



**Dominion
Energy®**

**Application, Direct
Testimony, Appendices,
and Schedules of Virginia
Electric and Power
Company**

**Before the State Corporation
Commission of Virginia**

**For approval and certification of
the Coastal Virginia Offshore
Wind Commercial Project and
Rider Offshore Wind, pursuant to
§ 56-585.1:11, § 56-46.1, § 56-265.1
et seq., and § 56-585.1 A 6 of the
Code of Virginia**

**Volume 10 of 11
PUBLIC ONLY VERSION**

Case No. PUR-2021-00142

Filed: November 5, 2021

**Application of Virginia Electric and Power Company
For approval and certification of the Coastal Virginia Offshore Wind
Commercial Project, and Rider Offshore Wind, pursuant to § 56-585.1:11, § 56-46.1,
§ 56-265.1 *et seq.*, and § 56-585.1 A 6 of the Code of Virginia
Case No. PUR-2021-00142**

TABLE OF CONTENTS

PUBLIC AND EXTRAORDINARILY SENSITIVE VOLUMES 1 of 11

Application

Direct Testimony of Mark D. Mitchell (redacts / contains extraordinarily sensitive information)

Company Exhibit No. __, MDM, Schedule 1 – Filing Index

Company Exhibit No. __, MDM, Schedule 2 – Currency and Commodity Exposure (redacts / contains extraordinarily sensitive information)

Direct Testimony of Joshua J. Bennett (redacts / contains extraordinarily sensitive information)

Direct Testimony of Glenn A. Kelly

Company Exhibit No. __, GAK, Schedule 1 – EIA Levelized Cost of New Generation, 2019 Annual Energy Outlook

Direct Testimony of Grant T. Hollett

Direct Testimony of Lauren V. Adkins (redacts / contains extraordinarily sensitive information)

Direct Testimony of Scott Lawton

Direct Testimony of John Larson

PUBLIC AND EXTRAORDINARILY SENSITIVE VOLUMES 2 of 11

Generation Appendix (redacts / contains extraordinarily sensitive information)

PUBLIC VOLUME ONLY 3 of 11

Direct Testimony of J. Kevin Curtis

Direct Testimony of Peter Nedwick

Direct Testimony of Sherrill A. Crenshaw

Direct Testimony of Shane A. Moulton

Direct Testimony of Thomas A. Dorsey

**Application of Virginia Electric and Power Company
For approval and certification of the Coastal Virginia Offshore Wind
Commercial Project, and Rider Offshore Wind, pursuant to § 56-585.1:11, § 56-46.1,
§ 56-265.1 *et seq.*, and § 56-585.1 A 6 of the Code of Virginia
Case No. PUR-2021-00142**

TABLE OF CONTENTS

Direct Testimony of Lane E. Carr

Direct Testimony of Rachel Studebaker

Direct Testimony of Robert Richardson

Direct Testimony of Jon M. Berkin

Transmission Appendix

PUBLIC VOLUME ONLY 4 of 11

Transmission Appendix (continued)

PUBLIC VOLUME ONLY 5 of 11

Transmission Appendix (continued)

PUBLIC VOLUME ONLY 6 of 11

DEQ Supplement

PUBLIC VOLUME ONLY 7 of 11

DEQ Supplement (continued)

PUBLIC VOLUME ONLY 8 of 11

Environmental Routing Study

PUBLIC VOLUME ONLY 9 of 11

Environmental Routing Study (continued)

PUBLIC VOLUME ONLY 10 of 11

Environmental Routing Study (continued)

**Application of Virginia Electric and Power Company
For approval and certification of the Coastal Virginia Offshore Wind
Commercial Project, and Rider Offshore Wind, pursuant to § 56-585.1:11, § 56-46.1,
§ 56-265.1 *et seq.*, and § 56-585.1 A 6 of the Code of Virginia
Case No. PUR-2021-00142**

TABLE OF CONTENTS

PUBLIC AND EXTRAORDINARILY SENSITIVE VOLUMES 11 of 11

Direct Testimony of Christopher J. Lee

Company Exhibit No. ___, CJL, Schedule 1 – Rider OSW Rate Year Revenue Requirement

Direct Testimony of J. Scott Gaskill

Company Exhibit No. ___, JSG, Schedule 1 – Jurisdictional Allocation Factors

Company Exhibit No. ___, JSG, Schedule 2 – Virginia Jurisdictional Class Allocation Factors

Direct Testimony of Timothy P. Stuller

Company Exhibit No. ___, TPS, Schedule 1 – Allocation of the Revenue Requirement for Rider OSW for the Rate Year

Company Exhibit No. ___, TPS, Schedule 2 – Rider OSW

Company Exhibit No. ___, TPS, Schedule 3 – Typical Bills

Company Exhibit No. ___, TPS, Schedule 4 – Typical Bill Breakdown for Residential Customer

Filing Schedules 3, 4, 5, and 8

Sponsored by Company Witness Christopher J. Lee

Filing Schedule 46.b.1.i

Statement 1 – Construction Costs by Type of Cost and Year (redacts / contains extraordinarily sensitive information) (sponsored by Company Witness Joshua J. Bennett)

Statement 2 – Projected and Actual Maintenance Capex and O&M Costs by Type of Cost and Year (redacts / contains extraordinarily sensitive information) (sponsored by Company Witness Joshua J. Bennett)

Filing Schedule 46.b.1.ii

Statement 1 – Transaction-level Details (sponsored by Company Witness Joshua J. Bennett)

Filing Schedule 46.b.1.iii

Statement 1 – Justification of Proposed Costs (sponsored by multiple witnesses)

Filing Schedule 46.b.1.iv

Statement 1 – Documentation Supporting Projected Costs – Economic Analyses (sponsored by Company Witness Glenn A. Kelly)

Statement 2 – Documentation Supporting Projected Costs – Contracts (sponsored by Company Witness Grant T. Hollett)

Statement 3 – Documentation Supporting Projected Costs – Generation RFPs and RFI Summary Reports (sponsored by Company Witness Grant T. Hollett)

Statement 4 – Documentation Supporting Projected Costs – Network Upgrade Costs (sponsored by Company Witness Peter Nedwick)

**Application of Virginia Electric and Power Company
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Commercial Project, and Rider Offshore Wind, pursuant to § 56-585.1:11, § 56-46.1,
§ 56-265.1 *et seq.*, and § 56-585.1 A 6 of the Code of Virginia
Case No. PUR-2021-00142**

TABLE OF CONTENTS

Statement 5 – Documentation Supporting Projected Costs –Transmission RFP Summary Report
(sponsored by Company Witness Shane A. Moulton)

Filing Schedule 46.b.1.v

Statement 1 – Documentation Supporting Projected Costs – Senior Management Materials
(redacts / contains extraordinarily sensitive information) (sponsored by Company Witness
Mark D. Mitchell)

Filing Schedule 46.b.1.vi

Statement 1 – Annual Revenue Requirement for the Rate Year Ending August 31, 2023
(sponsored by Company Witness Christopher J. Lee)

Statement 2 – Annual Revenue Requirement for the Duration of the Proposed Rate Adjustment
Clause (sponsored by Company Witness Christopher J. Lee)

Statement 3 – Documentation Supporting Statement 2 (redacts / contains extraordinarily
sensitive information) (sponsored by Company Witness Christopher J. Lee)

Statement 4 – Annual Revenue Requirement by Class for the Duration of the Proposed Rate
Adjustment Clause (sponsored by Company Witness Timothy P. Stuller)

Filing Schedule 46.b.1.vii

Statement 1 – Allocation of the Revenue Requirement (sponsored by multiple witnesses)

Filing Schedule 46.b.2.i

Statement 1 – Need or Justification for Proposed Generating Unit (sponsored by multiple
witnesses)

Filing Schedule 46.b.2.ii

Statement 1 – Feasibility and Engineering Studies – Structures and Site Selection (sponsored by
Company Witness Grant T. Hollett)

Statement 2 – Feasibility and Engineering Studies – Site Selection (sponsored by Company
Witness Grant T. Hollett)

Filing Schedule 46.b.2.iii

Statement 1 – Fuel Studies (not applicable)

Filing Schedule 46.b.2.iv

Statement 1 – Planning Assumptions (sponsored by multiple witnesses)

Filing Schedule 46.b.2.v

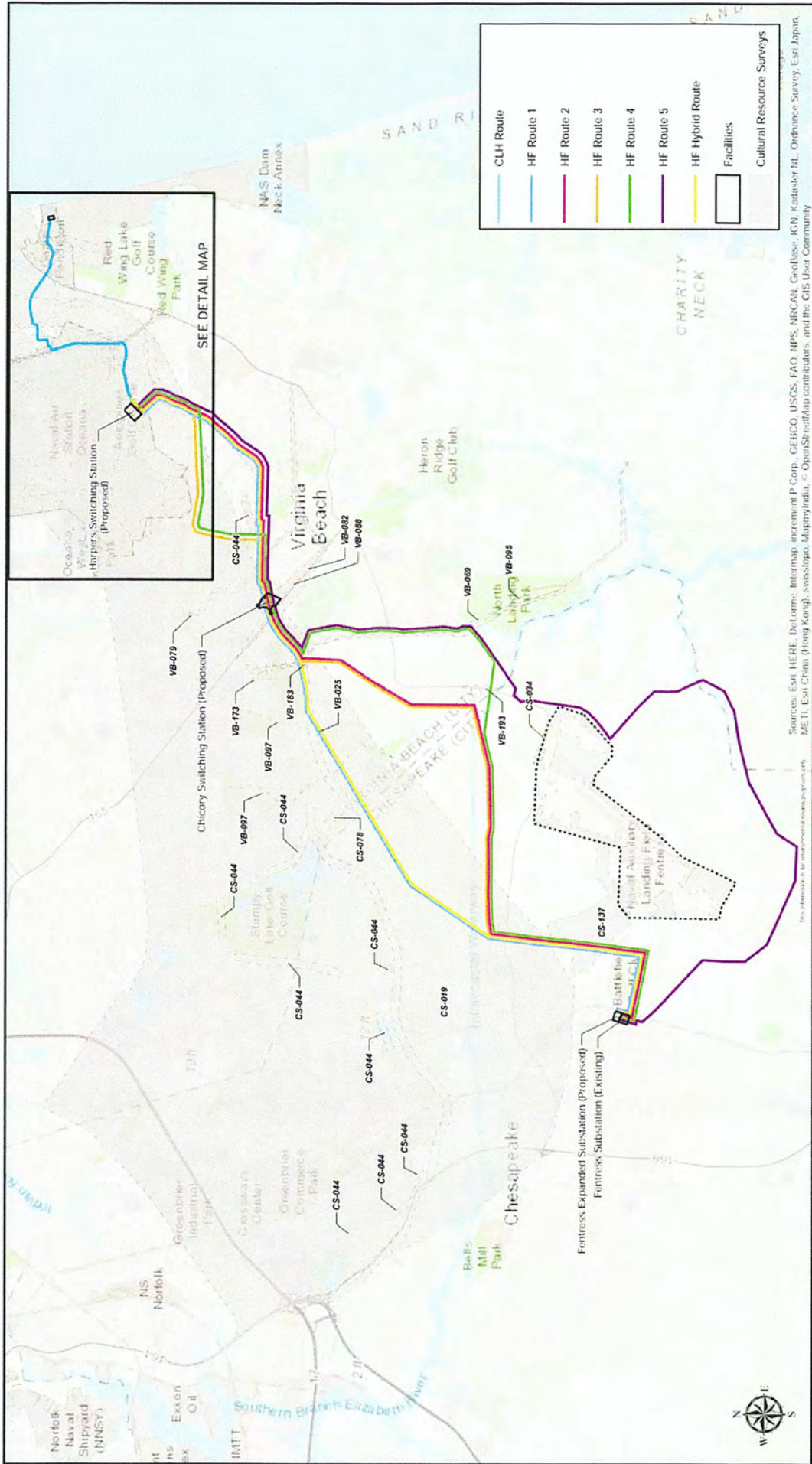
Statement 1 – Economic Studies (sponsored by Company Witness Glenn A. Kelly)

Filing Schedule 46.b.2.vi

Statement 1 – Projected and Actual Costs (sponsored by multiple witnesses)

**ATTACHMENT 3 CULTURAL RESOURCE SURVEYS COVERING PORTIONS OF
ALTERNATIVE ROUTES**

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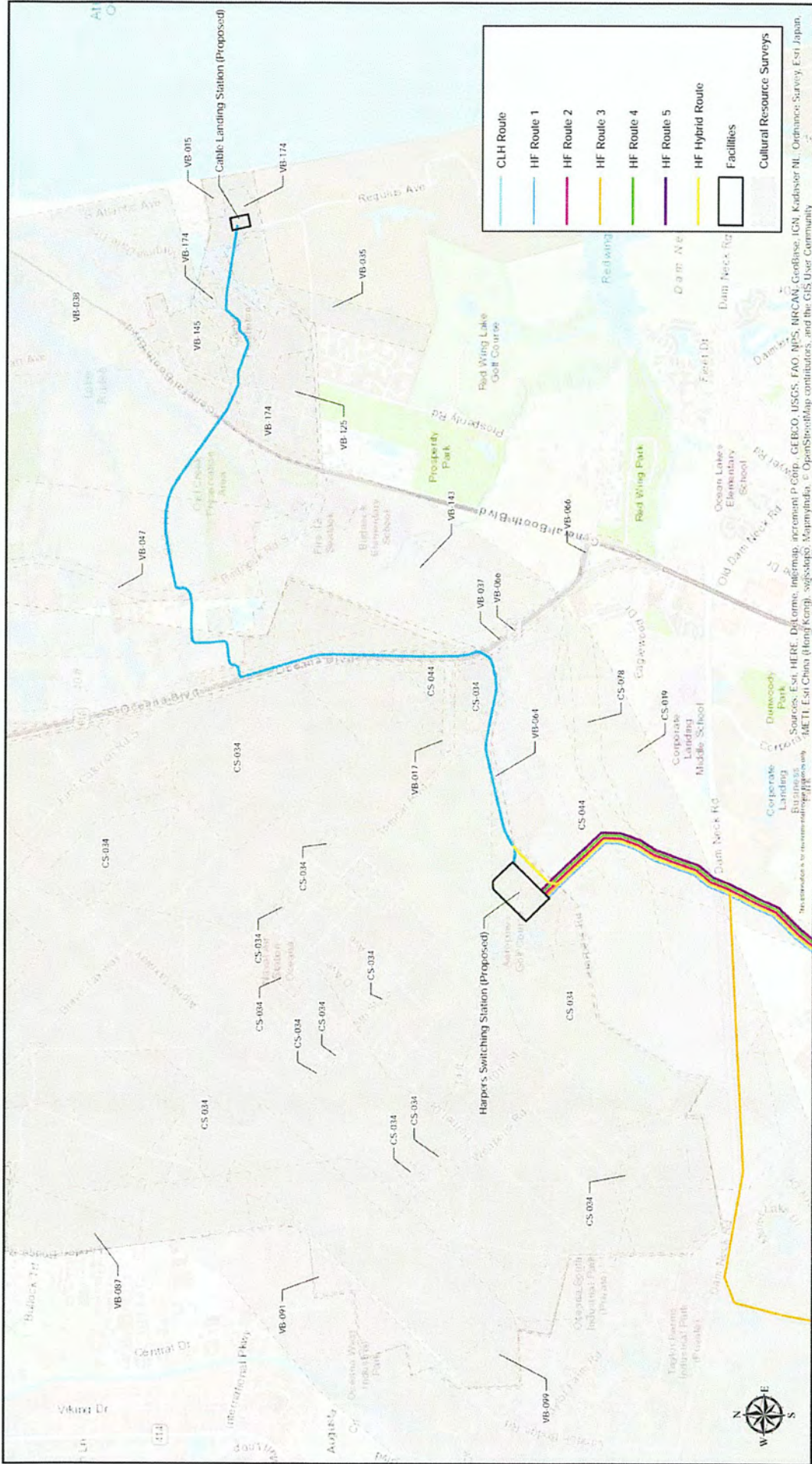
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, MPA, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox Contributors, and the GIS User Community

Attachment 3 Cultural Resource Surveys Covering Portions of Alternative Routes Coastal Virginia Offshore Wind Project Dominion Virginia Power Virginia Beach and Chesapeake, VA





1:110,000





Attachment 3
Cultural resource Surveys Covering Portions of Alternate Routes - Detail Map
 Coastal Virginia Offshore Wind Commercial Project
 Dominion Virginia Power
 Virginia Beach and Chesapeake, VA

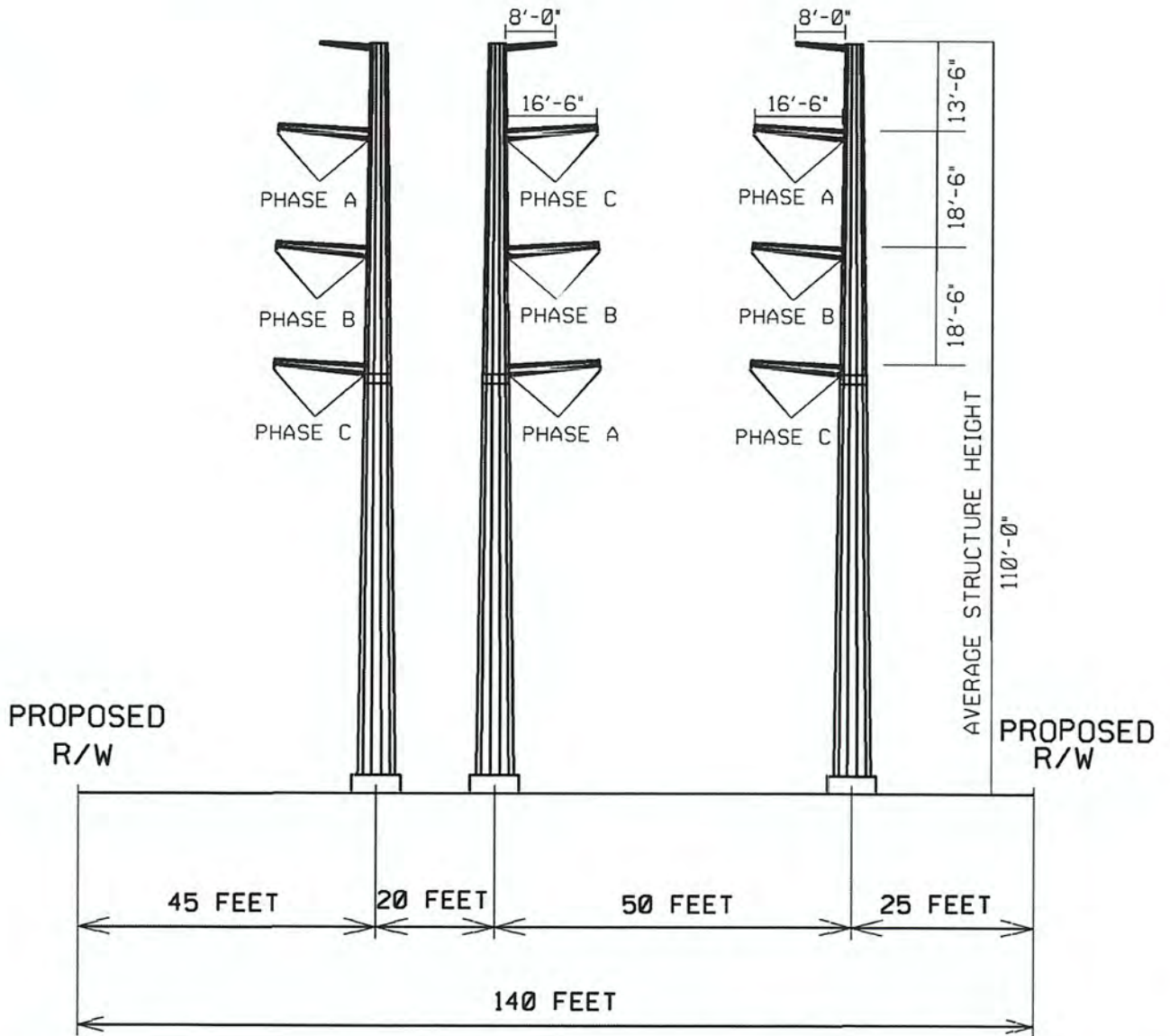

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 0 0.3 0.6 Miles


ERM
 PREPARED BY: GSI
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ATTACHMENT 4 TYPICAL DESIGN AND LAYOUT

TYPICAL TRANSMISSION RIGHT OF WAY

PROPOSED 230KV CIRCUIT (LINE #2XXX) PROPOSED 230KV CIRCUIT (LINE #2XXX) PROPOSED 230KV CIRCUIT (LINE #2XXX)

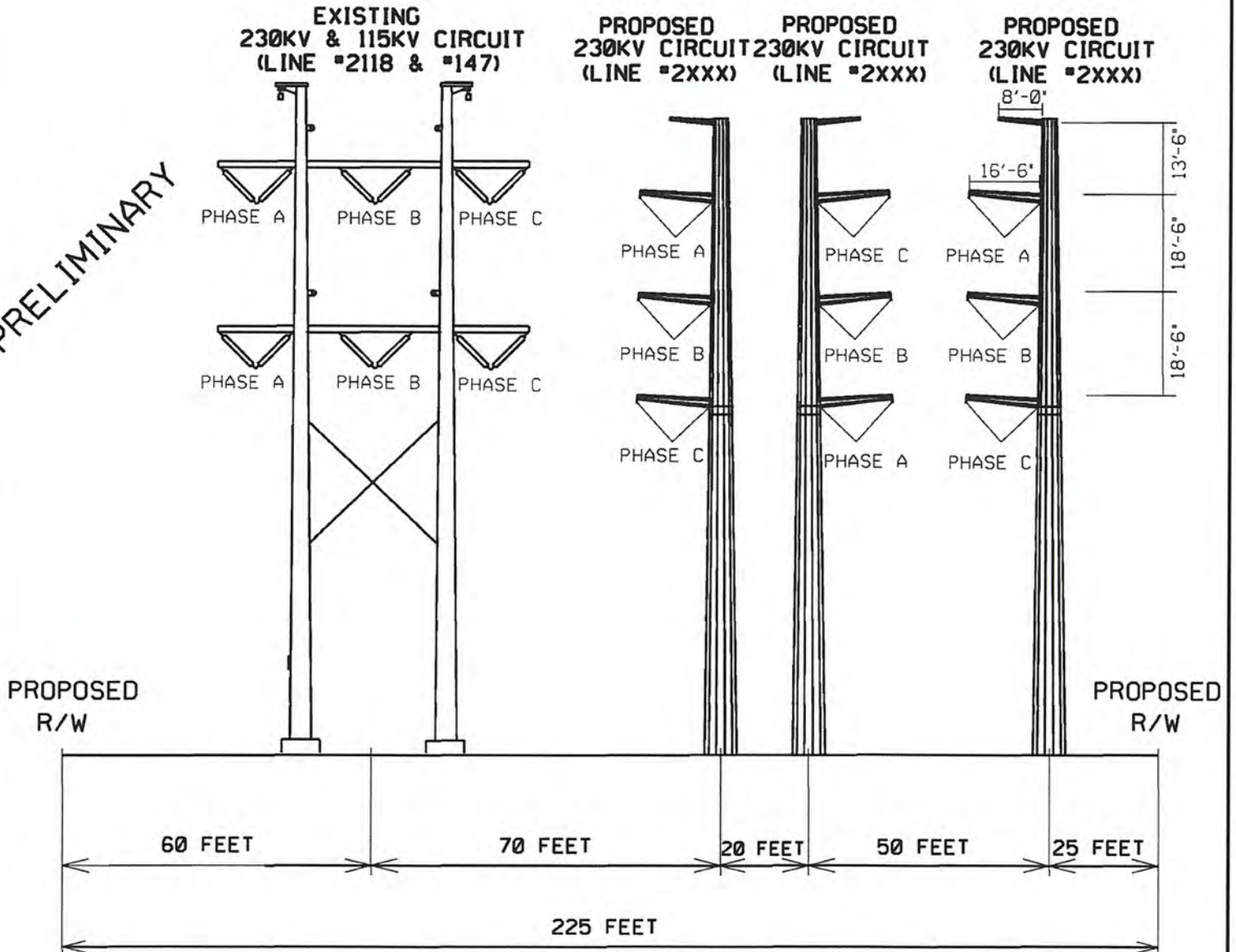


NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 1: Typical Design and Layout for Greenfield

TYPICAL TRANSMISSION
 RIGHT OF WAY
 (PARALLEL LINE 2118 & 147)

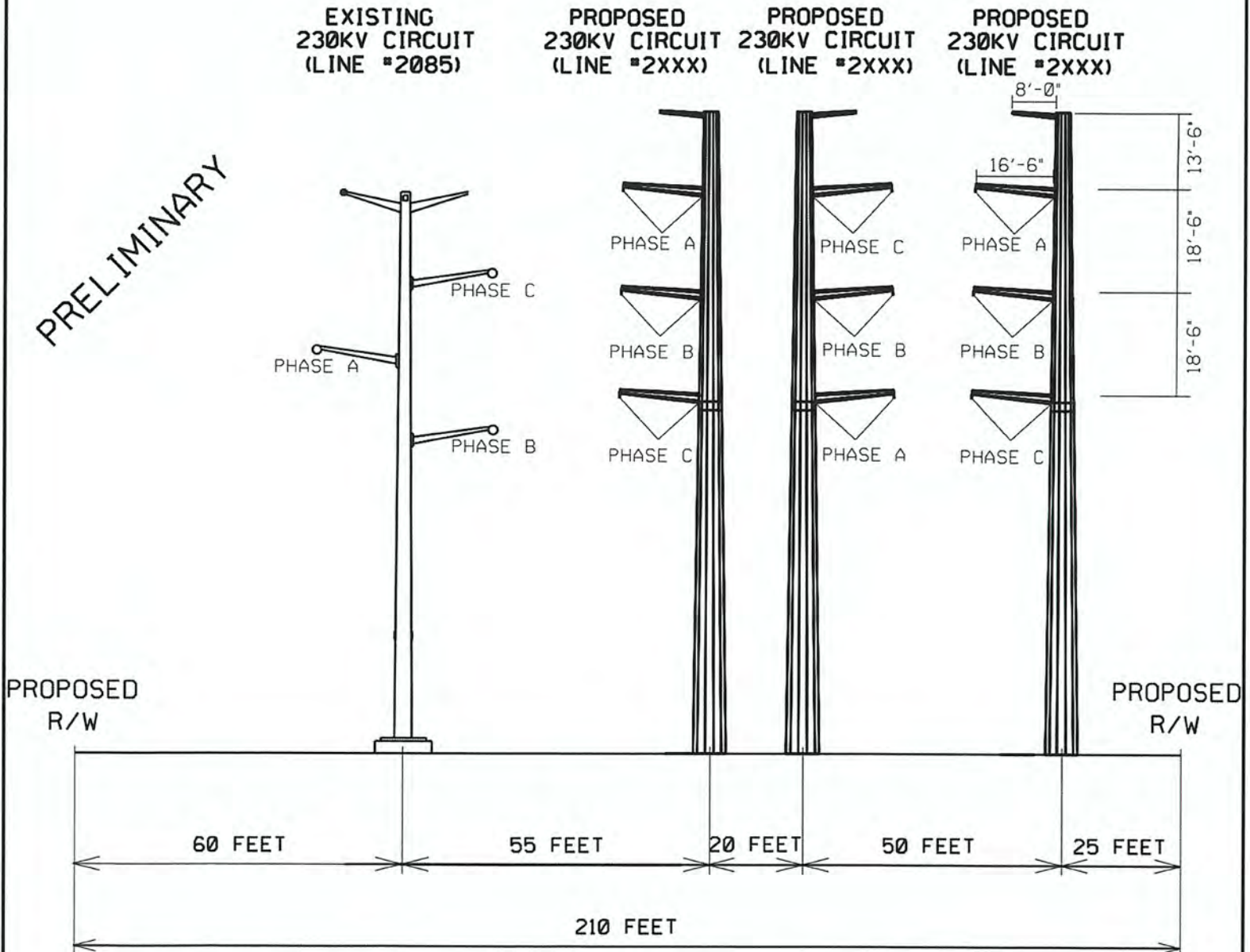
PRELIMINARY



NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 2: Typical Design and Layout for Collocation with TL-2118/147

TYPICAL TRANSMISSION
RIGHT OF WAY
(PARALLEL LINE 2085)



NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 3: Typical Design and Layout for Collocation with TL-2085

TYPICAL TRANSMISSION

RIGHT OF WAY

(TL 271 CORRIDOR - WRECK & REBUILD - WEST)

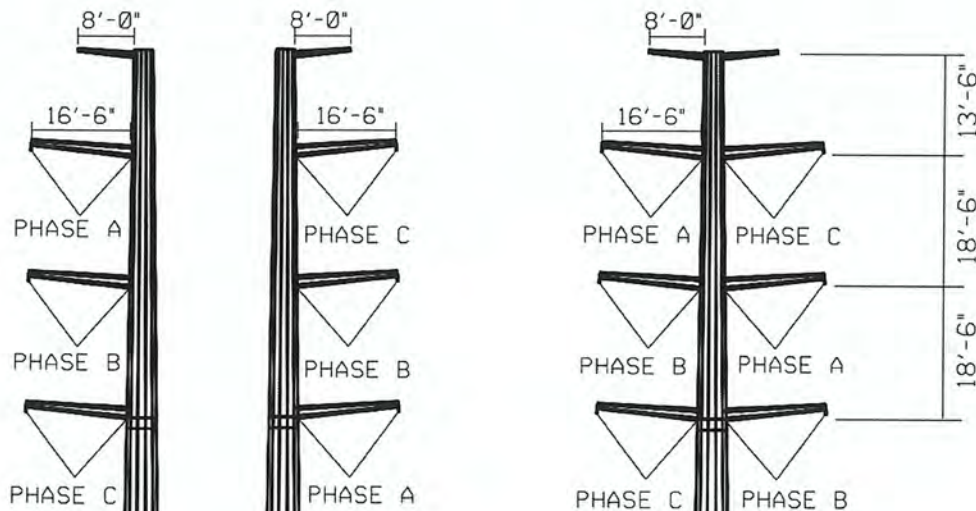
**PROPOSED
 230KV CIRCUIT
 (LINE #2XXX)**

**PROPOSED
 230KV CIRCUIT
 (LINE #2XXX)**

**PROPOSED
 230KV CIRCUIT
 (LINE #2XXX)**

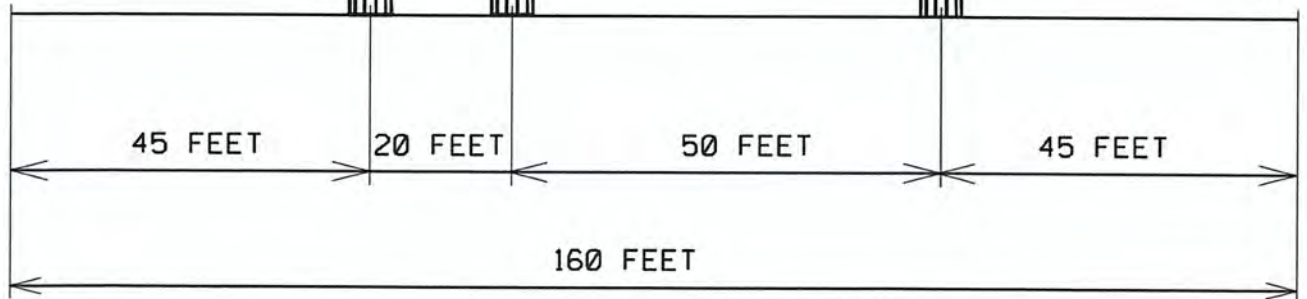
**EXISTING
 230KV CIRCUIT
 (LINE #271)**

PRELIMINARY



PROPOSED
 R/W

PROPOSED
 R/W



LOOKING TOWARDS OCEANA

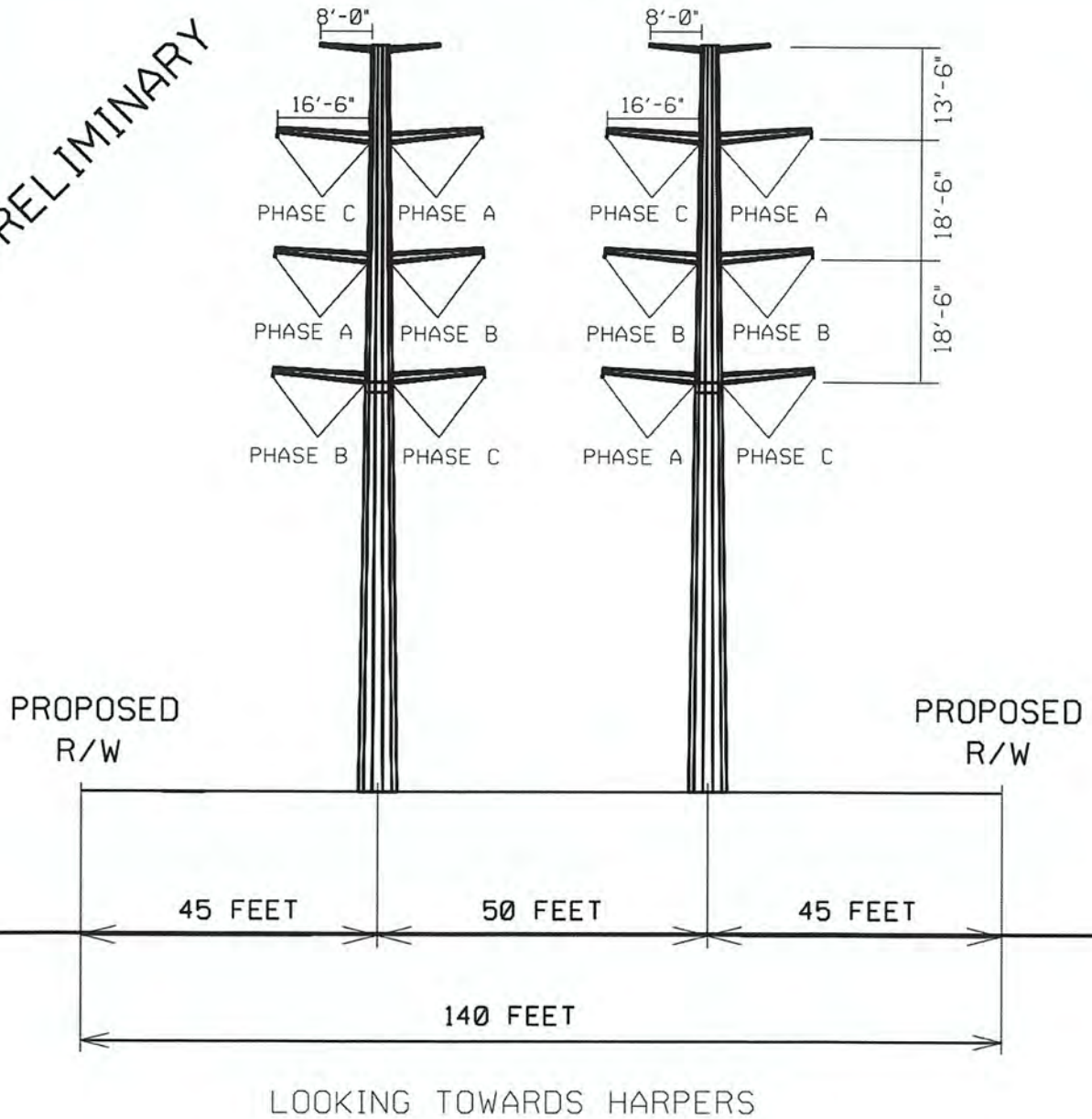
NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 4: Typical Design and Layout for Wreck and Rebuild TL-271

TYPICAL TRANSMISSION
 RIGHT OF WAY
 TL 271 CORRIDOR - WRECK & REBUILD
 2 DC MONOPOLE OPTION

EXISTING 230KV CIRCUIT (LINE #271) PROPOSED 230KV CIRCUIT (LINE #2XXX) PROPOSED 230KV CIRCUIT (LINE #2XXX) PROPOSED 230KV CIRCUIT (LINE #2XXX)

PRELIMINARY



NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 5. Typical Design and Layout for Wreck and Rebuild TL-271

ATTACHMENT 5 HISTORIC RESOURCE PHOTOS



Figure 1: 131-0044/131-5333-0002, Albemarle & Chesapeake Canal, view to the southeast.



Figure 2: 131-5071, Centreville-Fentress Historic District, view to the northwest.



Figure 3: 131-5333, Albemarle & Chesapeake Canal Historic District, view to the northwest.



Figure 4: 134-0003/134-5027-0004, James Bell House, east elevation, view to the west.



Figure 5: 134-0038, Jonathan Woodhouse House, view to the north-northeast.



Figure 6: 134-0072, Thomas Lovett House/Rollingwood Academy, southwest elevation,



Figure 7: 134-0413, Camp Pendleton/State Military Reservation Historic District, view to the northeast.



Figure 8: 134-0413-0110, Building 1, south elevation, view to the north.



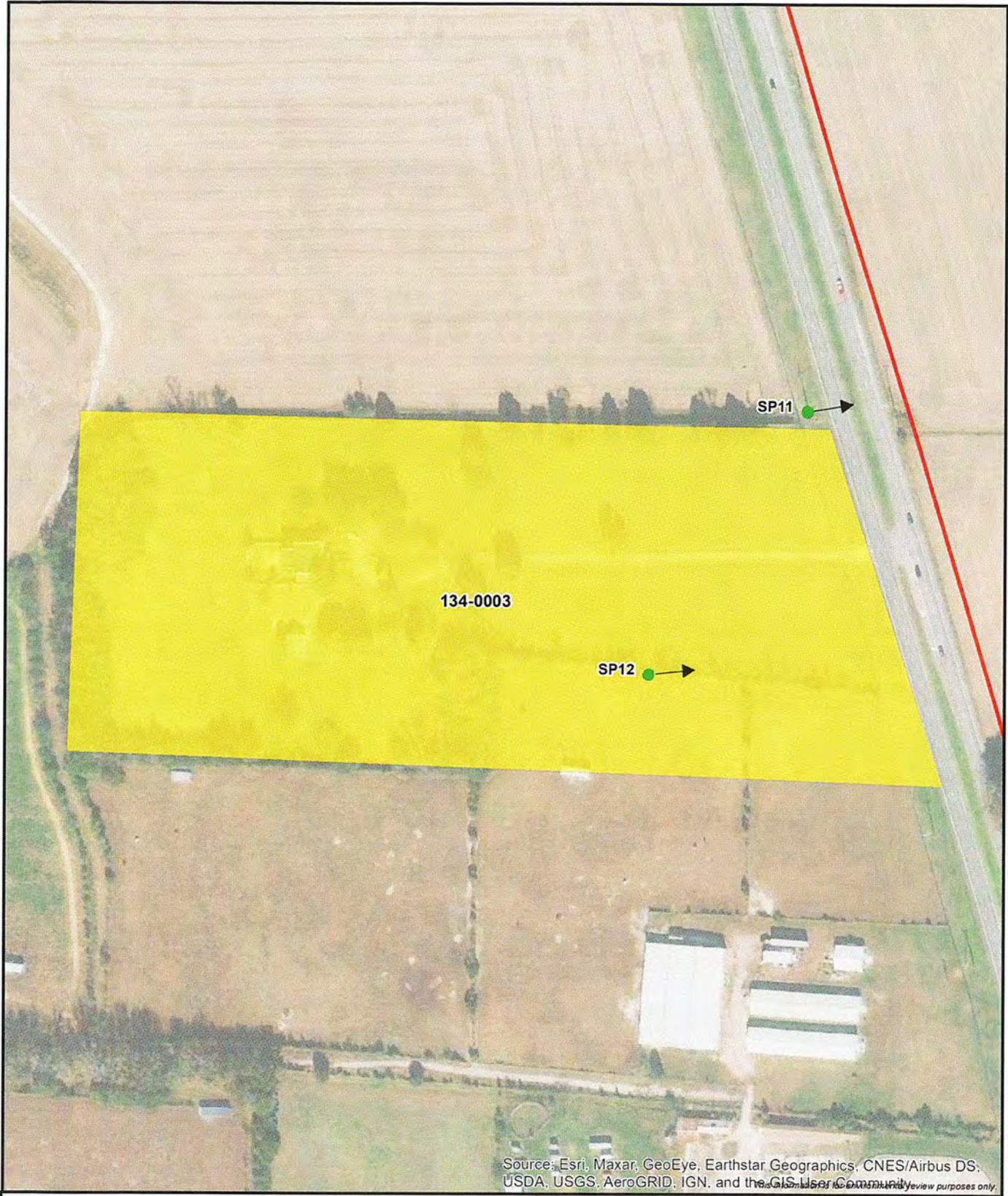
Figure 9: 134-0702, St. John's Baptist Church, north and east elevations, view to the southwest



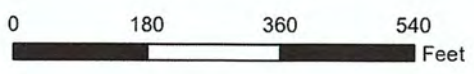
Figure 10: 134-0917, Winford White House, northeast and southeast elevations, view to the west.

ATTACHMENT 6 PHOTOSIMULATIONS

PHOTOSIMULATIONS – CLH



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
© 2021 ERM Group, Inc. All rights reserved. This map is for review purposes only.



- Architecture Resource
- Photo Point
- CLH Route



1:3,000

Figure 1: Aerial photograph depicting land use and photo view for 134-0003.

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Existing View

Attachment 6: Photosimulations

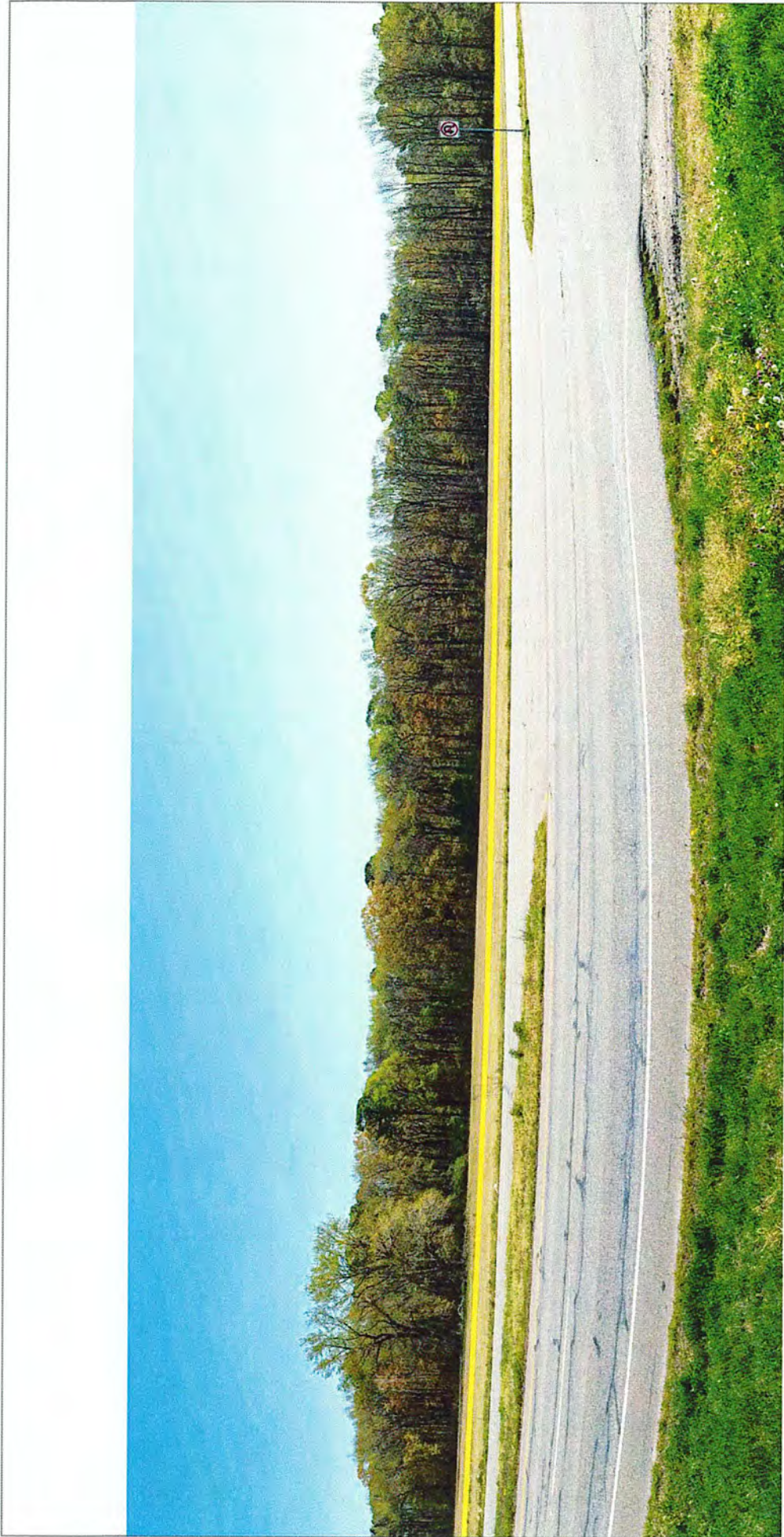


Viewpoint Location UTM Zone 18N: 413278E 4074652N
 View Direction: 90 degrees
 Viewpoint Elevation: 29 feet
 Distance to Route: 155 feet
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 2:
Viewpoint SP11 - CLH Route
 On grass next to Oceana Boulevard by sign
 134-0003
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



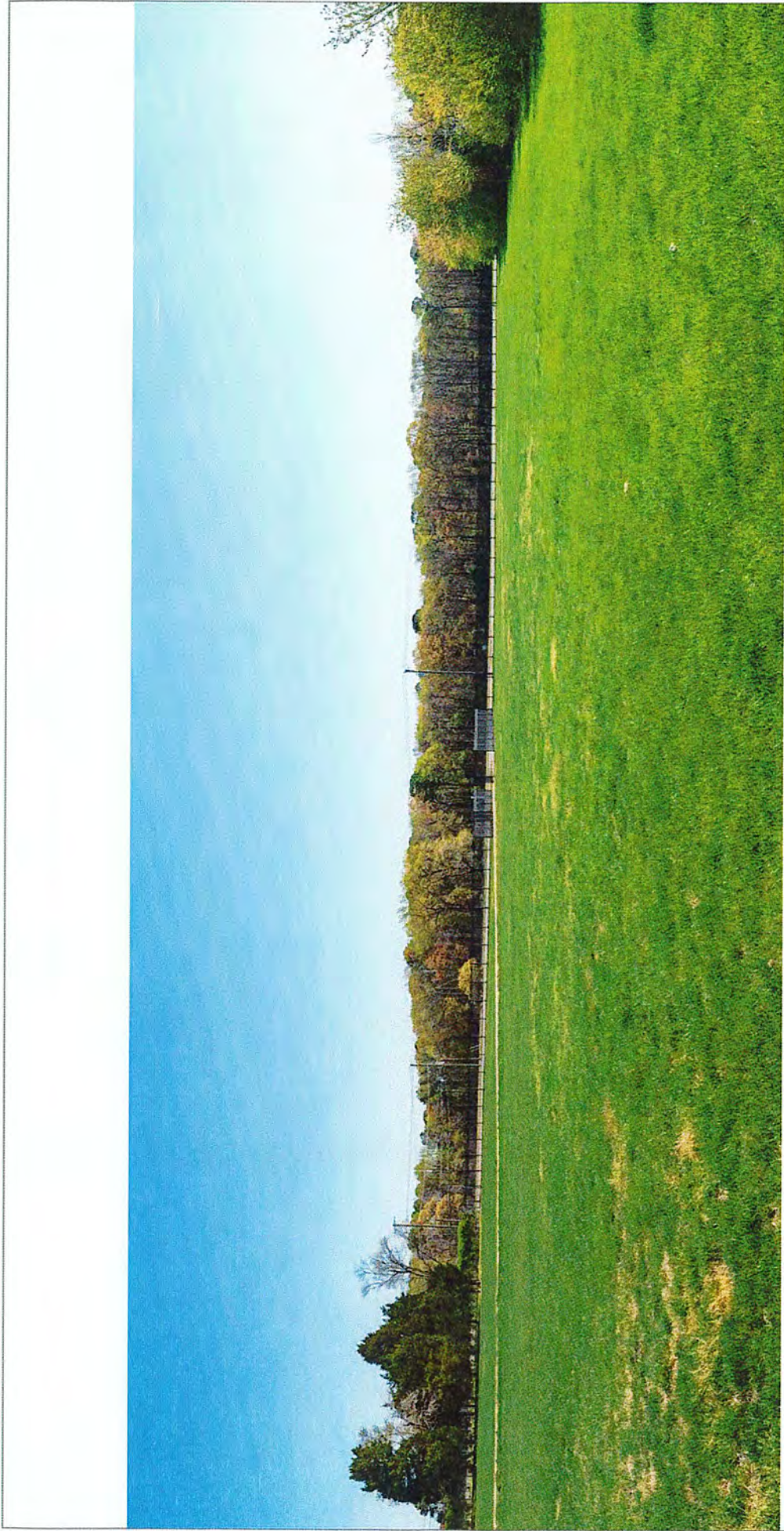
Viewpoint Location UTM Zone 18N: 413278E 4074652N
 View Direction: 90 degrees
 Viewpoint Elevation: 29 feet
 Distance to Route: 155 feet
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 3:
 Viewpoint SP11 - CLH Route
 On grass next to Oceana Boulevard by sign
 134-0003

Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

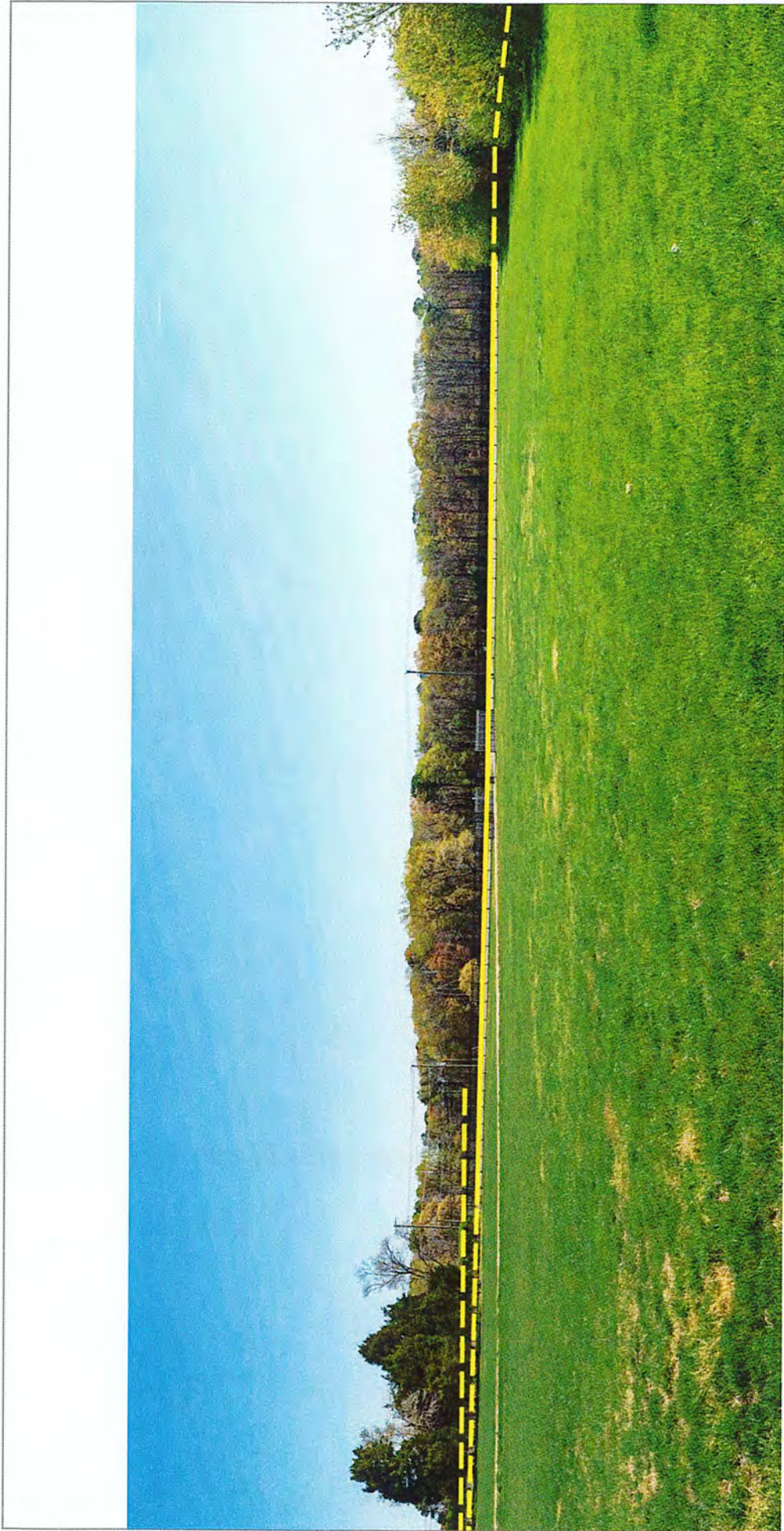


Viewpoint Location UTM Zone: 18N: 410 63E 4074606N
 View Direction: 70 degrees
 Viewpoint Elevation: 26 feet
 Distance to Route: 541 feet
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 4:
 Viewpoint SP12 - CLH Route
 On grass to southeast of 134-0003
Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone: 18N 410163E 4074600N
 View Direction: 70 degrees
 Viewpoint Elevation: 26 feet
 Distance to Route: 541 feet
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 5:
 Viewpoint SP12 - CLH Route
 On grass to southeast of 134-0003
Pre-Application Analysis
Coastal Virginia Offshore Wind

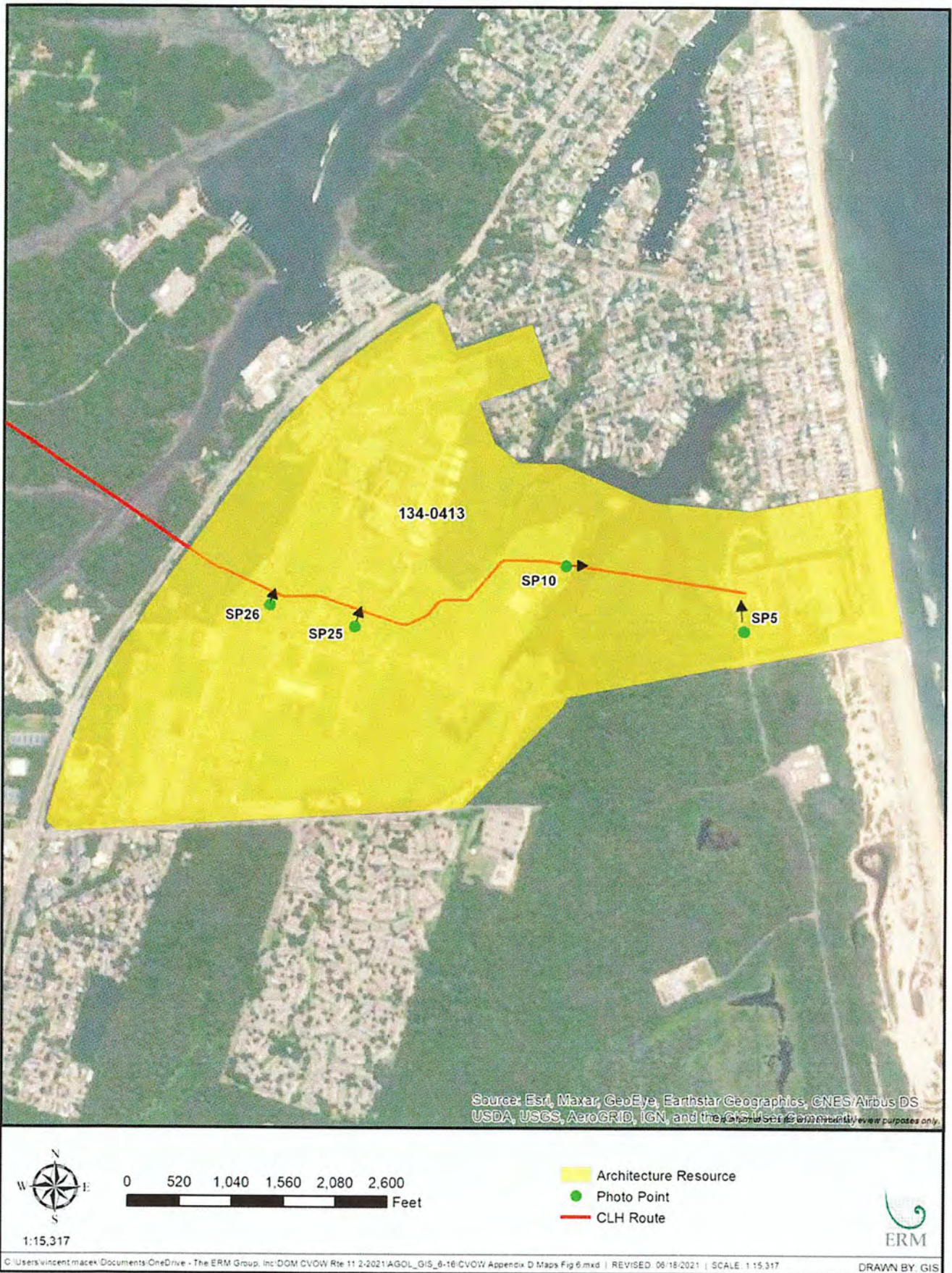


Figure 6: Aerial photograph depicting land use and photo view for 134-0413.

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Existing view

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 413436E 4074902N
 View Direction: 318 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 136 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March, 2021 11:56
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 7:
Viewpoint SP5 - CLH Route
 On Regulus Road northwest of 134-0413
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 413430E 4074902N
 View Direction: 318 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 136 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 11:56
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 8:
 Viewpoint SP5 - CLH Route
 On Regulus Road northwest of 134-04 1.3
Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 413028E -4075014N
 View Direction: 110 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 35 feet
 Horizontal Field of View:

Date of Photography: 30th March 2021 10:59
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 9:
 Viewpoint SP10 - CLH Route
 Parking lot on end of Lake Road 134-0413
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)

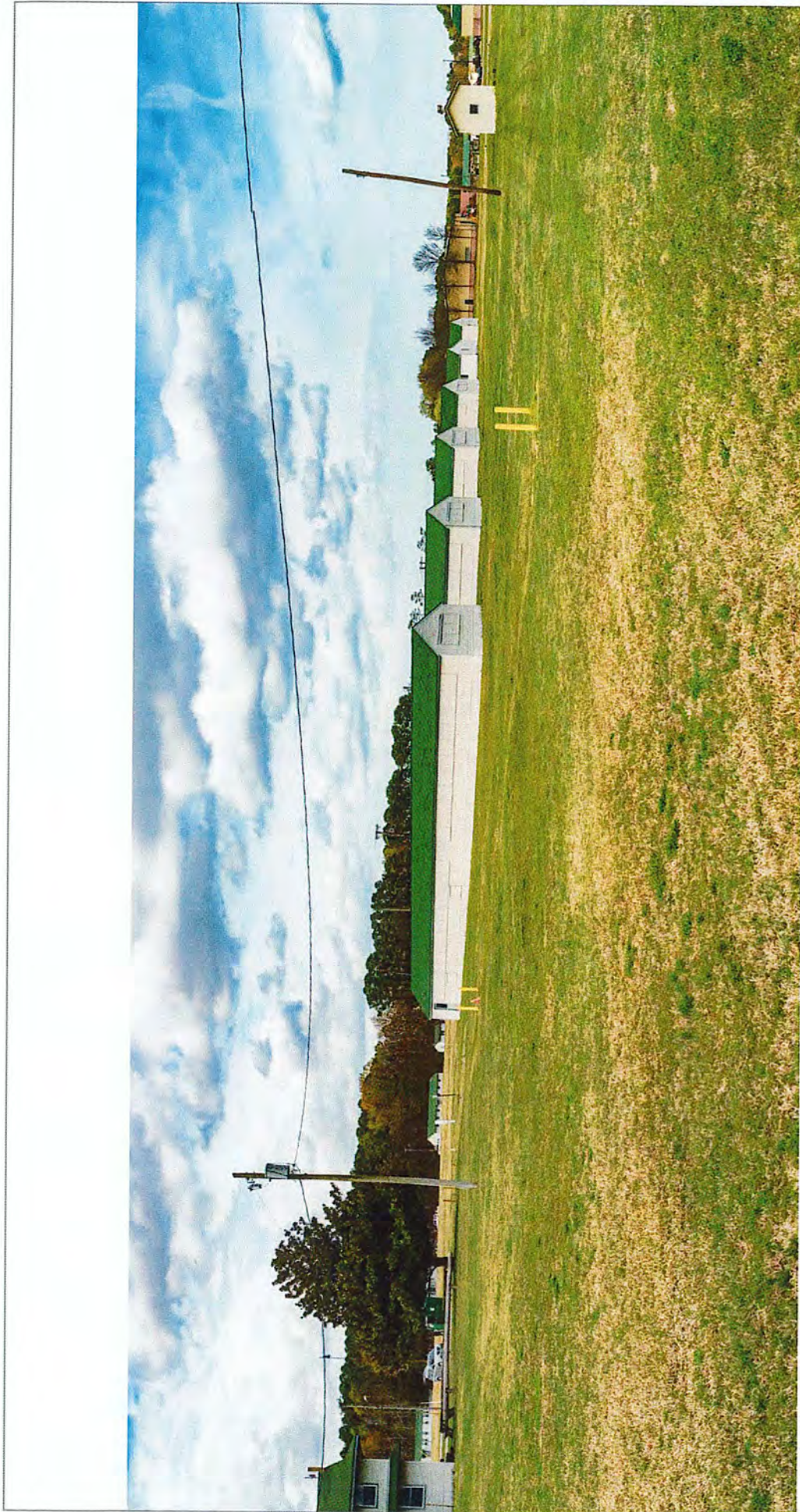


Viewpoint Location UTM Zone 18N: 413028E 4075014N
 View Direction: 110 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 35 feet
 Horizontal Field of View:

Date of Photography: 30th March 2021 10:59
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 10:
 Viewpoint SP10 - CLH Route
 Parking lot on end of Lake Road 134-0413
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing view

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 412495E -4074861N
 View Direction: 335 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 140 feet
 Horizontal Field of View:

Date of Photography: 31st March, 2021 14:25
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 11:
 Viewpoint SP25 - CLH Route
 Jefferson Avenue between buildings 57 and 83
 124-0413

Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 412495E 407486 IN
 View Direction: 335 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 140 feet
 Horizontal Field of View:

Date of Photography: 31st March, 2021 14:25
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 12:
Viewpoint SP25 - CLH Route
 Jefferson Avenue between buildings 57 and 83
 134-0413

Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

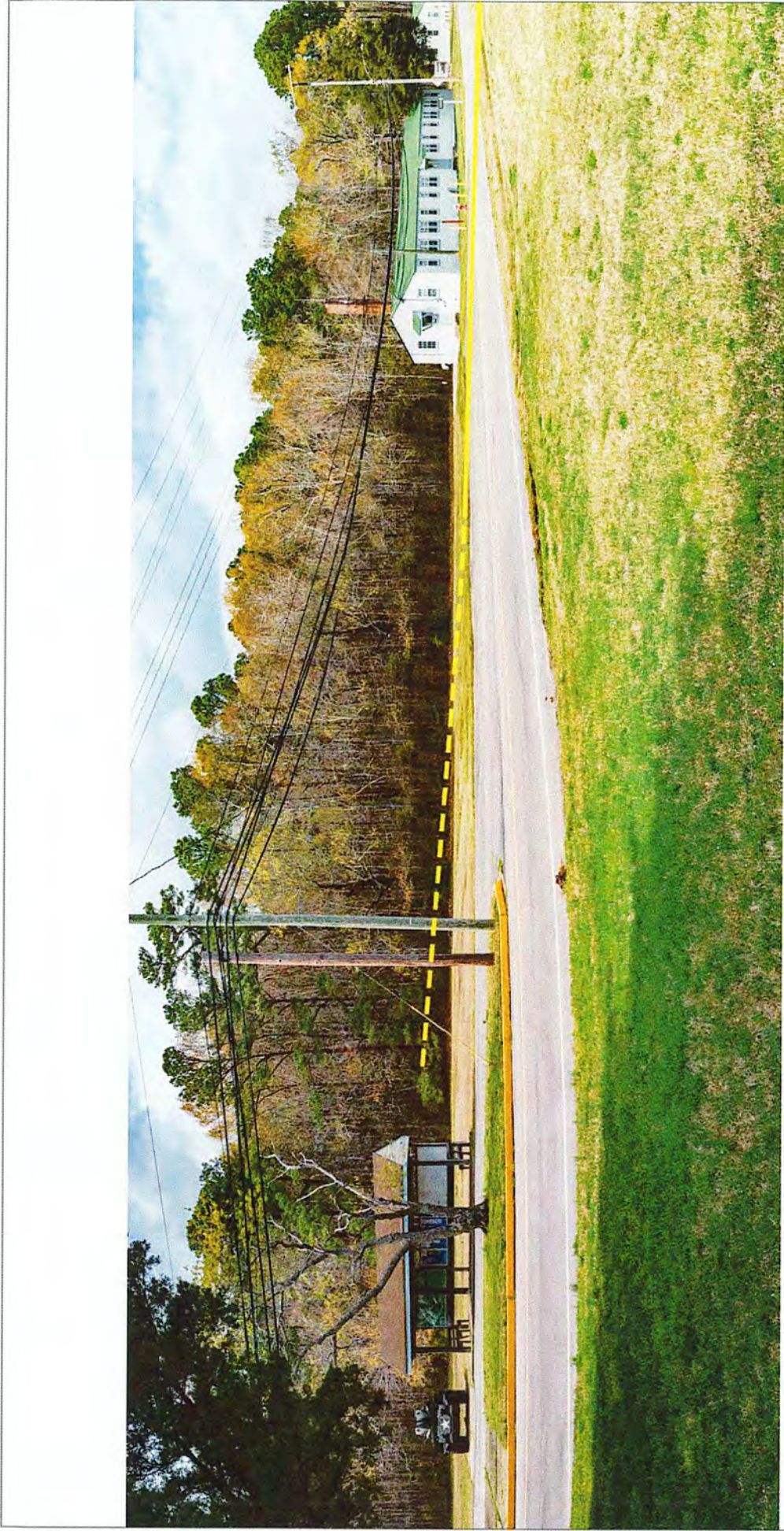


Viewpoint Location UTM Zone 18N: 412495E 4074861N
 View Direction: 347 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 116 feet
 Horizontal Field of View:

Date of Photography: 31st March, 2021 15:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 13:
Viewpoint SP26 - CLH Route
 In field to west of church 134-0413
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 412495E 4074861N
 View Direction: 347 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 116 feet
 Horizontal Field of View:

Date of Photography: 31st March 2021 15:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 14:
 Viewpoint SP26 - CLH Route
 In field to west of church 134-0413
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Figure 15: Aerial photograph depicting land use and photo view for 134-0413-0110.

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Existing view

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 412602E 4075392N
 View Direction: 180 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1509 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 08:02
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 16:
Viewpoint SP1 - CLH Route
 On Warehouse Road south of 134-0413-0110
Pre-Application Analysis
Coastal Virginia Offshore Wind



Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N 412602E 4075392N
 View Direction: 180 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1509 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 08:02
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 17:
Viewpoint SP1 - CLH Route
 On Warehouse Road south of 134-0419-0110
Pre-Application Analysis
Coastal Virginia Offshore Wind

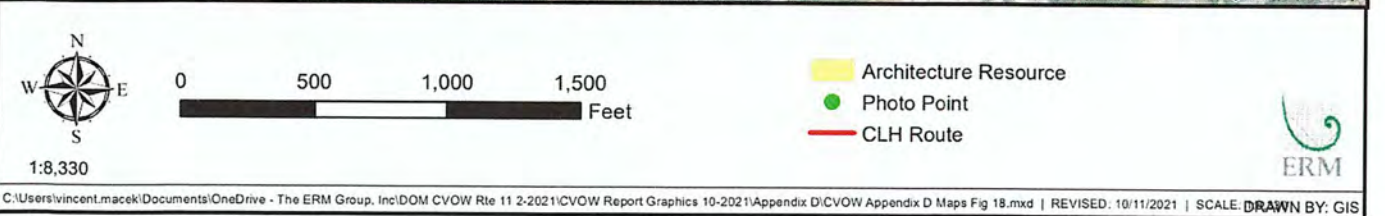


Figure 18: Aerial photograph depicting land use and photo view for 134-0917.

