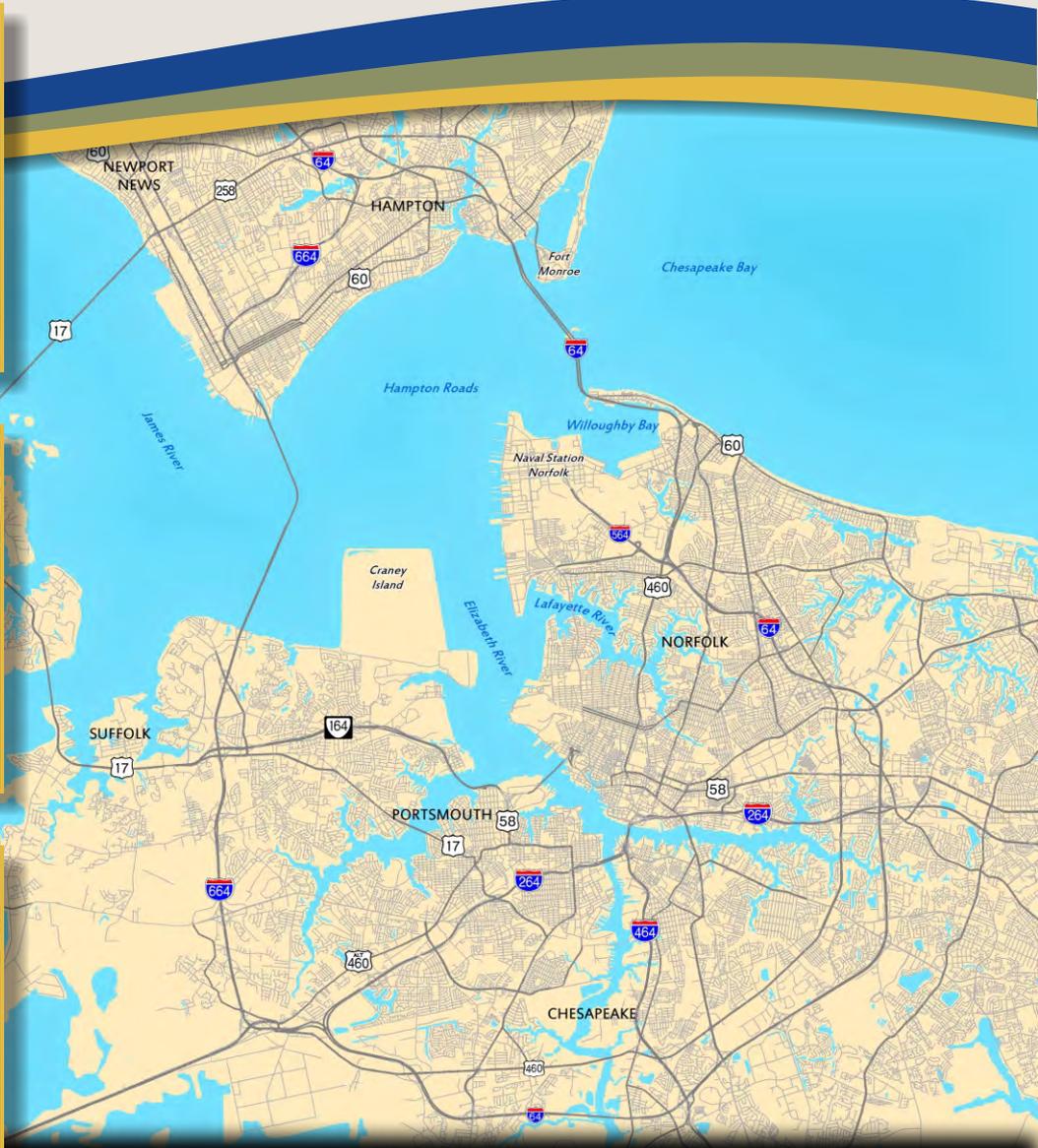


Right-of-Way and Relocation Technical Memorandum

Prepared in Support of the Supplemental Environmental Impact Statement



RIGHT-OF-WAY AND RELOCATION TECHNICAL MEMORANDUM

HRC **SEIS** Hampton Roads Crossing Study SEIS



Prepared in support of the Supplemental Environmental Impact Statement

VDOT Project #: 0064-965-081, P101

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1. INTRODUCTION

1.1 PROJECT DESCRIPTION

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) as the lead federal agency, is preparing a Supplemental Environmental Impact Statement (SEIS) for the Hampton Roads Crossing Study (HRCS). The Study is located in the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Suffolk, Virginia. The SEIS re-evaluates the findings of the 2001 HRCS Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The three alternatives retained for analysis in the 2001 FEIS, as well as input received from the public during initial scoping for the SEIS, were used to establish the Study Area Corridors shown in **Figure 1**. The purpose and need of the SEIS is summarized below.

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, FHWA is preparing an SEIS because of the time that has lapsed since the 2001 FEIS and new information indicating significant environmental impacts not previously considered. The SEIS, prepared in accordance with the implementing regulations of NEPA (23 CFR §771.130), is intended to aid in ensuring sound decision-making moving forward by providing a comparative understanding of the potential effects of the various options.

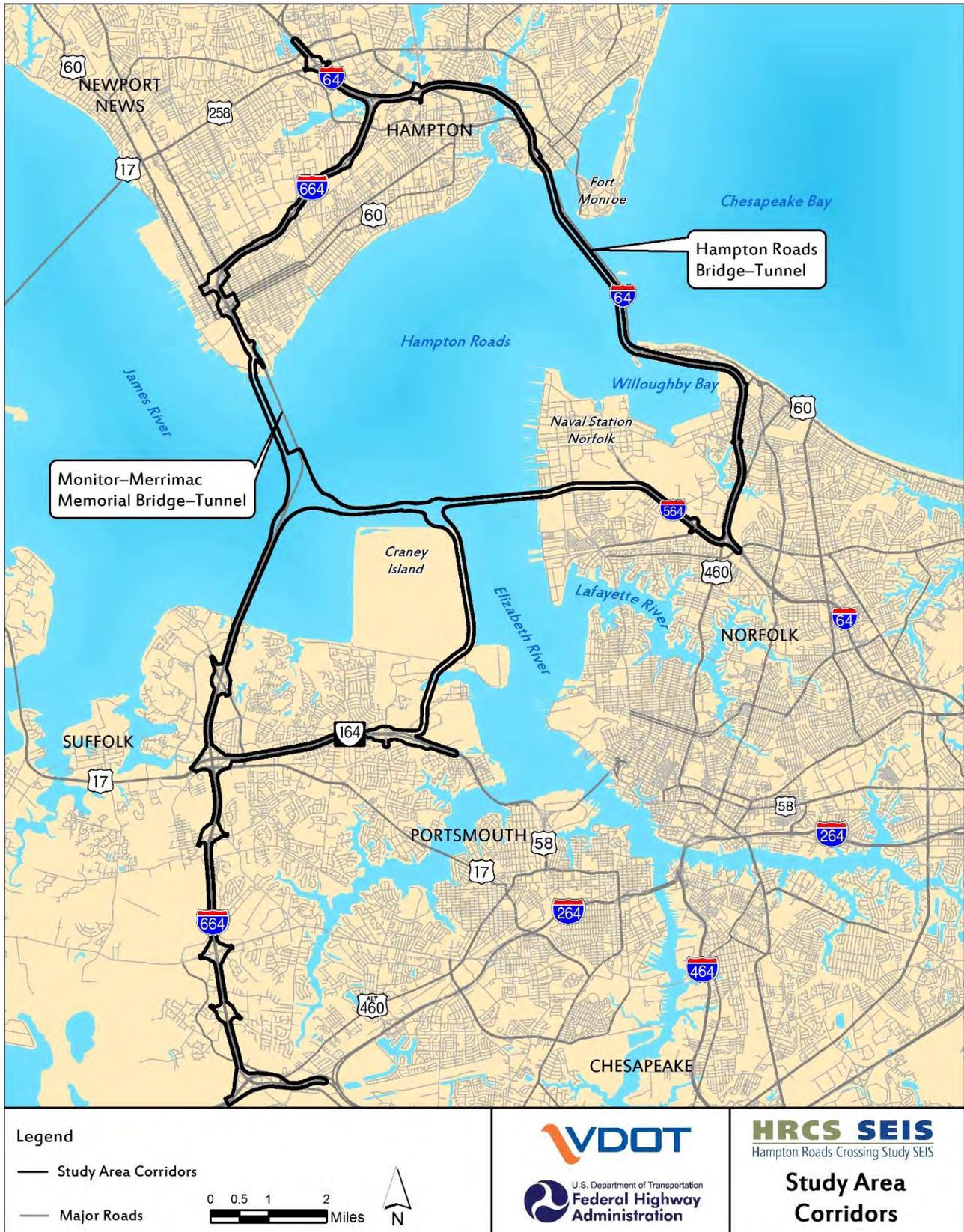
The purpose of this Technical Report is to identify the existing socioeconomic resources and land use characteristics in the Study Area Corridors and assess the potential impacts of the evaluated alternatives to these resources. Information in this report, described below, will support discussions presented in the SEIS. Section 1 of this report describes the preliminary alternatives for which potential impacts will be evaluated and provides an overview of the methodology used. This is followed by describing the existing conditions of socioeconomic resources (including Environmental Justice populations) and land use. Each resource evaluated is described in its own subsection, including the methodology used to identify resources and assess impacts, a description of the resources within the Study Area Corridors, and the potential environmental consequences of the alternatives on the given resource. If applicable, mitigation measures are presented.

1.1.1 Purpose and Need

The purpose of the HRCS SEIS is to relieve congestion at the I-64 Hampton Roads Bridge-Tunnel (HRBT) in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and VA 164 corridors. The HRCS will address the following needs (in the order of presentation in Chapter 1 of the Draft SEIS):

- Accommodate travel demand – capacity is inadequate on the Study Area Corridors, contributing to congestion at the HRBT;
- Improve transit access – the lack of transit access across the Hampton Roads waterway;
- Increase regional accessibility – limited number of water crossings and inadequate highway capacity and severe congestion decrease accessibility;
- Address geometric deficiencies – insufficient vertical and horizontal clearance at the HRBT contribute to congestion;

Figure 1-1: HRCS Study Area Corridors



- Enhance emergency evacuation capability – increase capacity for emergency evacuation, particularly at the HRBT;
- Improve strategic military connectivity – congestion impedes military movement missions; and,
- Increase access to port facilities – inadequate access to interstate highway travel in the Study Area Corridors impacts regional commerce.

