Name
IS00316	KEYSTONE ROAD HISTORIC SITE, STRUCTURAL FOUNDATION REMNANTS, 1,312 X 656 FT, CA. 1943	Potentially Eligible
IS00351	HISTORIC DEBRIS SCATTER, GLASS BOTTLES, JARS, CANS, ~164 X ~82FT, CA. EARLY 1900S, PRE-1950S	Potentially Eligible

Eligible Buildings and Structures in Substantive Change in Noise Exposure Area

HISTORIC_I	SiteNameHi	Loc_FullAd	TaxParcel_	RegisterTy	BuiltYear
700759	Crockett, Hugh, Barn, Boyer Farm	Coupeville		Determined Eligible	1860
672587	Whidbey Island Game Farm, Pacific Rim Institute for Environmental Stewardship	Coupeville		Determined Eligible	1946

Heritage Barn Register Listed Properties in Substantive Change in Noise Exposure Area

SITE_ID	Comments	Elig_Name
IS00229	Kineth, John Jr., Barn	National Register, Washington Heritage Barn Register, Washington Heritage Register
IS00314	Keith, Sam, Farm	Washington Heritage Barn Register
IS00340	Gus Reuble Farm	Washington Heritage Barn Register
IS00343	James, William and Florence, Farm	Washington Heritage Barn Register
IS00355	Crockett, Hugh, Barn	Washington Heritage Barn Register
IS00356	Hookstra, Lambert, Farm	Washington Heritage Barn Register

Contributing ELNHR Buildings and Structures Within the Substantive Change in Noise Exposure Area

Name	Parcel	Area
Hapton/Gould House (John Gould/Miller House)	R13114-120-5030	Crockett Prairie
Fort Casey Pump House	R13114-250-4610	Crockett Prairie
Clarence Wanamaker Farm	R13114-333-2200	Crockett Prairie
Calhoun House (Sam Crockett House)	R13115-345-4930	Crockett Prairie
Gilbert Place/Eggerman Farm	R13111-060-0100, R13111-066-0660	Crockett Prairie
Col. Walter Crockett Farmhouse & Blockhouse	R13115-220-2200	Crockett Prairie
Crockett/Boyer Barn (Hugh Crockett House)	R13110-134-3980	Crockett Prairie
Gillespie House/Reuble Farm	R13110-338-3570	Fort Casey Uplands
Old Anderson Place	R13110-085-1980	Fort Casey Uplands

Name	Parcel	Area
Reuble Farm	R13110-316-2920	Fort Casey Uplands
Keith House	R13103-078-2490	Fort Casey Uplands
Wiley Barn	R13103-139-2760	Fort Casey Uplands
O'Leary Cottage/Snakelum House	S8010-00-00070-0	Penn Cove
Walton Aubert House – Fiddler's Green	S8010-00-00006-0	Penn Cove
Harp Place	R13111-248-4630	Smith Prairie
John Kineth, Jr. Farmhouse	R13101-287-1000	Smith Prairie
Myers Property	R13111-198-0120	East Woodlands
Mulder House	R13103-419-2630	East Woodlands
Thomas/Sullivan House	R13103-332-1790	East Woodlands
Reuble Squash Barn	R13104-419-4450	Coupeville
Bearss/Barrett House	R13104-280-4190	Coupeville
Morrow/Franzen House (Spangler/Franzen Rental House)	R13104-310-3980	Coupeville
A.B. Coates House	R13104-336-3990	Coupeville
James Wanamaker House	R13104-331-4200	Coupeville
Melvin Grasser House	R13230-215-2340	Penn Cove

Name	Parcel	Area
Old County Courthouse/Grennan & Cranney Store	R13230-060-2580	Penn Cove
George Libbey House	R13230-154-2610	Penn Cove
Fisher Place	R13230-099-2780	Penn Cove
Whid-Isle Inn/Captain Whidbey Inn	S7530-00-00005-0	Penn Cove
Smith Cottage	R13232-197-0060	Penn Cove
A. Kineth House	R13232-136-1940	Penn Cove
Still Log Cabin	S8060-00-0E012-0	Penn Cove
San de Fuca School	S8060-00-14001-0	San de Fuca Uplands
Capt. R.B. Holbrook House	S8060-00-19004-1	San de Fuca Uplands
Liberal League Hall/San de Fuca Community Chapel	S8060-00-09032-0	San de Fuca Uplands
Hingston House	S8060-00-09001-0	San de Fuca Uplands
Tuft Cottage/Mrs. J. Arnold House	S8060-00-10013-0	San de Fuca Uplands
Armstrong/Trumball House	S8060-00-10006-0	San de Fuca Uplands
Fisher/Hingston/Trumball General StoreL	S8060-00-10001-0	San de Fuca Uplands
Hingston/Trumball Store	S8060-00-10001-0	San de Fuca Uplands
Armstrong/Scoby House	S8060-00-17002-0	San de Fuca Uplands

Name	Parcel	Area
Henry Arnold/Grasser House	R13220-030-2950	San de Fuca Uplands
Robart Cottage	R13221-046-1290	San de Fuca Uplands
NPS Sheep Barn	R13105-270-3320	Ebey's Prairie

Appendix K
Maps of Archaeological and Cemetery Sites within Substantive Change
in Noise Exposure Area
Not for Public Distribution

Appendix K
Maps of Archaeological and Cemetery Sites within Substantive Change
in Noise Exposure Area
Not for Public Distribution

**Consultation Plan for Resolution of Adverse Effects to
Historic Properties and Development of a Section 106
Memorandum of Agreement for the
Proposed Growler Airfield Operations Increase at
Naval Air Station Whidbey Island**

I. PURPOSE

1. To facilitate a common understanding of the Navy mission and effects to historic properties with a direct nexus to the Proposed Growler Airfield Operations Increase at NAS Whidbey Island among government and non-government stakeholders;
2. To define options to resolve the adverse effects by exploring the advantages and disadvantages of each option,
3. To arrive, if possible, at a consensus on the mitigation option(s) to be memorialized in the Memorandum of Agreement (MOA).

II. THE MOA PROCESS

1. Understanding the Adverse Effect

Adverse Effect is defined at *36 CFR 800.5(a)(1)*:

“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.”

For the current consultation the type of adverse effect identified is an indirect adverse effect to contributing landscapes components of the Central Whidbey Island Historic District from a substantive increase in noise exposure, specifically to the perceptual qualities of views from documented points on the landscape.

Understanding the adverse effect is critical to achieving mutual decisions that support long-term resolution.

The consultation will focus on the following:

What is/are the significant features affected?

How does the undertaking diminish the integrity of those features?

What resolutions would mitigate the identified effects to the integrity of those features?

2. Resolving Adverse Effects

When adverse effects are identified in a section 106 consultation, the Navy must consult with the Advisory Council on Historic Preservation (ACHP), the State Historic Preservation Officer

(SHPO), and other consulting parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects to historic properties. See *36 CFR 800.6(b)(2)*. Appendix A.

Consultation to resolve the adverse effect does not mean the Navy must resolve the adverse effect to the satisfaction of the consulting parties. The ultimate responsibility for deciding what actions, if any, should be taken to avoid, minimize, or mitigate the adverse effect is with the Navy.

In seeking resolution of adverse effects, the goal of consultation is to:

- improve understanding of technical and legal issues necessary to make informed decisions
- explore a wide range of options
- develop and achieve mutual decisions
- promote integrity and longevity of decisions
- formulate and memorialize an agreement document

3. Memorandum of Agreement

If the Navy, the Council, and the SHPO agree on a means to resolve the adverse effects, they shall execute a memorandum of agreement (MOA). See *36 CFR 800.6(b)(2)*.

An agreement document addresses the resolution of adverse effects to historic properties arrived at through consultation. The types of resolution depend on why the historic property is eligible and is commensurate with the scale and scope of the undertaking.

An MOA is an agreement that commits a Federal agency to carry out clearly specified measures to mitigate the adverse effect on historic properties. The MOA is evidence that the Federal agency has complied with section 106 and that the agency shall carry out the undertaking in accordance with the MOA. See *36 CFR 800.6(2)(c)*.

4. MOA signatures

- a. Required Signatories: The Section 106 regulations require two signatories for any MOA: the Federal agency and the SHPO. The ACHP must be a signatory if the ACHP has elected to participate in the consultation process.

Signatory parties must sign the MOA for the agreement to take effect and their approval is needed to amend or terminate the agreement.

- b. Invited Signatories: A Federal agency may invite additional parties to be signatories who assume a responsibility under the stipulations of the MOA.

An invited signatory does not have to sign the MOA for the MOA to take effect. If the invited signatory does elect to sign the MOA that party's approval is needed to amend or terminate the MOA.

- c. **Concurring Parties:** A Federal agency may invite other consulting parties in the Section 106 process to sign the document as concurring parties.

Concurring parties do not have the rights of signatories and their approval is not necessary to execute, amend, or terminate the MOA. Signing as a concurring party provides a means for all consulting parties to express agreement with the contents of the MOA and acceptance of the outcome of the process.

III. CONSULTATION PROCESS

1. **Consulting Party Roles and Responsibilities**

If the full group of participating consultation members cannot reach consensus, the representatives of the Navy, ACHP, and SHPO are expected to participate in the final consensus-building effort.

Should any consulting party wish to withdraw from the process, they will provide a written explanation to the group.

Should any consulting party wish to request another party be removed from the consultation process they will provide a written statement explaining their request. The representatives of the Navy, ACHP, and SHPO will review and respond to the request with a consensus decision on whether the requested party should be removed from the consultation.

Consulting Party Member Objectives

The group members will:

- engage in a thoughtful, thorough deliberation
- share relevant information with the other group members
- keep the group informed about constituent perspectives
- work to identify a wide range of viable options
- openly discuss and evaluate those options
- refrain from undermining group recommendations and reports

3. **Public Input**

The Navy will make a Final Draft MOA available for public review and comment to provide members of the public an opportunity to express their views on resolving the adverse effects. See 36 CFR 800.6(a)(4).

4. **Decision Making and Deliberation**

The group's highest goal is consensus. A consensus agreement is one that all group members can support, built by identifying and exploring all parties' interests and by developing an outcome that satisfies these interests to the greatest extent possible. To enhance creativity

during meetings, individuals are not expected to restrict themselves to the prior positions held by their organizations, agencies or constituencies. The goal of the consultation effort is to have frank and open discussion of the topics in question and the options to address the topics. Therefore, ideas raised in the process of the dialogue, prior to agreement by the whole group, are for discussion purposes only and should not be construed to reflect the position of a member or to prematurely commit the group.

If consensus is not possible, the Navy, ACHP, and SHPO will work to build a consensus of their own, using the whole group's deliberation as the basis for their work. Finally, if full agency consensus is not possible, the lead agency may use the group's work to make decisions in line with their regulatory authority and in keeping with the limitations of that authority.