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Existing view

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 411190E 4074638N
 View Direction: 360 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 2341 feet
 Horizontal Field of View:

Date of Photography: 2nd April 2021 09:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

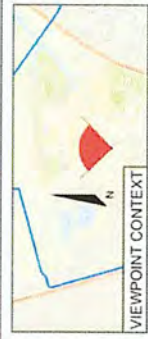
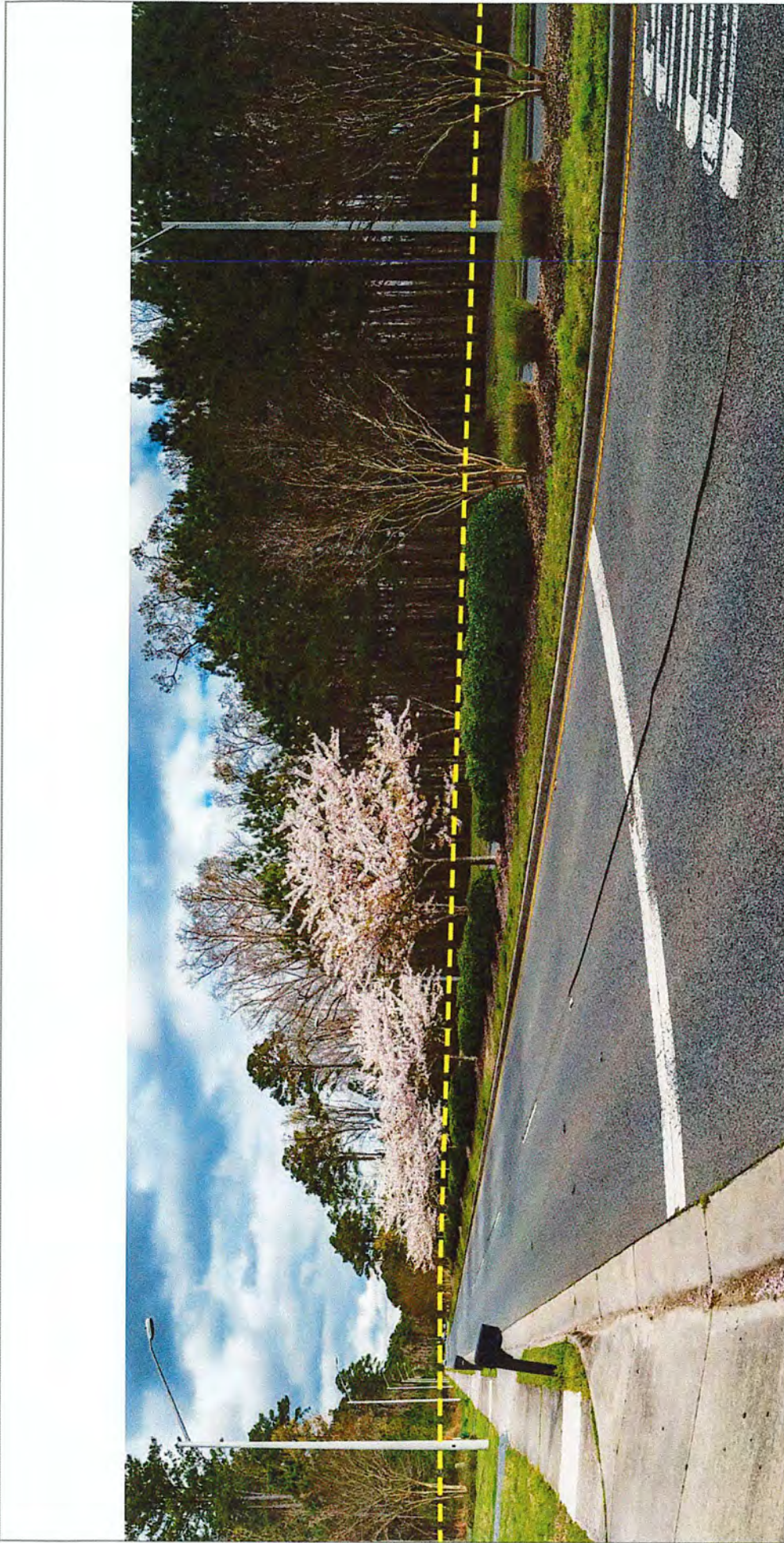


Figure 19:
 Viewpoint SP13 - CLH Route
 On Birdneck Road northwest of 134-0917
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 411190E 4074638N
 View Direction: 360 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 2341 feet
 Horizontal Field of View:

Date of Photography: 2nd April 2021 09:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 20
 Viewpoint SP13 - CLH Route
 On Bidneck Road northwest of 134-0917
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

PHOTOSIMULATIONS – HF ROUTE 1

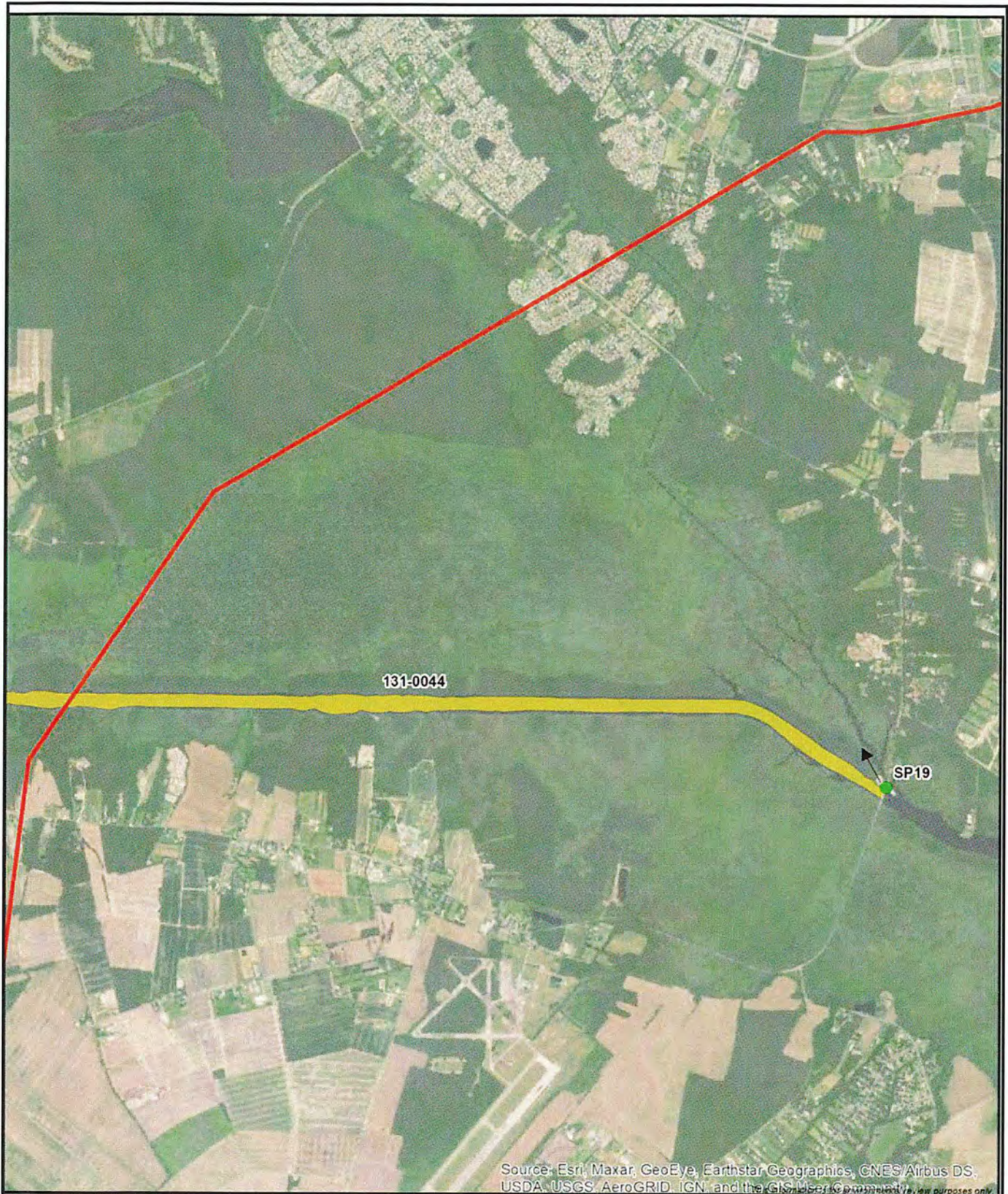
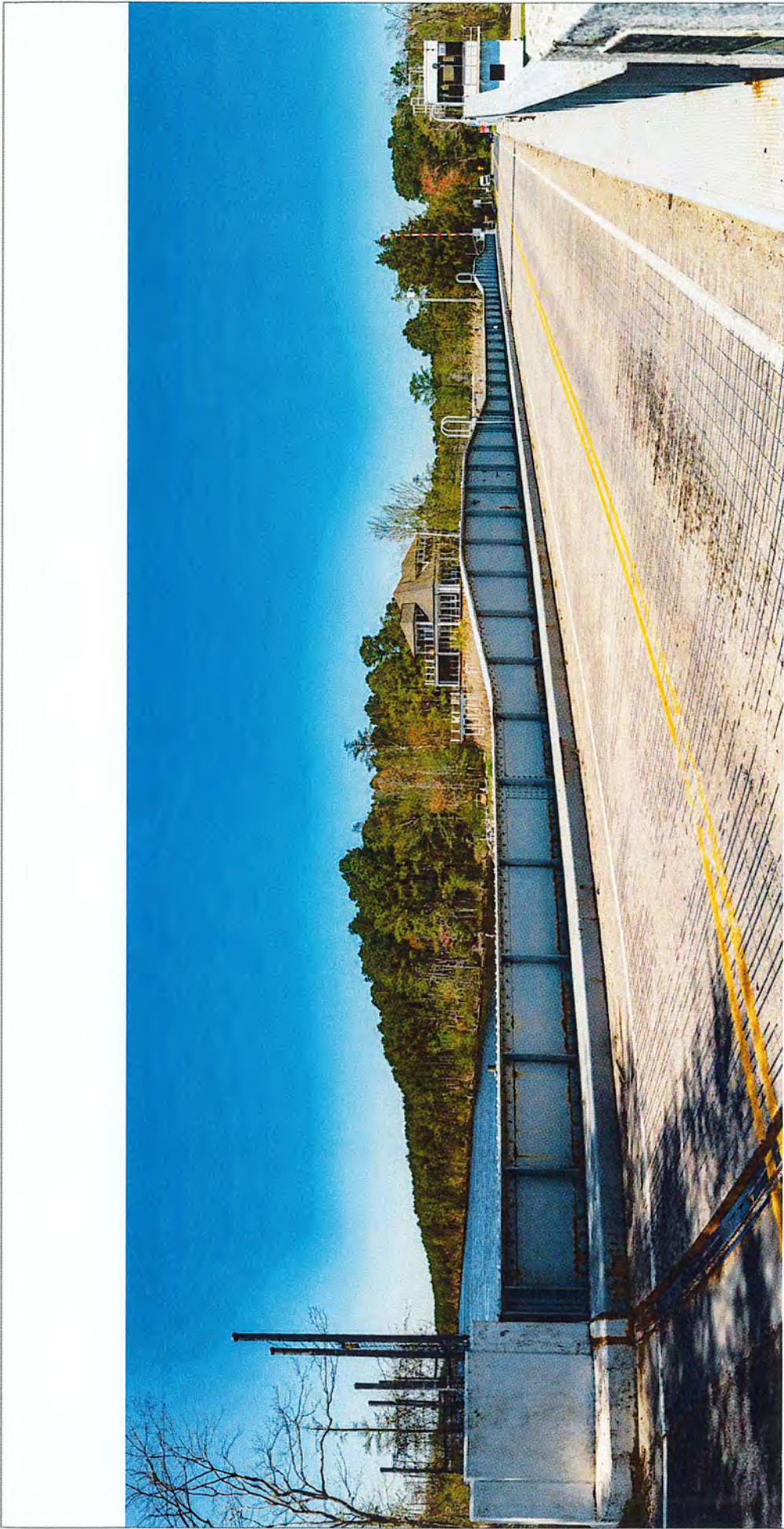


Figure 21: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations



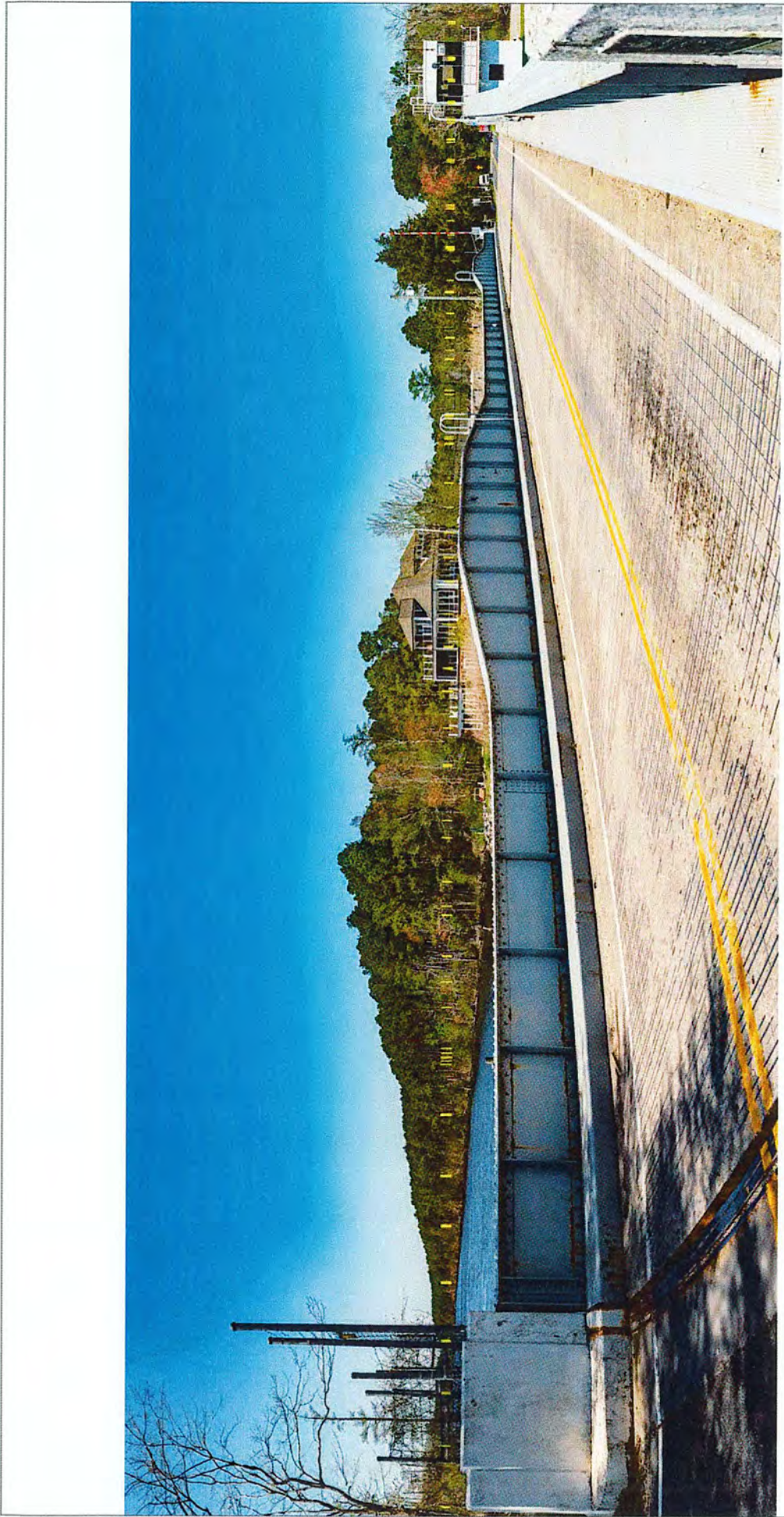
Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 22:
Viewpoint SP19 - HF Route 1
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 23:
Viewpoint SP19 - HF Route 1
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind

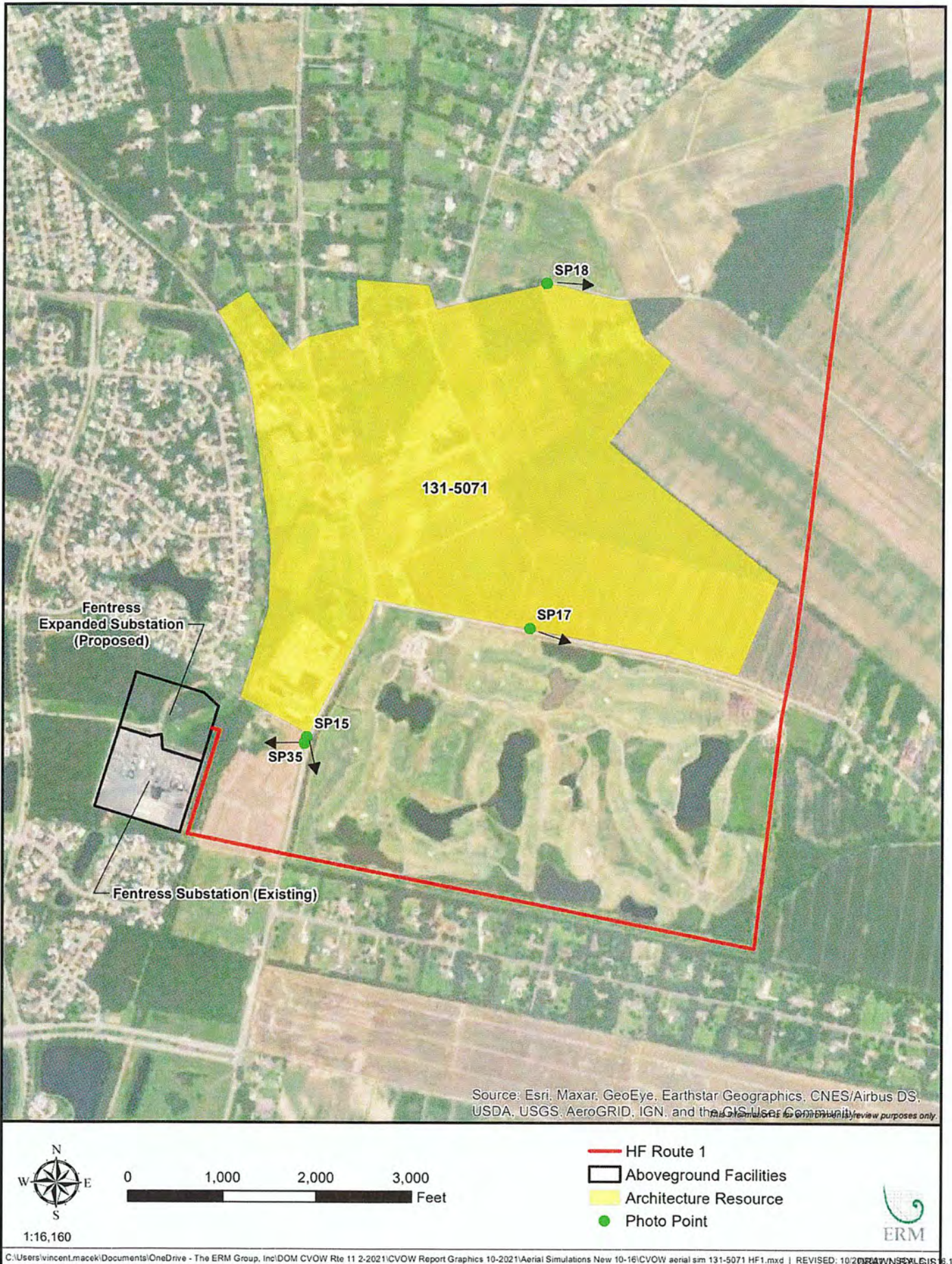


Figure 24: Aerial photograph depicting land use and photo view for 131-5071.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 25:
 Viewpoint SP15a - HF Route 1
 On Centerville Turnpike east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 1

Attachment 6: Photosimulations

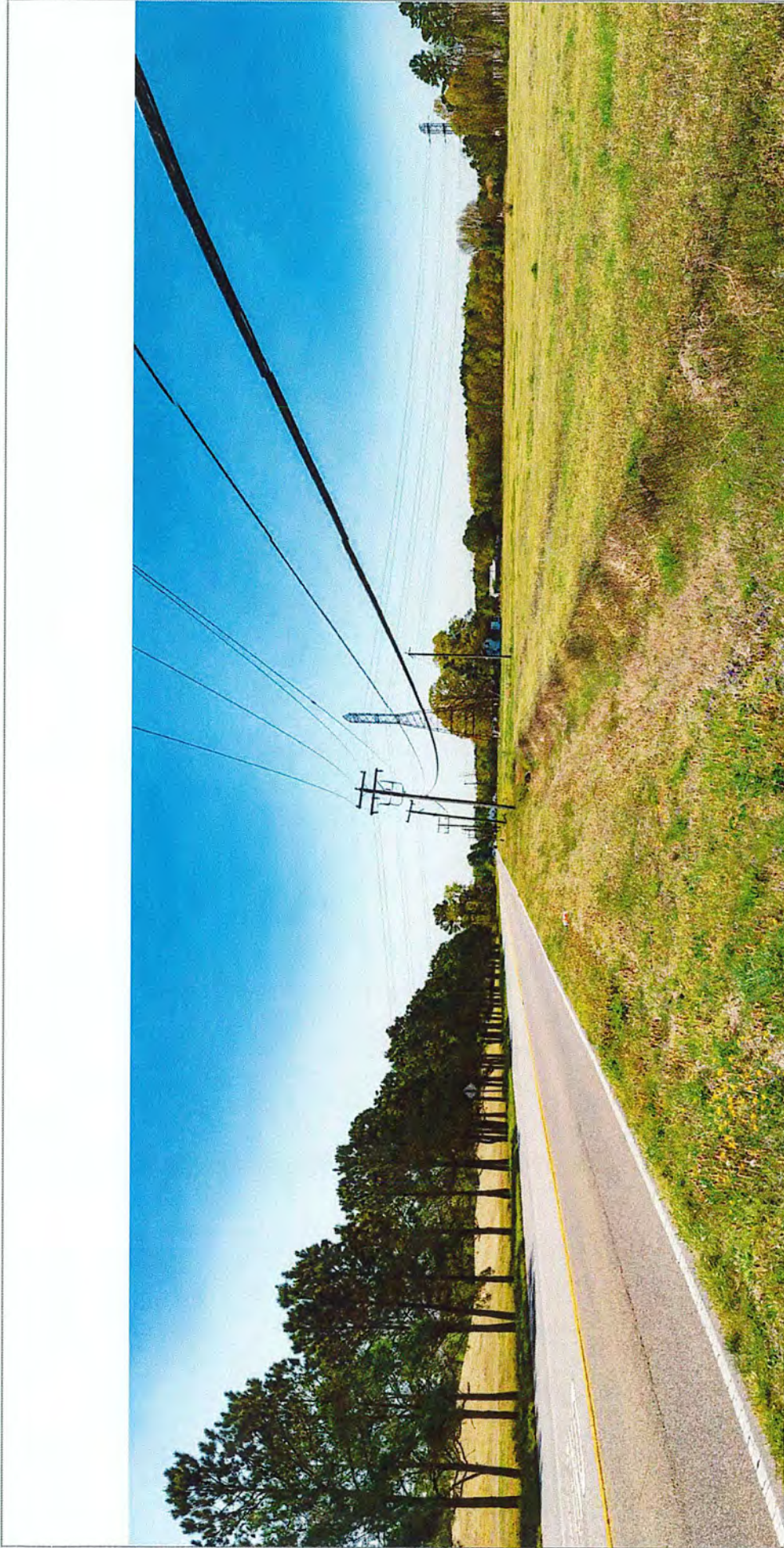


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 26:
 Viewpoint SP15a - HF Route 1
 On Centerville Turnpike east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 27:
Viewpoint SP15b - HF Route 1
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis Coastal
Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 1

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D900
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 28:
 Viewpoint SP15b - HF Route 1
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394378E -4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 29:
Viewpoint SP17 - HF Route 1
 On Whittemore Road south of 131-5071
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 1

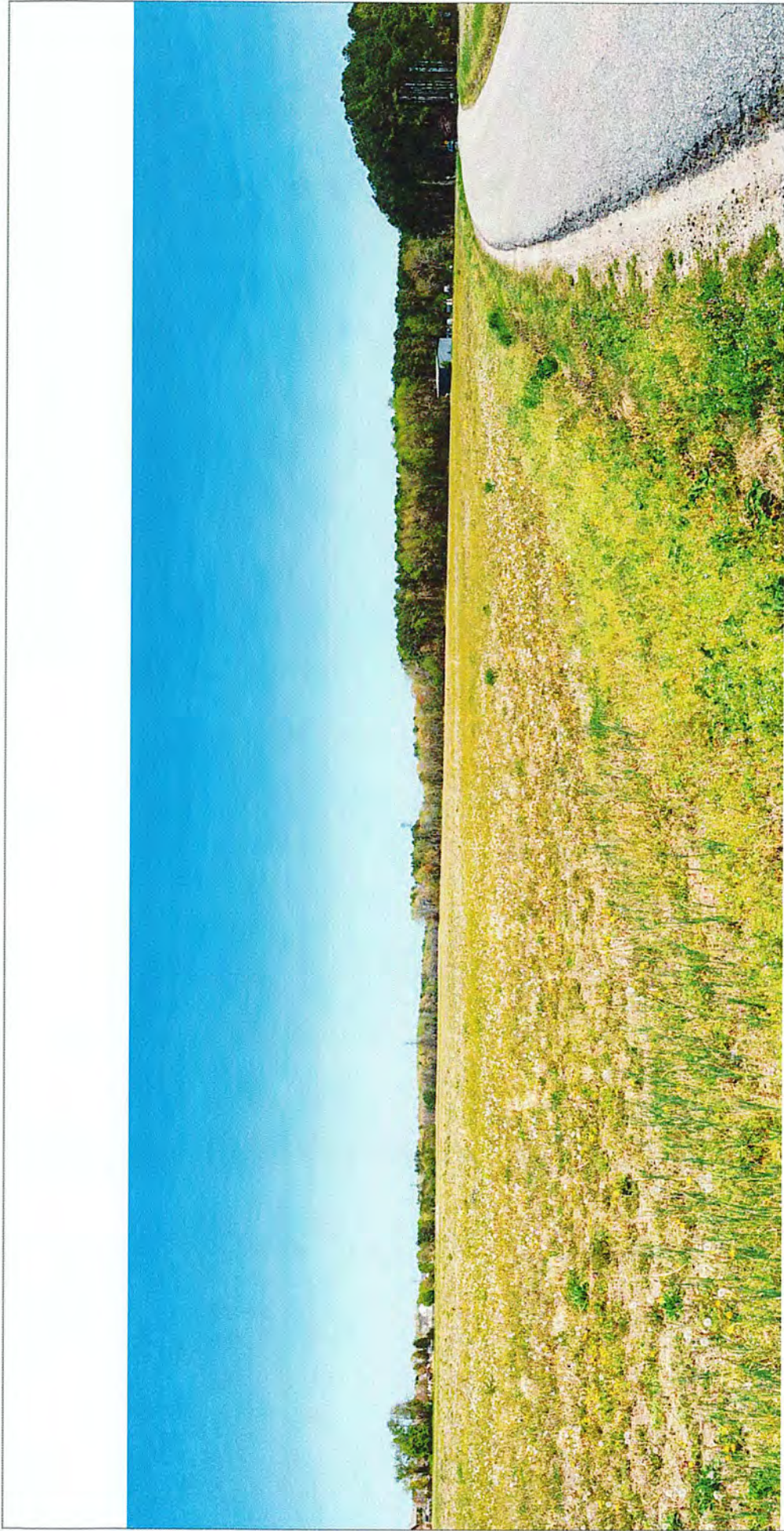


Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 30:
Viewpoint SP17 - HF Route 1
 On Whittemore Road south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

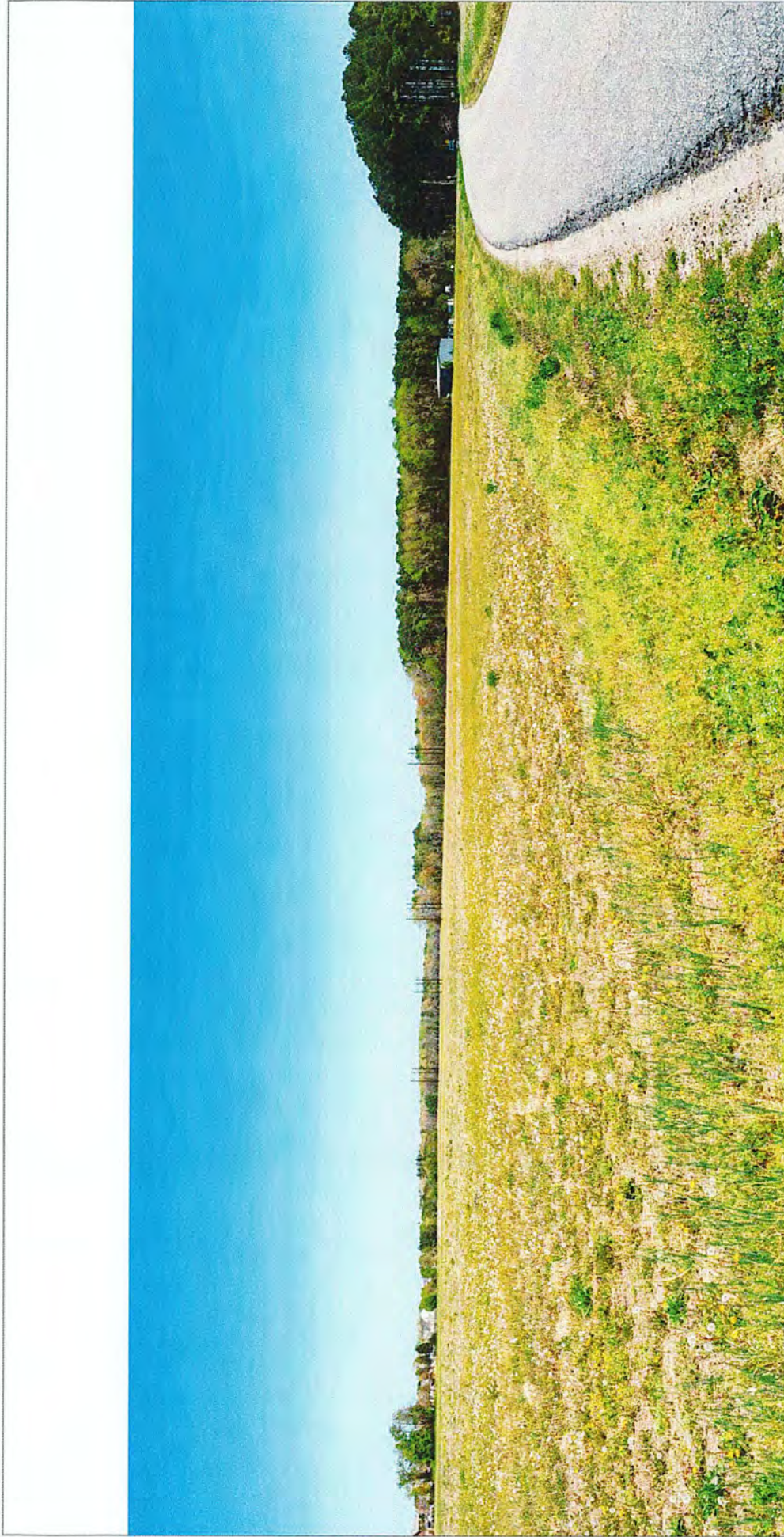


Viewpoint Location UTM Zone 18N: 394749E -4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 31:
 Viewpoint SP18 - HF Route 1
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 1

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 32:
 Viewpoint SP18 - HF Route 1
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 33:
 Viewpoint SP35 - HF Route 1
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 1

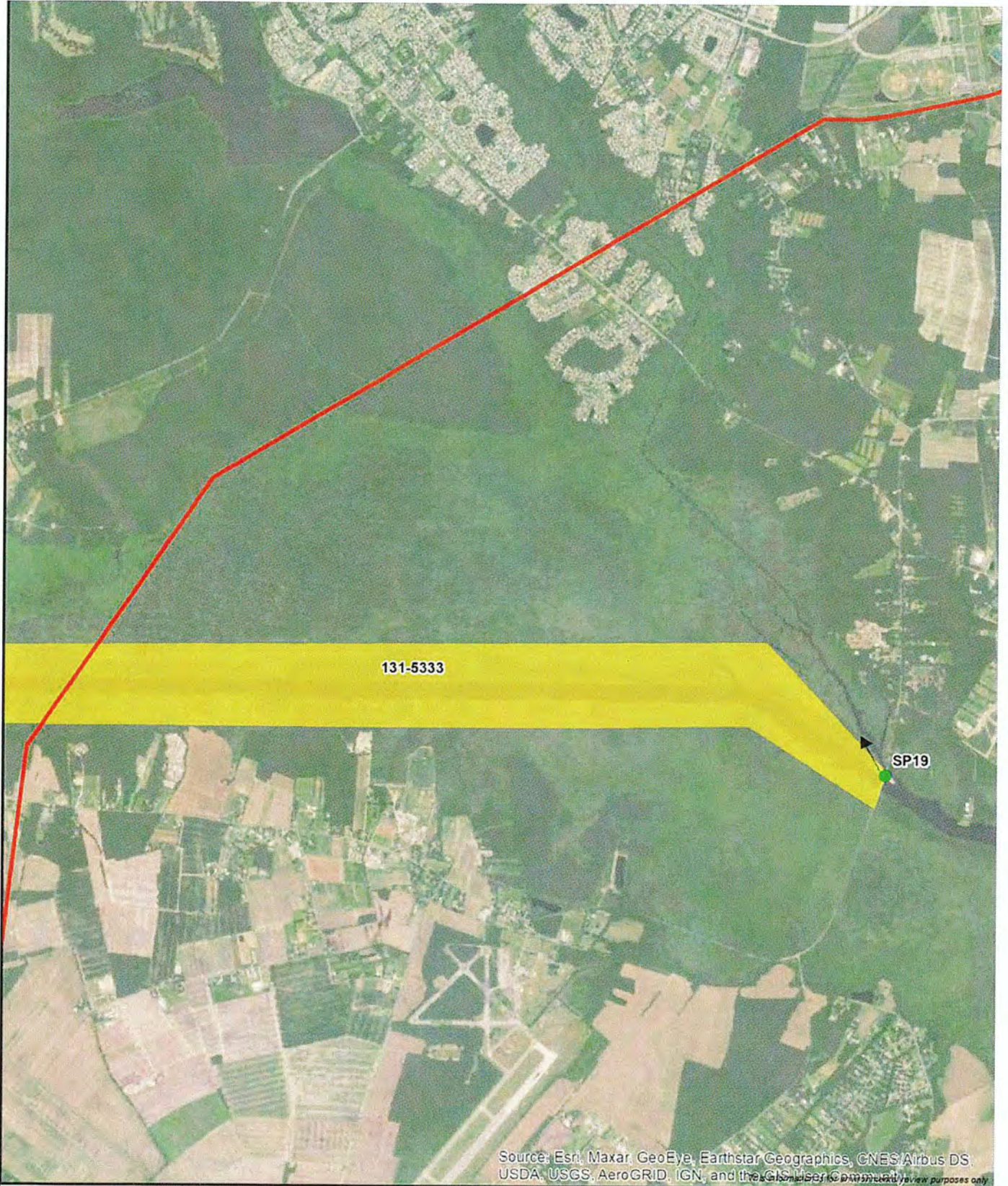


Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 206 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

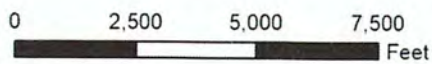
Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 34:
 Viewpoint SP35 - HF Route 1
 On Centerville Turnpike south of I-31-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



1:46,229



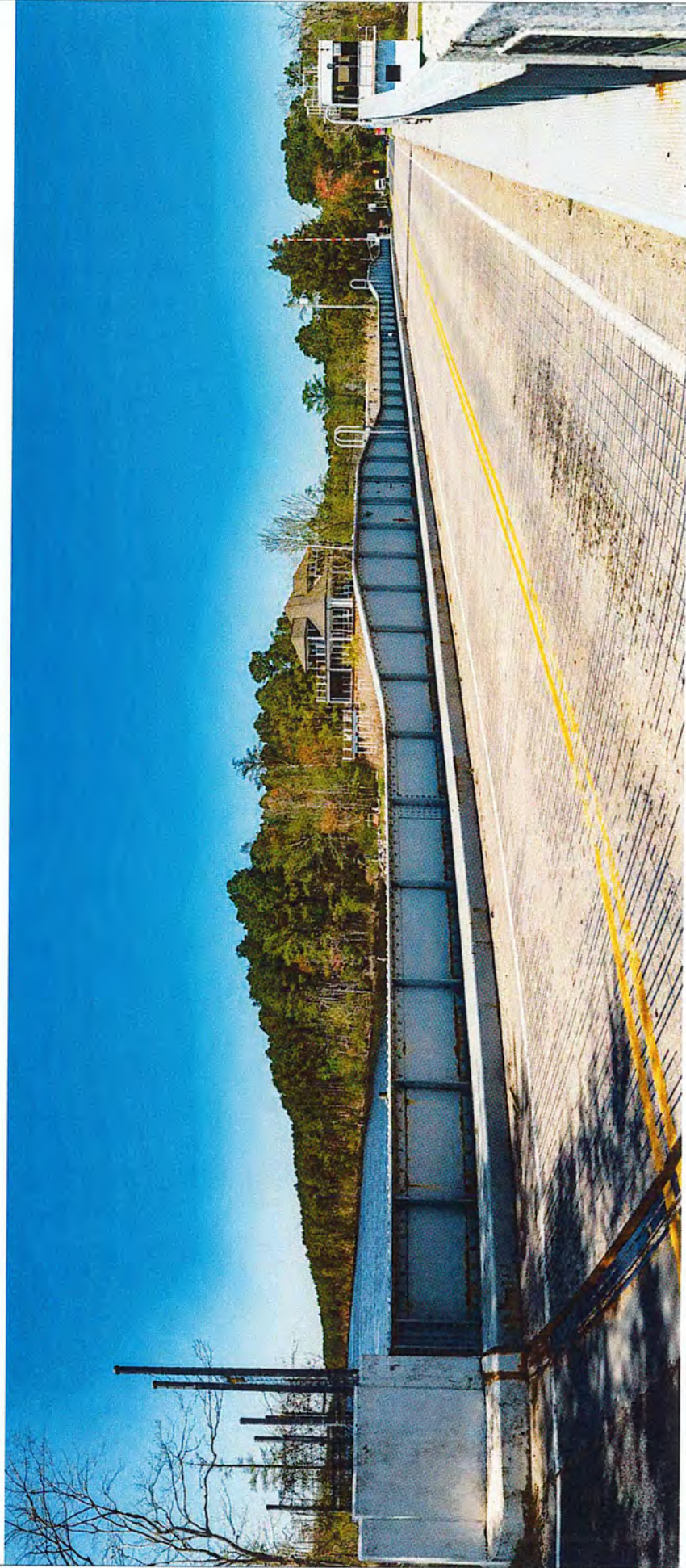
- Architecture Resource
- Photo Point
- HF Route 1



C:\Users\vincent.macek\Documents\OneDrive - The ERM Group, Inc\DOM CVOW Rte 11 2-2021\CVOW Report Graphics 10-2021\Appendix D\CVOW Appendix D Maps Fig 33 rev 10-28.mxd | REVISED: 10/28/2021 DRAWN BY GIS

Figure 35: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations



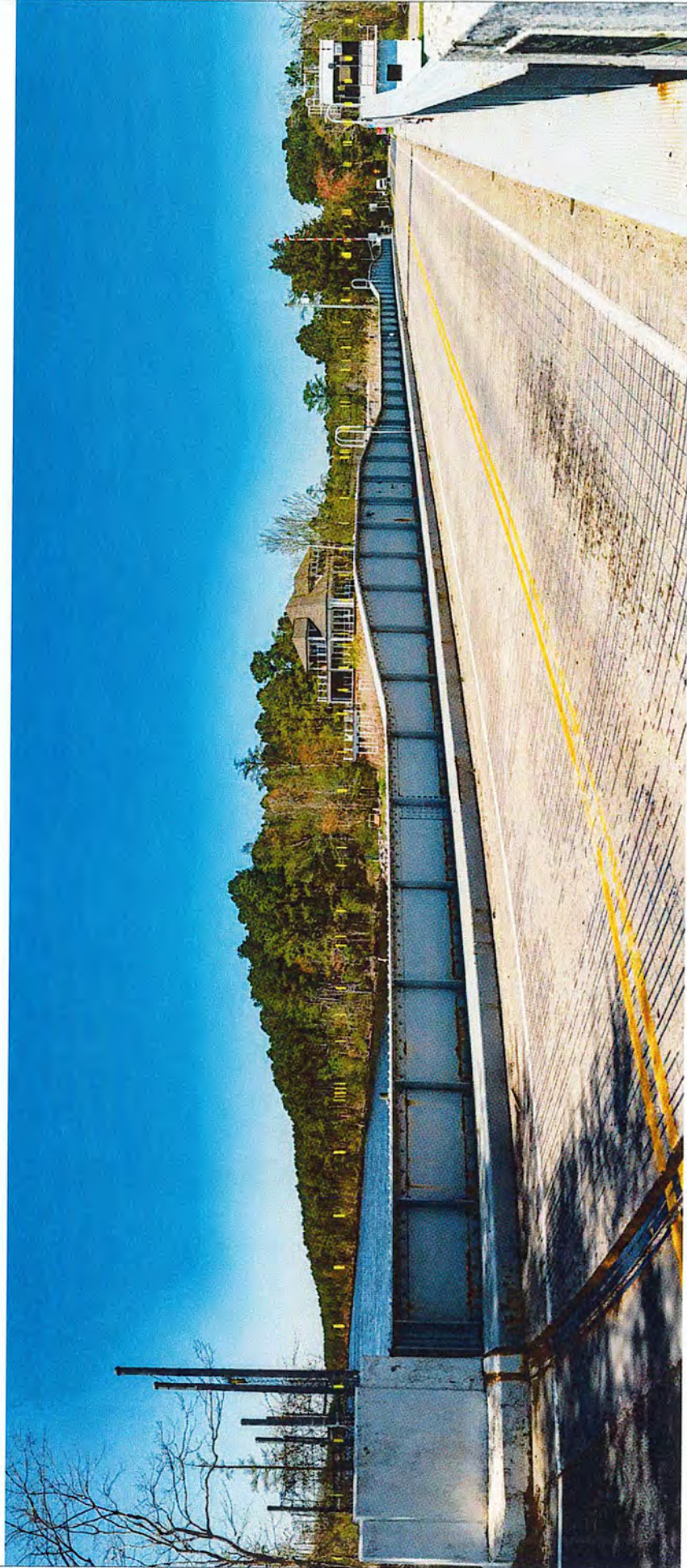
Viewpoint Location UTM Zone 18N: 401735E -4064096N
 View Direction: 335 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 36:
Viewpoint SP19 - HF Route 1
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
**Pre-Application Analysis Coastal
 Virginia Offshore Wind**



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

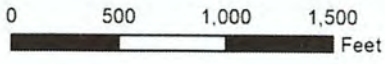
Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 37:
Viewpoint SP19 - HF Route 1
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. For information purposes only.



1:10,000

- Architecture Resource
- Photo Point
- HF Route 1



Figure 38: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 39:
Viewpoint SP23a - HF Route 1
 On London Bridge Road southwest of 134-0038
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 40:
 Viewpoint SP23a - HF Route 1
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 41:
 Viewpoint SP23b - HF Route 1
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3450 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 42:
 Viewpoint SP23b - HF Route 1
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

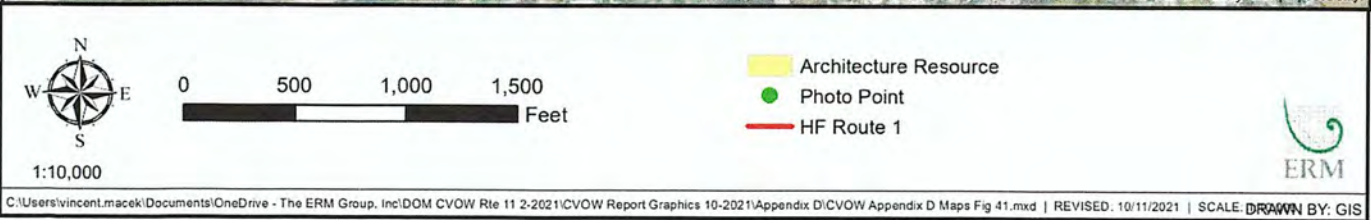
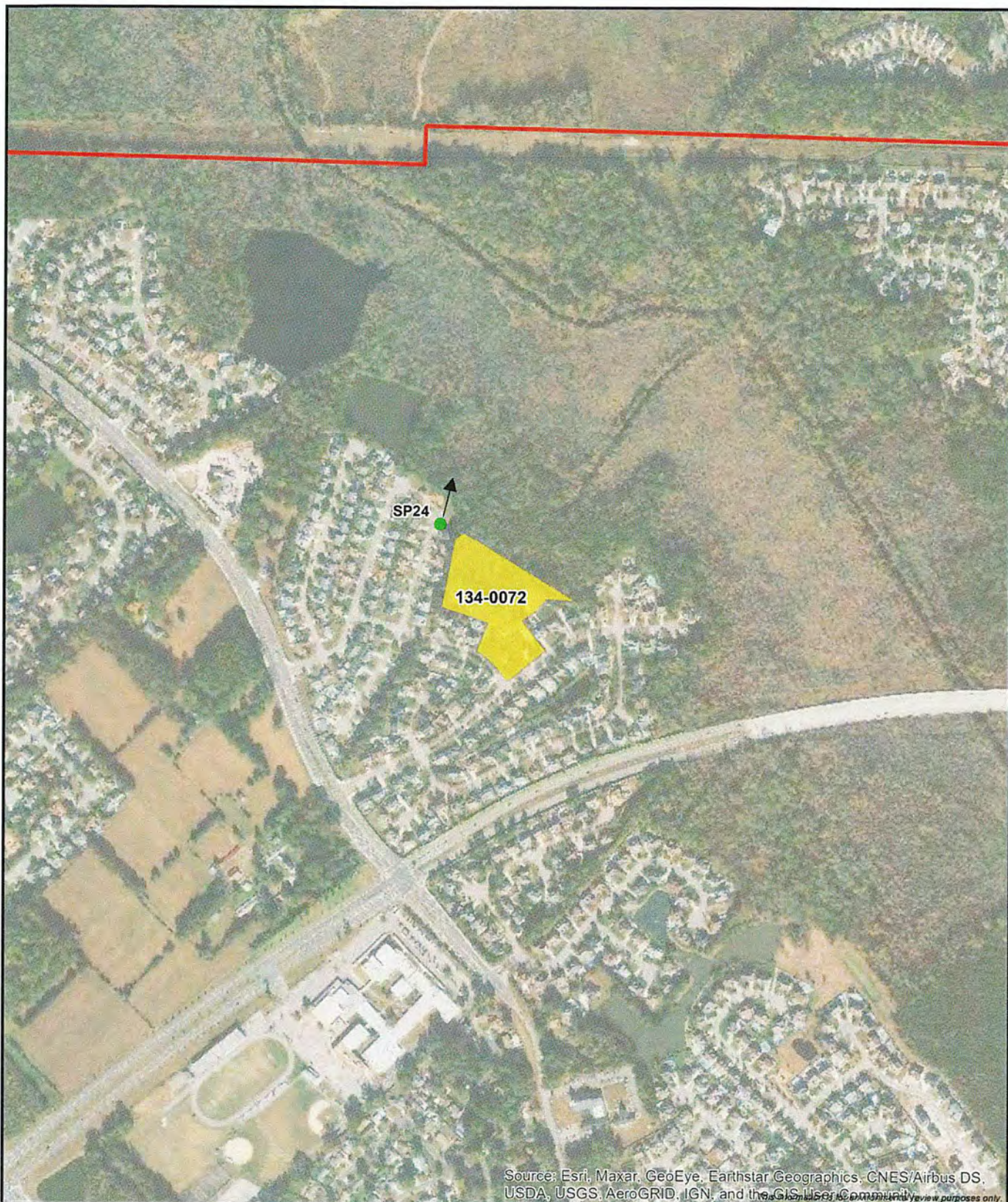


Figure 43: Aerial photograph depicting land use and photo view for 134-0072.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N -405960E -4069349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 44:
Viewpoint SP24 - HF Route 1
 On Hammer Stone Court north of 134-0072
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening

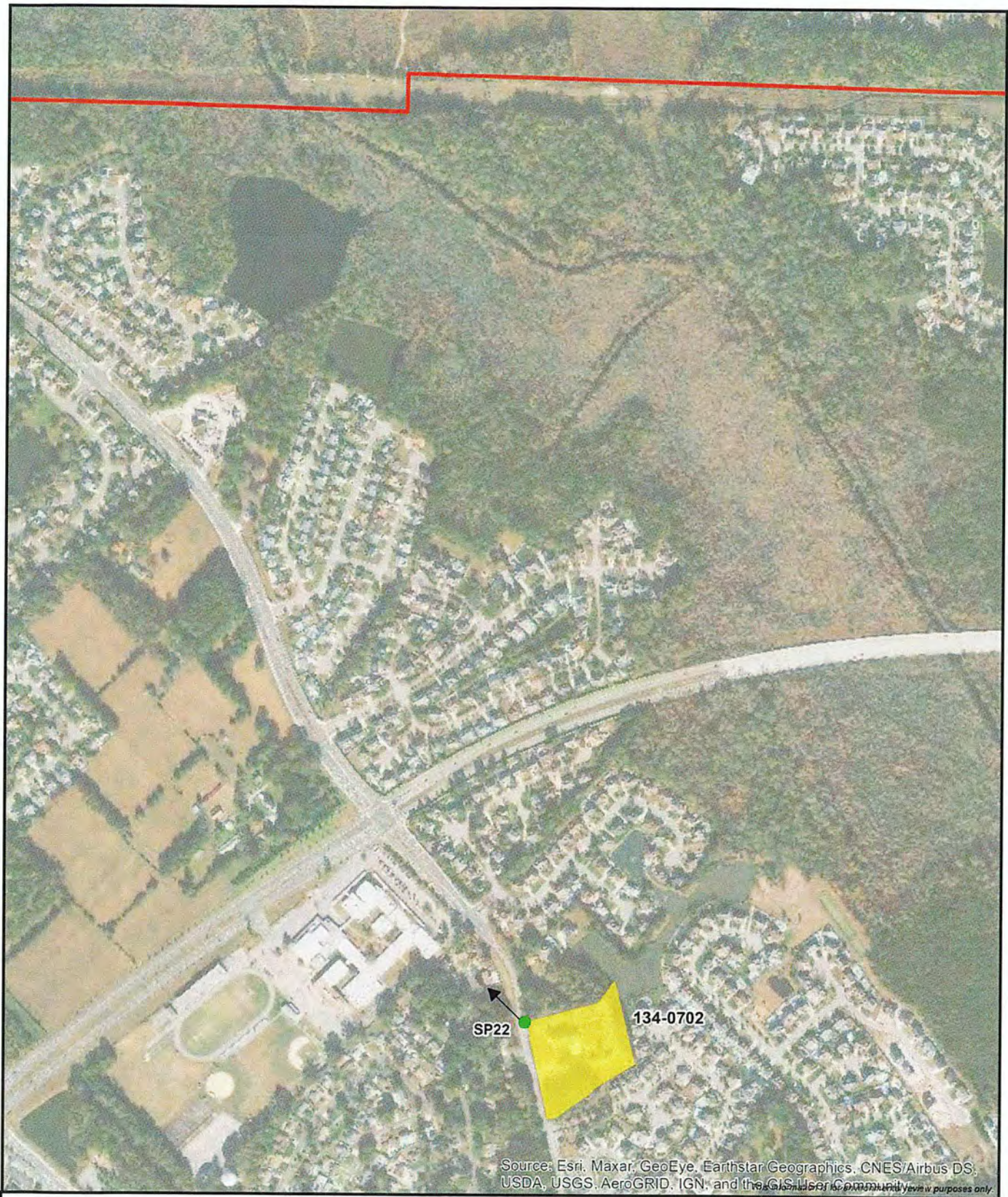


Viewpoint Location UTM Zone 18N -405960E -4066349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



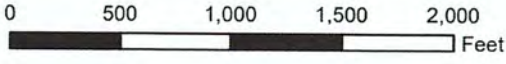
Figure 45:
 Viewpoint SP24 - HF Route 1
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *For review purposes only.*



1:10,030






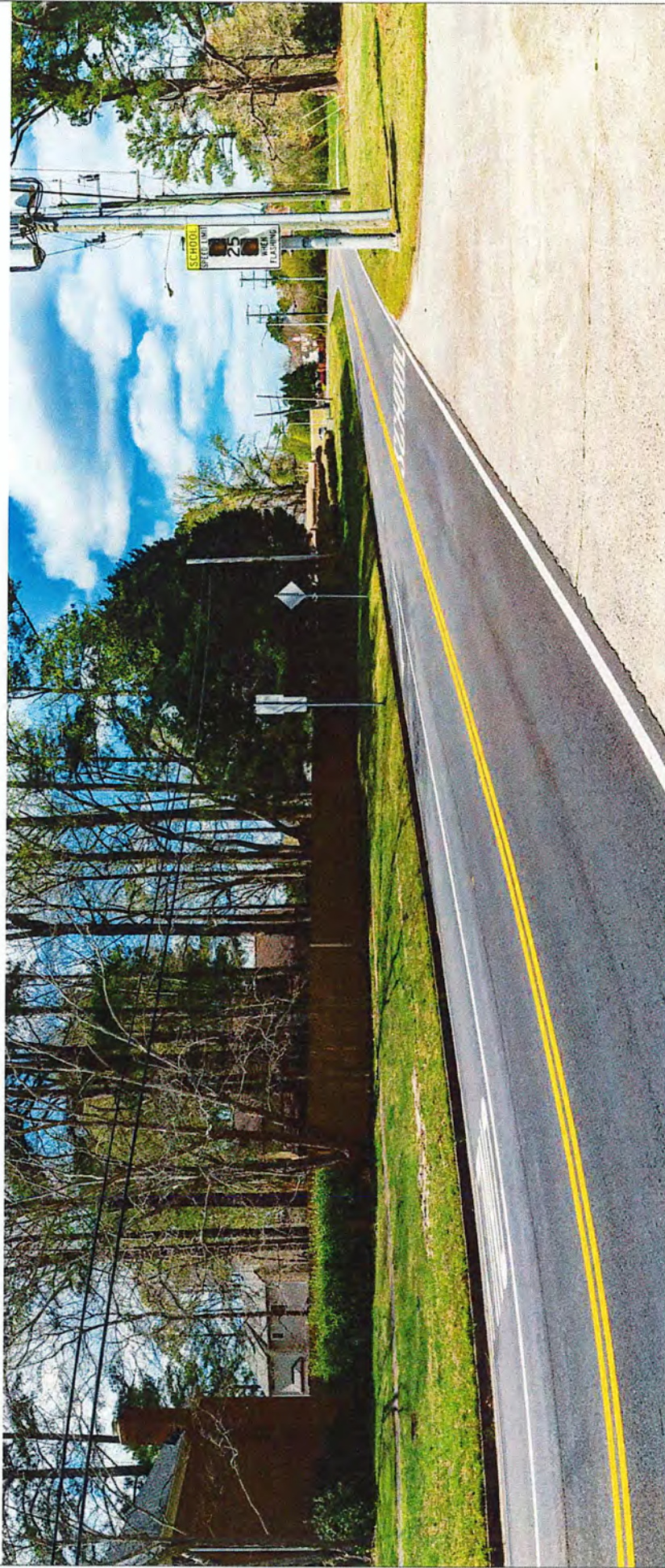
-  Architecture Resource
-  Photo Point
-  HF Route 1



Figure 46: Aerial photograph depicting land use and photo view for 134-0702.

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Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 406130E -4068764N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 47:
Viewpoint SP22 - HF Route 1
 On Holland Road west of 134-0702
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



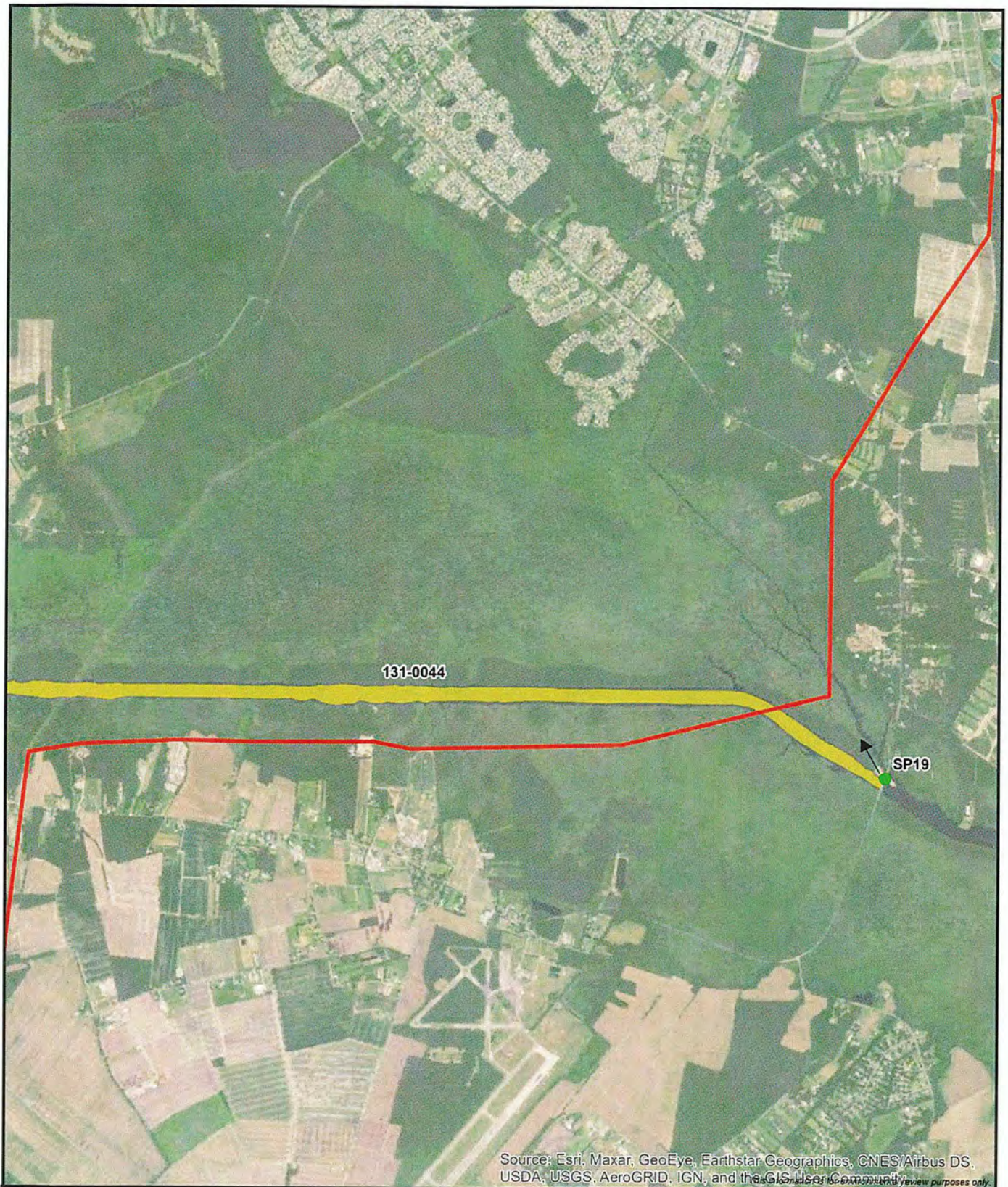
Viewpoint Location UTM Zone: 18N: 406130E 4068784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D8500
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

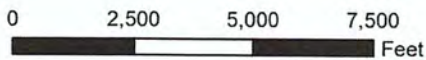


Figure 48:
 Viewpoint SP22 - HF Route 1
 On Holland Road west of 134-0702
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

PHOTOSIMULATIONS – HF ROUTE 2



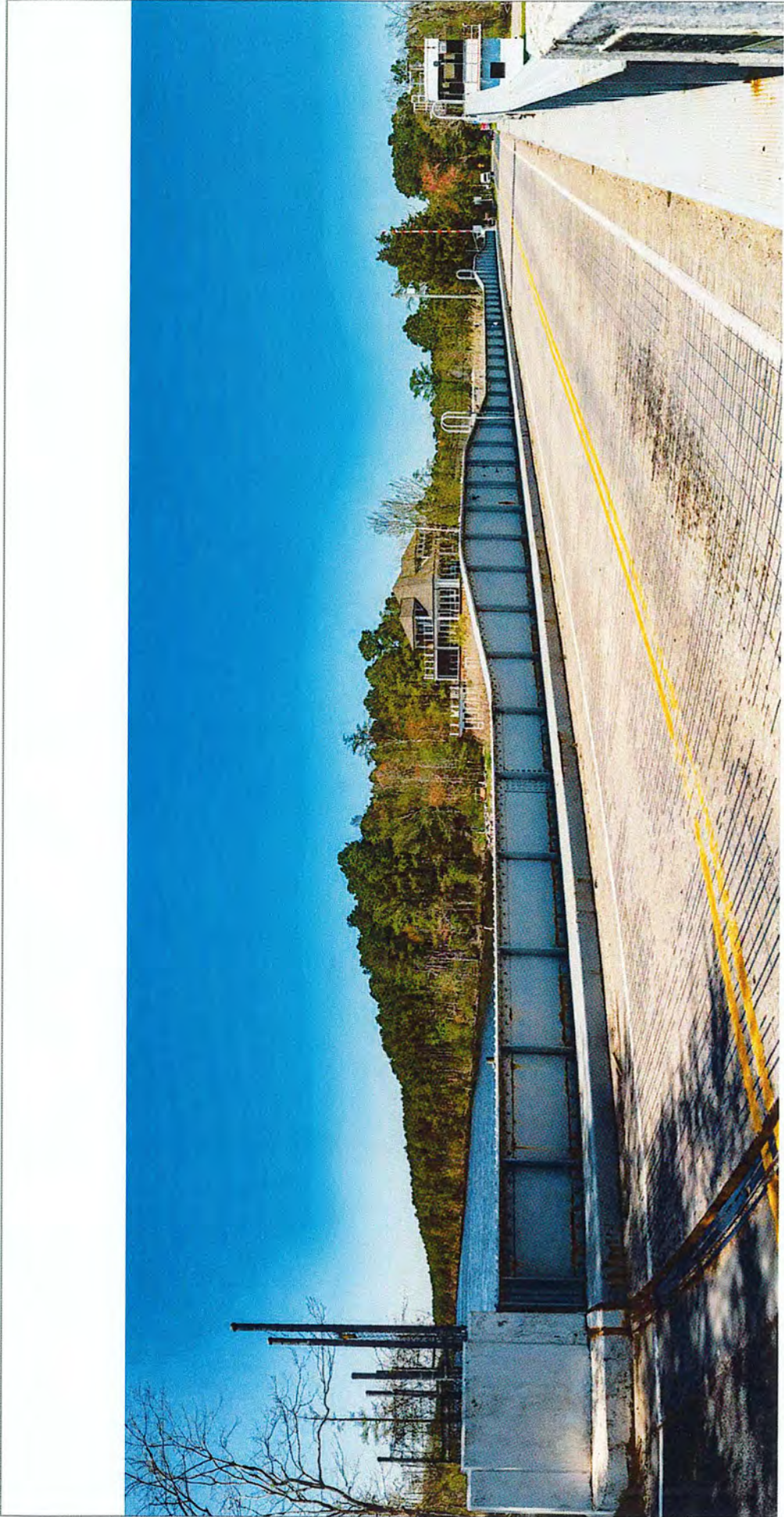
1:46,229



- Architecture Resource
- Photo Point
- HF Route 2



Figure 49: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations



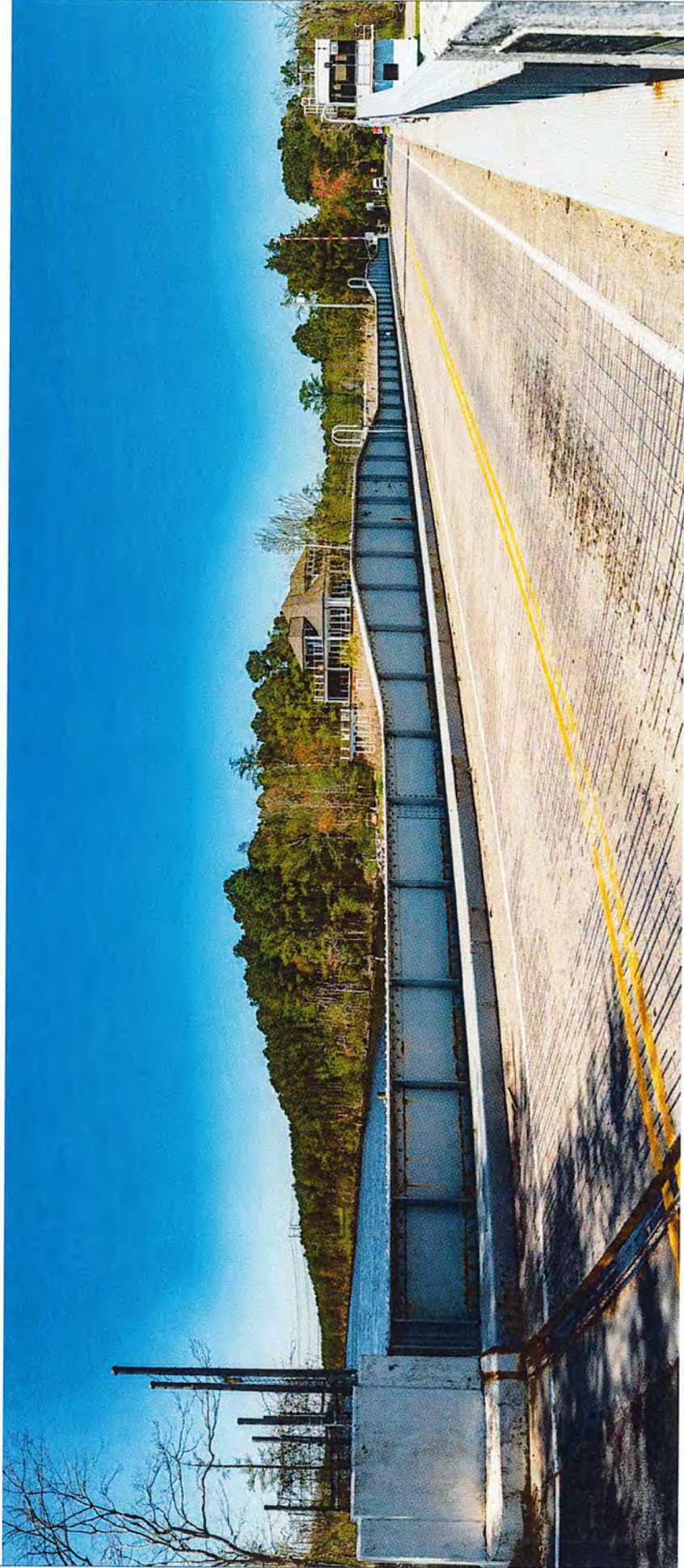
Viewpoint Location UTM Zone: 18N 401735E 4064096N
 View Direction: 335 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 50:
Viewpoint SP19 - HF Route 2
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 51:
Viewpoint SP19 - HF Route 2
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind

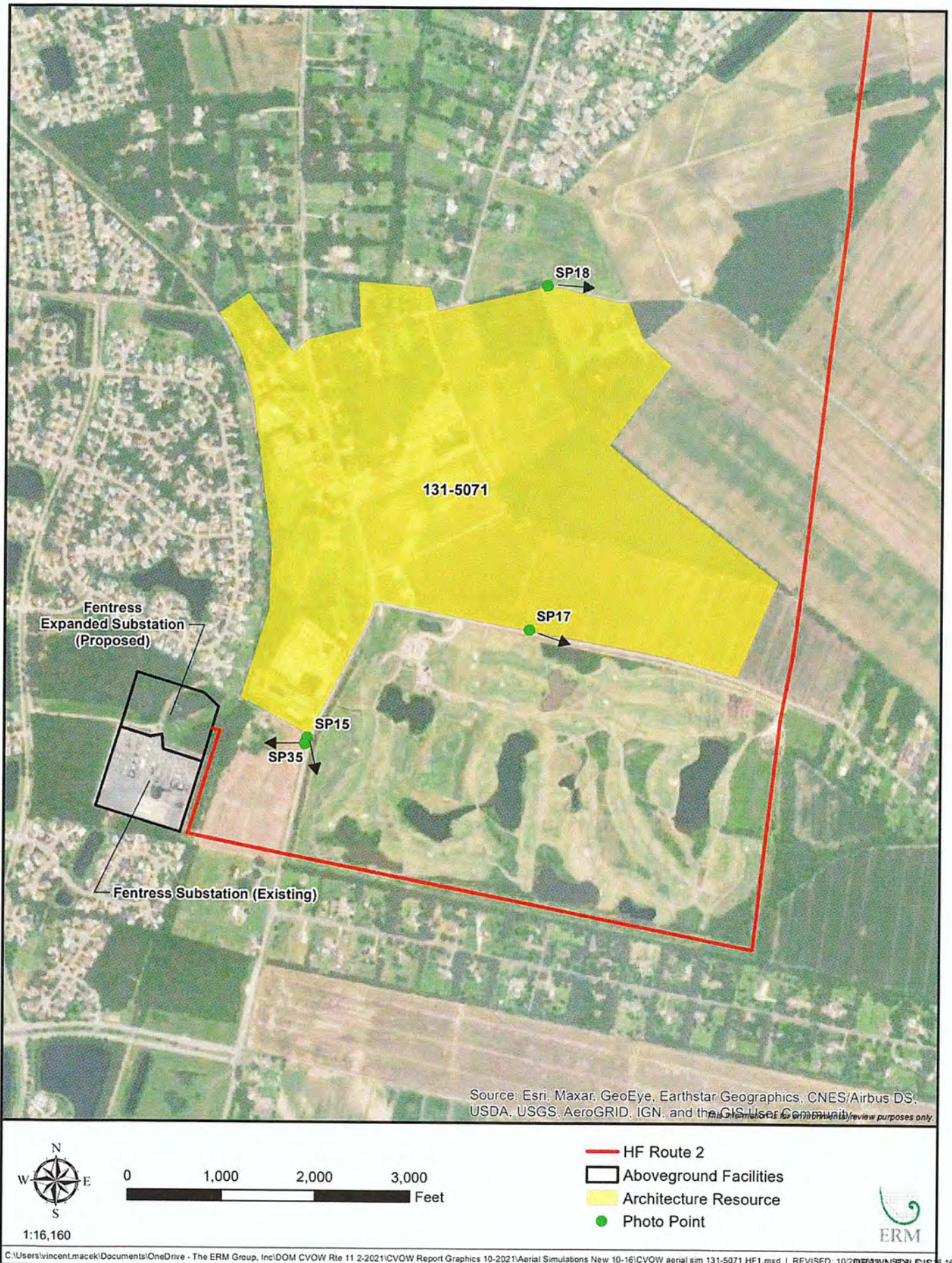


Figure 52: Aerial photograph depicting land use and photo view for 131-5071.