1.1.2 Alternatives

Five alternatives, including the No-Build Alternative, are under consideration for the Draft SEIS and are assessed in this Technical Report. The proposed limits of the four Build Alternatives are shown on **Figure 1-2**. Each Technical Report and Memorandum prepared in support of the Draft SEIS assesses existing conditions and environmental impacts along the Study Area Corridors (**Figure 1-1**) for each alternative. Each alternative is comprised of various roadway alignments, used to describe the alternatives and proposed improvements, shown on **Figure 1-3**.

The No-Build Alternative

This alternative includes continued routine maintenance and repairs of existing transportation infrastructure within the Study Area Corridors, but there would be no major improvements.

Alternative A

Alternative A begins at the I-64/I-664 interchange in Hampton and creates a consistent six-lane facility by widening I-64 to the I-564 interchange in Norfolk. A parallel bridge-tunnel would be constructed west of the existing I-64 HRBT. During the public review of the HRBT DEIS, there was a clear lack of public or political support for the level of impacts associated with any of the Build Alternatives. Specifically, potential impacts to the historic district at Hampton University, Hampton National Cemetery, and the high number of displacements were key issues identified by the public, elected officials, and University and Veterans Affairs officials. Given this public opposition, a Preferred Alternative was not identified and the study did not advance. On August 20, 2015, FHWA rescinded its Notice of Intent to prepare the HRBT DEIS, citing public and agency comments and concerns over the magnitude of potential environmental impacts to a variety of resources, such as impacts to historic resources as well as communities and neighborhoods. Consequently, VDOT and FHWA have committed that improvements proposed in the HRCS SEIS to the I-64 corridor would be largely confined to existing right-of-way. To meet this commitment, Alternative A considers a six-lane facility. Alternative A lane configurations are summarized in **Table 1-1**.

Table 1-1: Alternative A Lane Configurations

Roadway Alignments	Existing Lanes	Proposed Lanes
I-64 (Hampton)	4-6	6
I-64 (HRBT and Norfolk)	4	6

Figure 1-2: Build Alternatives



Figure 1-3: Roadway Alignments



Legend

- Study Area Corridors
- Major Roads



Alternative B

Alternative B includes all of the improvements included under Alternative A, and the existing I-564 corridor that extends from its intersection with I-64 west towards the Elizabeth River. I-564 would be extended to connect to a new bridge-tunnel across the Elizabeth River (I-564 Connector). A new roadway (VA 164 Connector) would extend south from the I-564 Connector, along the east side of the Craney Island Dredged Material Management Area (CIDMMA), and connect to existing VA 164. VA 164 would be widened from this intersection west to I-664. Alternative B lane configurations are summarized in **Table 1-2**.

Table 1-2: Alternative B Lane Configurations

Roadway Alignments	Existing Lanes	Proposed Lanes
I-64 (Hampton)	6	6
I-64 (HRBT and Norfolk)	4	6
I-564	6	6
I-564 Connector	none	4
VA 164 Connector	none	4
VA 164	4	6

Note: The I-564 Intermodal Connector (IC) project is separate from HRCS that lies between the I-564 Connector and I-564. It would be constructed regardless of whether the HRCS improvements are made and therefore is included under the No-Build Alternative and is not listed with other proposed improvements.

Alternative C

Alternative C includes the same improvements along I-564, the I-564 Connector, and the VA 164 Connector that are considered in Alternative B. This alternative would not propose improvements to I-64 or VA 164 beyond the VA 164 Connector. Alternative C includes dedicated transit facilities in specific locations. DRPT completed a study in November 2015 that recommended high frequency bus rapid transit (BRT) service in a fixed guideway or in a shared high occupancy vehicle (HOV) or high occupancy toll (HOT) lanes (DRPT, 2015). Based on that recommendation, for the purposes of this Draft SEIS, transit assumes Bus Rapid Transit (BRT). In the Final SEIS, transit could be redefined or these lanes may be used as managed lanes. Alternative C converts one existing HOV lane in each direction on I-564 in Norfolk to transit only. The I-564 Connector and the I-664 Connector would be constructed with transit only lanes. This alternative also includes widening along I-664 beginning at I-664/I-64 in Hampton and continuing south to the I-264 interchange in Chesapeake. One new transit lane is included along I-664 between I-664/I-64 in Hampton and the new interchange with the I-664 Connector. Alternative C lane configurations are summarized in **Table 1-3**.

Table 1-3: Alternative C Lane Configurations

Roadway Alignments	Existing Lanes	Proposed Lanes
I-664 (from I-64 to the proposed I-664 Connector)	4-6	8 + 2 Transit Only
I-664 (from the proposed I-664 Connector to VA 164)	4	8
I-664 (from VA 164 to I-264)	4	6
I-564	6	4 + 2 Transit Only
I-564 Connector	none	4 + 2 Transit Only
VA 164 Connector	none	4
I-664 Connector	none	4 + 2 Transit Only

Note: The I-564 IC project is a separate project from HRCS that lies between the I-564 Connector and I-564. It would be constructed regardless of whether the HRCS improvements are made and therefore is included under the No-Build Alternative and is not listed with other proposed improvements.

Alternative D

Alternative D is a combination of the sections that comprise Alternatives B and C. Alternative D lane configurations are summarized in **Table 1-4**.

Table 1-4: Alternative D Lane Configurations

Roadway Alignments	Existing Lanes	Proposed Lanes
I-64 (Hampton)	4-6	6
I-64 (HRBT and Norfolk)	4	6
I-664 (from I-64 to VA 164)	4-6	8
I-664 (from VA 164 to I-264)	4	6
I-664 Connector	None	4
I-564	6	6
I-564 Connector	none	4
VA 164 Connector	none	4
VA 164	4	6

Note: The I-564 IC project is a separate project from HRCS that lies between the I-564 Connector and I-564. It would be constructed regardless of whether the HRCS improvements are made and therefore is included under the No-Build Alternative and is not listed with other proposed improvements.

1.1.3 Operationally Independent Sections

Given the magnitude and scope of the alternatives, it is expected that a Preferred Alternative would be constructed in stages or operationally independent sections (OIS). An OIS is a portion of an alternative that could be built and function as a viable transportation facility even if other portions of the alternative are not advanced. The OIS are comprised of various roadway alignments and were developed by identifying sections of roadway improvements that if constructed, could function independently. In order to facilitate the identification of a Preferred Alternative, the alternative impacts are quantified, as appropriate, based on roadway alignment sections and are presented in **Appendix A** of the HRCS Draft SEIS.

1.2 METHODOLOGY

For the purposes of this right-of-way and relocation analysis, the Study Area Corridors for detailed evaluation are generally defined as 250 feet on either side of the centerline of I-64, I-564, I-664, Route 164 and proposed new alignments (see **Figure 1-1**). Areas around the interchanges included in the Study Area Corridors vary based on the footprint of proposed modifications. For example, where proposed modifications would mainly consist of tying into existing ramps, the footprint of the interchange would be smaller and therefore the surrounding area around the interchange included for study would be smaller. The surrounding area included for study would be larger around the footprints of more extensively modified or newly proposed interchanges.

The acquisition of right-of-way and the relocation of displaced occupants would take place in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC 4601 et seq.). This *HRCS Right-of-Way and Relocation Technical Memorandum* has been prepared based on guidance in VDOT's *Right-of-Way Manual of Instructions* (last revised 1/1/2016). Data and information were collected on social demographics, property values, and potential relocations within the limits of disturbance (LOD) of the retained alternatives. This information was compiled from: aerial photographs, the US Census website, Geographic Information System (GIS) databases, VDOT's Comprehensive Environmental Data and Reporting System (CEDAR), conceptual drawings, and field inspections. All field inspections were conducted from within the public right-of-way. Given that potential property impacts are only being estimated at this time, local citizens and property owners were not contacted for any data to determine family size, household size, property value, owner/renter status, and any other demographic information. Similarly, individual businesses potentially subject to relocation were not contacted to determine their number of employees. Rather, these data were estimated using the sources noted above.

1.2.1 Property Impacts

Potential impacts were determined by using GIS to overlay the estimated LOD of the retained alternatives on city tax parcel digital data (obtained from each of the six municipalities) and aerial photography. The individual parcel data were then compiled and the area that may be acquired with implementation of a Build Alternative was computed. Property impacts are classified as either partial or total acquisitions:

- **Total Acquisition:** This occurs when any of the following criteria are met:
 - A portion of the primary structure is impacted
 - Access is cut off
 - 50 percent or more of the overall property is taken
 - Property is bisected by the proposed improvement
 - Proposed improvement comes within 10 feet of the primary structure
- **Partial Acquisition:** This occurs when a portion of a parcel is acquired and that portion does not include a primary structure.

1.2.2 Relocations

Potential relocations include all total acquisitions where there is a primary structure located on the property. Potential relocations may also occur on parcels that are partially acquired where a primary structure is impacted or access is cut off. Potential relocations are identified as residences (individuals/families), businesses, and non-profit organizations (including state-owned land, city-owned land, churches, schools, cemeteries, and parks/recreation areas). It should be noted that potential relocations and/or acquisitions are based on planning level estimates and that final decisions would not be made until detailed designs had been developed.

1.2.3 Compensation

The following approach would be used for property owner compensation during the right-of-way acquisition phase of this project (when appropriate). Under a total acquisition scenario, the owner would be compensated for the fair market value of the entire parcel and provided relocation assistance. Under a partial acquisition scenario, the owner would be compensated for the fair market value of the acquired portion of their parcel, minor improvements that may be acquired and potential damages to the remainder property. Some partial acquisitions result in uneconomic remnants of the remaining parcel. Uneconomic remnants occur when “the remainder of such tract or part thereof can no longer be utilized for the purpose for which the entire tract is then being utilized” (VDOT, 2011). In this case, the entire property would need to be acquired, the owner would be compensated for the fair market value of their entire parcel and the occupants may be eligible to receive relocation assistance. Due to the preliminary nature of the alternative LOD locations, uneconomic remnants were not determined in this analysis. Uneconomic remnants would be identified and compensated for during final design and right-of-way acquisition.

To develop a preliminary right-of-way cost to include in the Draft SEIS, impacts will be calculated using GIS property lines, and a cost per acre will be developed based on land use – agricultural, residential, industrial, and commercial. Values for those land uses will be taken from VDOT’s PCES Cost Estimate program. Costs for residential relocations were also taken from VDOT’s PCES Cost Estimate program. Single family home relocations used the PCES value for a Moderately High Cost Dwelling, and townhome relocations used the PCES value for an Average Cost Dwelling. Commercial and Industrial relocations were estimated based on the assessed value and inflated to reflect fair market value prices. A 40% contingency will be added to the cost estimate.