5. Communication with Other Groups, Individuals, and the Media

As a consultation group, the goal is to maintain an environment that promotes open, frank and constructive discussion. Such an environment must be built on mutual respect and trust, and avoidance of actions that would damage that trust. Therefore, consultation meeting sessions and discussion are closed working sessions unless the consulting parties as a group decide otherwise.

In communicating about the group's work, including communicating with the media, we request each consulting party should agree to speak only for herself or himself; to avoid characterizing the personal position or comments of other participants; and to always be thoughtful of the impact that specific public statements may have on the group and its ability to complete its work. No one will speak for any group as a whole without the consensus of that group. Should anyone wish the group to release information to the media, the group will do so only through a mutually agreeable statement, drafted by consensus of all of that group's members.

6. Discussion Guidelines

The following guidelines encourage productive deliberation. All parties will commit to best efforts at following them:

OPENNESS

- To other points of view
- To outcome
- To all representatives

LISTENING

- Focus on each speaker rather than prepare your response
- No interruptions

FAIRNESS

- Speak briefly
- Everyone participates

RESPECT

Disagree without being disagreeable
No personal attacks

COMMITMENT

Prepare for each meeting or discussion
Attend each session
Honor the agenda and make agenda changes with the whole group
Begin and end on time
Get up to speed if didn't attend previous meeting

All parties agree to act in good faith in all aspects of the group deliberations, to conduct themselves in a manner that promotes joint problem solving and collaboration, and to consider the input and viewpoint of other participants. Members agree not to use specific offers, positions, or statements made by another member during non- public discussions for any other purpose not previously agreed to in writing by the Members involved. Personal attacks will not be tolerated. Negative generalizations are not productive and have the potential to impede the ability of the group to reach consensus. All members will be given an equal opportunity to be heard with the intention of encouraging the free and open exchange of ideas, views, and information prior to achieving consensus. Members and other participants are requested not to bring cellular telephones into the consultations.

As part of this process, all participating organizations recognize that they are part of a decision-making process and not a study or data collection effort.

IV. DRAFT SCHEDULE AND MILESTONES

Activity	Date
Opening Meeting Affirm purpose, process, participation, etc. Meeting schedule Range of Options Evaluating Options Alternatives Evaluation Building on the Most Viable Options	August 2, 2018
Review of Draft MOA Informal Discussion Consensus Building –	Anticipated: August 8, 2018
Meeting #2	Anticipated: August 16, 2018
Final Revisions Review	Anticipated: August 30, 2018
Public Review Period	Anticipated: September 4, 2018

Final Agreement

Anticipated: October 1, 2018

Circulation for Signature

Anticipated: October 9, 2018

Prepared By:

Kendall Campbell
NASWI Archaeologist and
Cultural Resource Program Manager

1 **MEMORANDUM OF AGREEMENT**
2 **AMONG**
3 **COMMANDER, NAVY REGION NORTHWEST,**
4 **AND**
5 **THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,**
6 **AND THE**
7 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**
8 **REGARDING THE EA-18G “GROWLER” AIRFIELD OPERATIONS,**
9 **NAVAL AIR STATION WHIDBEY ISLAND,**
10 **ISLAND COUNTY, WASHINGTON**
11 **2018**

12
13 WHEREAS, Commander, Navy Region Northwest (hereinafter “Navy”) proposes to increase the
14 number of aircraft stationed at Naval Air Station (NAS) Whidbey Island and the number airfield
15 operations at both Ault Field and Outlying Field (OLF) Coupeville (Undertaking); and

16
17 WHEREAS, Navy will continue to implement its current operational mitigation practices to
18 avoid and minimize noise impacts on the surrounding communities as feasible; and

19
20 WHEREAS, Navy has determined that the proposed Undertaking has the potential to cause
21 effects on historic properties subject to review under section 106 of the National Historic
22 Preservation Act (hereinafter “NHPA”) 54 U.S.C. § 306108, and its implementing regulations,
23 36 C.F.R. § 800; and

24
25 WHEREAS, Navy invited the Advisory Council on Historic Properties (ACHP) to participate in
26 the entire section 106 process under Subpart B of 36 CFR § 800 and the ACHP agreed to
27 participate in the entire process; and

28
29 WHEREAS, Navy established the Area of Potential Effect (APE) for the Undertaking consistent
30 with 36 C.F.R. § 800.16(d), by taking into consideration the following three components of the
31 Undertaking:

- 32 • On-installation Direct Effect Area: Areas on the installation where historic properties
33 could be directly affected (e.g., by ground disturbance, demolition, or alteration).
- 34 • On-installation Indirect Effect Area: Areas within the installation bounded by the 65 dB
35 Day Night Sound Level (DNL) noise contours where historic properties could be disturbed
36 by the introduction of visual, atmospheric, or audible elements.
- 37 • Off-installation Indirect Effect Area: Areas off installation but within operational areas
38 bounded by the 65 DNL noise contours (i.e. introduction of visual, atmospheric, or audible
39 elements), including the Central Whidbey Island Historic District; and

40
41 WHEREAS, the Central Whidbey Island Historic was determined eligible for listing in the
42 National Register of Historic Places (NRHP) in 1973, and the 1978 National Parks and
43 Recreation Act designated the area of the historic district the Ebey’s Landing National Historic
44 Reserve (ELNHR) for the purposes of protecting a rural community and its significant history
45

46 WHEREAS, the ELNHR is the first historical reserve in the National Park System and is
47 managed by a Trust Board through coordination of the four land managing partners who have a
48 preservation and/or management interest in the Reserve: The National Park Service (hereinafter
49 “NPS”), Washington State Parks and Recreation Commission, the Town of Coupeville
50 (hereinafter “Coupeville”), and Island County; and

51

52 WHEREAS, Navy determined that the Undertaking will result in indirect adverse effects to the
53 Central Whidbey Island Historic District, as a result of more frequent aircraft operations
54 affecting certain landscape components of the historic district, specifically perceptual qualities
55 that currently make the Historic District eligible for the NRHP; and

56

57 WHEREAS, Navy has consulted with the Washington State Historic Preservation Officer
58 (SHPO) on the determination of effect, and SHPO concurred on June 27, 2018; and

59

60 WHEREAS, Navy has consulted with Swinomish Indian Tribal Community, Upper Skagit
61 Indian Tribe, Samish Indian Nation, Stillaguamish Tribe of Indians, the Lummi Nation, the
62 Tulalip Tribes of Washington, and the Jamestown S’Klallam Tribe who expressed no concerns
63 about the Undertaking; and

64

65 WHEREAS, Navy has consulted with Trust Board of Ebey’s Landing National Historical
66 Reserve (hereinafter “Trust Board”), NPS, Island County Commissioners (hereinafter
67 “Commissioners”), Coupeville, City of Port Townsend (hereinafter “Port Townsend”),
68 Washington State Parks, Seattle Pacific University, the Citizens of Ebey’s Reserve (hereinafter
69 “COER”), and Mr. David Day; and

70

71 WHEREAS, Navy has made information about its NHPA section 106 review of the Undertaking
72 available to the public during NEPA public meetings, as well as on the EIS website, and provided
73 opportunity for comments per 36 C.F.R. §800.5(d) and §800.8; and

74

75 WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), Navy notified the ACHP of the adverse
76 effect determination, providing the specified documentation, and the ACHP has chosen to
77 continue to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

78

79 WHEREAS, Navy invited Swinomish Indian Tribal Community, Upper Skagit Indian Tribe,
80 Samish Indian Nation, Stillaguamish Tribe of Indians, the Lummi Nation, the Tulalip Tribes of
81 Washington, and the Jamestown S’Klallam Tribe to participate in the development of this MOA;
82 and

83

84 WHEREAS, Swinomish Indian Tribal Community, Upper Skagit Indian Tribe, Samish Indian
85 Nation, Stillaguamish Tribe of Indians, and the Jamestown S’Klallam Tribe did not express an
86 interest to actively participate, but request review of final MOA and the Lummi Nation and the
87 Tulalip Tribes of Washington did not respond to Navy’s invitation to consult on the development
88 of this MOA; and

89

90 WHEREAS, Navy invited the Trust Board, NPS, Commissioners, Coupeville, Port Townsend,
91 Washington State Parks, Seattle Pacific University, COER, and Mr. David Day to participate in
92 the development of this MOA; and

93
94 WHEREAS, the Trust Board, NPS, Commissioners, Coupeville, Port Townsend, COER, and Mr.
95 David Day agreed to participate; and

96
97 NOW, THEREFORE, Navy, SHPO, ACHP, and NPS, as the signatory parties, agree that the
98 following stipulations resolve Adverse Effects to Historic Properties caused by the undertaking
99 in compliance with the NHPA and that the stipulations govern all aspects of the Undertaking
100 unless this MOA expires or is terminated.

101 102 STIPULATIONS

103
104 Navy will ensure that the following stipulations are implemented and carried out under the
105 supervision of a cultural resource professional(s) meeting the Secretary of the Interior (SOI)
106 Professional Qualifications as defined in 36 C.F.R. Part 61.

107 108 I) MITIGATION OF ADVERSE EFFECTS OF THE UNDERTAKING

109 A) **Landscape Preservation**

110
111 Navy will provide NPS with funds, not to exceed \$250,000, to support preservation of
112 landscape components in the five identified contributing landscapes of the Central Whidbey
113 Island Historic District where an indirect adverse effect was identified within the area of
114 substantive change in noise exposure, as defined in the consensus determination of adverse
115 effect dated June 26, 2018.

- 116
117 1) Preservation projects that enhance landscape integrity in proximity to the five
118 contributing views identified as being adversely affected in the determination of
119 effect will be eligible for preservation funding under this provision.
 - 120 2) Preservation projects must comply with the eligibility criteria of the Ebey's Forever
121 Heritage Grant Program.
 - 122 3) Prior to transfer of funds a plan for meeting funding requirements under this MOA
123 will be provided to the Navy for review to ensure legal requirements for transfer of
124 funds are met including:
 - 125 i. Providing specific and certain information about landscape eligibility components
126 for preservation projects under Ebey's Forever Heritage Grant Program, the
127 location of the components, and details on the preservation services to be
128 performed.
 - 129 ii. Plan for funds transferred to be obligated within the same fiscal year. Funds
130 which are unexpended at the conclusion of the fiscal year shall be returned to the
131 Navy.
 - 132 4) When preservation funds are transferred, Navy will fund a Navy staff member to
133 support preservation projects planned, not to exceed the equivalent of a GS-9, step 1
134 federal pay grade.
- 135

136 **B) Cultural Landscape Inventory**

137
138 Within four years of the execution of this agreement Navy will provide NPS with funds, not
139 to exceed \$125,000, to complete a professional cultural landscape inventory and assessment
140 of the condition of cultural landscape resources and integrity of the ten landscape character
141 areas defined in the Central Whidbey Island Historic District 1997 Nomination Addendum.

- 142 1) Prior to transfer of funds NPS will coordinate with the Reserve to develop a scope of
143 work and execution plan for project goals and with the Navy to ensure legal
144 requirements for transfer of funds are met.
145 2) All funds transferred will be obligated within the same fiscal year.
146 3) The results of this inventory will serve as a baseline for future inventories and
147 evaluations.