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Existing View

Attachment 6: Photosimulations

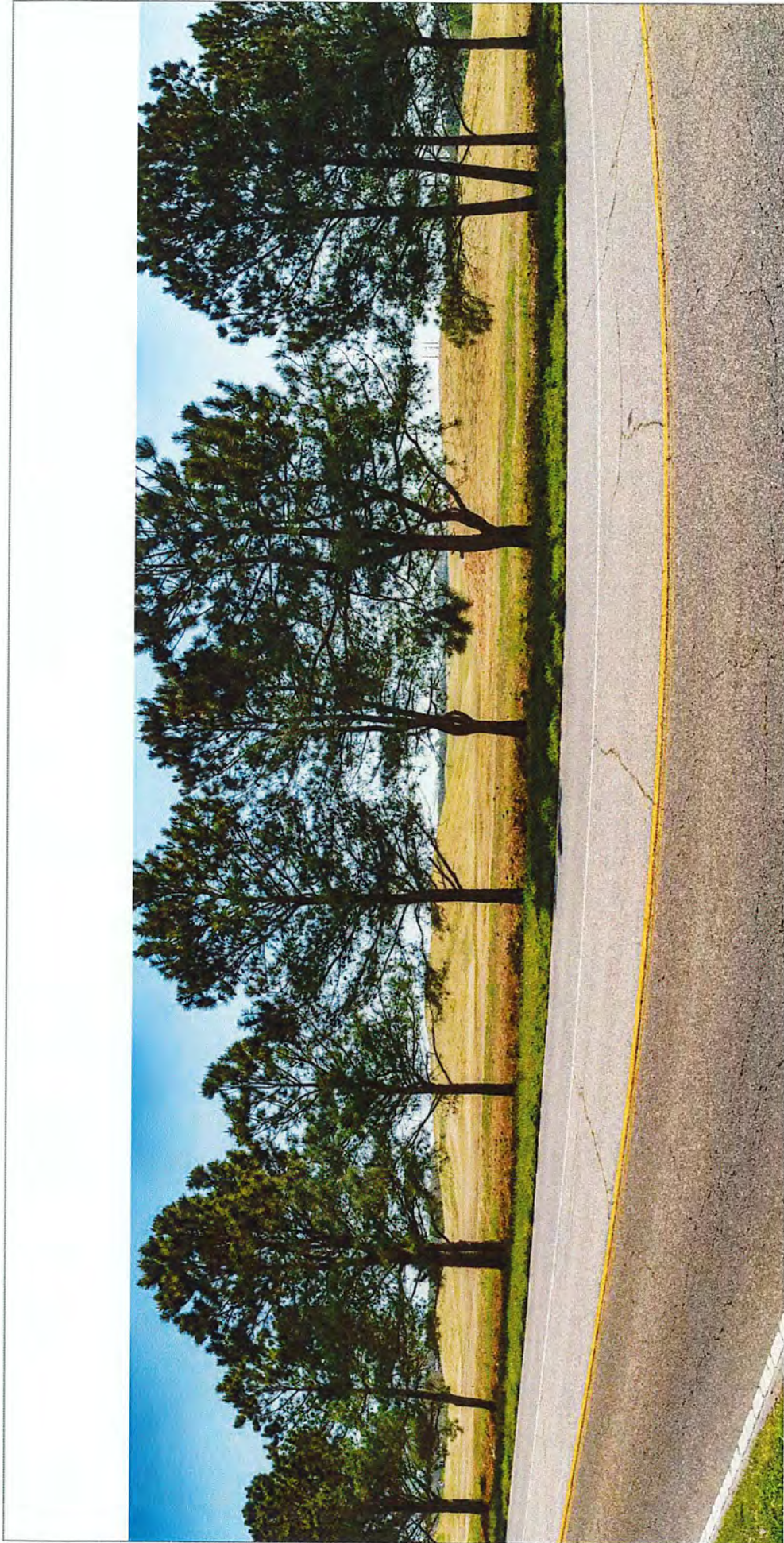


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 53:
 Viewpoint SP15a - HF Route 2
 On Centerville Turnpike east of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 54:
Viewpoint SP15a - HF Route 2
 On Centerville Turnpike east of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

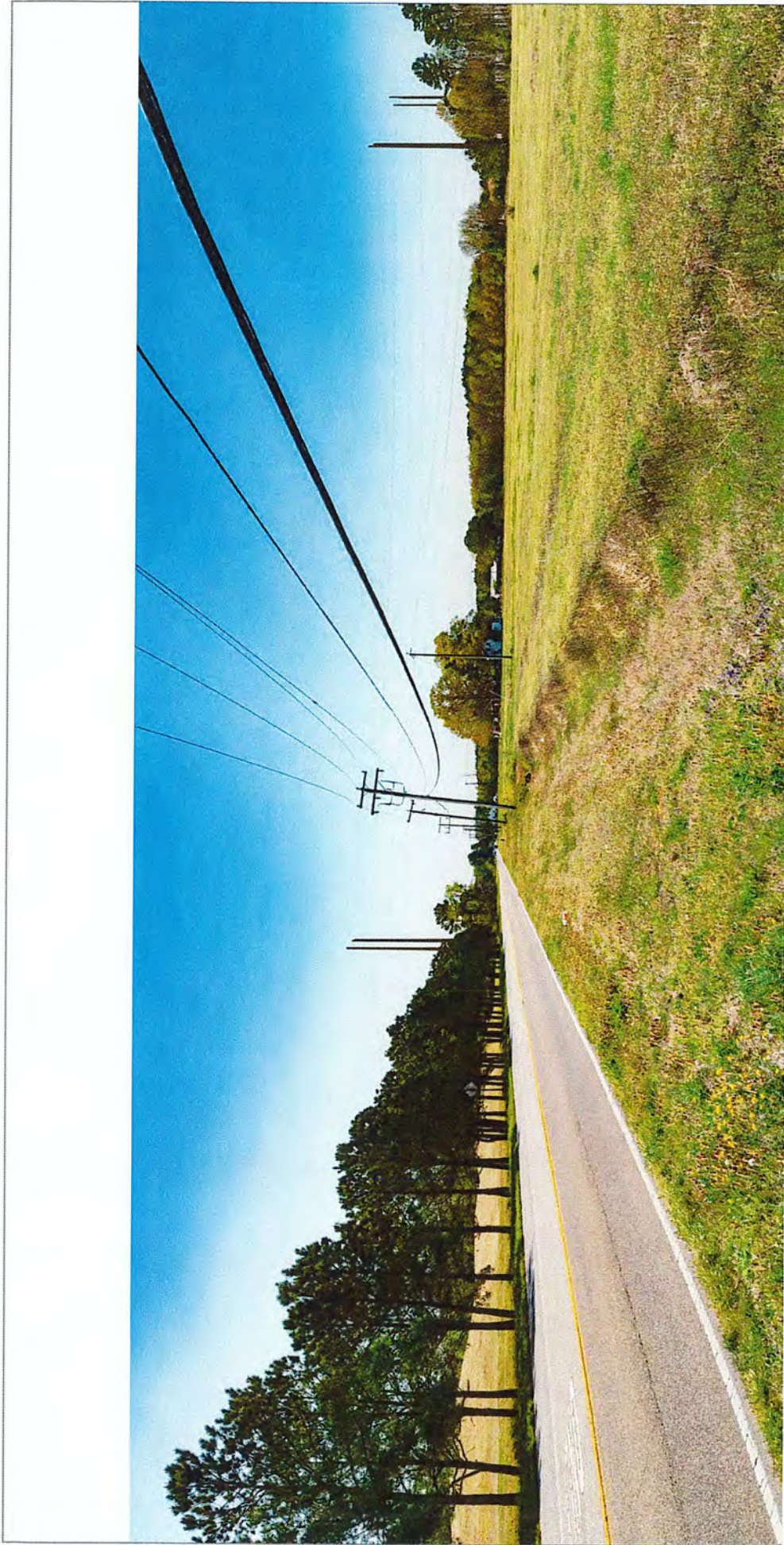


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 55:
Viewpoint SP15b - HF Route 2
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 56:
 Viewpoint SP15b - HF Route 2
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 57:
Viewpoint SP17 - HF Route 2
 On Whittemore Road south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2

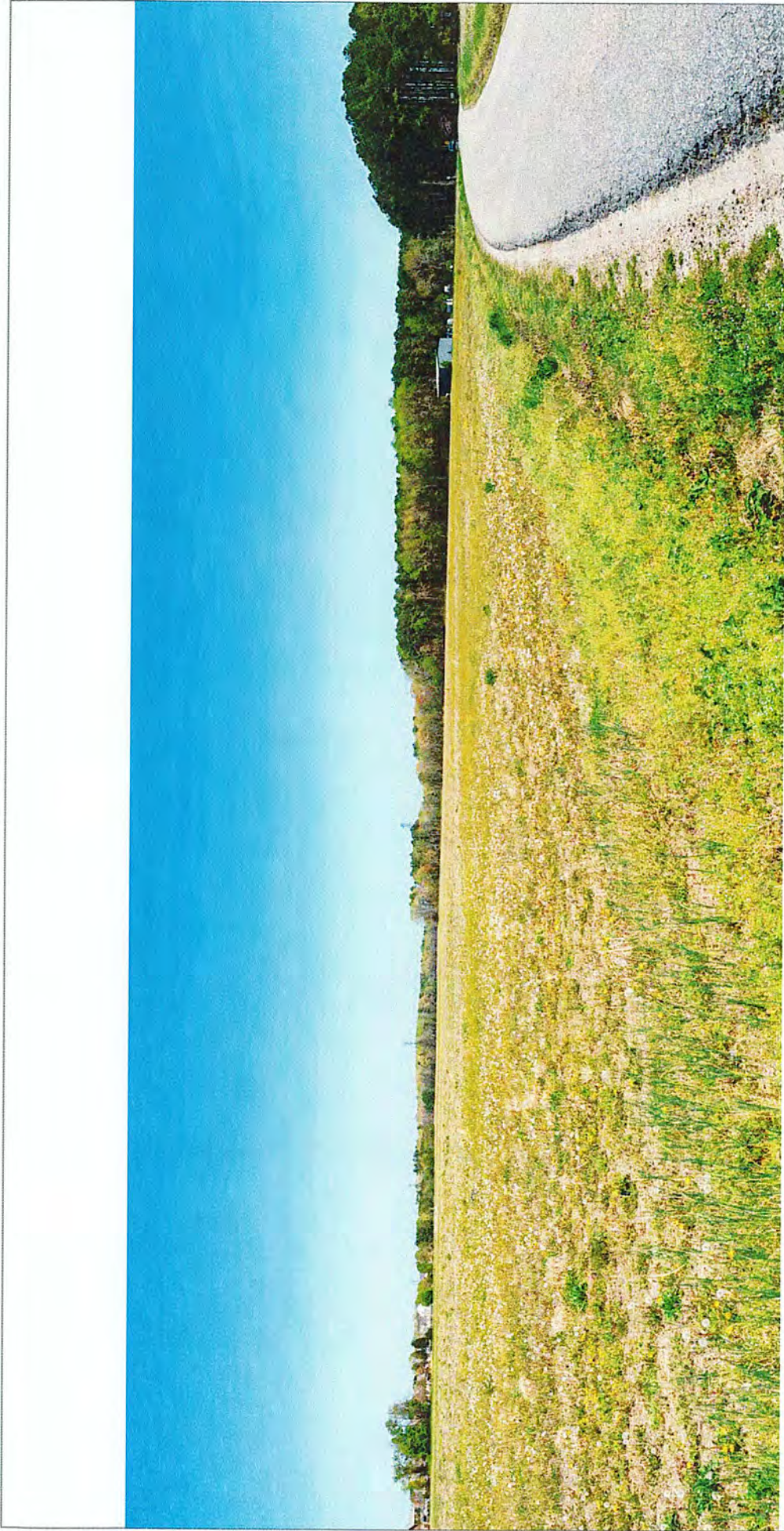


Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 58:
 Viewpoint SP17 - HF Route 2
 On Whittemore Road south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

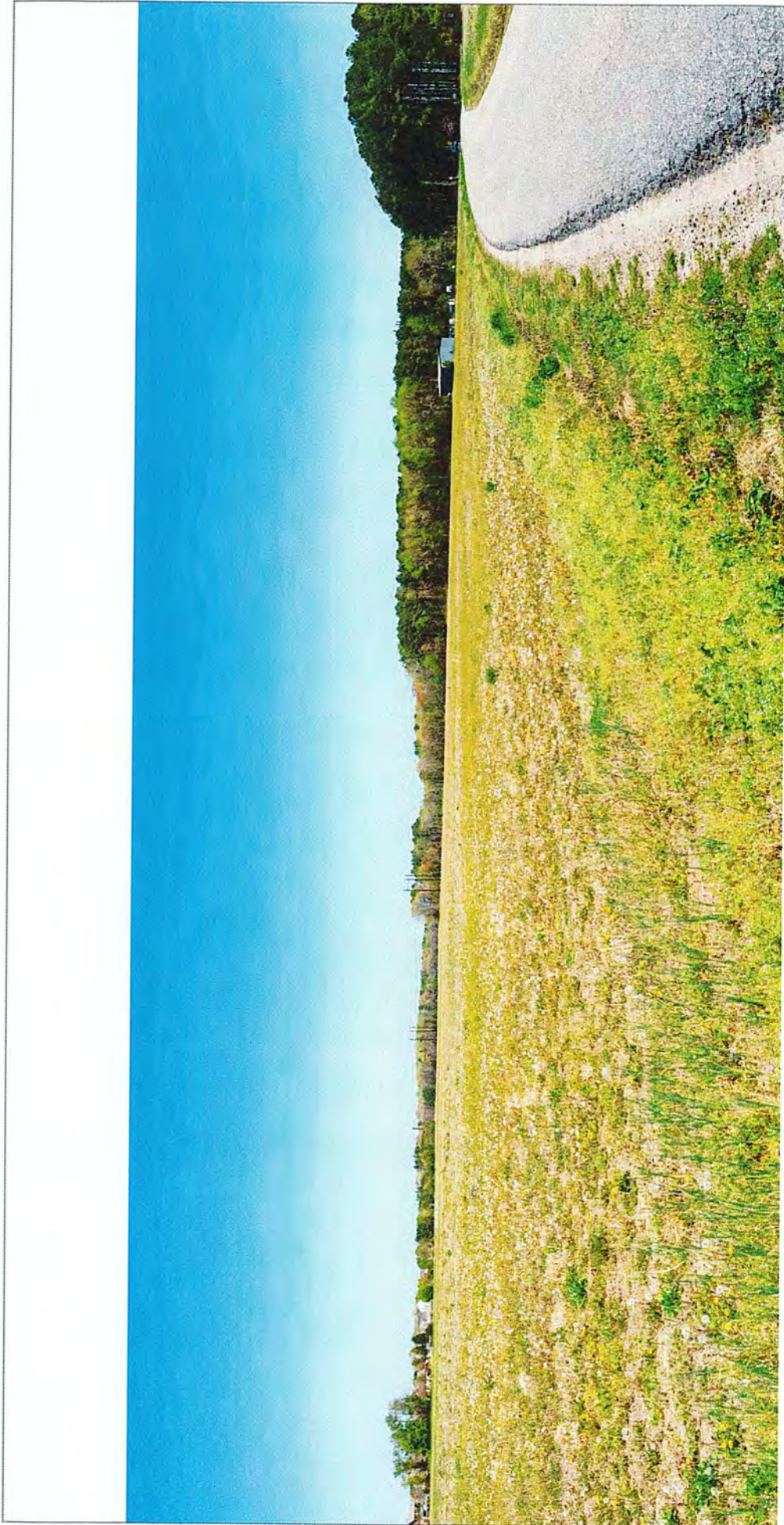


Viewpoint Location UTM Zone 18N: 394749E -4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 59:
 Viewpoint SP18 - HF Route 2
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone: 18N
 View Direction: 394749E 4062435N
 Viewpoint Elevation: 66 degrees
 Distance to Route: 23 feet
 Horizontal Field of View: 2409 feet
 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 60:
 Viewpoint SP18 - HF Route 2
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E -4061242N
 View Direction: 265 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 61:
 Viewpoint SP35 - HF Route 2
 On Centerville Turnpike south of I31-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021, 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

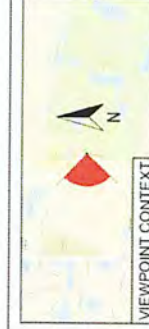
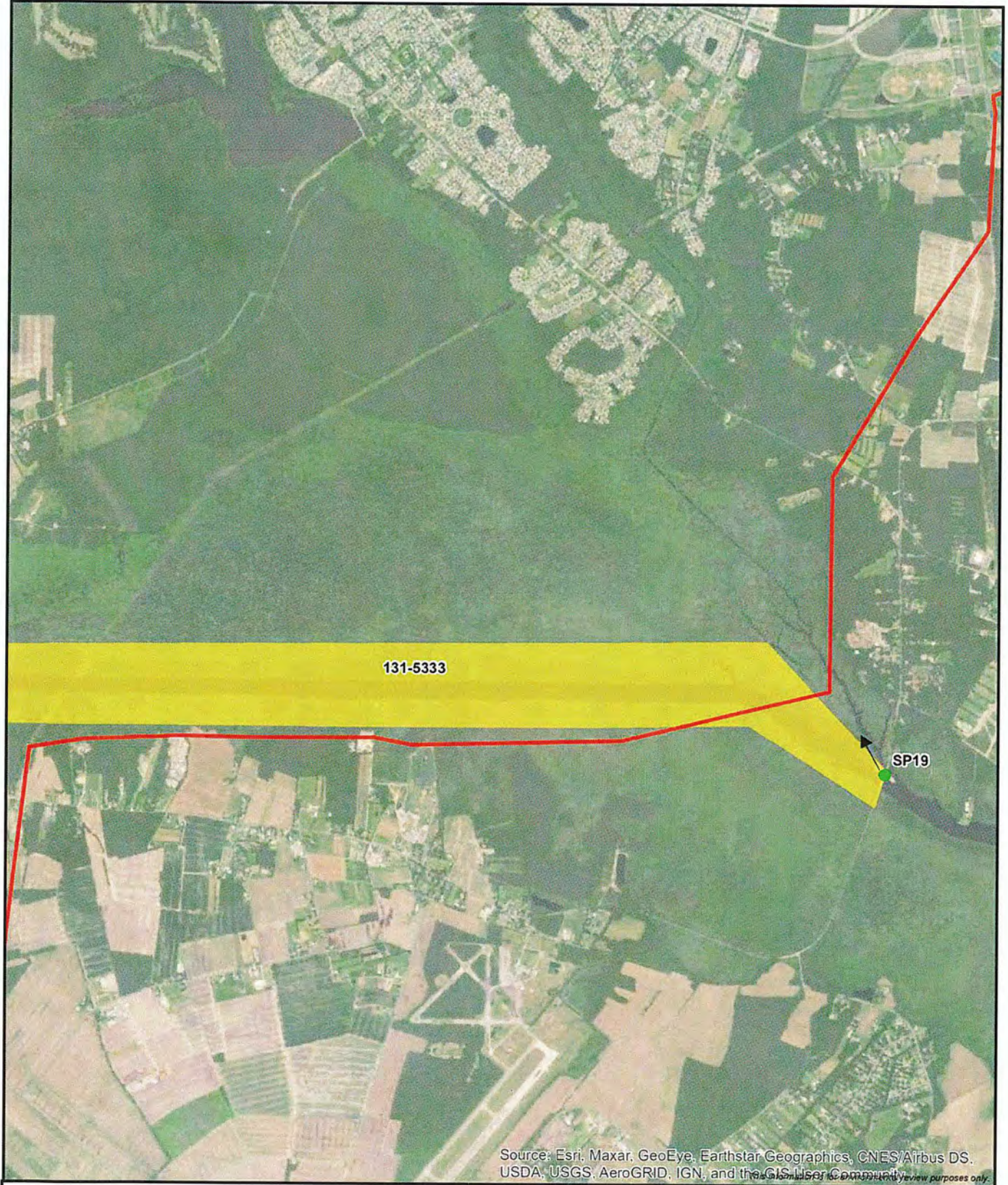


Figure 62:
 Viewpoint SP35 - HF Route 2
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



1:46,229

0 2,500 5,000 7,500 Feet

- Architecture Resource
- Photo Point
- HF Route 2

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Figure 63: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations

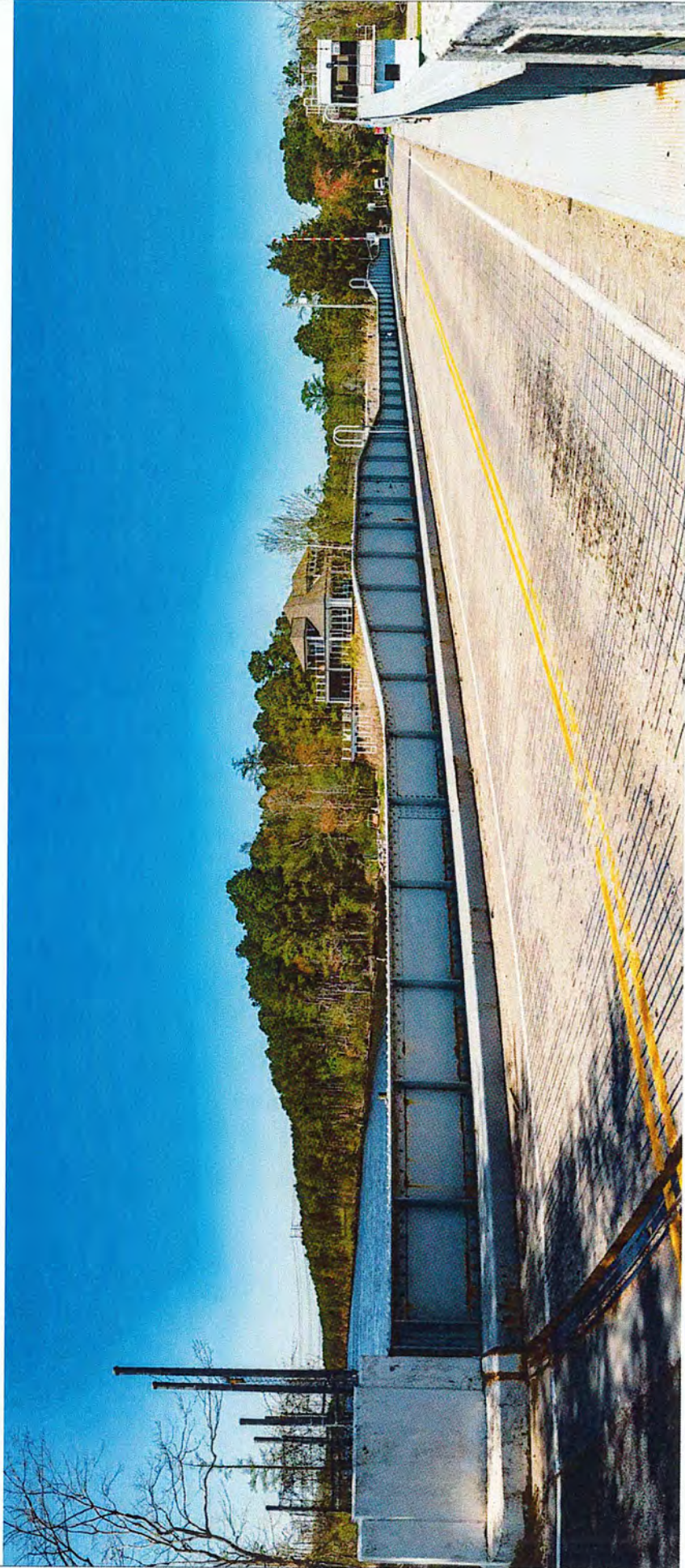


Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 64:
Viewpoint SP19 - HF Route 2
 On Mt. Pleasant Road/North Landing Road
 bridge-131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 2



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D860
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 65:
Viewpoint SP19 - HF Route 2
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind

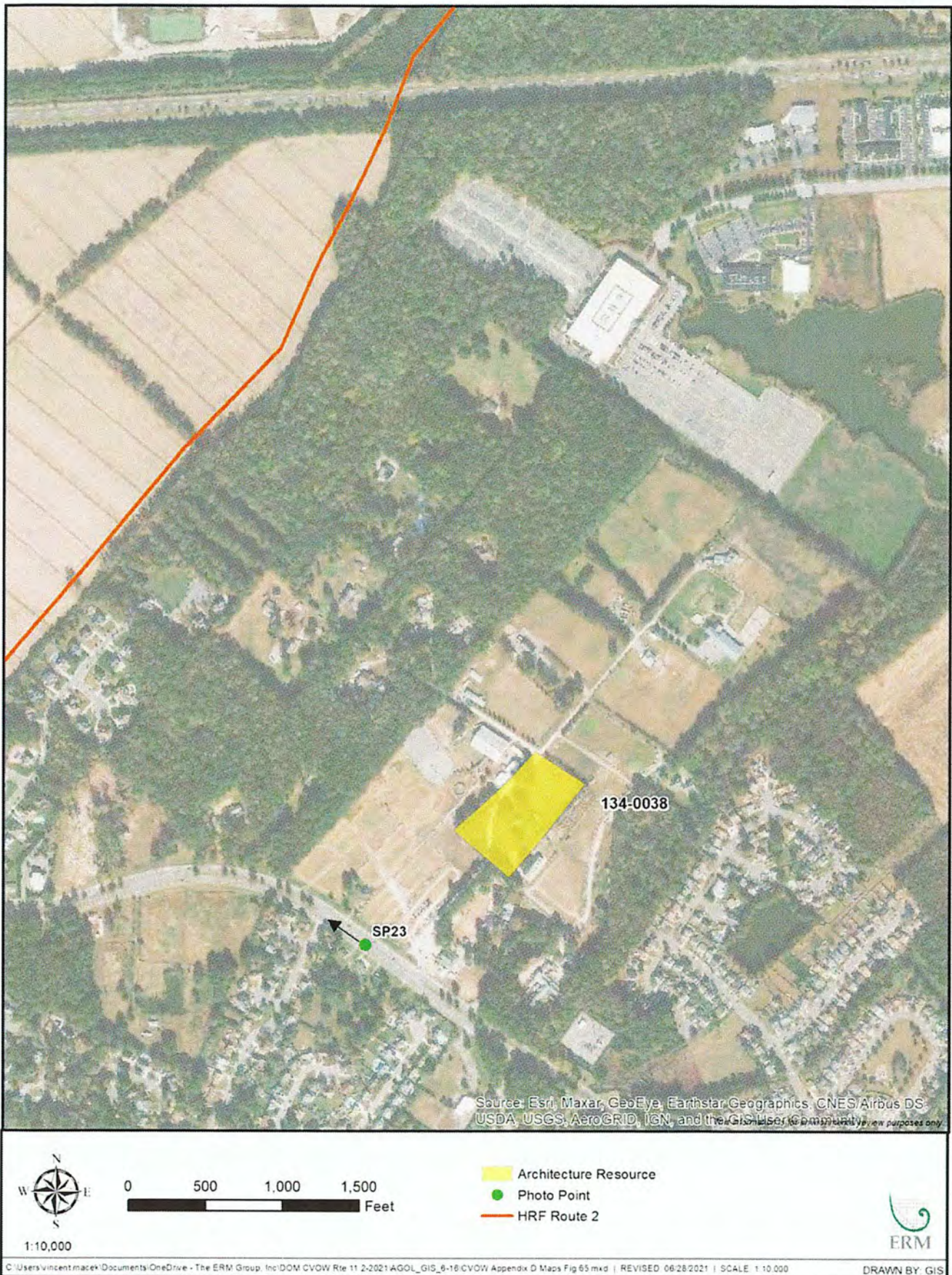


Figure 66: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 67:
Viewpoint SP23a - HF Route 2
 On London Bridge Road southwest of 134-0038
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 406678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 68:
 Viewpoint SP23a - HF Route 2
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 69:
Viewpoint SP23b - HF Route 2
 On London Bridge Road southwest of 134-0038
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 70:
 Viewpoint SP23b - HF Route 2
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

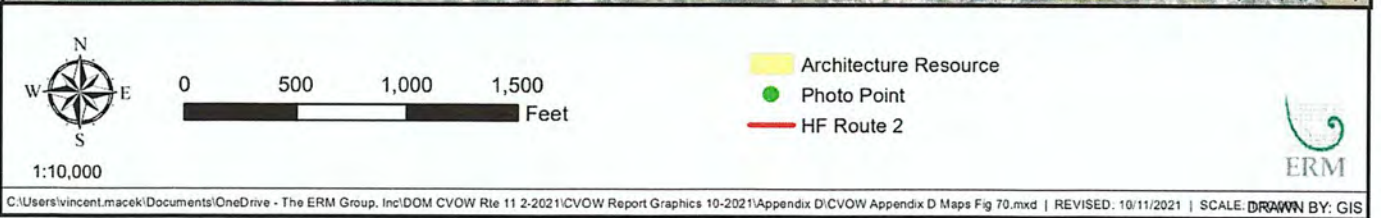


Figure 71: Aerial photograph depicting land use and photo view for 134-0072.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 405960E -4069349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 72:
 Viewpoint SP24 - HF Route 2
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 405860E 4068348N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 73:
 Viewpoint SP24 - HF Route 2
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

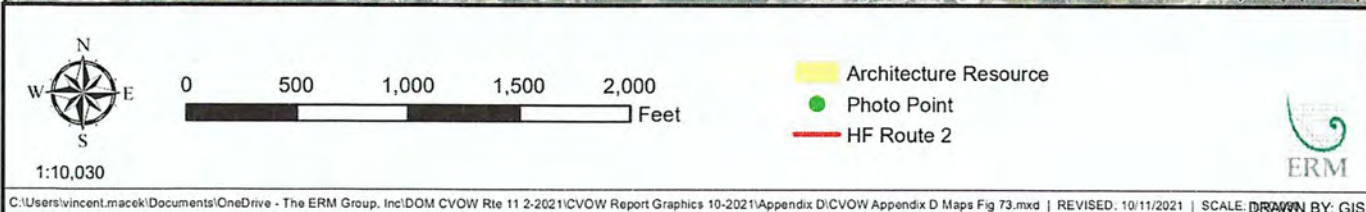
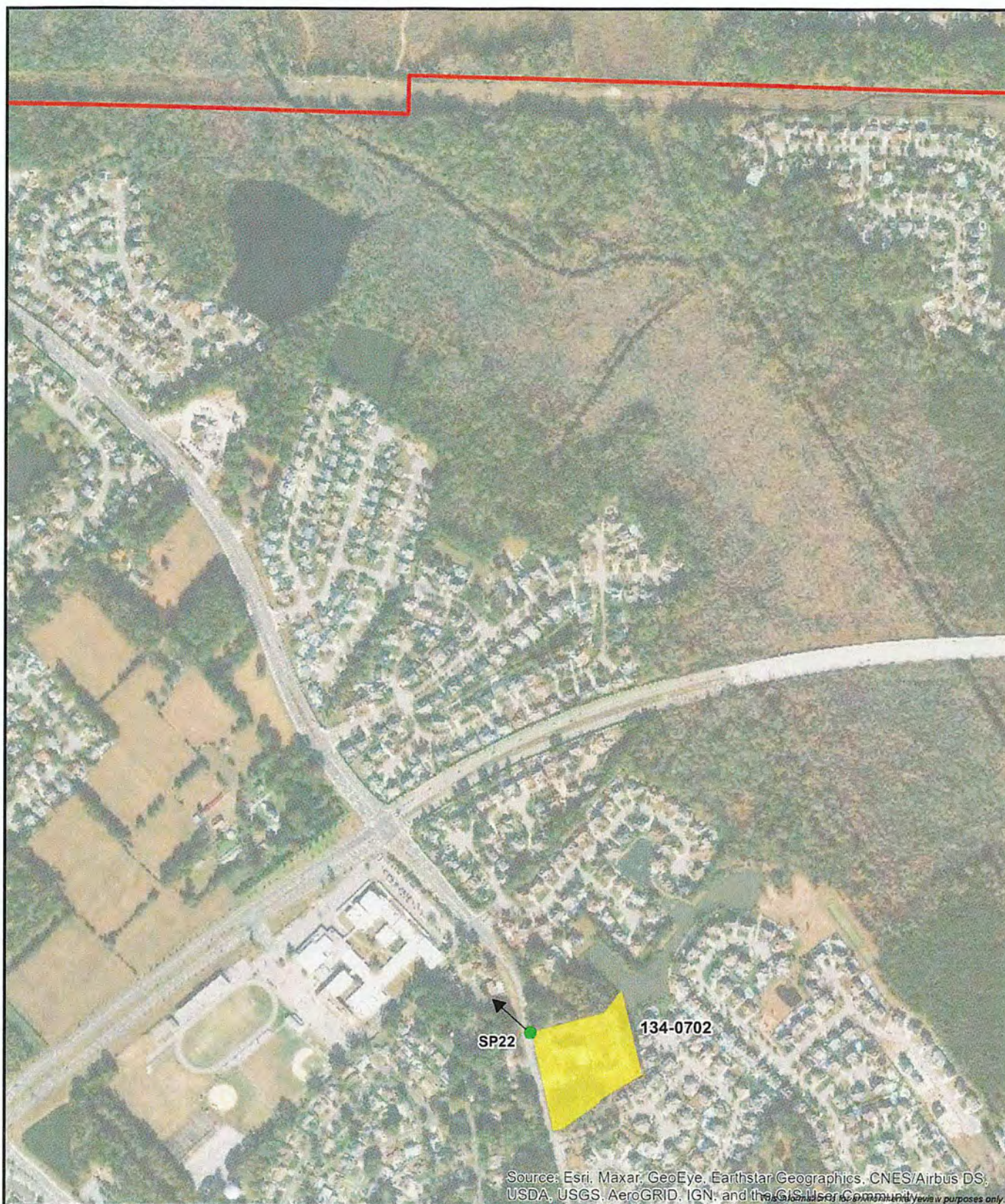


Figure 74: Aerial photograph depicting land use and photo view for 134-0702.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 75:
Viewpoint SP22 - HF Route 2
 On Holland Road west of 134-0702
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 76:
Viewpoint SP22 - HF Route 2
 On Holland Road west of 134-0702
Pre-Application Analysis
 Coastal Virginia Offshore Wind

PHOTOSIMULATIONS – HF ROUTE 3

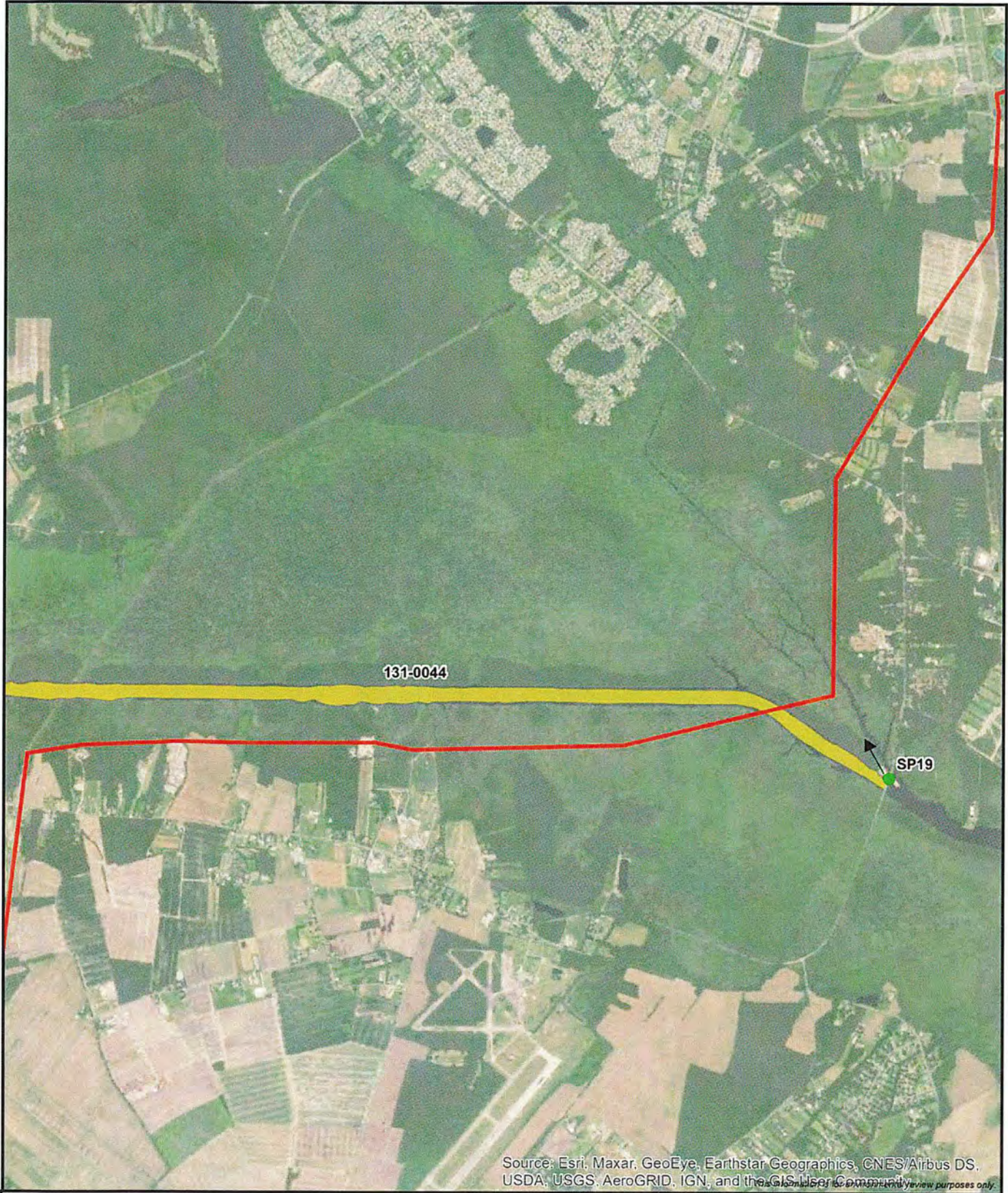
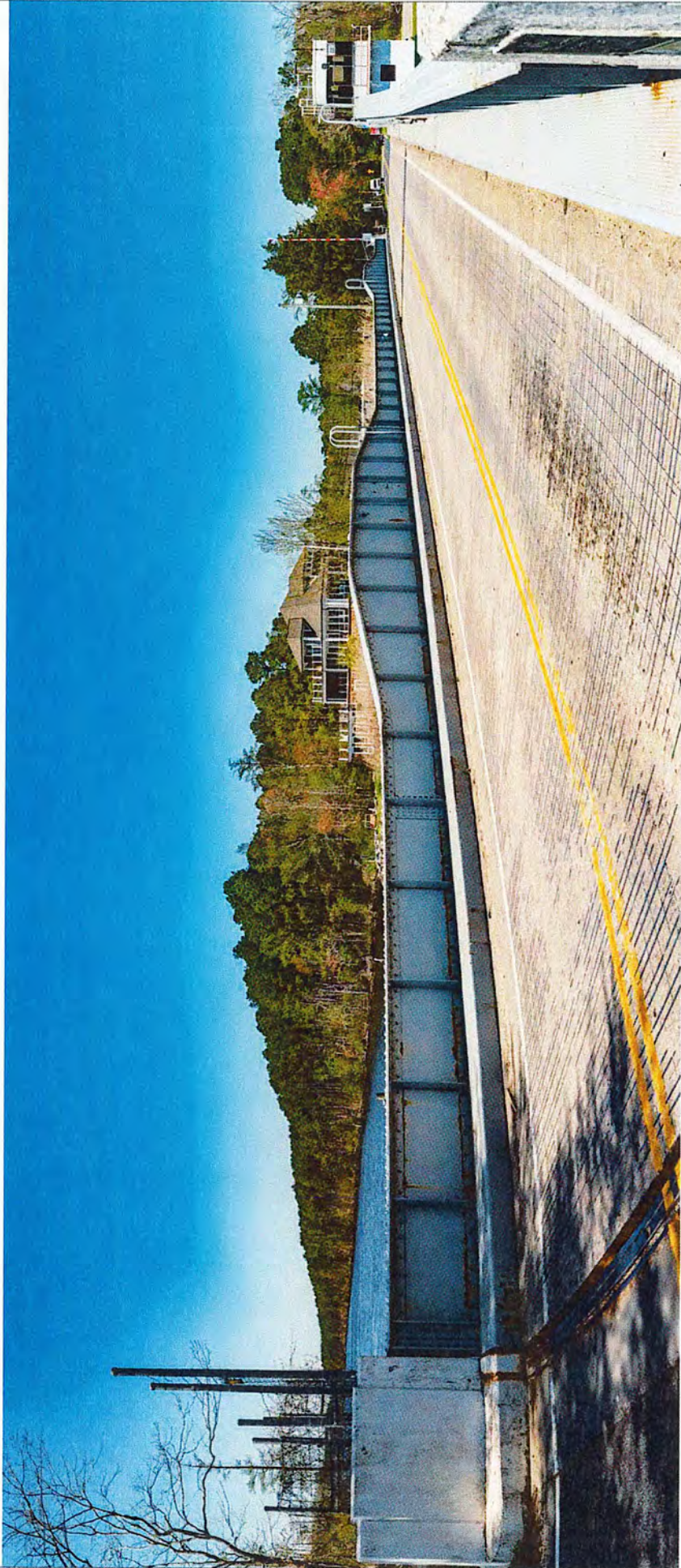


Figure 77: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations



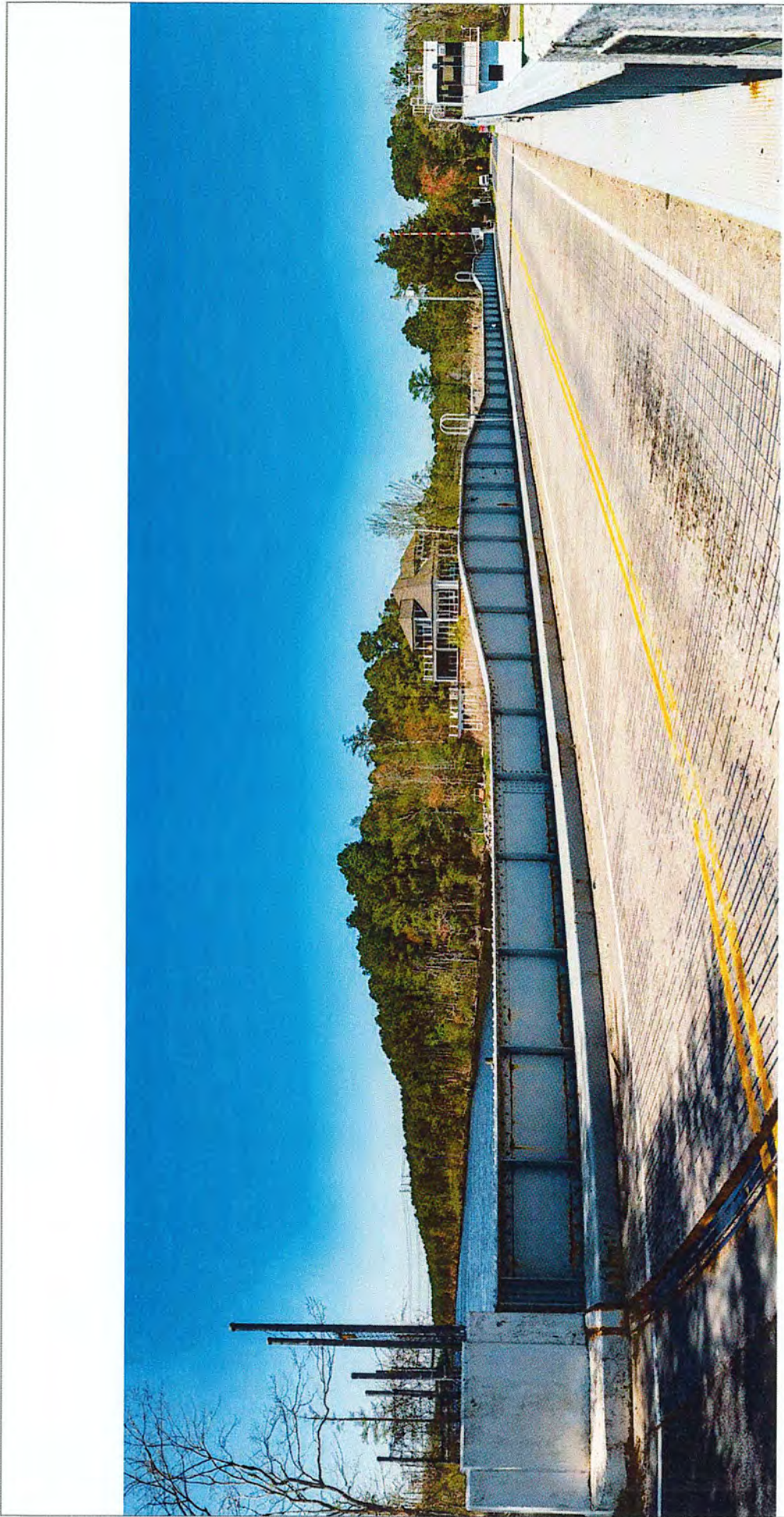
Viewpoint Location UTM Zone 18N: 401735E -0664096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 78:
Viewpoint SP19 - HF Route 3
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HRF Route 3

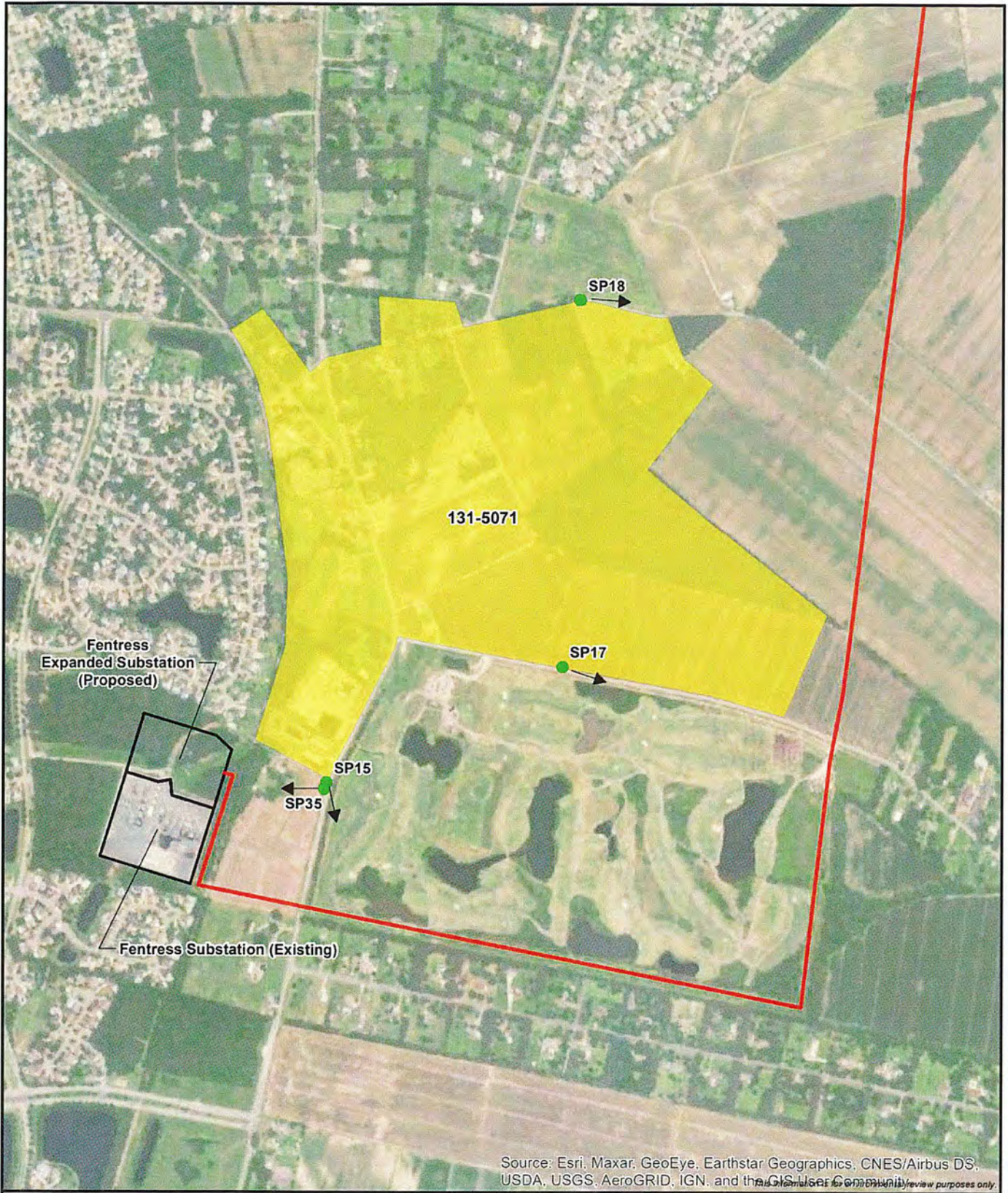


Viewpoint Location UTM Zone 18N: 401738E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees


Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 79:
Viewpoint SP19 - HRF Route 3
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *For review purposes only.*



1:16,160



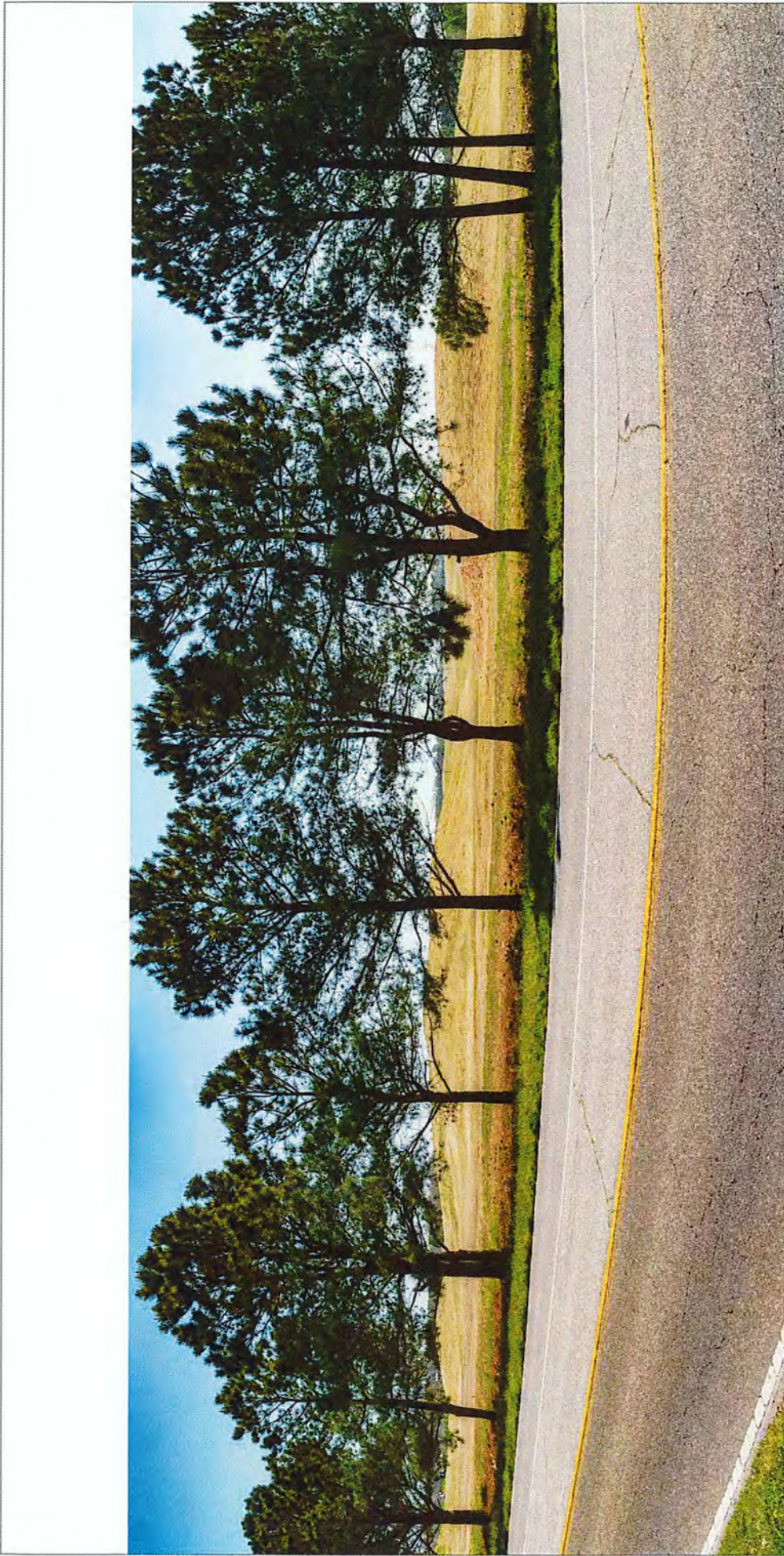
0 1,000 2,000 3,000 Feet

- HF Route 3
- Aboveground Facilities
- Architecture Resource
- Photo Point



Figure 80 Aerial photograph depicting land use and photo view for 131-0044.

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Existing View

Attachment 6: Photosimulations

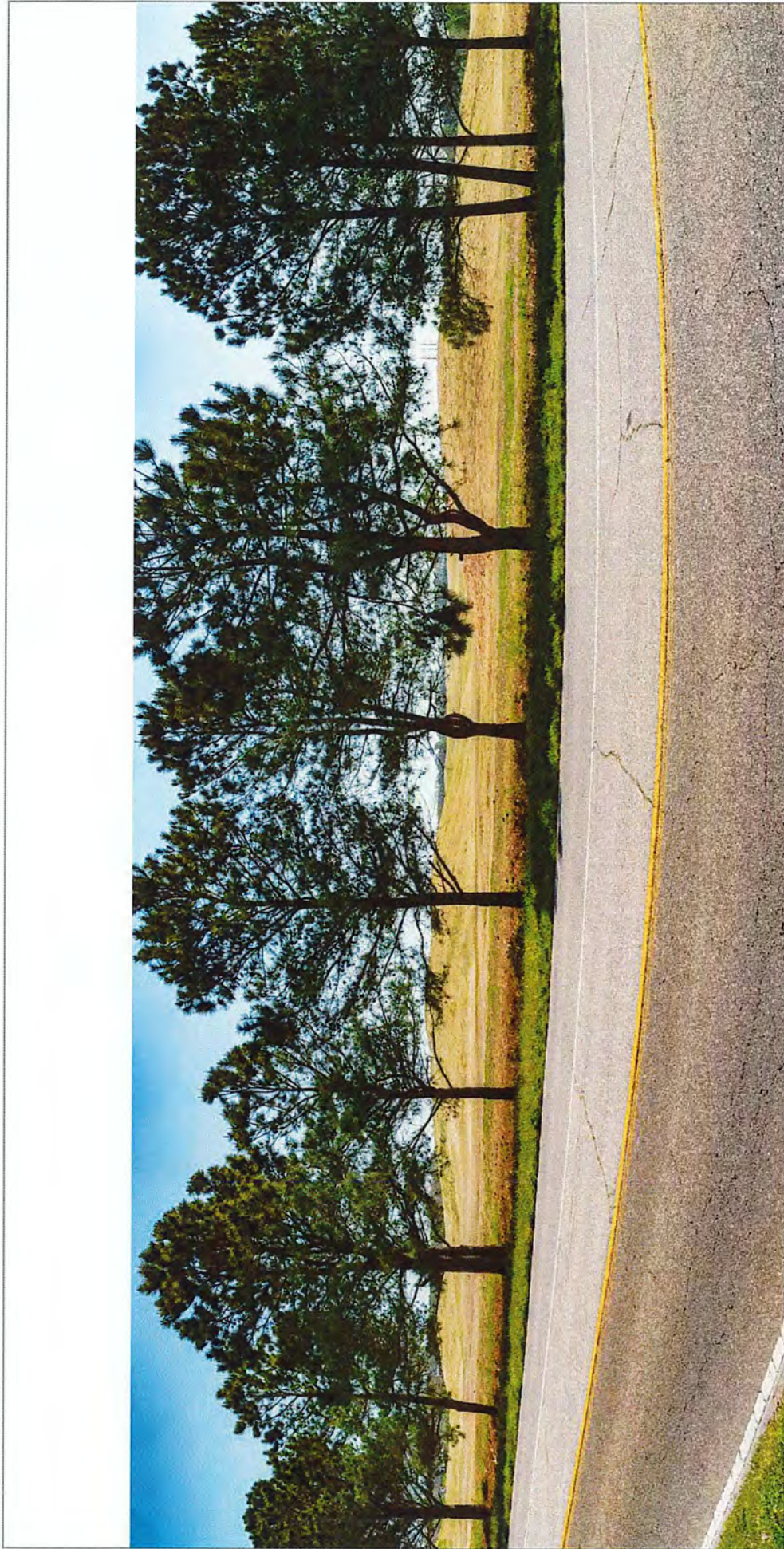


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 81:
Viewpoint SP15a - HF Route 3
 On Centerville Turnpike east of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 3

Attachment 6: Photosimulations

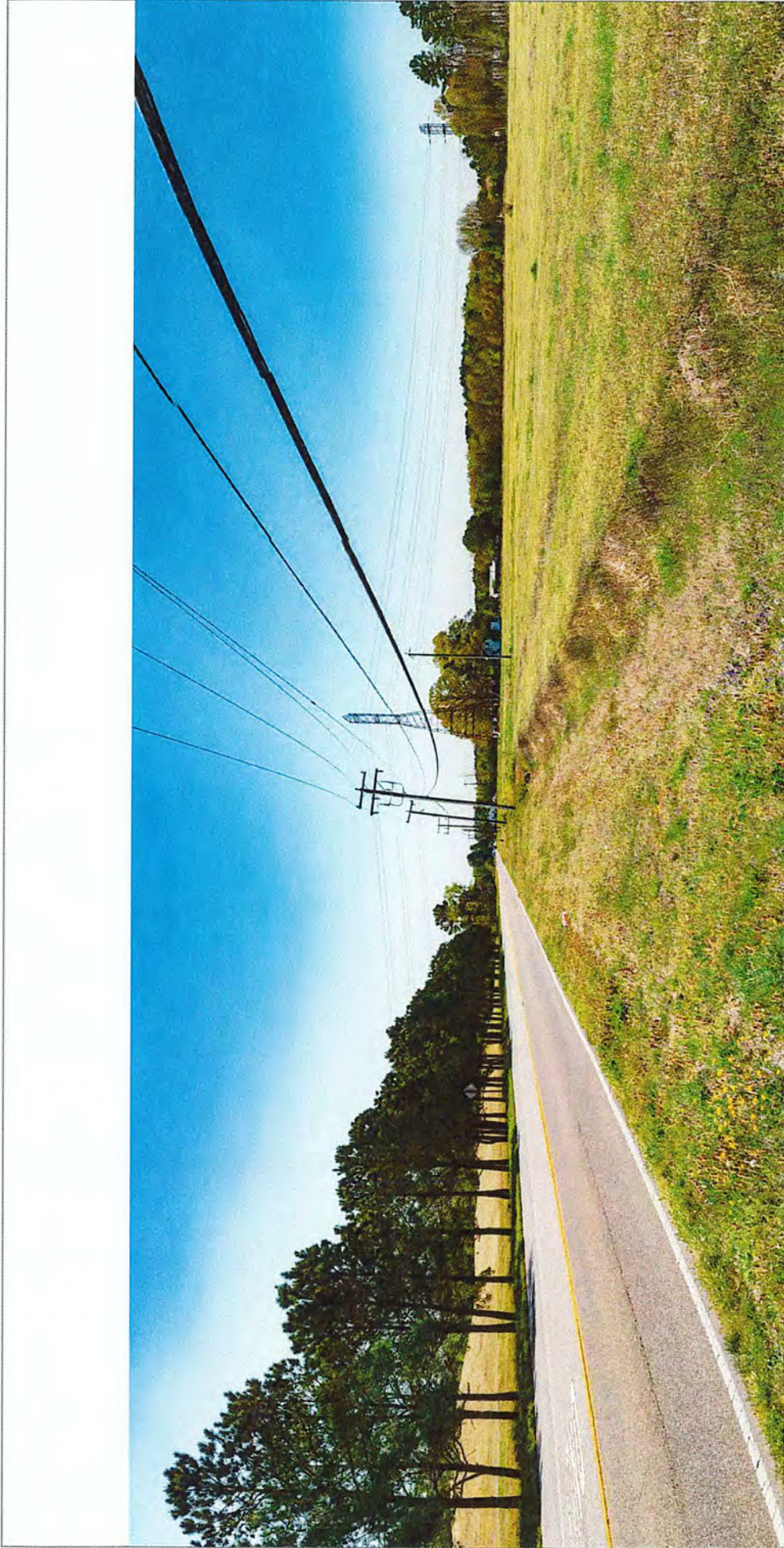


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 82:
Viewpoint SP15a - HF Route 3
 On Centerville Turnpike east of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

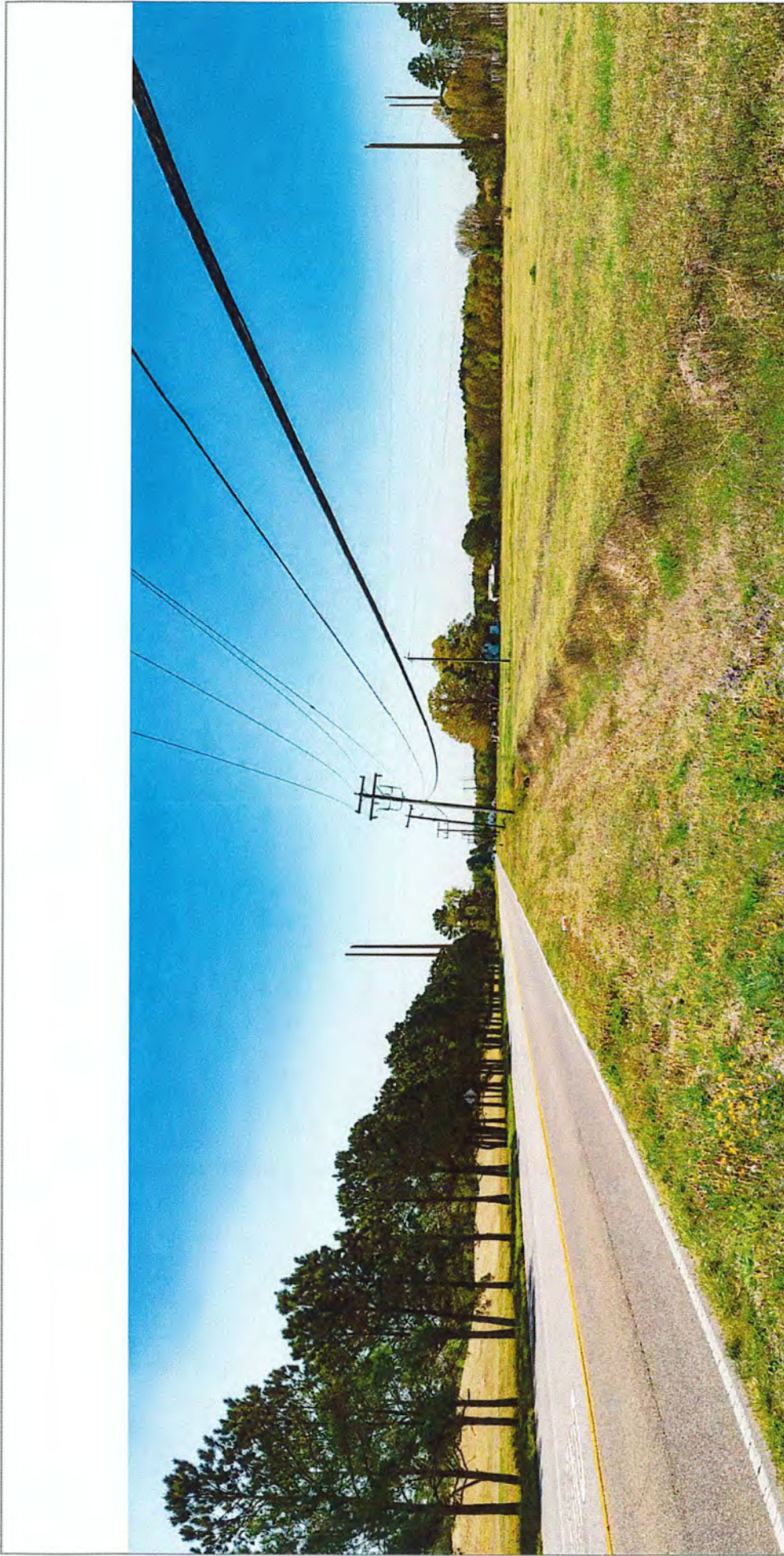


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 83:
 Viewpoint SP15b - HF Route 3
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 3

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 84:
Viewpoint SP15b - HF Route 3
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 85:
Viewpoint SP-17 - HF Route 3
 On Whittemore Road south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed Route - HF Route 3

Attachment 6: Photosimulations

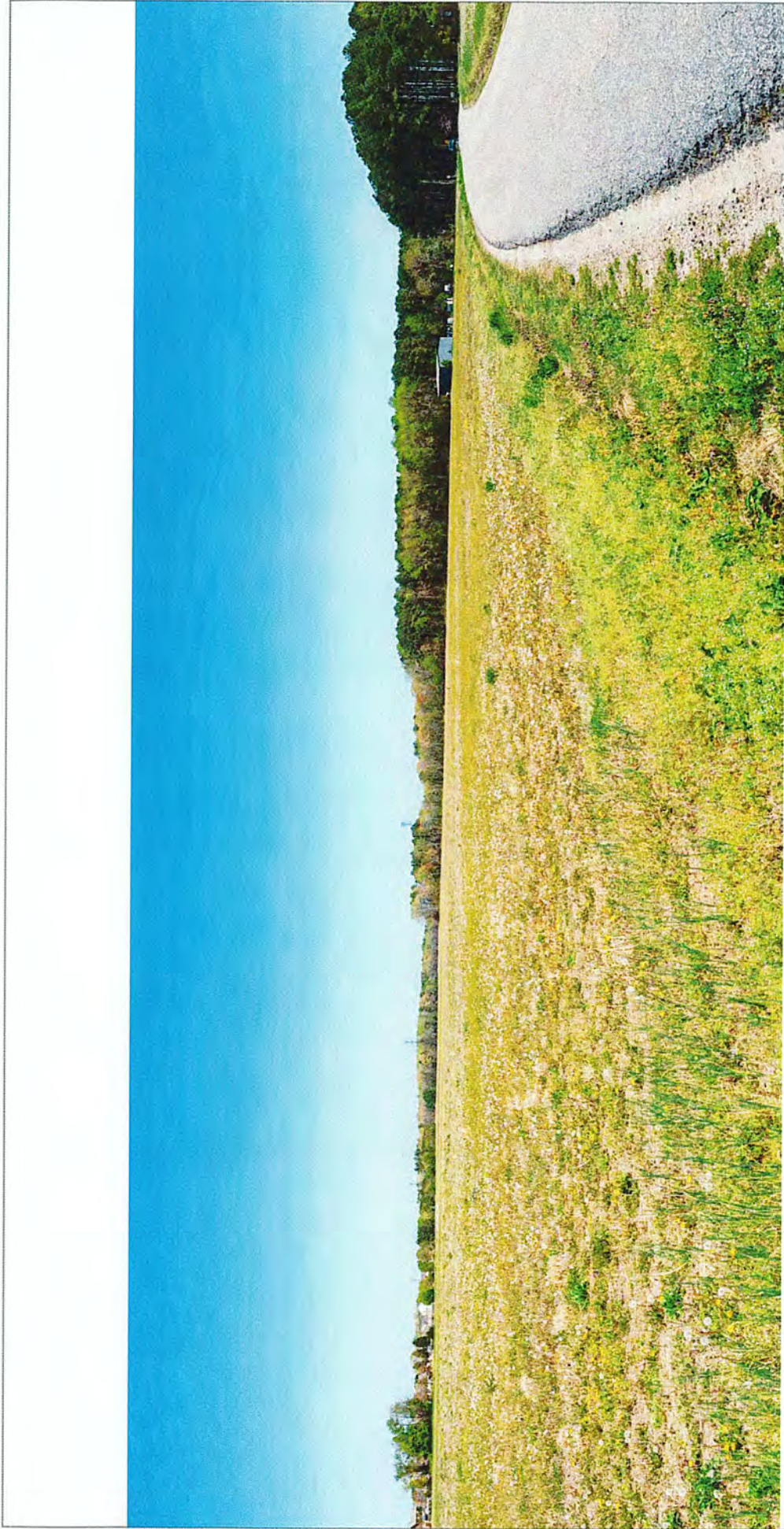


Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 86:
 Viewpoint SP-17 - HF Route 3
 On Whittemore Road south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

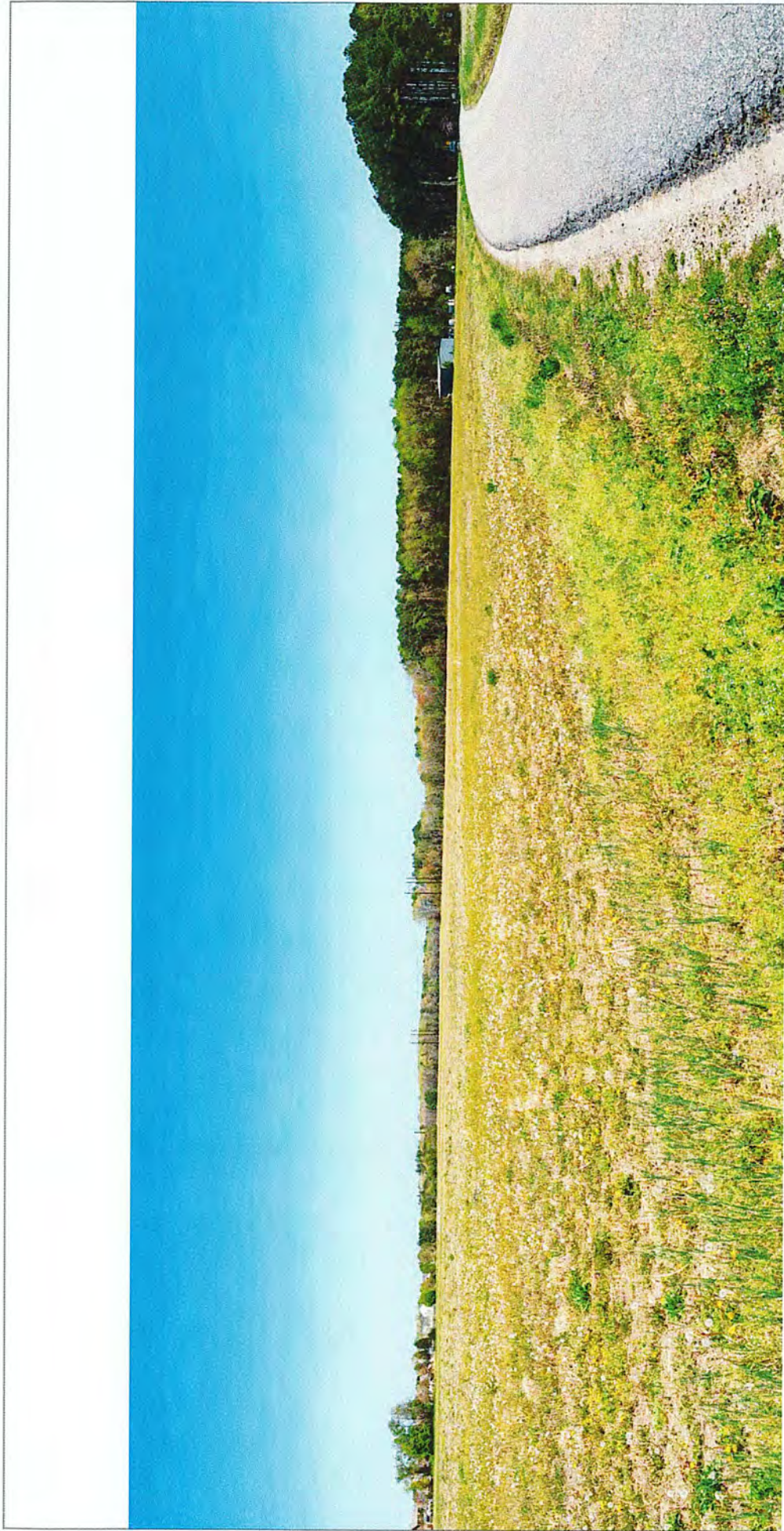


Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 67:
 Viewpoint SP18 - HF Route 3
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 3



Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 60 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 88:
 Viewpoint SP18 - HF Route 3
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 89:
 Viewpoint SP35 - HF Route 3
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 3



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

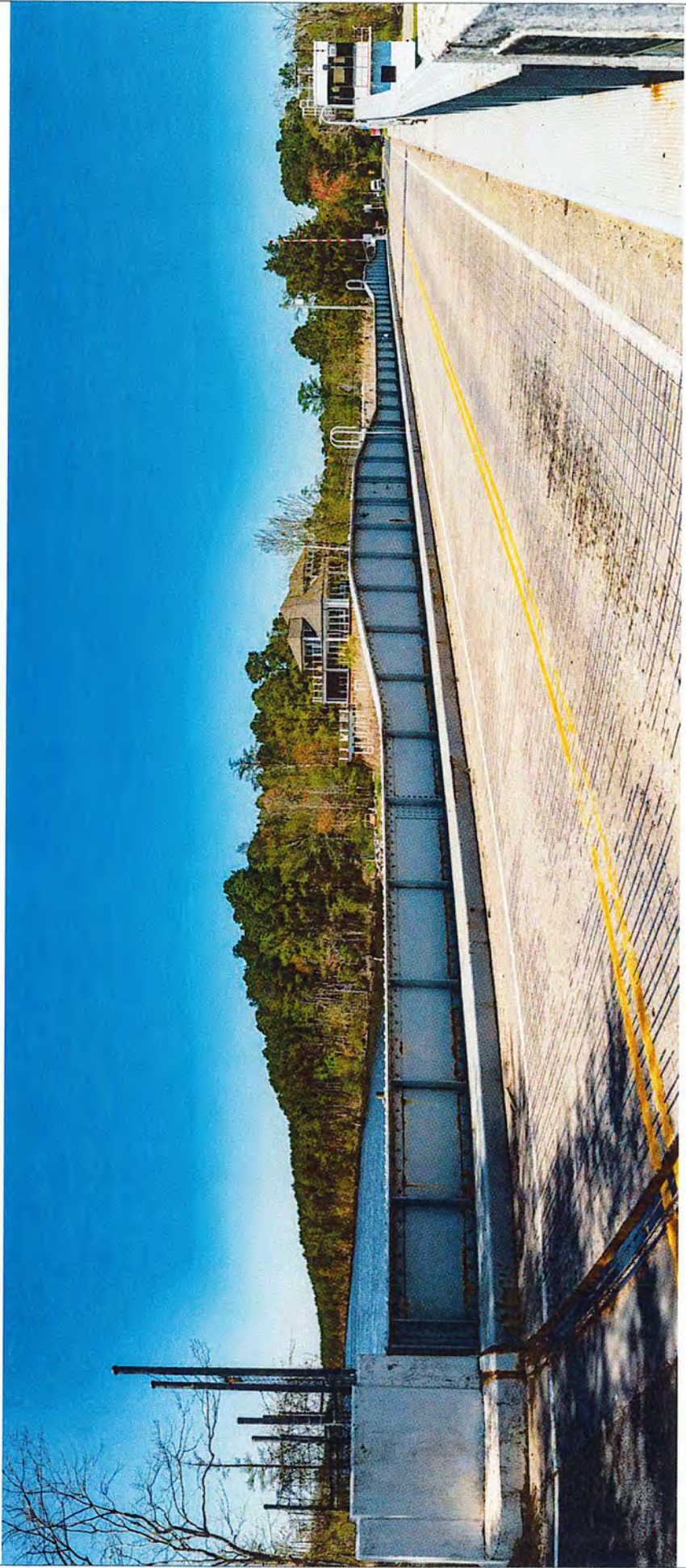


Figure 90:
 Viewpoint SP35 - HF Route 3
 On Centerville Turnpike south of I31-5071
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Figure 91: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations

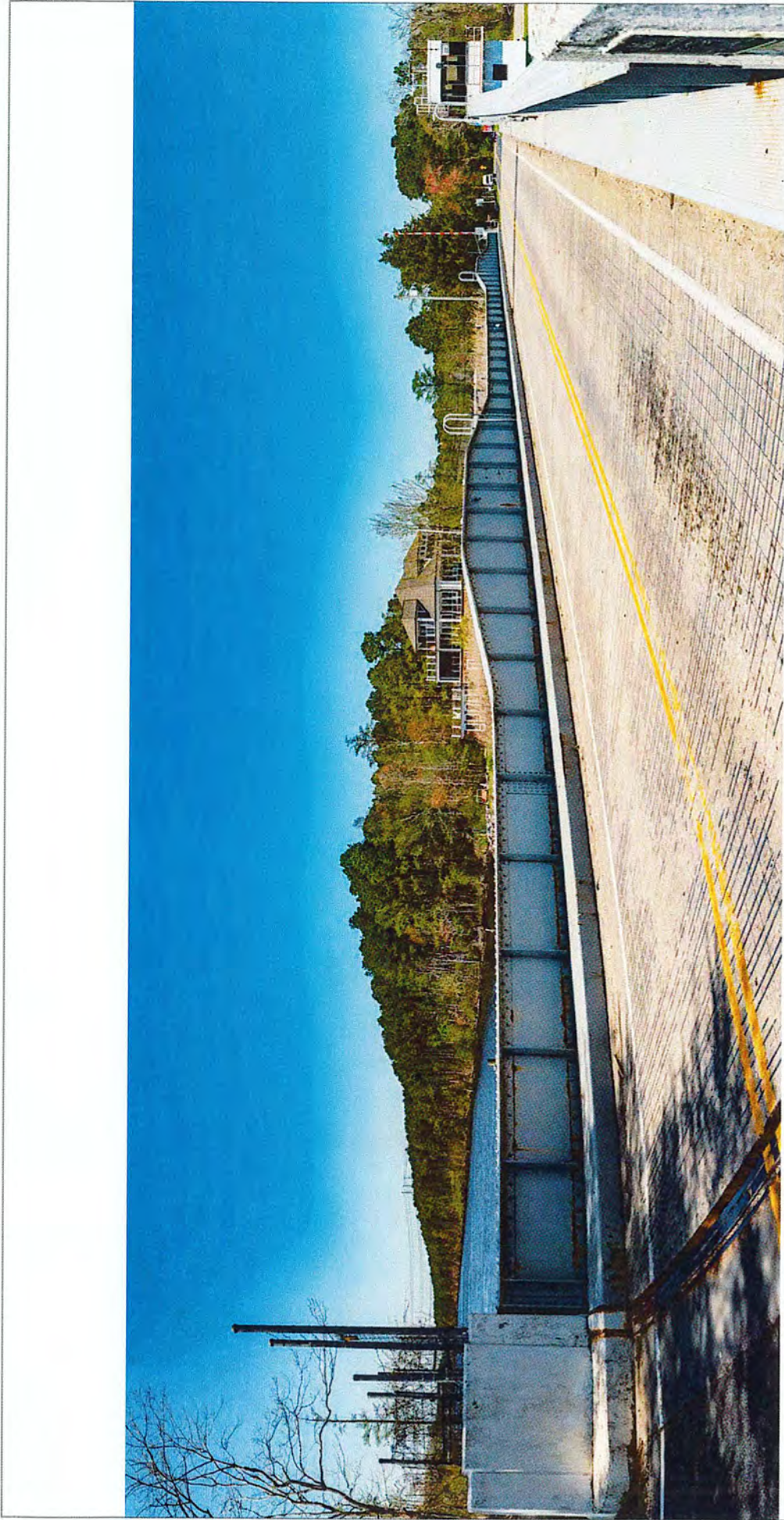


Viewpoint Location UTM Zone 18N -401735E -4064096N
 View Direction: 335 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 92:
Viewpoint SP19 - HF Route 3
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed Route - HF Route 3



Viewpoint Location UTM Zone 18N: 401738E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 93:
Viewpoint SP19 - HF Route 3
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind

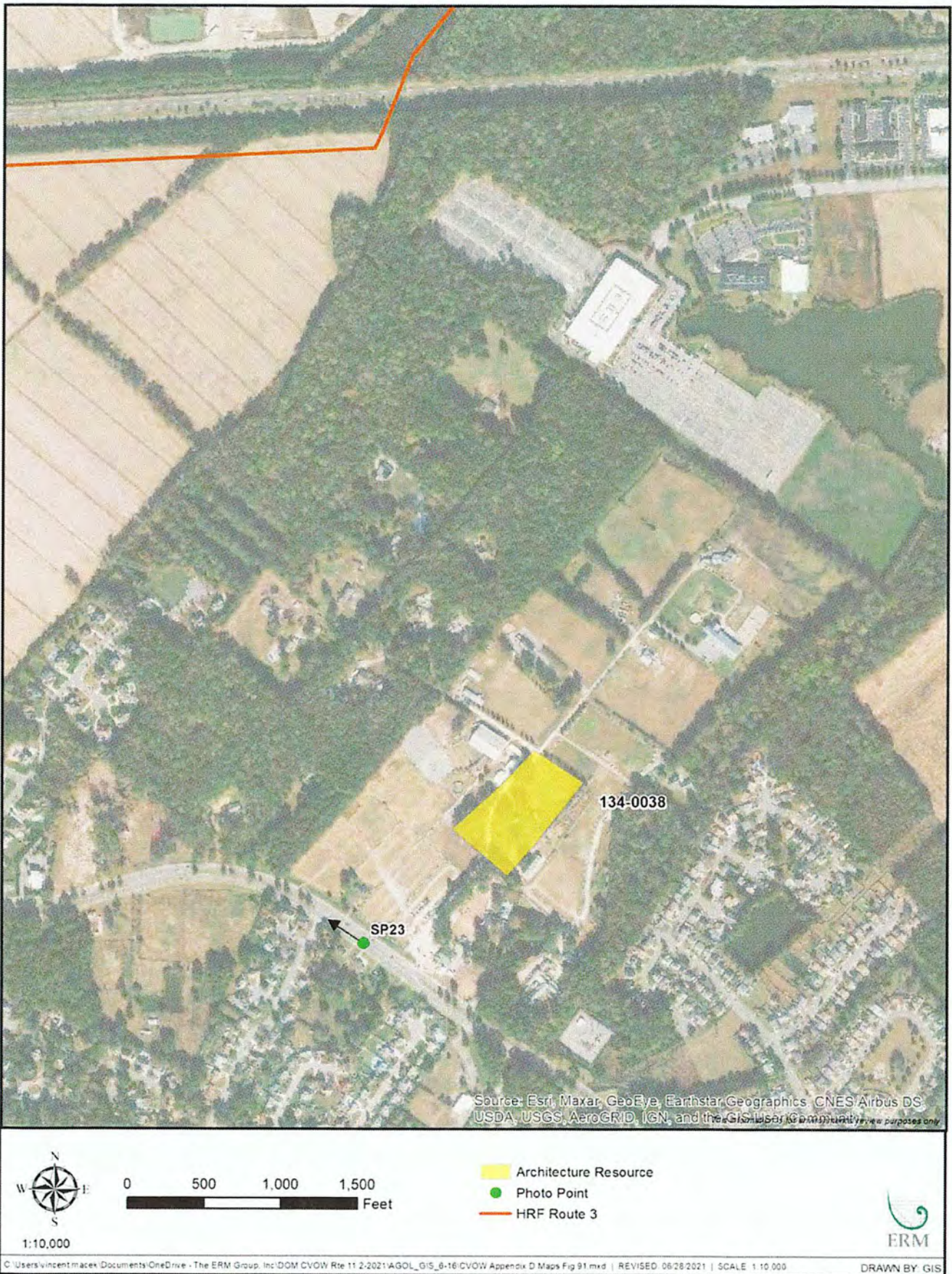
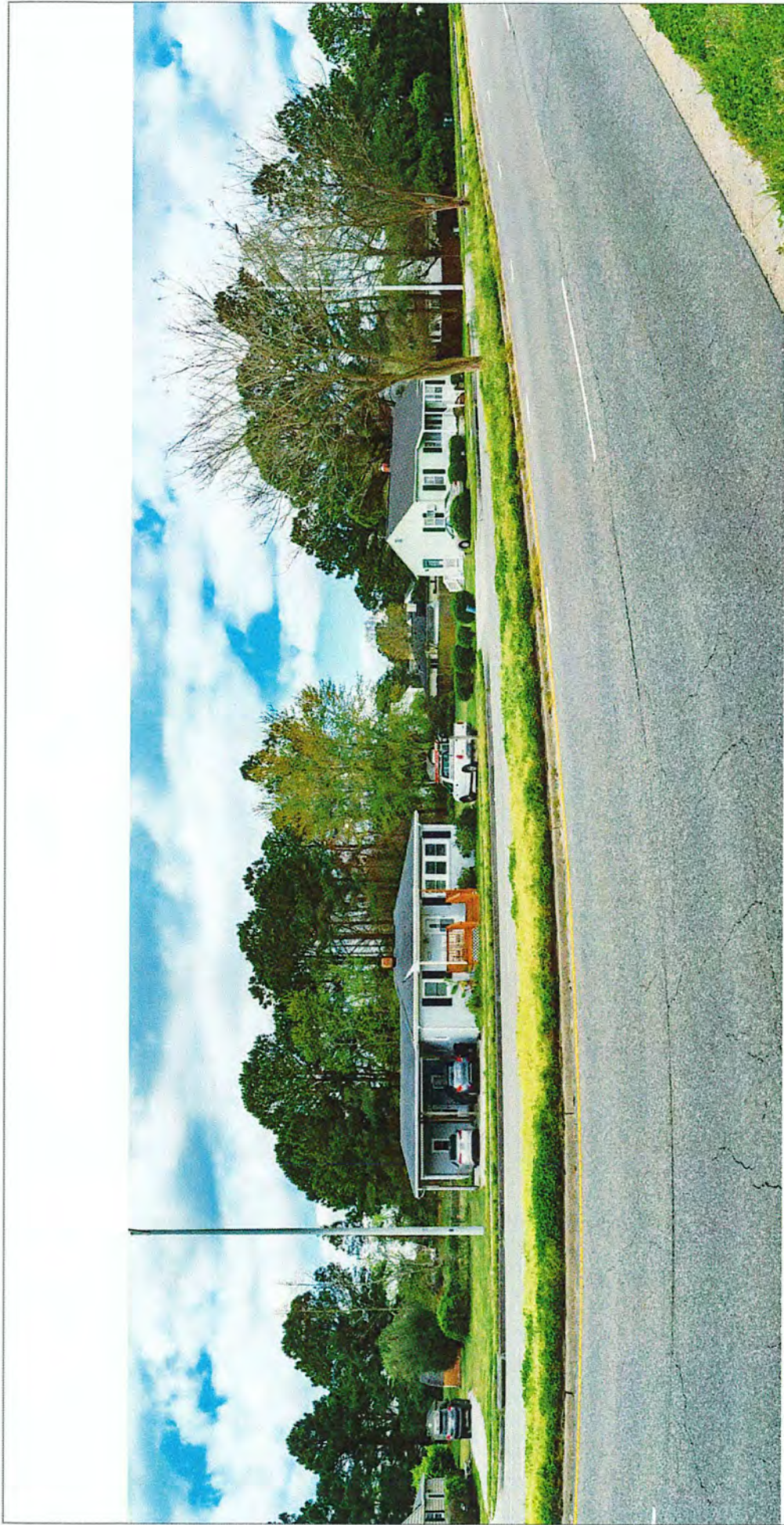


Figure 94: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N - 408678E - 4070209N
 View Direction: 242°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 95:
 Viewpoint SP23a - HF Route 3
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 96:
 Viewpoint SP23a - HF Route 3
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E -4070209N
 View Direction: 317
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 97:
 Viewpoint SP23b - HF Route 3
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 98:
 Viewpoint SP23b - HF Route 3
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

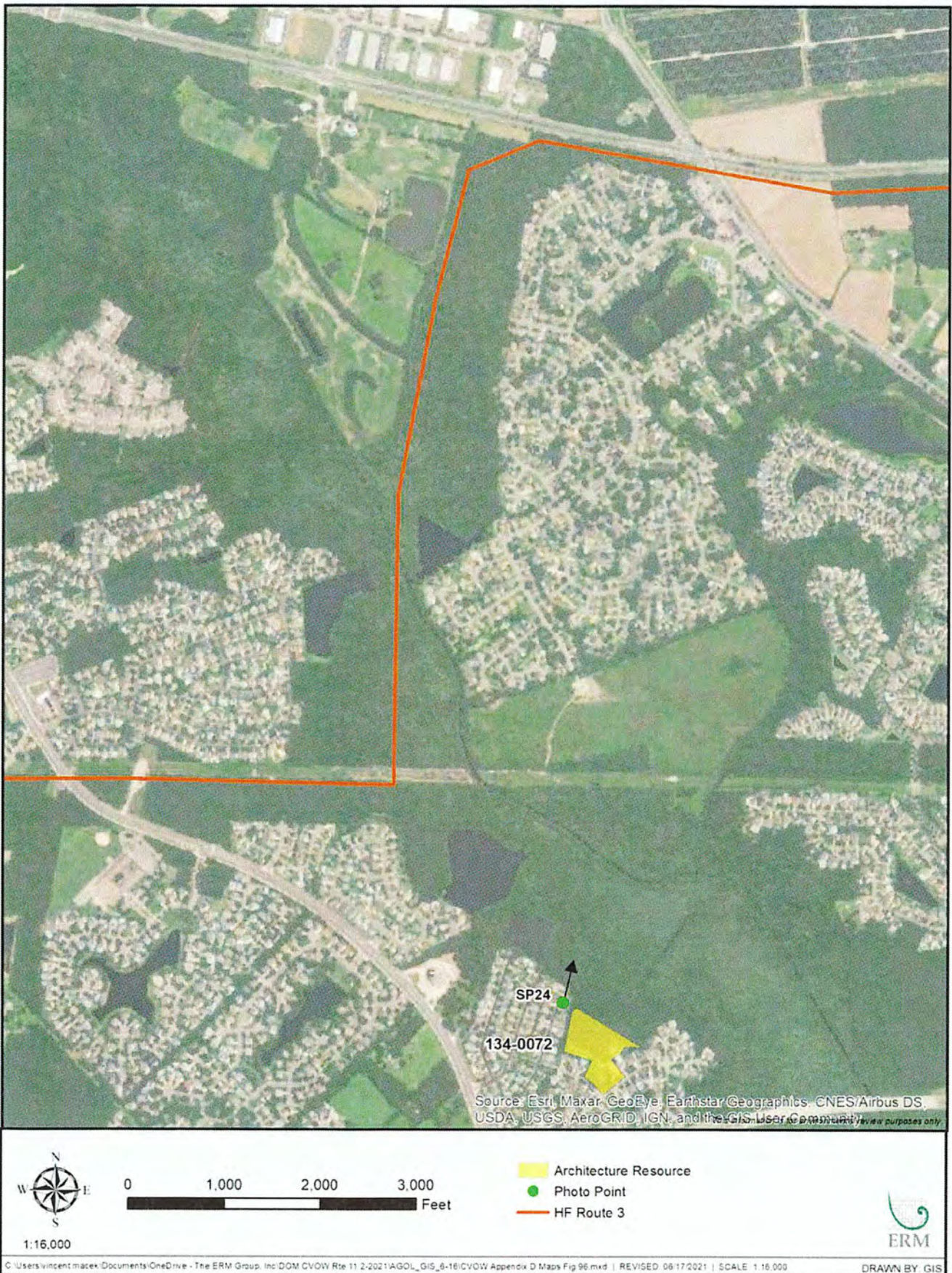


Figure 99: Aerial photograph depicting land use and photo view for 134-0072.

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Attachment 6: Photosimulations

Existing View

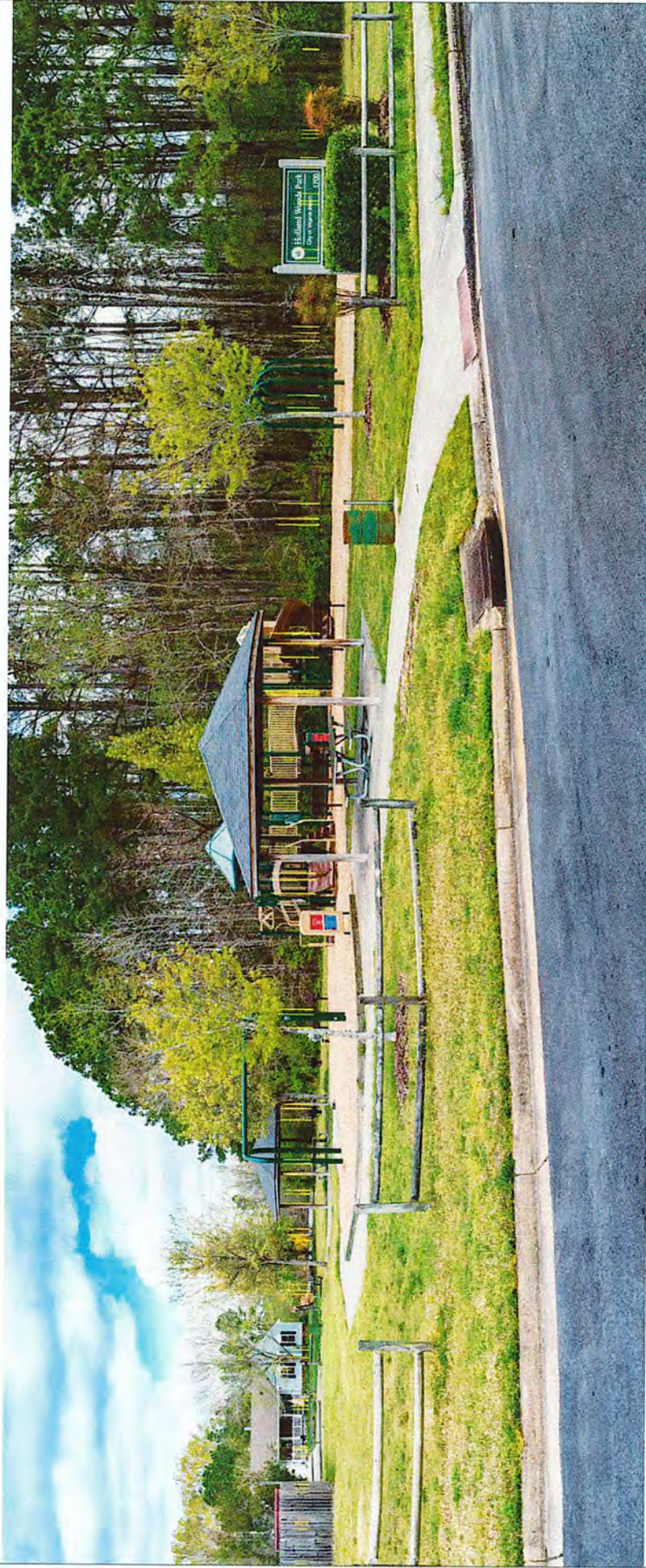


Viewpoint Location UTM Zone 18N: 405960E -4069349N
 View Direction: 317
 Viewpoint Elevation: 16 feet
 Distance to Route: 2530 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 100:
Viewpoint SP24 - HF Route 3
 On Hammer Stone Court north of 134-0072
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 405860E 4066348N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 2530 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 101:
Viewpoint SP24 - HF Route 3
 On Hammer Stone Court north of 134-0072
Pre-Application Analysis
Coastal Virginia Offshore Wind

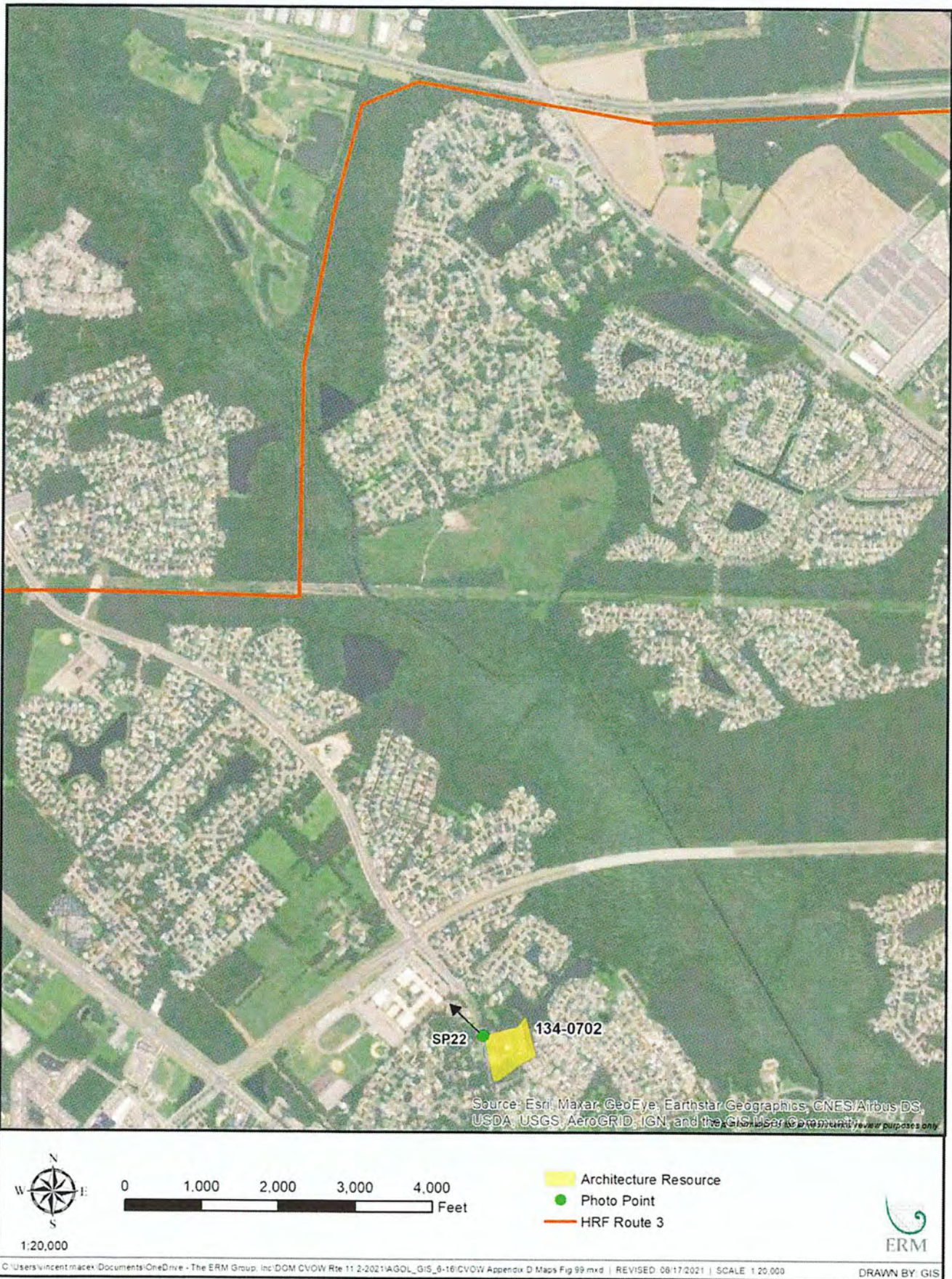


Figure 102: Aerial photograph depicting land use and photo view for 134-0702.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317°
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 103:
Viewpoint SP22 - HF Route 3
 On Holland Road west of 134-0702
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317°
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 104:
Viewpoint SP22 - HF Route 3
 On Holland Road west of 134-0702
Pre-Application Analysis
Coastal Virginia Offshore Wind

PHOTOSIMULATIONS – HF ROUTE 4

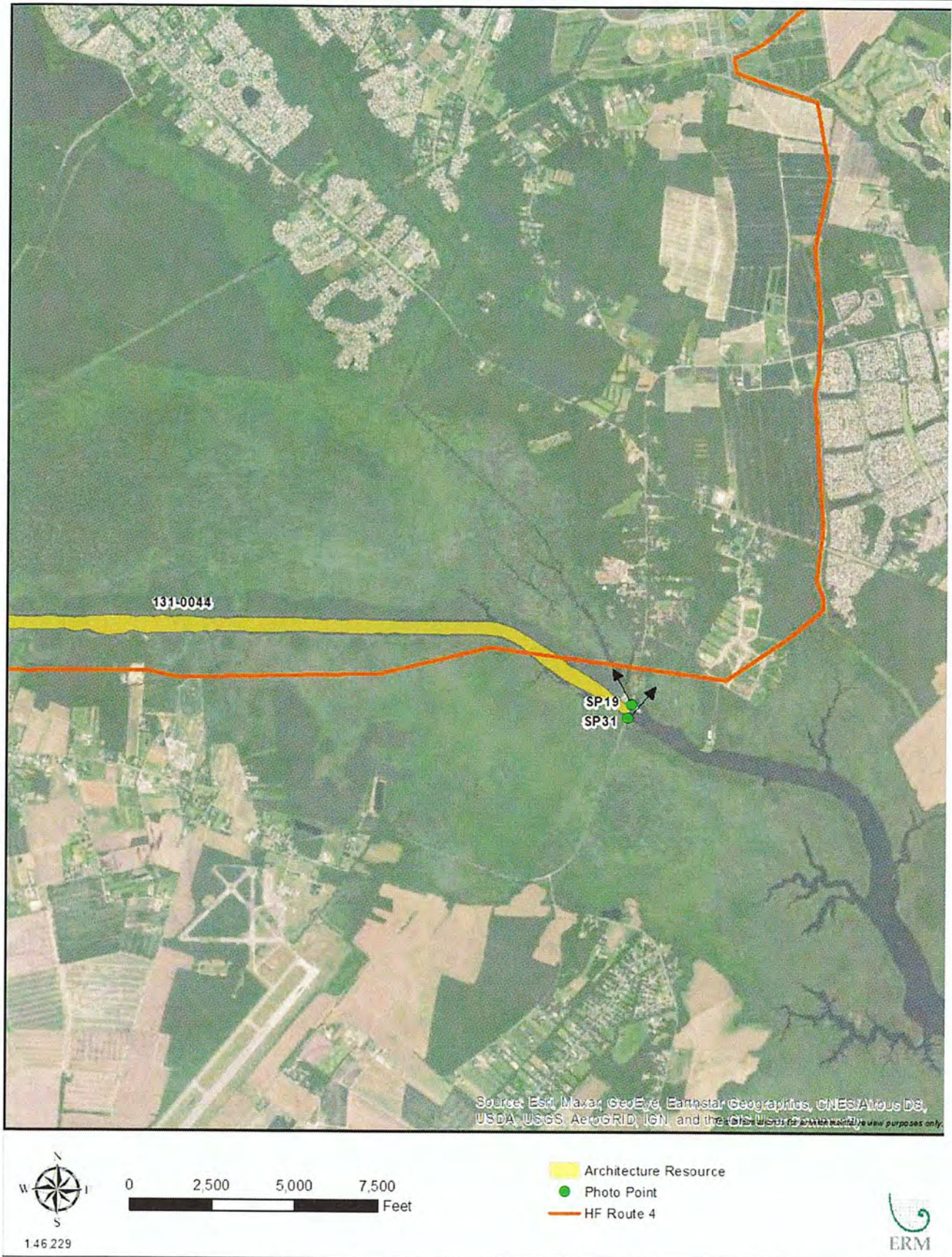
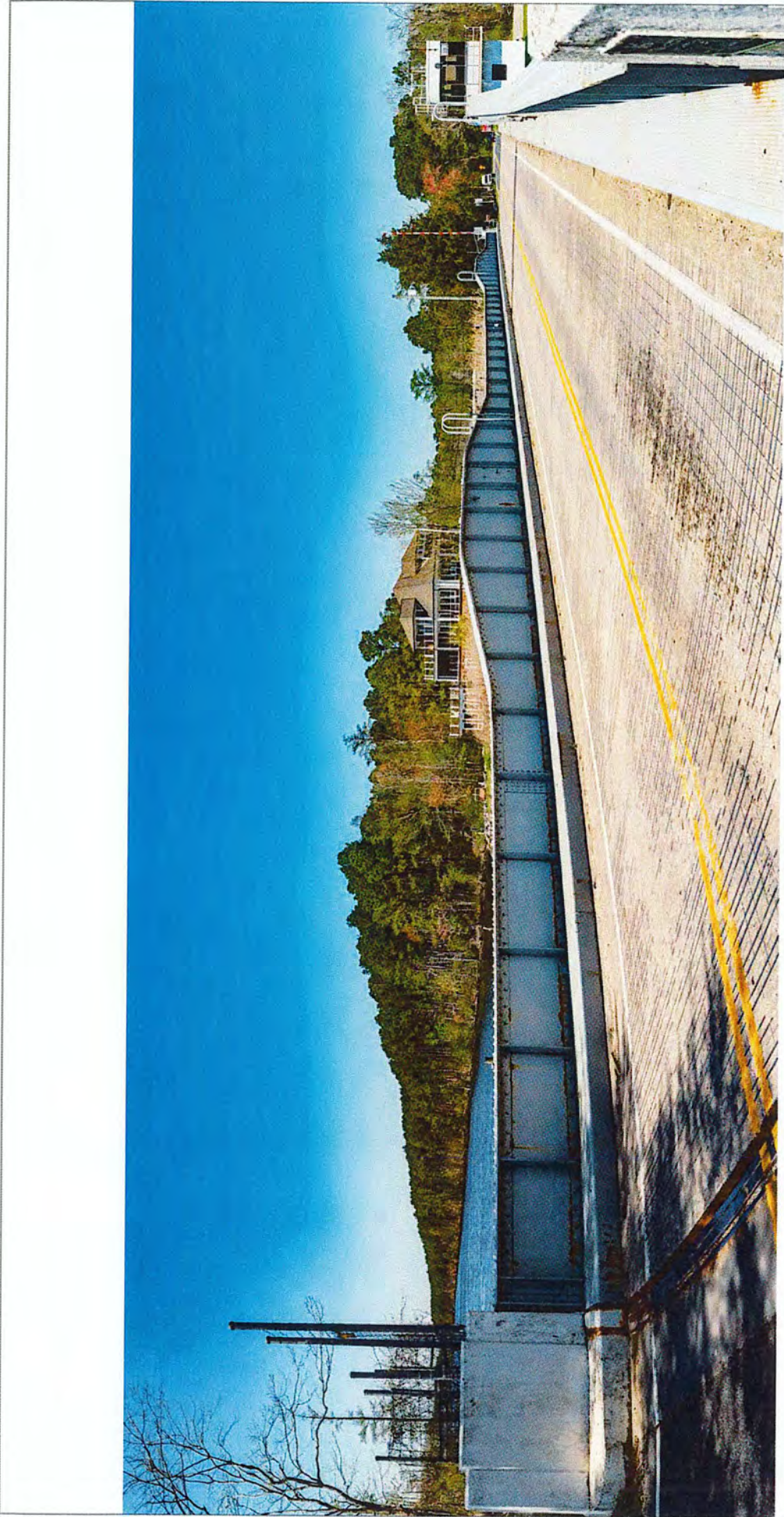


Figure 105: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations

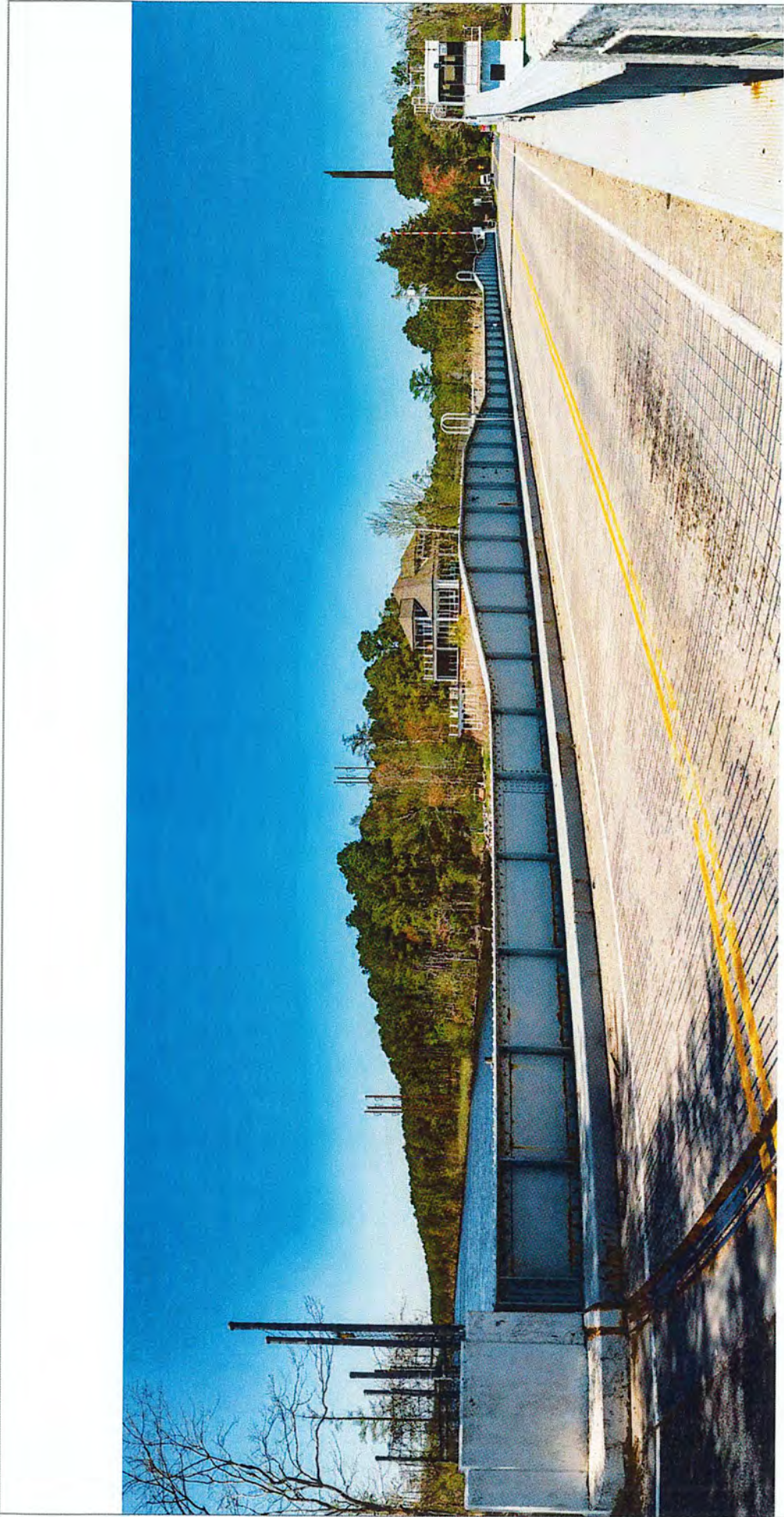
Figure 106:
Viewpoint SP19 - HF Route 4
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Date of Photography: 6th April 2021 13:42
Camera: Nikon D800
Lens: Nikkor 50mm 1.4
Camera Height: 5 feet

Viewpoint Location UTM Zone 18N: 401735E 4064096N
View Direction: 336 degrees
Viewpoint Elevation: 10 feet
Distance to Route: 2915 feet
Horizontal Field of View: 90 degrees





Photomontage showing proposed Route - HF Route 4

Attachment 6: Photosimulations

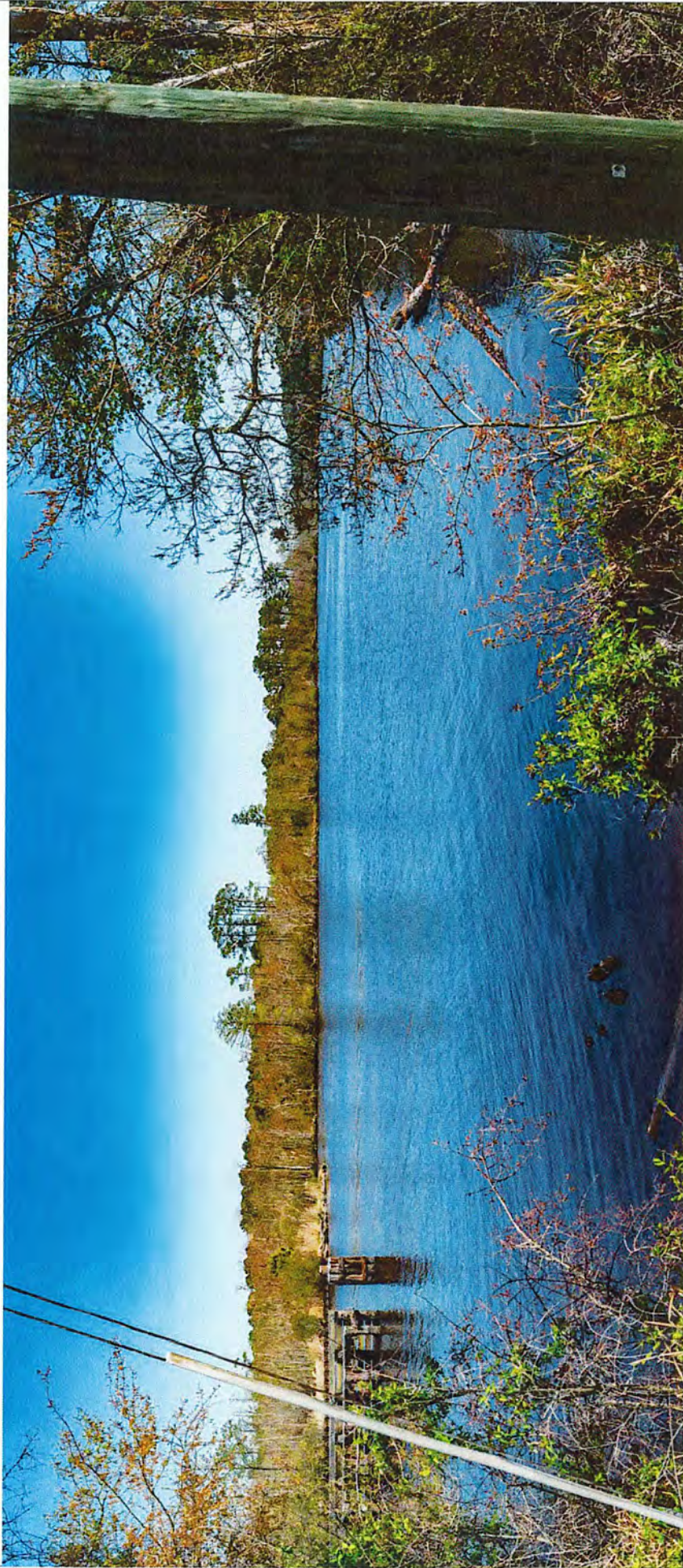


Viewpoint Location UTM Zone 18N: 401738E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 107:
Viewpoint SP19 - HF Route 4
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

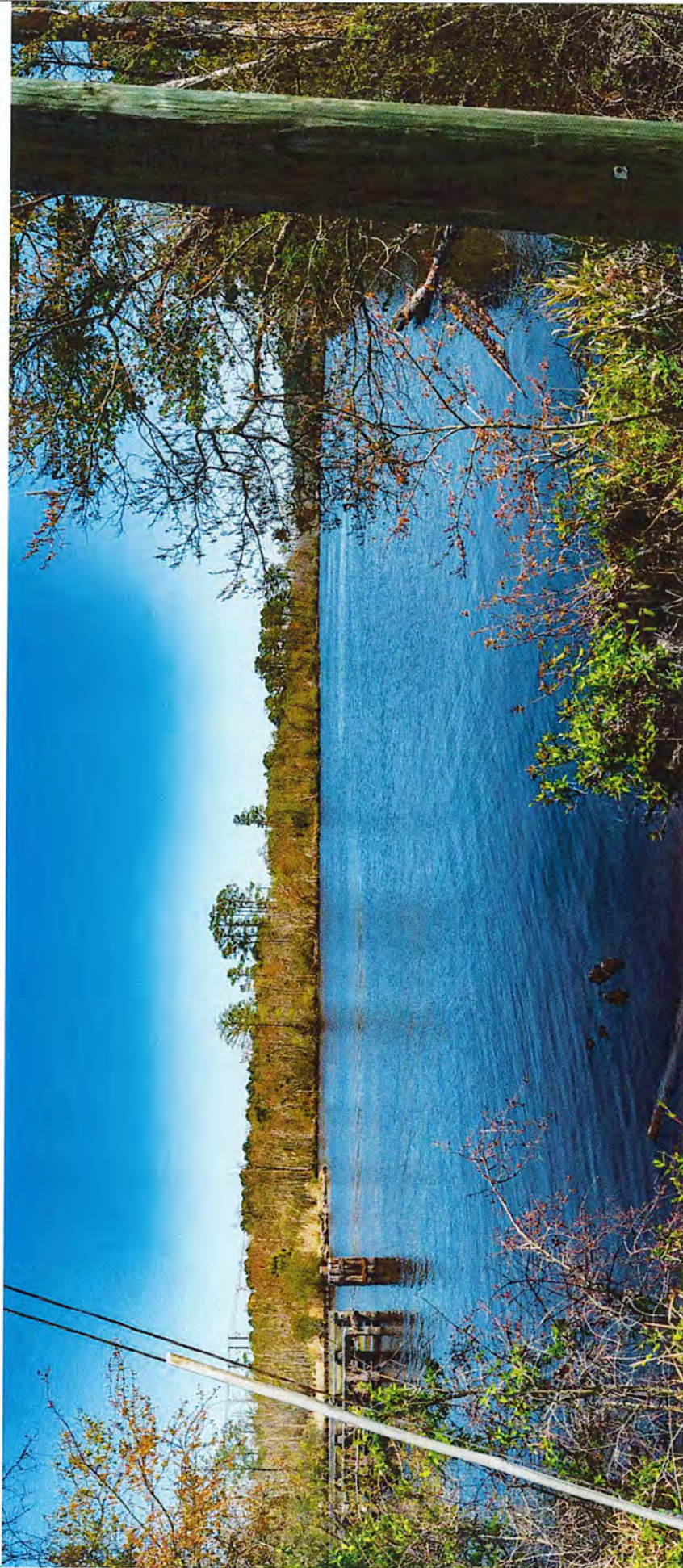


Viewpoint Location UTM Zone 48N32E 4064084N
 View Direction: 92 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 108:
Viewpoint SP31 - HF Route 4
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Photomontage showing proposed Route

Attachment 6: Photosimulations

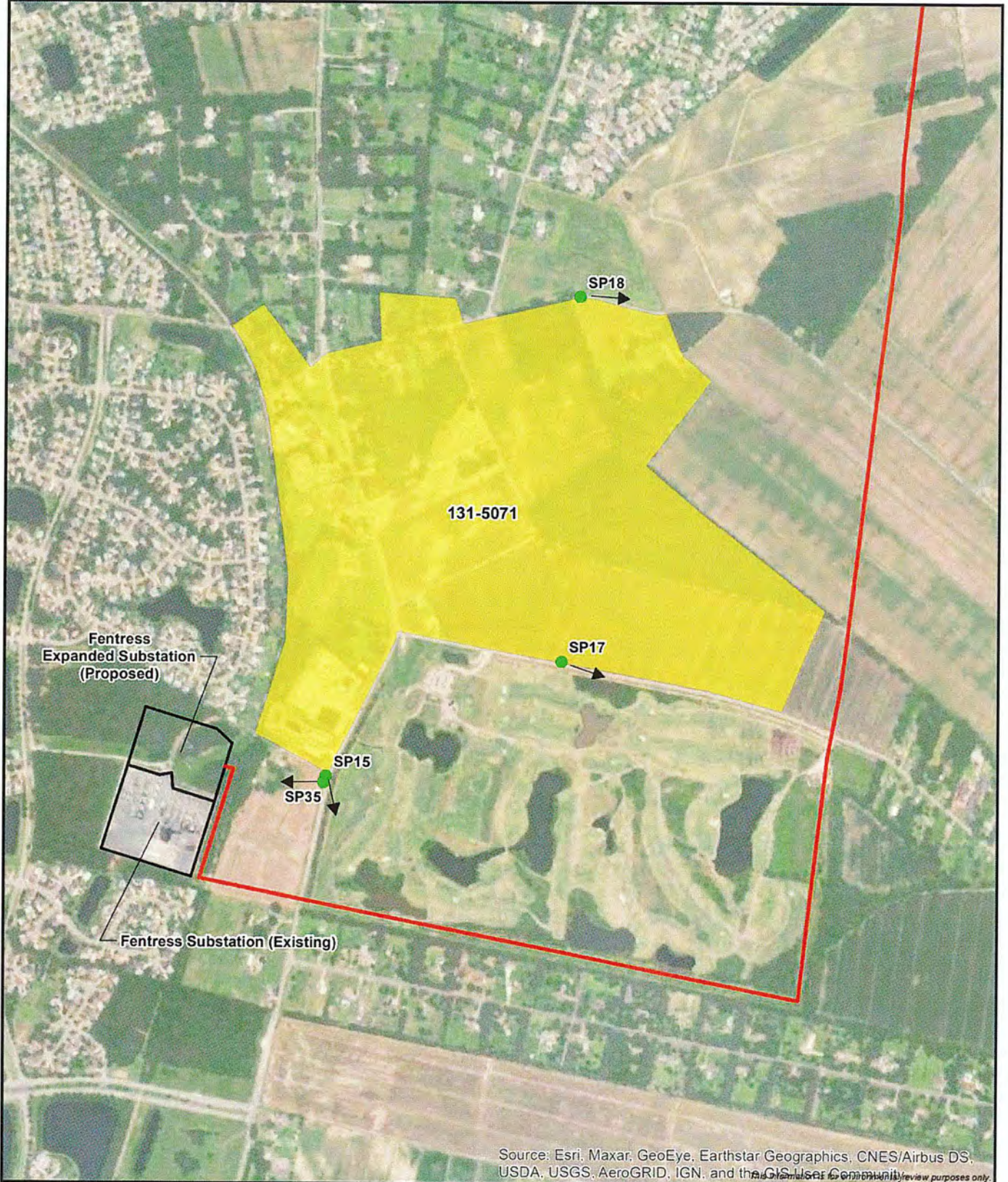


Viewpoint Location UTM Zone 48N732E 4064084N
 View Direction: 92 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

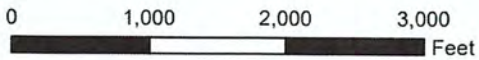
Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 109:
Viewpoint SP31 - HF Route 4
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *For review purposes only.*



1:16,160

- HF Route 4
- Aboveground Facilities
- Architecture Resource
- Photo Point



Figure 110: Aerial photograph depicting land use and photo view for 131-5071.

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Existing View

Attachment 6: Photosimulations

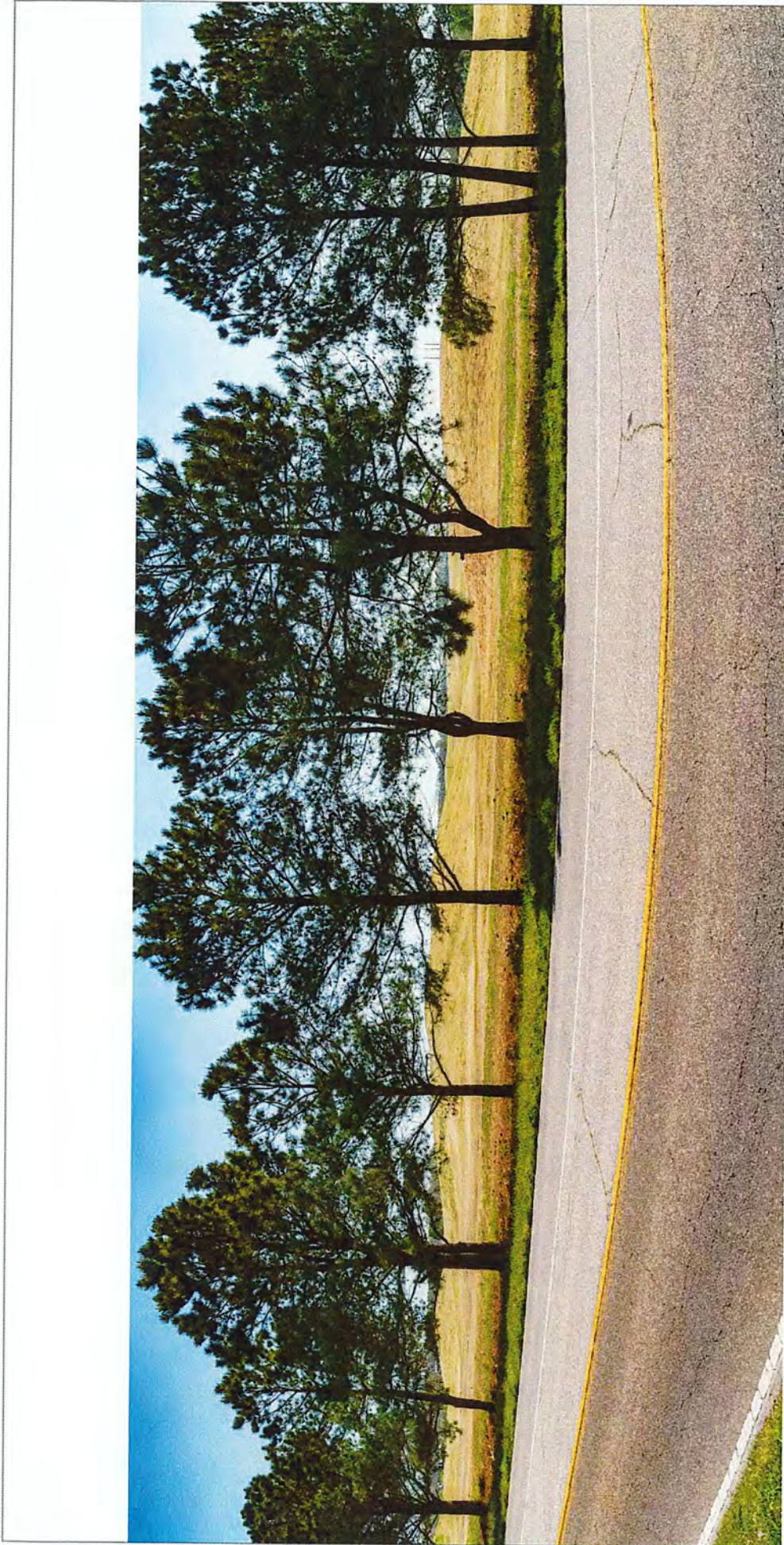


Viewpoint Location UTM Zone: 18N 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 111:
Viewpoint SP15a - HF Route 44
 On Centerville Turnpike east of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 112:
 Viewpoint SP15a - HF Route 4
 On Centerville Turnpike east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 18N 394 102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 113:
Viewpoint SP15b - HF Route 4
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 114:
 Viewpoint SP15b - HF Route 4 4
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone: 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 115:
 Viewpoint SP17 - HF Route 4.4
 On Whittemore Road south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Photomontage showing proposed route - HF Route 4

Attachment 6: Photosimulations

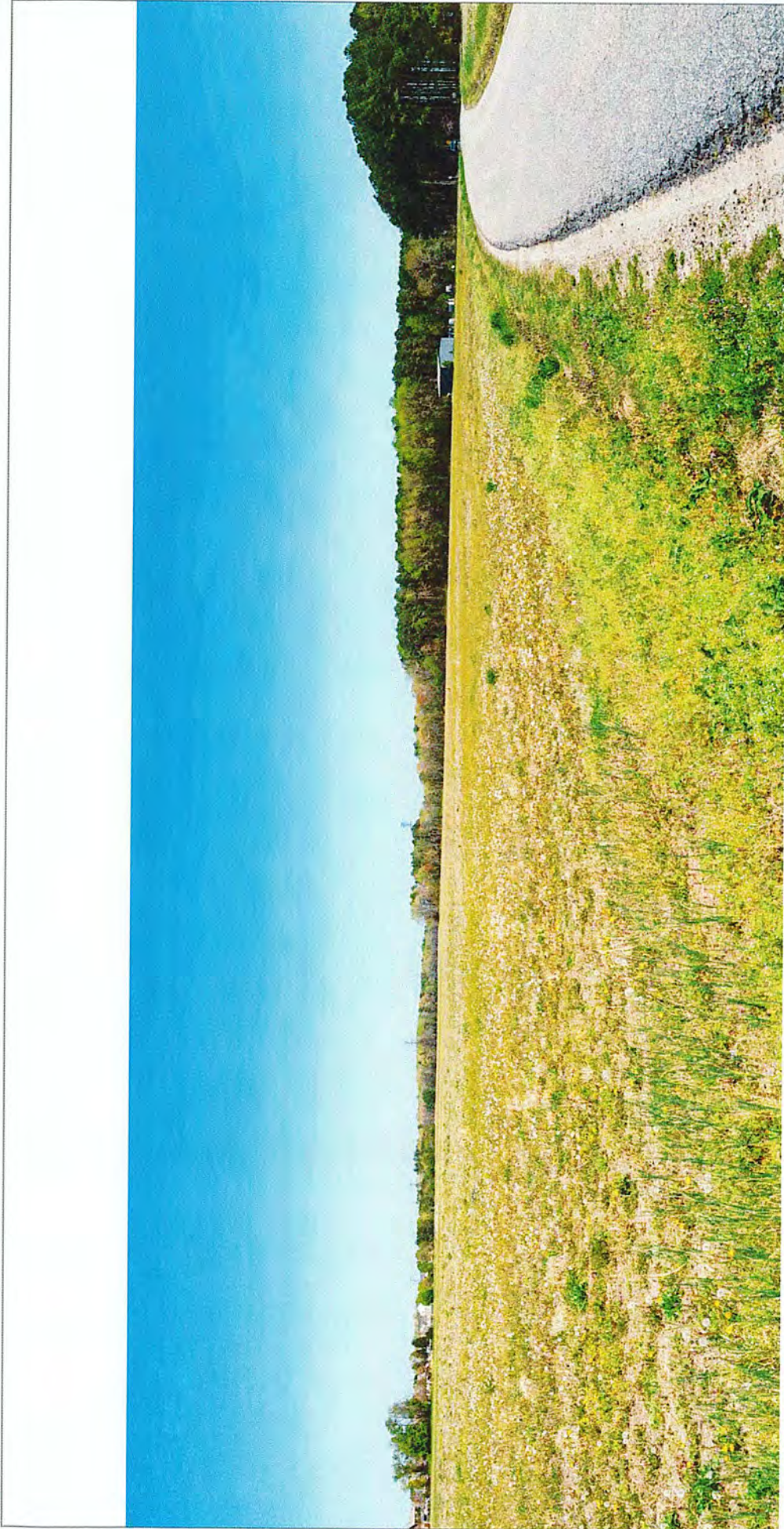


Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 116:
Viewpoint SP17 - HF Route 44
 On Whittemore Road south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 117:
Viewpoint SP18 - HF Route 4.4
 On Blue Ridge Road east of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone: 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 118:
Viewpoint SP18 - HF Route 44
 On Blue Ridge Road east of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone: 18N 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 119:
 Viewpoint SP35 - HF Route 44
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th-August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 120:
 Viewpoint SP35 - HF Route 4
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

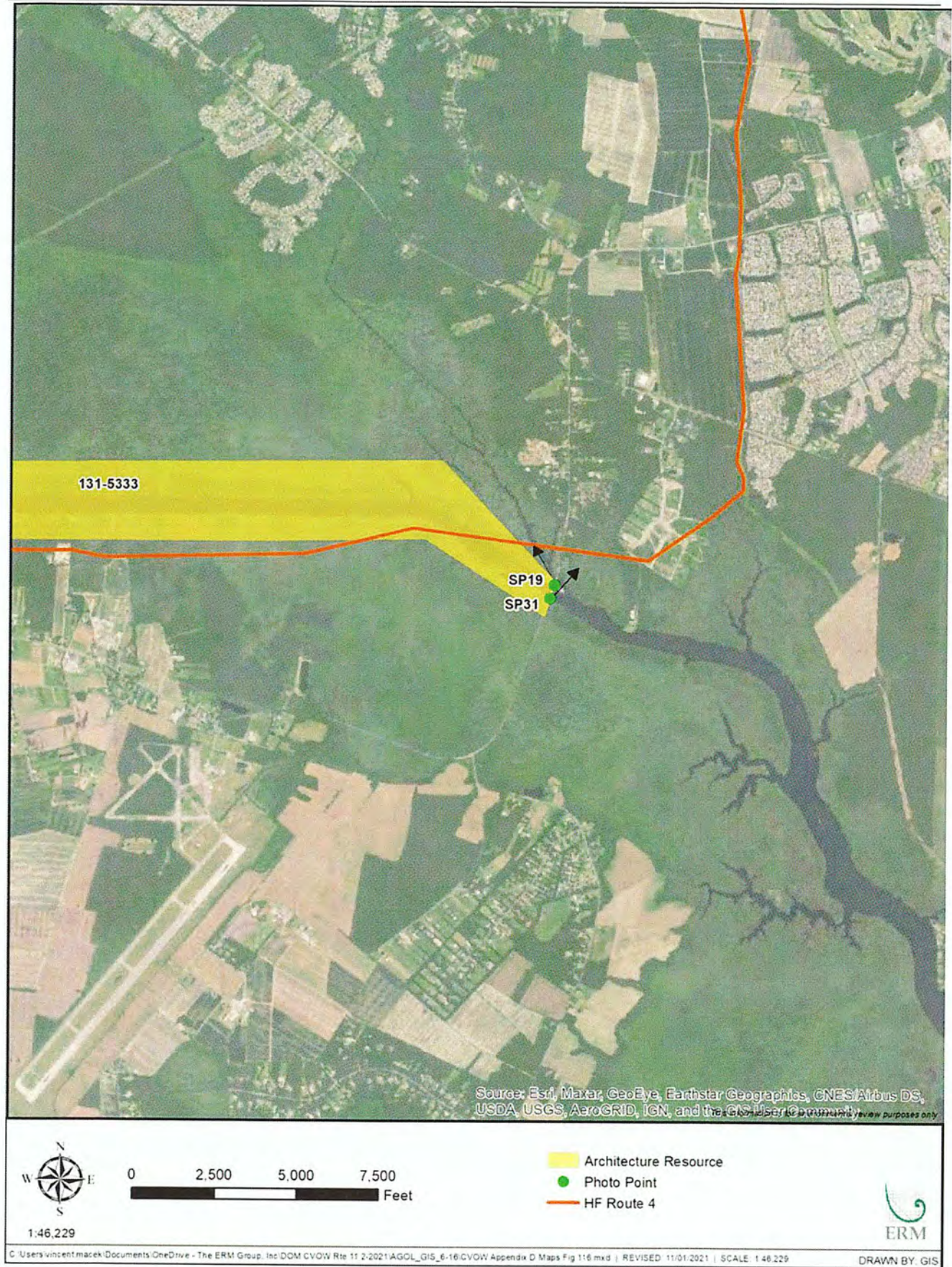


Figure 121: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations

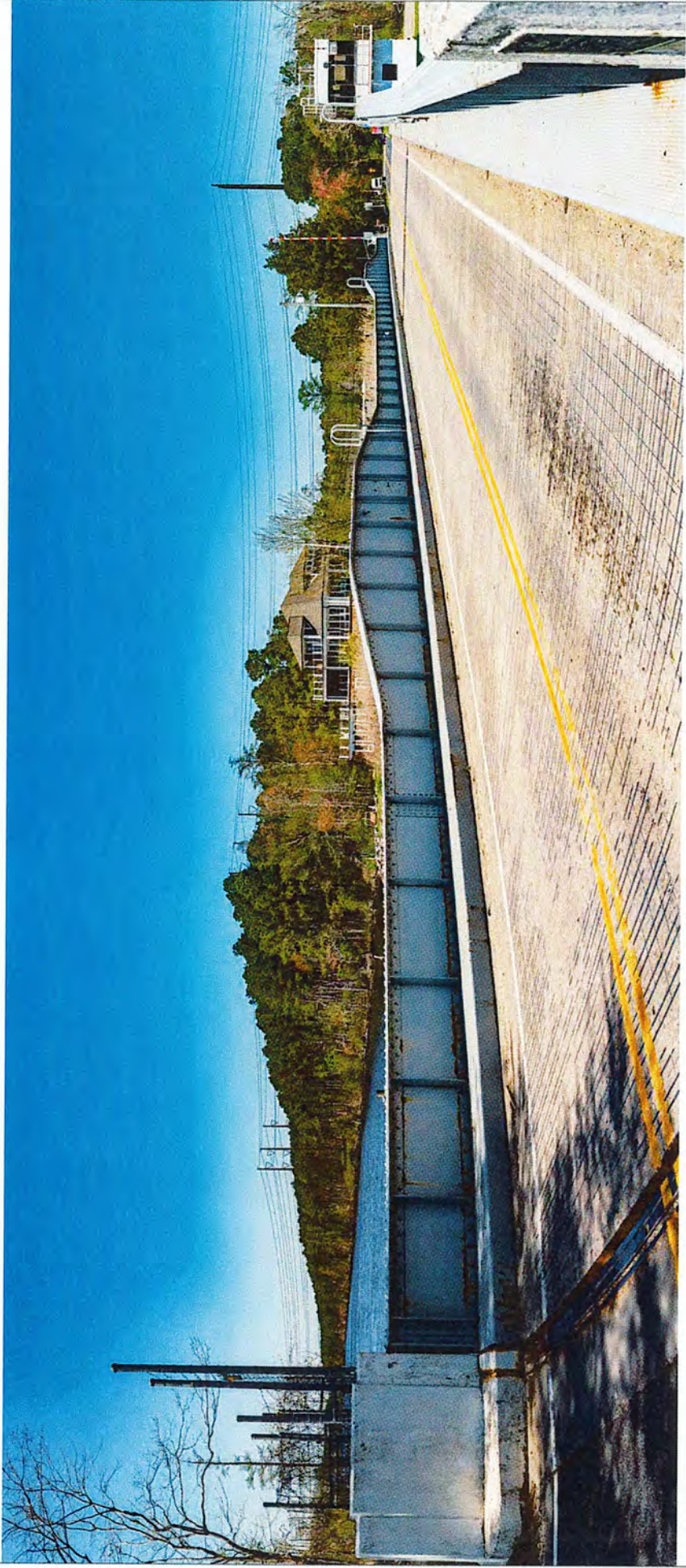


Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 335 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 122:
Viewpoint SP19 - HF Route 4
 On Mt. Pleasant Road/North Landing Road
 bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind Coastal
Virginia Offshore Wind



Photomontage showing proposed route - HF Route 4

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 123:
Viewpoint SP19 - HF Route 4
 On Mt. Pleasant Road/North Landing
 Road bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 48N/32E 4064084N
 View Direction: 92 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 124:
Viewpoint SP31 - HF Route 4
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind



Photomontage showing proposed route

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 48N32E 4064084N
 View Direction: 92 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 125:
Viewpoint SP31 - HF Route 4
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis Coastal Virginia Offshore Wind

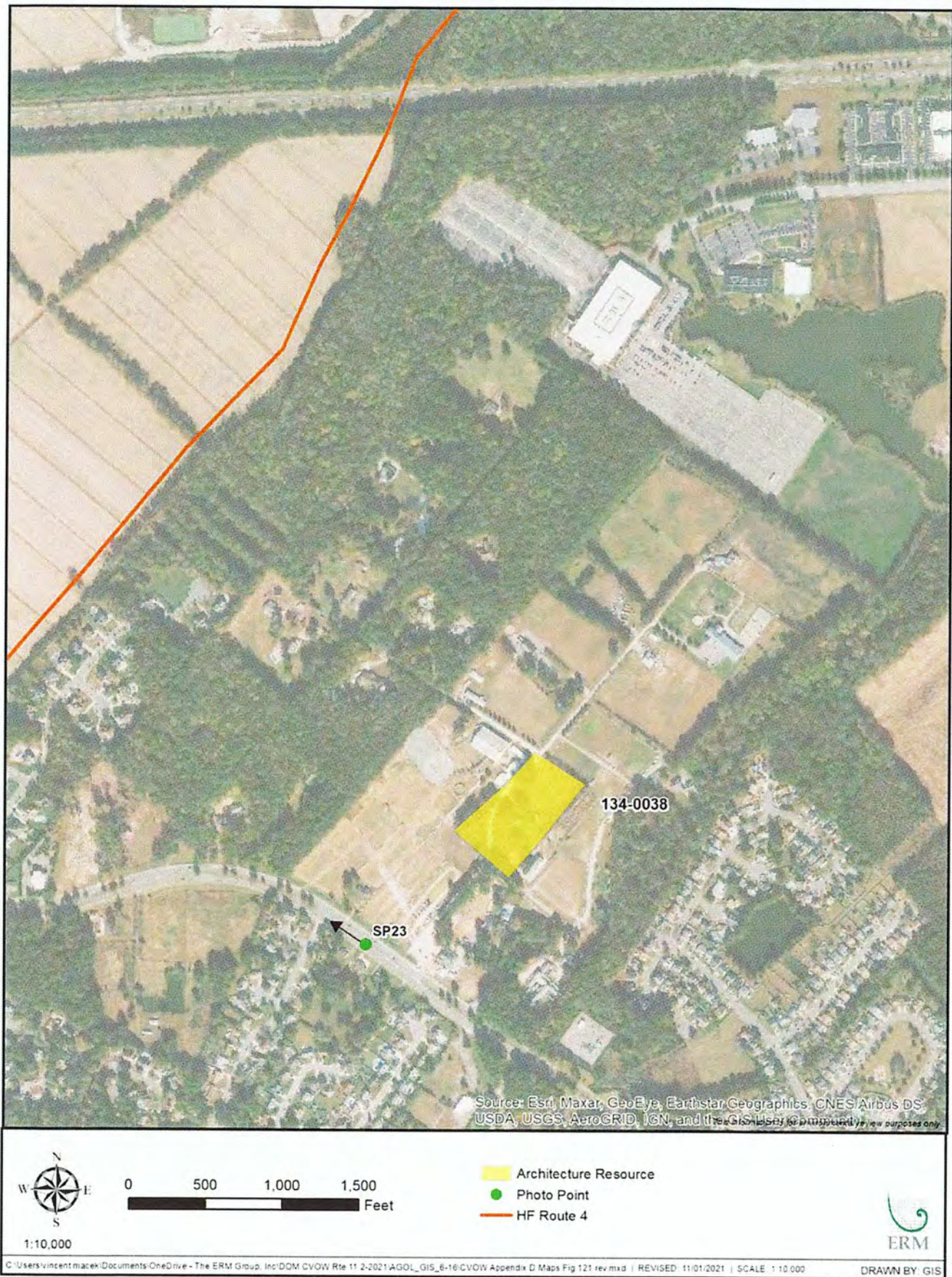


Figure 126: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 127:
 Viewpoint SP23a - HF Route 44
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

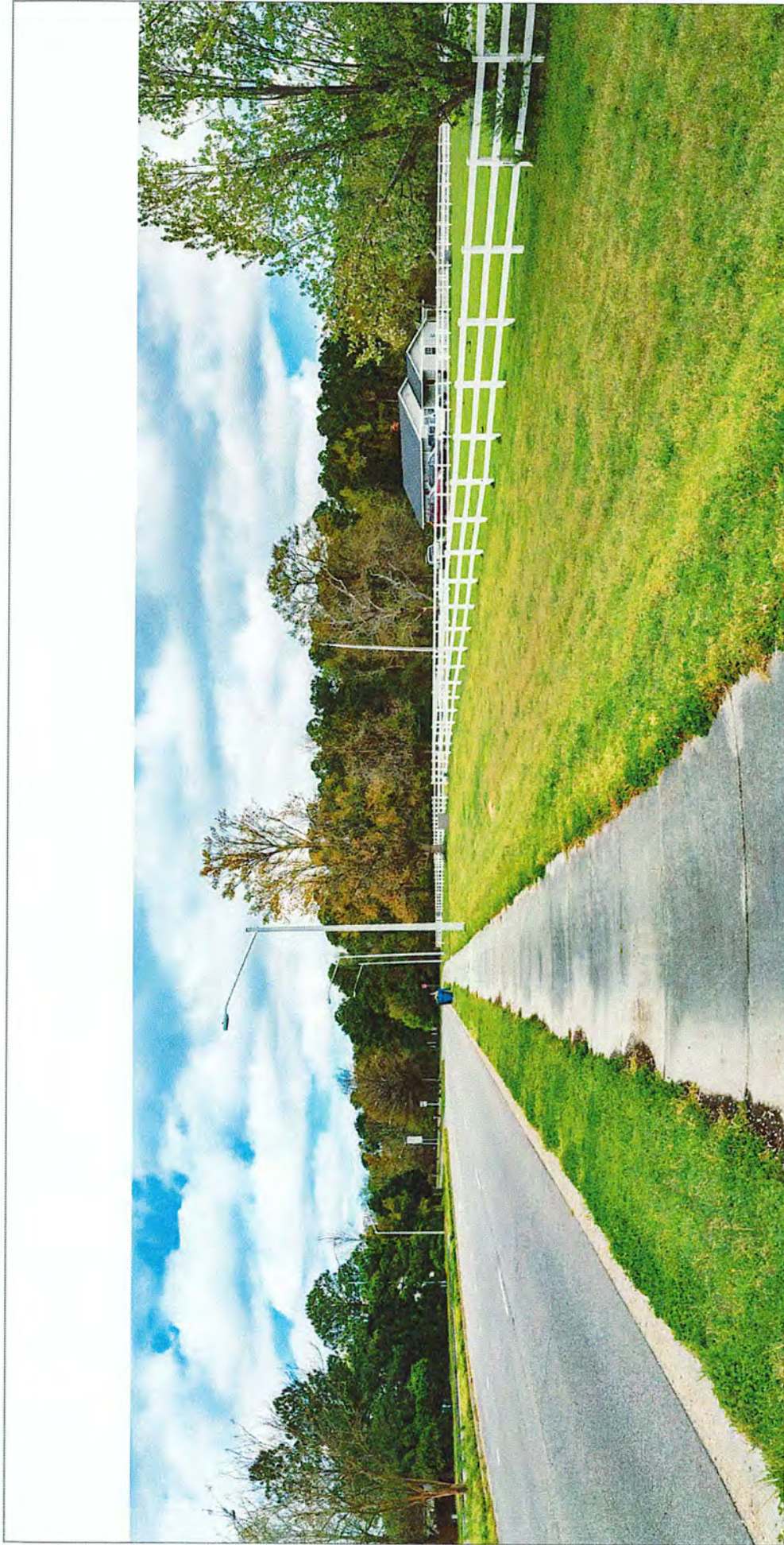


Viewpoint Location UTM Zone 18N: 486678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 128:
 Viewpoint SP23a - HF Route 4 4
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 18N 408578E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 129:
 Viewpoint SP23b - HF Route 44
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N -406678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 130:
 Viewpoint SP23b - HF Route 44
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Figure 131: Aerial photograph depicting land use and photo view for 134-0072.