During the final design and right-of-way estimation processes, additional costs that would be added to the fair market value of the properties could include administrative expenses for each property, remediation costs for potential hazardous materials sites, damage assessment for partial property acquisitions, and condemnation costs. Additional costs would include administrative expenses; relocation costs for each owner and renter occupied residence, business, and non-profit organization; damages; and condemnation costs. These are added as a percentage of the value of property acquired. The percentage is based on historical averages.

2. CENSUS DATA

This *HRCS Right-of-Way and Relocation Technical Memorandum* represents a preliminary examination of the potential right-of-way requirements and relocations that would result from implementation of the Build Alternatives. Therefore, there has been no direct contact with potentially affected individual residents, landowners, and business owners to date. Social and economic characteristics of the displaced population are based on US Census data, from both the 2010 *Decennial US Census* and *American Community Survey 5-Year (2009-2013)*, included in the *HRCS Socioeconomics and Land Use Technical Report*. The Census includes data on total population, race, age, households, and housing; the community survey includes income data on median household income and low-income persons.

Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (e.g. a neutral policy or practice that has an unequal impact on protected groups). Data collection to determine the presence of any Title VI populations, as listed below, has occurred as a part of this project. More detail appears in the *HRCS Socioeconomics and Land Use Technical Report*.

Executive Order (EO) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” states that each Federal agency “shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

As defined by Title VI and in the guidance for implementing EO 12898, minority populations include citizens or lawful permanent residents of the US who are:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America or South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

FHWA defined the above minority populations in Order 6640.23A, “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (issued June 14, 2012). The order provides methods to comply with existing applicable regulations and requirements, as well as administer FHWA’s “governing statutes so as to identify and avoid discrimination and disproportionately high and adverse effects on minority populations and low-income populations.”

Order 6640.23A also implemented Order 5610.2(a) (issued May 2, 2012), the most recent US Department of Transportation (DOT) order on Environmental Justice (EJ) requirements. Order 5610.2(a) states, “it is the policy of DOT to promote the principles of environmental justice (as embodied in the EO) through the incorporation of those principles in all DOT programs, policies, and activities. This would be done by fully considering environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities, using the principles of the National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (URA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) and other DOT statutes, regulations and guidance that address or affect infrastructure planning and decision-making; social, economic, or environmental matters; public health; and public involvement.”

For this *Right-of-Way and Relocation Technical Memorandum*, demographic data for the Census block groups were analyzed to determine whether the Build Alternatives would have property impacts on Title VI populations, or any disproportionately high and adverse human health or environmental effects on minority or low-income populations, including those potentially subject to relocation. More information on Census block groups can be found in the *Socioeconomic and Land Use Technical Report*.

All of the Build Alternatives have the potential to impact residents. These potential impacts based on the worst case LOD. It should also be noted that some of the Census block group boundaries are along existing roadways (i.e., sides of the same street are in separate Census block groups) and may not give the most accurate picture of a community.

2.1 ENVIRONMENTAL JUSTICE POPULATIONS

The *HRCS Socioeconomic and Land Use Technical Report* includes information on the low-income population characteristics per study Census block group, according to *American Community Survey 5-Year (2009-2013)* data. A total of 8 out of 81 study Census block groups meet the definition of a low-income population. Low-income populations in the City of Hampton are found along I-64 in the areas of the King’s Square housing development (Census block group 106.02-1), downtown Hampton (Census block group 106.01-2), and Hampton University (Census block group 114-1). Reflective of its student population, the university area’s median household income at \$2,500 is exceptionally low. In the City of Norfolk, low-income populations are also in the vicinity of I-64 in the Cottage Road Park and Suburban Acres neighborhoods (Census block groups 57.01-3 and 14-1). Along I-664 in the City of Newport News, low-income populations reside in the Southeast Community, and there are no residences in the industrial area of the Southeast Waterfront (Census block groups 301-1, 301-2, and 304-1).

The eight Census block groups noted in the section above as having EJ low-income populations also have EJ minority populations. In other words, all low-income population areas also have minority populations. A total of 77 out of 81 study Census block groups meet the definition of an EJ minority population. The five non-minority population areas are: 1) the West Ocean View neighborhood (Census block group 5-1) in the City of Norfolk, 2) the Harbour View area (Census block group 751.02-3) of the City of Suffolk, 3) the vicinity of the south part of Towne Point Road (Census block group 2131.03-1) in the City of Portsmouth, and 4) two Census block groups consisting entirely of the body of water called “Hampton Roads” (Census block groups 99.00-0 and 751.01-0). The rest of the Study Area Corridors are EJ minority population areas. The City of Norfolk 301-2, 306-3, 308-1, 308-2, and 308-3 Census block groups have 100 percent minority

populations, and the city’s Census block group 9.02-1 has the most minority residents, with 7.7 percent of the total minority population of the study Census block groups.

The total study Census block group population is 128,950 persons. Similar to several Hampton Roads cities, the most populous race in the study Census block groups is black or African American (59,382 at 46.0 percent). This is followed very closely in frequency by white (58,233 at 45.2 percent). The other racial groups are in smaller numbers, with “two or more races” (4,006 at 3.1 percent) and Asian (4,128 at 3.2 percent) very closely, followed by “some other race” (2,388 at 1.9 percent), American Indian and Alaska Native (618 at 0.5 percent), and Native Hawaiian or other Pacific Islander (195 at 0.2 percent). There are 8,912 persons belong to Hispanic or Latino groups.

2.2 HOUSING

Table 2-1 presents housing characteristics in the study Census block groups. It is based on information from the *American Community Survey 5-Year (2009-2013)*. Approximately 36,000 occupied housing units are in the study Census block groups, with the majority (1,416) in Census block group 105.01-01 in the Power Plant Parkway area of the City of Hampton. Approximately 48 percent of occupied housing units in the study Census block groups are owner-occupied and 52 percent renter-occupied, as compared to most of the cities surrounding the Study Area Corridors, where the rate of home ownership is higher. Only the City of Norfolk has more renters than homeowners. Among the six cities surrounding the Study Area Corridors, there are a total of approximately 390,000 housing units.

Table 2-1: 2013 Housing Characteristics in the Study Census Block Groups

Census Block Group	Locality	Total Housing Units	Total Occupied Housing Units	Owner-Occupied	Renter-Occupied
213.01-1	Chesapeake	441	383	347 (90.6%)	36 (9.4%)
214.04-4	Chesapeake	703	315	315 (100.0%)	0 (0.0%)
215.01-1	Chesapeake	791	779	272 (34.9%)	507 (65.1%)
215.01-2	Chesapeake	1,010	956	934 (97.7%)	22 (2.3%)
215.01-3	Chesapeake	1,113	1,080	992 (91.9%)	88 (8.1%)
215.01-4	Chesapeake	869	732	461 (63.0%)	271 (37%)
215.02-3	Chesapeake	729	712	524 (73.6%)	188 (26.4%)
215.02-4	Chesapeake	1,014	1,014	766 (75.5%)	248 (24.5%)
216.01.1	Chesapeake	890	890	603 (67.8%)	287 (32.2%)
216.02-3	Chesapeake	1,031	993	787 (79.2%)	206 (20.8%)
103.11-1	Hampton	945	788	305 (38.7%)	483 (61.3%)
103.13-1	Hampton	192	192	0 (0.0%)	192 (100.0%)
105.01-1	Hampton	1,416	1,271	711 (56.0%)	560 (44.0%)
105.01-2	Hampton	903	715	193 (27.0%)	522 (73.0%)
105.02-1	Hampton	912	835	240 (29.0%)	595 (71.3%)
105.02-2	Hampton	430	394	155 (39.3%)	239 (60.7%)
106.01-1	Hampton	408	383	183 (47.8%)	200 (52.2%)
106.01-2	Hampton	697	523	83 (15.9%)	440 (84.1%)

Census Block Group	Locality	Total Housing Units	Total Occupied Housing Units	Owner-Occupied	Renter-Occupied
106.02-2	Hampton	794	634	354 (55.8%)	280 (44.2%)
108-1	Hampton	724	710	342 (48.2%)	368 (51.8%)
108-4	Hampton	431	349	217 (62.2%)	132 (37.8%)
111-1	Hampton	368	206	0 (0.0%)	206 (100.0%)
112-3	Hampton	431	399	332 (83.2%)	67 (16.8%)
113-2	Hampton	426	373	203 (54.4%)	170 (45.6%)
114-1	Hampton	273	214	4 (1.9%)	210 (98.1%)
301-1	Newport News	867	789	24 (3.0%)	765 (97.0%)
301-2	Newport News	261	172	0 (0.0%)	172 (100.0%)
301-3	Newport News	646	555	9 (1.6%)	546 (98.4%)
304-1	Newport News	527	405	109 (26.9%)	296 (73.1%)
306-1	Newport News	301	183	90 (49.2%)	93 (50.8%)
306-3	Newport News	434	363	39 (10.7%)	324 (89.3%)
308-1	Newport News	452	332	153 (46.1%)	179 (53.9%)
308-2	Newport News	252	200	0 (0.0%)	200 (100.0%)
308-3	Newport News	322	230	107 (46.5%)	123 (53.5%)
3-3	Norfolk	613	545	121 (22.2%)	424 (77.8%)
4-1	Norfolk	953	834	183 (21.9%)	651 (78.1%)
4-3	Norfolk	809	343	54 (15.7%)	289 (84.3%)
5-2	Norfolk	612	521	227 (43.6%)	294 (56.4%)
5-3	Norfolk	320	253	160 (63.2%)	93 (36.8%)
5-4	Norfolk	205	205	102 (49.8%)	103 (50.2%)
8-1	Norfolk	496	490	368 (75.1%)	122 (24.9%)
8-2	Norfolk	485	465	0 (0.0%)	465 (100.0%)
9.01-1	Norfolk	1037	979	0 (0.0%)	979 (100.0%)
9.02-1	Norfolk	478	444	5 (1.1%)	439 (98.9%)
11-1	Norfolk	1,123	895	93 (10.4%)	802 (89.6%)
13-2	Norfolk	913	674	229 (34.0%)	445 (66.0%)
55-1	Norfolk	460	435	283 (65.1%)	152 (34.9%)
57.01-3	Norfolk	766	599	41 (6.8%)	558 (93.2%)
9900-0	Norfolk	0	0	0 (n/a)	0 (n/a)
2130.01-1	Portsmouth	85	85	0 (0.0%)	85 (100.0%)
2130.01-3	Portsmouth	1,149	1,087	927 (85.3%)	160 (14.7%)
2130.02-3	Portsmouth	945	919	692 (75.3%)	227 (24.7%)
2131.01-1	Portsmouth	556	520	120 (23.1%)	400 (76.9%)
2131.01-2	Portsmouth	703	640	7 (1.1%)	633 (98.9%)
2131.01-3	Portsmouth	836	786	370 (47.1%)	416 (52.9%)
2131.03-1	Portsmouth	200	200	168 (84.0%)	32 (16.0%)

