

NORFOLK HARBOR NAVIGATION IMPROVEMENTS

ANCHORAGE F MODIFICATIONS

**DRAFT LIMITED REEVALUATION REPORT AND
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

APPENDIX E

Real Estate Plan

MAY 2025



**US Army Corps
of Engineers®**



**THE PORT OF
VIRGINIA**

**NORFOLK HARBOR NAVIGATION IMPROVEMENTS
ANCHORAGE F MODIFICATIONS
DRAFT LIMITED REEVALUATION REPORT AND
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

MAY 2025 REAL ESTATE PLAN

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1. Statement of Purpose

a. Purpose – The purpose of this Real Estate Plan (REP) is to identify and describe the minimum Lands, Easements, Rights-of-Way, and Disposal Area (LERRD) requirements for the construction, operation, and maintenance of the Norfolk Harbor and Channels Navigation Improvements, Anchorage F Draft Limited Reevaluation Report (LRR), Hampton Roads, Virginia Feasibility Study (the “Study”) Tentatively Selected Plan. This REP describes the estimated Land, Easements, and Right-of-Ways (LER) values, cost to acquire the LER, the types of real property interests (i.e., “estates”) required, property information, and other pertinent information relative to the real estate acquisition process and schedule. Further, this report identifies and describes the facility and utility relocations that may be necessary to complete prior to constructing the Tentatively Selected Plan (TSP). This REP is an appendix to its Integrated Limited Reevaluation Report and Supplemental Environmental Assessment (the “main report”). The main report is a limited reevaluation of one navigational element of the Norfolk Harbor and Channels Federal Navigation Project, Anchorage F, of the previously authorized 2018 Norfolk Harbor Navigation Improvements General Reevaluation Report/Environmental Assessment. The 2018 REP was the last time real estate was discussed for Anchorage F. This REP will supersede any discussion of real estate requirements for Anchorage F in the previous REPs.

b. Study Authorization – Section 8223 of the Water Resources Development Act (WRDA) of 2022 (Public Law 117-263) authorized the U.S. Army Corps of Engineers to complete a Post Authorization Change Report to evaluate modifications to Anchorage F in Hampton Roads, Virginia.

The purpose of this Study is an updated economic evaluation for modifications of one navigational element of the Norfolk Harbor and Channels Federal Navigation Project, Anchorage F. The main report examines the National Economic Development (NED) and comprehensive benefits relative to the costs of modifying Anchorage F from its current authorized dimensions, 3,620 feet width and 51 feet depth, as defined in the 2018 Norfolk Harbor and Channels Navigation Improvements General Reevaluation Report/Environmental Assessment (2018 GRR/EA) and authorized by Section 1403 of WRDA 2018, to 3,840 feet width and 55 feet depth. The major navigation problem identified in Anchorage F is the inefficiencies currently experienced by commercial vessels with the existing, constructed anchorage during harbor operations and expected continued future inefficiencies once the authorized anchorage is constructed, due to the rapid transition to ultra large container vessels calling port in Norfolk Harbor than the forecast predicted.

c. Non-Federal Sponsor – The non-federal sponsor (“Sponsor”) for the Study is the Commonwealth of Virginia, acting through its agent, the Virginia Port Authority (VPA).

2. Real Estate Requirements

a. Tentatively Selected Plan – The TSP addresses general navigation features including Anchorage F and dredged material placement areas:

- Anchorage F;
- Craney Island Dredged Material Management Area (CIDMMA);
- Norfolk Ocean Disposal Site (NODS);
- Beneficial Use of Dredged Material at Hampton Bar

The Preferred Alternative, Alternative 8, referred to as the Tentatively Selected Plan (TSP) is the NED Plan which includes:

- Deepening the Anchorage to -55 ft and widening the diameter to 3,840 ft

The TSP for the Anchorage F LRR/EA includes construction and maintenance of Anchorage by Hydraulic Cutterhead Suction Dredge or Mechanical Dredge with a dump scow. Dredged material placement could occur at NODS, the CIDMMA, and/or the Hampton Roads Beneficial Use Site at Hampton Bar. The Hampton Roads Beneficial Use (HRBU) of Dredged Material Project is authorized under the Continuing Authorities Program Section 204 and was coordinated independently from this project based on schedule, cost share availability, sediment testing, and concurrence from Commonwealth of Virginia for placement. Capacity at CIDMMA was reserved for this project. General operations and maintenance of the CIDMMA would continue with or without implementation of the Preferred Alternative.