148
149 **C) Southern Gateway**

150
151 Within four years of the execution of the agreement Navy will provide NPS with funds, not
152 to exceed \$75,000, to complete the design, construction, and installation of a southern
153 gateway entry sign to the ELNHR.

- 154 1) Prior to transfer of funds NPS will coordinate with the Reserve to develop a scope of
155 work and execution plan on project goals and with the Navy to ensure legal
156 requirements for transfer of funds are met.
157 2) NPS will provide Navy opportunity to participate in the development of the portion of
158 the gateway exhibit referencing Navy history and/or current aviation use at Outlying
159 Field Coupeville with the goal to provide context to visitors explaining the presence
160 of Navy lands and aircraft in the ELNHR.
161 3) All funds transferred will be obligated within the same fiscal year.

162
163 **D) Historic Preservation Easements**

164
165 In fiscal year 2020, Navy will seek partnership opportunities through the Readiness and
166 Environmental Protection Integration (REPI) Program to support the creation of scenic
167 easements. Navy will communicate its support for appropriate conservation easements to
168 DoD officials, but cannot guarantee the outcome of the REPI process.

169
170 **E) Navy Volunteer Collaboration**

171
172 Navy will communicate to NASWI personnel that volunteer opportunities exist in ELNHR
173 for Sailors to take part in the restoration and care of the reserve.

- 174 1) Sailors seeking to improve their communities often volunteer their time and energy to
175 projects and causes. The Navy does not mandate volunteerism, but does
176 communicate community needs to interested Sailors.
177 2) NASWI will connect interested volunteers with the needs of the reserve through the
178 NASWI Command Master Chief, who will communicate directly with NPS and
179 ELNHR to understand the Reserve's schedule and needs and match those needs with
180 volunteer Sailors.

181

182 **ADMINISTRATIVE PROVISIONS**

183
184 I) **DISPUTE RESOLUTIONS**

185
186 A) Should any signatory party to this MOA object at any time to any actions proposed or the
187 manner in which the terms of this MOA are implemented, the party shall notify Navy in
188 writing, and Navy shall consult with the parties to the PA to resolve the objection. If
189 Navy determines that such objection cannot be resolved, Navy will:

190
191 1) Forward all documentation relevant to the dispute, including Navy’s proposed
192 resolution, to the ACHP. The ACHP shall provide Navy with its advice on the
193 resolution of the objection within thirty (30) calendar days of receiving adequate
194 documentation.

195 (i) Prior to reaching a final decision on the dispute, Navy shall prepare a written
196 response that takes into account any timely advice or comments regarding the
197 dispute from the ACHP and/or signatories, and provide them with a copy of this
198 written response. Navy will then proceed according to its final decision.
199

200 2) If the ACHP does not provide its advice regarding the dispute within the thirty (30)
201 calendar day time period, Navy may make a final decision on the dispute and proceed
202 accordingly.

203 (i) Prior to reaching such a final decision, Navy shall prepare a written response that
204 takes into account any timely comments regarding the dispute from the
205 signatories to the MOA, and provide them and the ACHP with a copy of such
206 written response.
207

208 B) Navy's ability and responsibility to carry out all other components of the Undertaking not
209 subject to the dispute shall remain unchanged.
210

211
212 II) **ANTI-DEFICIENCY ACT**

213
214 A) The Anti-Deficiency Act, 31 U.S.C. § 1341, prohibits federal agencies from incurring an
215 obligation of funds in advance of or in excess of available appropriations. Accordingly,
216 the Signatory Parties agree that any requirement for the obligation of funds arising from
217 the terms of this MOA will be subject to the availability of appropriated funds for that
218 purpose. The Stipulations contained in this MOA will not be interpreted as requiring the
219 obligation or expenditure of funds in violation of the Anti-Deficiency Act.
220

221 B) If compliance with the Anti-Deficiency Act impairs Navy's ability to implement the
222 Stipulations of this MOA, Navy will consult with the Signatory Parties to determine if an
223 amendment is necessary to fully satisfy the stipulation herein.
224

225 III) **AMENDMENTS**

226

227 This MOA may be amended when such an amendment is agreed to in writing by all
228 signatories. The amendment will be effective on the date a copy signed by all of the
229 signatories is filed with the ACHP.

230
231 IV) TERMINATION

232
233 A) If any signatory to this MOA determines that its terms will not or cannot be carried out,
234 that party shall immediately consult with the other parties to attempt to develop an
235 amendment per Stipulation IV, above. If within thirty (30) calendar days (or another time
236 period agreed to by all signatories) an amendment cannot be reached, any signatory may
237 terminate the MOA upon written notification to the other signatories.

238
239 B) Once the MOA is terminated, and prior to work continuing on the undertaking, Navy
240 must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6 or (b) request, take into
241 account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. Navy shall
242 notify the signatories as to the course of action it will pursue.

243
244 V) COORDINATION

245
246 Navy will ensure that each Signatory and Concurring Party is provided a copy of the fully
247 executed MOA within thirty (30) calendar days of executing the MOA.

248
249 VI) POST REVIEW DISCOVERY

250
251 If during the performance of the undertaking or in the course performance of the
252 stipulations in this MOA previously unknown historic properties are discovered or
253 unanticipated effects on historic properties found, Navy shall immediately implement the
254 Inadvertent Discovery Plan (Appendix B).

255
256 VII) DURATION

257
258 This MOA will expire if its terms are not carried out within five (5) years from the date
259 of its execution. Prior to such time, Navy may consult with the other signatories to
260 reconsider the terms of the MOA and amend it in accordance with Stipulation IV above.

261
262 Execution of this MOA by Navy, SHPO, and the ACHP and implementation of its terms
263 evidence that Navy has taken into account the effects of this undertaking on historic properties
264 and afforded the ACHP an opportunity to comment.

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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
AND
THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,
AND THE
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

SIGNATORIES:

DEPARTMENT OF THE NAVY

By: _____ Date: _____
CHRISTOPHER GRAY, Rear Admiral, U.S. Navy
Commander, Navy Region Northwest

By: _____ Date: _____
MATHEW ARNY, Captain, U.S. Navy
Commander, Naval Air Station Whidbey Island

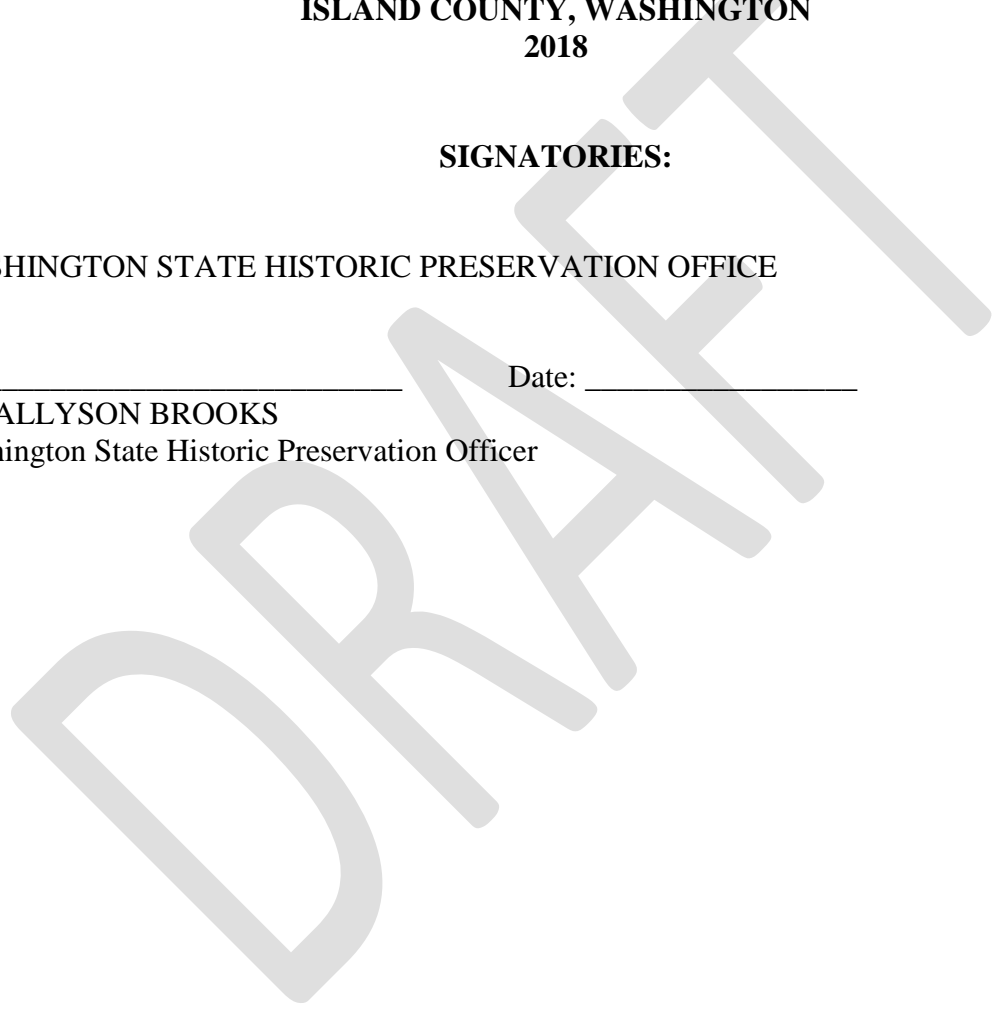
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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
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REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

SIGNATORIES:

WASHINGTON STATE HISTORIC PRESERVATION OFFICE

By: _____ Date: _____
DR. ALLYSON BROOKS
Washington State Historic Preservation Officer



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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
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REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