Census Block Group	Locality	Total Housing Units	Total Occupied Housing Units	Owner-Occupied	Renter-Occupied
2131.03-2	Portsmouth	344	344	292 (84.9%)	52 (15.1%)
2131.03-3	Portsmouth	842	789	368 (46.6%)	421 (53.4%)
751.01-0	Suffolk	0	0	0 (n/a)	0 (n/a)
751.01-1	Suffolk	623	530	421 (79.4%)	109 (20.6%)
751.01-2	Suffolk	90	90	77 (85.6%)	13 (14.4%)
751.01-3	Suffolk	802	748	678 (90.6%)	70 (9.4%)
751.02-3	Suffolk	0	0	0 (n/a)	0 (n/a)
751.02-4	Suffolk	648	591	499 (84.4%)	92 (15.6%)
752.04-1	Suffolk	1,392	1,185	599 (50.5%)	586 (49.5%)
752.04-2	Suffolk	619	593	259 (43.7%)	334 (56.3%)

Source: American Community Survey 5-Yr (2009-2013)

3. RELOCATIONS

3.1 PROPERTY IMPACTS

The **No-Build Alternative** would not result in any project related construction and would therefore not directly impact right-of-way in the Study Area Corridors.

Right-of-way impacts are summarized in **Table 2-2**. “Other” includes institutional, military, industrial, and open space properties; the greatest number of such takes would be with Alternative D. The institutional properties include two VDOT properties. The military property impact is located on the US Coast Guard site. The industrial properties include a pump technology company (Alternative C only), a pressure washer sales and services company, a building at a cabinet making shop, and a building each at two port-related industries. Open space properties are included because, while they are zoned as such, buildings on these properties would be acquired as part of the project.

Alternative A improvements in Hampton and Norfolk would consist of sliver impacts adjacent to existing I-64 right-of-way. Alternative A would impact 0.5 acres of residential property, 1.3 acres of commercial property, and 8.4 acres of other property.

Alternative B improvements to I-564 would consist of sliver impacts adjacent to the existing roadway and partial impacts to large industrial parcels. Portions of Alternative B are on new alignment (along the east side of CIDMMA and the connection to existing VA 164). Alternative B would impact 0.6 acres of residential property, 2.7 acres of commercial property, and 245.6 acres of other property.

Alternative C improvements would result in sliver impacts to the parcels adjacent to I-664 right-of-way. Improvements to I-564 under Alternative C would result in a larger footprint than Alternative B due to the additional transit lanes; however, like Alternative B, the improvements along this section would consist of sliver impacts adjacent to existing roadway. The portions of Alternative C that are on new alignment (along the east side of CIDMMA and the connection to existing VA 164) would include sliver takes. Alternative C would impact 1.9 acres of residential property, 4.7 acres of commercial property, and 334.0 acres of other property.

Alternative D is a combination of the sections that comprise Alternatives B and C; however, it does not include the transit only lanes that would be constructed under Alternative C. Alternative D would impact 2.1 acres of residential property, 5.5 acres of commercial property, and 312.0 acres of other property.

Table 2-2: Summary of HRCS Property Impacts Based on Zoning

Property Type	Alternative A	Alternative B	Alternative C	Alternative D
Residential (acres)	0.5	0.6	1.9	2.1
Commercial (acres)	1.3	2.7	4.7	5.5
Other* (acres)	8.4	245.6	334.0	312.0

Source: Hampton Roads Transportation Planning Organization

**Other includes Military, Open Space, Institutional, and Industrial zoning classifications.*

3.2 RELOCATIONS

The potential relocations are summarized in **Table 2-3**. The Build Alternatives, and therefore the property numbers in the table, overlap between alternatives in many instances. The No-Build Alternative would not result in any relocations.

Table 2-3: Relocations by Alternative

Property Type	Alternative A	Alternative B	Alternative C	Alternative D
Residential	9	9	11	20
Commercial	0	0	5	4
Other*	2	4	8	9
Total	11	13	24	33

**Other includes Military, Open Space, Institutional, and Industrial zoning classifications.*

Most relocations are “Residential” for the Build Alternatives, with the greatest number occurring with Alternative D. The “Residential” numbers appear to be all single family residences for Alternatives A, B, C, and D. “Commercial” relocations are a combination of business and commercial zoning, and would occur only with Alternatives C and D; “Commercial” includes a warehouse (Alternative C only), a pizza parlor, a building at an energy provider complex, and a single family residence with a commercial use.

“Other” includes institutional, military, industrial, and open space properties; the greatest number of such takes would be with Alternative D. The institutional properties are two VDOT properties. The military property impact is located on the US Coast Guard site. The industrial properties include a pump technology company (Alternative C only), a pressure washer sales and services company, a building at a cabinet making shop, and a building each at two port-related industries. Open space properties are included because, while they are zoned as such, buildings on these properties would be acquired as part of the project. The three open space properties would be part of Alternatives C and D.

4. REPLACEMENT HOUSING AND BUSINESS LOCATIONS

4.1 REPLACEMENT HOUSING

Based on the amount of unoccupied housing units shown in **Table 2-1**, there appears to be adequate available housing in the Study Area Corridors at this time. It should be noted that any alternative considered in the HRCS SEIS could be implemented over many years and the availability of adequate housing could fluctuate. A determination on the availability of adequate housing would be made during detailed design. For the purposes of this analysis, the discussion focuses on current conditions.

In Hampton, potential relocations would be within the 23663, 23669, and 23661 zip codes, which combined, had approximately 880 homes for sale in April 2016. Therefore, there appears to be adequate housing replacement sites within Hampton based on current real estate listings (www.trulia.com). In Norfolk, potential relocations would be within the 23503 zip code, which had approximately 298 homes for sale in April 2016. Based on the number of potential residential relocations, there would be adequate housing replacement sites within the same zip code. In Newport News, potential relocations would be within the 23607 zip code, which had approximately 204 homes for sale in April 2016. Therefore, there appears to be adequate housing replacement sites within Newport News. In Portsmouth, potential relocations would be within the 23703 zip code, which had approximately 335 homes for sale in April 2016. Based on the number of potential residential relocations, there would be adequate housing replacement sites within the same zip code.

VDOT has the ability and, if necessary, is willing to provide housing of last resort, including the purchase of land or dwellings; repair of existing dwellings to meet decent, safe, and sanitary conditions; relocation or remodeling of dwellings purchased by VDOT; or construction of new dwellings. Assurance is given that all displaced families and individuals would be relocated to suitable replacement housing, and that all replacement housing would be fair housing available to all persons without regard to race, color, religion, sex, or national origin and would be within the financial means of the displacees. Each person would be given sufficient time to negotiate for and obtain possession of replacement housing. No residential occupants would be required to move from property needed for the Retained Build Alternatives until comparable decent, safe, and sanitary replacement dwellings have been made available to them.

4.2 REPLACEMENT BUSINESS LOCATIONS

In Hampton, in zip codes, 23661 and 23669, there were seven commercial properties for sale in April 2016 based on current real estate listings (www.loopnet.com). One of these was an industrial manufacturing site. Throughout the city, there were 23 commercial sites for sale.

In Newport News, in zip code 23607, there were three commercial properties for sale in April 2016. One of these was an industrial manufacturing site. Throughout the city, there were 43 commercial sites for sale.

In Portsmouth, in zip code 23707, there were nine commercial properties for sale in April 2016. However, none of these were industrial manufacturing sites. Throughout the city, there were 47 commercial sites for sale.

The acquisition of right-of-way and the relocation of displacees would be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Assurance is given

that relocation resources would be available to all residential, business, farm, and nonprofit displacees without discrimination.

5. REFERENCES

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- Virginia Department of Transportation. 2011. *Right of Way Manual of Instructions*. Richmond, VA.

APPENDIX A:
RIGHT-OF-WAY AND RELOCATION TABLE

Segment	Partial Property Impacts	Total Property Impacts	Total
1	8	0	8
2	19	0	19
3	1	0	1
4	8	0	8
5C	3	0	3
5D	2	0	2
6C	5	0	5
6D	4	0	4
7C	85	23	108
7D	54	21	75
8	12	8	20
9	41	23	64
10B	7	0	7
10C	8	0	8
10D	7	0	7
11C	0	0	0
11D	0	0	0
12B	1	0	1
12C	1	0	1
12D	1	0	1
13	26	10	36
14	0	0	0

	Partial Property Impacts	Total Property Impacts	Total
Alternative A	53	31	84
Alternative B	87	41	128
Alternative C	164	33	197
Alternative D	183	62	245

These property impacts are based on the proposed limits of disturbance developed for the Draft SEIS and are subject to further refinement when a Preferred Alternative is identified in the Final SEIS.