Project construction will begin in 2027 and following construction, the anchorage depths and diameter would be maintained over the 50-year lifecycle of the project approximately every 15 years with 2.5 million CY expected each maintenance cycle. The dredging of Anchorage F will take up to six months to complete for the new work.

Factoring in the geometry of the dredge prism, Anchorage F is estimated to generate approximately 3,414,329 CY of pay volume (based on -55 ft MLLW required depth plus one additional foot of allowable pay volume to -56 ft MLLW) and 4,612,072 CY of total volume (based on authorized depth + Paid Overdepth (3ft) + Nonpay Overdepth (2ft)). The dredged material will be transported to CIDMMA or NODS for placement per the DMMP, and/or dredged material placed at Hampton Bar at the Hampton Roads Beneficial Use of Dredged Material project area. Once sediment testing is accomplished, deemed suitable for placement, and concurrence received from the Commonwealth of Virginia, beneficial use will be pursued.

- (1) Environmental Mitigation — The proposed project will adhere to Best Management Practices and Reasonable and Prudent Measures during construction and maintenance activities. Land acquisition will not be necessary for mitigation. (See Part 7.14 of the Main Report).

b. Required Lands, Easements, and Rights-of-Way – In accordance with the Project Partnership Agreement (PPA), the Sponsor will be responsible for acquiring or ensuring the acquisition of all the LER required for the construction, operation, and maintenance of the Tentatively Selected Plan. They shall provide, without cost to the United States, all LERRD necessary for construction, operation, maintenance, repair, replacement, and rehabilitation (OMRR&R) of the proposed project. The TSP requires 639 acres of submerged lands and consists solely of dredging, widening and deepening Anchorage F, a federal navigation channel and anchorage, with placement of approximately 3.4 to 4.6 million cubic yards of dredged material at the federally-owned Craney Island Dredged Material Management Area (CIDMMA) or federally-owned Norfolk Ocean Disposal Site (NODS). All dredging work areas will be constructed and located on the Norfolk Harbor Channel submerged lands which are owned by the Commonwealth of Virginia. All work areas are seaward of mean high water and subject to the government's navigation servitude, which will be exercised. See section 7 of this REP for availability

determination analysis of the Federal Navigation Servitude. Therefore, no LERRDs are required from the Sponsor for construction and OMRR&R.

Dredged material that meets Clean Water Act requirements and facility suitability criteria may be placed at CIDMMA and/or NODS. Historically, materials originating from the other navigational elements of the Norfolk Harbor and Channels Federal Navigation Project, in the Norfolk Harbor Entrance Channel, Norfolk Harbor Reach, Craney Island Reach, and Newport News Channel, have been accepted as suitable for placement at CIDMMA. Although not expected, if any dredged material exceeds the acceptance criteria of CIDMMA and/or NODS, it would be deposited at an approved upland disposal site(s) including but not limited to the permitted solid waste facilities below:

- Charles City County Landfill
- CFS, Tri-City Regional Landfill & Recycling Center
- John C. Holland Enterprises Landfill
- Southeastern Public Service Authority (SPSA) Regional Landfill
- Portsmouth City Craney Island Landfill
- Bethel Landfill
- King and Queen Sanitary Landfill

Additionally, the following permitted soil processing services may be used if necessary:

- Port Tobacco/Weanack Land, LLC (also can accept some dredged material)
- Clearfield MMG, Inc. Soil Recycling

Dredged material may also be used for construction of the nearby Hampton Roads Beneficial Use of Dredged Material at Hampton Bar CAP 204 project currently in feasibility, and any LERRDs will be handled through that project. (See Hampton Roads Beneficial Use of Dredged Material Continuing Authorities Program Section 204 Draft Detailed Project Report and Environmental Assessment, dated October 2024.) This dredged material placement location is expected to be authorized in September 2025.

c. Land Value Estimate – A land value estimate was not completed for the project area as the land at the Study site falls under Federal Navigation Servitude. Therefore, the land value estimate for the proposed project is zero.

3. Real Estate Owned by the Non-Federal Sponsor

Dredging sites required for construction will be made available to the U.S. by the Commonwealth of Virginia, which is the entity that owns the submerged lands. The Virginia Marine Resources Commission (VMRC) manages all state-owned submerged lands, acting as an agent of the Commonwealth of Virginia. The entire dredging components of this project will be constructed and are located on the Norfolk Harbor Channel submerged lands; therefore Federal Navigation Servitude will be exercised. The disposal sites at CIDMMA and NODS are owned in fee by the Federal Government; therefore, no acquisition of real property interests will be required of the NFS for construction and OMRR&R.