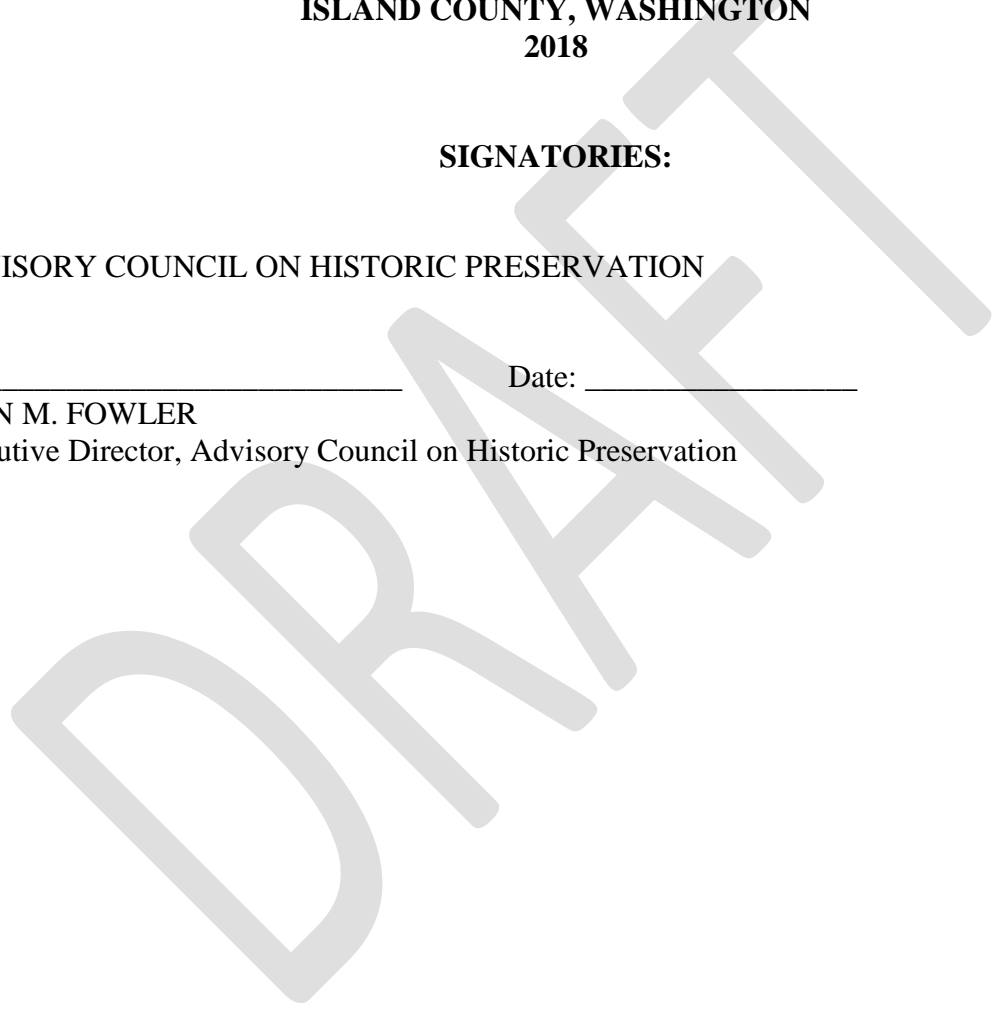
SIGNATORIES:

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: _____ Date: _____

JOHN M. FOWLER

Executive Director, Advisory Council on Historic Preservation



342 **MEMORANDUM OF AGREEMENT**
343 **AMONG**
344 **COMMANDER, NAVY REGION NORTHWEST,**
345 **AND**
346 **THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,**
347 **AND THE**
348 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**
349 **REGARDING THE SECURITY ENHANCEMENTS AT**
350 **OUTLYING LANDING FIELD COUPEVILLE,**
351 **NAVAL AIR STATION WHIDBEY ISLAND,**
352 **ISLAND COUNTY, WASHINGTON**
353 **2018**

354
355 **CONCURRING PARTIES:**

356
357 **NATIONAL PARK SERVICE AT EBEBY'S LANDING NATIONAL HISTORICAL RESERVE**
358

359
360 By: _____ Date: _____

361 **ROY ZIPP**

362 **Operations Manager, National Park Service at Ebey's National Historical Reserve**
363

364 **MEMORANDUM OF AGREEMENT**
365 **AMONG**
366 **COMMANDER, NAVY REGION NORTHWEST,**
367 **AND**
368 **THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,**
369 **AND THE**
370 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**
371 **REGARDING THE SECURITY ENHANCEMENTS AT**
372 **OUTLYING LANDING FIELD COUPEVILLE,**
373 **NAVAL AIR STATION WHIDBEY ISLAND,**
374 **ISLAND COUNTY, WASHINGTON**
375 **2018**

376
377 **CONCURRING PARTIES:**

378
379
380 **TRUST BOARD OF EBEBY'S LANDING NATIONAL HISTORICAL RESERVE**

381
382
383 By: _____ Date: _____
384 KRISTEN GRIFFIN
385 General Manager, Ebey's Landing National Historical Reserve
386

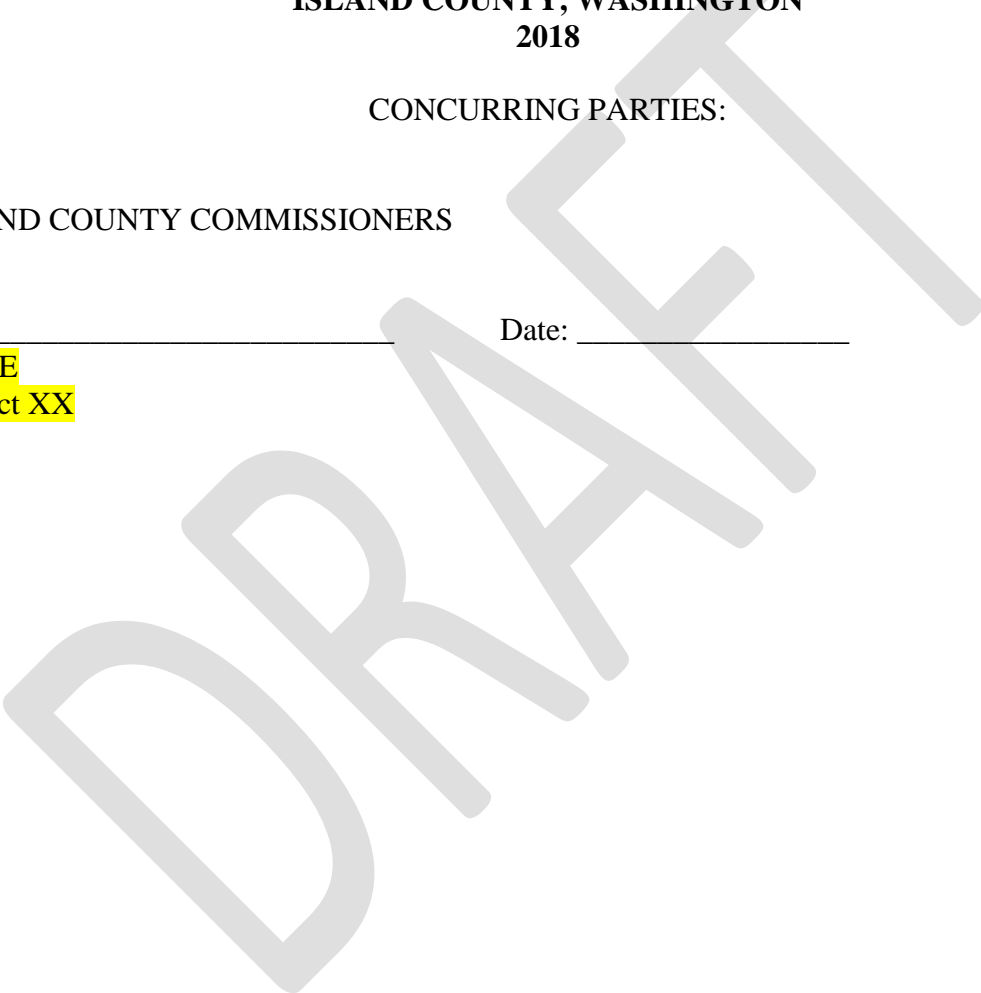
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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
AND
THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,
AND THE
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

ISLAND COUNTY COMMISSIONERS

By: _____ Date: _____
NAME
District XX



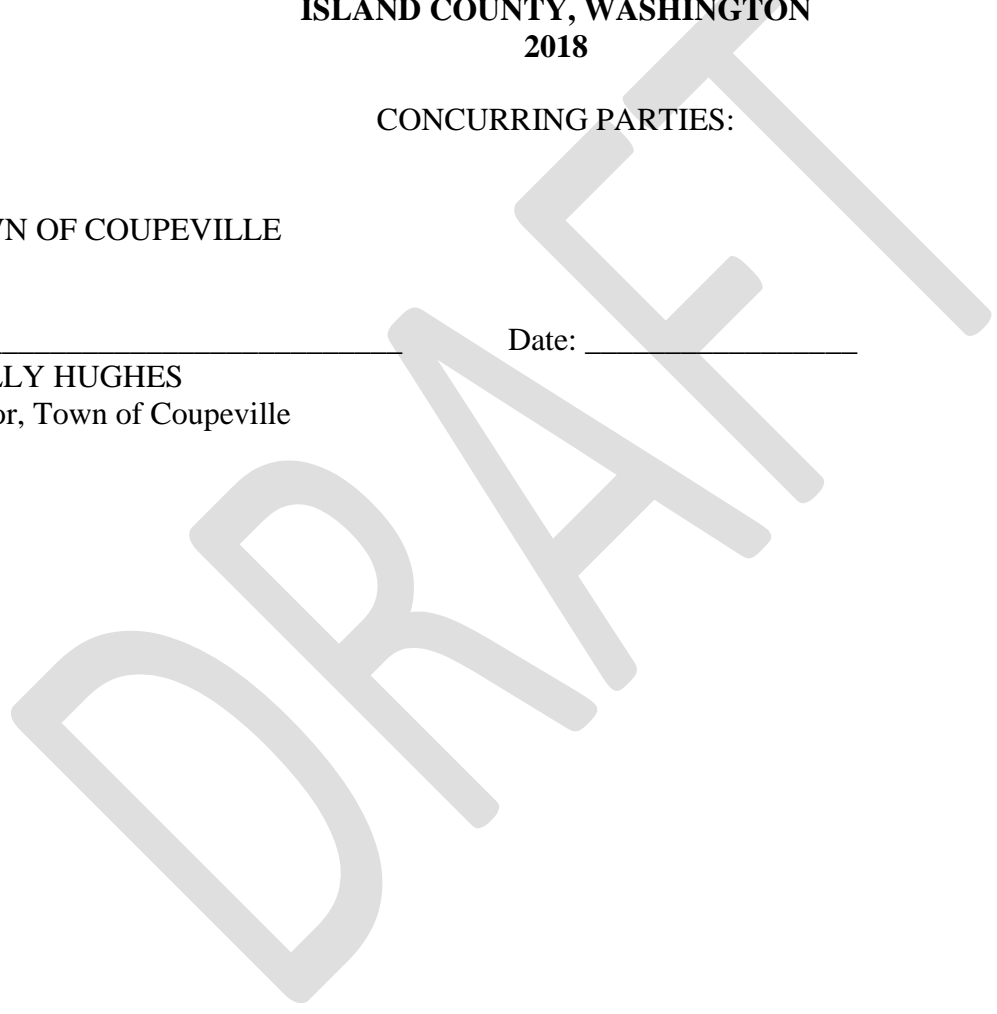
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REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