Segment 1									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-893	22	0.35	0.02	1	Partial	S MILITARY HWY	Chesapeake	Open Space	
HR-958	22	4.18	0.36	1	Partial	W MILITARY HWY	Chesapeake	Open Space	
HR-959	22	5.55	0.03	1	Partial	W MILITARY HWY	Chesapeake	Open Space	
HR-960	22	9.33	0.37	1	Partial	W MILITARY HWY	Chesapeake	Open Space	
HR-964	22	4.44	0.00	1	Partial	4629 AIRLINE BLVD	Chesapeake	Residential	
HR-965	22	0.15	0.02	1	Partial	4671 W MILITARY HWY	Chesapeake	Commercial	
HR-968	22	0.80	0.15	1	Partial	4700 W MILITARY HWY	Chesapeake	Open Space	
HR-1011	22	0.31	0.00	1	Partial	4624 WESTBOROUGH DR	Chesapeake	Residential	
				8					

8 Partial Takes

Segment 2									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-5	19	4.44	0.09	1	Partial	TAYLOR RD	Chesapeake	Open Space	
HR-19	18, 19	0.40	0.03	1	Partial	3670 MARDEAN DR	Chesapeake	Residential	
HR-20	19	0.25	0.02	1	Partial	3668 MARDEAN DR	Chesapeake	Residential	
HR-21	19	0.30	0.01	1	Partial	3664 MARDEAN DR	Chesapeake	Residential	
HR-122	19	0.26	0.00	1	Partial	4911 CLIFTON ST	Chesapeake	Residential	
HR-144	19	0.27	0.00	1	Partial	4909 CLIFTON ST	Chesapeake	Residential	
HR-145	19	0.28	0.01	1	Partial	4907 CLIFTON ST	Chesapeake	Residential	
HR-146	19	0.35	0.02	1	Partial	4905 CLIFTON ST	Chesapeake	Residential	
HR-147	19	0.45	0.01	1	Partial	4903 CLIFTON ST	Chesapeake	Residential	
HR-173	18, 19, 23	31.11	0.26	1	Partial	CLIFTON ST	Chesapeake	Open Space	
HR-232	19	0.30	0.05	1	Partial	4952 OLD PUGHSVILLE RD	Chesapeake	Residential	
HR-249	19	3.07	0.00	1	Partial	OLD PUGHSVILLE RD	Chesapeake	Open Space	
HR-250	19	2.24	0.07	1	Partial	4856 STATION HOUSE RD	Chesapeake	Industrial	
HR-251	19	3.08	0.00	1	Partial	5000 PUGHSVILLE RD	Chesapeake	Institutional	
HR-252	19	3.63	0.09	1	Partial	STATION HOUSE RD	Chesapeake	Industrial	
HR-322	19	3.22	0.12	1	Partial	3041 GUM CT	Chesapeake	Industrial	
HR-568	20	4.10	0.19	1	Partial	COFFMAN BLVD	Chesapeake	Open Space	
HR-6667	19	63.55	0.00	1	Partial	MARLIN AVE	Suffolk	Open Space	
HR-6678	18, 19, 23	70.59	1.67	1	Partial	BRIDGE RD	Suffolk	Open Space	
				19					

19 Partial Takes

Segment 3									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-6678	18, 19, 23	70.59	0.41	1	Partial	BRIDGE RD	Suffolk	Open Space	
				1					

1 Partial Takes

Segment 4									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-6680	17, 18	4.10	0.01	1	Partial	COLLEGE DR	Suffolk	Open Space	
HR-6681	17, 18	4.10	0.01	1	Partial	COLLEGE DR	Suffolk	Open Space	
HR-6682	16, 17	128.23	5.93	1	Partial	SANDY DR	Suffolk	Open Space	Relocation
HR-6683	16, 17	105.95	0.30	1	Partial	CLUB DR	Suffolk	Institutional	
HR-6840	17	61.62	3.33	1	Partial	6500 COLLEGE DR	Suffolk	Open Space	
HR-6841	17	61.62	3.33	1	Partial	6500 COLLEGE DR	Suffolk	Open Space	
HR-6854	17, 18	21.08	0.00	1	Partial	6259 COLLEGE DR	Suffolk	Commercial	
HR-6901	17, 18	39.82	0.33	1	Partial	HARBOUR VIEW BLVD	Suffolk	Open Space	
				8					

8 Partial Takes

Segment 5C									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-2900	14	0.27	0.04	1	Partial	415 HARBOR RD, APT.	Newport News	Industrial	
HR-3920	13, 14	84.16	20.21	1	Partial	1201 TERMINAL AVE, APT.	Newport News	Industrial	CSX
HR-3934	14	13.32	0.89	1	Partial	801 TERMINAL AVE, APT.	Newport News	Industrial	Relocation
				3					

3 Partial Takes

Segment 5D									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-3920	13, 14	84.16	18.85	1	Partial	1201 TERMINAL AVE, APT.	Newport News	Industrial	CSX
HR-3934	14	13.32	2.14	1	Partial	801 TERMINAL AVE, APT.	Newport News	Industrial	Relocation
				2					

2 Partial Takes

Segment 6C									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-3262	13, 14	6.39	2.11	1	Partial	900 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3538	13, 14	4.98	0.08	1	Partial	520 14TH ST, APT.	Newport News	Industrial	
HR-3920	13, 14	84.16	13.34	1	Partial	1201 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3930	13, 14	19.53	0.27	1	Partial	500 12TH ST, APT.	Newport News	Industrial	
HR-3933	14	9.35	0.15	1	Partial	300 TERMINAL AVE, APT.	Newport News	Institutional	
				5					

5 Partial Takes

Segment 6D									
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	#	Type of Impact	Address	City	Land Use	Notes
HR-3262	13, 14	6.39	1.72	1	Partial	900 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3538	13, 14	4.98	0.08	1	Partial	520 14TH ST, APT.	Newport News	Industrial	
HR-3920	13, 14	84.16	10.67	1	Partial	1201 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3930	13, 14	19.53	0.27	1	Partial	500 12TH ST, APT.	Newport News	Industrial	
				4					

4 Partial Takes

Segment 7C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-1083	11, 12	0.99	0.13	1	Partial		50TH ST	Hampton	Open Space	
HR-1091	11	1.13	0.04	1	Partial		400 COPELAND DR	Hampton	Commercial	Relocation
HR-1130	2, 10, 11	0.34	0.06	0	Total	1	24 BRAEMAR DR	Hampton	Residential	Relocation
HR-1133	10, 11	0.28	0.12	0	Total	1	66 AZALEA DR	Hampton	Residential	Relocation
HR-1138	11	0.56	0.01	1	Partial		501 HOWMET DR	Hampton	Commercial	
HR-1144	11	0.13	0.12	0	Total	1	400 INDUSTRY DR	Hampton	Open Space	
HR-1173	11, 12	0.15	0.01	1	Partial		ELLINGTON AVE	Hampton	Open Space	
HR-1236	11	0.44	0.18	0	Total	1	68 AZALEA DR	Hampton	Residential	Relocation
HR-1299	11, 12	1.81	0.29	0	Total	1	401 INDUSTRY DR	Hampton	Industrial	Relocation
HR-1316	11, 12	3.94	0.00	1	Partial		720 GREENLAWN AVE	Hampton	Commercial	
HR-1368	2, 10, 11	0.30	0.05	0	Total	1	27 BRAEMAR DR	Hampton	Residential	Relocation
HR-1382	11, 12	1.31	0.14	0	Total	1	2351 52ND ST	Hampton	Industrial	Relocation
HR-1390	11, 12	0.06	0.02	0	Total	1	ELLINGTON AVE	Hampton	Open Space	
HR-1401	10, 11	0.24	0.00	1	Partial		217 PRINCE GEORGE DR	Hampton	Residential	
HR-1454	10, 11	0.36	0.01	0	Total	1	6 DUNDEE RD	Hampton	Residential	Relocation
HR-1470	2, 10, 11	0.34	0.01	1	Partial		20 BRAEMAR DR	Hampton	Residential	
HR-1512	10, 11	0.28	0.05	0	Total	1	24 BALMORAL DR	Hampton	Open Space	Relocation
HR-1535	10, 11	0.29	0.02	0	Total	1	9 KESWICK LN	Hampton	Residential	Relocation
HR-1548	11, 12	1.32	0.07	1	Partial		808 CHILDS AVE	Hampton	Industrial	
HR-1553	2, 10, 11	42.61	0.68	1	Partial		1491 W QUEEN ST	Hampton	Open Space	
HR-1604	11, 12	0.88	0.02	1	Partial		300 ABERDEEN RD	Hampton	Industrial	
HR-1605	11	0.96	0.02	1	Partial		401 COPELAND DR	Hampton	Industrial	
HR-1639	10, 11	0.28	0.01	1	Partial		5 DUNDEE RD	Hampton	Residential	
HR-1669	10, 11	0.29	0.04	0	Total	1	25 BALMORAL DR	Hampton	Residential	Relocation
HR-1687	11, 12	0.60	0.09	1	Partial		CHILDS AVE	Hampton	Open Space	
HR-1824	10, 11	0.28	0.06	0	Total	1	64 AZALEA DR	Hampton	Residential	Relocation
HR-1844	11	0.52	0.02	1	Partial		915 G ST	Hampton	Institutional	
HR-1946	10, 11	0.35	0.02	1	Partial		215 PRINCE GEORGE DR	Hampton	Residential	
HR-2017	10, 11	0.28	0.04	1	Partial		62 AZALEA DR	Hampton	Residential	
HR-2028	10, 11	0.28	0.03	1	Partial		60 AZALEA DR	Hampton	Residential	
HR-2052	12	1.17	0.25	1	Partial		699 GREENLAWN AVE	Hampton	Open Space	
HR-2067	11, 12	0.37	0.00	1	Partial		121 OLD ABERDEEN RD	Hampton	Commercial	
HR-2102	10, 11	0.32	0.02	1	Partial		58 AZALEA DR	Hampton	Residential	
HR-2116	10, 11	0.28	0.03	0	Total	1	10 KESWICK LN	Hampton	Open Space	Relocation
HR-2186	11, 12	0.57	0.11	1	Partial		228 ABERDEEN RD	Hampton	Commercial	

These property impacts are based on the proposed limits of disturbance developed for the Draft SEIS and are subject to further refinement when a Preferred Alternative is identified in the Final SEIS.