4. Nonstandard Estates

No real estate interests will be acquired for the Study. Therefore, non-standard estates will not be used for the proposed project.

5. Existing Federal Projects

Anchorage F is adjacent to the Norfolk Harbor Entrance Reach, and both are elements of the overall Norfolk Harbor and Channels Federal Navigation Project which consists of a network of federally-improved channels extending from the Atlantic Ocean, through the Chesapeake Bay, and into the Port of Hampton Roads, which was authorized in WRDA 1986.

Anchorage F is also adjacent to the proposed Hampton Roads Beneficial Use of Dredged Material at Hampton Bar CAP 204 project site, which is currently in feasibility with project timelines that overlap with this project.

Suitable dredged material from Anchorage F will be disposed of at the Craney Island Dredged Material Management Area (CIDMMA), which is a active USACE civil works project, authorized by the River and Harbors Act of 1946.

6. Federally Owned Land

The Tentatively Selected Plan includes the use of the Craney Island Dredged Material Management Area (CIDMMA) and the Norfolk Ocean Disposal Site (NODS), both of which are federally-owned, for material placement and subsequent maintenance events.

Craney Island Dredged Material Management Area (CIDMMA)

The Craney Island Dredged Material Management Area (CIDMMA) is located in the City of Portsmouth in the eastern portion of the Atlantic Coastal Plain and adjacent to the confluence of the James River, Elizabeth River, and Nansemond River, and is in close proximity to the Chesapeake Bay and the Atlantic Ocean. The CIDMMA is a 2,500 acre confined disposal facility in the Hampton Roads Area of Virginia used to contain dredged material from the Norfolk Harbor area.

The CIDMMA was authorized by the River and Harbor Act of 1946 and constructed from 1956-1958. The federally owned facility is an active USACE civil works project and is used by private interests, local municipalities, federal and Commonwealth of Virginia government agencies for the disposal of dredged material from Norfolk Harbor and its adjacent waterways as permitted by USACE. Dredging records for the time period 1957-2015 show that approximately 45% of the dredging has been maintenance dredging, 38% new work dredging and 17% permit dredging. Based on the projected inflows to CIDMMA, the average maintenance volume is 3.2 mcy annually, which is estimated as approximately 3.58 mcy after bulking. New work dredging is projected for years 2021-2024, and 2027-2032, averaging 3.08 mcy for those years (6.12 mcy with bulking), with a total bulked volume of 9.7 mcy to include maintenance dredging and new work dredging.

According to a Technical Memorandum prepared on 19 JUL 2019 by ERDC, the life cycle analysis for CIDMMA, based on maximum predicted dike elevations and projected maintenance and new work

inflows showed that alternative placement areas would be needed around the year 2045. If projected new work material is placed outside of CIDMMA, and only maintenance material is added (3.584 mcy/yr), cell elevation would increase at approximately 0.386 ft/yr. This would suggest the north, center and south cells would reach the maximum dike elevations in the years 2080, 2051, and 2078, respectively. Altering the placement schedule could balance the life expectancies of the three cells. Future projections include Anchorage F quantities.

Norfolk Ocean Disposal Site (NODS)

At such time when CIDMMA is no longer available, suitable dredged material can be disposed of at the Norfolk Ocean Disposal Site (NODS). The NODS is a federally owned offshore disposal site regulated by the Environmental Protection Agency (EPA). It is a 50 square nautical mile area with an estimated total capacity of 1,300 MCY. This federally owned offshore disposal site is delineated by a circle with a radius of 4 nautical miles centered at 36 degrees, 59 minutes north latitude, and 75 degrees, 39 minutes west longitude. Water depth at the NODS ranges from 43 to 85 feet.

USACE follows rules and regulations from the Federal Register Vol. 58 No. 126, under the EPA. This final register became effective on July 2, 1993, designating NODS as an EPA approved ocean dumping site for approved dredged material removed from the lower Chesapeake Bay region. This Study falls under that ruling and is therefore eligible to place dredged material at NODS. According to the 2019 Site Management and Monitoring Plan for the NODS, there are specific requirements to use it for placement. This Study will follow all offshore disposal requirements specific to NODS. Coordination with the EPA will begin in the design phase after sampling has occurred.