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Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405980E -4069349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 132:
 Viewpoint SP24 - HF Route 4
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 405660E 4069349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 133:
 Viewpoint SP24 - HF Route 4 4
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

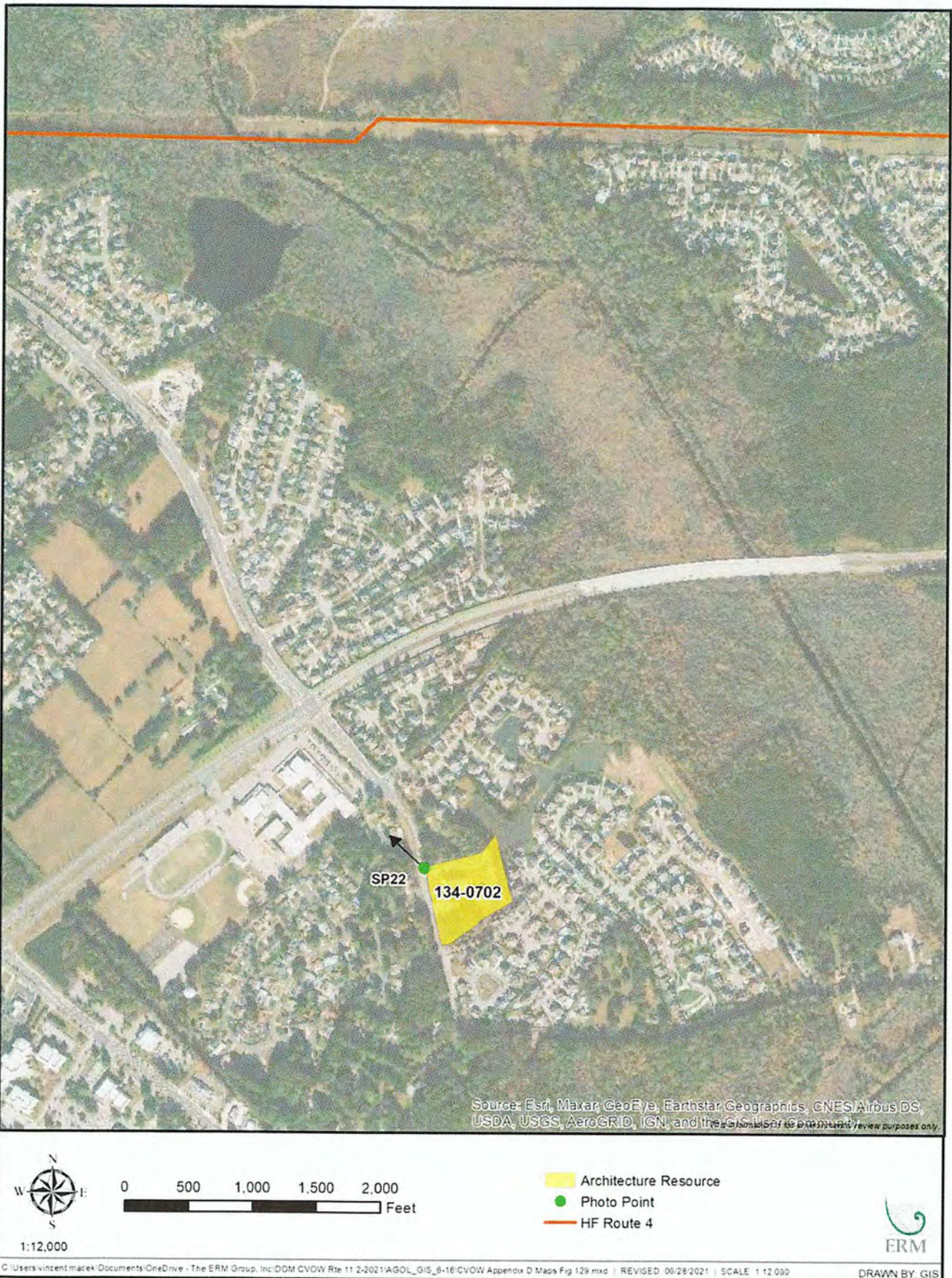


Figure 134: Aerial photograph depicting land use and photo view for 134-0702.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 406130E 4066784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D600
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 135:
Viewpoint SP22 - HF Route 4
 On Holland Road west of 134-0702
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed Route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: Horizontal Field of View: 4690 feet
 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

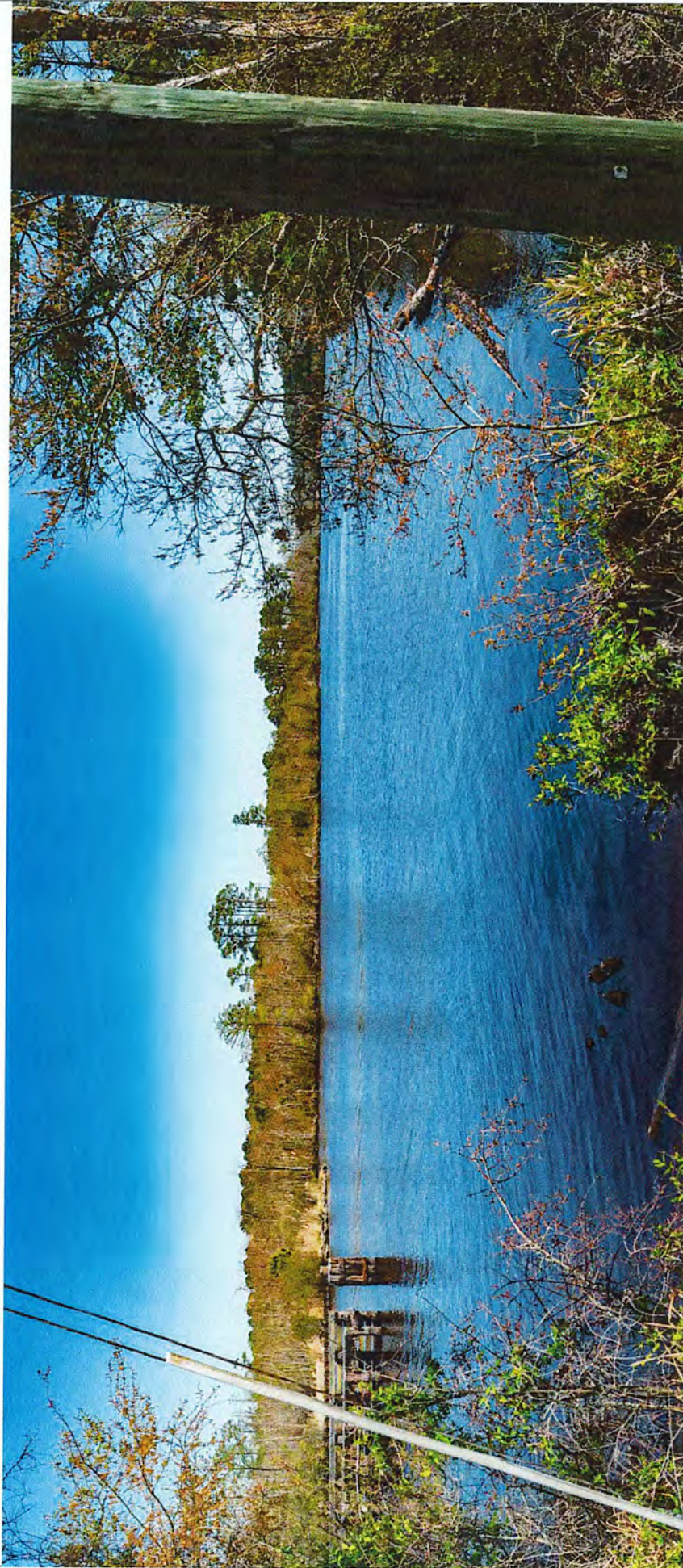


Figure 136:
 Viewpoint SP22 - HF Route 4
 On Holland Road west of 134-0702
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

PHOTOSIMULATIONS – HF ROUTE 5



Figure 137: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 48N/32E 4064084N
 View Direction: 92°
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 138:
Viewpoint SP31 - HF Route 5
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Route 5

Attachment 6: Photosimulations

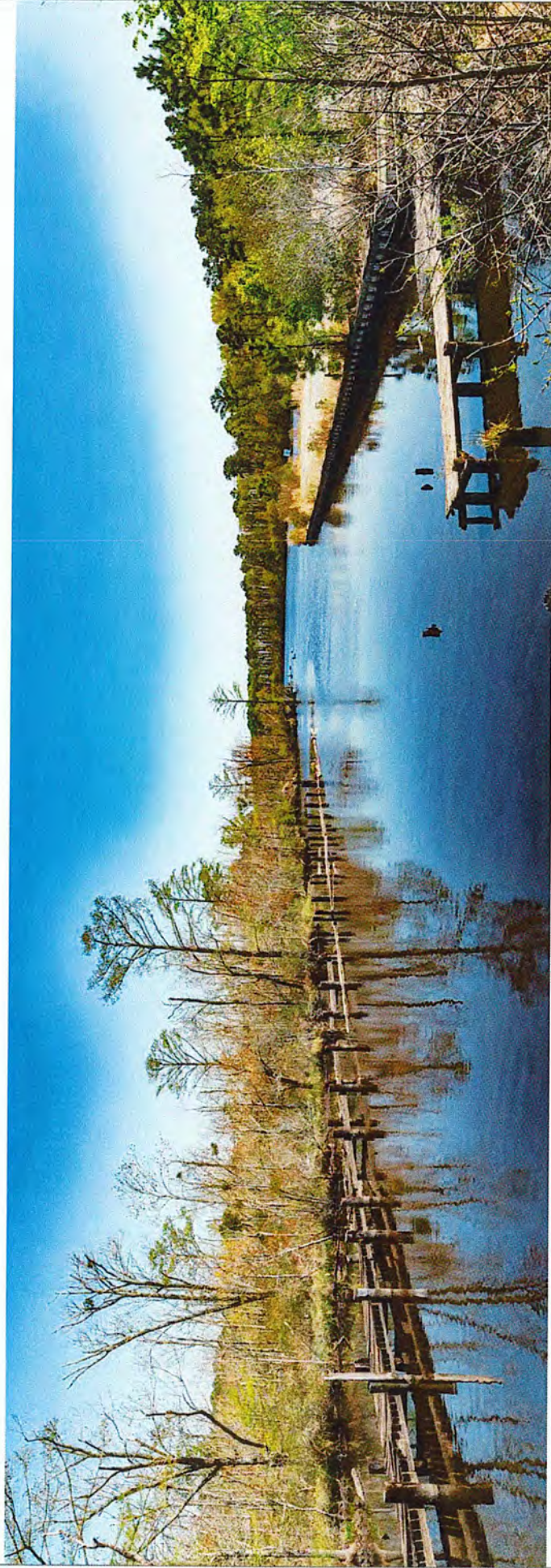


Viewpoint Location UTM Zone: 48M/32E 4064084N
 View Direction: 92°
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 139:
 Viewpoint SP31 - HF Route 5
 On south side of canal by bridge
 131-0044 and 131-5533
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

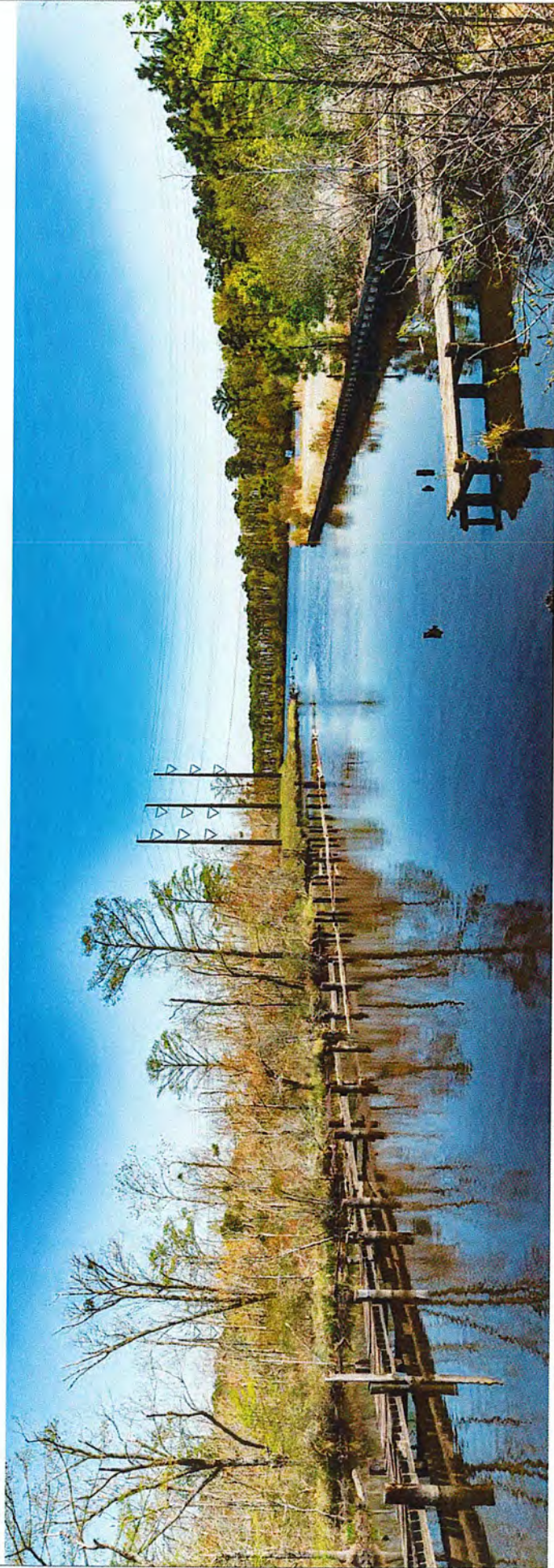


Viewpoint Location UTM Zone: 18N 401780E 4064213N
 View Direction: 120
 Viewpoint Elevation: 7 feet
 Distance to Route: 915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 140:
 Viewpoint SP32 - HF Route 5
 On canal 131-0044 and 131-5333
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Route 5

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N -401780E -4064213N
 View Direction: 120°
 Viewpoint Elevation: 7 feet
 Distance to Route: 915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 141:
 Viewpoint SP32 - HF Route 5
 On canal 131-0044 and 131-5533
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

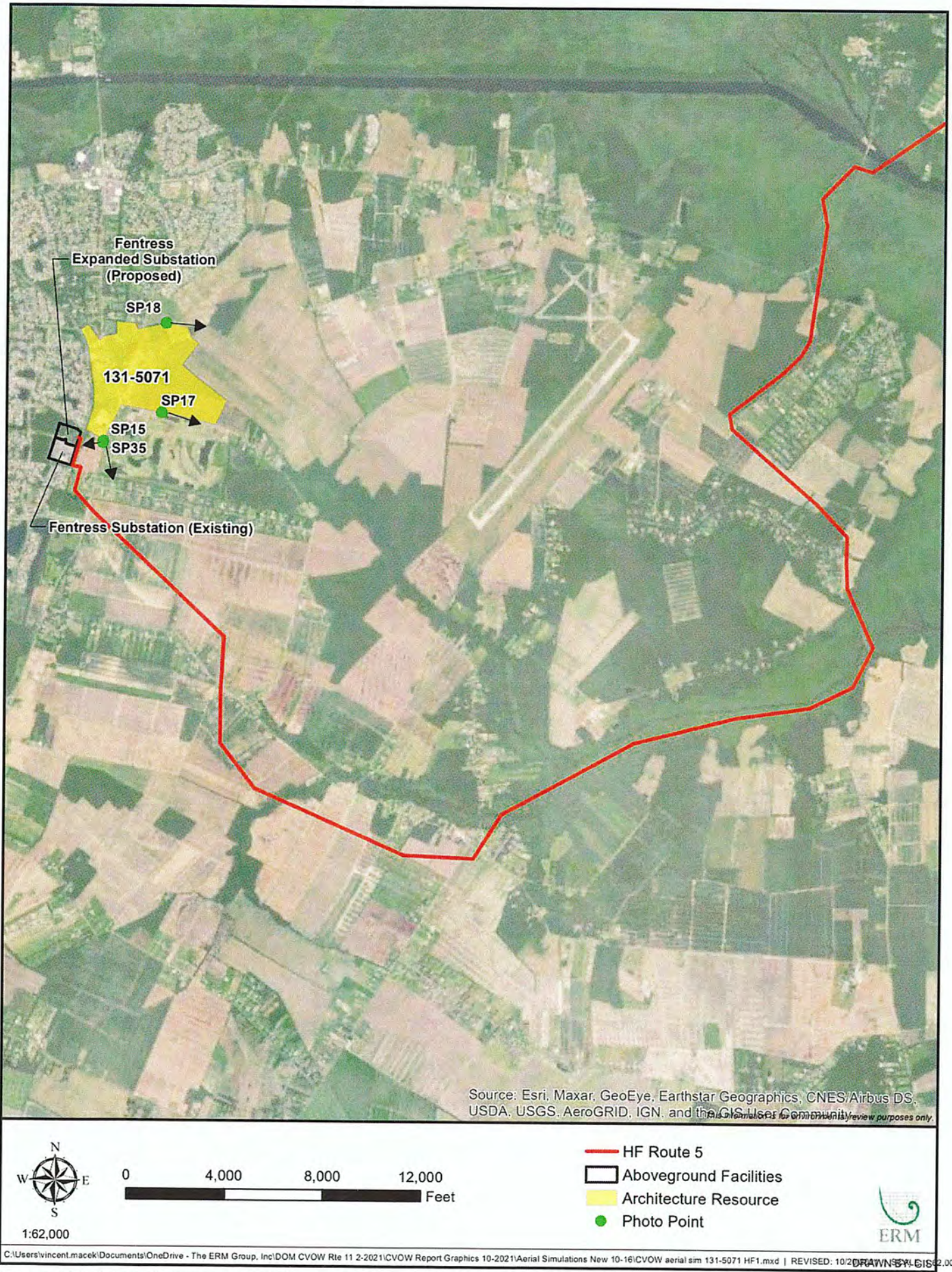


Figure 142: Aerial photograph depicting land use and photo view for 131-5071.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195°
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 143:
Viewpoint SP15 - HF Route 5
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Route 5

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195°
 Viewpoint Elevation: 20 feet
 Distance to Route: 856 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 144:
Viewpoint SP15 - HF Route 5
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394378E 406154N
 View Direction: 140°
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 145:
Viewpoint SP-17 - HF Route 5
 On Whittamore Road south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140°
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 146:
Viewpoint SP17 - HF Route 5
 On Whittemore Road south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394 107E 406 1242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

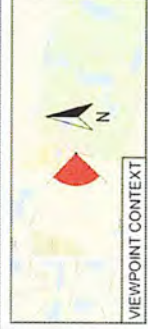


Figure 147:
Viewpoint SP35 - HF Route 5
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 148:
Viewpoint SP35 - HF Route 5
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis
Coastal Virginia Offshore Wind

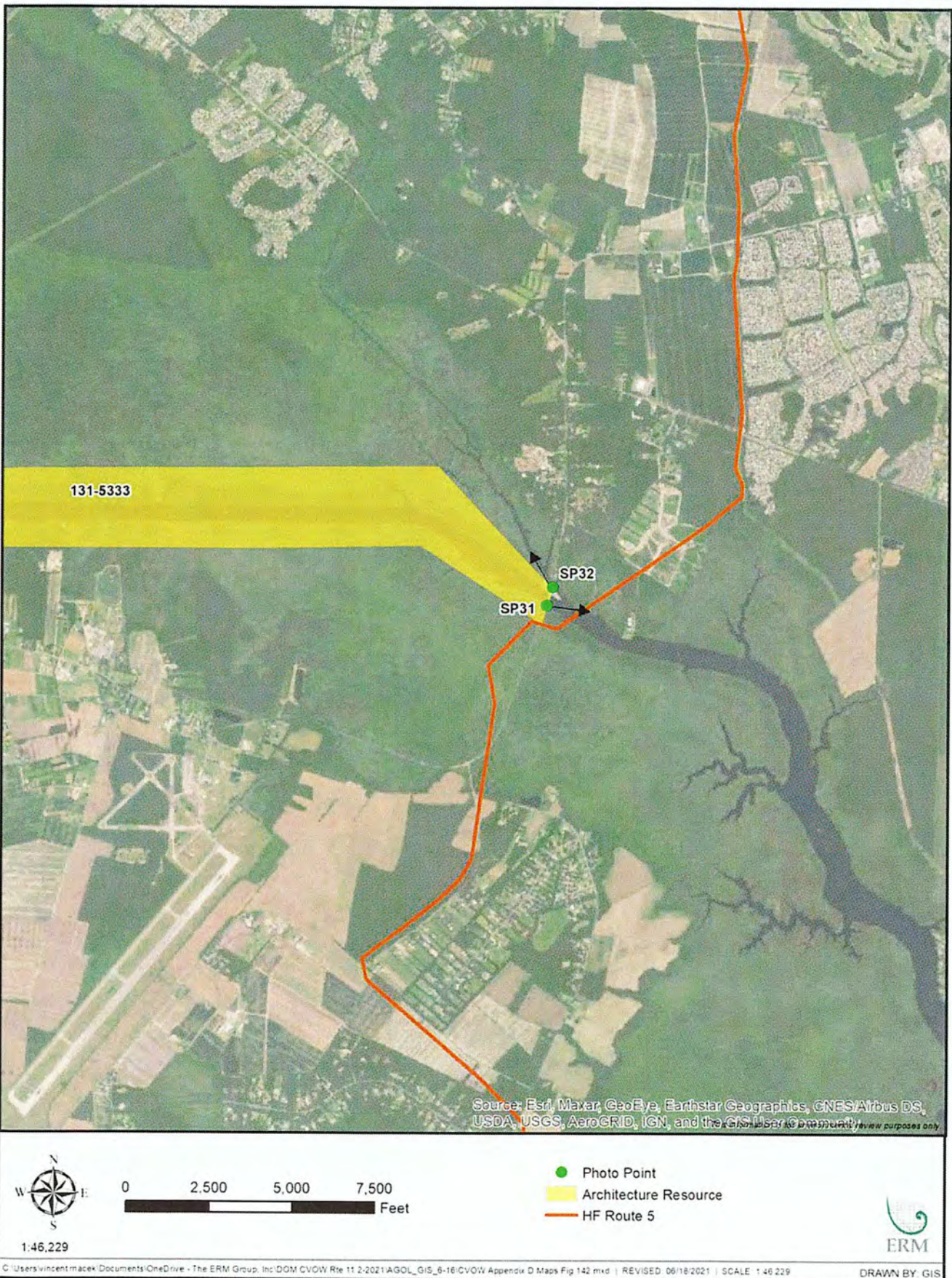
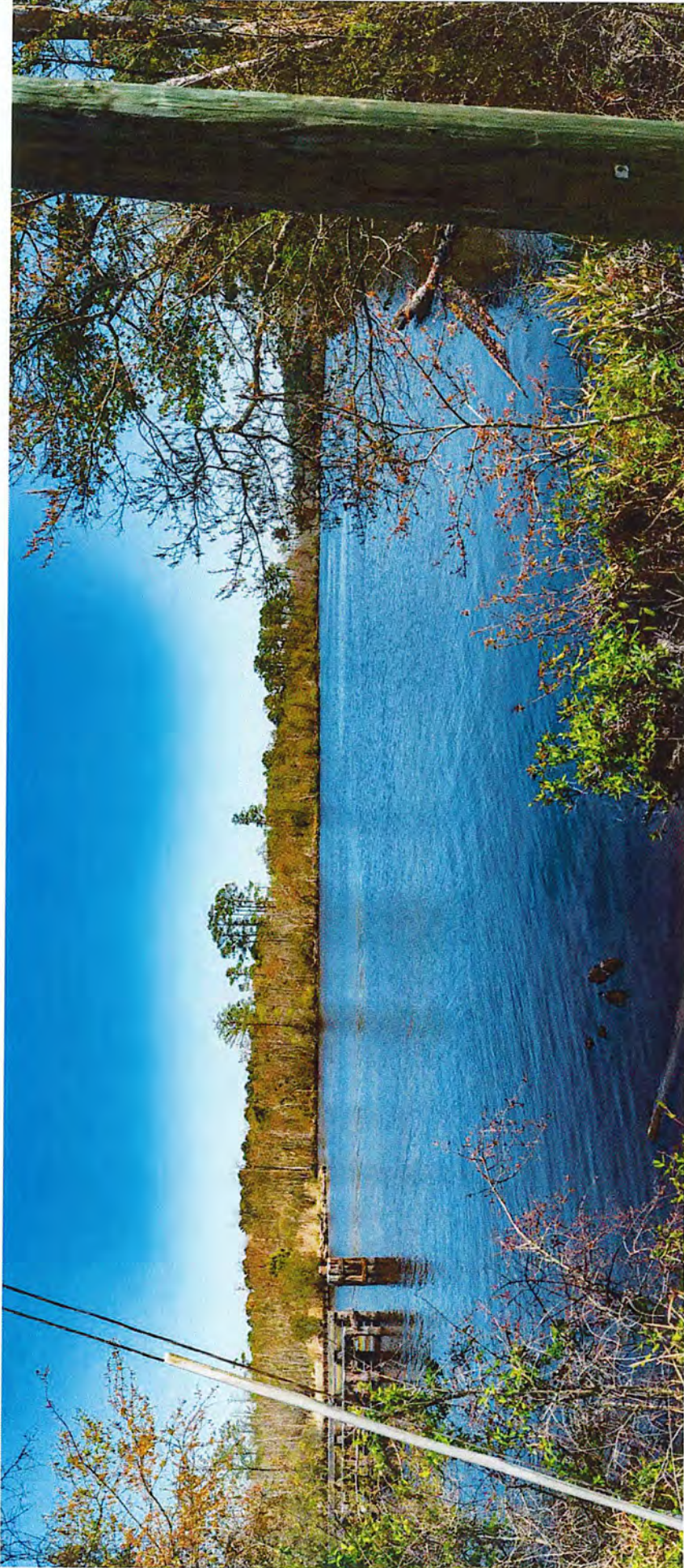


Figure 149: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations

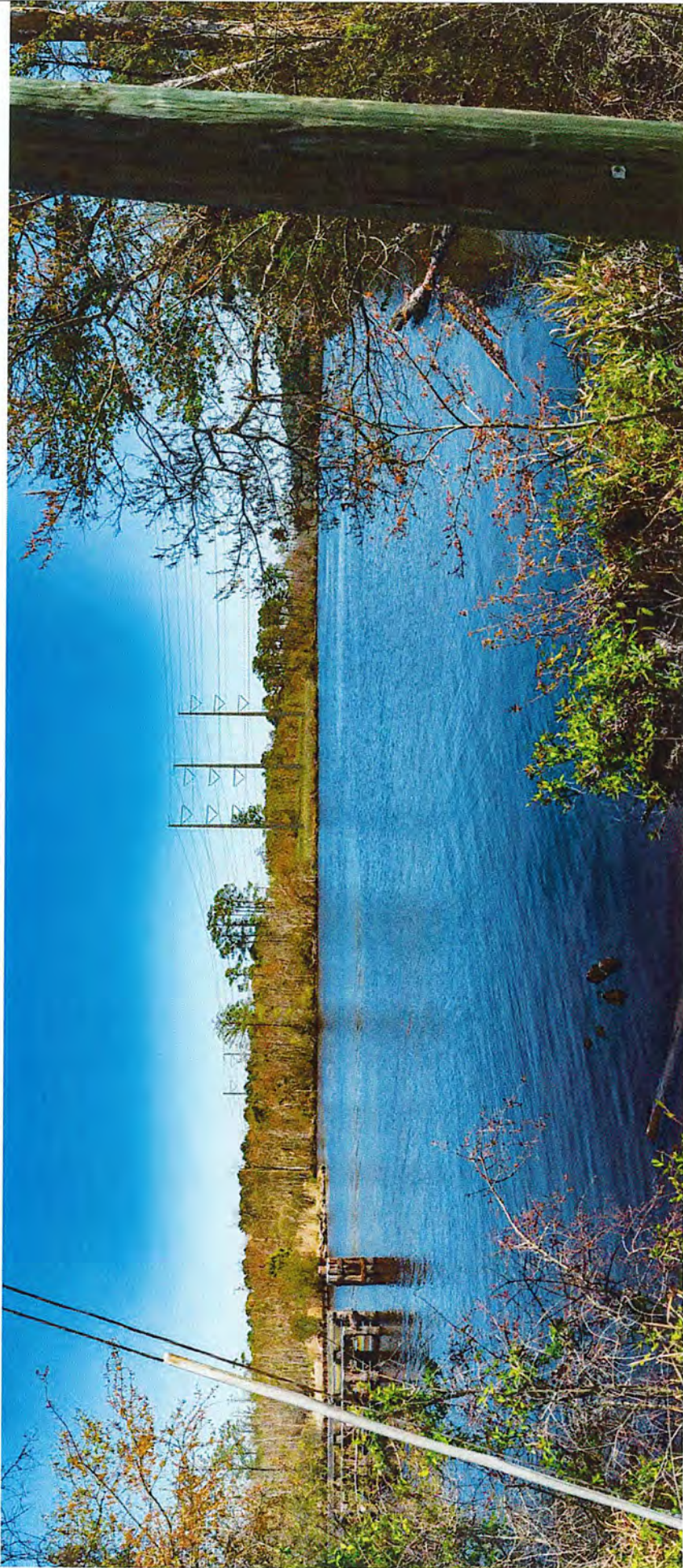


Viewpoint Location UTM Zone: 48N232E 4064084N
 View Direction: 92°
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 150:
Viewpoint SP-31 - HF Route 5
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Route 5

Attachment 6: Photosimulations

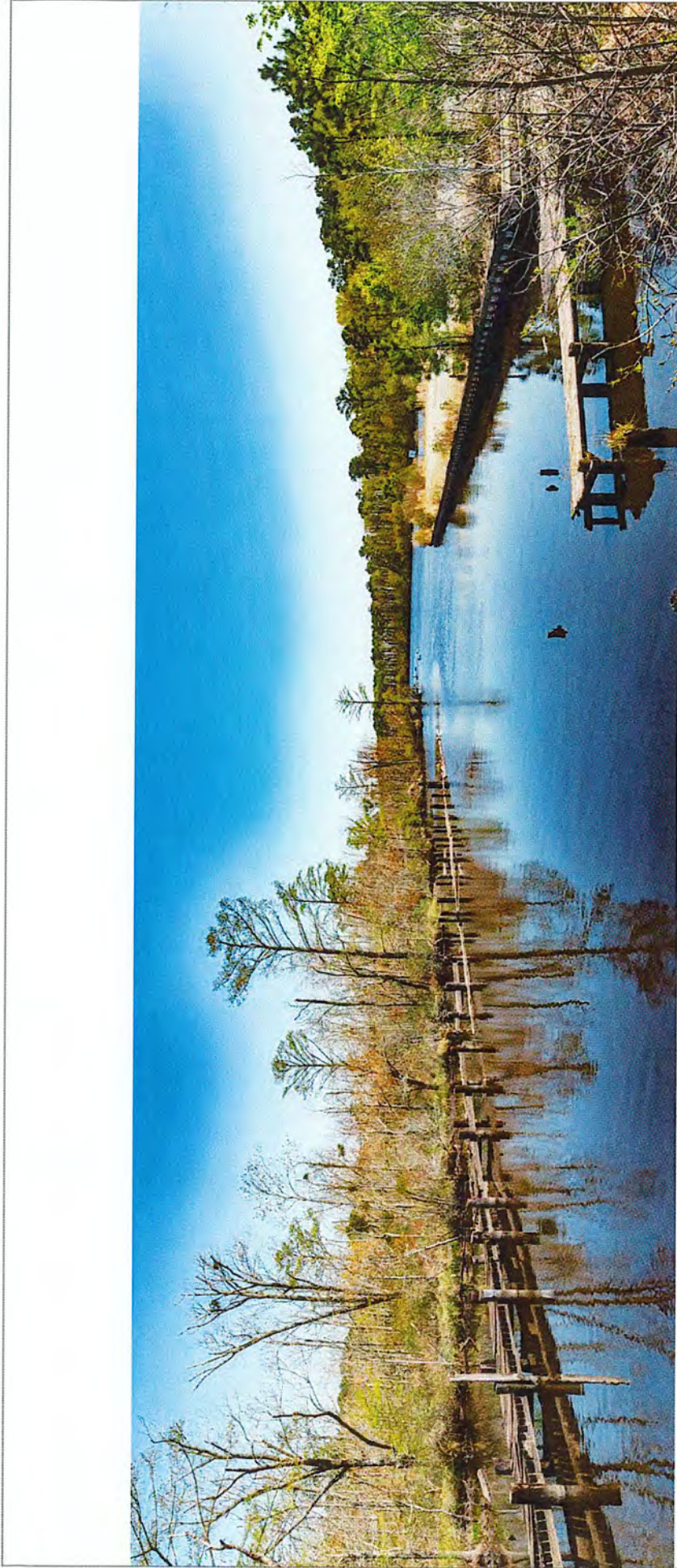


Viewpoint Location UTM Zone: 48N732E 4064084N
 View Direction: 92°
 Viewpoint Elevation: 10 feet
 Distance to Route: 580 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 151:
Viewpoint SP31 - HF Route 5
 On south side of canal by bridge
 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

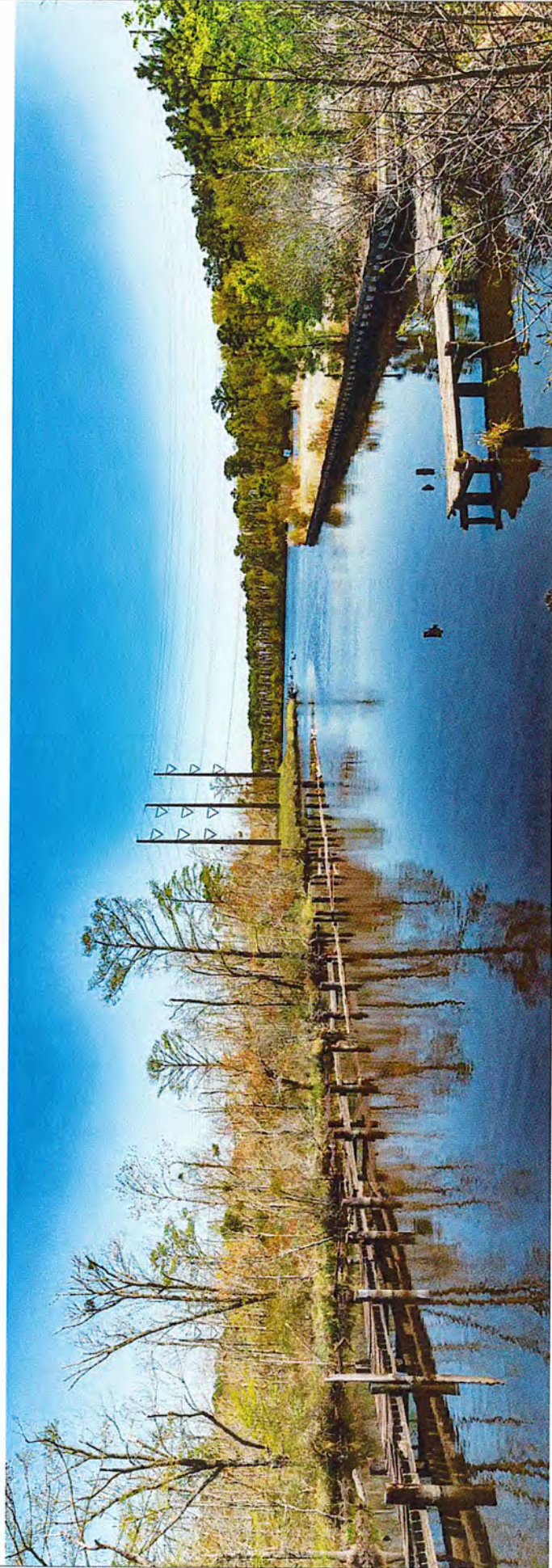


Viewpoint Location UTM Zone 18N: 401780E 4064213N
 View Direction: 120°
 Viewpoint Elevation: 7 feet
 Distance to Route: 915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 152:
Viewpoint SP32 - HF Route 5
 On canal 131-0044 and 131-5333
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Route 5

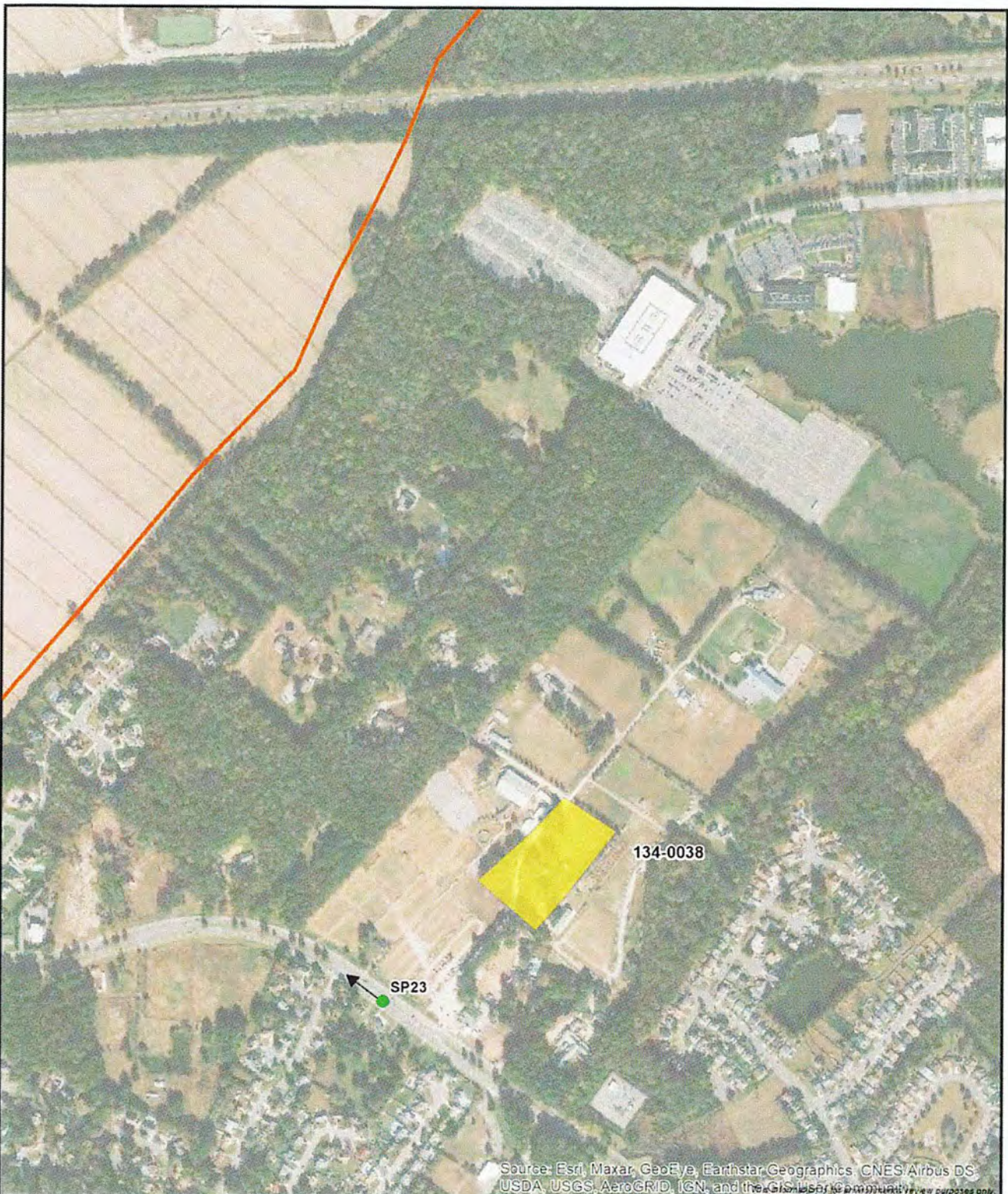


Viewpoint Location UTM Zone 18N: -401780E -4064213N
 View Direction: 120°
 Viewpoint Elevation: 7 feet
 Distance to Route: 915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet




Figure 153:
 Viewpoint SP32 - HF Route 5
 On canal 131-0044 and 131-5333
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

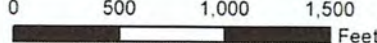


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. All rights reserved. For informational purposes only.


1:10,000



0 500 1,000 1,500 Feet



- Architecture Resource
- Photo Point
- HRF Route 5



ERM

C:\Users\vincent.mace\Documents\OneDrive - The ERM Group, Inc\DOM CVOW Rte 11 2-2021\AGOL_GIS_6-16\CVOW Appendix D Maps Fig 147.mxd | REVISED 06/26/2021 | SCALE: 1:10,000

DRAWN BY GIS

Figure 154: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 155:
Viewpoint SP23a - HF Route 5
 On London Bridge Road southwest of 134-0038
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N - 408678E 4070209N
 View Direction: 242°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3450 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 156:
 Viewpoint SP23a - HF Route 5
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

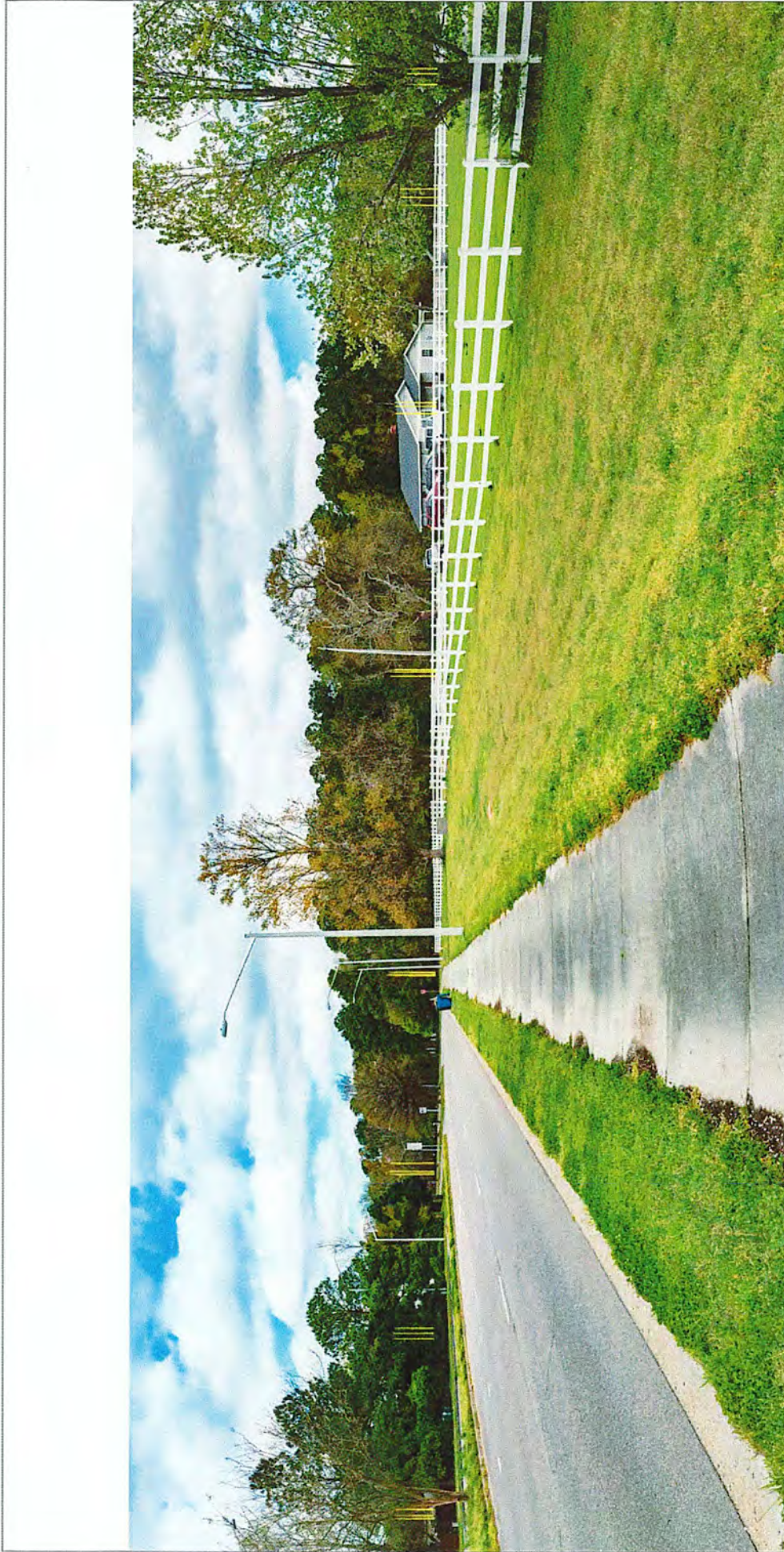


Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 157:
 Viewpoint SP23b - HF Route 5
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 50 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



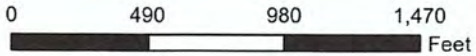
Figure 158:
 Viewpoint SP23b - HF Route 5
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *For review purposes only*



1:8,000



- Architecture Resource
- Photo Point
- HF Route 5



Figure 159: Aerial photograph depicting land use and photo view for 134-0072.

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Existing View

Attachment 6: Photosimulations

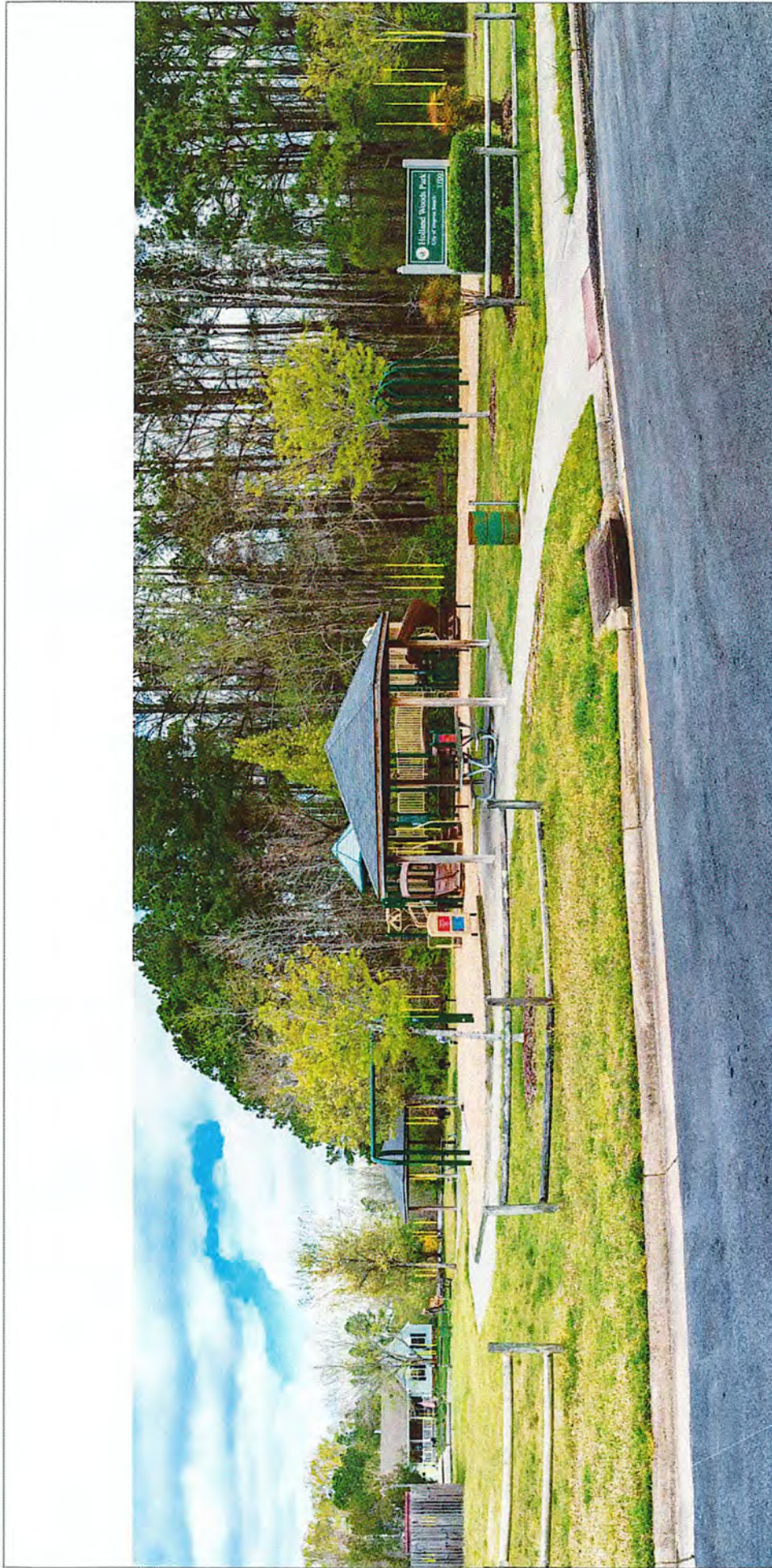


Viewpoint Location UTM Zone 18N: 405960E 4069349N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 2530 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 160:
 Viewpoint SP24 - HF Route 5
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



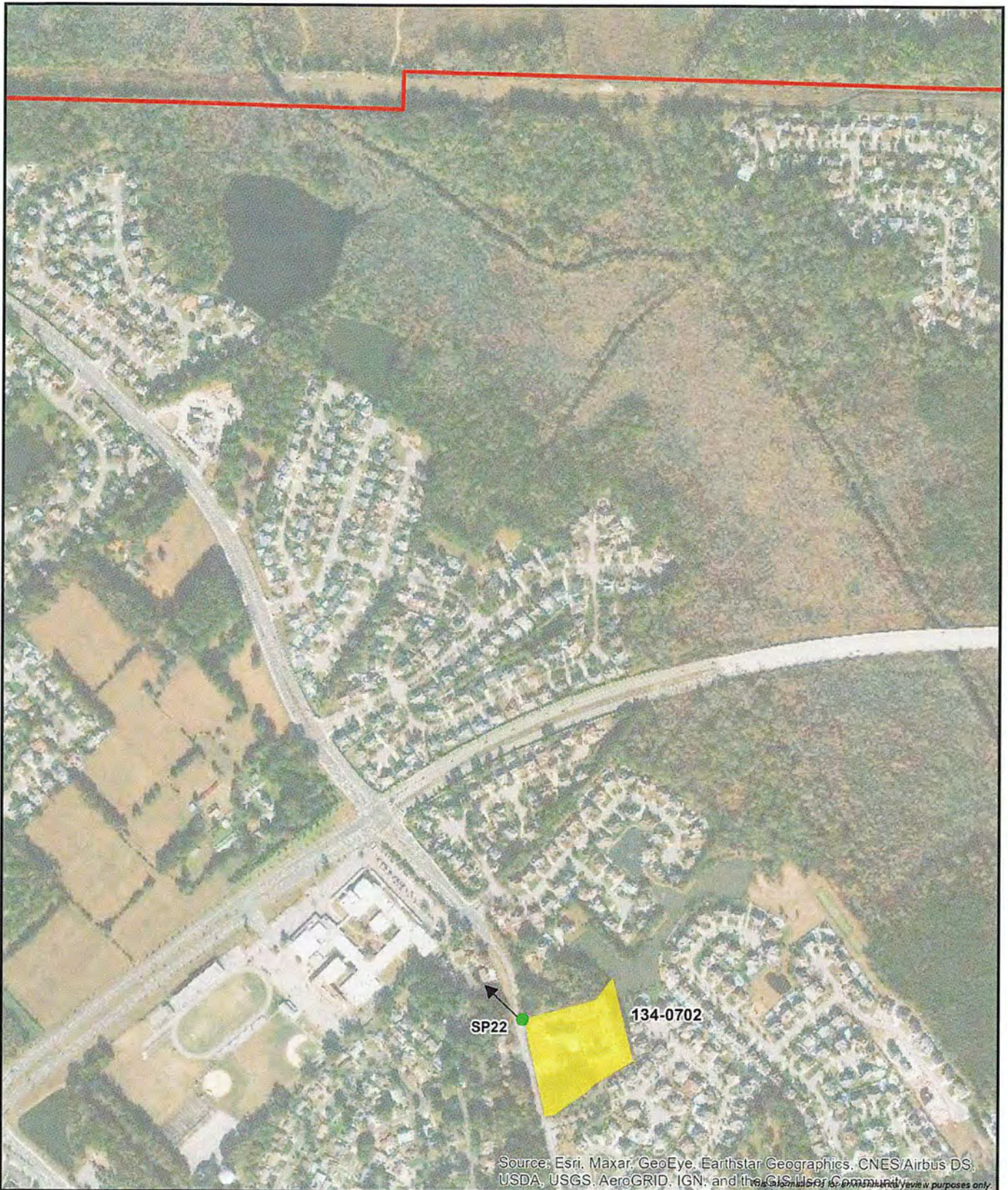
Viewpoint Location UTM Zone 18N: 405960E 4066348N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 2530 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet


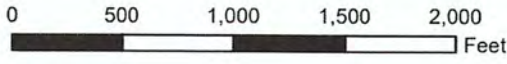
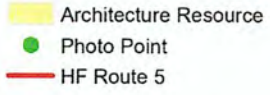



VIEWPOINT CONTEXT

Figure 161:
 Viewpoint SP24 - HF Route 5
 On Hammer Stone Court north of 134-0072
 Pre-Application Analysis
 Coastal Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community *view purposes only.*

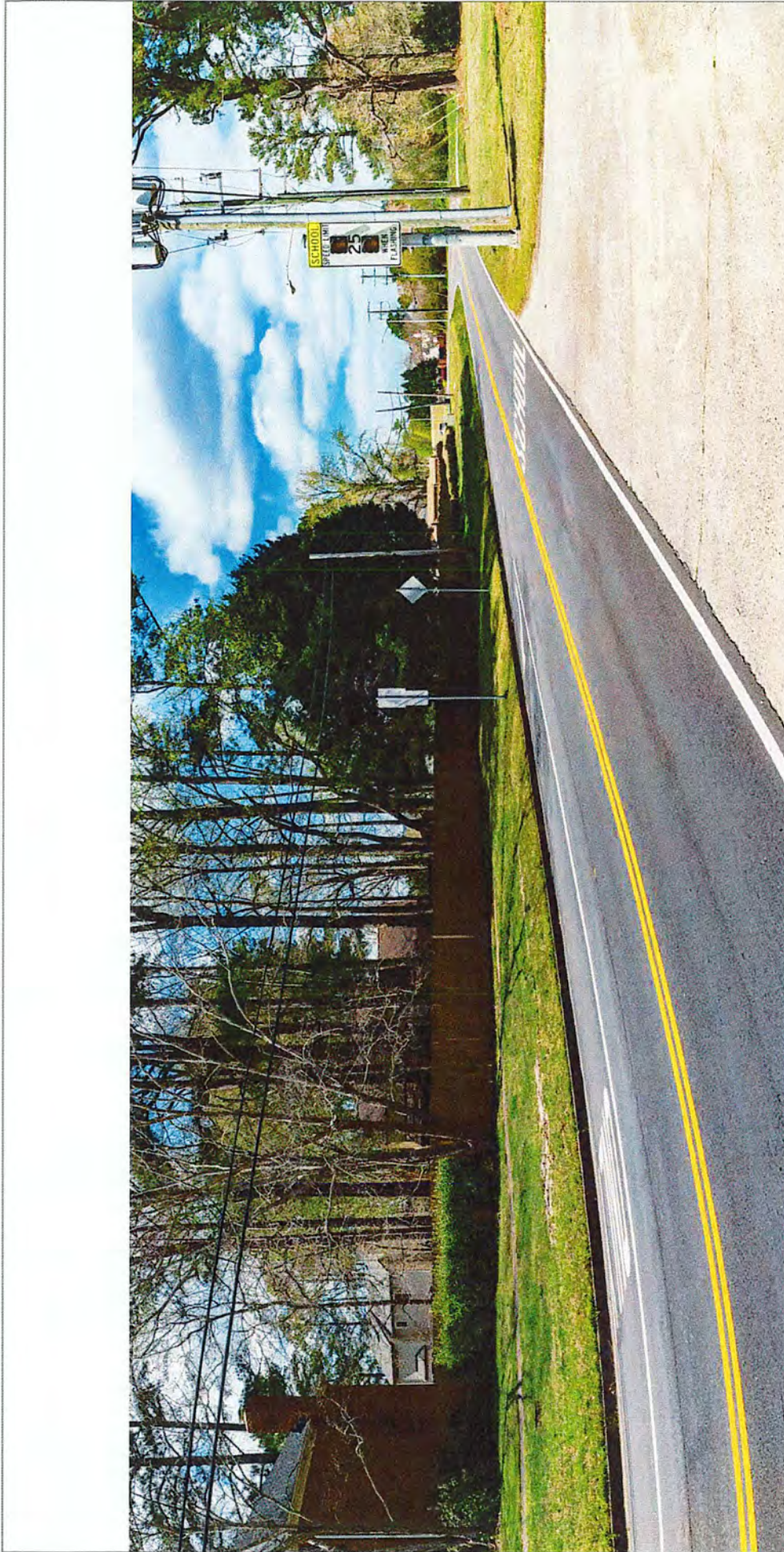





1:10,030

C:\Users\vincent.macek\Documents\OneDrive - The ERM Group, Inc\DOM CVOW Rte 11 2-2021\CVOW Report Graphics 10-2021\Appendix D\CVOW Appendix D Maps Fig 47.mxd | REVISED: 10/11/2021 | SCALE: DRAWN BY: GIS

Figure 162: Aerial photograph depicting land use and photo view for 134-0702.