Segment 7C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-2216	11, 12	1.74	0.19	0	Total	1	400 ROTARY ST	Hampton	Industrial	Relocation
HR-2296	11, 12	2.74	0.02	1	Partial		814 CHILDS AVE	Hampton	Industrial	
HR-2398	12	0.29	0.00	1	Partial		2604 W PEMBROKE AVE	Hampton	Residential	
HR-2440	11, 12	0.26	0.00	1	Partial		701 ELLINGTON AVE	Hampton		
HR-2441	11, 12	0.15	0.01	1	Partial		703 ELLINGTON AVE	Hampton	Open Space	
HR-2515	2, 10, 11	0.27	0.03	1	Partial		22 BRAEMAR DR	Hampton	Residential	
HR-2530	11, 12	12.82	0.10	1	Partial		2301 ALUMINUM AVE	Hampton	Open Space	
HR-2534	11, 12	28.47	0.65	1	Partial		2101 ALUMINUM AVE	Hampton	Open Space	
HR-2566	11	0.88	0.03	1	Partial		816 KIWANIS ST	Hampton	Industrial	
HR-2571	11	36.33	1.79	1	Partial		1922 W PEMBROKE AVE	Hampton	Industrial	
HR-2583	11	5.03	0.07	1	Partial		2103 MAXWELL DR	Hampton	Commercial	
HR-2642	11	0.78	0.01	1	Partial		2105 50TH ST	Hampton	Commercial	
HR-2646	11	4.07	0.61	1	Partial		223 SALTERS CREEK RD	Hampton	Open Space	
HR-2693	11, 12	0.13	0.03	0	Total	1	705 ELLINGTON AVE	Hampton	Residential	Relocation
HR-2723	11	37.00	0.45	1	Partial		1 HOWMET DR	Hampton	Industrial	
HR-2728	11, 12	0.16	0.05	1	Partial		727 BIRCH AVE	Hampton	Open Space	
HR-2729	11, 12	0.19	0.00	1	Partial		723 BIRCH AVE	Hampton	Open Space	
HR-2762	2, 10	7.46	0.10	1	Partial		1446 W QUEEN ST	Hampton	Residential	
HR-2813	12	11.76	0.09	1	Partial		CITY LINE RD	Hampton	Industrial	
HR-2838	3, 11, 12	23.99	0.66	1	Partial		ABERDEEN RD	Hampton	Open Space	
HR-2901	13	5.13	5.07	1	Partial		0 , APT.	Hampton	Institutional	
HR-2920	12, 13	1.74	0.03	1	Partial		3701 MARSHALL AVE, APT.	Hampton	Commercial	
HR-2921	12, 13	1.24	0.05	1	Partial		800 41ST ST, APT.	Hampton	Institutional	
HR-2923	12, 13	0.17	0.03	1	Partial		814 41ST ST, APT.	Hampton	Residential	
HR-2927	12, 13	0.15	0.02	1	Partial		822 41ST ST, APT.	Hampton	Residential	
HR-2928	12, 13	0.15	0.02	1	Partial		910 41ST ST, APT.	Hampton	Residential	
HR-2933	12, 13	0.15	0.02	1	Partial		906 41ST ST, APT.	Hampton	Residential	
HR-2938	12, 13	0.15	0.02	1	Partial		908 41ST ST, APT.	Hampton	Residential	
HR-2939	12, 13	0.15	0.02	1	Partial		900 41ST ST, APT.	Hampton	Residential	
HR-2940	12, 13	21.28	0.61	1	Partial		600 44TH ST, APT.	Hampton	Commercial	
HR-2944	12, 13	0.17	0.03	1	Partial		816 41ST ST, APT.	Hampton	Residential	
HR-2945	12, 13	0.00	0.00	1	Partial	0	1016 41ST ST, APT. B	Hampton	Open Space	
HR-2946	12, 13	0.15	0.02	1	Partial		904 41ST ST, APT.	Hampton	Residential	
HR-2948	12, 13	0.16	0.01	1	Partial		1014 41ST ST, APT.	Hampton	Residential	
HR-2951	12, 13	0.06	0.00	1	Partial		1018 41ST ST, APT.	Hampton	Open Space	

Segment 7C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-2952	12, 13	0.04	0.00	1	Partial		1022 41ST ST, APT.	Hampton	Open Space	
HR-2962	12, 13	0.07	0.00	1	Partial		1016 41ST ST, APT.	Hampton	Residential	
HR-2963	12, 13	0.05	0.00	1	Partial		1020 41ST ST, APT.	Hampton	Residential	
HR-2969	12, 13	0.15	0.02	1	Partial		820 41ST ST, APT.	Hampton	Residential	
HR-2970	12, 13	0.15	0.02	1	Partial		912 41ST ST, APT.	Hampton	Residential	
HR-2977	12, 13	0.21	0.03	1	Partial		808 41ST ST, APT.	Hampton	Residential	
HR-2978	12, 13	0.19	0.03	1	Partial		810 41ST ST, APT.	Hampton	Residential	
HR-2979	12, 13	0.16	0.03	1	Partial		818 41ST ST, APT.	Hampton	Residential	
HR-2980	12, 13	0.15	0.02	1	Partial		902 41ST ST, APT.	Hampton	Residential	
HR-2982	12, 13	0.11	0.02	0	Total	1	4008 ORCUTT AVE, APT.	Newport News	Residential	Relocation
HR-2984	12, 13	0.01	0.00	1	Partial		1020 41ST ST, APT. B	Newport News	Open Space	
HR-2999	12, 13	0.18	0.03	1	Partial		812 41ST ST, APT.	Newport News	Residential	
HR-3007	12, 13	3.85	0.53	1	Partial		0 , APT.	Newport News	Institutional	
HR-3041	12, 13	0.15	0.02	1	Partial		914 41ST ST, APT.	Newport News	Residential	
HR-3054	12, 13	1.50	0.48	1	Partial		710 39TH ST, APT.	Newport News	Open Space	
HR-3073	12	0.17	0.00	1	Partial		1116 41ST ST, APT.	Newport News	Residential	
HR-3097	12, 13	0.13	0.03	1	Partial		3840 MADISON AVE, APT.	Newport News	Open Space	
HR-3124	12, 13	0.12	0.12	0	Total	1	3850 MADISON AVE, APT.	Newport News	Open Space	
HR-3125	12, 13	2.08	0.29	1	Partial		730 39TH ST, APT.	Newport News	Commercial	
HR-3202	12, 13	1.57	0.08	1	Partial		627 36TH ST, APT.	Newport News	Industrial	
HR-3204	13	0.80	0.43	0	Total	1	3600 JEFFERSON AVE, APT.	Newport News	Residential	Relocation
HR-3205	13	0.91	0.27	0	Total	1	3500 JEFFERSON AVE, APT.	Newport News	Commercial	Relocation
HR-3265	12	0.12	0.00	1	Partial		1114 41ST ST, APT.	Newport News	Residential	
HR-3267	13, 14	159.53	0.32	1	Partial		2051 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3324	13	20.46	0.71	1	Partial		1511 HARBOR LA, APT.	Newport News	Open Space	
HR-3347	13	1.07	0.00	1	Partial		2300 TERMINAL AVE, APT.	Newport News	Open Space	
HR-3436	13	1.91	0.00	1	Partial		2350 TERMINAL AVE, APT.	Newport News	Institutional	
HR-3466	13	0.17	0.02	1	Partial		3208 TERMINAL AVE, APT.	Newport News	Commercial	
HR-3495	13	0.06	0.02	1	Partial		3214 TERMINAL AVE, APT.	Newport News	Commercial	
HR-3498	13	0.55	0.44	0	Total	1	491 34TH ST, APT.	Newport News	Commercial	
HR-3538	13, 14	4.98	0.09	1	Partial		520 14TH ST, APT.	Newport News	Industrial	
HR-3545	13	3.27	0.79	1	Partial		3309 JEFFERSON AVE, APT.	Newport News	Commercial	
HR-3577	13	0.63	0.56	0	Total	1	481 34TH ST, APT.	Newport News	Commercial	
HR-3867	13	0.29	0.00	1	Partial		3406 JEFFERSON AVE, APT.	Newport News	Commercial	
HR-3923	13	8.20	0.00	1	Partial		520 21ST ST, APT.	Newport News	Open Space	

These property impacts are based on the proposed limits of disturbance developed for the Draft SEIS and are subject to further refinement when a Preferred Alternative is identified in the Final SEIS.

Segment 7C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-3927	12	0.38	0.24	0	Total	1	0 , APT.	Newport News	Institutional	
HR-3928	12	0.25	0.00	1	Partial		1351 39TH ST, APT.	Newport News	Open Space	
HR-3935	13	206.25	0.05	1	Partial		0 , APT.	Newport News	Institutional	
				85		23				

85 Partial Takes

23 Total Takes

Segment 7D										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-1083	11, 12	0.99	0.08	1	Partial		50TH ST	Hampton	Open Space	
HR-1130	2, 10, 11	0.34	0.06	0	Total	1	24 BRAEMAR DR	Hampton	Residential	Relocation
HR-1133	10, 11	0.28	0.12	0	Total	1	66 AZALEA DR	Hampton	Residential	Relocation
HR-1144	11	0.13	0.10	0	Total	1	400 INDUSTRY DR	Hampton	Open Space	
HR-1173	11, 12	0.15	0.00	1	Partial		ELLINGTON AVE	Hampton	Open Space	
HR-2693	11, 12	0.13	0.03	0	Total	1	705 ELLINGTON AVE	Hampton	Residential	Relocation
HR-1236	11	0.44	0.18	0	Total	1	68 AZALEA DR	Hampton	Residential	Relocation
HR-1299	11, 12	1.81	0.15	0	Total	1	401 INDUSTRY DR	Hampton	Industrial	Relocation
HR-1368	2, 10, 11	0.30	0.05	0	Total	1	27 BRAEMAR DR	Hampton	Residential	Relocation
HR-1382	11, 12	1.31	0.04	0	Total	1	2351 52ND ST	Hampton	Industrial	Relocation
HR-1390	11, 12	0.06	0.00	1	Partial		ELLINGTON AVE	Hampton	Open Space	
HR-1401	10, 11	0.24	0.00	1	Partial		217 PRINCE GEORGE DR	Hampton	Residential	
HR-1454	10, 11	0.36	0.01	0	Total	1	6 DUNDEE RD	Hampton	Residential	Relocation
HR-1470	2, 10, 11	0.34	0.01	1	Partial		20 BRAEMAR DR	Hampton	Residential	
HR-1512	10, 11	0.28	0.05	0	Total	1	24 BALMORAL DR	Hampton	Open Space	Relocation
HR-1535	10, 11	0.29	0.02	0	Total	1	9 KESWICK LN	Hampton	Residential	Relocation
HR-1553	2, 10, 11	42.61	0.68	1	Partial		1491 W QUEEN ST	Hampton	Open Space	
HR-1639	10, 11	0.28	0.01	1	Partial		5 DUNDEE RD	Hampton	Residential	
HR-1669	10, 11	0.29	0.04	0	Total	1	25 BALMORAL DR	Hampton	Residential	Relocation
HR-1687	11, 12	0.60	0.04	1	Partial		CHILDS AVE	Hampton	Open Space	
HR-1824	10, 11	0.28	0.06	0	Total	1	64 AZALEA DR	Hampton	Residential	Relocation
HR-1946	10, 11	0.35	0.02	1	Partial		215 PRINCE GEORGE DR	Hampton	Residential	
HR-2017	10, 11	0.28	0.04	1	Partial		62 AZALEA DR	Hampton	Residential	
HR-2028	10, 11	0.28	0.03	1	Partial		60 AZALEA DR	Hampton	Residential	
HR-2052	12	1.17	0.16	1	Partial		699 GREENLAWN AVE	Hampton	Open Space	
HR-2102	10, 11	0.32	0.02	1	Partial		58 AZALEA DR	Hampton	Residential	
HR-2116	10, 11	0.28	0.03	0	Total	1	10 KESWICK LN	Hampton	Open Space	Relocation
HR-2186	11, 12	0.57	0.09	1	Partial		228 ABERDEEN RD	Hampton	Commercial	
HR-2216	11, 12	1.74	0.11	1	Partial		400 ROTARY ST	Hampton	Industrial	
HR-2515	2, 10, 11	0.27	0.03	1	Partial		22 BRAEMAR DR	Hampton	Residential	
HR-2530	11, 12	12.82	0.06	1	Partial		2301 ALUMINUM AVE	Hampton	Open Space	
HR-2534	11, 12	28.47	0.38	1	Partial		2101 ALUMINUM AVE	Hampton	Open Space	
HR-2571	11	36.33	1.43	1	Partial		1922 W PEMBROKE AVE	Hampton	Industrial	
HR-2646	11	4.07	0.60	1	Partial		223 SALTERS CREEK RD	Hampton	Open Space	