7. Federal Navigation Servitude

The application of navigation servitude is available for the Tentatively Selected Plan, as an element of the Norfolk Harbor and Channels Federal Navigation Project. Navigation servitude is the dominant right of the Federal Government under the Commerce Clause of the U.S. Constitution (Article 1, Section 8, Clause 3) to use, control, and regulate the navigable waters of the United States and the submerged lands thereunder for various commerce-related purposes, including navigation and flood control. Generally, the Federal Government does not acquire interests in real property that it already possesses or over which its use or control is, or can be, legally exercised. If navigation servitude is found to be available, then the Federal Government will generally exercise its right thereunder and, to the extent of such rights, will not acquire a real property interest in the land to which the navigation servitude applies.

The 639 acres required for the proposed project lie entirely below the mean high water mark. The District Office of Counsel opinion is the facts support that this is a navigation project and the lands in question are below the mean high water mark of a navigable waterway and thus, per ER 405-1-12 and relevant caselaw, navigation servitude may be invoked for dredging and placement of dredge material at NODS. Navigation servitude is not currently available for utility/facility relocations. (CENAO-OC 14 February 2025 Memorandum, Subject "Request for Determination as to the Availability of the Federal Navigation Servitude for the Norfolk Harbor, Anchorage F Deepening and Widening Post Authorization Change Report)

8. Real Estate Mapping

Real estate maps are provided in **Exhibit “A”**.

9. Induced Flooding

The Tentatively Selected Plan does not induce flooding.

10. Baseline Cost Estimate for Real Estate

The BCERE establishes the estimated financial costs (for both the Government and Sponsor) that are attributed to the Tentatively Selected Plan’s real estate requirements. The Tentatively Selected Plan’s total estimated real estate cost is **\$0.00**. Table-2 provides a summary of the BCERE.

Table-1: BCERE Summary

| Project Cost Category | Cost | Contingency (%) | Contingency (\$) | Total Cost |
|---------------------------------|------------|-----------------|------------------|------------|
| 01-Lands and Damages | \$0 | 0% | \$0 | \$0 |
| 02-Utility/Facility Relocations | \$0 | 0% | \$0 | \$0 |
| 30-PED | \$0 | 0% | \$0 | \$0 |
| TOTAL | \$0 | 0% | \$0 | \$0 |

*PED – Planning, Engineering, and Design

For civil works projects that are cost-shared between the Federal Government and a non-federal interest, the Water Resources Development Act of 1986 (“WRDA 86” or “Public Law 99-662”) assigns the Sponsor the responsibility of providing the LER, performing the facility/utility relocations, and fulfilling any disposal area requirements (collectively referred to as “LERRD”) for the project. All LERRD requirements must be performed in accordance with the project’s PPA, WRDA 86, and Public Law 91-646 (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), as amended.

LERRD costs represent a non-federal sponsor’s estimated upfront direct and indirect financial costs in fulfilling its real estate responsibilities. The Sponsor receives credit for their actual associated costs if found to be reasonable, allowable, and allocable. They must document all their LERRD expenses (i.e. receipts, invoices, official certified timesheets, etc.) and submit to USACE for review and approval as part of their claim for credit. The Sponsor’s estimated LERRD cost is **\$0**, which represents their approximate upfront financial obligation in fulfilling their real estate responsibilities to implement the Tentatively Selected Plan.

The Study area submerged lands are owned by the NFS, the disposal areas are federally owned, navigation servitude will be exercised, and no utility or facility relocations are required, therefore there are no anticipated real estate costs. There are also no anticipated real estate costs for OMRR&R since it is expected to be handled the same as construction.

11. Uniform Relocation Assistance (Public Law 91-646)

There is no requirement to perform residential and business relocations for the Tentatively Selected Plan. Public Law 91-646 provides uniform equitable treatment of persons and businesses displaced by a federal or federally-assisted project. Along with the PPA, it requires the Sponsor to provide assistance and certain benefits to be paid to all persons and businesses that are displaced and must be relocated from their residence or place of business due to a federally-funded project. The cost incurred by the Sponsor to provide relocation assistance is part of its LERRD responsibilities.

12. Minerals and Timber Activity

There are no known present or anticipated mineral extraction or timber harvesting activities within the LER required for the Tentatively Selected Plan.

13. Non-Federal Sponsor Capability Assessment

The Sponsor's assessment of their real estate acquisition capabilities is provided in **Exhibit "B"**. The Sponsor has been identified as highly capable of performing or ensuring the performance of its real estate responsibilities. They possess the professional capability to acquire the real estate for the Tentatively Selected Plan and have sufficient general and legal authority to do so. The Sponsor can obtain outside contracting services for assistance with real estate acquisitions, if necessary. The Sponsor has the power of eminent domain and quick take authority under certain conditions. The Sponsor has been advised of Public Law 91-646 requirements and the requirements for documenting expenses for credit purposes. The Sponsor has successfully acquired real estate for similar USACE cost-shared projects, such as the Norfolk Harbor Navigation Improvements Project.