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Existing View

Attachment 6: Photosimulations

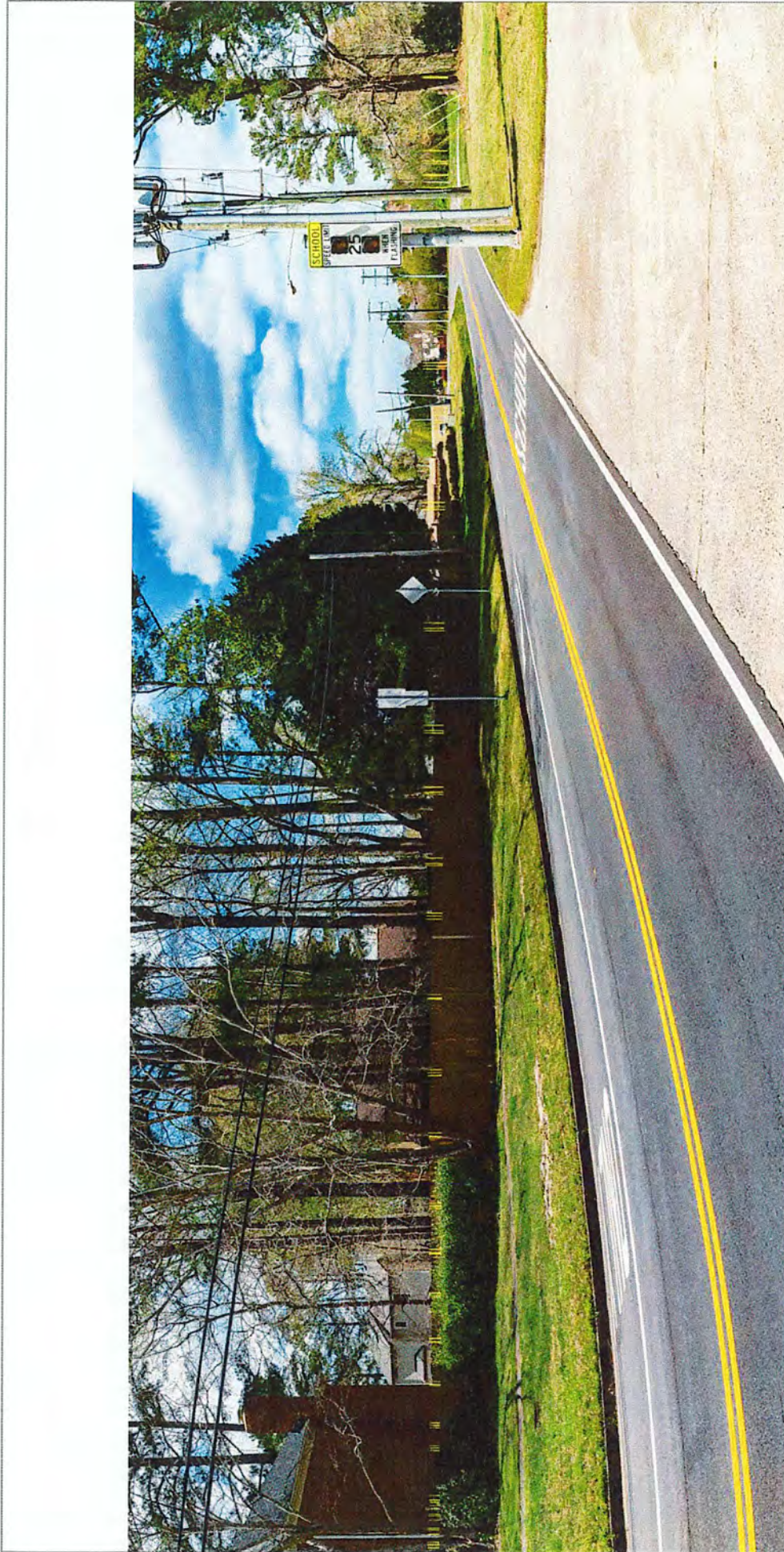


Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317°
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 163:
Viewpoint SP22 - HF Route 5
 On Holland Road west of 134-0702
Pre-Application Analysis
Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317°
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 164:
 Viewpoint SP22 - HF Route 5
 On Holland Road west of 134-0702
 Pre-Application Analysis
 Coastal Virginia Offshore Wind

PHOTOSIMULATIONS – HF HYBRID ROUTE



Figure 165: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 6: Photosimulations

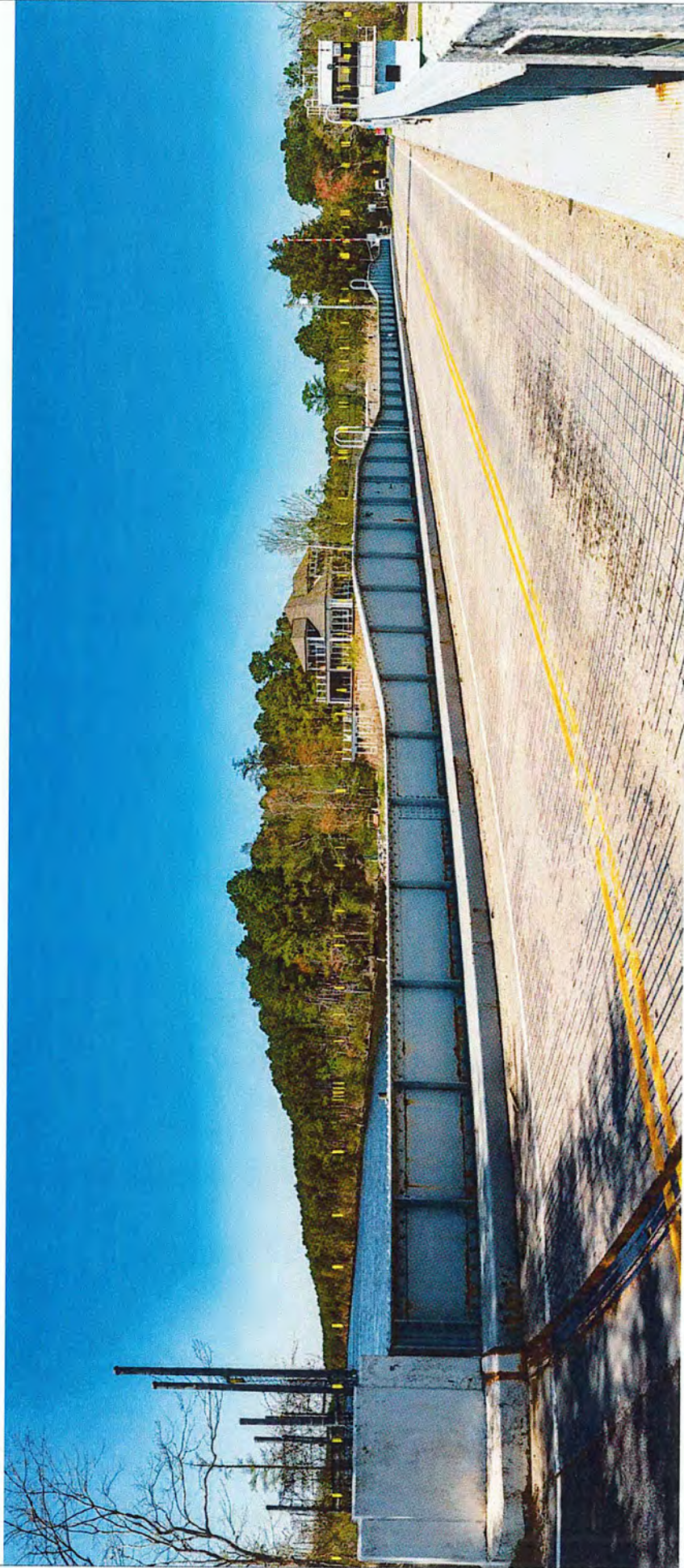


Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 335 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 166:
Viewpoint SP19 - HF Hybrid Route
 On Mt. Pleasant Road/North Landing
 Road bridge- 131-0044 and 131-5353
**Pre-Application Analysis Coastal
 Virginia Offshore Wind**



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 50 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 167:
Viewpoint SP19 - HF Hybrid Route
 On Mt. Pleasant Road/North Landing
 Road bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind

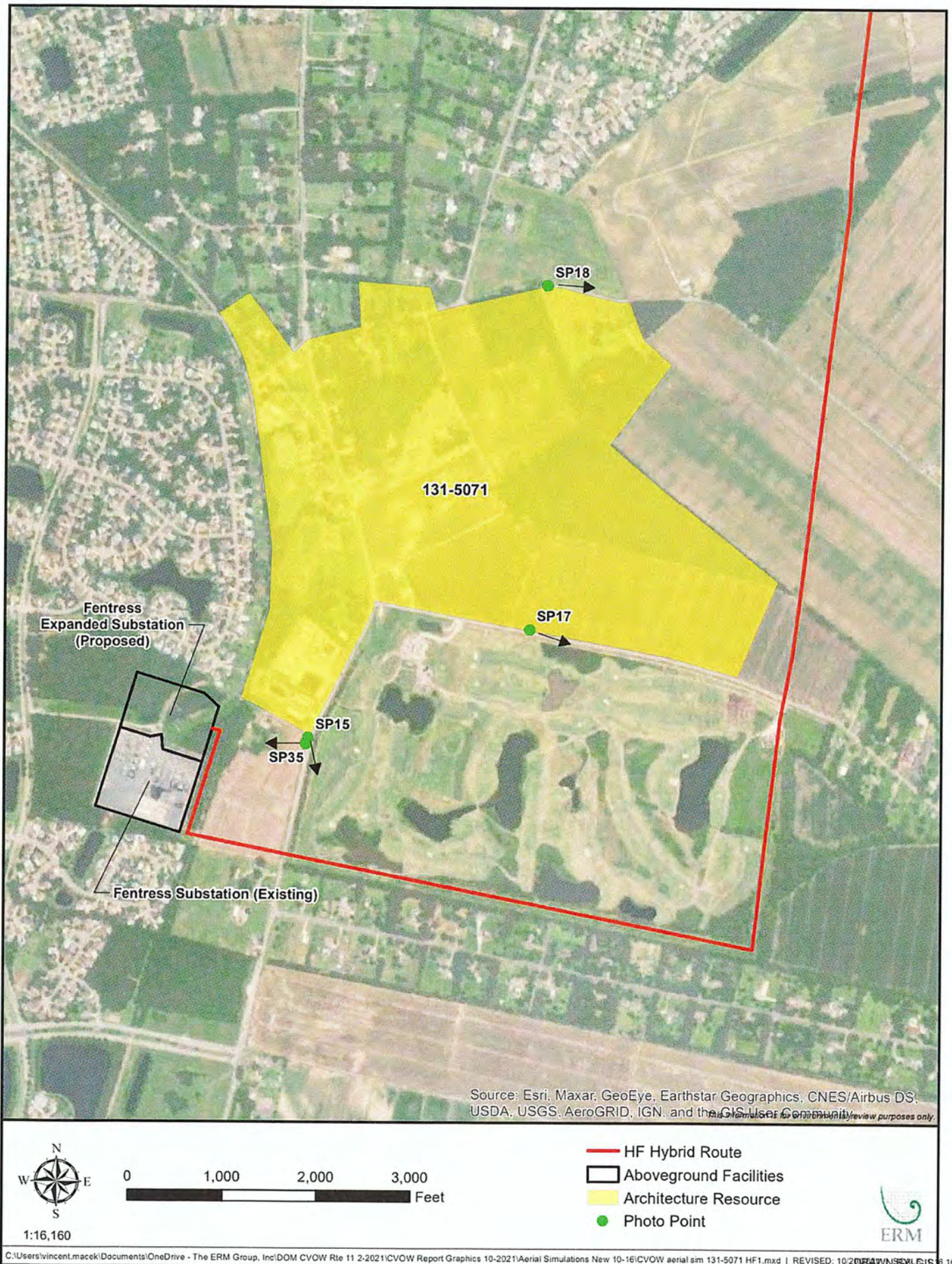
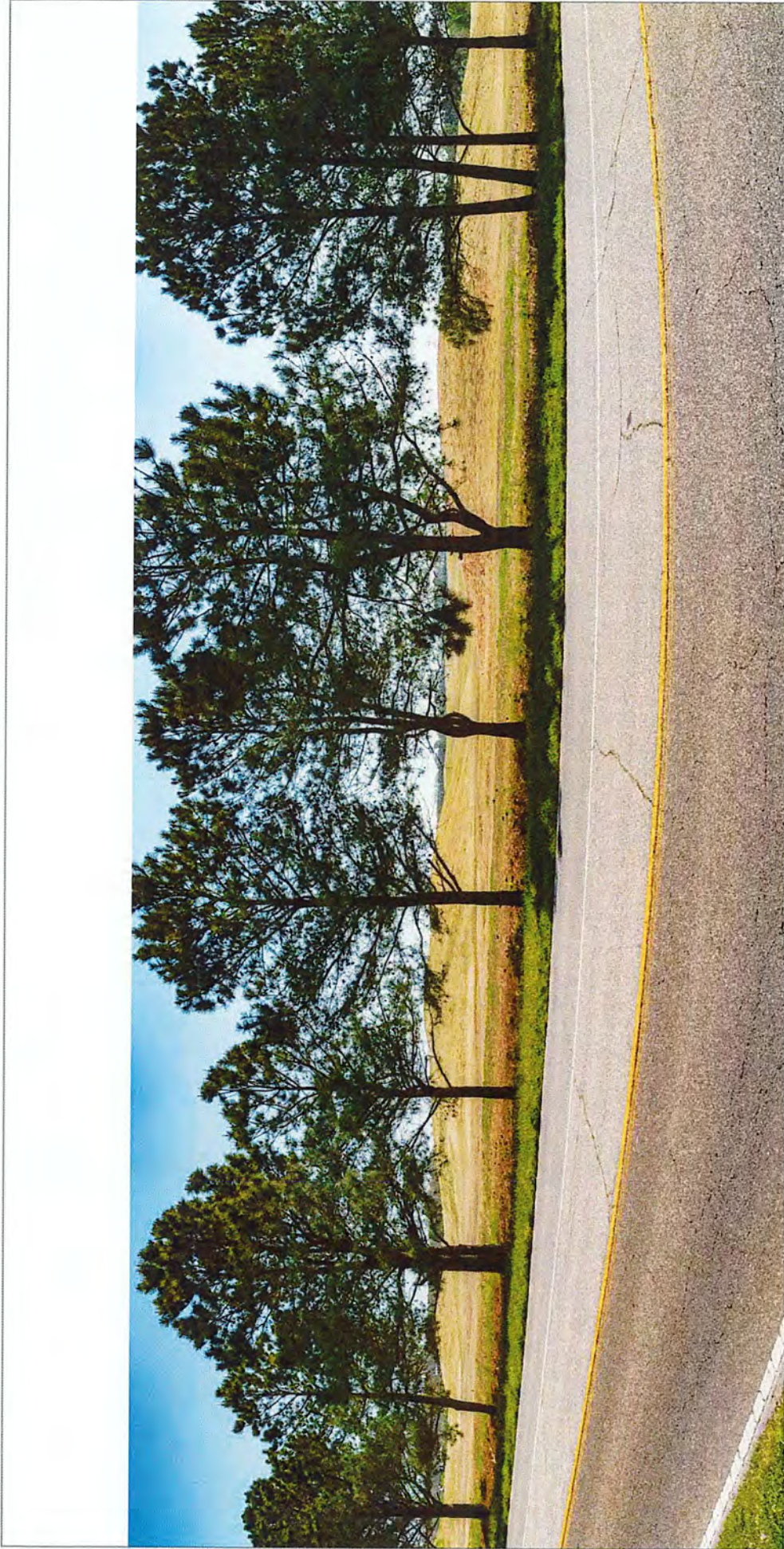


Figure 168: Aerial photograph depicting land use and photo view for 131-5071.

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Existing View

Attachment 6: Photosimulations

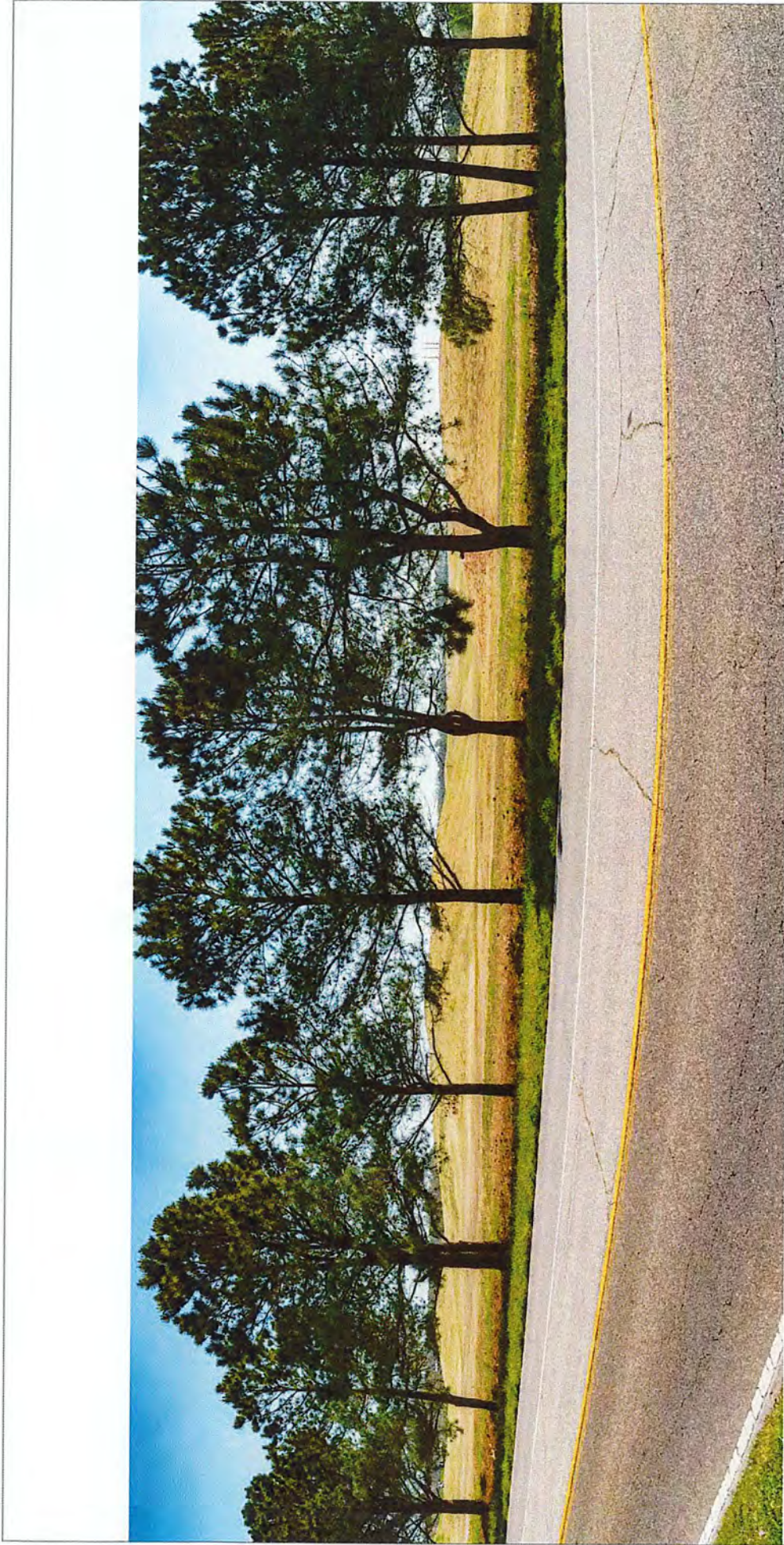


Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 169:
 Viewpoint SP15a - HF Hybrid Route
 On Centerville Turnpike east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 90 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 3962 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

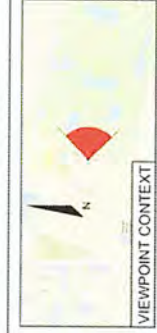


Figure 170:
Viewpoint SP15a - HF Hybrid Route
 On Centerville Turnpike east of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394102E 4061222N
 View Direction: 195 degrees
 Viewpoint Elevation: 20 feet
 Distance to Route: 855 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 171:
Viewpoint SP15b - HF Hybrid Route
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis Coastal
Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone: 18N
 View Direction: 394.102E
 Viewpoint Elevation: 195 degrees
 Distance to Route: 20 feet
 Horizontal Field of View: 856 feet
 50 degrees

Date of Photography: 6th April, 2021 10:53
 Camera: Nikon D860
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 172:
Viewpoint SP15b - HF Hybrid Route
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis Coastal
Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394378E -4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 173:
Viewpoint SP17 - HF Hybrid Route
 On Whittemore Road south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Hybrid Route

Attachment 6: Photosimulations

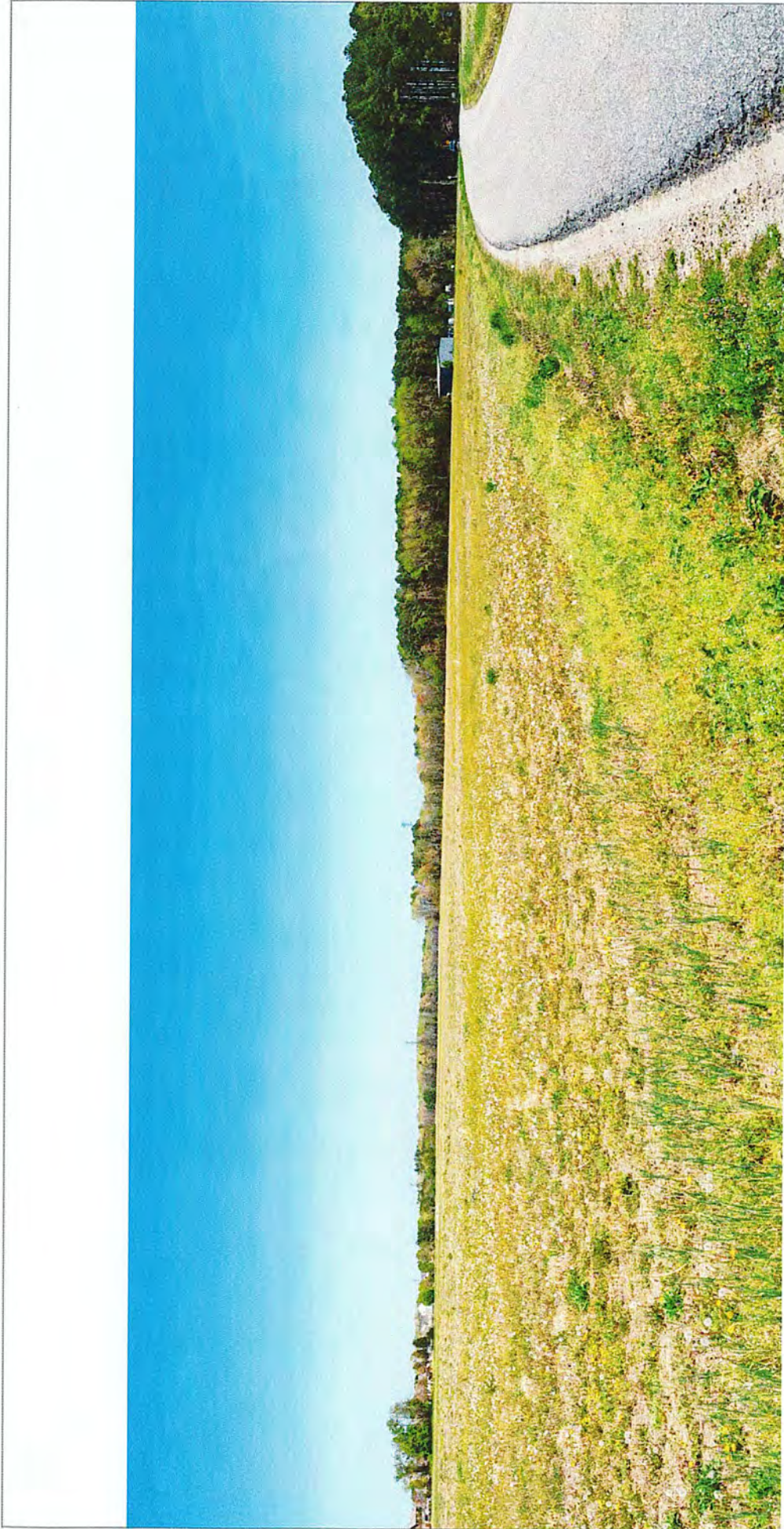


Viewpoint Location UTM Zone 18N: 394378E 4061514N
 View Direction: 140 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 2255 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 174:
Viewpoint SP17 - HF Hybrid Route
 On Whittemore Road south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

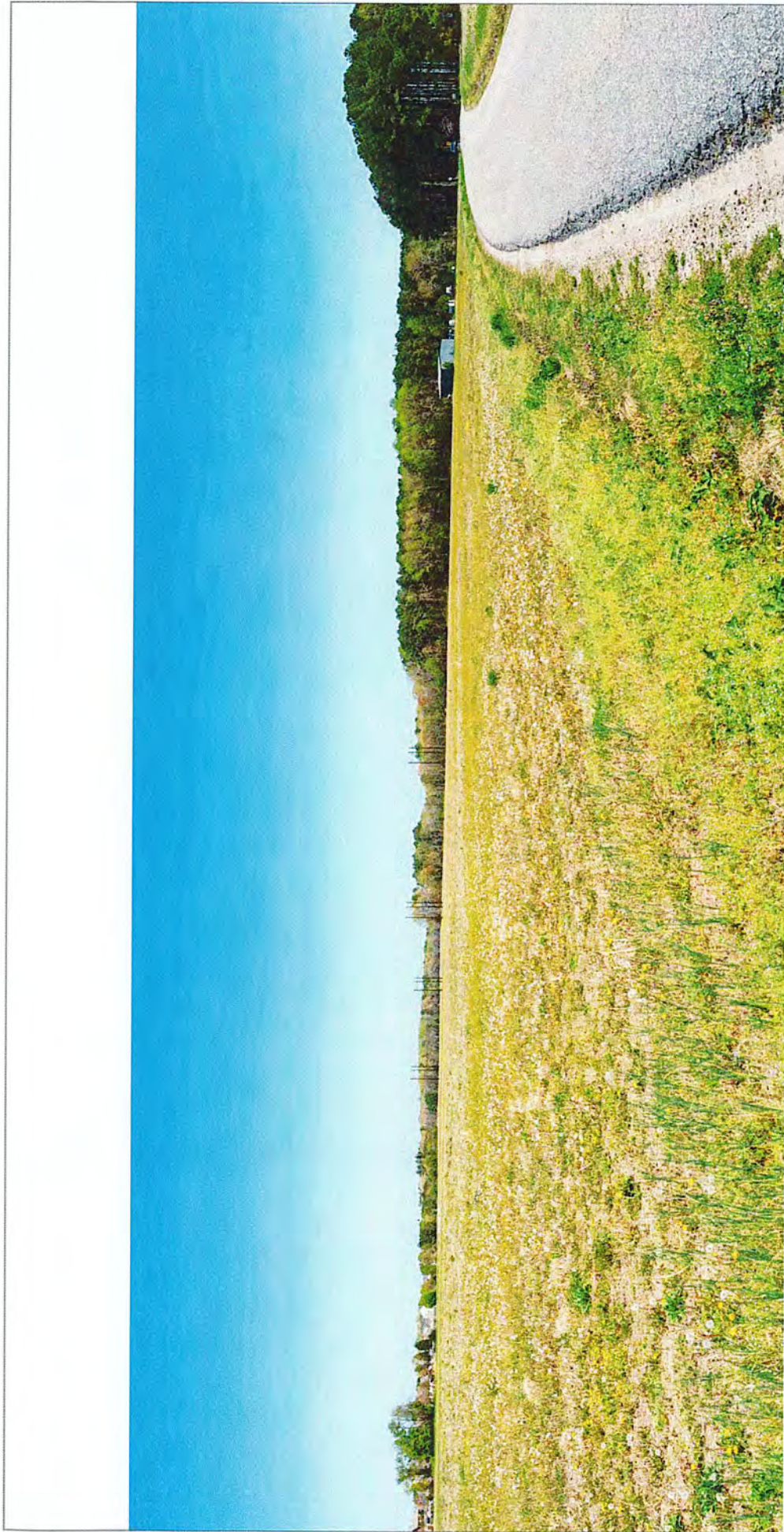


Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 175:
 Viewpoint SP18 - HF Hybrid Route
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Hybrid Route

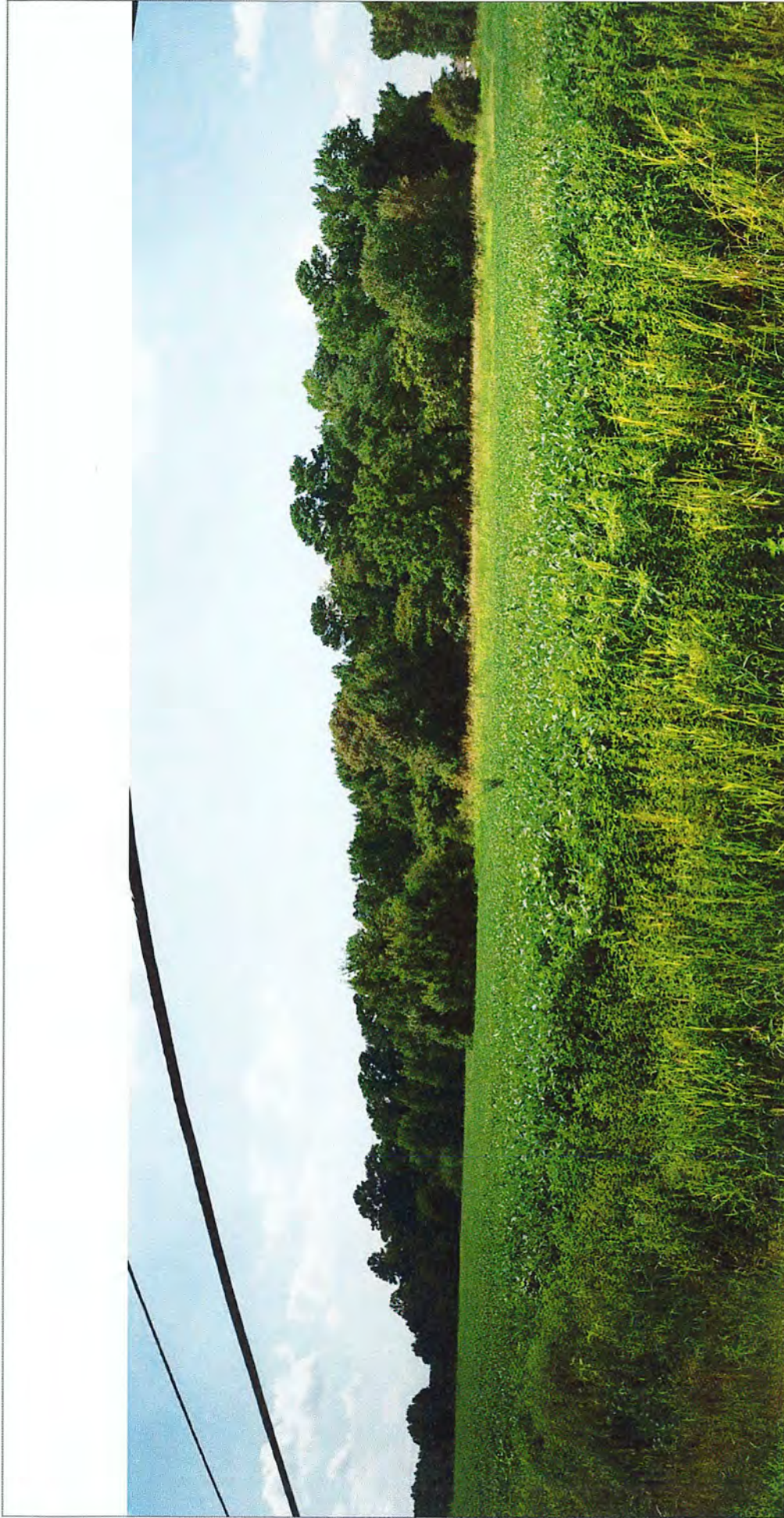


Viewpoint Location UTM Zone 18N: 394749E 4062435N
 View Direction: 66 degrees
 Viewpoint Elevation: 23 feet
 Distance to Route: 2409 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 176:
 Viewpoint SP18 - HF Hybrid Route
 On Blue Ridge Road east of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 177:
Viewpoint SP35 - HF Hybrid Route
 On Centerville Turnpike south of 131-5071
Pre-Application Analysis Coastal Virginia Offshore Wind



Photomontage showing proposed route - HF Hybrid Route

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 394107E 4061242N
 View Direction: 266 degrees
 Viewpoint Elevation: 19 feet
 Distance to Route: 685 feet
 Horizontal Field of View: 90 degrees

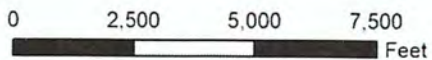
Date of Photography: 27th August 2021 2:30pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 178:
 Viewpoint SP35 - HF Hybrid Route
 On Centerville Turnpike south of 131-5071
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



1:46,229

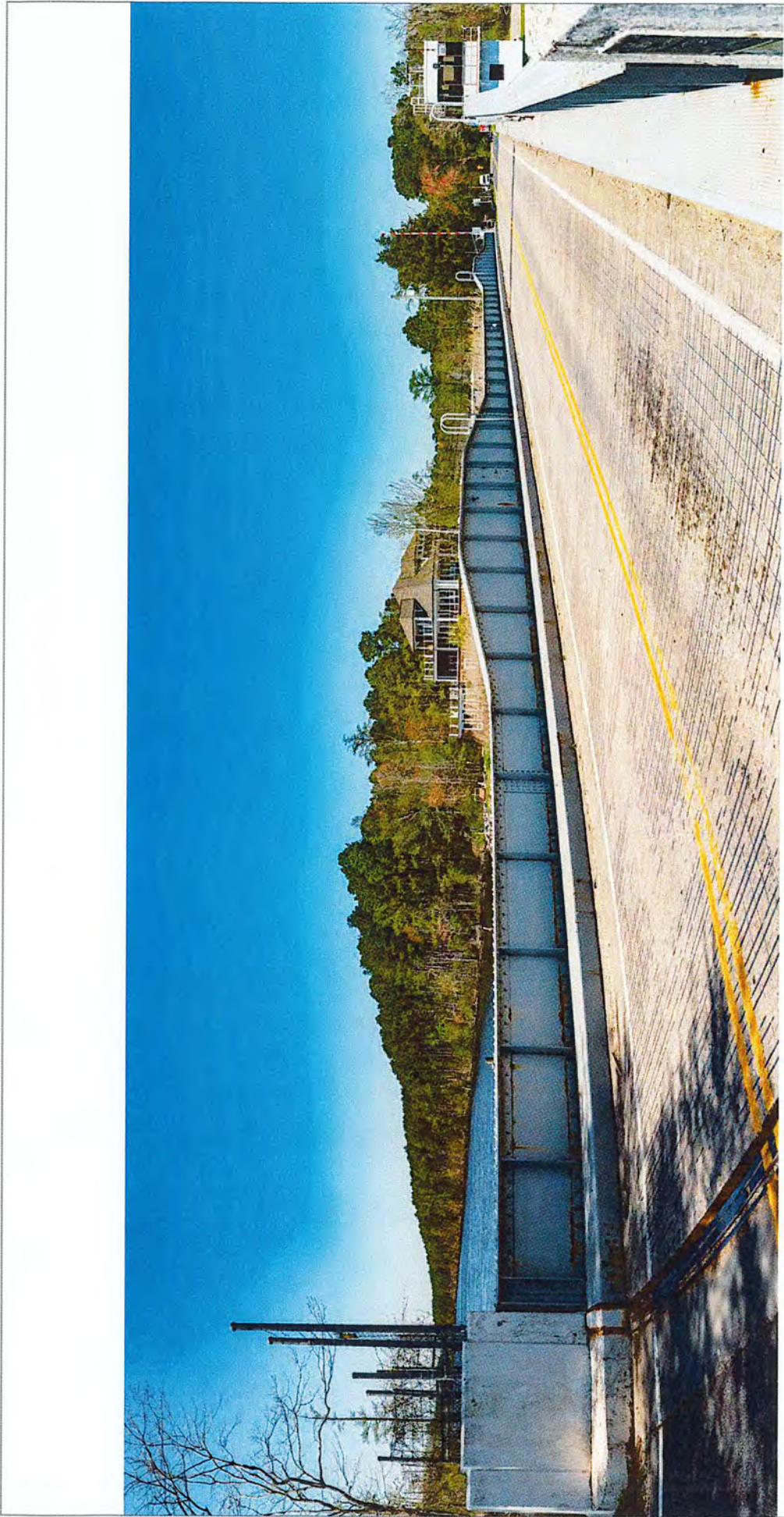


- Architecture Resource
- Photo Point
- HF Hybrid Route



Figure 179: Aerial photograph depicting land use and photo view for 131-5333.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 180:
Viewpoint SP19 - HF Hybrid Route
 On Mt. Pleasant Road/North Landing
 Road bridge- 131-0044 and 131-5333
**Pre-Application Analysis Coastal
 Virginia Offshore Wind**



Attachment 6: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 401739E 4064096N
 View Direction: 336 degrees
 Viewpoint Elevation: 10 feet
 Distance to Route: 2915 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet

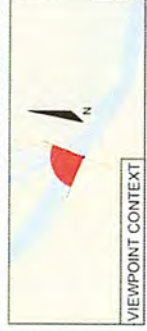


Figure 181:
Viewpoint SP19 - HF Hybrid Route
 On Mt. Pleasant Road/North Landing
 Road bridge- 131-0044 and 131-5333
Pre-Application Analysis Coastal
Virginia Offshore Wind

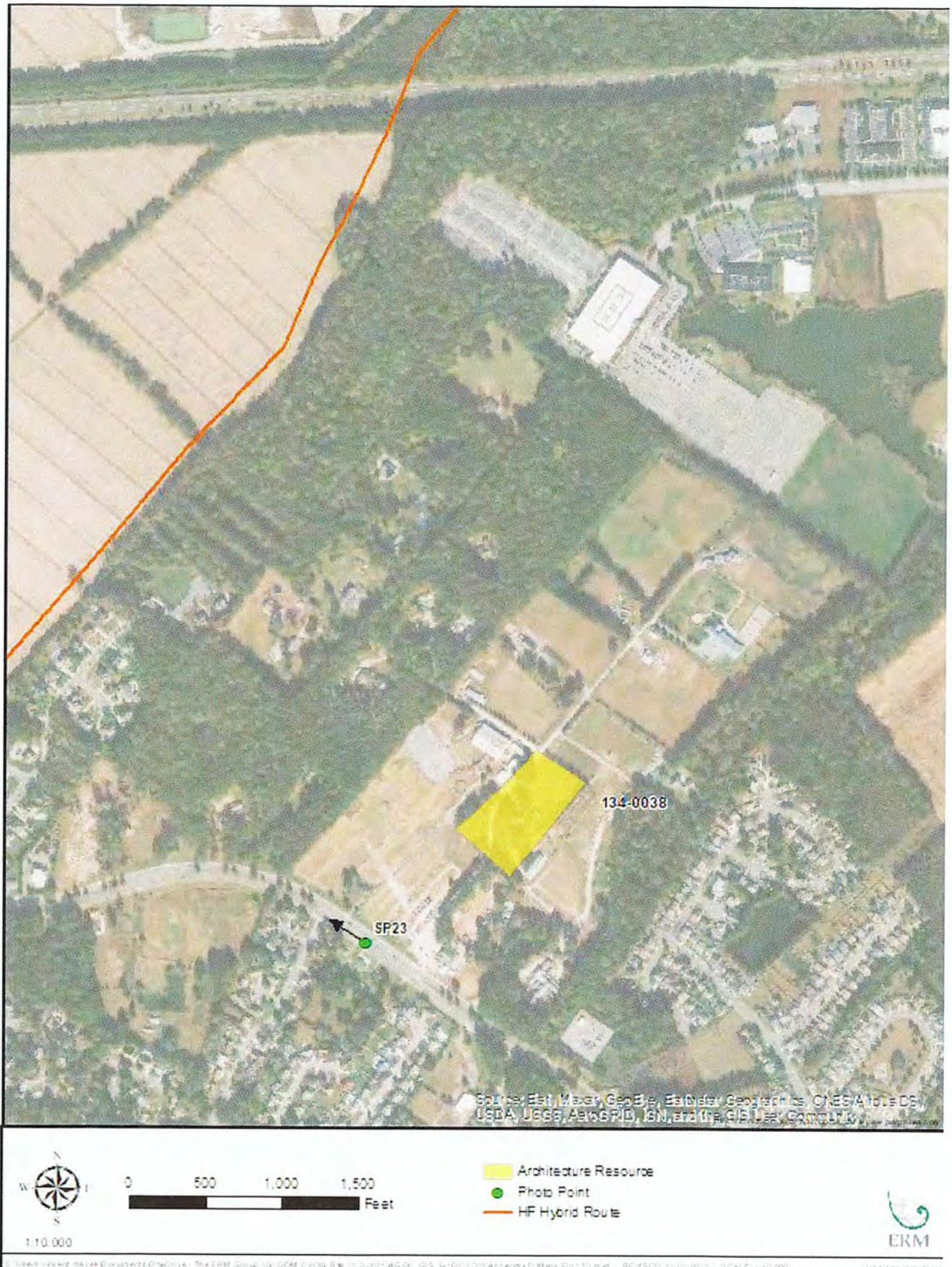


Figure 182: Aerial photograph depicting land use and photo view for 134-0038.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 183:
 Viewpoint SP23a - HF Hybrid Route
 On London Bridge Road southwest of 134-003B
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Photomontage showing proposed route - HF Hybrid Route

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 242 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 184:
 Viewpoint SP23a - HF Hybrid Route
 On London Bridge Road southwest of 134-0038
 Pre-Application Analysis Coastal
 Virginia Offshore Wind



Existing View

Attachment 6: Photosimulations

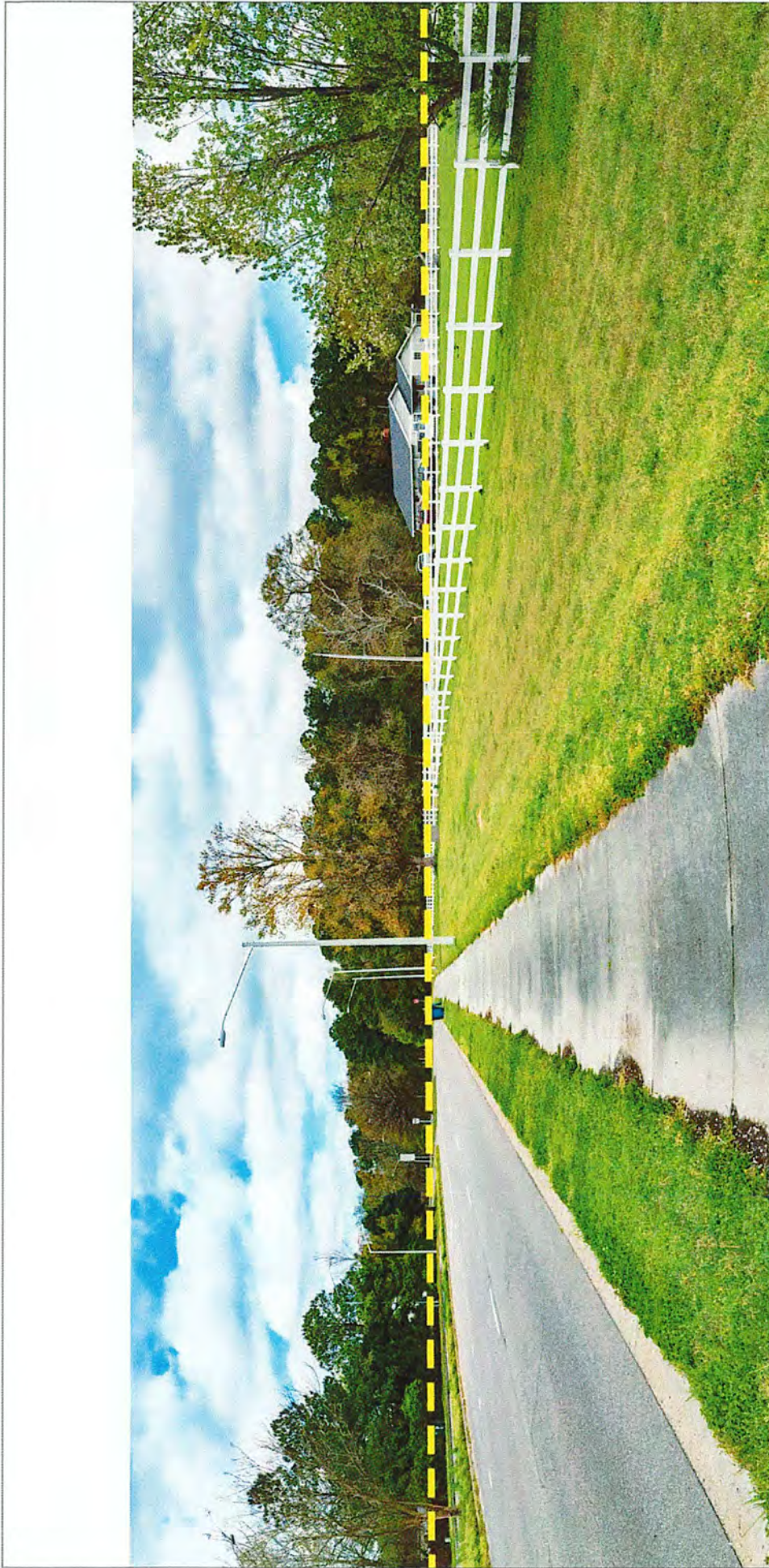


Viewpoint Location: 408678E 4070209N
 View Direction: 317 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 185:
Viewpoint SP23b - HF Hybrid Route
 On sidewalk next to London Bridge Road
 (Looking Northwest) - 134-0038
Pre-Application Analysis Coastal
Virginia Offshore Wind



Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)

Attachment 6: Photosimulations



Viewpoint Location UTM Zone 18N: 408678E 4070209N
 View Direction: 317°
 Viewpoint Elevation: 16 feet
 Distance to Route: 3490 feet
 Horizontal Field of View: 90 degrees

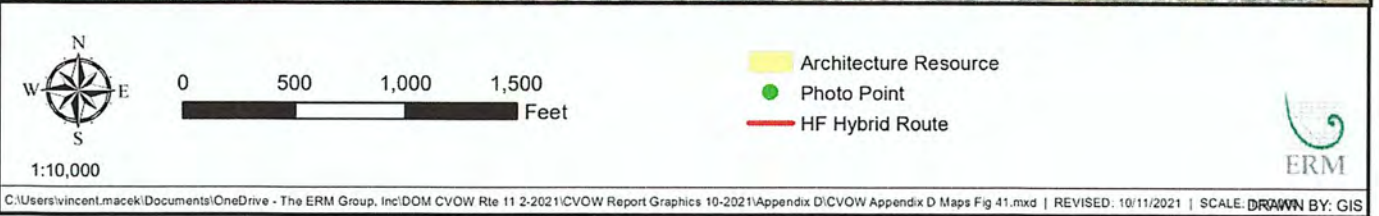
Date of Photography: 2nd April 2021 10:03
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 186:
Viewpoint SP23b - HF Hybrid Route
 On sidewalk next to London Bridge Road
 (Looking Northwest)
Pre-Application Analysis Coastal
Virginia Offshore Wind



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *For review purposes only.*



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Figure 187: Aerial photograph depicting land use and photo view for 134-0072.

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Existing View

Attachment 6: Photosimulations



Viewpoint Location UTM Zone: 18N: 4059360E -4069349N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 188:
Viewpoint SP24 - HF Hybrid Route
 On Hammer Stone Court north of 134-0072
Pre-Application Analysis Coastal Virginia Offshore Wind



Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)

Attachment 6: Photosimulations

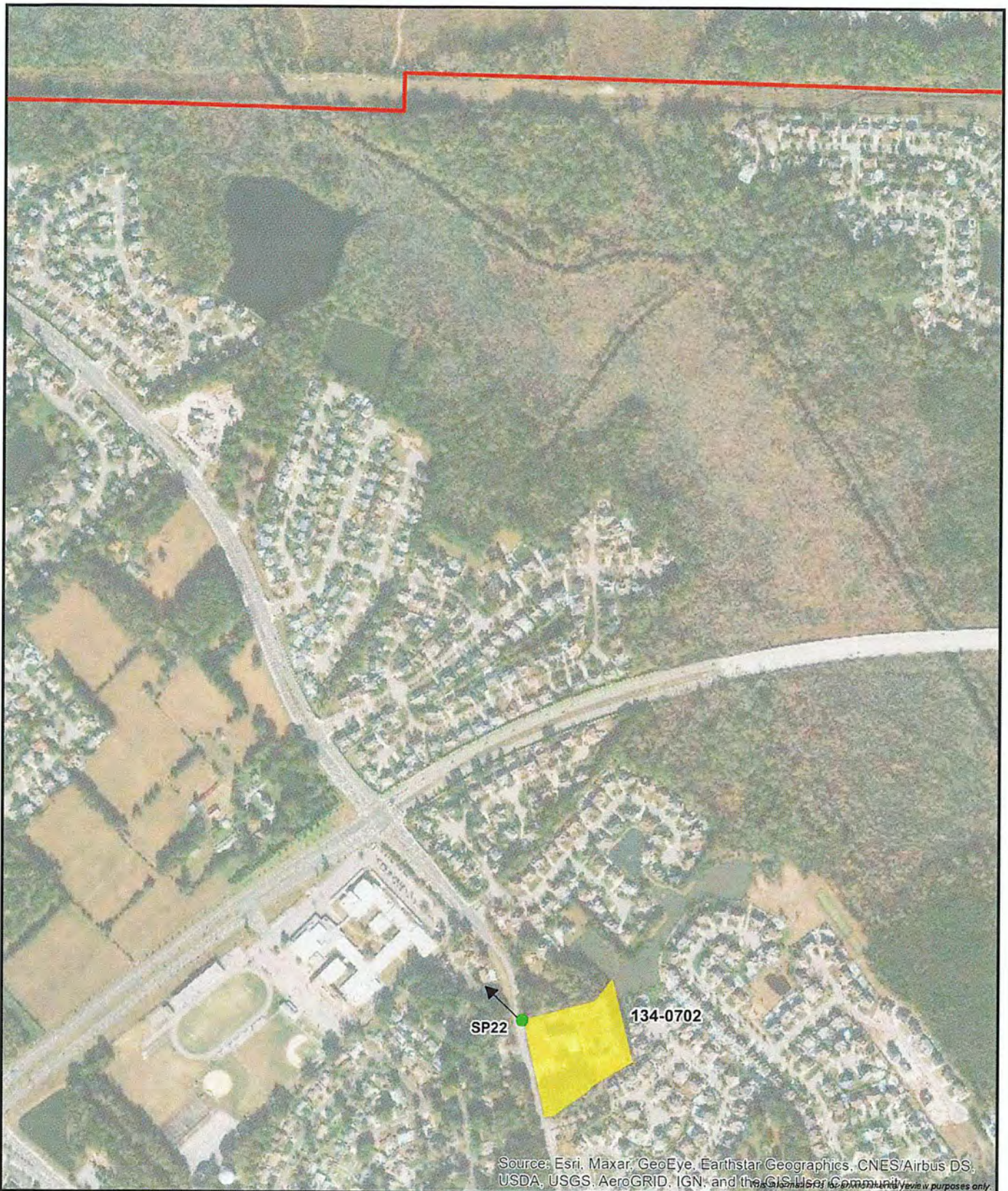


Viewpoint Location UTM Zone 18N: 405560E 4066348N
 View Direction: 5 degrees
 Viewpoint Elevation: 16 feet
 Distance to Route: 1587 feet
 Horizontal Field of View: 90 degrees

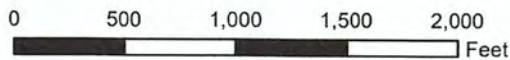
Date of Photography: 2nd April 2021 11:17am
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 189:
Viewpoint SP24 - HF Hybrid Route
 On Hammer Stone Court north of 134-0072
Pre-Application Analysis Coastal Virginia Offshore Wind



1:10,030



- Architecture Resource
- Photo Point
- HF Hybrid Route



Figure 190: Aerial photograph depicting land use and photo view for 134-0702.

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Attachment 6: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 406130E -4068764N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4690 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



VIEWPOINT CONTEXT

Figure 191:
Viewpoint SP22 - HF Hybrid Route
 On Holland Road west of 134-0702
Pre-Application Analysis Coastal Virginia Offshore Wind



Attachment 6: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

Viewpoint Location UTM Zone 18N: 406130E 4068784N
 View Direction: 317 degrees
 Viewpoint Elevation: 13 feet
 Distance to Route: 4890 feet
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 2:16pm
 Camera: Nikon D800
 Lens: Nikkor 50mm 1.4
 Camera Height: 5 feet



Figure 192:
 Viewpoint SP22 - HF Hybrid Route
 On Holland Road west of 134-0702
 Pre-Application Analysis Coastal
 Virginia Offshore Wind

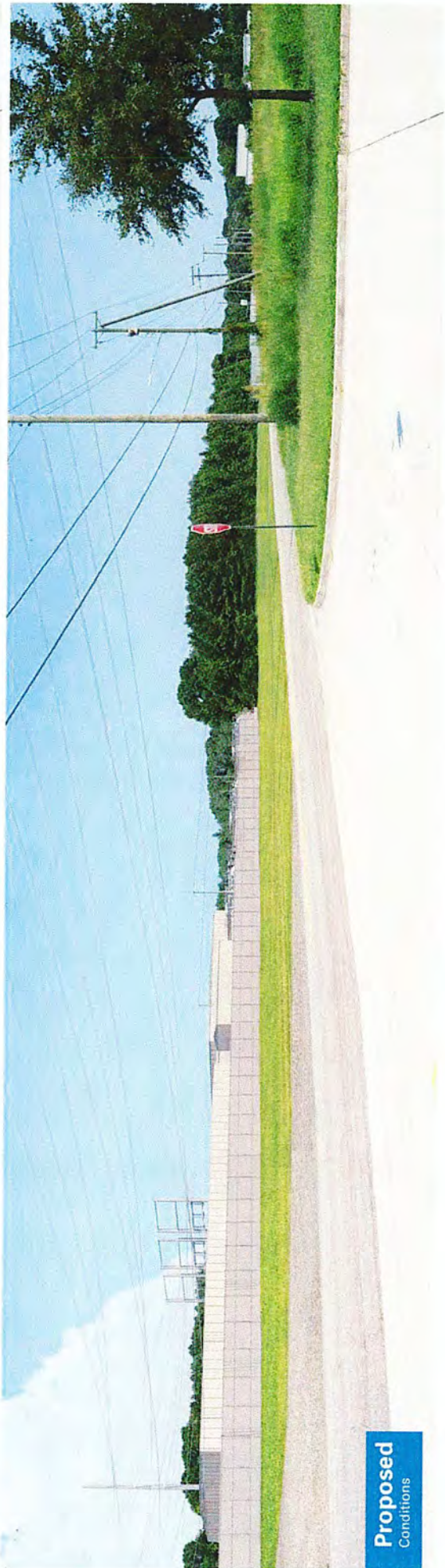


APPENDIX I VISUAL SIMULATIONS

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Existing
Conditions



Proposed
Conditions



Proposed Landing Site to
Harpers Road Substation

- Route 1
- Route 2
- Route 5
- Photo Simulation Location



Existing
Conditions



Proposed
Conditions



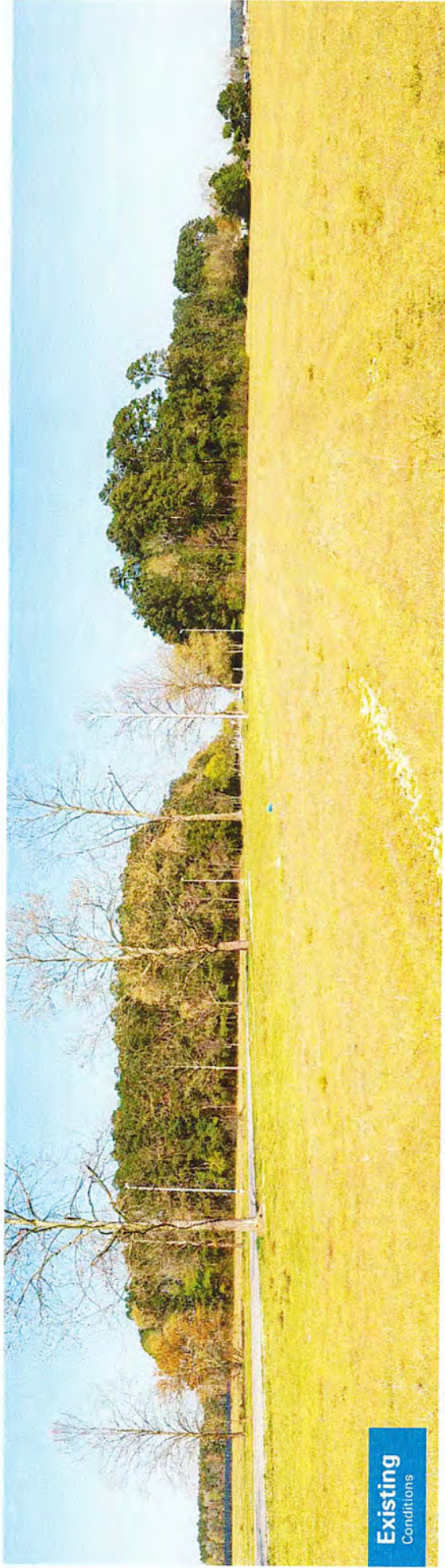
Coastal Virginia
Offshore Wind

Figure I-2
Photo Simulation KOP 4a
Route: Dam Neck Route Variation

Date: 04/07/2021
Time: 8:26 am
Viewing Direction: West
Aspect Ratio: 3:6:1 Panoramic



- Route 1
- Route 2
- Route 5
- Dam Neck Variation
- Photo Simulation Location



Existing
Conditions



Proposed
Conditions





Existing
Conditions



Proposed
Conditions



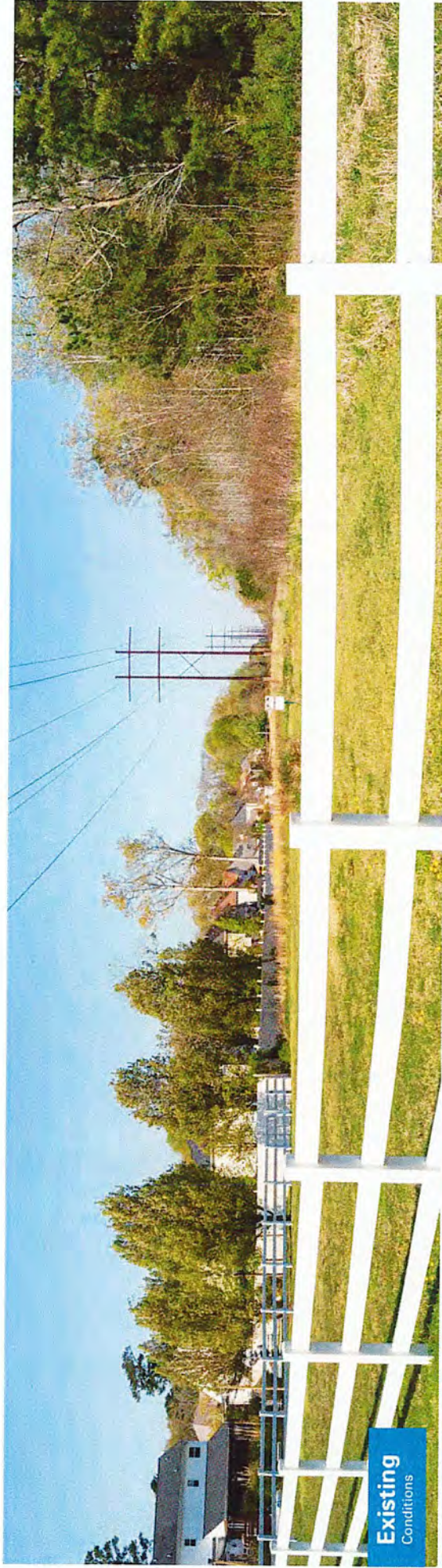
Coastal Virginia
Offshore Wind

Figure I-4
Photo Simulation KOP 5
Routes: 1, 2, 5

Date: 04/07/2021
Time: 8:42 am
Viewing Direction: West
Aspect Ratio: 3.6:1 Panoramic



- Route 1
- Route 2
- Route 5
- Photo Simulation Location



Existing
Conditions



Proposed
Conditions



Coastal Virginia
Offshore Wind

Figure I-5
Photo Simulation KOP 5
Route: Dam Neck Route Variation

Date: 04/07/2021
Time: 8:42 am
Viewing Direction: West
Aspect Ratio: 3.6:1 Panoramic

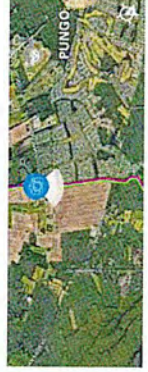


- Route 1
- Route 2
- Route 5
- Dam Neck Variation
- Photo Simulation Location



Figure I-6
Photo Simulation KOP 6
Routes: 5, Line #2085 Route Variation

Date: 04/07/2021
Time: 9:11 am
Viewing Direction: South
Aspect Ratio: 2:1:1 Panoramic





Existing
Conditions



Proposed
Conditions



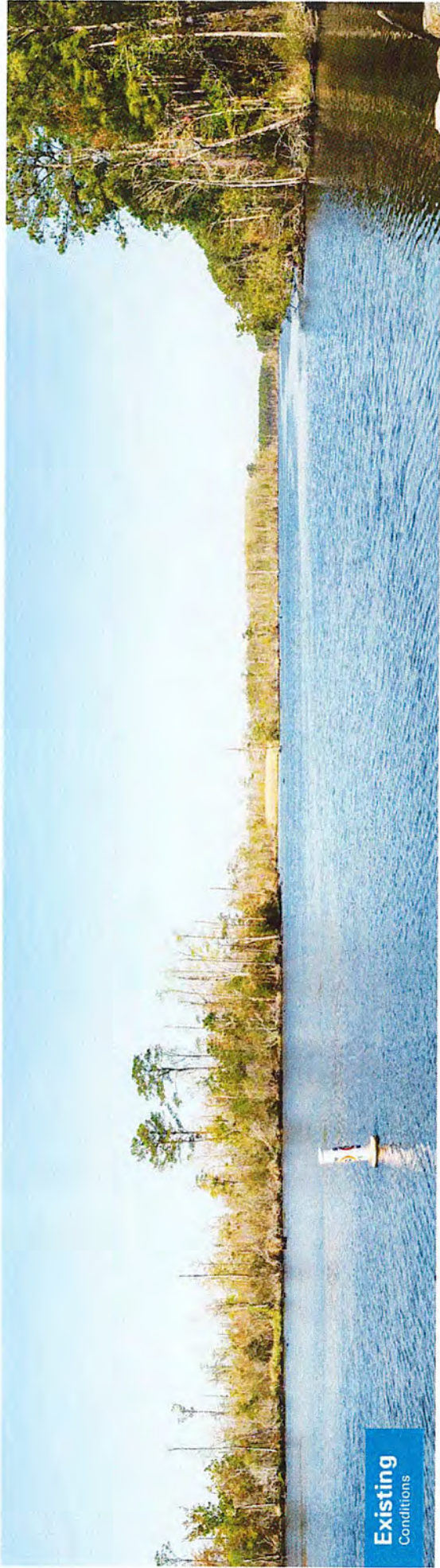
Coastal Virginia
Offshore Wind

Date: 04/07/2021
Time: 9:27 am
Viewing Direction: North
Aspect Ratio: 3.6:1 Panoramic

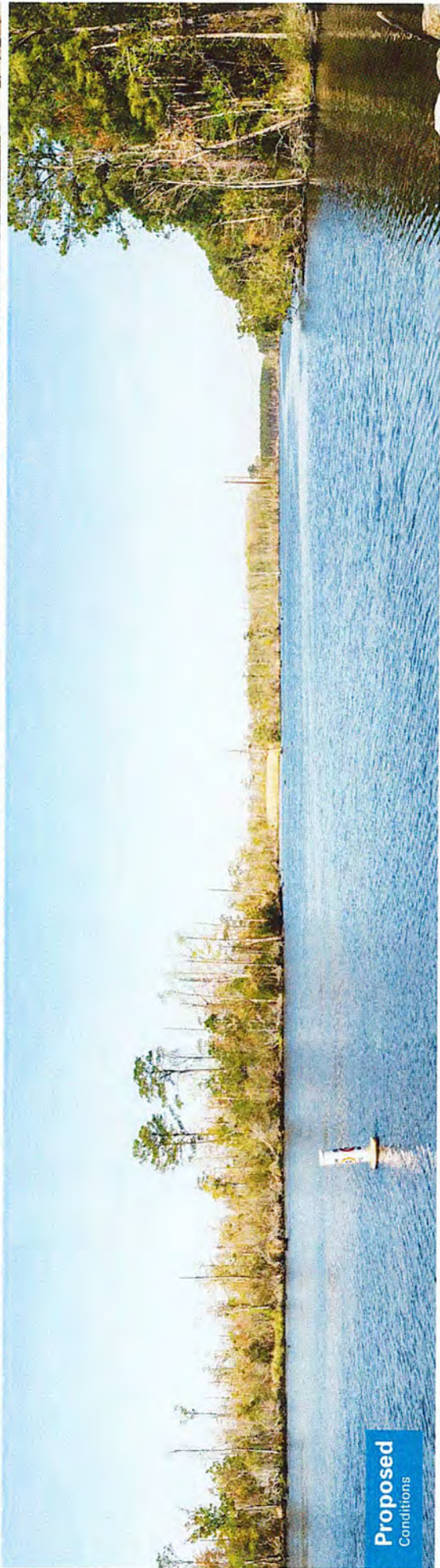
Figure I-7
Photo Simulation KOP 7
Routes: 5, Line #2085 Route Variation



Route 5
Line 2085 Route Variation
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



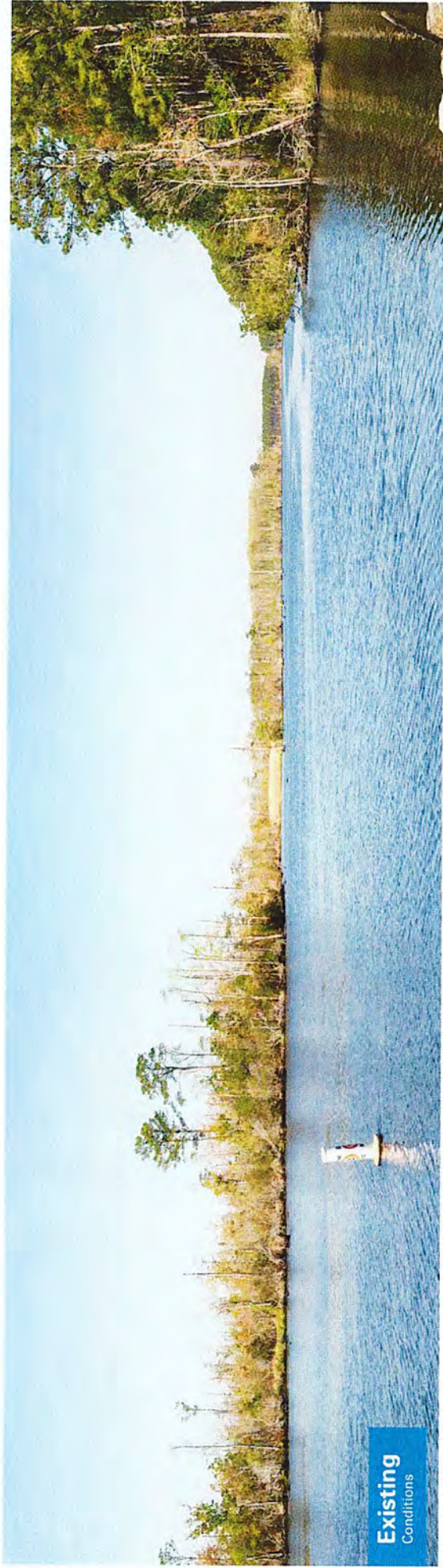
Coastal Virginia
Offshore Wind

Figure I-8
Photo Simulation KOP 8a
Route: 2

Date: 04/07/2021
Time: 9:55 am
Viewing Direction: Northwest
Aspect Ratio: 3.6:1 Panoramic



Route: 2
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



**Coastal Virginia
Offshore Wind**

**Figure I-9
Photo Simulation KOP 8a
Route: Line #2085 Route Variation**

Date: 04/07/2021
Time: 9:55 am
Viewing Direction: Northwest
Aspect Ratio: 3.0:1 Panoramic



Route 2
Line 2085 Route Variation
Photo Simulation Location



Existing
Conditions



Proposed
Conditions







Existing
Conditions



Proposed
Conditions



**Coastal Virginia
Offshore Wind**

**Figure I-12
Photo Simulation KOP 10
Routes: All**

Date: 04/07/2021
Time: 10:55 am
Viewing Direction: East
Aspect Ratio: 3.6:1 Panoramic



- Route 1
- Route 2
- Route 5
- Hydral Route Overhead
- Existing Features Substation
- Proposed Substation Expansion
- Photo Simulation Location



Figure I-13
Photo Simulation KOP 11
Routes: 1, Hybrid

Date: 04/07/2021
Time: 1:13 pm
Viewing Direction: South
Aspect Ratio: 3.6:1 Panoramic



Route 1
Hybrid Route (Overhead)
Hybrid Route (Underground)
Photo Simulation Location



Coastal Virginia
Offshore Wind

Figure I-14
Photo Simulation KOP 11
Route: 2

Date: 04/07/2021
Time: 1:13 pm
Viewing Direction: South
Aspect Ratio: 3.6:1 Panoramic



Route 2
Photo Simulation Location



Coastal Virginia
Offshore Wind

Figure I-15
Photo Simulation KOP 11
Route : 5, Line #2085 Route Variation

Date: 04/07/2021
Time: 1:13 pm
Viewing Direction: South
Aspect Ratio: 3.6:1 Panoramic



Route 5
Line 2085 Route Variation
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



Coastal Virginia
Offshore Wind

Figure I-16
Photo Simulation KOP 12
Routes: 1, Hybrid

Date: 04/07/2021
Time: 1:44 pm
Viewing Direction: East
Aspect Ratio: 3.6:1 Panoramic



Route 1
Hybrid Route (Overhead)
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



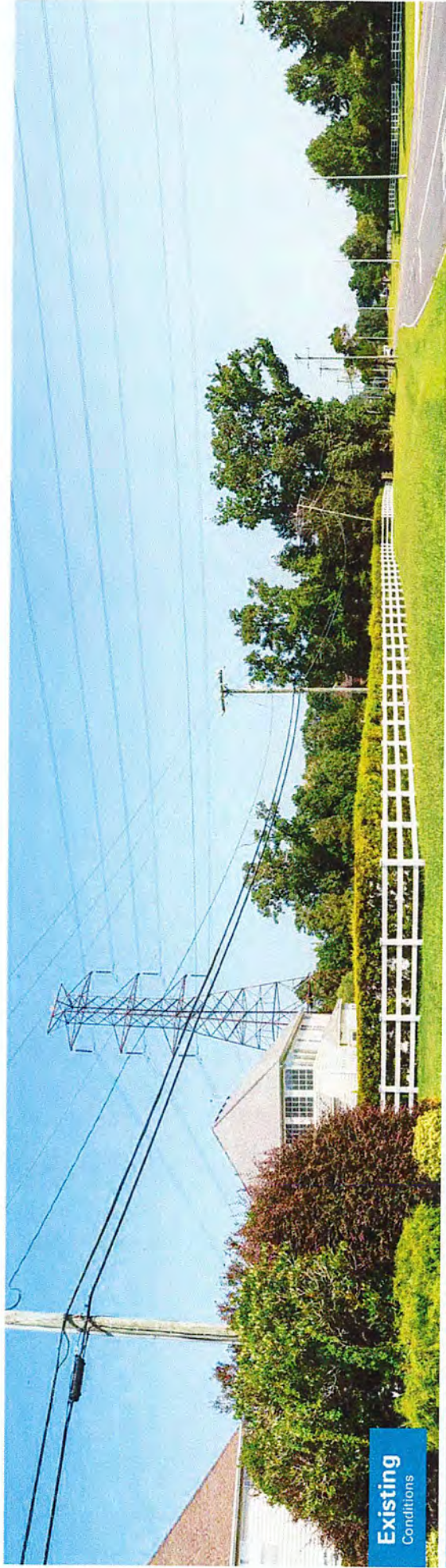
Coastal Virginia
Offshore Wind

Figure I-17
Photo Simulation KOP 13
Routes: 1, Hybrid

Date: 04/07/2021
Time: 2:08 pm
Viewing Direction: Southwest
Aspect Ratio: 3:6:1 Panoramic



Route 1
Hybrid Route (Overhead)
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



Date: 08/25/2021
Time: 2:30 pm
Viewing Direction: Southeast
Aspect Ratio: 3.6:1 Panoramic

Figure I-18
Photo Simulation KOP 14a
Routes: 1, Hybrid

Route 1
Hybrid Route (Overhead)
Photo Simulation Location



Date: 08/25/2021
 Time: 2:30 pm
 Viewing Direction: Southwest
 Aspect Ratio: 3.6:1 Panoramic

Figure I-19
 Photo Simulation KOP 14b
 Routes: 1, Hybrid

Coastal Virginia
Offshore Wind

Dominion Energy
 Actions Speak Louder

Route 1
 Hybrid Route (Overhead)
 Photo Simulation Location



Actions Speak Louder

Coastal Virginia
Offshore Wind

Figure I-20
Photo Simulation KOP 15
Route: 2

Date: 04/07/2021
Time: 12:35 pm
Viewing Direction: North
Aspect Ratio: 3:6:1 Panoramic



Route: 2
Photo Simulation Location



Existing
Conditions



Proposed
Conditions



Coastal Virginia
Offshore Wind

Figure I-21
Photo Simulation KOP 17
Routes: 1, 2, Hybrid

Date: 04/07/2021
Time: 12:13 pm
Viewing Direction: South
Aspect Ratio: 3.0:1 Panoramic



- Route 1
- Route 2
- Hybrid Route (Overhead)
- Photo Simulation Location

APPENDIX J ENVIRONMENTAL JUSTICE SCREENING REPORT

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Energy**
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Energy**®

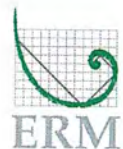
Environmental Justice Screening Report

Coastal Virginia Offshore Wind Commercial
Project

November 2021

Project No.: 0522898

The business of sustainability



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Signature Page

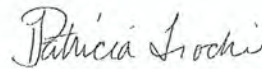
November 2021

Environmental Justice Screening Report

Coastal Virginia Offshore Wind Commercial Project



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CONTENTS

1.	PROJECT INTRODUCTION	1
1.1	Report Structure	2
2.	METHODOLOGY	2
3.	DESKTOP RESULTS	4
3.1	Cable Landing to Harpers Route	4
3.2	Harpers to Fentress Route 1	6
3.3	Harpers to Fentress Route 2	8
3.4	Harpers to Fentress Route 5	10
3.5	Harpers to Fentress Hybrid Route	12
3.6	Dam Neck Route Variation	14
3.7	Line #2085 Route Variation	16
4.	POTENTIALLY AFFECTED COMMUNITIES	17
5.	OUTREACH	19
6.	ANALYSIS	29
6.1	Routing Opportunities	29
6.2	Visual Impacts	31
6.3	Environmental Impacts	31
6.4	Property Values	32
6.5	Health	32
6.6	Training and Job Opportunities	33
6.7	Construction Activities	33
7.	SUMMARY	34
8.	REFERENCES	35

APPENDIX A FIGURES

- Figure 3.1-1: Identified Environmental Justice Populations in Census Block Groups – Cable Landing to Harpers Route
- Figure 3.2-1: Identified Environmental Justice Populations in Census Block Groups – Harpers to Fentress Route 1
- Figure 3.3-1: Identified Environmental Justice Populations in Census Block Groups – Harpers to Fentress Route 2
- Figure 3.4-1: Identified Environmental Justice Populations in Census Block Groups – Harpers to Fentress Route 5
- Figure 3.5-1: Identified Environmental Justice Populations in Census Block Groups – Harpers to Fentress Hybrid Route
- Figure 3.6-1: Identified Environmental Justice Populations in Census Block Groups – Dam Neck Route Variation
- Figure 3.7-1: Identified Environmental Justice Populations in Census Block Groups – Line #2085 Route Variation
- Figure 5-1: Potentially Affected Communities
- Figure 6.2-1: Key Observation Points

List of Tables

Table 3.1-1 Environmental Justice Demographic Indicators Cable Landing to Harpers Route..... 5
Table 3.2-1 Environmental Justice Demographic Indicators Harpers to Fentress Route 1 7
Table 3.3-1 Environmental Justice Demographic Indicators Harpers to Fentress Route 2 9
Table 3.4-1 Environmental Justice Demographic Indicators Harpers to Fentress Route 5 11
Table 3.5-1 Environmental Justice Demographic Indicators Harpers to Fentress Hybrid Route 13
Table 3.6-1 Environmental Justice Demographic Indicators Dam Neck Route Variation..... 15
Table 3.7-1 Environmental Justice Demographic Indicators Line #2085 Route Variation..... 16
Table 4-1 Populations of Color and Low-Income Block Groups in the Analysis Area 18
Table 5-1 Potential Environmental Justice Communities and Proximity to Alternative
Transmission Line Route 22
Table 5-2 Summary of Enhanced Outreach to Potentially Affected EJ Communities in Proximity to
Alternative Transmission Line Routes 25

Acronyms

AME	African Methodist Episcopal Church
CBG	census block group
CEQ	Council on Environmental Quality
CLH	Cable Landing to Harpers
EJ	environmental justice
EMF	electromagnetic fields
EPA	Environmental Protection Agency
ERM	Environmental Resources Management
HF	Harpers to Fentress
KOP	Key Observation Points
MP	milepost
NAACP	National Association for the Advancement of Colored People
NAS	Naval Air Station
OCS	Outer Continental Shelf
SMR	State Military Reservation
USCB	U.S. Census Bureau
USN	U.S. Navy
VCEA	Virginia Clean Economy Act of 2020
VEJA	Virginia Environmental Justice Act

1. PROJECT INTRODUCTION

Dominion is proposing to construct and operate the Coastal Virginia Offshore Wind Commercial Project, a commercial offshore wind generating facility and associated infrastructure that would connect the facility to the electric transmission grid in Hampton Roads, Virginia. The wind generating facility would be built within the Commercial Lease of Submerged Lands for Renewable Energy Development on the Outer Continental Shelf (OCS) Offshore Virginia (Lease No. OCS-A-0483), approximately 27 miles east of the City of Virginia Beach, Virginia. An offshore subsea transmission line would be built from the wind generating facility to the shoreline of Virginia Beach, coming ashore east of Lake Christine in the Virginia State Military Reservation (SMR) at the Cable Landing Location, near the U.S. Navy's (USN) Dam Neck Annex. From this location, an onshore underground transmission line would be built to a point near Harpers Road in the City of Virginia Beach.