TOWN OF COUPEVILLE

By: _____ Date: _____
MOLLY HUGHES
Mayor, Town of Coupeville



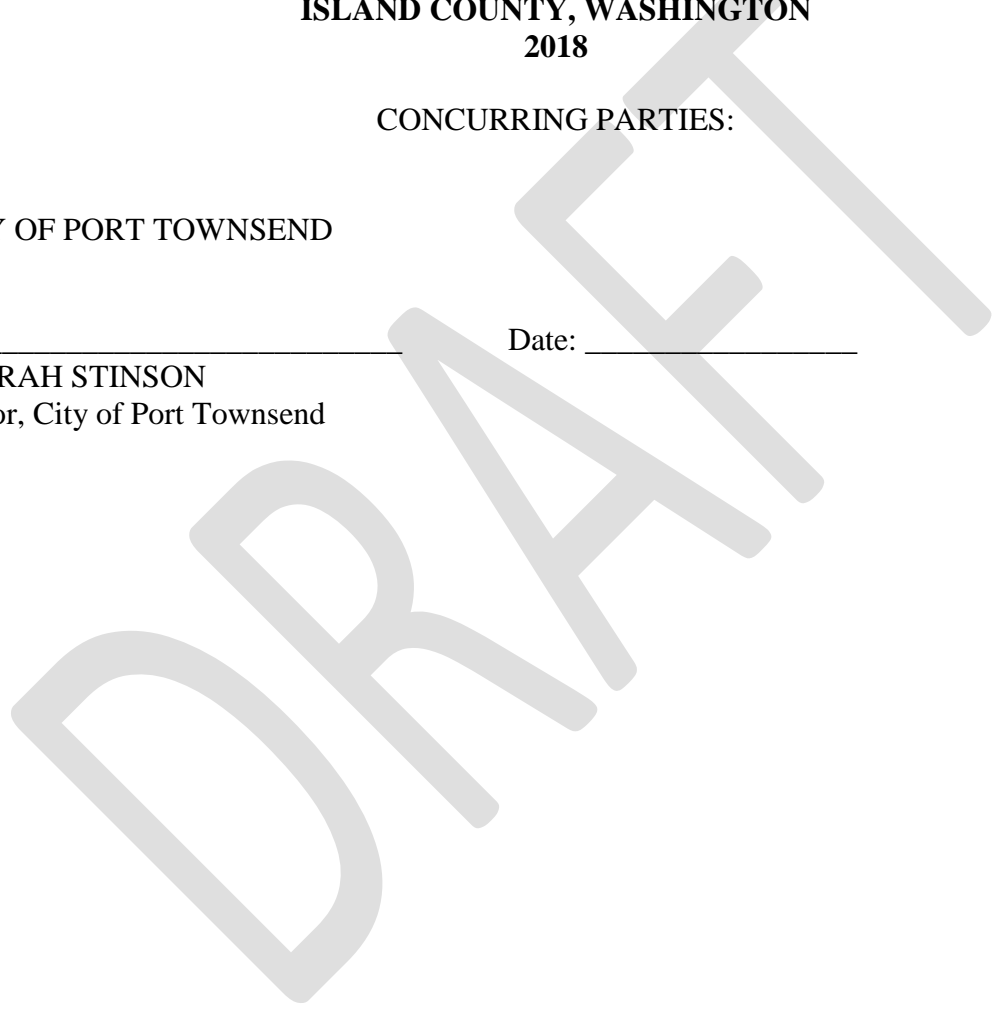
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AMONG
COMMANDER, NAVY REGION NORTHWEST,
AND
THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,
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THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

CITY OF PORT TOWNSEND

By: _____ Date: _____
DEBRAH STINSON
Mayor, City of Port Townsend



456 **MEMORANDUM OF AGREEMENT**
457 **AMONG**
458 **COMMANDER, NAVY REGION NORTHWEST,**
459 **AND**
460 **THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,**
461 **AND THE**
462 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**
463 **REGARDING THE SECURITY ENHANCEMENTS AT**
464 **OUTLYING LANDING FIELD COUPEVILLE,**
465 **NAVAL AIR STATION WHIDBEY ISLAND,**
466 **ISLAND COUNTY, WASHINGTON**
467 **2018**

468
469 **CONCURRING PARTIES:**

470
471
472 **CONCERNED CITIZEN OF COUPEVILLE**

473
474
475 By: _____ Date: _____
476 DAVID DAY

477

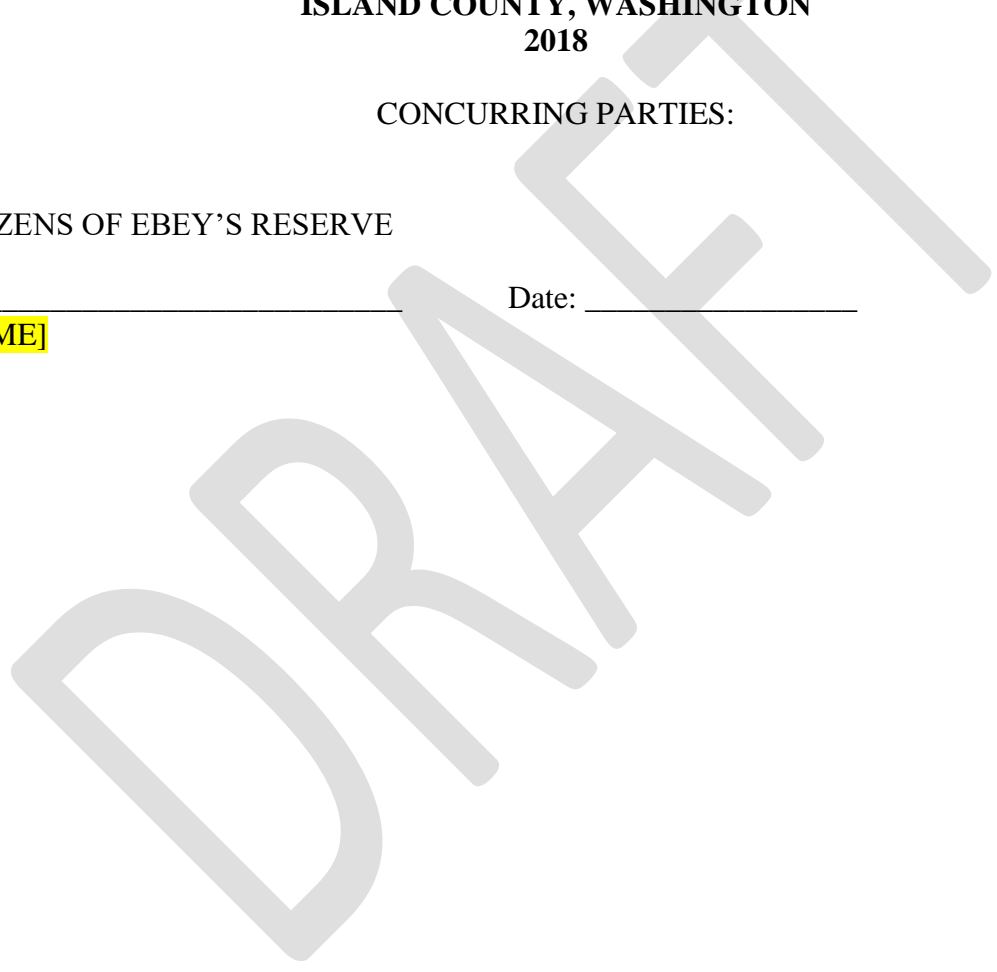
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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
AND
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REGARDING THE SECURITY ENHANCEMENTS AT
OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

CITIZENS OF EBEBY'S RESERVE

By: _____ Date: _____
[NAME]



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**MEMORANDUM OF AGREEMENT
AMONG
COMMANDER, NAVY REGION NORTHWEST,
AND
THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,
AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE EA-18G “GROWLER” AIRFIELD OPERATIONS,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

13 WHEREAS, Commander, Navy Region Northwest (Navy) proposes to increase the number of
14 aircraft stationed at Naval Air Station (NAS) Whidbey Island and the number airfield operations
15 at both Ault Field and Outlying Field (OLF) Coupeville (Undertaking); and

16
17 WHEREAS, Navy will continue to implement its current operational mitigation practices to
18 avoid and minimize noise impacts on the surrounding communities as feasible; and

19
20 WHEREAS, Navy has determined that the proposed Undertaking has the potential to cause
21 effects on historic properties subject to review under section 106 of the National Historic
22 Preservation Act (NHPA) 54 U.S.C. § 306108, and its implementing regulations, 36 C.F.R. §
23 800; and

24
25 WHEREAS, Navy invited the Advisory Council on Historic Preservation (ACHP) to participate
26 in the entire section 106 process under Subpart B of 36 CFR § 800 and the ACHP agreed to
27 participate in the entire process; and

28
29 WHEREAS, Navy established the Area of Potential Effects (APE) for the Undertaking
30 consistent with 36 C.F.R. § 800.16(d), by taking into consideration the following three
31 components of the Undertaking:

- 32 • On-installation Direct Effect Area: Areas on the installation where historic properties
33 could be directly affected (e.g., by ground disturbance, demolition, or alteration).
- 34 • On-installation Indirect Effect Area: Areas within the installation bounded by the 65 dB
35 Day Night Sound Level (DNL) noise contours where historic properties could be disturbed
36 by the introduction of visual, atmospheric, or audible elements.
- 37 • Off-installation Indirect Effect Area: Areas off installation but within operational areas
38 bounded by the 65 DNL noise contours, including the Central Whidbey Island Historic
39 District; and

40
41 WHEREAS, the Central Whidbey Island Historic District was determined eligible for listing in
42 the National Register of Historic Places (NRHP) in 1973, and the 1978 National Parks and
43 Recreation Act designated the area of the historic district the Ebey’s Landing National Historical
44 Reserve (ELNHR) for the purposes of protecting a rural community and its significant history;
45 and

47 WHEREAS, the ELNHR is the first historical reserve in the National Park System and is
48 managed by a trust board through coordination of the four land managing partners who have a
49 preservation and/or management interest in the ELNHR: The National Park Service (NPS),
50 Washington State Parks and Recreation Commission, the Town of Coupeville (Coupeville), and
51 Island County; and

52
53 WHEREAS, Navy determined that the Undertaking will result in an adverse effect to the Central
54 Whidbey Island Historic District, which includes ELNHR, as a result of more frequent aircraft
55 operations affecting certain landscape components of the historic district, specifically perceptual
56 qualities that currently make the Historic District eligible for the NRHP; and

57
58 WHEREAS, Navy has consulted with the Washington State Historic Preservation Officer
59 (SHPO) on the determination of effect, and SHPO concurred on June 27, 2018; and

60
61 WHEREAS, Navy has consulted with Swinomish Indian Tribal Community, Upper Skagit
62 Indian Tribe, Samish Indian Nation, Stillaguamish Tribe of Indians, the Lummi Nation, the
63 Tulalip Tribes of Washington, and the Jamestown S’Klallam Tribe who expressed no concerns
64 about the Undertaking; and

65
66 WHEREAS, Navy has consulted with Trust Board of Ebey’s Landing National Historical
67 Reserve (Trust Board), NPS, Island County Commissioners (Commissioners), Coupeville, City
68 of Port Townsend (Port Townsend), Washington State Parks, Seattle Pacific University, the
69 Citizens of Ebey’s Reserve (COER), and Mr. David Day; and