14. Land Use Zoning

No application or enactment of local zoning ordinances is anticipated in lieu of or to facilitate the Tentatively Selected Plan's LERRD requirements.

15. Real Estate Acquisition Schedule

The proposed project real estate schedule is outlined in Table-2 below.

Table-2: Project Real Estate Milestones

| Milestone | Forecasted Dates |
|--|------------------|
| Project Partnership Agreement Execution | APR 2022 |
| Feasibility Cost Share Agreement Execution | SEP 2023 |
| Notice to Proceed with Acquisition to Sponsor | APR 2026 |
| Sponsor's Authorization for Entry for Construction | OCT 2026 |
| USACE's Certification of Real Estate | OCT 2026 |
| USACE's Solicitation for Construction Contracts | OCT 2026 |
| USACE's Award of Construction Contracts | MAR 2027 |

16. Facility and Utility Relocations

There are no anticipated facility or utility relocations in the Study footprint. Facilities and utilities in the study area were identified using nautical charts, previous USACE dredging project drawings and reports, and input from owners of the utilities. There is one existing tunnel facility, Hampton Roads Bridge Tunnel (HRBT), that crosses the eastern approach to Anchorage F. The existing tunnel tubes at this location are deeper than 75' below MLLW. In 2017 the Virginia Department of Transportation began planning for the HRBT Expansion project to build another bridge-tunnel and widen the four-lane segments of I-64; construction began in 2020. Planning for the new tunnel included allowing for maximum future channel depths and the tubes are a minimum of 90' below MLLW where they cross the northeast approach. (See Appendix A-Engineering, Section 9). There are three existing utility cables, owned by Windstream, Metro Fiber Networks, Inc., and Dominion Energy, that cross the eastern approach of Anchorage F, east of the Hampton Roads Bridge Tunnel. An existing permit could not be produced for the Windstream cable and Windstream has indicated the cable will be decommissioned and abandoned in place. The Metro Fiber Networks cable is located approximately three to nine feet under the surface of the seafloor in the channel, between -70 and -80 feet MLLW. The Dominion Energy cable is located approximately eight feet under the surface of the seafloor in the channel, Anchorage F, and the approach to Anchorage F, and three feet at all other locations under the surface of the seafloor, between -70 and -80 feet MLLW in all locations. The channel bottom in the location of the Study area is deeper than the Study depth, including any Advanced Maintenance Dredging, Paid Allowable Overdepth Dredging, and Non-Pay Allowable Overdepth Dredging, and all existing utilities and facilities mentioned above are buried under the channel bottom.

The U.S. Department of the Navy currently operates an active degaussing range in the Norfolk Harbor Channel that may be impacted. The degaussing range is located at a depth of approximately -63 feet MLLW closest to the southwest approach of Anchorage F. Therefore, the USACE will work to either avoid or request the USN relocate the degaussing range out of the potential deepening area. The current permit conditions for NAO-2005-5012 stipulates the USN would relocate the range as necessary to accommodate future channel deepening, at USN expense. The feasibility of avoidance or relocation will be determined during the Preconstruction, Engineering, and Design Phase of the project following completion of detailed depth surveys of this reach of the Norfolk Harbor. If the USN determines the degaussing range will be at risk either from dredging operations, future deeply laden ships or anchor drag, under the conditions of the NAO-2005-5012 permit, the USN would be required to relocate the sensors to deeper depths to accommodate the channel, at USN expense.

17. Environmental Contamination

According to the GRR/EA (USACE 2018), extensive sediment testing conducted over the last decade within the study area has consistently met guidelines for upland and offshore ocean disposal. It is expected that future maintenance dredging will continue to have a similar, negligible level of impact and will remain within dredged material placement/disposal limits at the CIDMMA and open ocean disposal sites. Redistribution of contaminants resulting from dredging, dredged material placement/disposal, and maintenance activities is expected to be negligible with no substantive long-term adverse effects in the study area. (See Part 2.4.3 and Part 6.2.3 of the Main Report).

18. Project Public Support

There has been no known opposition to this Study expressed by public or private persons or organizations. In addition, multiple interagency meetings have been held for the Study, and the Study is widely well-received.