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Segment 7D										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-2723	11	37.00	0.28	1	Partial		1 HOWMET DR	Hampton	Industrial	
HR-2728	11, 12	0.16	0.02	1	Partial		727 BIRCH AVE	Hampton	Open Space	
HR-2762	2, 10	7.46	0.10	1	Partial		1446 W QUEEN ST	Hampton	Residential	
HR-2807	11	0.00	0.00	0	Total	1	I-664	Hampton		
HR-2813	12	11.76	0.03	1	Partial		CITY LINE RD	Hampton	Industrial	
HR-2838	3, 11, 12	23.99	0.41	1	Partial		ABERDEEN RD	Hampton	Open Space	
HR-2901	13	5.13	5.05	0	Total	1	0 , APT.	Hampton	Institutional	
HR-2920	12, 13	1.74	0.02	1	Partial		3701 MARSHALL AVE, APT.	Hampton	Commercial	
HR-2923	12, 13	0.17	0.01	1	Partial		814 41ST ST, APT.	Hampton	Residential	
HR-2927	12, 13	0.15	0.00	1	Partial		822 41ST ST, APT.	Hampton	Residential	
HR-2940	12, 13	21.28	0.45	1	Partial		600 44TH ST, APT.	Hampton	Commercial	
HR-2944	12, 13	0.17	0.01	1	Partial		816 41ST ST, APT.	Hampton	Residential	
HR-2948	12, 13	0.16	0.01	1	Partial		1014 41ST ST, APT.	Hampton	Residential	
HR-2952	12, 13	0.04	0.00	1	Partial		1022 41ST ST, APT.	Hampton	Open Space	
HR-2962	12, 13	0.07	0.00	1	Partial		1016 41ST ST, APT.	Hampton	Residential	
HR-2963	12, 13	0.05	0.00	1	Partial		1020 41ST ST, APT.	Hampton	Residential	
HR-2969	12, 13	0.15	0.00	1	Partial		820 41ST ST, APT.	Hampton	Residential	
HR-2978	12, 13	0.19	0.00	1	Partial		810 41ST ST, APT.	Hampton	Residential	
HR-2979	12, 13	0.16	0.01	1	Partial		818 41ST ST, APT.	Hampton	Residential	
HR-2982	12, 13	0.11	0.00	0	Total	1	4008 ORCUTT AVE, APT.	Newport News	Residential	Relocation
HR-2984	12, 13	0.01	0.00	1	Partial		1020 41ST ST, APT. B	Newport News	Open Space	
HR-2999	12, 13	0.18	0.00	1	Partial		812 41ST ST, APT.	Newport News	Residential	
HR-3007	12, 13	3.85	0.48	1	Partial		0 , APT.	Newport News	Institutional	
HR-3054	12, 13	1.50	0.41	1	Partial		710 39TH ST, APT.	Newport News	Open Space	
HR-3097	12, 13	0.13	0.01	1	Partial		3840 MADISON AVE, APT.	Newport News	Open Space	
HR-3124	12, 13	0.12	0.11	0	Total	1	3850 MADISON AVE, APT.	Newport News	Open Space	
HR-3125	12, 13	2.08	0.24	1	Partial		730 39TH ST, APT.	Newport News	Commercial	
HR-3202	12, 13	1.57	0.08	1	Partial		627 36TH ST, APT.	Newport News	Industrial	
HR-3204	13	0.80	0.43	0	Total	1	3600 JEFFERSON AVE, APT.	Newport News	Residential	Relocation
HR-3205	13	0.91	0.27	0	Total	1	3500 JEFFERSON AVE, APT.	Newport News	Commercial	Relocation
HR-3267	13, 14	159.53	0.19	1	Partial		2051 TERMINAL AVE, APT.	Newport News	Industrial	
HR-3324	13	20.46	0.52	1	Partial		1511 HARBOR LA, APT.	Newport News	Open Space	
HR-3466	13	0.17	0.00	1	Partial		3208 TERMINAL AVE, APT.	Newport News	Commercial	
HR-3495	13	0.06	0.01	1	Partial		3214 TERMINAL AVE, APT.	Newport News	Commercial	

Segment 7D										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-3498	13	0.55	0.44	0	Total	1	491 34TH ST, APT.	Newport News	Commercial	
HR-3538	13, 14	4.98	0.06	1	Partial		520 14TH ST, APT.	Newport News	Industrial	
HR-3545	13	3.27	0.75	1	Partial		3309 JEFFERSON AVE, APT.	Newport News	Commercial	
HR-3577	13	0.63	0.56	1	Total		481 34TH ST, APT.	Newport News	Commercial	
HR-3867	13	0.29	0.00	1	Partial		3406 JEFFERSON AVE, APT.	Newport News	Commercial	
HR-3927	12	0.38	0.14	1	Partial		0 , APT.	Newport News	Institutional	
HR-3935	13	206.25	0.05	1	Partial		0 , APT.	Newport News	Institutional	
				54		21				

54 Partial Takes
 21 Total Takes

 75

Segment 8										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-1125	4	1.48	0.07	1	Partial		STRAWBERRY BANKS BLVD	Hampton	Commercial	
HR-1134	4	0.19	0.00	1	Partial		413 S HOPE ST	Hampton	Residential	
HR-1288	4	0.13	0.05	0	Total	1	123 NATIONAL AVE	Hampton	Institutional	VDOT Building
HR-1359	4	0.12	0.06	1	Partial		115 NATIONAL AVE	Hampton	Institutional	
HR-1363	4	0.05	0.05	0	Total	1	HOME PL	Hampton	Open Space	
HR-1374	4	0.20	0.09	1	Partial		117 NATIONAL AVE	Hampton	Institutional	
HR-1403	4	1.74	0.31	1	Partial		S MALLORY ST	Hampton		
HR-1428	4	0.06	0.06	0	Total	1	HOME PL	Hampton	Open Space	
HR-1668	4	0.12	0.05	1	Partial		121 NATIONAL AVE	Hampton	Institutional	
HR-1730	4	0.14	0.12	0	Total	1	410 S HOPE ST	Hampton		
HR-1978	4	0.09	0.03	1	Partial		111 NATIONAL AVE	Hampton	Institutional	
HR-2108	4	0.03	0.03	0	Total	1	HOME PL	Hampton	Open Space	
HR-2205	4	0.11	0.11	0	Total	1	S MALLORY ST	Hampton		
HR-2240	4	1.31	0.01	1	Partial		S WILLARD AVE	Hampton	Institutional	VDOT Building
HR-2368	3	22.84	0.44	1	Partial		W TYLER ST	Hampton	Institutional	
HR-2444	4	0.08	0.03	1	Partial		NATIONAL AVE	Hampton		
HR-2490	4	0.06	0.06	0	Total	1	HOME PL	Hampton		
HR-2519	4	4.02	0.03	1	Partial		STRAWBERRY BANKS BLVD	Hampton	Commercial	
HR-2598	4	0.09	0.08	0	Total	1	101 NATIONAL AVE	Hampton		
HR-2845	3, 4	143.20	1.19	1	Partial		W TYLER ST	Hampton	Institutional	
				12		8				

12 Partial Takes

8 Total Takes

Segment 9										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-1088	4	1.81	0.02	1	Partial		STRAWBERRY BANKS BLVD	Hampton	Commercial	
HR-1125	4	1.48	0.07	1	Partial		STRAWBERRY BANKS BLVD	Hampton	Commercial	
HR-1519	4	11.43	1.09	1	Partial		30 STRAWBERRY BANKS BLVD	Hampton	Commercial	
HR-2240	4	1.31	0.89	1	Partial		S WILLARD AVE	Hampton	Institutional	VDOT Building
HR-3940	6	11.42	0.02	1	Partial		1525 Bayville St	Norfolk		
HR-3944	7	0.40	0.01	1	Partial		9439 Garrett Av	Norfolk	Military	
HR-3949	6	4.93	0.07	1	Partial		1311 Bayville St	Norfolk	Open Space	
HR-3953	7	0.23	0.00	1	Partial		9443 Garrett Av	Norfolk	Military	
HR-3966	7	0.20	0.01	1	Partial		9441 Garrett Av	Norfolk	Military	
HR-3970	6	0.30	0.01	1	Partial		1407 Bayville St	Norfolk	Residential	
HR-4036	7	0.11	0.00	1	Partial		9257 Phillip Av	Norfolk	Residential	
HR-4051	8	1.42	0.95	1	Partial					
HR-4054	7	0.03	0.02	0	Total	1			Open Space	
HR-4059	6	0.13	0.03	0	Total	1	1449 Bayville St	Norfolk	Residential	Relocation
HR-4094	6	0.65	0.08	1	Partial		S S Bayville St	Norfolk	Residential	
HR-4128	6	0.23	0.04	0	Total	1	1459 Bayville St	Norfolk	Residential	Relocation
HR-4129	6	0.24	0.05	0	Total	1	1501 Bayville St	Norfolk	Residential	Relocation
HR-4130	6	0.11	0.03	0	Total	1	1445 Bayville St	Norfolk	Residential	Relocation
HR-4136	7	0.19	0.00	1	Partial		9226 Mason Creek Rd	Norfolk	Residential	
HR-4149	6	0.18	0.04	0	Total	1	1455 Bayville St	Norfolk	Residential	Relocation
HR-4179	6	8.07	0.02	1	Partial		1611 Bayville St	Norfolk	Commercial	
HR-4217	6	0.13	0.10	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4218	6	0.12	0.03	1	Partial		S S Willoughby Bay Av	Norfolk		
HR-4261	7	0.13	0.00	1	Partial		9401 Atwood Av	Norfolk	Residential	
HR-4292	6	0.11	0.11	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4370	6	0.12	0.05	1	Partial		S S Willoughby Bay Av	Norfolk	Open Space	
HR-4377	6	0.08	0.03	0	Total	1	1439 Bayville St	Norfolk	Residential	Relocation
HR-4392	6	0.16	0.07	1	Partial		S S Willoughby Bay Av	Norfolk		
HR-4440	6	0.11	0.03	0	Total	1	1435 Bayville St	Norfolk	Residential	Relocation
HR-4542	6	0.20	0.00	1	Partial		S S Willoughby Bay Av	Norfolk		
HR-4579	7	0.12	0.00	1	Partial		9264 Coleman Av	Norfolk	Residential	
HR-4611	7	0.02	0.00	1	Partial		N S Phillip Av	Norfolk	Open Space	
HR-4618	8	0.87	0.57	0	Total	1	E S Gramel St	Norfolk		
HR-4630	6	0.10	0.09	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4632	7	0.08	0.01	1	Partial		9261 Phillip Av	Norfolk	Open Space	