70
71 WHEREAS, Navy has made information about its NHPA section 106 review of the Undertaking
72 available to the public during NEPA public meetings, as well as on the EIS and NAS Whidbey
73 Island website and in local media, and provided opportunity for comments per 36 C.F.R.
74 §800.5(d), §800.6(a)(4), and §800.8; and

75
76 WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), Navy notified the ACHP of the adverse
77 effect determination, providing the specified documentation, and the ACHP has chosen to
78 continue to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

79
80 WHEREAS, Navy invited Swinomish Indian Tribal Community, Upper Skagit Indian Tribe,
81 Samish Indian Nation, Stillaguamish Tribe of Indians, the Lummi Nation, the Tulalip Tribes of
82 Washington, and the Jamestown S’Klallam Tribe to participate in the development of this
83 Memorandum of Agreement (MOA); and

84
85 WHEREAS, Swinomish Indian Tribal Community, Upper Skagit Indian Tribe, Samish Indian
86 Nation, Stillaguamish Tribe of Indians, and the Jamestown S’Klallam Tribe did not express an
87 interest to actively participate, but request review of final MOA and the Lummi Nation and the
88 Tulalip Tribes of Washington did not respond to Navy’s invitation to consult on the development
89 of this MOA; and

90

91 WHEREAS, Navy invited the Trust Board, NPS, Commissioners, Coupeville, Port Townsend,
92 Washington State Parks, Seattle Pacific University, COER, and Mr. David Day to participate in
93 the development of this MOA; and

94
95 WHEREAS, the Trust Board, Commissioners, Coupeville, Port Townsend, COER, and Mr.
96 David Day agreed to participate in the development of, and opportunity to concur in this MOA;
97 and

98
99 WHEREAS: Navy, in consultation to mitigate the adverse effects on historic properties agreed to
100 evaluate alternatives that took into consideration resolution options that included the priorities of
101 the ELNHR, and that provided potential long term and public benefits to the ELNHR; and

102
103 WHEREAS: As a contributing structure in the Central Whidbey Island Historic District, the
104 Ferry House has been determined to hold significance for the American people, and be worthy of
105 protection and preservation. The Navy appreciates the value of the historic importance of the
106 Ferry House to the Trust Board, NPS, and the citizens of central Whidbey Island as a publicly
107 accessible focal point for interpreting the cultural landscape and historic settlement and rural
108 agricultural character of ELNHR. The Ferry House is one of the most significant and iconic
109 structures in the ELNHR and offers the public exceptional opportunities to experience and be
110 inspired by the history of the Central Whidbey Island Historic District, and the purpose of
111 ELNHR. In addition, the community has protected the Ferry house for generations,
112 demonstrating its importance to Central Whidbey Island’s history, even prior to ELNHR
113 creation. The Ferry House, held in trust for the public with NPS management, contributes to the
114 cultural landscape of ELNHR and represents a high priority for the Trust Board in the execution
115 of its plan to preserve the historic heritage of central Whidbey Island; and

116
117 WHEREAS: The Navy recognizes the local community has concerns about the preservation of
118 central Whidbey Island’s historic properties, to include potential community and economic
119 impacts, which are not addressed by the NHPA. The Navy recognizes that local Whidbey Island
120 communities are also Navy communities and works to understand these community concerns and
121 help identify solutions to benefit quality-of-life and infrastructure needs; and

122
123 NOW, THEREFORE, Navy, SHPO, ACHP, and NPS, as the signatory parties, agree that the
124 following stipulations resolve Adverse Effects to Historic Properties caused by the undertaking
125 in compliance with the NHPA and that the stipulations govern all aspects of the Undertaking
126 unless this MOA expires or is terminated.

127
128 **STIPULATIONS**

129
130 Navy will ensure that the following stipulations are implemented and carried out under the
131 supervision of a cultural resource professional(s) meeting the Secretary of the Interior
132 Professional Qualifications Standards as defined in Appendix A to 36 C.F.R. Part 61.

133
134 I) **MITIGATION OF ADVERSE EFFECTS OF THE UNDERTAKING**

135
136 A) **Landscape Preservation**

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Ebey’s Prairie is a landscape that contributes to the Central Whidbey Island Historic District’s eligibility, in which an indirect adverse effect was identified, as defined in the determination of adverse effect dated June 25, 2018. Navy will provide NPS with funds, not to exceed \$400,000, to support preservation projects that enhance the landscape integrity of the Ebey’s Prairie landscape by preserving and protecting the Ferry House and associated cluster of outbuildings and structures. Although the Ferry House is not within an area of increased noise frequentness greater than 5 dB above 65 dB DNL as explained in the determination analysis, the historic landscape that the Ferry House contributes to is within this area, as part of the “entry to Coupeville from Ebey’s Prairie into prairie and along Main Street.”

- 1) Funding will support preservation projects to the Ferry House and contributing cluster of outbuildings and structures.
- 2) Preservation projects must comply with Secretary of the Interior Historical Preservation standards.
- 3) In cooperation with the Trust Board, NPS will coordinate the development of a scope of work for preservation projects to the Ferry House.
- 4) Within four years and prior to transfer of funds, NPS will provide the Navy the scope of work for Ferry House preservation projects for review to ensure legal requirements for transfer of funds are met including:
 - i. Providing specific and certain information about the project’s benefit to landscape eligibility components, and details on the preservation services to be performed on the Ferry House or cluster components.
 - ii. Requiring all funds transferred to be obligated within the same fiscal year. Funds which are unexpended at the conclusion of the fiscal year shall be returned to the Navy.

B) Southern Gateway

Within four years of the execution of the agreement Navy will provide NPS with funds, not to exceed \$75,000, to complete the design, construction, and installation of a southern gateway entry sign to the ELNHR.

- 1) Prior to transfer of funds NPS will coordinate with the ELNHR to develop a scope of work and execution plan on project goals and with the Navy to ensure legal requirements for transfer of funds are met.
- 2) NPS will provide Navy opportunity to participate in the development of the portion of the gateway exhibit referencing Navy history and/or current aviation use at Outlying Field Coupeville with the goal to provide context to visitors explaining the presence of Navy lands and aircraft in the ELNHR.
- 3) All funds transferred must be obligated within the same fiscal year.

C) Historic Preservation Easements

In fiscal year 2020, Navy will seek partnership opportunities through the Readiness and Environmental Protection Integration (REPI) Program to support the creation of scenic

183 easements. Navy will communicate its support for appropriate conservation easements to
184 DoD officials, but cannot guarantee the outcome of the REPI process. At the end of the
185 period of this MOA the Navy will provide SHPO and the ACHP with a report of successful
186 REPI partnerships in the ELNHR.

187 188 **D) Navy Volunteer Collaboration**

189
190 Navy will communicate volunteer opportunities to NASWI personnel that exist in ELNHR to
191 take part in the restoration and care of the ELNHR.

- 192 1) Sailors seeking to improve their communities often volunteer their time and energy to
193 projects and causes. The Navy does not mandate volunteerism, but does
194 communicate community needs to interested Sailors.
- 195 2) Navy will connect interested volunteers with the needs of the ELNHR through the
196 NASWI Command Master Chief, who will receive volunteer opportunities directly
197 from NPS and ELNHR and match those needs with volunteer Sailors.

198 199 **ADMINISTRATIVE PROVISIONS**

200 201 **I) DISPUTE RESOLUTIONS**

202
203 A) Should any signatory party to this MOA object at any time to any actions proposed or the
204 manner in which the terms of this MOA are implemented, the party shall notify Navy in
205 writing, and Navy shall consult with the parties to this MOA to resolve the objection. If
206 Navy determines that such objection cannot be resolved, Navy will:

- 207
208 1) Forward all documentation relevant to the dispute, including Navy's proposed
209 resolution, to the ACHP. The ACHP shall provide Navy with its advice on the
210 resolution of the objection within thirty (30) calendar days of receiving adequate
211 documentation.
 - 212 (i) Prior to reaching a final decision on the dispute, Navy shall prepare a written
213 response that takes into account any timely advice or comments regarding the
214 dispute from the ACHP and/or signatories, and provide them with a copy of this
215 written response. Navy will then proceed according to its final decision.
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217 2) If the ACHP does not provide its advice regarding the dispute within the thirty (30)
218 calendar day time period, Navy may make a final decision on the dispute and proceed
219 accordingly.
 - 220 (i) Prior to reaching such a final decision, Navy shall prepare a written response that
221 takes into account any timely comments regarding the dispute from the
222 signatories to the MOA, and provide them and the ACHP with a copy of such
223 written response.

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225 B) Navy's ability and responsibility to carry out all other components of the MOA not
226 subject to the dispute shall remain unchanged. Navy's ability to carry out the undertaking
227 shall remain unchanged during any dispute.

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II) ANTI-DEFICIENCY ACT

- A) The Anti-Deficiency Act, 31 U.S.C. § 1341, prohibits federal agencies from incurring an obligation of funds in advance of or in excess of available appropriations. Accordingly, the Signatory Parties agree that any requirement for the obligation of funds arising from the terms of this MOA will be subject to the availability of appropriated funds for that purpose. The Stipulations contained in this MOA will not be interpreted as requiring the obligation or expenditure of funds in violation of the Anti-Deficiency Act.
- B) If compliance with the Anti-Deficiency Act impairs Navy's ability to implement the Stipulations of this MOA, Navy will consult with the Signatory Parties to determine if an amendment is necessary to fully satisfy the stipulation herein.

III) AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IV) TERMINATION

- A) If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation III, above. If within thirty (30) calendar days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B) Once the MOA is terminated, and prior to work continuing on the undertaking, Navy must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. Navy shall notify the signatories as to the course of action it will pursue.

V) COORDINATION

Navy will ensure that each Signatory and Concurring Party is provided a copy of the fully executed MOA within thirty (30) calendar days of executing the MOA.

VI) POST REVIEW DISCOVERY

If during the performance of the undertaking or in the course performance of the stipulations in this MOA previously unknown historic properties are discovered or unanticipated effects on historic properties found, Navy shall immediately implement the Inadvertent Discovery Plan (Appendix B).

VII) DURATION

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This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, Navy may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation III above.