19. Non-Federal Sponsor Risk Notification

By letter dated October 16, 2024, a formal written notice was provided to the Sponsor on the risks associated with acquiring the real estate for the Recommended Plan in advance of signing a PPA. Those risks include, but may not be limited to, the following:

- 1) Congress may not appropriate funds to construct the Recommended Plan;
- 2) The Recommended Plan may otherwise not be funded or approved for construction;
- 3) A PPA mutually agreeable to the Sponsor and the Government may not be executed and implemented;
- 4) The Sponsor may incur liability and expense by virtue of its ownership of contaminated lands, or interests therein, whether such liability should arise out of local, state, or federal laws or regulations including liability arising out of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended;
- 5) The Sponsor may acquire interests or estates that are later determined by USACE to be inappropriate, insufficient, or otherwise not required for the Recommended Plan;
- 6) The Sponsor may initially acquire insufficient or excessive real property acreage, which may result in additional negotiations and or benefit payments under P.L. 91-646 as well as the payment of additional fair market value to affected landowners which could have been avoided by delaying acquisition until after PPA execution and USACE's NTP; and
- 7) The Sponsor may incur costs or expenses in connection with its decision to acquire or perform LERRD in advance of the executed PPA and USACE's NTP Letter, which may not be creditable under the provisions of Public Law 99-662 or the PPA.

20. Other Pertinent Information

a. It is important to note that there is a risk to cost and schedule if the Anchorage F approach footprint does not remain entirely within the footprint authorized in the 2018 Norfolk Harbor Navigation Improvements General Reevaluation Report/Environmental Assessment Report. Based on what we know now, utilities and facilities located in the 2018 GRR/EA approach footprint are believed to be buried deeper than the proposed dredge depth. This risk has been coordinated with the Project Development Team and is recorded in the project Risk Register.

b. This Real Estate Plan was prepared by the real estate project delivery team member Christina P. Parker, who may be reached at (757) 201-7739 (email: Christina.P.Parker@usace.army.mil).

PREPARER:

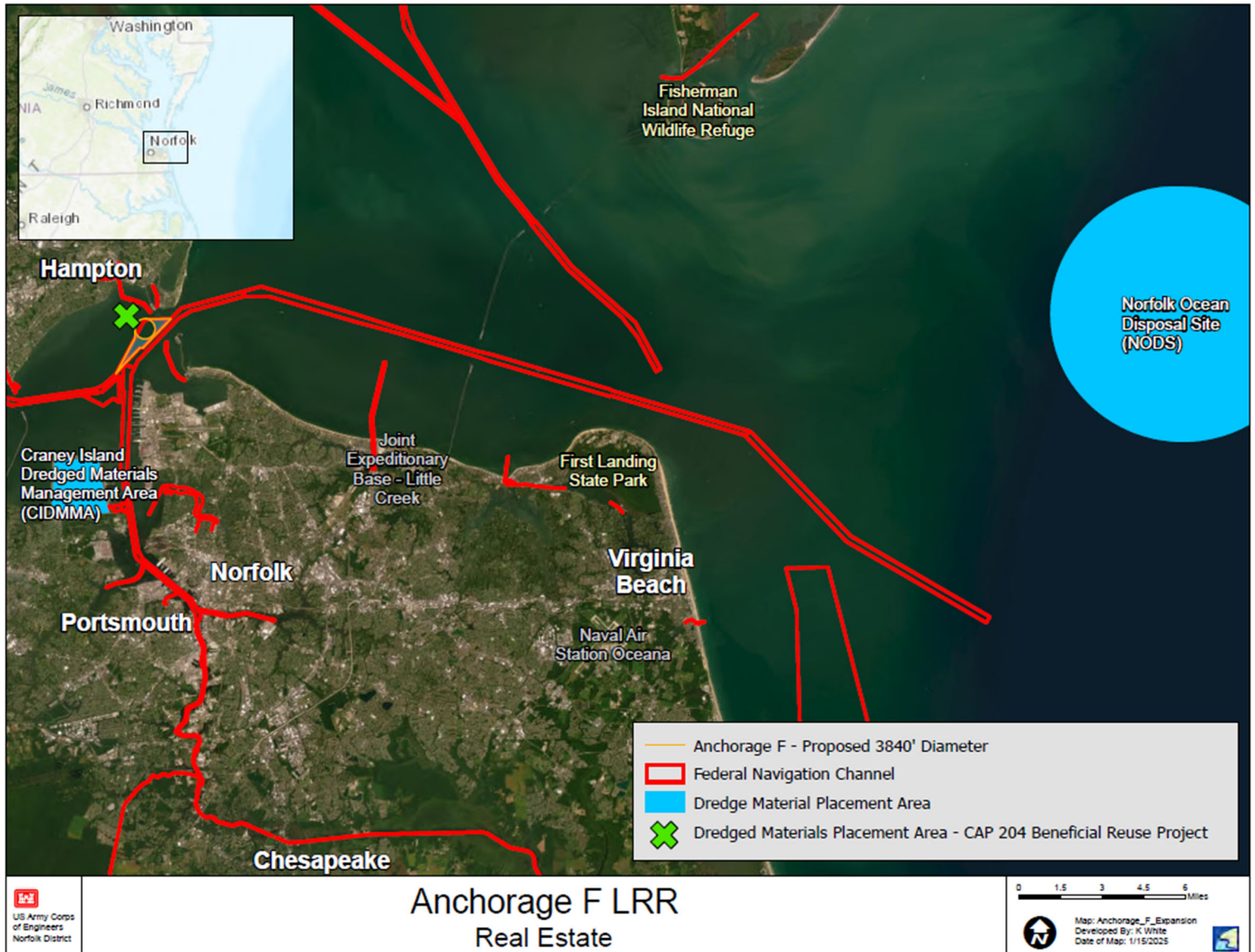
Christina P. Parker
Realty Specialist

DISTRICT CHIEF OF REAL ESTATE:

Donna Carrier-Tal, Esq.
Chief, Real Estate Division
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Exhibit A