A single underground route alternative was identified for the proposed transmission lines between the Cable Landing Location and a point near Harpers Road in the City of Virginia Beach, which is one of two potential sites for a proposed new switching station. This segment is referred to as the Cable Landing to Harpers (CLH) Route. ERM identified three overhead route alternatives and one hybrid route alternative for the transmission line between this point in Virginia Beach and Dominion's existing Fentress Substation in the City of Chesapeake; these are referred to as Harpers to Fentress (HF) Routes 1, 2, and 5, and the HF Hybrid Route. HF Routes 1, 2, and 5 would each require a switching station at the point near Harpers Road (Harpers Switching Station) whereas the HF Hybrid Route would require a switching station at an alternate site near Princess Anne Road (Chicory Switching Station). Both potential switching station sites are located in the City of Virginia Beach. The Harpers Switching Station is located on USN lands at NAS Oceana and the Chicory Switching Station is located on private lands. ERM additionally identified and evaluated two route variations, the Dam Neck Route Variation and Line #2085 Route Variation. These facilities are referred to as the Virginia Facilities in this report.

This desktop environmental justice (EJ) screening report addresses the CLH Route and potential route alternatives for the onshore transmission line between Harpers Switching Station and Fentress Substation: the overhead HF Routes 1, 2 and 5, the overhead/underground HF Hybrid Route; and two route variations, including the Dam Neck Route Variation and the Line #2085 Route Variation.

The goals of this report include:

- Through a desktop review, identify populations within the analysis area of the CLH Route; HF Routes 1, 2 and 5, HF Hybrid Route, the Dam Neck Route Variation and Line #2085 Route Variation that are potential environmental justice communities;
- Provide an overview of the deliberate and meaningful outreach with potential environmental justice communities that has been completed, as well as, the ground truthing that has occurred following the desktop review; and
- Assess potential impacts on EJ communities to determine if implementation along the routes could result in disproportionately high and adverse environmental effects on these populations.

ERM completed the desktop screening review based on the following assumptions:

- This review exercise is meant to identify potential EJ populations based on available U.S. Census Bureau (USCB) data and the Environmental Protection Agency (EPA) EJSCREEN tool;
- The census block group (CBG) was selected as the appropriate geographic unit for analysis for purposes of determining whether EJ populations are in the area that may feel the effects of

construction or operation because they are small geographic entities used as a proxy for neighborhoods;

- The analysis area of the affected environment includes all CBGs crossed by and within 1 mile of each route centerline; and
- The desktop review complies with federal and state regulations, and Dominion's stakeholder outreach program and EJ policy;
- The current analysis is based on the routes described above. If these routes were to change based on Dominion engineering requirements and/or coordination with the private, local, state, and federal landowners, or through regulatory review, the desktop environmental review would be updated as necessary.

1.1 Report Structure

Consistent with the goals and general information noted above, in Section 2 the reader will first find a discussion of the methodology and definitions used. In Section 3, potential EJ Communities are identified in proximity to both the underground and overhead sections of the transmission lines, and for each alternative. Thereafter, in Section 4, identified potential EJ Communities are evaluated to determine if they might be affected by the project alternatives. In Section 5, the report summarizes Dominion's extensive outreach work to ensure that, consistent with the Virginia Environmental Justice Act (VEJA; Va. Code §§ 2.2-234, 2.2-235), potentially affected EJ Communities had access to Dominion personnel and had opportunities to participate in Dominion's review of potential transmission routes, and have their views considered in that process, as well as to have questions answered and learn about other opportunities through which to participate. In Section 6, routing opportunities and potential impacts by type, as identified by EJ Community members and other community members during Dominion's outreach activities are evaluated and discussed, as well as ways to avoid or mitigate such impacts. Finally, Section 7 provides a brief conclusion.

2. METHODOLOGY

The EJ screening of routes discussed in this report follows federal guidance and recommended methodologies outlined by the CEQ and the Federal Interagency Working Group on Environmental Justice and National Environmental Policy Act Committee, as well as definitions provided in the Virginia Environmental Justice Act (Va. Code §§ 2.2-234, 2.2-235).¹ The purpose of conducting the EJ screen is to determine if construction or operation of the transmission line along any of the transmission routes would result in disproportionately high and adverse environmental impacts on populations of color and low-income populations or age communities (i.e., EJ populations). This approach is also consistent with requirements outlined in the Virginia Clean Economy Act of 2020 (VCEA) pertaining to the development of new, or expansion of existing, energy resources or facilities (Va. Code § 56-585.1).

The EJ screening is intended to: (1) determine whether an EJ and/or Sensitive Community may be present, (2) help provide direction for meaningful outreach and inclusion activities; and (3) determine whether the EJ community will bear disproportionate impacts. Dominion's EJ policy is consistent with federal guidelines that also describes a similar process used to conduct an EJ screening.

In identifying potential areas of EJ concern, federal guidelines state that the size of the area surrounding the project selected for the assessment should be an appropriate unit of geographic analysis that does not artificially dilute or inflate the affected population of color. The CBG was used as the primary unit for

¹ The Virginia Environmental Justice Act took effect on July 1, 2020.

analysis in the EJ screening for each alternative because it is the smallest geographic unit for which U.S. Census Bureau demographic data is available. All CBGs crossed by and within a 1-mile radius of the routes were included in the screening area, which is consistent with Dominion's EJ assessment approach.

The Commonwealth of Virginia, as well as cities, were used as reference populations for the desktop review. Demographic data for the Commonwealth were compared to individual CBGs to help identify potential EJ populations. For example, if the reported percentage of population of color within an individual CBG was greater than the percentage of the population of color in Virginia as a whole, a potential EJ population was identified. Data for the independent cities crossed by the routes were also included in the screening as additional reference populations to address regional and local demographic variations. The EPA's environmental justice mapping and screening tool, EJSCREEN, and census data from the USCB 2014-2018 American Community Survey were used to collect CBG, county, and Commonwealth data.

The Commonwealth of Virginia defines a "community in which a majority of the population are people of color" (shortened herein to "population of color") as a group of individuals belonging to one or more of the following racial and ethnic categories: "Black, African American, Asian, Pacific Islander, Native American, other, non-white race, mixed race, Hispanic, Latino or linguistically isolated."² The EJSCREEN's definition of a population of color is analogous to Virginia's definition of population of color but does not include linguistically isolated individuals. However, EJSCREEN includes a demographic indicator for linguistic isolation.

The VEJA a "community of color," as "any geographically distinct area where the population of color, expressed as a percentage of the total population of such area, is higher than the population of color in the Commonwealth expressed as a percentage of the total population of the Commonwealth." It goes on to note that "if a community of color is composed primarily of one of the groups listed in the definition of 'population of color,' the percentage population of such group in the Commonwealth shall be used instead of the percentage population of color in the Commonwealth."³

The Commonwealth's criteria for an identified "community of color" or population of color and what constitutes an EJ population has a lower threshold and is more inclusive than federal guidance.⁴ Therefore, the Commonwealth's criteria was used to identify population of color in this desktop review and reflects the terminology used in this report. Virginia has a population of color of 38 percent, which is largely composed of Black or African American, Hispanic or Latino, and Asian populations. Virginia Beach and Chesapeake have populations of color of 38 percent and 42 percent, respectively, mostly consisting of Black or African American residents. In Tables 3.1-1 through 3.7-1, CBGs whose percentage of population of color exceeds the state average of 38 percent are highlighted in blue.

Federal guidelines recommend using an appropriate poverty threshold and comparing the analysis area to a reference population to identify low-income populations. The Commonwealth of Virginia identifies low-income populations in analysis areas as any CBG in which 30 percent of the population is composed of low-income residents. It defines low-income as "having an annual household income equal to or less than the greater of (i) an amount equal to 80 percent of the median income of the area in which the

² Va. Code § 56-576.

³ Va. Code § 2.2-234.

⁴ According to federal guidelines, a minority population is identified in a given area if the minority population exceeds 50 percent of the total population or has a meaningfully greater minority population than that of the reference population. The EPA EJSCREEN defines a minority population as "all people other than non-Hispanic white-alone individuals." Federal guidelines suggest that an appropriate meaningfully greater threshold for comparison is ten to twenty percentage points greater than the reference population.

household is located, as reported by the Department of Housing and Urban Development, and (ii) 200 percent of the Federal Poverty Level.”⁵

Low-income populations were identified in a CBG if 30 percent or more of the population was characterized as low-income. The EJSCREEN tool provides percentages of low-income populations by CBG that are defined as households where the income is less than or equal to twice the federal poverty level as reported by the U.S. Census Bureau. In Tables 3.1-1 through 3.7-1, CBGs with a low-income percentage greater than or equal to 30 percent are highlighted in orange.

The EJ review assessed the potential for age-based vulnerabilities in the analysis area of the various alternatives. Young (under age 5) or elderly (over age 64) populations within CBGs were identified using the federal guidance of a meaningfully greater threshold. Virginia was used as the reference population, which has a population under age 5 of 6 percent and a population over age 64 of 15 percent. Both age populations within the reference population are low; therefore, the application of a 10 percent greater-than threshold may inaccurately reflect the existence of an age population by inflating their representation within the analysis area. A difference of over 20 percentage points compared to the reference population was used to identify age populations (EJ populations) for this review. Using this criteria, no CBGs with young populations and one CBG with an elderly population were identified in the study areas for the alternative routes. In Tables 3.1-1 through 3.7-1, a CBG with an elderly population percentage greater than 35 percent is highlighted in green.

The EJ review also assessed language barriers that could limit low-income or population of color communities from reviewing and commenting on the various alternatives. Linguistically isolated populations within CBGs were identified using the federal guidance on meaningfully greater threshold. Virginia was used as the reference population, which has a linguistically isolated population of 3 percent. Linguistically isolated populations within the reference population are low; therefore, the application of a 10 percent greater-than threshold may inaccurately reflect the existence of populations with language barriers by inflating their representation within the analysis area. A difference of over 20 percentage points compared to the reference population was used to identify linguistically isolated populations (EJ populations) for this review. Using this criteria, no CBGs with linguistically isolated populations greater than 23 percent were identified in the study areas for the alternative routes (see Tables 3.1-1 through 3.7-1). The linguistically isolated populations did not exceed 8 percent.

Using the Commonwealth’s criteria for population of color and low-income populations explained above, as well as the meaningfully greater threshold criteria for elderly populations, Figure 3.1-1 through 3.7-1, Identified EJ Populations in Census Block Groups, depicts where environmental justice populations were identified along each route alternative. Following the more inclusive Virginia criteria, the figures color-code the CBGs identified as EJ populations according to the category of population (population of color, low-income, and age) and illustrate the analysis discussion in the following section.

3. DESKTOP RESULTS

3.1 Cable Landing to Harpers Route

As shown in Table 3.1-1 and Figure 3.1-1, 14 CBGs occur within the CLH analysis area, 4 of which are crossed by the route. The CBGs fall within the City of Virginia Beach. Note that CBG 518100452001 encompasses the State Military Reservation (Camp Pendleton) as well and the Cable Landing Location and a portion of the CLH Route. CBG 51810990100 encompasses the Atlantic Ocean. These two CBGs have no resident populations are therefore, not used in this analysis.

⁵ Va. Code § 2.2-234.

Populations of Color

Population of color percentages among all the CBGs in the analysis area range from 5 percent to 47 percent. The average percent minority among the CBGs in the analysis area is 24 percent. Among the CBGs crossed by the proposed CLH route, the average is 30 percent population of color. Four of the 14 CBGs have a percent population of color greater than the Commonwealth average of 37 percent. Of those 4 CBGs, one is crossed by the CLH route.

TABLE 3.1-1
Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Cable Landing to Harpers Route

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100442001	Yes	1,594	39	25	3	21	0	11
518100450001 ^a	Yes	2,582	35	0	0	0	0	0
518100452001*	Yes	0	0	0	0	0	0	0
518100454083	Yes	403	15	6	0	0	16	13
518100440031	No	509	9	29	0	3	0	15
518100440032	No	1,378	20	13	0	2	1	26
518100440033	No	1,811	8	17	0	5	5	12
518100440035	No	838	5	10	0	5	2	23
518100442003	No	1,705	9	36	0	5	11	3
518100452002	No	2,563	47	40	3	4	16	3
518100452003	No	1,507	25	32	0	0	0	0
518100454081	No	3,154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454084	No	2,034	14	14	0	4	7	15
518100454281	No	1,396	23	18	1	7	4	43
518109901000**	No	0	0	0	0	0	0	0

^a Harpers Switching Station is located in this CBG.
 Gray shaded cells indicate reference populations.
 Blue shaded cells indicate identified populations of color.
 Orange shaded cells indicate identified low-income populations.
 Green shaded cells indicate identified age population.
 *CBG containing State Military Reservation has no resident population.
 **CBG located offshore with no resident population
 Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

Low-income Populations

The low-income population percentages range from <1 percent to 40 percent. Five of the 14 CBGs within the CLH analysis area have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the CLH route.

Age Populations

The over age 64 populations within the CBGs in the analysis area range from <1 to 43 percent. This CBG is not crossed by the route.

3.2 Harpers to Fentress Route 1

Table 3.2-1 shows the demographic indicators for populations within the analysis area of Harpers to Fentress (HR) Route 1 (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.2-1 depicts EJ populations in the analysis area of HF Route 1.

As shown in Table 1 and Figure 1-1, 33 CBGs fall within the analysis area of HF Route 1, 13 of which are crossed by the route. The CBGs are located within the Cities of Virginia Beach and Chesapeake.

Populations of Color

The average percent minority among the CBGs in the analysis area is 31 percent. Thirteen of the 33 CBGs have a percent population of color greater than the state average of 38 percent. Of those, for CBGs are crossed by the HF Route 1 route.

Low-income Population

Among the CBGs in the analysis area of HF Route 1, the low-income population percentages range from <1 percent to 40 percent. Of the 33 CBGs within the analysis area of HF Route 1, two have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the HF Route 1 route.

Age Populations

One out of 33 CBGs within the analysis area of HF Route 1, one has a population 43 percent over age 64, which exceeds Virginia's percentage of population over 64 by the meaningfully greater threshold of 20 percentage points. This CBG, which is located in the City of Virginia Beach, is home to the Atlantic Shores Retirement Community. The 600 persons residing in this community account for the larger over age 64 population in the CBG relative to the rest of the analysis area for HF Route 1. This CBG is not crossed by the route.

TABLE 3.2-1

Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Harpers to Fentress Route 1

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454083	Yes	403	15	6	0	0	16	13
518100454084	Yes	2,034	14	14	0	4	7	15
518100454171	Yes	2,252	23	9	0	5	10	16
518100454172	Yes	2,406	25	20	0	3	9	9
518100454211	Yes	1,352	21	11	0	6	4	6
518100454221 ^a	Yes	1,808	23	5	0	6	4	15
518100454232	Yes	1,980	58	1	0	25	1	3
518100460151	Yes	1,845	44	5	0	2	3	5
518100460161	Yes	4,080	41	7	0	2	7	9
518100450001 ^b	No	2,582	35	0	0	0	0	0
518100454064	No	2,111	64	3	6	7	4	5
518100454081	No	3,154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454173	No	1,088	4	10	0	0	12	5
518100454174	No	3,546	21	9	0	5	7	10
518100454212	No	2,215	35	9	1	5	8	10
518100454222	No	2,610	41	14	1	8	6	6
518100454281	No	1,396	23	18	1	7	4	43
518100460152	No	1,760	46	12	2	3	8	6
518100460154	No	716	54	9	0	3	6	11
518100462161	No	2,503	44	18	0	4	11	11
518100462162	No	1,907	48	6	1	5	4	7
518100462172	No	4,428	61	14	0	5	8	5
City of Chesapeake		237,820	42	21	1	8	6	13
515500208043	Yes	2,440	45	23	0	3	8	7
515500210131 ^c	Yes	2,333	28	2	0	5	5	8
515500211021	Yes	3,909	21	12	0	9	4	12
515500211022	Yes	2,103	13	6	0	13	7	12
515500210092	No	2,948	16	5	0	2	2	7
515500210123	No	2,291	4	4	0	0	4	11

TABLE 3.2-1

Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Harpers to Fentress Route 1

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
515500210124	No	782	13	8	0	1	0	10
515500210132	No	2,307	13	7	0	1	6	9
515500211012	No	1,358	13	15	0	9	8	14
515500211013	No	2,156	14	6	0	2	11	13

^a Chicory Switching Station is located in this CBG.
^b Harpers Switching Station is located in this CBG.
^c Fentress Substation Expansion is located in this CBG.
 Gray shaded cells indicate reference populations.
 Blue shaded cells indicate identified population of color.
 Orange shaded cells indicate identified low-income populations.
 Green shaded cells indicate identified age population.
 Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

3.3 Harpers to Fentress Route 2

Table 3.3-1 shows the EJ demographic indicators for populations within the analysis area of HF2 (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.3-1 depicts EJ populations in the analysis area of HF Route 2.

As shown in Table 3.3-1 and Figure 3.3-1, 29 CBGs are within the analysis area of HF Route 2, 13 of which are crossed by the route. The CBGs fall within the Cities of Virginia Beach and Chesapeake.

Populations of Color

There is a wide range of population of color percentages among all the CBGs in the analysis area with the smallest value at 4 percent and the greatest at 64 percent. Eight of the 29 CBGs have a percent population of color greater than the Commonwealth average of 38 percent. Of those, three CBGs are crossed by the HF Route 2 route.

Low-income Populations

The low-income population percentages for the cities and CBGs in the analysis area of HF Route 2 are summarized in Table 3.3-1 and Figure 3.3-1.

Among the CBGs in the analysis area of HF Route 2, the low-income population percentages range from <1 percent to 40 percent. Of the 29 CBGs within the analysis area of HF Route 2, two have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the HF Route 2 route.

Age Populations

One out of 29 CBGs within the analysis area of HF Route 2, one has a population 43 percent over age 64, which exceeds Virginia's percentage of population over 64 by the meaningfully greater threshold of 20 percentage points. This CBG is not crossed by the route.

TABLE 3.3-1

Coastal Virginia Offshore Wind Commercial Project
 Environmental Justice Demographic Indicators of Analysis Area
 Harpers to Fentress Route 2

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454083	Yes	403	15	6	0	0	16	13
518100454084	Yes	2,034	14	14	0	4	7	15
518100454171	Yes	2,252	23	9	0	5	10	16
518100454172	Yes	2,406	25	20	0	3	9	9
518100454211	Yes	1,352	21	11	0	6	4	6
518100454221 ^a	Yes	1,808	23	5	0	6	4	15
518100454232	Yes	1,980	58	1	0	25	1	3
518100460151	Yes	1,845	44	5	0	2	3	5
518100460161	Yes	4,080	41	7	0	2	7	9
518100450001 ^b	No	2,582	35	0	0	0	0	0
518100454064	No	2,111	64	3	6	7	4	5
518100454081	No	3,154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454173	No	1,088	4	10	0	0	12	5
518100454174	No	3,546	21	9	0	5	7	10
518100454212	No	2,215	35	9	1	5	8	10
518100454222	No	2,610	41	14	1	8	6	6
518100454231	No	2,266	34	13	8	3	7	7
518100454281	No	1,396	23	18	1	7	4	43
City of Chesapeake		237,820	42	21	1	8	6	13
515500208043	Yes	2,440	45	23	0	3	8	7
515500210131 ^c	Yes	2,333	28	2	0	5	5	8
515500211021	Yes	3,909	21	12	0	9	4	12
515500211022	Yes	2,103	13	6	0	13	7	12
515500210092	No	2,948	16	5	0	2	2	7
515500210123	No	2,291	4	4	0	0	4	11
515500210124	No	782	13	8	0	1	0	10
515500210132	No	2,307	13	7	0	1	6	9

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
515500211012	No	1,358	13	15	0	9	8	14
515500211013	No	2,156	14	6	0	2	11	13

^a Chicory Switching Station is located in this CBG.
^b Harpers Switching Station is located in this CBG.
^c Fentress Substation Expansion is located in this CBG.
 Gray shaded cells indicate reference populations.
 Blue shaded cells indicate identified population of color.
 Orange shaded cells indicate identified low-income populations.
 Green shaded cells indicate identified age population.
 Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

3.4 Harpers to Fentress Route 5

Table 3.4-1 shows the EJ demographic indicators for populations within the analysis area of HF Route 5 (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.4-1 depicts EJ populations in the analysis area of HF Route 5.

As shown in Table 3.4-1 and Figure 3.4-1, there are 31 CBGs within the analysis area of HF Route 5, 12 of which are crossed by the route. The CBGs fall within the Cities of Virginia Beach and Chesapeake.

Populations of Color

There is a wide range of population of color percentages among all the CBGs in the analysis area with the smallest value at 4 percent and the greatest at 64 percent. Eight of the 31 CBGs have a percent population of color greater than the Commonwealth average of 38 percent. Of those, one CGB is crossed by the HF Route 5 route.

Low-income Populations

The low-income population percentages for the cities and CBGs in the analysis area of HF5 are summarized in Table 3.4-1 and Figure 3.4-1.

Among the CBGs in the analysis area of HF Route 5, the low-income population percentages range from <1 percent to 40 percent. Of the 31 CBGs within the analysis area of HF Route 5, two have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the HF Route 5 route.

Age Populations

Of the 31 CBGs within the analysis area of HF Route 5, one has a population 43 percent over age 64, which exceeds Virginia's percentage of population over 64 by the meaningfully greater threshold of 20 percentage points. This CBG is not crossed by the route.

TABLE 3.4-1

Coastal Virginia Offshore Wind Commercial Project
 Environmental Justice Demographic Indicators of Analysis Area
 Harpers to Fentress Route 5

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454083	Yes	403	15	6	0	0	16	13
518100454084	Yes	2,034	14	14	0	4	7	15
518100454171	Yes	2,252	23	9	0	5	10	16
518100454172	Yes	2,406	25	20	0	3	9	9
518100454211	Yes	1,352	21	11	0	6	4	6
518100454221 ^a	Yes	1,808	23	5	0	6	4	15
518100454232	Yes	1,980	58	1	0	25	1	3
518100454231	Yes	2,266	34	13	8	3	7	7
518100464004	Yes	1,074	8	24	0	15	5	21
518100450001 ^b	No	2,582	35	0	0	0	0	0
518100454064	No	2,111	64	3	6	7	4	5
518100454081	No	3,154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454173	No	1,088	4	10	0	0	12	5
518100454174	No	3,546	21	9	0	5	7	10
518100454212	No	2,215	35	9	1	5	8	10
518100454222	No	2,610	41	14	1	8	6	6
518100454233	No	4,679	21	7	0	4	3	32
518100460151	No	1,845	44	5	0	2	3	5
518100454281	No	1,396	23	18	1	7	4	43
518100460161	No	4,080	41	7	0	2	7	9
City of Chesapeake		237,820	42	21	1	8	6	13
515500211022	Yes	2,103	13	6	0	13	7	12
515500210131 ^c	Yes	2,333	28	2	0	5	5	8
515500211021	Yes	3,909	21	12	0	9	4	12
515500210092	No	2,948	16	5	0	2	2	7
515500210123	No	2,291	4	4	0	0	4	11
515500210124	No	782	13	8	0	1	0	10
515500210132	No	2,307	13	7	0	1	6	9
515500211012	No	1,358	13	15	0	9	8	14

TABLE 3.4-1
 Coastal Virginia Offshore Wind Commercial Project
 Environmental Justice Demographic Indicators of Analysis Area
 Harpers to Fentress Route 5

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
515500211013	No	2,156	14	6	0	2	11	13
515500208043	No	2,440	45	23	0	3	8	7

^a Chicory Switching Station is located in this CBG.
^b Harpers Switching Station is located in this CBG.
^c Fentress Substation Expansion is located in this CBG.
 Gray shaded cells indicate reference populations.
 Blue shaded cells indicate identified population of color.
 Orange shaded cells indicate identified low-income populations.
 Green shaded cells indicate identified age population.
 Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

3.5 Harpers to Fentress Hybrid Route

Table 3.5-1 shows the EJ demographic indicators for populations within the analysis area of HF Hybrid Route (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.5-1 depicts EJ populations in the analysis area of HF Hybrid Route.

Thirty-four CBGs are within the analysis area of HF Hybrid Route, 12 of which are crossed by the route. The CBGs fall within the Cities of Virginia Beach and Chesapeake.

Populations of Color

There is a wide range of population of color percentages among all the CBGs in the analysis area with the smallest value at 4 percent and the greatest at 64 percent. Thirteen of the 34 CBGs have a percent population of color greater than the Commonwealth average of 38 percent. Of those, four CBGs are crossed by the HF Hybrid Route.

The EJ screening of HF Hybrid Route indicates the presence of populations of color in 38 percent of the CBGs within the analysis area, which has an average population of color that is 8 percentage points less than the Virginia average.

Low-income Populations

The low-income population percentages for the cities and CBGs in the analysis area of HF Hybrid Route are summarized in Table 3.5-1 and shown on Figure 3.5-1.

Among the CBGs in the analysis area of HF Hybrid Route, the low-income population percentages range from <1 percent to 40 percent. Of the 34 CBGs within the analysis area of HF Hybrid Route, two have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the HF Hybrid Route.

Age Populations

Of the 34 CBGs within the analysis area of HF Hybrid Route, one has a population 43 percent over age 64, which exceeds Virginia's percentage of population over 64 by the meaningfully greater threshold of 20 percentage points. This CBG is not crossed by the route.

TABLE 3.5-1
Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Harpers to Fentress Hybrid Route

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454083	Yes	403	15	6	0	0	16	13
518100454084	Yes	2,034	14	14	0	4	7	15
518100454171	Yes	2,252	23	9	0	5	10	16
518100454172	Yes	2,406	25	20	0	3	9	9
518100454211	Yes	1,352	21	11	0	6	4	6
518100454221 ^a	Yes	1,808	23	5	0	6	4	15
518100454232	Yes	1,980	58	1	0	25	1	3
518100460151	Yes	1,845	44	5	0	2	3	5
518100460161	Yes	4,080	41	7	0	2	7	9
518100450001 ^b	No	2,582	35	0	0	0	0	0
518100454064	No	2,111	64	3	6	7	4	5
518100454081	No	3154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454173	No	1,088	4	10	0	0	12	5
518100454174	No	3,546	21	9	0	5	7	10
518100454212	No	2,215	35	9	1	5	8	10
518100454222	No	2,610	41	14	1	8	6	6
518100454233	No	4,679	21	7	0	4	3	32
518100454281	No	1,396	23	18	1	7	4	43
518100460152	No	1,760	46	12	2	3	8	6
518100460154	No	716	54	9	0	3	6	11
518100462161	No	2,503	44	18	0	4	11	11
518100462162	No	1,907	48	6	1	5	4	7
518100462172	No	4,428	61	14	0	5	8	5
City of Chesapeake		237,820	42	21	1	8	6	13

TABLE 3.5-1

Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Harpers to Fentress Hybrid Route

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
515500208043	Yes	2,440	45	23	0	3	8	7
515500210131 ^a	Yes	2,333	28	2	0	5	5	8
515500211021	Yes	3,909	21	12	0	9	4	12
515500211022	Yes	2,103	13	6	0	13	7	12
515500210092	No	2,948	16	5	0	2	2	7
515500210123	No	2,291	4	4	0	0	4	11
515500210124	No	782	13	8	0	1	0	10
515500210132	No	2,307	13	7	0	1	6	9
515500211012	No	1,358	13	15	0	9	8	14
515500211013	No	2,156	14	6	0	2	11	13

^a Chicory Switching Station is located in this CBG.

^b Harpers Switching Station is located in this CBG.

^c Fentress Substation Expansion is located in this CBG.

Gray shaded cells indicate reference populations.

Blue shaded cells indicate identified population of color.

Orange shaded cells indicate identified low-income populations.

Green shaded cells indicate identified age population.

Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

3.6 Dam Neck Route Variation

Table 3.6-1 shows the EJ demographic indicators for populations within the analysis area of the Dam Neck Route Variation (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.6-1 depicts EJ populations in the analysis area of the Dam Neck Route Variation.

Fifteen CBGs fall within the analysis area of the Dam Neck Route Variation, 7 of which are crossed by the route. The CBGs fall within the City of Virginia Beach.

Populations of Color

There is a wide range of population of color percentages among all the CBGs in the analysis area with the smallest value at 4 percent and the greatest at 58 percent. Four of the 15 CBGs have a percent population of color greater than the Commonwealth average of 38 percent. Of those, one CBG is crossed by the Dam Neck Route Variation route.

The EJ screening of the Dam Neck Route Variation indicates the presence of populations in 27 percent of the CBGs within the analysis area, which has an average population of color that is below the Virginia average.

Low-income Populations

The low-income population percentages for the cities and CBGs in the analysis area of the Dam Neck Route Variation are summarized in Table 3.6-1 and Figure 3.6-1.

Among the CBGs in the analysis area of the Dam Neck Route Variation, the low-income population percentages range from <1 percent to 40 percent. Of the 15 CBGs within the analysis area of Dam Neck Route Variation, two have low-income populations that are equal to or exceed 30 percent of the population of the CBG. No low-income CBGs are crossed by the Dam Neck Route Variation route.

TABLE 3.6-1
 Coastal Virginia Offshore Wind Commercial Project
 Environmental Justice Demographic Indicators of Analysis Area
 Dam Neck Route Variation

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population Under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454083	Yes	403	15	6	0	0	16	13
518100454084	Yes	2,034	14	14	0	4	7	15
518100454171	Yes	2,252	23	9	0	5	10	16
518100454212	Yes	2,215	35	9	1	5	8	10
518100454211	Yes	1,352	21	11	0	6	4	6
518100454221 ^a	Yes	1,808	23	5	0	6	4	15
518100454232	Yes	1,980	58	1	0	25	1	3
518100450001 ^b	No	2,582	35	0	0	0	0	0
518100454081	No	3,154	44	40	0	14	5	5
518100454082	No	597	40	36	0	13	0	9
518100454173	No	1,088	4	10	0	0	12	5
518100454174	No	3,546	21	9	0	5	7	10
518100454074	No	763	18	20	0	12	7	7
518100454172	No	2,406	25	20	0	3	9	9
518100454222	No	2,610	41	14	1	8	6	6

^a Chicory Switching Station is located in this CBG.
^b Harpers Switching Station is located in this CBG.
 Gray shaded cells indicate reference populations.
 Blue shaded cells indicate identified population of color.
 Orange shaded cells indicate identified low-income populations.
 Green shaded cells indicate identified age population.
 Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

3.7 Line #2085 Route Variation

Table 3.7-1 shows the EJ demographic indicators for populations within the analysis area of Line #2085 Route Variation (CBGs crossed by and within a 1-mile radius) and reference populations for identifying EJ populations. Figure 3.7-1 depicts EJ populations in the analysis area of Line #2085 Route Variation.

As shown in Table 3.7-1 and Figure 3.7-1, there are nine CBGs within the analysis area of Line #2085 Route Variation, six of which are crossed by the route. The CBGs fall within the Cities of Virginia Beach and Chesapeake.

Populations of Color

There is a wide range of population of color percentages among all the CBGs in the analysis area with the smallest value at 21 percent and the greatest at 58 percent. Five of the nine CBGs have a percent population of color greater than the Commonwealth average of 38 percent. Of those, three CBGs are crossed by the Line #2085 Route Variation route.

The EJ screening of Line #2085 Route Variation indicates the presence of populations of color in about half of the CBGs within the analysis area.

Low-income Populations

The low-income population percentages for the cities and CBGs in the analysis area of Line #2085 Route Variation are summarized in Table 3.7-1 and Figure 3.7-1.

Among the CBGs in the analysis area of Line #2085 Route Variation, the low-income population percentages range from <1 percent to 23 percent, which is less than the 30 percent threshold for low-income populations identified by the Commonwealth.

Of the nine census CBGs within the analysis area of Line #2085 Route Variation, none have low-income populations that are equal to or exceed 30 percent of the population of the CBG.

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
VIRGINIA		8,535,519	38	25	3	11	6	15
City of Virginia Beach		450,135	38	21	2	7	6	13
518100454232	Yes	1,980	58	1	0	25	1	3
518100454231	Yes	2,266	34	13	8	3	7	7
518100460161	Yes	4,080	41	7	0	2	7	9
518100454222 ^a	No	2,610	41	14	1	8	6	6
518100454233	No	4,679	21	7	0	4	3	32
518100460151	No	1,845	44	5	0	2	3	5

TABLE 3.7-1
Coastal Virginia Offshore Wind Commercial Project
Environmental Justice Demographic Indicators of Analysis Area
Line #2085 Route Variation

State/ Independent City/ Census Block Group (CBG)	CBG Crossed by Route (Yes/No)	Population	Population of Color (%)	Low- Income Population (%)	Linguistically Isolated Population (%)	Population with Less Than High School Education (%)	Population under Age 5 (%)	Population over Age 64 (%)
City of Chesapeake		237,820	42	21	1	8	6	13
515500208043	Yes	2,440	45	23	0	3	8	7
515500211021	Yes	3,909	21	12	0	9	4	12

Gray shaded cells indicate reference populations.
Blue shaded cells indicate identified population of color.
Orange shaded cells indicate identified low-income populations.
Green shaded cells indicate identified age population.
Source: EPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014-2018 American Community Survey data.

4. POTENTIALLY AFFECTED COMMUNITIES

The desktop review results suggested that construction of the CLH Route, HF Routes 1, 2 and 5, the HF Hybrid Route, Dam Neck Route Variation, and Line #2085 Route Variation, could affect populations of color, low-income, or historically underserved communities in the study area.⁶

Based on the EJ criteria thresholds identified above in Section 2, 18 CBGs containing EJ communities were identified within the project's study area. Of these 18 CBGs, five are crossed by one or more alternative routes. EJ communities identified within the 18 CBGs include:

- 11 populations of color
- 4 populations of color and low-income populations
- 2 low-income populations
- 1 over age 64 population

It should be noted that CBGs are often too geographically large to meaningfully assess impacts on particular EJ communities because most Project impacts would be localized to a much smaller area. Further desktop analysis of aerial imagery identified specific neighborhoods or housing developments within these 18 CBGs that could be directly affected due to close proximity to the one or more of the routes. Each of these neighborhoods are identified in Table 4-1. Based on this analysis, it was determined more on-the-ground investigation was warranted both through outreach directly to those neighborhoods and engagement with local experts knowledgeable of the area.

⁶ The Cable Landing Location, Harpers Switching Station, Chicory Switching Station, and Fentress Substation Expansion are not located in CBGs with populations of color or low-income populations.

TABLE 4-1 Coastal Virginia Offshore Wind Commercial Project Populations of Color and Low-Income Block Groups in Analysis Area			
Census Block Group	Distance within Census Block Group Crossed by Route (miles)	Demographic Indicator	Potential EJ Neighborhood in Census Block Group
Virginia Beach			
518100442001	■ CLH (0.8 mile)	Population of Color and Low-Income	■ SeaTack Community
518100442003	n/a	Low-Income	
518100452002	n/a	Population of Color and Low-Income	■ Lincoln Military Housing
518100452003	n/a	Low-Income	
518100454064	n/a	Population of Color	
518100454081	n/a	Population of Color and Low-Income	■ Derby Run Mobile Home Park ■ Harpers Square Apartments ■ Ocean Gate Apartments
518100454082	n/a	Population of Color and Low-Income	
518100454222	n/a	Population of Color	
518100454232	■ HF Route 1 (1.0 mile) ■ HF Route 2 (3.5 miles) ■ HF Route 5 (2.5 miles) ■ HF Hybrid Route (1.0 mile) ■ Line #2085 Route Variation (1.7 miles)	Population of Color	
518100454281	n/a	Over Age 64	■ Atlantic Shores Retirement Community
518100460151	■ HF Route 1 (1.1 miles) ■ HF Hybrid Route (1.1 miles)	Population of Color	
518100460152	n/a	Population of Color	
518100460154	n/a	Population of Color	
518100460161	■ HF Route 1 (1.3 miles) ■ HF Route 2 (0.2 mile) ■ HF Hybrid Route (1.3 miles) ■ Line #2085 Route Variation (0.1 mile)	Population of Color	■ Highland Parish ■ Highland Acres ■ Highland Meadows ■ Dewberry Farm ■ Indian River Farms ■ Indian River Woods
518100462161	n/a	Population of Color	

TABLE 4-1 Coastal Virginia Offshore Wind Commercial Project Populations of Color and Low-Income Block Groups in Analysis Area			
Census Block Group	Distance within Census Block Group Crossed by Route (miles)	Demographic Indicator	Potential EJ Neighborhood in Census Block Group
Virginia Beach			
518100462162	n/a	Population of Color	
518100462172	n/a	Population of Color	
Chesapeake			
515500208043	<ul style="list-style-type: none"> ■ HF Route 1 (2.5 miles) ■ HF Route 2 (0.2 mile) ■ HF Hybrid Route (2.5 miles) ■ Line #2085 Route Variation (0.2 mile) 	Population of Color	

5. OUTREACH

To ensure that concerns regarding the potential direct and indirect impacts of the construction and operation of the Virginia Facilities were understood and considered in routing decisions, Dominion designed and implemented a comprehensive and robust outreach program to identify and engage with all community stakeholders regardless of environmental justice community status. Input from stakeholder groups regarding community considerations, critical historic, environmental resources; regional development and land use; as well environmental justice informed project design. Enhanced outreach, including proactive steps, to encourage meaningful involvement amongst environmental justice and sensitive communities, in line with the VEJA and the Company's Environmental Justice Policy were conducted in addition to general stakeholder engagement.

Dominion conducted outreach to communities of color and low-income populations early in its project development and routing process to ensure that the outreach efforts for the Project were as comprehensive as possible.

Consistent with the Company's goal to continue strengthening its relationships with Native American tribes and to work directly with tribes to understand their concerns and determine appropriate measures to avoid or minimize our impacts where possible, the Company conducted multiple meetings with tribes known to have interests in the Hampton Roads region, or those otherwise interested in the Project.⁷

Dominion is committed to creating positive ongoing relationships with tribal communities in its current and future geographic areas of operation. This commitment is evidenced by having a dedicated employee with the primary responsibilities to serve as a liaison with federally recognized and state recognized tribes. Dominion also is committed to and practices early engagement with federally recognized, state recognized, and other tribal communities when project impacts to tribal lands, historic territory, natural or cultural resources may exist.

⁷ The Company anticipates that those discussions will help support the federal permitting process being led by the Bureau of Ocean Energy Management in assessing EJ-related issues, as well as the process of assessing potential impacts consistent with the requirements of Section 106 of the National Historic Preservation Act and the National Environmental Policy Act ("NEPA").

A full listing of Dominion's engagement activities are included in sections III.B, III.J, and III.K of the State Corporation Commission Appendix.

The stakeholder outreach program, which included potential environmental justice communities, included the following key elements:

- Conducted more than 1,100 outreach encounters with more than 6,500 individuals, including both in-person and virtual meetings with individuals, Homeowner Associations, civic groups, and church congregations to accommodate community availability and solicit participating in the process in the form of questions, concerns, and feedback from diverse audiences.
- Requested property owner permission to access parcels for surveying activities.
- Established a website, a Project email address, a toll-free Project phone number, and calendar to schedule meetings with Dominion.
- Sent seven mailings, totaling more than 140,000 pieces.
- Produced and distributed multilingual informational materials to build awareness and solicit feedback about the Project; materials were translated from English to Spanish and Tagalog based on community member feedback on language needs.
- Hosted 10 virtual and in-person public meetings, reaching more than 600 attendees, and event recordings available online.
- Held multiple workshops with Cities of Virginia Beach and Chesapeake and other Hampton Roads leaders, as well as participated in local events to "meet the community where they are."
- Utilized an online tool, GeoVoice, which allows the public to view Project maps and identify potential Project facilities and their proximity to specific addresses and locations, and to leave geo-referenced comments.
- Conducted ongoing tours by boat with media, community leaders, business partners and other stakeholders to see the offshore pilot project and proposed wind turbine generation lease area with approximately 1,000 participants to date.

Outreach was coordinated with trusted individuals and organizations, such as faith-based organizations, and neighborhood and homeowner associations, as well as other EJ-relevant organizations such as local NAACP chapters, diverse chambers of commerce, community organizations and civic leagues, houses-of-faith, historical centers, societies, and preservation groups, and socio-economic equity advocacy groups. This approach provided a forum to gain input from leaders and community members that may not otherwise be captured by focusing solely on neighborhoods and sensitive receptors identified adjacent to the route alternatives.

In addition, Dominion engaged local historic and cultural experts to gain a better understanding of potential unregistered or undocumented historic resources that might hold importance to local communities. Through this ground truthing exercise, no such otherwise undocumented resources were identified within a reasonable proximity to the alternative routes.

In designing the outreach program, Dominion assembled a diverse group of community members that possess a wealth of knowledge about:

- Community sentiments, concerns, and feelings surrounding the project;
- Best practices for effective communications with diverse audiences; and
- Addressing concerns identified by potential environmental justice communities.

Community members in this group represented the following fields and backgrounds:

- African American historian and archivist
- Native American tribal leader
- Radio talk show host/Regional community collaborator
- Pilipino community advocate
- Hispanic business owner and media affiliate
- Community advocates and organizers
- Public relations professional
- Faith leader
- Civic League leader

Based on the results of the CBG analysis and subsequent identification of potential neighborhoods within the identified community of color and low-income CBGs, this group worked in coordination with the Project team to help further identify and confirm potentially affected communities from which to seek feedback on the alternative routes. Table 5-1 briefly describes each community and its proximity to the alternative routes. Figure 5-1 depicts the location of these communities. Several multi-unit housing complexes, neighborhoods, and houses of worship were identified and included in the community outreach program, including:

- SeaTack (neighborhood)
- Lincoln Military Housing (NAS Oceana military housing)
- Derby Run Mobile Home Park
- Ocean Gate Apartments
- Harper's Square Apartments
- Atlantic Shores Retirement Community
- Highland Meadows (neighborhood)
- Highland Parish (neighborhood)
- Highland Acres / Highland Meadows(neighborhood)
- Dewberry Farm (neighborhood)
- Indian River Farms (neighborhood)
- Indian River Woods (neighborhood)

Additionally, the following neighborhoods and houses of worship were identified as potential communities of color or low-income places or congregations based on local knowledge of the area. They are outside of the community of color and low-income CBGs, but are in close proximity to one or more alternative routes:

- Holland Pines (neighborhood)
- Courthouse Estates (neighborhood)
- Piney Grove Church
- Kempsville Mennonite Church
- True Way Evangelistic Mission
- United House of Prayer for All People

TABLE 5-1 Coastal Virginia Offshore Wind Commercial Project Potential Environmental Justice Communities and Proximity to Alternative Transmission Line Route		
Name	Community Description	Approximate Distance and Direction from each Alternative Route or Facility (MP is the reference of the milepost along the route in question; see Figure 5.1 with mile points listed for each route)
Virginia Beach		
SeaTack	SeaTack is one of the oldest free African American communities in Virginia Beach and the U.S. This community is located along both sides of Birdneck Road south of I-264.	<ul style="list-style-type: none"> ■ CLH Route: 1.0 mile north of MP 1.7
Lincoln Military Housing	Military housing located on NAS Dam Neck Annex bounded by S. Birdneck Road to the north, Prosperity Road to the West and Red Wing Lake Golf Course to the south	<ul style="list-style-type: none"> ■ CLH Route: 0.3 mile south of MP 0.6
Derby Run Mobile Home Park	277-site mobile home park located southwest of the intersection of Oceana Blvd and Harpers Road	<ul style="list-style-type: none"> ■ CLH Route: <0.1 mile south of MPs 3.5 to 3.7 ■ HF Route 1: 0.8 mile east of MP 0 ■ HF Route 2: 0.8 mile east of MP 0 ■ HF Route 5: 0.8 mile east of MP 0 ■ HF Hybrid Route: 0.8 mile east of MP 0 ■ Harpers Switching Station: 0.8 mile east
Ocean Gate Apartments	174-unit rental community that offers apartment homes for restricted income residents located south of Harpers Road west of the Derby Run Mobile Home Park	<ul style="list-style-type: none"> ■ CLH Route: <0.1 mile south of MPs 3.8 to 4.1 ■ HF Route 1: 0.5 mile east of MP 0 ■ HF Route 2: 0.5 mile east of MP 0 ■ HF Route 5: 0.5 mile east of MP 0 ■ HF Hybrid Route: 0.5 mile east of MP 0 ■ Harpers Switching Station: 0.5 mile east
Harpers Square Apartments	Rental community south of Ocean Gate Apartments	<ul style="list-style-type: none"> ■ CLH Route: 0.1 mile south of MPs 3.8 to 4.1 ■ HF Route 1: 0.5 mile east of MP 0 ■ HF Route 2: 0.5 mile east of MP 0 ■ HF Route 5: 0.5 mile east of MP 0 ■ HF Hybrid Route: 0.5 mile east of MP 0 ■ Harpers Switching Station: 0.5 mile east
Atlantic Shores Retirement Community	Senior living community located on the north side of Dam Neck Road about 0.8 miles west of its intersection with General Booth Blvd.	<ul style="list-style-type: none"> ■ CLH Route: 0.1 mile south of MPs 3.8 to 4.1 ■ HF Route 1: 2.2 miles east of MP 0.9 ■ HF Route 2: 2.2 miles east of MP 0.9 ■ HF Route 5: 2.2 miles east of MP 0.9 ■ HF Hybrid Route: 2.2 miles east of MP 1.1 ■ Dam Neck Route Variation: 2.2 miles east of MP 0
Holland Pines	Residential neighborhood situated between Holland Pines Park to the east and Holland Road to the west. To the south, the community is adjacent to	<ul style="list-style-type: none"> ■ HF Route 1: <0.1 mile north of MPs 3.4 – 3.9 ■ HF Route 2: <0.1 mile north of MPs 3.4 – 3.9 ■ HF Route 5: <0.1 mile north of MPs 3.4 – 3.9 ■ HF Hybrid Route: <0.1 mile north of MPs 3.6 – 4.1

TABLE 5-1		
Coastal Virginia Offshore Wind Commercial Project		
Potential Environmental Justice Communities and Proximity to Alternative Transmission Line Route		
Name	Community Description	Approximate Distance and Direction from each Alternative Route or Facility (MP is the reference of the milepost along the route in question; see Figure 5.1 with mile points listed for each route)
	Dominion's existing Line #2118 right-of-way	<ul style="list-style-type: none"> ■ Dam Neck Route Variation: crosses community between MPs 2.5 and 2.8
Piney Grove Baptist Church	Located within the Holland Pines neighborhood on the northeast corner of Holland Road and Chestwood Drive	<ul style="list-style-type: none"> ■ HF Route 1: 0.1 mile south of MP 3.8 ■ HF Route 2: 0.1 mile south of MP 3.8 ■ HF Route 5: 0.1 mile south of MP 3.8 ■ HF Hybrid Route: 0.1 mile south of MP 4.0 ■ Dam Neck Route Variation: 0.5 mile west of MP 2.7
Courthouse Estates	Residential neighborhood south of North Landing Road, north of Indian River Road and adjacent to Dominion's existing Line #2085 right-of-way to the west	<ul style="list-style-type: none"> ■ HF Route 5: adjacent to right-of-way between MPs 7.1 and 7.9 ■ Line #2085 Route Variation: adjacent to right-of-way between MPs 1.6 and 2.4
Kempsville Mennonite Church	Located south of North Landing Road and west of Charterhouse Estates, this church also has an elementary school on the property. East of Dominion's existing Line #2085 right-of-way	<ul style="list-style-type: none"> ■ HF Route 5: adjacent to right-of-way west of MP 7.1 ■ Line #2085 Route Variation: adjacent to right-of-way west of MP 1.6
Highland Meadows	Neighborhood located west of Salem Road and east of Highland Parish. Dominion's existing Line #271 right-of-way passes through the neighborhood.	<ul style="list-style-type: none"> ■ HF Route 1: crosses between MPs 6.6 and 6.9 ■ HF Hybrid Route: crosses between MPs 6.8 and 7.1
Highland Acres	Neighborhood between Highland Meadows to the east and Highland Parish to the west. Dominion's existing Line #271 right-of-way passes through the neighborhood.	<ul style="list-style-type: none"> ■ HF Route 1: crosses between MPs 6.9 and 7.0 ■ HF Hybrid Route: crosses between MPs 7.1 and 7.2
Highland Parish	Neighborhood west of Highland Acres neighborhood and south of Salem Road. Dominion's existing Line #271 crosses a 0.1 mile segment of wetland as the southern extent of the neighborhood	<ul style="list-style-type: none"> ■ HF Route 1: crosses between MPs 7.1 and 7.2 ■ HF Hybrid Route: crosses between MPs 7.3 and 7.4
Dewberry Farm	Neighborhood east of Indian River Road and north of Indian River Woods neighborhood. Dominion's existing Line #271 is adjacent to the neighborhood to the south.	<ul style="list-style-type: none"> ■ HF Route 1: crosses between MPs 7.2 and 7.4 ■ HF Hybrid Route: crosses between MPs 7.4 and 7.6
Indian River Woods	Neighborhood east of Indian River Road. Dominion's existing Line #271 is adjacent to the neighborhood to the north.	<ul style="list-style-type: none"> ■ HF Route 1: adjacent between MPs 7.2 and 7.4 ■ HF Hybrid Route: adjacent between MPs 7.4 and 7.6
Indian River Farms	Neighborhood west of Indian River Road and east of Indian River Farms	<ul style="list-style-type: none"> ■ HF Route 1: crosses between MPs 7.5 and 7.7 ■ HF Hybrid Route: crosses between MPs 7.5 and 7.9

TABLE 5-1 Coastal Virginia Offshore Wind Commercial Project Potential Environmental Justice Communities and Proximity to Alternative Transmission Line Route		
Name	Community Description	Approximate Distance and Direction from each Alternative Route or Facility (MP is the reference of the milepost along the route in question; see Figure 5.1 with mile points listed for each route)
	Park. Dominion's existing Line #271 crosses the neighborhood	
Chesapeake		
True Way Evangelical Mission	Church south of Mt. Pleasant Road (Highway 165) east of Dominion's Line #271 right-of-way	<ul style="list-style-type: none"> ■ HF Route 1: 0.1 mile east of MP 11.0 ■ HF Route 2: 0.1 mile east of MP 12.1 ■ HF Hybrid Route: 0.1 mile east of MP 11.2
United House of Prayer for All People	Church north of Whittamore Road and east of the Battlefield Golf Club	<ul style="list-style-type: none"> ■ HF Route 1: 0.2 mile east of MP 12.7 ■ HF Route 2: 0.1 mile east of MP 13.7 ■ HF Route 5: 1.2 miles north of MP 18.5 ■ HF Hybrid Route: 0.1 mile east of MP 12.9 ■ Fentress Substation: 1.2 miles east

Based on all of its outreach efforts, Dominion believes that all of the communities depicted on Figure 5-1, Appendix A, have the opportunity to participate meaningfully in the stakeholder outreach effort. For example, residents of these areas received project mailings and some are likely involved with the various community organizations, faith congregations or other groups engaged in more general ways. Regardless, Dominion conducted targeted efforts to engage with the above-listed environmental justice or sensitive communities.

Dominion identified specific community leaders, homeowners association points-of-contact, or property managers to schedule community meetings and distribute literature to these neighborhoods and houses-of-faith. Additionally, Dominion placed yard signs regarding community meetings, met with faith-based organizations within or near those communities, and issued digital media to keep them informed and aware that Dominion is available to discuss any concerns they may have. Information also was distributed to local elected officials and community organizations for inclusion in newsletters.

Dominion is committed to continuing outreach with these communities. Table 5-2 lists specific outreach activities with these communities that occurred above and beyond the stakeholder communications and engagement that took place as described above and in the engagement activities included in sections III.B, III.J, and III.K of the State Corporation Commission Appendix for the Coastal Virginia Commercial Offshore Wind Project.

Community members at large, were generally supportive of the Project. The following issues were broadly consistently raised (it is important to note that this is feedback received from all stakeholders, and not directly attributed solely to potentially impacted EJ communities – through the Company's engagement, there was not substantial difference between feedback from various groups of peoples):

- Community disruption during construction: Community members requested information on traffic impacts.
- Visual impacts and vegetative screening: Community members wanted to know if the structures would be visible and if so, whether vegetative screening would be a potential mitigation measure.

- Property values: Community members expressed concerns regarding project effects on property values and compensation for relocation/buy out.
- Health: Community members wanted to know if the project could result in health impacts for residents in close proximity to the transmission route, such as EMF concerns.
- Natural environment: Community members commented that the project could impact waterways and wildlife.
- Training and job opportunities: Community members inquired about training and job opportunities during construction and operation of the project.
- Right-of-way: Community members wanted to know if landowners would be fairly compensated for right-of-way acquisition.
- Existing infrastructure: Community members asked if Dominion will use existing infrastructure or would all construction be new.
- Rate increases and service reliability: Community members wanted to know if their rates would be increased and whether wind power would affect the reliability of their electric service.⁸

Community	Community Description	Date	Communication/ Engagement	General Concerns Derived from Discussions with Stakeholders and Community Members ⁹
Virginia Beach				
SeaTack	<ul style="list-style-type: none"> ■ Historic African-American community ■ Located within a CBG with low-income and persons of color populations pursuant to VEJA ■ Virtually all EJ-related organizations and knowledgeable community members identified SeaTack as a community to engage with and provide info 	<ul style="list-style-type: none"> May 10, 2021 May 19, 2021 August 7, 2021 November 8, 2021 	<ul style="list-style-type: none"> Virtual meeting (Zoom) with SeaTack Civic League Virtual meeting (Zoom) with American Association of University Women as requested by SeaTack Civic League Information table at Atlantis/SeaTack Community Day Planned in-person meeting with SeaTack Civic League 	<ul style="list-style-type: none"> ■ No direct concerns regarding the nearby underground route alignment or new transmission lines in general ■ Interested in opportunities for job training and employment ■ Viewshed impacts ■ Additional cost to customers from project ■ Property rights and a fair compensation structure for obtaining rights of way.

⁸ Information regarding impacts on rates can be found in the Direct Testimony of Company Witness Timothy P. Stuller.

⁹ Feedback received to date reflects the company's understanding of specific, preliminary questions or concerns raised during engagement efforts to date.

TABLE 5-2

Coastal Virginia Offshore Wind Commercial Project
Summary of Enhanced Outreach to
Potentially Affected EJ Communities in Proximity to Alternative Transmission Line Routes

Community	Community Description	Date	Communication/ Engagement	General Concerns Derived from Discussions with Stakeholders and Community Members ⁹
Lincoln Military Housing (NAS Oceana)	<ul style="list-style-type: none"> ■ Located in a CBG with low-income and persons of color populations pursuant to VEJA ■ Transient military personal, directed from military base leadership to not hold specific events on site 	May 2021	Requested addresses so ongoing Project information mailings could be sent to renters.	■ No feedback received, to date
		Ongoing since January 2021	Regular update meetings with housing liaison.	■ No feedback received, to date
Derby Run Mobile Home Park	<ul style="list-style-type: none"> ■ Located within a CBG with low-income and persons of color populations pursuant to VEJA ■ Through engagement with knowledgeable community leaders, it was understood that this community could be transient military personnel 	June 1, 2021	In-person meeting with office staff requesting to post Project information flyers	■ No feedback received, to date
		June 11, 2021	Dominion called office requesting permission to distribute Project information flyers door-to-door	■ Request denied
		August 2021	Yard sign posted on property announcing the open house on August 17, 2021	■ No feedback received, to date
Ocean Gate and Harper's Square Apartments	<ul style="list-style-type: none"> ■ Located within a CBG with low-income and persons of color populations pursuant to VEJA ■ Through engagement with knowledgeable community leaders, it was understood that this community could be transient military 	August 2021	Open house post card sent by email to apartment manager for dissemination to residents	■ No feedback received, to date
		August 2021	Yard sign posted on property announcing the open house on August 17, 2021	■ No feedback received, to date
Atlantic Shores Retirement Community	<ul style="list-style-type: none"> ■ Located in a CBG identified as an age (over 64) community pursuant to VEJA ■ Even though this community is more than 2 miles from the nearest overhead route, Company wanted to ensure engagement still occurred 	August 2021	Yard sign posted on property announcing the open house on August 17, 2021	■ No feedback received, to date
Holland Pines	<ul style="list-style-type: none"> ■ Located within a CBG with persons of color populations pursuant to VEJA 	June 17, 2021	Direct outreach by handing out brochures in neighborhood	■ No feedback received, to date

TABLE 5-2

Coastal Virginia Offshore Wind Commercial Project
 Summary of Enhanced Outreach to
 Potentially Affected EJ Communities in Proximity to Alternative Transmission Line Routes

Community	Community Description	Date	Communication/ Engagement	General Concerns Derived from Discussions with Stakeholders and Community Members ⁹
Piney Grove Church	<ul style="list-style-type: none"> Potential Sensitive Receptor 	July and August 2021	Provided literature at church doors. Dominion offered to host a hotdog social and a back-to-school function	<ul style="list-style-type: none"> No feedback received, to date. Plan to follow up on offers for further engagement.
Courthouse Estates	<ul style="list-style-type: none"> Located within a CBG with persons of color populations pursuant to VEJA 	May 27, 2021	Project PowerPoint presentation to community members who live along the proposed route	<ul style="list-style-type: none"> No feedback received, to date
Kempsville Mennonite Church	<ul style="list-style-type: none"> Potential Sensitive Receptor 	May 13, 2021	Meeting with church officials to introduce the project. Follow up planned after preferred route is selected.	<ul style="list-style-type: none"> Concern about the proximity of the line to the church Concern about impact to fields used by K-12 students attending the church school. Vegetation screening to minimize view of project. Will the project require new construction or is the existing infrastructure going to be utilized? Property value impacts Project impacts on electric reliability
Highland Acres – Highland Meadows	<ul style="list-style-type: none"> Located within a CBG with persons of color populations pursuant to VEJA 	August 10, 2021	Yard sign posted in Dominion right-of-way at a nearby city park announcing the open house on August 17, 2021	<ul style="list-style-type: none"> Types of structures and power Health implications from continuous exposure to high voltage General concerns about impacts on wetlands and property values.
		November 2021	Letter to community regarding route modification from needing new right of way to fully using existing right of way. communication includes map and additional photo simulations	<ul style="list-style-type: none"> Pending

TABLE 5-2

Coastal Virginia Offshore Wind Commercial Project
Summary of Enhanced Outreach to
Potentially Affected EJ Communities in Proximity to Alternative Transmission Line Routes

Community	Community Description	Date	Communication/ Engagement	General Concerns Derived from Discussions with Stakeholders and Community Members ⁹
Highland Parish	<ul style="list-style-type: none"> Located within a CBG with persons of color populations pursuant to VEJA 	August 10, 2021	Yard sign posted at entrance to Homeowners Association announcing the open house on August 17, 2021	<ul style="list-style-type: none"> No feedback received, to date
		November 2021	Letter to community regarding route modification from needing new right of way to fully using existing right of way, communication includes map and additional photo simulations	<ul style="list-style-type: none"> Pending
Dewberry Farm	<ul style="list-style-type: none"> Located within a CBG with persons of color populations pursuant to VEJA 	August 2, 2021	Property manager provided project materials to share with community	<ul style="list-style-type: none"> No feedback received, to date
		August 2021	Yard sign posted announcing the open house on August 17, 2021	<ul style="list-style-type: none"> Project inquiry about whether the transmission lines would be buried or overhead Impacts on resident safety Community disruption during construction Concern about impacts on home values
		November 2021	Letter to community regarding route modification from needing new right of way to fully using existing right of way, communication includes map and additional photo simulations	<ul style="list-style-type: none"> Pending
Indian River Woods	<ul style="list-style-type: none"> Located within a CBG with persons of color populations pursuant to VEJA 	November 2021	Letter to community regarding route modification from needing new right of way to fully using existing right of way, communication includes map and additional photo simulations	<ul style="list-style-type: none"> Pending
Indian River Farms	<ul style="list-style-type: none"> Located within a CBG with persons of color 	In progress	Property manager provided project materials to share with community	<ul style="list-style-type: none"> No feedback received, to date

TABLE 5-2 Coastal Virginia Offshore Wind Commercial Project Summary of Enhanced Outreach to Potentially Affected EJ Communities in Proximity to Alternative Transmission Line Routes				
Community	Community Description	Date	Communication/ Engagement	General Concerns Derived from Discussions with Stakeholders and Community Members ⁹
	populations pursuant to VEJA	August 2021	Yard sign posted announcing the open house on August 17, 2021	■ No feedback received, to date
		November 2021	Letter to community regarding route modification from needing new right of way to fully using existing right of way, communication includes map and additional photo simulations	■ Pending
Chesapeake				
True Way Evangelical Mission	■ Potential Sensitive Receptor	Ongoing project updates since May 2021	n/a	■ No feedback received
United House of Prayer for All People	■ Potential Sensitive Receptor	April 28, 30 and June 21, 2021	Attempted communications by phone and in-person visit	■ No feedback received

6. ANALYSIS

Dominion implemented an enhanced outreach plan to identify issues of concern raised by populations of color and low-income communities, and special populations. The following categories of concern were identified during community engagement: permanent and temporary impacts associated with the development of facilities in new rights-of-way in previously undisturbed areas, visual impacts, environmental impacts (waterways and wildlife), health (exposure to electromagnetic fields), construction impacts (traffic and access), property values, and economic impacts (rate increases, compensation for right-of-way acquisition, employment opportunities). It must be noted, that much of the outreach as listed in Table 5-2 was not reciprocated with actionable feedback. Therefore, based on Dominion’s collective EJ outreach approach and engagement combined with the feedback received from communities at-large, Dominion applied the input received to limit impacts and address concerns where possible and feasible. As such, the following uses the term “community” in a broad sense and is not necessarily restricted to EJ communities.

6.1 Routing Opportunities

Dominion sought to maximize the use of existing transmission line and transportation corridors in the routing and siting of the alternative routes. It is standard practice in compliance with state regulatory guidance to use these routing opportunities to limit the overall impacts of a project. As a result of residential growth and expansion, many of the existing rights-of-way in the area are now encumbered by residential and commercial developments. As such Dominion received multiple comments expressing concerns associated with the impacts during construction and operation of transmission facilities in new

rights-of-way in previously undeveloped areas. There was particular concern about the placement of new transmission line facilities in residential areas. Limiting the amount of new right of way, blending the color of the new transmission structures with the existing transmission structures, retaining a screen of trees adjacent to the new and expanded rights of way for the transmission lines, and keeping the structure heights at the minimum safety requirements helps to address these issues.

ERM identified existing corridors through review of recent digital aerial photography, city planning documents, various publicly available data layers, and data from Dominion for its existing transmission lines and associated infrastructure that cross or are collocated with one or more of the alternative routes. Existing corridors within the study area include: the City of Virginia Beach's Southeastern Parkway & Greenbelt corridor, electric transmission lines, roads, and railroads. Efforts were made to collocate route alternatives with existing transmission lines and other linear corridor features wherever possible.

Approximately 2.6 miles of the CLH Route would utilize routing opportunities, including, but not limited to 0.6 mile segment adjacent to Harpers Road between approximate MPs 3.5 and 4.1, which passes directly north of the Derby Run Mobile Home Park, Ocean Gate Apartments, and Harpers Square Apartments on NAS Oceana property. The new underground right-of-way in this area would generally be 65 feet in width. The new right-of-way in this area would generally be 65 feet in width.

HF Routes 1, 2, and 5, and the HF Hybrid Route would each utilize a segment of the existing right-of-way for Line #2118/147 as a routing opportunity for approximately 1.8 miles between Piney Woods Lane to the east and Holland Road to the west; this area also overlaps with the Southeastern Parkway & Greenbelt study corridor. The existing right-of-way for Lines #2118/147 is 120 feet wide. An additional 105 feet of new right-of-way on either the north or south side of the existing corridor would be required to accommodate the structures proposed for the transmission routes. This segment minimizes right-of-way expansion where the alternative routes pass between Piney Grove Baptist Church, and the Holland Pines and Christopher Farms neighborhoods.

Approximately 2.7 miles of the HF Route 5 and the Line #2085 Route Variation would utilize routing opportunities. The route would be within and adjacent to an existing Dominion transition right-of-way for Line #2085 west of the Kempsville Mennonite Church and the Courthouse Estates for approximately 0.2 mile. The existing right-of-way for Line #2085 is 120 feet wide. An additional 90 feet of new right-of-way on the west side of the existing corridor would be required to accommodate the structures proposed for the transmission routes.

ERM studied a potential route variation as an alternative to a segment of HF Route 1 and the HF Hybrid Route which would cross the Highland Acres and Highland Meadows, Dewberry Farms, Indian River Woods, and Indian River Farms neighborhoods. Beginning at the point where HF Route 1 and the HF Hybrid Route would intersect Dominion's existing Line #271/I-74 near the Princes Anne Athletic Complex, the route variation would follow an alternate alignment to the west/southwest for about 2.0 miles, crossing a mix of private land and City of Virginia Beach-owned land, and passing around or between the Highland Acres, Highland Parish, Dewberry Farm, Indian River Woods, and Indian River Farms subdivisions. The route variation would intersect and rejoin the HF Route 1/HF Hybrid Route alignment near the Virginia Beach/Chesapeake boundary. This alternative was dropped because it would create new right-of-way about 0.2 mile longer than the corresponding segment of the existing Line #271 right-of-way, would represent a new visual impact to the communities (such as to Highland Parish, Dewberry Farm, Indian River Farms, Indian River Woods, Highland Acres, and Highland Meadows), and would result in the communities being bordered to the north and south by transmission lines.

Dominion identified a solution that would allow the existing 120-foot-wide right-of-way for Line #271/I-74 to be used for HF Route 1 and the HF Hybrid Route. Dominion is proposing to remove the existing lattice structures for Line #271/I-74 and replace them with two monopole structures within the existing 120-foot right-of-way where HF Route 1 and the HF Hybrid Route crosses Highland Acres and Highland Meadows,

Dewberry Farms, Indian River Woods, and Indian River Farms neighborhoods. New right-of-way needs for this solution would be in open spaces and not immediately in private property backyards. Although adding additional structures within this segment of existing right of way, the new structure heights will be comparable to existing heights.

6.2 Visual Impacts

Community members were concerned that visual conditions would change if the Virginia Facilities were to be constructed. The primary strategy for minimizing visual impacts was to identify routes that were most harmonious with the landscape. Mitigation measures would include avoiding unique viewsheds, placing structures to take advantage of natural screening (e.g., tall trees), and avoiding the placement of structures directly in front of residences.

ERM evaluated existing visual conditions by identifying visually sensitive areas, and describing the landscape and viewer types (e.g., local residents), and identifying Key Observation Points (KOP) to represent landscapes, sensitive areas, and viewer types. Several KOPs were identified near sensitive communities to understand baseline conditions (Figure 6.2-1).

KOP 5 was identified to characterize the view west along the Line #2118/147 existing right-of-way within the Castleton subdivision toward Holland Pines. Overall, the view is dominated by the existing utility structures and conductors. The existing right-of-way for HF Routes 1, 2 and 5 would be expanded by 105 feet. Although the new transmission towers would use a different design than (and would be taller than) the existing towers, most observers would likely consider the new towers and conductors to be similar in appearance to the existing towers and would be similar to the existing view.

KOP 12 was identified to characterize the view facing southeast from Salem Road just north of Highland Acres neighborhood. The landscape here is residential amid open, undeveloped lands. HF Routes 1 and the HF Hybrid Route would not be visible from this location.

KOP 13 was identified to characterize the views from a cul-de-sac within the Highland Parish neighborhood, a high-density residential area. HF Routes 1 and HF Hybrid Route would not be visible from this location.

KOP 14a/14b was identified to characterize the views from Indian River Road looking southeast and south-southwest towards Indian River Woods neighborhood and Indian River Farms neighborhood. The views are largely suburban residential, with landscaped areas surrounding single-family houses. The shape and color of the new structures for HF Route 1 and HF Hybrid Route would blend somewhat with the existing Line #271/1-74 structures. However, the number of visible structures would increase. Visual changes would be more noticeable at close distance, but less noticeable where new structures are near treelines.