Execution of this MOA by Navy, SHPO, and the ACHP and implementation of its terms evidence that Navy has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

DRAFT

284 **MEMORANDUM OF AGREEMENT**
285 **AMONG**
286 **COMMANDER, NAVY REGION NORTHWEST,**
287 **AND**
288 **THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER,**
289 **AND**
290 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**
291 **REGARDING THE SECURITY ENHANCEMENTS AT**
292 **OUTLYING LANDING FIELD COUPEVILLE,**
293 **NAVAL AIR STATION WHIDBEY ISLAND,**
294 **ISLAND COUNTY, WASHINGTON**
295 **2018**

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297
298 **SIGNATORIES:**

299
300 DEPARTMENT OF THE NAVY

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302
303 By: _____ Date: _____
304 CHRISTOPHER GRAY, Rear Admiral, U.S. Navy
305 Commander, Navy Region Northwest

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308 By: _____ Date: _____
309 MATHEW ARNY, Captain, U.S. Navy
310 Commander, Naval Air Station Whidbey Island

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ISLAND COUNTY, WASHINGTON
2018**

SIGNATORIES:

WASHINGTON STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____
DR. ALLYSON BROOKS
Washington State Historic Preservation Officer

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345 **NAVAL AIR STATION WHIDBEY ISLAND,**
346 **ISLAND COUNTY, WASHINGTON**
347 **2018**

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350 **SIGNATORIES:**

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353 **ADVISORY COUNCIL ON HISTORIC PRESERVATION**

354
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356 By: _____ Date: _____
357 JOHN M. FOWLER
358 Executive Director, Advisory Council on Historic Preservation
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OUTLYING LANDING FIELD COUPEVILLE,
NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

SIGNATORIES:

NATIONAL PARK SERVICE AT EBEBY'S LANDING NATIONAL HISTORICAL RESERVE

By: _____ Date: _____

ROY ZIPP

Operations Manager, National Park Service at Ebey's National Historical Reserve

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NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

TRUST BOARD OF EBEBY'S LANDING NATIONAL HISTORICAL RESERVE

By: _____ Date: _____
KRISTEN GRIFFIN
General Manager, Ebey's Landing National Historical Reserve

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NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

ISLAND COUNTY COMMISSIONER

By: _____ Date: _____
NAME

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ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

TOWN OF COUPEVILLE

By: _____ Date: _____
MOLLY HUGHES
Mayor, Town of Coupeville

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NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

CITY OF PORT TOWNSEND

By: _____ Date: _____
DEBRAH STINSON
Mayor, City of Port Townsend

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NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

CITIZENS OF EBEBY'S RESERVE

By: _____
MARYON ATWOOD
President of Citizens of Ebey's Reserve

Date: _____

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NAVAL AIR STATION WHIDBEY ISLAND,
ISLAND COUNTY, WASHINGTON
2018**

CONCURRING PARTIES:

CONCERNED CITIZEN OF COUPEVILLE

By: _____ Date: _____
DAVID DAY

Operational Impact Assessment

The Navy needs to effectively and efficiently increase its electronic attack capabilities to counter increasingly sophisticated threats and provide more Growler aircraft per squadron in order to provide Combatant Commanders with the assets necessary to meet our national defense requirements. To meet operational requirements, the Navy needs to augment Growler squadron VAQ-139 with additional aircraft and aircrews by July 2019.

The Navy's proposed action continues and expands existing Growler operations at the NAS Whidbey Island Complex, which includes field carrier landing practice (FCLP) by Growler aircraft at Ault Field and Outlying Landing Field (OLF) Coupeville. The proposed action also calls for an increase in electronic attack capabilities by adding 35 or 36 aircraft to support an expanded Department of Defense mission for identifying, tracking, and targeting in a complex electronic warfare environment. Under the preferred alternative, the squadron size will increase from 5 to 7 aircraft and from 9 to 13 aircrews (EA 18-G pilots and Naval Flight Officers (NFO)) in each aircraft carrier squadron, as well as two new expeditionary squadrons for a total of 628 officer and enlisted new assigned personnel among all the squadrons. At Ault Field, construction and renovation of facilities are required to house and maintain additional Growler aircraft. Stationing of additional personnel and their families is also expected. Due to the complexity of the proposed action, any delay in augmenting operational squadrons, training aircrews and maintenance personnel or providing temporary or permanent facilities for aircraft and personnel has a cascading impact on the operational effectiveness and efficiency of the Electronic Attack community.

I. Electronic Attack Capability Plays a Key Role in National Defense

The mission and tactical actions of the Navy's Growler aircraft are crucial to the effectiveness of U.S. and allied missions both in the air and on the ground. Growlers are used to suppress enemy air defenses and communications systems by denying the enemy freedom of action in the electromagnetic spectrum. Growlers are used to escort other U.S. and allied strike aircraft in missions against heavily defended targets, enabling strike aircraft to penetrate air defenses and deliver ordnance against assigned targets. Additionally, Navy Growlers disrupt land-based threats in order to protect the lives of U.S. ground forces by disrupting enemy communications and radio controlled improvised explosive devices (IEDs) use through electronic measures.

In 2009, the Secretary of Defense directed the Navy to take responsibility for the nation's tactical Airborne Electronic Attack mission. As a result, the Navy is the only U.S. military service that currently maintains a tactical airborne electronic attack capability and is required to preserve and cultivate the expertise and knowledge of the Growler community. The Navy's master aviation plan calls for the increase from 5 to 7 aircraft and the increase from 9 to 13 aircrews in carrier air wings in order to meet combatant commander requirements. Combatant Commanders strive for air dominance in warfare. This has traditionally been achieved by dominating the battlespace with friendly air forces capable of clearing a path, defending an area or interdicting an adversary's flight profile. However, today's adversaries are more advanced, which in turn increases the volume of airspace to monitor and potentially control. The integration of other naval aircraft such as the EA-18G Growler greatly expands the area of control available to fighter aircraft.

The Navy's Airborne Electronic Attack community is organized into three types of squadrons: carrier air wing squadrons, which fly missions from aircraft carriers; expeditionary squadrons, which are forward deployed from overseas airfields; and a Fleet Replacement Squadron (FRS), which does not deploy but provides post-graduate training to pilots prior to transferring into carrier or expeditionary squadrons. The operational force structure for the Electronic Attack community consists of carrier-based squadrons, expeditionary (or land-based) squadrons, one reserve unit and a training squadron (also known as Fleet

Replacement Squadron or VAQ-129), totaling 88 aircraft and 3,700 personnel stationed at NAS Whidbey Island. The Growler remains a critical “Low Density/High Demand” aircraft, meaning Growler forces possess unique capabilities that are in continual high demand to support U.S. and joint military operations. These assets are highly sought by Combatant Commanders worldwide and, frequently, a required asset for mission success. The men and women maintaining and flying the EA-18G “Growler” aircraft are deployed from NAS Whidbey Island around the world, providing the world’s premier electronic attack capability to each aircraft carrier in the United States Navy and to land-based sites such as Iwakuni, Japan; Aviano, Italy; Incirlik, Turkey; Saudi Arabia; Baghran, Afghanistan and Al Asad, Iraq. EA-18G squadrons have contributed to the United States global strategy and electronic attack mission for Operations ENDURING FREEDOM, IRAQI FREEDOM, and INHERENT RESOLVE and will continue to do so into the foreseeable future. The EA-18G’s ability to operate from either an aircraft carrier or from land bases make it a strategic asset and a critically important weapons system in high demand around the world. Having 7 aircraft and accompanying 13 aircrews in aircraft carrier squadrons will increase the effectiveness of the Growler against advanced adversaries. Because the Electronic Attack community is relatively small and the Growler aircraft is in high demand to support every U.S. and allied mission in the air and on the ground, a level of operational risk is incurred if the squadrons are not augmented with additional aircraft and aircrews to meet our Title 10 responsibilities.

The following explains the projected schedule of execution of components of the proposed action and why continued delay of certain actions will have cascading effects impacting critical national defense missions and military readiness activities of the Navy’s Airborne Electronic Attack community.

II. Facility and Infrastructure Requirements

A delay in signing a ROD beyond January 2019 has significant impacts on the Navy’s ability to complete critical infrastructure projects to support expanded Growler actions. Regardless of which action alternative is ultimately selected, there are facility and infrastructure requirements including new construction, renovation and modifications that must be completed to support the basing of additional Growler aircraft and personnel at NAS Whidbey Island. New construction under all alternatives would include additional armament storage, additional aircraft parking apron adjacent to hangars, new and expanded hangar maintenance facilities, a Mobile Maintenance Facility storage area, and expanded personnel parking areas to augment existing Growler support facilities. Because the new facilities will not be in place to support the immediate growth of the Growler community, the proposed action requires extraordinary measures by our sailors to support daily operations without the benefit of permanent facilities and may require temporary hangar facilities to support squadron functions until permanent facilities are constructed and available for occupancy. Because of the time required to complete permanent facilities, further delays in beginning construction will lead to the number of additional aircraft and personnel outpacing the ability to support them with temporary facilities. All planned construction activities would occur on the north end of the flight line at Ault Field. New parking areas, maintenance facilities, and aircraft armament storage would be constructed along Enterprise Road at the north end of Charles Porter Road.

Upon ROD signature, facilities engineers will award contracts for particular projects in accordance with the Competition in Contracting Act (CICA), Federal Acquisition Regulation (FAR), and Department of Defense and Navy supplements to the FAR. Detailed scopes of work and issuances of requests for proposals (RFP) have been prepared but review and rank of company bid packages and selection of one company’s bid package for contract award still must occur. Once awarded, contract execution is managed to keep the contracts on schedule and ensure project requirements are met.

For the Growler facilities projects, the Navy will award Design-Build contracts in which the selected company is contracted to provide both the architectural/engineering design services to meet the

performance standards set forth in the contract as well as to schedule, manage and erect the facilities for project completion. If the contract is awarded in January 2019, a detailed facility design is expected by September 2019, at which time civil engineering work would begin to prepare the construction site for erecting the needed facilities. Therefore, actual construction would not begin until about 9-10 months after contract award. As there will be aircraft and personnel arriving at the same time, it is important that projects be designed, phases of the construction project synchronized, construction laydown areas prepared, temporary facilities erected and new construction initiated as rapidly as possible. The new, permanent facilities are expected to be complete and ready for occupancy no earlier than June 2021. As with any large scale construction project, design changes, cost overruns or unexpected problems may necessitate further time delays to re-negotiate contract changes. Re-negotiated changes may include cutting the scope of the design and/or acquiring Congressional approval for addressing increased costs.

The first significant project is a military construction project known as P-256, an EA18-G Growler maintenance hangar to be constructed at Ault Field. The project was funded in Fiscal Year 2017 through Public Law 114-223 enacted on September 29, 2016, and therefore the project may only obligate funds as available until September 30, 2021. The Navy announced an RFP for a design-build contract in March 2017. Currently, several companies have submitted bid packages and those cost bid proposals are set to expire on February 4, 2019. However, if bid costs go up either during this selection process or if any additional delays requiring further extensions, then the Navy will be at high risk of exceeding available funding, which would create a 6-9 month delay to secure additional necessary funding. For example, a jump in fuel prices could substantially increase the cost of construction, or there could be transportation and material costs necessitating a re-negotiation of the contract and/or possible re-programming action to address the shortage in available funding.

The existing hangar capacity at the installation cannot provide sufficient operational hangar space for long-term operations of 36 additional aircraft. The existing three hangar facilities, which have adequate power, Sensitive Compartmented Information Facility (SCIF) administration space and Flight Line Electrical Distribution System (FLEDS) to accommodate the EA-18G platform, are currently supporting nine fleet carrier squadrons and three expeditionary squadrons and lack the space necessary to support any additional aircraft.