Real Estate Maps



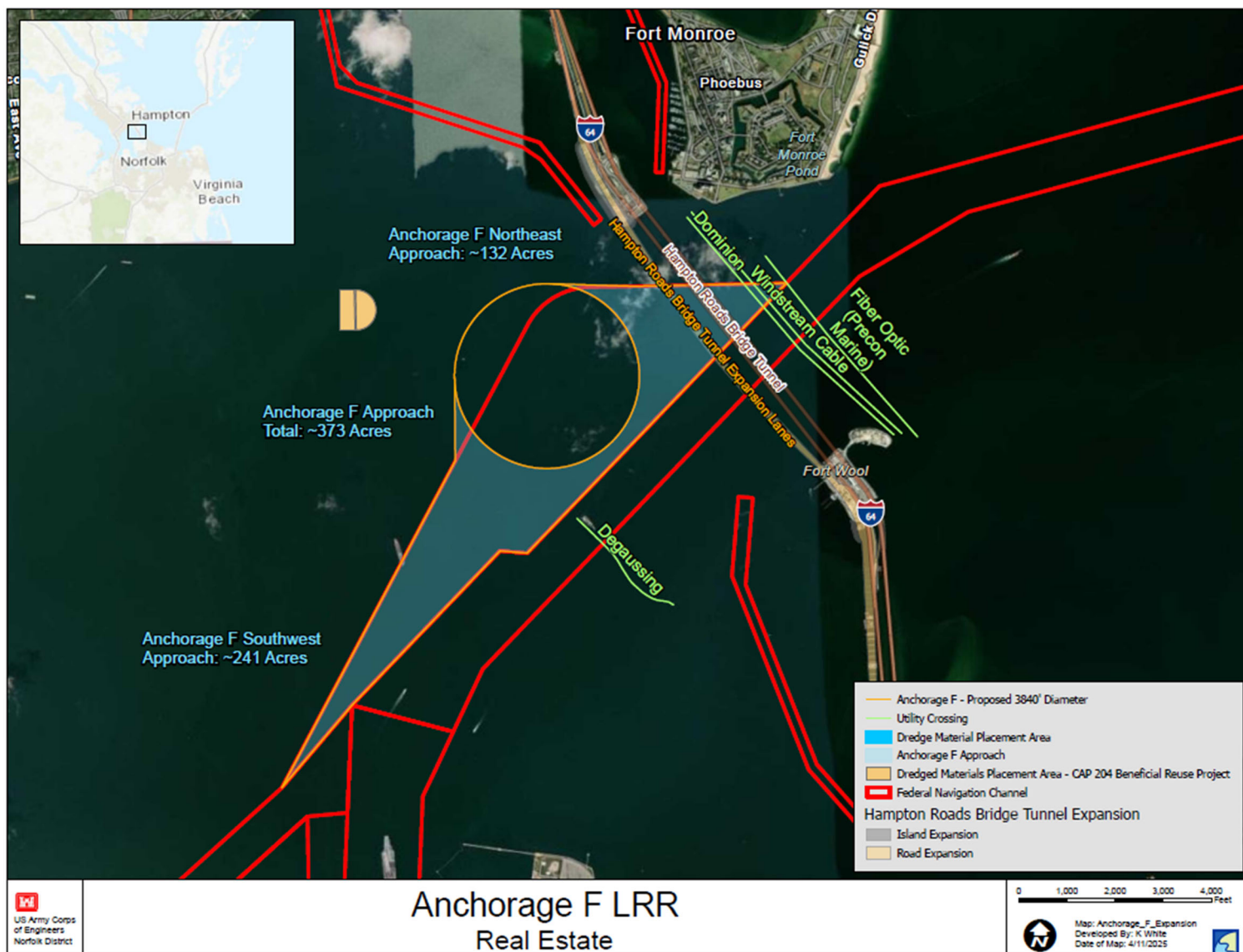


Exhibit B

**Non-Federal Sponsor Real Estate Acquisition
Capability Assessment Form**

Norfolk Harbor & Channels Navigation Improvements,
Anchorage F Limited Reevaluation Report (LRR),
Hampton Roads, Virginia

ASSESSMENT OF NON-FEDERAL
SPONSOR'S REAL ESTATE
ACQUISITION CAPABILITY

I. **Legal Authority:**

- a. Does the sponsor have legal authority to acquire and hold title to real property for project purposes?
(Yes ☒ No ☐ - describe)

Pursuant to Va. Code 62.1-132.18

- b. Does the sponsor have the power of eminent domain for this project?
(Yes ☒ No ☐ - describe).

Pursuant to Va. Code 62.1-136

- c. Does the sponsor have "quick take" authority for this project?
(Yes ☐ No ☒ - describe)

Quick take authority requires a fact-specific in-depth legal review which was not performed; this project will not require quick take authority since lands/interests in lands required for this project are either owned by the sponsor or available under navigation servitude.

- d. Are any of the lands/interests in land required for the project located outside the sponsor's political boundary?
(Yes ☐ No ☒ - describe)

Lands/interests in lands required for the project are all located in Virginia.

- e. Are any of the lands/interests in land required for the project owned by an entity whose property the sponsor cannot condemn?
(Yes ☐ No ☒ - describe)

Lands/interests in lands required for the project are either owned by the sponsor or are available under navigation servitude.

II. **Human Resource Requirements:**

- a. Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91- 646, as amended?
(Yes ☐ No ☒ - describe)

No, as the project will not require relocating landowners.

- b. If the answer to II. a. is "yes," has a reasonable plan been developed to provide such training?
(Yes ☐ No ☐ - describe)

N/A

- c. Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project?
(Yes ☒ No ☐ – describe)

In-house staff has sufficient real estate acquisition experience to meet its responsibilities for the project.

- d. Is the sponsor's projected in-house staffing level sufficient considering its other workload, if any, and the project schedule?
(Yes ☒ No ☐ – describe)

The sponsor should not have any staffing issues considering current workload and will be able to meeting the project's needs.

- e. Can the sponsor obtain contractor support, if required in a timely fashion?
(Yes ☒ No ☐ – describe)

Sponsor can obtain contractor support in a timely fashion, if needed.

- f. Will the sponsor likely request USACE assistance in acquiring real estate?
(Yes ☐ No ☒ – describe)

Lands/interests in lands required for this project are all owned by the sponsor or are available under navigation servitude.

III. Other Project Variables:

- a. Will the sponsor's staff be located within reasonable proximity to the project site? (Yes ☒ No ☐ – describe)

Sponsor's staff is located in the City of Norfolk, Virginia.

- b. Has the sponsor approved the project/real estate schedule/milestones?
(Yes ☒ No ☐ – describe)

Sponsor has received and approved the project/real estate schedule/milestones.

IV. Overall Assessment:

- a. Has the sponsor performed satisfactorily on other USACE projects?
(Yes ☒ No ☐ ☐ Not applicable – describe)

Sponsor has and continues to participate with USACE on past projects, including the Norfolk Harbor Navigation Improvements Project

- b. With regard to this project, the sponsor is anticipated to be.

☒ highly capable
☐ fully capable
☐ moderately capable
☐ marginally capable
☐ insufficiently capable.

(If sponsor is believed to be "insufficiently capable," provide explanation)

v. Coordination:

- a. Has this assessment been coordinated with the sponsor?
(Yes ☒ No ☐ – describe)
- b. Does the sponsor concur with this assessment?
(Yes ☒ No ☐ – describe)

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