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Segment 9										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-4668	7	0.13	0.11	0	Total	1	W S Atwood Av	Norfolk	Industrial	
HR-4693	6	0.24	0.04	1	Partial		1416 Bayville Ct	Norfolk	Residential	
HR-4735	6	0.03	0.03	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4783	6	5.50	0.71	1	Partial		1621 Bayville St	Norfolk	Open Space	
HR-4800	6	0.16	0.08	1	Partial		S S Willoughby Bay Av	Norfolk		
HR-4807	6	0.11	0.04	1	Partial		S S Willoughby Bay Av	Norfolk		
HR-4818	6	0.15	0.09	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4870	7	0.07	0.00	1	Partial		9403 Atwood Av	Norfolk	Open Space	
HR-4878	6	0.06	0.06	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-4941	7	0.15	0.02	1	Partial		9215 Hickory St	Norfolk	Residential	
HR-4958	7	0.03	0.02	1	Partial		S S Phillip Av	Norfolk	Open Space	
HR-5034	6	0.21	0.03	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-5078	7	0.16	0.01	1	Partial		9218 Mason Creek Rd	Norfolk	Residential	
HR-5096	6	0.10	0.04	0	Total	1	1441 Bayville St	Norfolk	Residential	Relocation
HR-5171	8	0.08	0.04	1	Partial		S S Lembla St	Norfolk	Open Space	
HR-5236	6	0.03	0.03	0	Total	1	S S Willoughby Bay Av	Norfolk		
HR-5269	7	0.28	0.15	0	Total	1	N S Hickory St	Norfolk	Industrial	
HR-5270	7	0.36	0.13	1	Partial		9254 Mason Creek Rd	Norfolk	Industrial	
HR-5284	7, 8	0.45	0.00	1	Partial		192 Commodore Dr	Norfolk	Residential	
HR-5306	7, 8	0.18	0.06	1	Partial		E S Burgoyne Rd	Norfolk	Industrial	
HR-5343	7, 8	0.35	0.02	1	Partial		160 Commodore Dr	Norfolk	Residential	
HR-5378	7	0.00	0.00	0	Total	1	S S Hickory St	Norfolk	Open Space	
HR-5393	7, 8	0.20	0.01	1	Partial		155 W Chester St	Norfolk	Residential	
HR-5415	7, 8	1.30	0.05	0	Total	1	158 W Chester St	Norfolk	Residential	Relocation
HR-5527	8	0.08	0.08	0	Total	1		Norfolk		
HR-5556	7	0.23	0.02	1	Partial		9200 Hickory St	Norfolk	Residential	
HR-5591	7, 8	0.50	0.25	1	Partial		E S Burgoyne Rd	Norfolk	Industrial	
HR-5613	7, 8	0.45	0.18	1	Partial			Norfolk	Industrial	
HR-5614	7	2.72	0.58	1	Partial			Norfolk	Military	
				41		23				

41 Partial Takes

23 Total Takes

64

Segment 10BD										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-3963	31	34.32	6.54	1	Partial		9000 Hampton Blvd	Hampton	Military	
HR-4006	31	10.08	3.64	1	Partial		E S Hampton Blvd	Hampton	Military	
HR-4164	31	0.70	0.24	1	Partial			Hampton	Open Space	
HR-4487	31	0.90	0.04	1	Partial			Hampton	Open Space	
HR-5339	30, 31	43.38	25.32	1	Partial		8701 Hampton Blvd	Norfolk		
HR-5555	30, 31	839.90	28.53	1	Partial		7737 Hampton Blvd	Norfolk	Industrial	
HR-5609	31, 32	33.06	0.66	1	Partial		8730 Hampton Blvd	Norfolk		
				7		0				

7 Partial Takes
 0 Total Takes

Segment 10C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-3963	31	34.32	7.80	1	Partial		9000 Hampton Blvd	Norfolk	Military	
HR-3982	30, 31	5.50	0.36	1	Partial		E S Hampton Blvd	Norfolk	Industrial	
HR-4006	31	10.08	3.64	1	Partial			Norfolk	Military	
HR-4164	31	0.70	0.24	1	Partial			Norfolk	Open Space	
HR-4487	31	0.90	0.04	1	Partial		8701 Hampton Blvd	Norfolk	Open Space	
HR-5339	30, 31	43.38	26.59	1	Partial		7737 Hampton Blvd	Norfolk		
HR-5555	30, 31	839.90	34.56	1	Partial		8730 Hampton Blvd	Norfolk	Industrial	
HR-5609	31, 32	33.06	16.15	1	Partial			Norfolk		
				8		0				

8 Partial Takes
 0 Total Takes

Segment 12B										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-6603	26, 27, 29, 30	3330.15	6.66	1	Partial			Norfolk	Institutional	
				1		0				

1 Partial Takes
 0 Total Takes

Segment 12C										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-6603	26, 27, 29, 30	3330.15	7.50	1	Partial			Norfolk	Institutional	
				1		0				

1 Partial Takes
 0 Total Takes

Segment 12D										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-6603	26, 27, 29, 30	3330.15	7.48	1	Partial			Norfolk	Institutional	
				1		0				

1 Partial Takes
 0 Total Takes

Segment 13A										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-6603	26, 27, 29, 30	3330.15	30.09	1	Partial			Norfolk	Institutional	Includes on relocated outbuilding
				1		0				

1 Partial Takes
 0 Total Takes

Segment 13B										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
HR-5623	26	122.55	11.85	1	Partial		4699 HEDGEROW LN	Portsmouth	Institutional	
HR-5624	26	189.77	11.72	1	Partial		4000 COAST GUARD BLVD	Portsmouth	Military	
HR-5627	25, 26	32.87	6.61	1	Partial		0 COAST GUARD BLVD	Portsmouth	Industrial	
HR-5628	25, 26	390.50	9.82	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Open Space	
HR-5632	25, 26	51.47	0.91	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Open Space	
HR-5633	25, 26	3.09	0.75	1	Partial		0 WATER LINE	Portsmouth	Industrial	
HR-5758	25	1.29	0.00	1	Partial		0 CEDAR LN	Portsmouth	Industrial	
HR-5772	25	2.69	0.05	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Industrial	
HR-5786	24, 25	0.25	0.02	1	Partial		5137 CRABTREE PL	Portsmouth	Residential	
HR-5789	24, 25	0.25	0.01	1	Partial		5141 CRABTREE PL	Portsmouth	Residential	
HR-5836	25	1.66	0.24	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Open Space	
HR-5837	25	10.00	4.67	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Open Space	
HR-5839	25	2.28	1.85	0	Total	1	0 WYATT DR	Portsmouth	Industrial	
HR-5841	25	5.25	0.04	1	Partial		0 PUBL SERV CORP	Portsmouth	Institutional	
HR-5899	25	0.44	0.44	0	Total	1	4740 WEST NORFOLK RD	Portsmouth	Commercial	
HR-5910	25	0.70	0.70	0	Total	1	4748 WEST NORFOLK RD	Portsmouth	Commercial	
HR-5922	25	5.12	4.84	0	Total	1		Portsmouth	Open Space	
HR-5926	25	0.39	0.31	0	Total	1	320 HAYWOOD DR	Portsmouth	Open Space	
HR-5939	25	2.66	0.45	1	Partial		0 PUBL SERV CORP	Portsmouth		
HR-5955	24, 25	0.87	0.01	1	Partial		5300 LARKSPUR RD	Portsmouth	Residential	
HR-5956	25	0.27	0.27	0	Total	1	0 WEST NORFOLK RD	Portsmouth	Open Space	
HR-5974	25	0.11	0.11	0	Total	1	4737 WEST NORFOLK RD	Portsmouth	Commercial	
HR-5984	25	0.14	0.14	0	Total	1	4739 WEST NORFOLK RD	Portsmouth	Commercial	
HR-5986	25	0.44	0.38	0	Total	1	0 WEST NORFOLK RD	Portsmouth	Open Space	
HR-6053	25	8.70	0.98	1	Partial		0 PUBL SERV CORP	Portsmouth		
HR-6077	25	0.05	0.00	1	Partial			Portsmouth	Open Space	
HR-6087	25	0.51	0.01	1	Partial		5301 LARKSPUR RD	Portsmouth	Residential	
HR-6298	25	7.61	1.66	1	Partial		0 WYATT DR	Portsmouth	Industrial	
HR-6404	25	2.51	1.02	1	Partial		0 WILD DUCK LN	Portsmouth	Open Space	
HR-6472	25	3.09	0.05	1	Partial		0 WEST NORFOLK RD	Portsmouth	Open Space	
HR-6533	25	0.51	0.03	1	Partial		4101 WYATT DR	Portsmouth	Residential	
HR-6601	25	36.98	0.40	1	Partial		0 WYATT DR	Portsmouth		
HR-6603	26, 27, 29, 30	3330.15	61.82	1	Partial			Portsmouth	Institutional	
HR-6609	25	0.29	0.29	0	Total	1	0 WYATT DR	Portsmouth		
HR-6610	25, 26	46.38	14.44	1	Partial		1000 APM TERMINALS BLVD	Portsmouth	Industrial	

These property impacts are based on the proposed limits of disturbance developed for the Draft SEIS and are subject to further refinement when a Preferred Alternative is identified in the Final SEIS.

Segment 13B										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
				25		10				

25 Partial Takes
 10 Total Takes

Segment 14										
Project ID	Plan Sheet No.	Parcel Acreage	Impact Acreage	Partial #	Type of Impact	Total #	Address	City	Land Use	Notes
				0		0				

0 Partial Takes
 0 Total Takes