Operational hangar space is required to provide a weather-protected shelter for inspection, servicing, maintenance, and emergency shelter for increased personnel and equipment associated with 36 additional aircraft. Temporary hangar facilities are required until construction is complete. Current hangar capacity will be exceeded in the 2020 timeframe due to the Growler community growth. As each carrier squadron is augmented with additional aircraft, equipment and personnel and/or a new expeditionary squadron is established, it will be necessary to continuously move one squadron into the hangar space vacated by another squadron going on deployment. This continuous relocation is called "hot racking" and it will continue until the new hangar and other facility spaces may be occupied. Hot racking is very disruptive to normal maintenance and repair actions of the aircraft as well as logistics and supply operations of the squadron, negatively affecting squadron-level efficiency and overall operational readiness.

Existing hangar capacity at the installation cannot provide sufficient operational hangar space for long-term operations of the expanding Growler force structure (more squadrons and aircraft) that will result from this action. The existing three hangar facilities are currently supporting existing squadrons and lack the space necessary to support any additional aircraft. With demolition of Hangar 1 (currently underway), the Electronic Attack Wing is already short hangar space for all squadrons. Hangar 1 had been used for the maintenance operations of the FRS, the training squadron's which have now been displaced into Hangar 5 where they are operating out of spaces previously reserved for operational squadrons. This requires hot-racking of multiple squadrons, meaning personnel flow into and out of different spaces within the hangar based on which squadrons are deployed at any given time. Additionally, when carrier

squadrons start to experience increased aircraft and manning as they increase from 5 to 7 EA-18G Growlers, this will exacerbate the current space shortage even further and likely require displacement of some personnel outside of their squadron spaces until new hangar footprint can be built to absorb the increased requirement. This reduced efficiency will increase the time and manpower required for routine maintenance and inspections putting at risk the ability to execute the daily flight schedule required to train and prepare squadrons for deployment.

Without improvements to include the P-256 hangar project, the additional aircraft will not be able to be supported long-term at the installation. Inadequate SCIF and hangar spaces would compromise aircrew mission data and maintenance operations, respectively, to support the additional squadrons and new aircraft. The Electronic Attack Wing mission would be extremely constrained without an additional hangar facility. Without apron power distribution systems, the new platform would be restricted to either inefficient use of limited ground support equipment or unnecessary wear and tear upon aircraft electronic components.

A continued delay will also have impacts on construction projects that support the FRS. Under the proposed action, the FRS will increase in number of aircraft from 17 aircraft to 25 in order to meet the increased training demands for development of additional EA-18 pilots and NFOs. Another project, P-263, is currently listed as an FY2021 military construction project to meet this requirement. However, due to reconstruction within the existing FRS Hangar (Hangar 12) that will occur during this P-263 project and job site overlap, the hangar to be constructed under P-256 must be completed before P-263 can begin to support FRS operational continuity. Therefore, delays to P-256 are likely to create a corresponding slip in the execution of P-263.

Any delay in signing the ROD and awarding the construction contract increases the risk that further interruptions in work would cause significant delay. Even a short suspension of work of two weeks or less could result in significantly more than a day per day delay, particularly if ultimate duration of the delay is unknown. This is because it will be necessary for the contractor to demobilize and then remobilize after a suspension. Contractors often lose employees or prospective employees during a suspension and it may take considerable time to obtain replacements, particularly if labor market conditions are poor for finding a highly skilled labor force. For example, crane operators and heavy equipment specialists are more likely to reside in highly urbanized parts of the country, where multiple large-scale construction projects are on-going. Likewise, there may be a delay in obtaining and transporting cranes and other heavy equipment to Whidbey Island. If cranes and heavy equipment are being leased, returned or canceled, replacement equipment may not be readily available.

Impacts of significant suspension of work in excess of a few weeks could vary considerably based not only on the expected duration of the contract suspension but also on where the contractor is in the mobilization process; however, in most cases where there is a significant period of suspension, delays will be extensive because contractor demobilization would likely be required and could result in months of delay for remobilization.

If contract termination is required for a major construction project due to a long or indefinite suspension, project delays would likely approach two years after the requirement for delay ends, since it would be necessary to re-compete the project under CICA. The scope of work for a project must generally be modified in order to prevent undue prejudice to the prior awardee and this may take several months. Prior to re-advertising a project, it is usually necessary to repackage the procurement to avoid a potentially successful protest since bid information by the winning company will be disclosed to competitors. Completion of the acquisition process once an RPF is issued normally takes 12 to 15 months for a large complex construction project, and following this several months are normally required for full contract

mobilization. Even for smaller, less complex construction projects reacquisition and remobilization in relatively rural area, could take several months.

I:\Buffalo\Whidbey_EIS\Maps\XCD\EIS\Figure 2.3-1 Construction under Alts 1, 2, and 3.mxd



Figure 2.3-1
Ault Field
Planned Facility Activities under
Alternatives 1, 2, and 3
 Whidbey Island, Island County, WA

III. Training and Operational impacts

A delay beyond January 2019 has significant impacts on naval aviation's ability to stay on schedule delivering the unique warfighting "capability-capacity" that the EA-18G provides, because it will delay the increase in size (number of aircraft and aircrew) of Carrier Air Wing Growler squadrons and require the Navy to assume operational risk in fulfilling its Title 10 responsibilities beyond July 2019. In order to increase the size of these squadrons, the Navy must increase training production of the EA-18G through the FRS, which provides post-graduate training for new EA-18G pilots and NFOs assigned to carrier and expeditionary squadrons described above. The only Growler FRS in the United States is at Ault Field. Because the FRS training syllabus for new pilots and Naval Flight Officers (NFO) consisting of academics, simulator and flight training (FCLPs) is approximately 43 weeks long for Category 1 EA-18G pilots and NFOs, the induction of additional pilots and NFOs to meet training production requirements for the first squadron must begin in January and continue a steady increase ahead of the growth in the actual Growler force.

Every EA-18G pilot and NFO goes through FRS training before assignment to an expeditionary or carrier assigned squadron. This training occurs for both beginner Category 1 aircrews, those transitioning from other aircraft to Growlers (Category 2 aircrews) and for those returning to deployable squadrons needing refresher training (Category 3 aircrews). There is a constant cycle of training these aircrews and then assigning them to squadron billets. Personnel receive three year orders to a unit. Therefore, in any given year, one third of the unit's personnel (to include both aircrews and maintenance crew) will be rotating out of the command and new personnel will be arriving. The FRS has been anticipating added aircrew throughput to support the one-third constant replenishment while managing the anticipated growth to meet increased demand in July 2019, gradually growing training throughput from 36 aircrews per year to 46 aircrews by FY2022. Delays to allowing increased FCLPs and ability to put increased aircrews through the FRS training will create a shortage of trained aircrews immediately. In other words, without the authority to increase FCLP training at the FRS in January 2019, the Navy cannot train enough EA-18G pilots and NFOs in time to assign to the augmented carrier air wings under the proposed action.

On-time transition of personnel and aircraft to specific squadrons based at NAS Whidbey Island is also vital to ensure that perishable skills are maintained. Additional developed and trained aircrews must be assigned to the first squadron by July 2019 in order for the squadron to start executing the Optimized Fleet Response Plan (OFRP). The OFRP includes a training cycle consisting of unit basic level training by the squadron, which predominately occurs at NAS Whidbey Island and involves FCLPs, and then follow-on intermediate level training with other forces before a planned deployment (12-18 months later) and follow-on sustainment phase. Guidance doctrine calls for a full 3-year (36 month) OFRP cycle for these aviation units, which begins and ends with a maintenance period as well. Delays to increasing the number of FCLPs conducted at NAS Whidbey Island for the larger number of aircrews through the FRS training will create an immediate shortage of trained aircrews and hinder a squadron's development through the OFRP. Under the preferred alternative, it is anticipated that 2 new expeditionary squadrons (10 new aircraft), 2 additional aircraft to each existing carrier squadron (18 new aircraft), and 8 new training aircraft are to go to the FRS. Depending on the selected alternative, the Navy intends to increase sailors, both enlisted and officer, in the squadrons by no less than 335 and up to 628 sailors. Upon ROD signature, VAQ-139, a Growler squadron assigned to Carrier Air Wing Seventeen, is planned to augment or "plus up" to the additional level of 13 total crew and 7 aircraft first by July 2019. In order for this to occur, aircrews and maintainers have to complete training and be available for assignment to augment Growler squadrons according to the transition plan; otherwise, they will be assigned to backfill vacancies in other squadrons, which further exacerbates providing the Combatant Commanders with augmented squadrons.

If aircrew and maintenance personnel do not arrive to train in and to maintain the new aircraft, the Navy is restricted to status quo levels of flight operations and it will not be able to increase production in order to meet the carrier wing squadron growth plans. Depending on how long it takes to bring these individuals to NAS Whidbey Island, the ability of the electronic attack warfare community to transition to the larger, more capable squadrons Navy will be delayed a year or more.

IV. Personnel Impacts

Navy personnel inventory management requires lead time in which detailers are planning military personnel moves 6-12 months in advance, before orders are cut for new duty assignments. Therefore, an extended delay in the ROD will impact current plans for future personnel moves which in turn destabilizes family life, negatively affects career progression, and may lead to shortages in retaining qualified military members career fields in high demand for similar expertise in private industry.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 29, 2018

Captain Matthew L. Arny
Commanding Officer
Naval Air Station Whidbey Island
3730 North Charles Porter Avenue
Oak Harbor, Washington 98278-5000

Re: Proposed Increase of EA-18G Growler Aircraft and Aircraft Operations &
Development of Support Facilities, NASWI (Log No: 102214-23-USN)

Dear Captain Arny:

As State Historic Preservation Officer I will not be signing the current Section 106 Memorandum of Agreement. Both the state and local community contend that the mitigation is not adequate for the adverse effects of the additional Growlers and their operations.

It is most unfortunate that the efforts of our Department, the Ebey's Historical Reserve Trust Board, and the local community, all of whom offered other more proportional mitigation proposals, were summarily rejected by the U.S. Navy.

These impacts from the additional Growlers will adversely affect the setting, feeling, and association of Ebey's National Historic Reserve as well as the town of Coupeville.

We had all hoped that through some form of operational mitigation or avoidance we could diminish those effects. As we are unable to reach agreement on an appropriate level of mitigation the State of Washington will not be signing the current Section 106 Memorandum of Agreement.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Allyson Brooks', is written over a light blue horizontal line.

Allyson Brooks
State Historic Preservation Officer
Allyson.Brooks@dahp.wa.gov
360-586-3066



Captain Matthew L. Arny
November 29, 2018
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C: Jim Baumgart, Governor's Office
Kendall Campbell, NASWI Cultural Resources Program
Kristin Griffin, Trust Board of Ebey's Landing NHR
Deborah S. Stinson, Mayor, City of Port Townsend
John M. Fowler, Executive Director, Federal Advisory Council on Historic
Preservation
Reid Nelson, Director, Federal Advisory Council on Historic Preservation