KOP 15 was identified to characterize the view from Mt. Pleasant Road near the True Way Evangelistic Mission. The view is dominated by open fields. While visible, the HF Route 1 and HF Hybrid structures would not strongly contrast with the existing landscape due to distance from the viewer.

6.3 Environmental Impacts

Comments were received regarding potential impacts on water resources and wildlife. As part of the regulatory review process for the Virginia Facilities, Dominion will complete an evaluation of potential environmental, cultural, and historical impacts of the project. Dominion will continue to engage with local, state, and federal agencies to complete these evaluations and mitigate any impacts from the construction of the project. In addition, Dominion will obtain all required environmental permits and will comply with any permit conditions. Permitting agencies will include: the Army Corps of Engineers, the Virginia Department

of Conservation and Recreation, and the Virginia Marine Resources Commission. Commenting agencies will include: the Virginia Department of Wildlife Resources, and the Virginia Department of Historic Resources, among others. Dominion anticipates that impacts will be mitigated by design and construction practices.

6.4 Property Values

Concerns were raised that the placement of transmission lines near populations has the potential to affect property values. In general, there was concern that the presence of transmission lines in the viewshed of homes could adversely affect the aesthetics resulting in the reduction of property values and deterring potential buyers. Indirect impacts on property value caused by direct visual impacts of high-voltage transmission lines (i.e., lines carrying more than 69 kV) depend on proximity, visibility, size and type of transmission structures, easement landscaping, and surrounding topography. As noted, to the extent practicable, the project will utilize existing collocation opportunities to minimize impacts from new transmission rights of way. As noted, to the extent practicable, the project will utilize existing collocation opportunities to minimize impacts from new transmission rights of way. Based on a review of peer-reviewed and industry research published in peer-reviewed journals and trade journals, residential property values and sales prices primarily are affected by factors unrelated to the presence of a transmission line. Other factors, such as location, type and condition of improvements to the property, neighborhood, and local real estate market conditions, are shown through research to have greater influence on the value of residential property than the presence of a transmission line (Jackson and Pitts 2010; Anderson et al. 2017).

6.5 Health

Community members stated their concerns about potential health effects of living in proximity to electric transmission lines. Scientific evidence does not show that common sources of electromagnetic fields (EMF) in the environment, including transmission lines and other parts of the electric system, are a cause of any adverse health effects. As such, the impacts of constructing and operating any of the alternatives on the natural and human environments are not anticipated to be significant.

The conclusions of multidisciplinary scientific review panels assembled by national and international scientific agencies during the past two decades are the foundation of Dominion's opinion that no adverse health effects would result from the operation of the alternative routes.¹⁰ The general scientific consensus of the agencies that have reviewed this research, relying on generally accepted scientific methods, is that the scientific evidence does not confirm that common sources of EMF in the environment, including transmission lines and other parts of the electric system, appliances, etc., are a cause of any adverse health effects.

Typical levels of EMF from Dominion's power lines outside its property and rights-of-way are far below the screening reference levels of EMF recommended for the general public and still lower than exposures equivalent to restrictions to limits on fields within the body (ICNIRP 2010; ICES 2019). Therefore, based on the conclusions of scientific reviews and the levels of EMF associated with transmission lines, Dominion has determined that no adverse health effects are anticipated to result from transmission line operation.

¹⁰ Agencies include: European Health Risk Assessment Network on Electromagnetic Fields Exposure, the International Commission on Non-Ionizing Radiation Protection, the World Health Organization, the IEEE's International Committee on Electromagnetic Safety, the Scientific Committee on Emerging and Newly Identified Health Risks of the European Commission, and the Swedish Radiation Safety Authority.

This is a common concern raised around power delivery infrastructure and Dominion representatives have addressed these concerns directly, when they arise, through conversations with stakeholders and in other public forums. Dominion engaged two EMF experts to attend outreach meetings in Virginia Beach and Chesapeake to answer detailed questions about EMF concerns from the public.

6.6 Training and Job Opportunities

Since the Virginia Clean Economy Act (the "VCEA" or "the Act") became effective on July 1, 2020, Dominion has worked to implement the hiring and economic development objectives of the law with respect to the Project. The Company's approach was twofold: (1) understand the magnitude of economic benefits, including job creation and state and local tax revenue, that would accrue from construction and operation of an offshore wind installation off the Virginia coast and associated onshore facilities; and (2) identify and engage strategic partners with the capability and resources to support Dominion's efforts to achieve the Act's objectives. While the Act's plan requirements appear to limit the focus on a plan related to "constructing" an offshore wind facility, Dominion's Plan embraces a more comprehensive approach that also includes the longer-term operation of these facilities.

In short, the Plan focuses on fostering and leading widespread and ongoing community, workforce, business/industry, governmental, and stakeholder outreach and engagement, with the goal of obtaining business, training, and hiring commitments and actions from key actors related to the Project and the offshore wind industry (i.e., supply chain) in Virginia. Dominion is cognizant, as all should be, that its actions alone under this Plan will not produce the desired economic development and jobs impacts desired; it will require actions from all of the groups, and individuals therein, to work collectively to achieve the Commonwealth's policies, as outlined in Va. Code § 56-585.1:11 D, and our shared goals.

6.7 Construction Activities

Impacts associated with the construction of the Virginia Facilities are considered temporary, lasting about two years. Various regulations, industry standards, and best management practices would guide the construction and restoration of the right-of-way. The temporary impacts associated with construction may include equipment noise, potential changes in traffic patterns, and general ground disturbance.

Noise is generally defined as unwanted sound. The primary noise receptors in the project area would be residences or individuals using recreation facilities. During the construction, temporary, localized noise from heavy equipment and increased vehicle traffic is expected to occur along the right-of-way during daytime hours. Construction activity and crews would be present at a particular location during daytime hours for a few to several days at a time, but on multiple occasions throughout the period between initial right-of-way clearing and final restoration. Exceedances of daytime noise limits are not expected and if they occur would be temporary.

Construction could occasionally cause lanes or roadways to be closed, although these closures would only last for the duration of the construction activity in a given area. Construction equipment and delivery vehicles would increase traffic along roadways in the project area, with effects lasting from a few minutes to a few hours, depending upon the complexity and duration of the construction activities, and drivers could experience increased travel times. The primary means of mitigating potential impacts on traffic roadways is to develop a traffic plan, if necessary, and by coordinating with highway departments and by taking into account the need for roadways to be safely operated and maintained.

During construction, Dominion minimizes ground disturbing activities to the extent possible. Following construction, Dominion removes constructed-related equipment and debris from the right-of-way. Dominion works closely with landowners to determine appropriate methods for restoring surface soils and

to identify appropriate seeds mixes. Lands within the right-of-way are restored as closely as possible to pre-construction conditions.

7. SUMMARY

Potential EJ communities were identified in proximity to the Virginia Facilities through a desktop review. Ground truthing efforts included conducting site visits to each identified EJ neighborhood by Dominion representatives to confirm the results of the desktop study, identifying potential additional sensitive areas by staff with local knowledge of Dominion's service territory, and incorporating insights from a community-based advisory group. This information was used in the development and refinement of the transmission line routes for the Virginia Facilities.

In particular, ERM and Dominion made a concerted effort to minimize impacts by identifying underground routing opportunities, maximizing collocation opportunities by using existing right-of-way wherever practicable, routing across undeveloped land, and when possible, avoiding residential areas to minimize impacts on potential environmental justice communities.

The CLH Route is proposed to be built underground in response to structure height restrictions on U.S. Navy land, but that decision has the added benefit of reducing potential visual impacts to several nearby EJ neighborhoods. In addition, the decision to rebuild the existing double-circuit lattice structures for Lines #271/I-74 and replace them with two new double-circuit monopole structures in the densely developed residential area in the vicinity of Salem and Indian River roads is an engineering solution that allows the existing 120-foot-wide right-of-way to support the additional transmission lines needed for this project in this area. This precludes the need to expand the existing right-of-way and also avoids having to develop a completely new right-of-way alignment, which would create new impacts to the neighborhoods in this area.

Outreach with potential EJ communities was initiated in January 2021 and represents a 10-month-long effort to identify, learn about, and engage with potential EJ community residents and EJ-interested stakeholder groups. An initial list of potential EJ communities was developed based on desktop screening and stakeholder feedback. All identified sensitive areas have been (or were attempted to be) contacted directly by Dominion in order to provide Project information and request feedback. Dominion tailored the outreach effort to best meet community needs (e.g., meetings scheduled according to community availability).

Enhanced outreach to EJ areas and sensitive receptors includes contact with property managers to ensure materials reach residents of multi-family housing, contacting houses of faith, promoting GeoVoice as a tool for public feedback (i.e., the opportunity for meaningful participation), and offering presentations or more information where requested. Based on the feedback received to date, the routing choices made and the implementation of best management practices for routing and construction, and studies completed to date (e.g., visual assessment) would not result in significant adverse and disproportionate impacts on EJ communities. Nonetheless, Dominion is committed to ongoing engagement with EJ communities along the selected alternative and to addressing outstanding concerns.

In summary, Dominion's work to identify, access, ground truth, and engage with EJ communities (and all of the communities) in the vicinity of the proposed Virginia Facilities has allowed for a robust identification of potential EJ communities that could be affected and created to opportunity for the meaningful involvement and participation of such communities, as envisioned by the federal requirements and the VEJA, as well as resulting in providing Dominion important information to assist in routing alternatives, as well as identifying ways to mitigate unavoidable effects.

8. REFERENCES

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- CNIRP (International Commission on Non-ionizing Radiation Protection). 2010. Guidelines for Limiting Exposure to Time-varying Electric and Magnetic Fields (1 Hz to 100 kHz). *Health Phys* 99: 818
- ICES (International Committee on Electromagnetic Safety). 2019. IEEE Standard for Safety Levels with Respect to Human Exposure to Electromagnetic Fields 0 to 300 GHz. IEEE Std C95.1-2019. New York, NY.
- Jackson, T., and J. Pitts. 2010. The Effects of Electric Transmission Lines on Property Values: A Literature Review. *Journal of Real Estate Literature* 18(2) 239-259.

APPENDIX A FIGURES

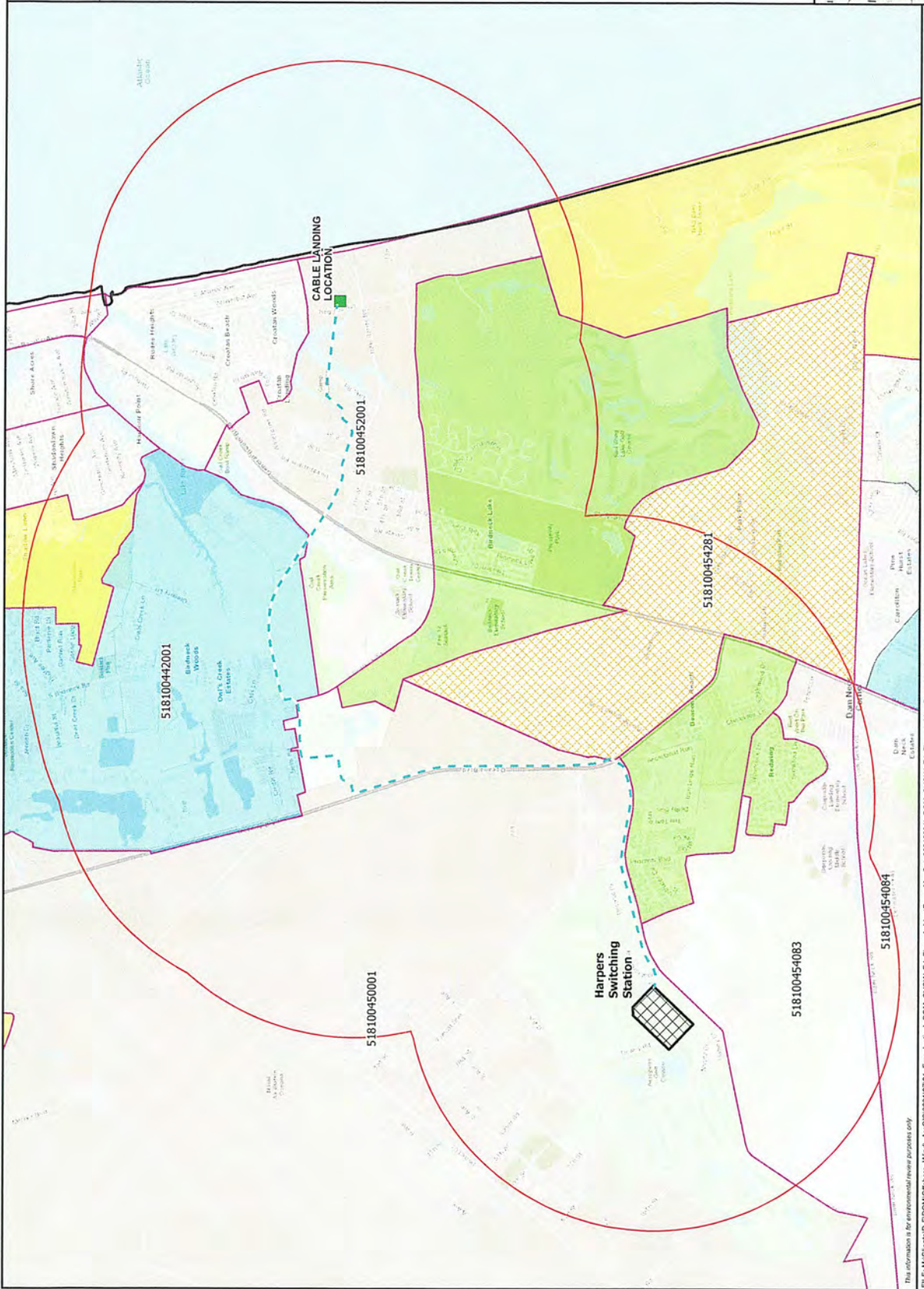
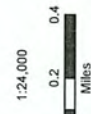
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Figure 3.1-1
Identified Environmental
Justice Populations in
Census Block Groups

Cable Landing to Harpers Route
Coastal Virginia
Offshore Wind
Commercial Project
Virginia Facilities

- Cable Landing Location
- Cable Landing to Harpers Route (Underground)
- Route Buffer - 1 Mile
- Census Block Group (CBG) Within 1 Mile
- Census Block Group Boundary
- County Boundary
- Identified EJ Populations**
- CBG with Minority Population > 38%
- CBG with Low-Income Population >= 30%
- CBG with Low-Income Population >= 30% AND Minority Population > 38%
- CBG with Over 64 Age Population > 35%
- Aboveground Facility



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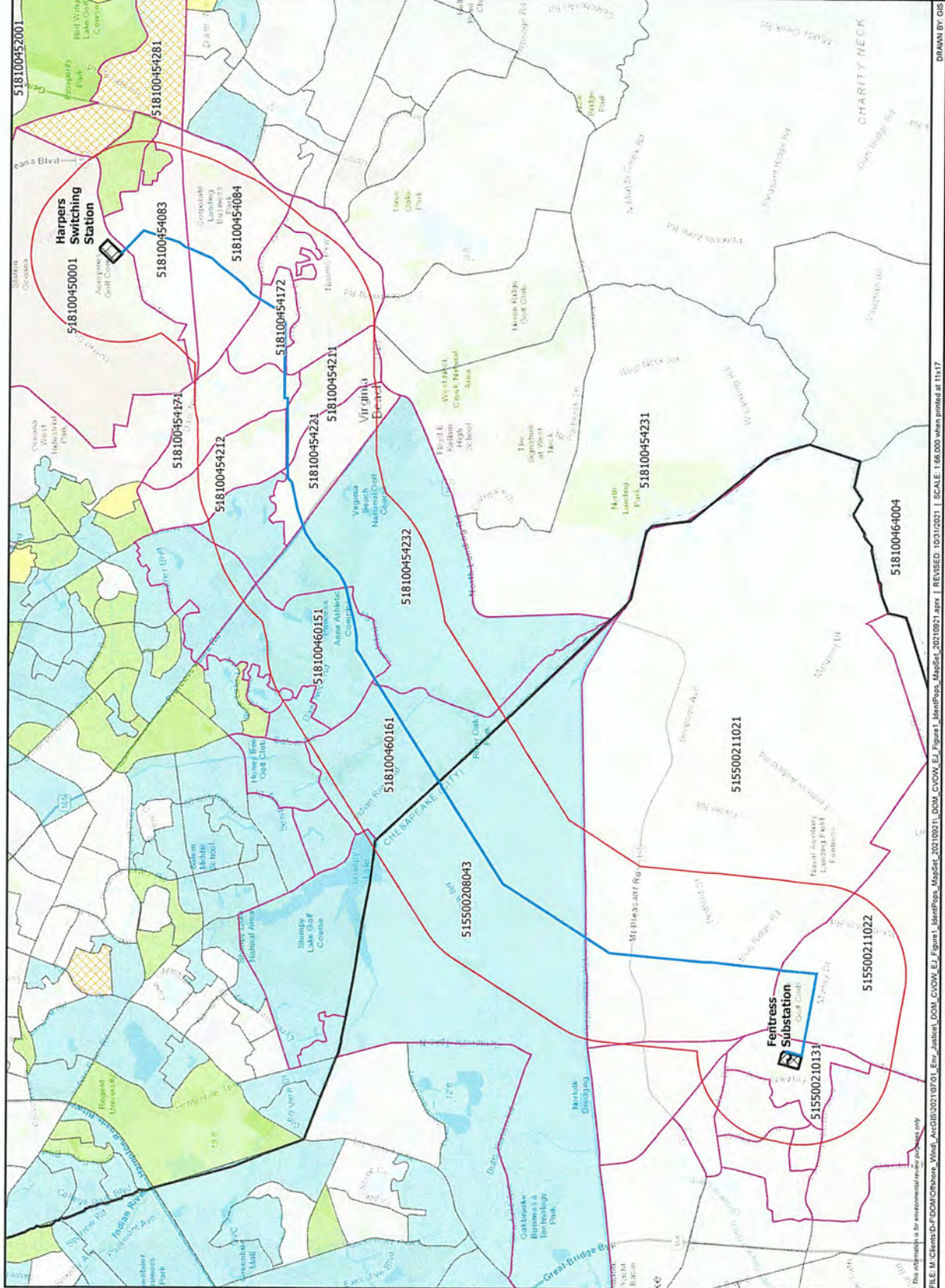
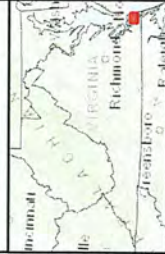
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Figure 3.2-1
Identified Environmental Justice Populations in Census Block Groups

Harpers to Fentress Route 1
Coastal Virginia Offshore Wind Commercial Project Virginia Facilities

- Harpers to Fentress Route 1 (Overhead)
- Route Buffer - 1 Mile
- Census Block Group (CBG) Within 1 Mile
- Census Block Group Boundary
- County Boundary
- Identified EJ Populations
- CBG with Minority Population > 38%
- CBG with Low-income Population > 30%
- CBG with Low-income Population > 30% AND Minority Population > 38%
- CBG with Over 64 Age Population > 35%
- Aboveground Facility



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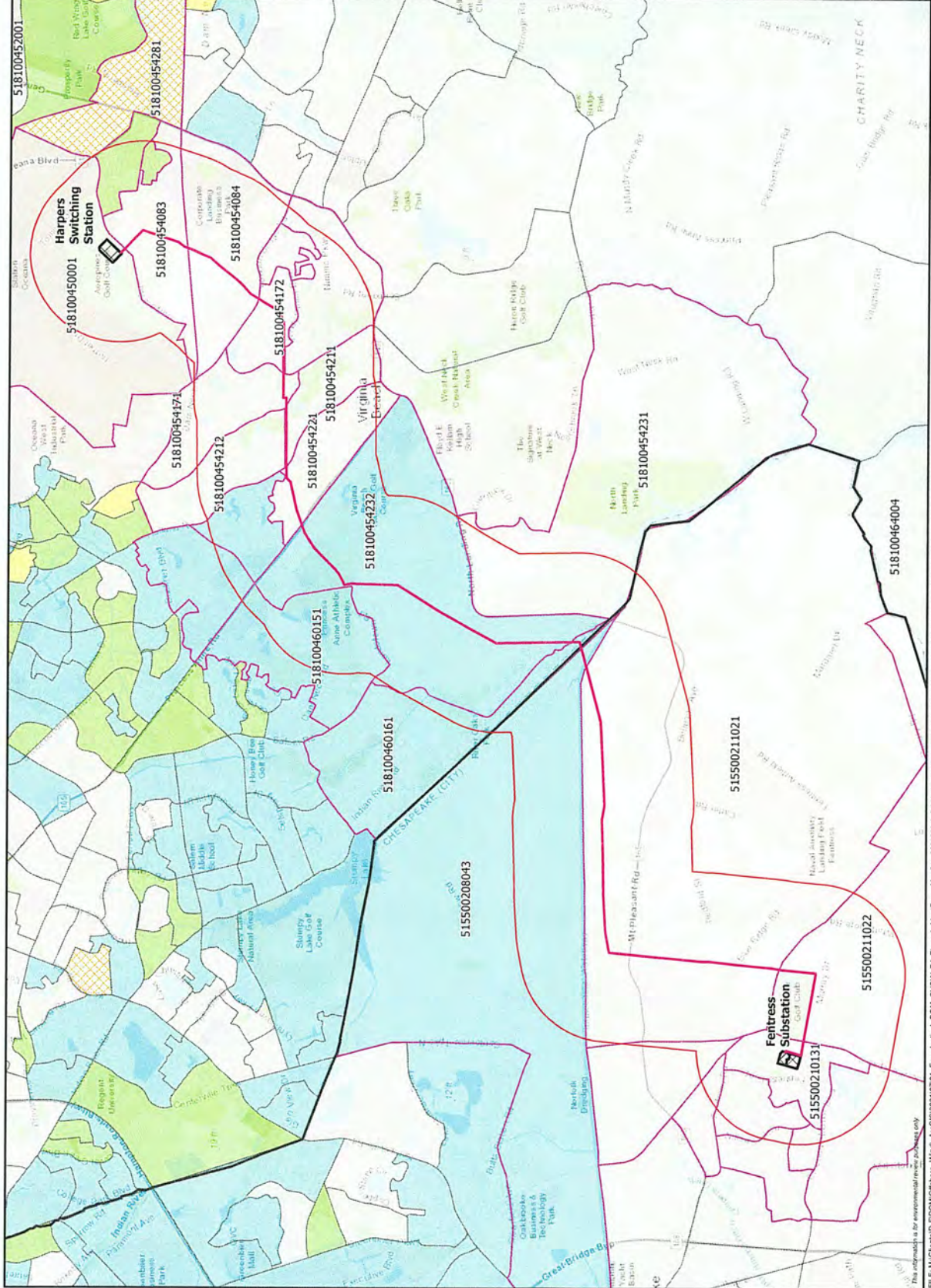
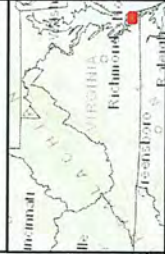
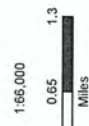


Figure 3.3-1
Identified Environmental
Justice Populations in
Census Block Groups

Harpers to Fentress
 Route 2 (Overhead)

Coastal Virginia
 Offshore Wind
 Commercial Project
 Virginia Facilities

- Harpers to Fentress Route 2 (Overhead)
- Route Buffer - 1 Mile
- Census Block Group (CBG) Within 1 Mile
- Census Block Group Boundary
- County Boundary
- Identified EJ Populations
- CBG with Minority Population > 38%
- CBG with Low-Income Population > 30%
- CBG with Low-Income Population > 30% & Minority Population > 38%
- CBG with Over 64 Age Population > 35%
- Aboveground Facility



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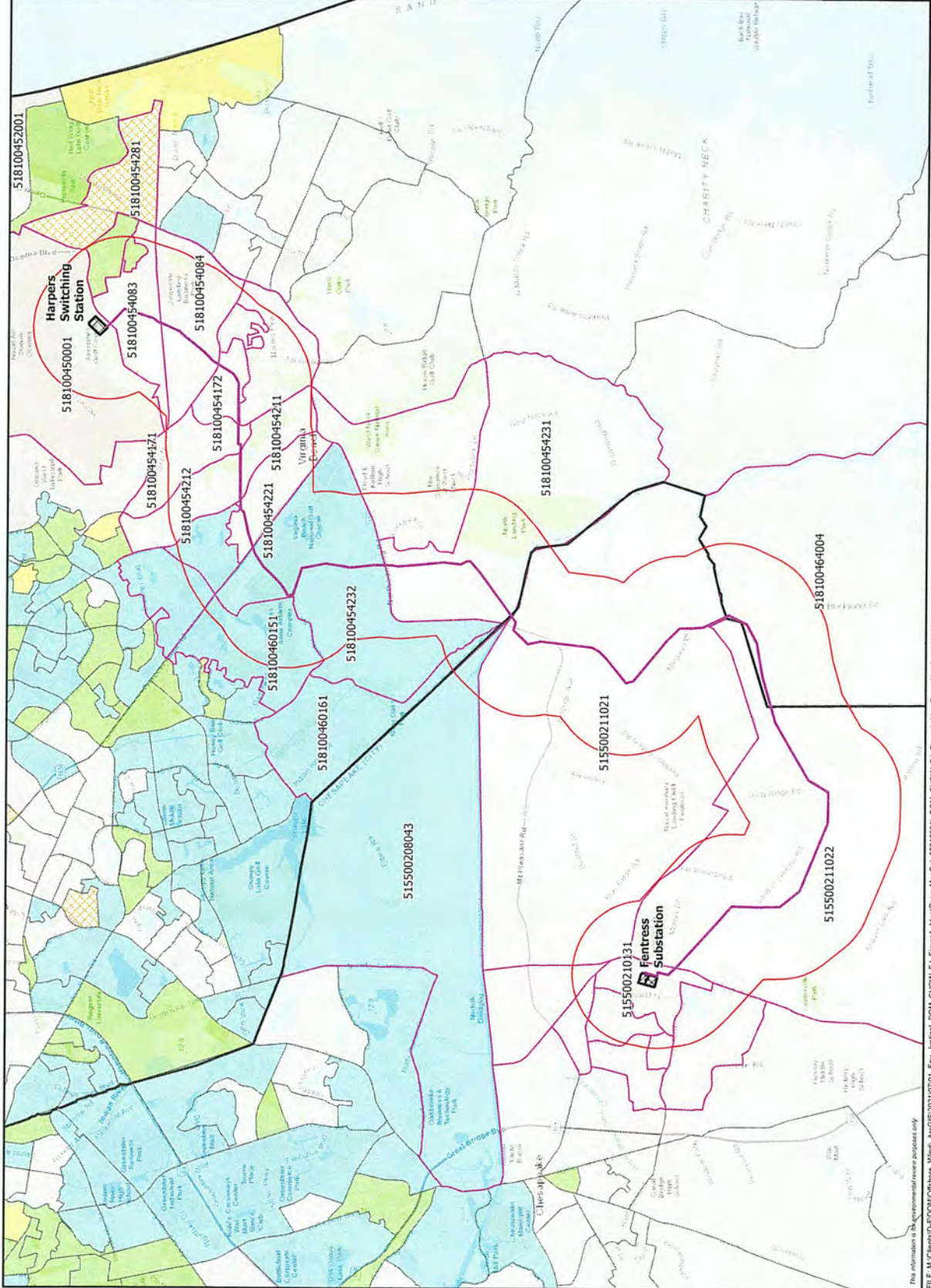
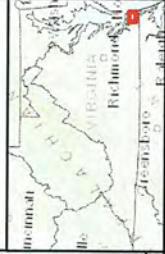


Figure 3.4-1
Identified Environmental
Justice Populations in
Census Block Groups

Harpers to Fentress
 Route 5

Coastal Virginia
Offshore Wind
Commercial Project
Virginia Facilities

- Harpers to Fentress
Route 5 (Overhead)
- Route Buffer - 1 Mile
- Census Block Group (CBG)
Within 1 Mile
- Census Block
Group Boundary
- County Boundary
- Identified EJ Populations
- CBG with Minority
Population > 38%
- CBG with Low-Income
Population >= 30%
- CBG with Low-Income
Population >= 30% AND
Minority Population > 38%
- CBG with Over 64
Age Population > 35%
- Aboveground Facility



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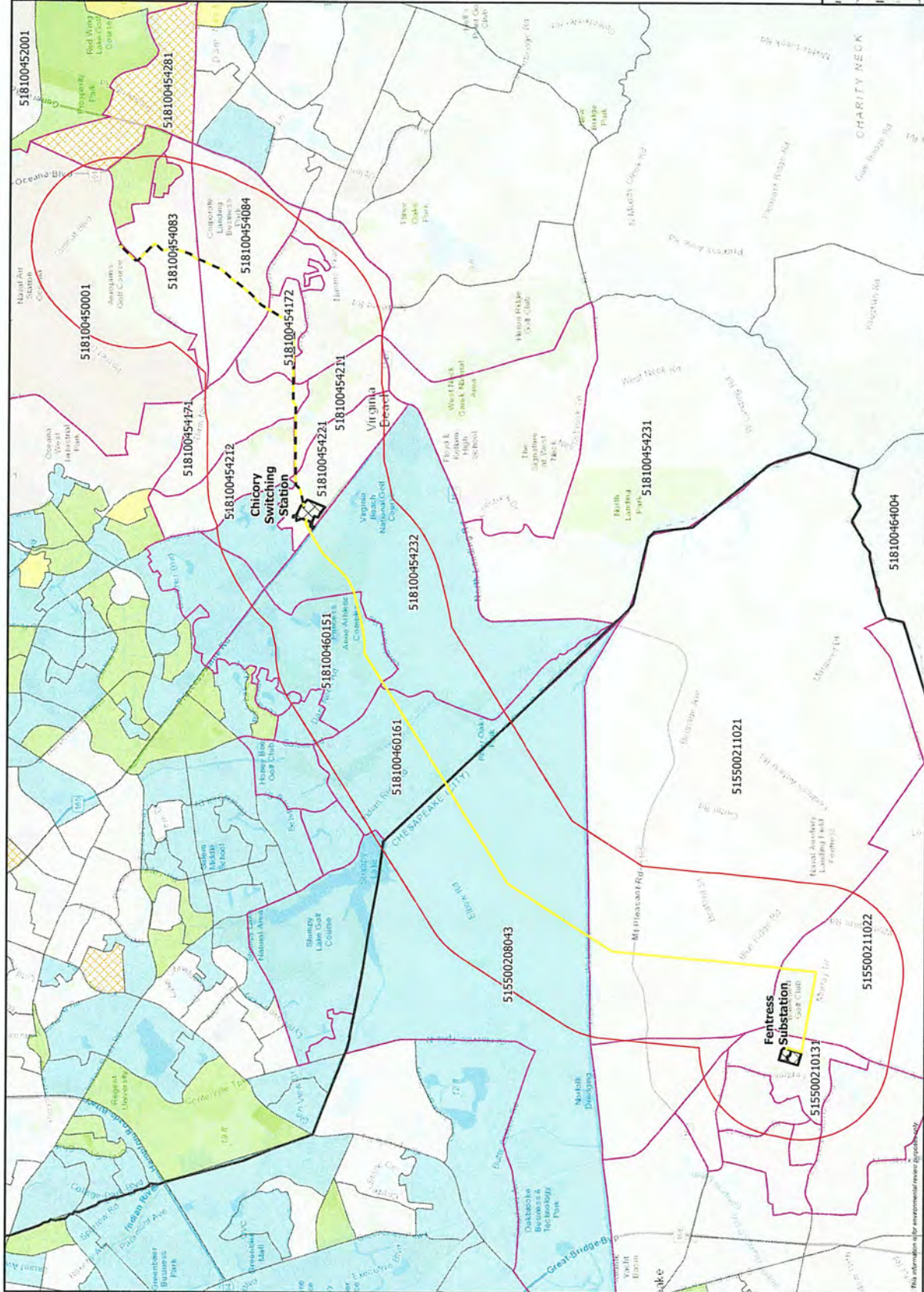
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Figure 3.5-1
Identified Environmental
Justice Populations in
Census Block Groups

Harpers to Fentress - Hybrid Route
Coastal Virginia
Offshore Wind
Commercial Project
Virginia Facilities

- Harpers to Fentress - Hybrid Route (Underground)
- Harpers to Fentress - Hybrid Route (Overhead)
- Census Block Group (CBG) Within 1 Mile
- Census Block Group (CBG) Within 1 Mile
- County Boundary
- Identified EJ Populations
- CBG with Minority Population > 38%
- CBG with Low-Income Population > 30%
- CBG with Low-Income Population > 30% AND Minority Population > 38%
- CBG with Over 64 Age Population > 35%
- Aboveground Facility



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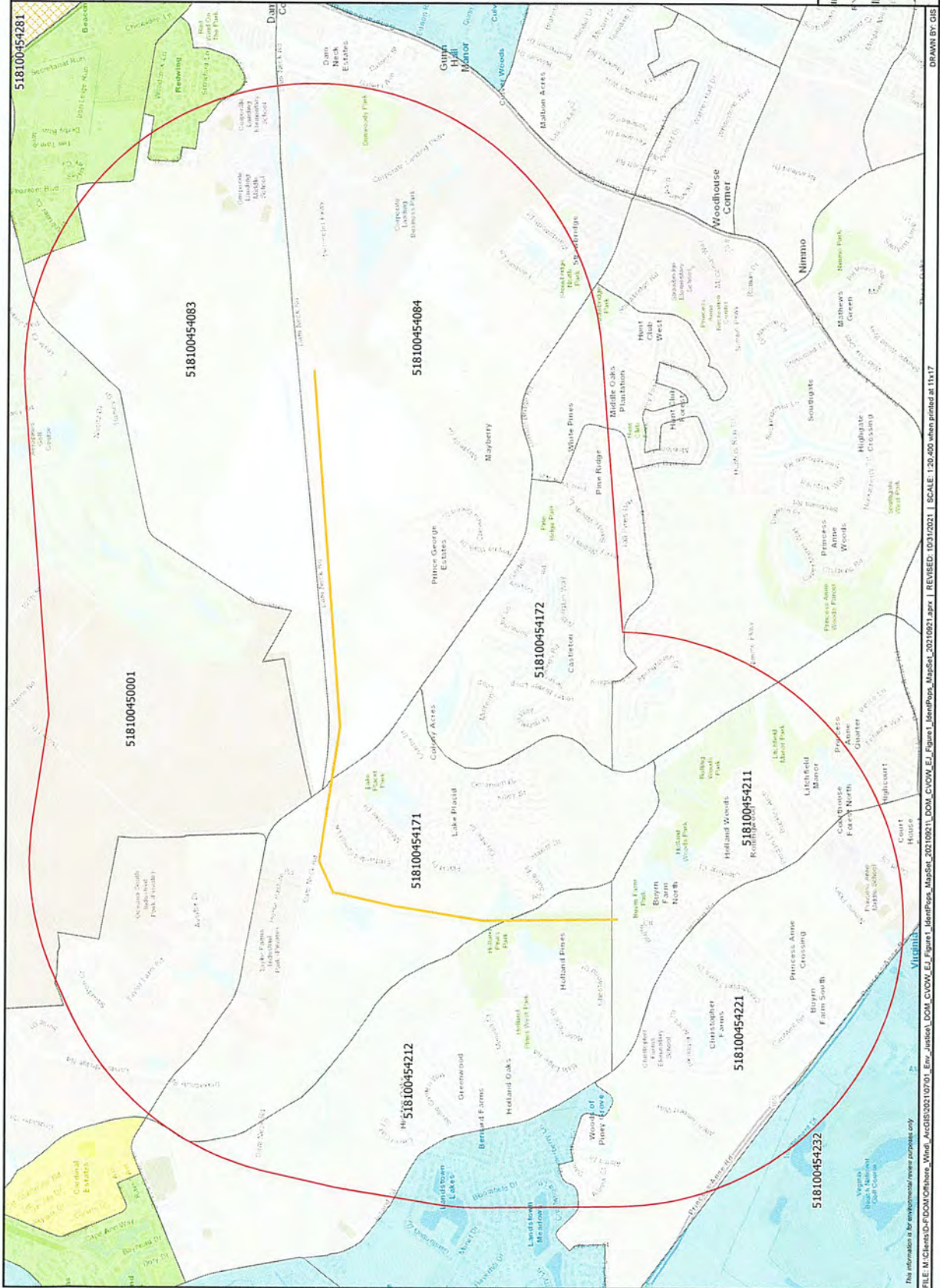


Figure 3.6-1
Identified Environmental Justice Populations in Census Block Groups

Dam Neck Route Variation
Coastal Virginia
Offshore Wind
Commercial Project
Virginia Facilities

- Dam Neck Route Variation (Overhead)
- Route Buffer - 1 Mile
- Census Block Group Boundary
- County Boundary
- Identified EJ Populations
- CBG with Minority Population > 38%
- CBG with Low-Income Population >= 30%
- CBG with Low-Income Population >= 30% AND Minority Population > 38%
- Minority Population > 38%
- Age Population > 64
- Aboveground Facility

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Miles



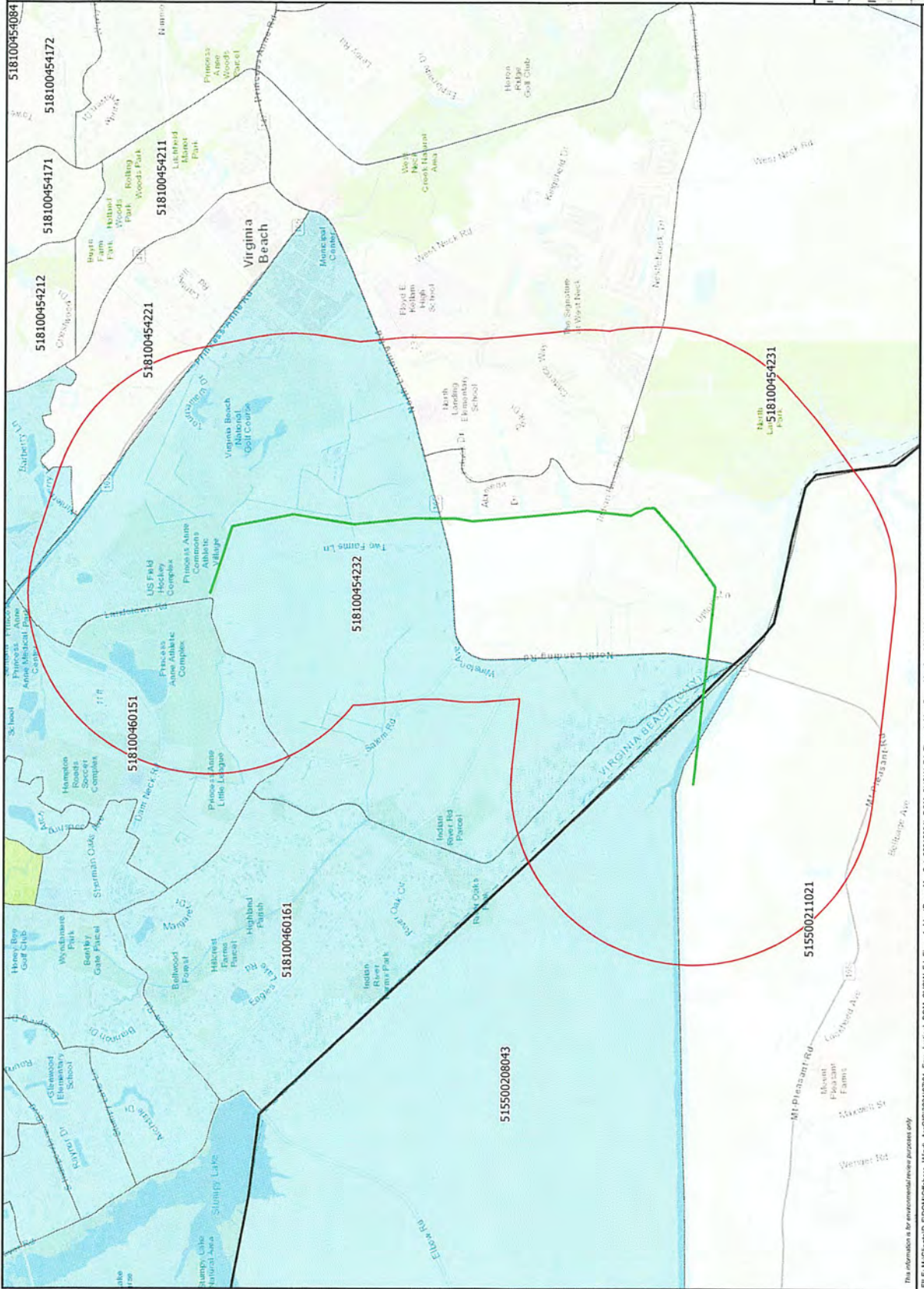
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Figure 3.7-1
Identified Environmental
Justice Populations in
Census Block Groups

Line #2085 Route Variation
Coastal Virginia
Offshore Wind
Commercial Project
Virginia Facilities

- Line #2085 Route Variation (Overhead)
- Route Buffer - 1 Mile
- Census Block
- County Boundary
- Identified EJ Populations
- CBG with Minority Population > 38%
- CBG with Low-Income Population >= 30% AND Minority Population > 38%
- Aboveground Facility



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518100454172
518100454171
518100454212
518100454221
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518100460151
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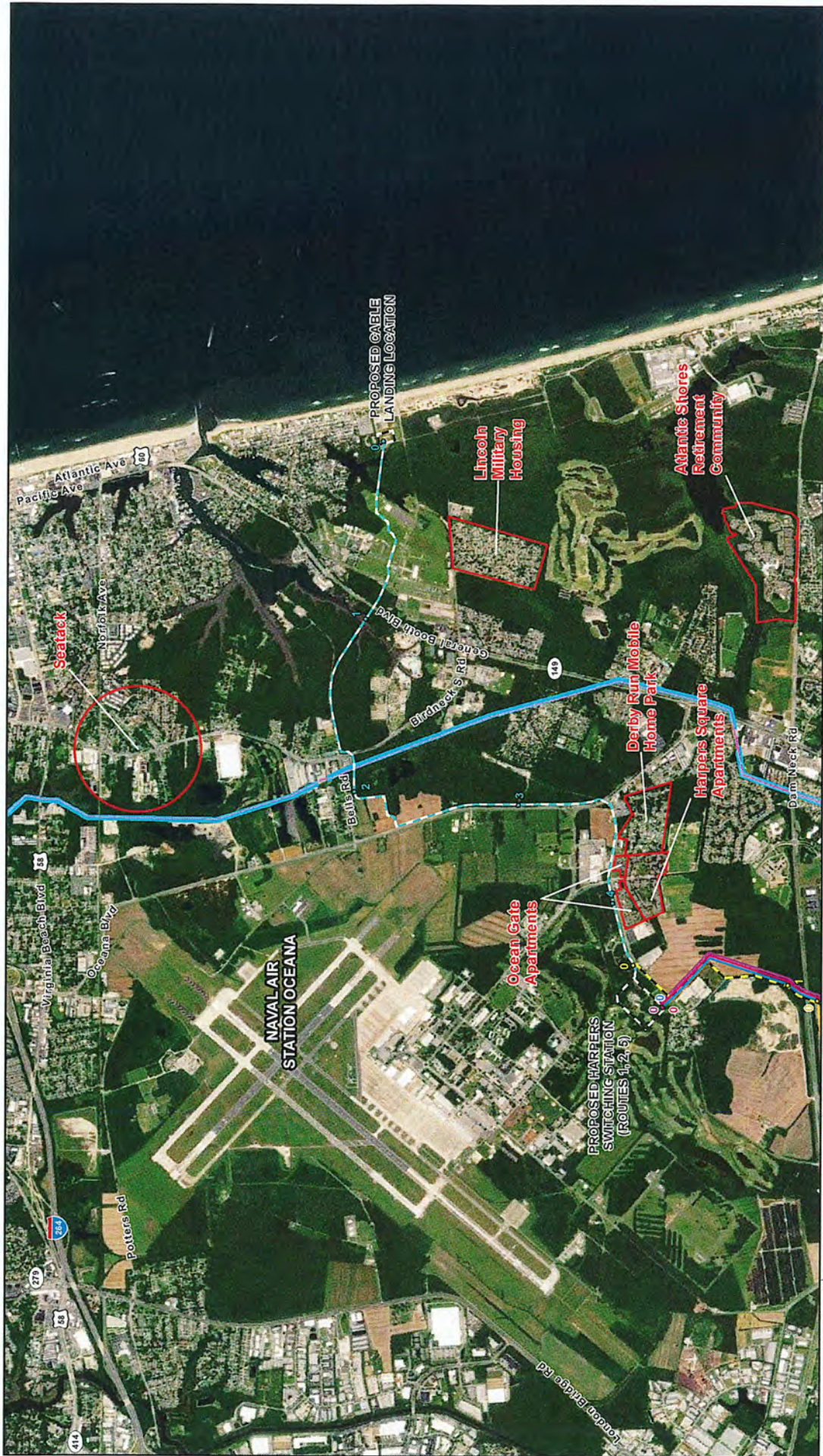
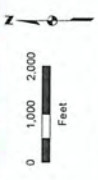


Figure 5-1
Coastal Virginia Offshore Wind Commercial Project - Virginia Facilities
 Dominion Virginia Power
 Virginia Beach and Chesapeake, VA
 Potentially Affected Communities
 Page 1 of 4



- o Milepost (Color Coded by Route)
 - Cable Landing to Harpers Route
 - Harpers to Fenitress Route 1
 - Harpers to Fenitress Route 2
 - Harpers to Fenitress Route 5
 - Harpers to Fenitress - Hybrid Underground Route
- o Dam Neck Route Variation
 - Existing Distribution
 - Transmission Line
 - Aboveground Facility
 - Existing ROW
 - E-J Outreach Area
- *All Solid Route Segments are Overhead, all Shared Route Segments are Underground



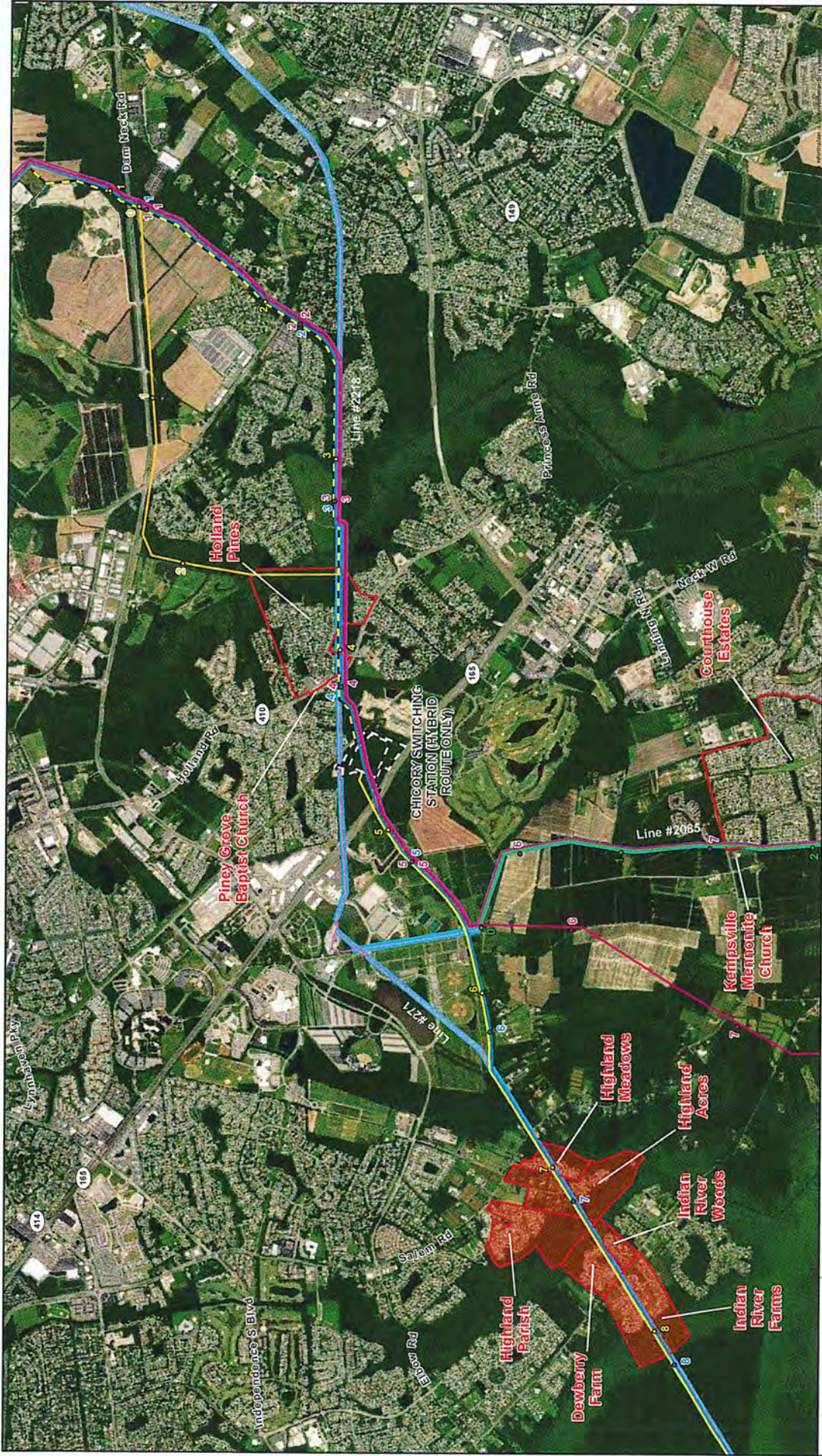


Figure 5-1
Coastal Virginia Offshore Wind Commercial Project - Virginia Facilities
 Dominion Virginia Power
 Virginia Beach and Chesapeake, VA
 Potentially Affected Communities
 Page 2 of 4

Dominion Energy

Legend

- Milepost (Color Coded by Route)
- Hapers to Fennessy Route 1
- Hapers to Fennessy Route 2
- Hapers to Fennessy Route 5
- Hapers to Fennessy - Hybrid Overhead Route
- Hapers to Fennessy - Hybrid Underground Route
- Dam Neck Route Variation

Line #2085 Route Variation

- Existing Dominion Transmission Line
- Aboveground Facility
- Existing ROW
- EJ Outreach Area
- EJ Underreach Area

Route Style Legend

- All Solid Route Segments are Overhead, all Dashed Route Segments are Underground

Scale: 0, 1,000, 2,000 Feet

North Arrow

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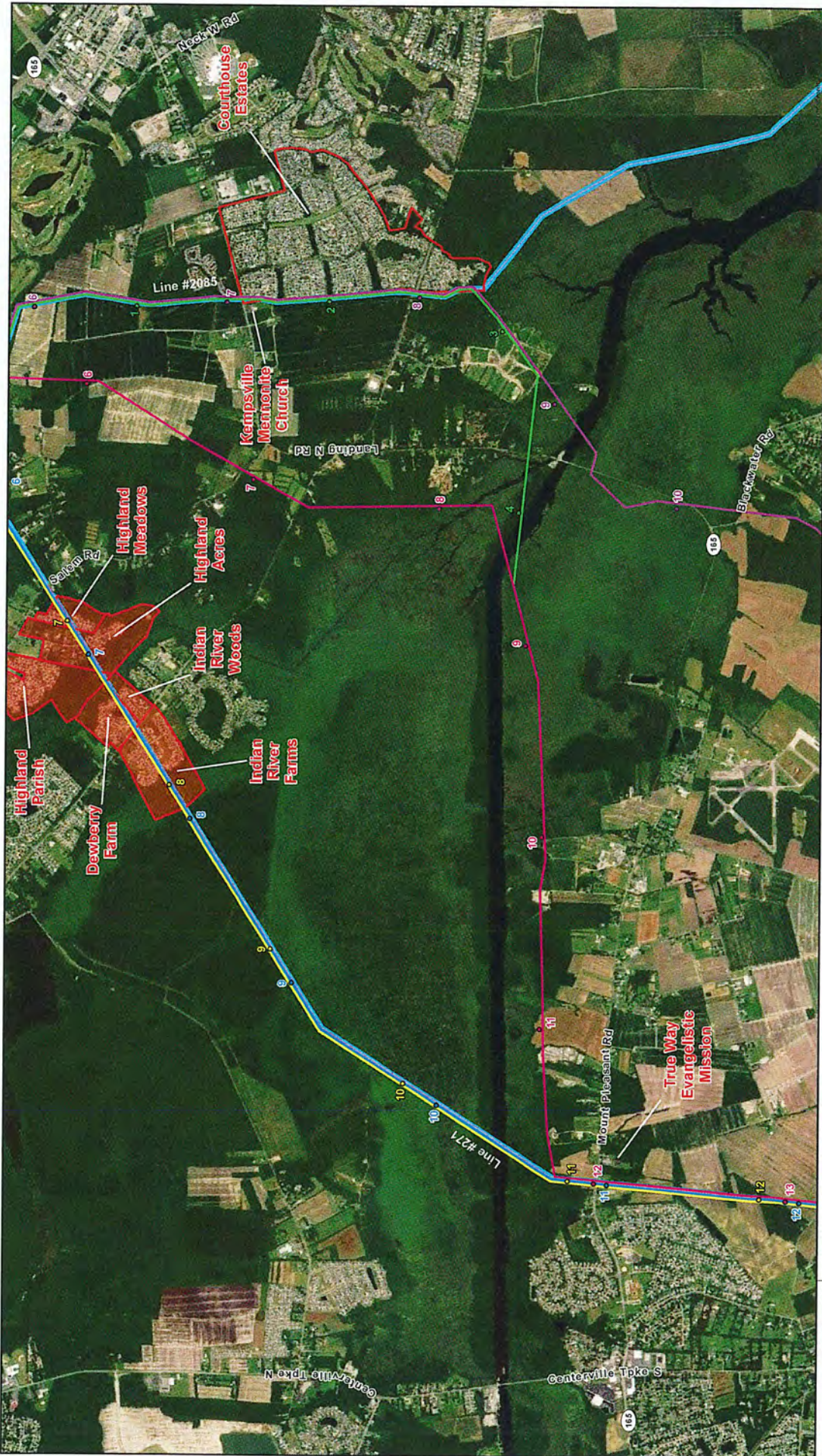


Figure 5-1
Coastal Virginia Offshore Wind Commercial Project - Virginia Facilities
 Dominion Virginia Power
 Virginia Beach and Chesapeake, VA
 Potentially Affected Communities
 Page 3 of 4



*All Solid Route Segments are Overhead, all Segments are Underground

- o Milepost (Color Coded by Route)
- Harpers to Fentress Route 1
- Harpers to Fentress Route 2
- Harpers to Fentress Route 5
- Harpers to Fentress - Hybrid Overhead Route
- Line #2085 Route Variation
- Existing Dominion Transmission Line
- Existing ROW
- EJ Outreach Area

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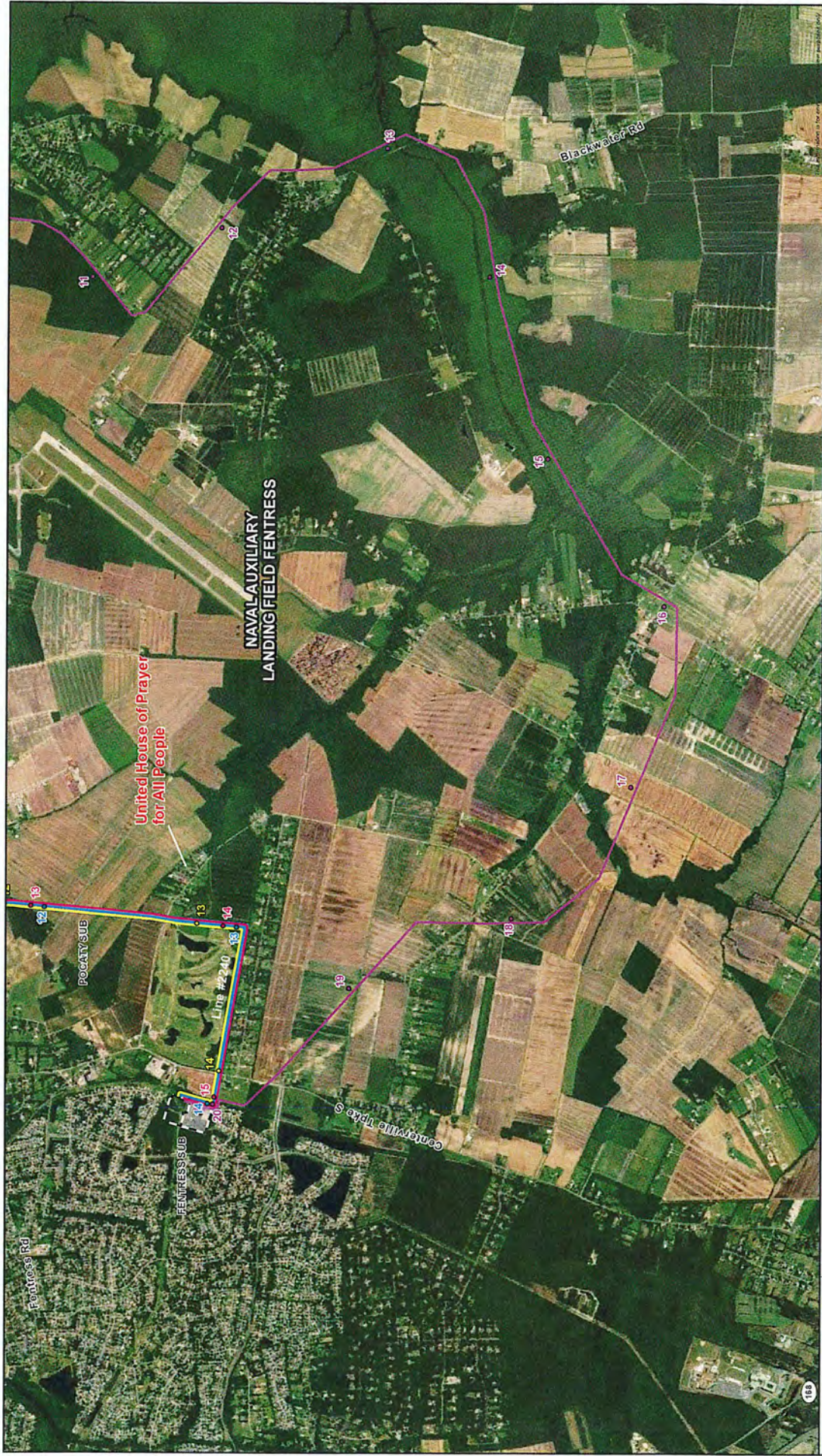


Figure 5-1
Coastal Virginia Offshore Wind Commercial Project - Virginia Facilities
 Dominion Virginia Power
 Virginia Beach and Chesapeake, VA
 Potentially Affected Communities
 Page 4 of 4

ERM

Dominion Energy

o Milepost (Color Coded by Route)
 o Harpers to Fentress - Hybrid Overhead Route
 o Existing Dominion Transmission Line
 o Harpers to Fentress Route 1
 o Harpers to Fentress Route 2
 o Harpers to Fentress Route 5
 o Aboveground Facility

*All Solid Route Segments are Overhead, all Dashed Route Segments are Underground

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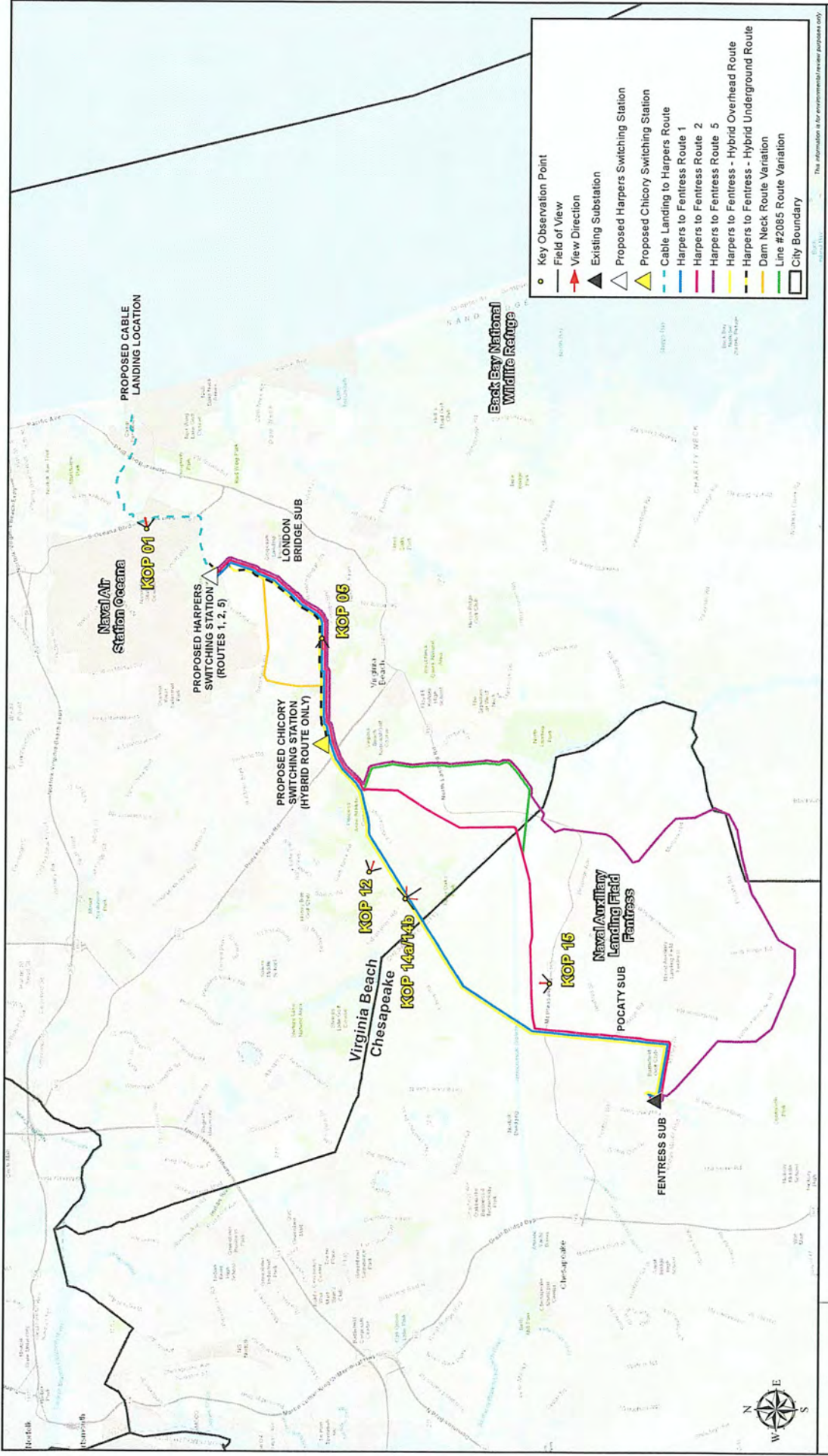


Figure 6.2-1
Coastal Virginia Offshore Wind Commercial Project - Virginia Facilities
 Dominion Energy Virginia
 Virginia Beach and Chesapeake, VA
 Key Observation Points

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 Miles
 1:100,000

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APPENDIX K FEATURE CROSSING TABLES

Table K-1: Feature Crossing Table - CLH Route, Routes 1, 2, and 5 and the Hybrid Route

Table K-2: Feature Crossing Table – Route Variations

Table K-1: Feature Crossing Table - CLH Route, Routes 1, 2, and 5 and the Hybrid Route ^{a, b}

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
ROUTE LENGTH AND CONSTRUCTION FOOTPRINT						
Length (total)	miles	4.4	14.2	15.2	20.2	14.2
Overhead	miles	0.0	14.2	15.2	20.2	9.7
Underground – Surface Trenching	miles	3.7	0.0	0.0	0.0	3.9
Underground – Trenchless	miles	0.7	0.0	0.0	0.0	0.6
Construction Footprint (total)	acres	68.9	295.5	306.9	384.3	293.6
Existing Right-of-Way ^c	acres	0.0	134.0	68.5	38.4	134.8
New or Expanded Right-of-Way ^d	acres	68.9	161.5	238.4	346.0	158.8
ROUTING OPPORTUNITIES						
Routing Opportunities (total)	miles	2.6	13.1	7.9	7.5	13.1
Southeast Parkway & Greenbelt Corridor	miles	0.1	3.3	2.6	2.6	3.3
Southeast Parkway & Greenbelt corridor <i>and</i> Existing Dominion Transmission Line	miles	0.0	1.8	1.8	1.8	1.8
Southeast Parkway & Greenbelt corridor <i>and</i> Road	miles	0.5	0.0	0.0	0.0	0.0
Existing Dominion Transmission Line/Facility	miles	0.0	7.8	3.3	2.9	7.8
Road/Railroad	miles	2.0	0.2	0.2	0.2	0.2
Greenfield	miles	1.8	1.1	7.3	12.7	1.1
LAND OWNERSHIP ^e						
Federal						
U.S. Navy						
All Navy Lands						
Crossing Length	miles	3.5	0.1	0.1	1.9	0.3
Area Affected	acres	35.8	21.9	21.8	52.1	2.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	35.8	21.9	21.8	52.1	2.0
Dam Neck Annex						
Crossing Length	miles	0.1	0.0	0.0	0.0	0.0
Area Affected	acres	3.3	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	3.3	0.0	0.0	0.0	0.0

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Naval Air Station Oceana						
Crossing Length	miles	3.4	0.1	0.1	0.1	0.3
Area Affected	acres	32.5	21.9	21.9	21.8	2.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	32.5	21.9	21.9	21.8	2.0
Naval Auxiliary Landing Field Fentress (subtotal)						
Crossing Length	miles	0.0	0.0	0.0	1.8	0.0
Area Affected	acres	0.0	0.0	0.0	30.3	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	30.3	0.0
U.S. Army Corps of Engineers – Intracoastal Waterway						
Crossing Length	miles	0.0	0.4	0.7	0.1	0.4
Area Affected	acres	0.0	7.1	12.4	1.0	7.1
Existing Right-of-Way	acres	0.0	5.3	0.0	0.0	5.3
New or Expanded Right-of-Way	acres	0.0	1.8	12.4	1.0	1.8
Commonwealth of Virginia						
State Military Reservation						
Crossing Length	miles	0.8	0.0	0.0	0.0	0.0
Area Affected	acres	29.7	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	29.7	0.0	0.0	0.0	0.0
City						
City of Virginia Beach						
Crossing Length	miles	0.1	4.4	5.0	5.7	4.4
Area Affected	acres	2.0	71.1	81.7	93.1	69.6
Existing Right-of-Way	acres	0.0	10.0	5.5	19.0	12.1
New or Expanded Right-of-Way	acres	2.0	61.1	76.2	74.0	57.5
City of Chesapeake						
Crossing Length	miles	0.0	1.9	0.7	<0.1	1.9
Area Affected	acres	0.0	36.9	12.6	0.9	36.9
Existing Right-of-Way	acres	0.0	28.1	8.5	0.6	28.1
New or Expanded Right-of-Way	acres	0.0	8.8	4.1	0.2	8.8

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Other/Private						
Private Land in the City of Virginia Beach						
Crossing Length	miles	0.0	3.2	2.9	4.6	3.1
Area Affected	acres	<0.1	58.1	52.3	83.3	77.2
Existing Right-of-Way	acres	0.0	23.0	3.2	6.2	21.8
New or Expanded Right-of-Way	acres	<0.1	35.1	49.1	77.1	55.4
Private Land in the City of Chesapeake (excluding The Nature Conservancy)						
Crossing Length	miles	0.0	3.6	5.6	7.4	3.6
Area Affected	acres	0.0	88.9	121.4	146.1	88.9
Existing Right-of-Way	acres	0.0	60.9	50.4	12.0	60.9
New or Expanded Right-of-Way	acres	0.0	28.0	71.0	134.0	28.0
The Nature Conservancy						
Crossing Length	miles	0.0	0.3	0.0	0.0	0.3
Area Affected	acres	0.0	6.0	0.0	0.0	6.0
Existing Right-of-Way	acres	0.0	4.5	0.0	0.0	4.5
New or Expanded Right-of-Way	acres	0.0	1.5	0.0	0.0	1.5
Private Parcels Affected (total)	number	1	92	58	88	95
City of Virginia Beach	number	1	79	28	39	82
City of Chesapeake	number	0	13	30	49	13
LAND USES						
Land Use/Land Cover ^f						
Developed						
Crossing Length	miles	0.7	0.8	0.9	0.4	0.8
Area Affected	acres	19.4	35.6	37.4	25.2	27.2
Existing Right-of-Way	acres	0.0	20.3	20.3	11.9	20.2
New or Expanded Right-of-Way	acres	19.4	15.3	17.1	13.2	7.0
Open Space						
Crossing Length	miles	0.3	6.9	2.4	1.0	6.9
Area Affected	acres	8.8	118.5	51.7	31.7	115.4
Existing Right-of-Way	acres	0.0	97.6	33.6	15.1	95.8
New or Expanded Right-of-Way	acres	8.8	20.8	18.0	16.6	19.6

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Forested						
Crossing Length	miles	2.2	4.2	8.4	10.7	3.6
Area Affected	acres	19.4	101.2	156.9	191.0	101.1
Existing Right-of-Way	acres	0.0	0.9	0.9	0.9	0.9
New or Expanded Right-of-Way	acres	19.4	100.3	156.0	190.1	100.2
Forested – City of Virginia Beach-Owned Lands (subtotal)						
Crossing Length	miles	0.1	3.2	3.2	3.2	3.2
Area Affected	acres	1.2	46.2	47.3	43.1	44.0
Existing Right-of-Way	acres	0.0	0.4	0.4	0.4	0.4
New or Expanded Right-of-Way	acres	1.2	45.8	46.9	42.7	43.6
Agricultural						
Crossing Length	miles	0.7	2.1	3.4	8.4	2.1
Area Affected	acres	5.2	37.4	58.0	135.0	28.1
Existing Right-of-Way	acres	0.0	13.7	13.7	10.4	13.7
New or Expanded Right-of-Way	acres	5.2	23.7	44.3	124.6	14.4
Open Water						
Crossing Length	miles	0.0	0.1	0.1	0.1	0.1
Area Affected	acres	0.0	2.7	3.0	1.4	2.7
Existing Right-of-Way	acres	0.0	1.5	<0.1	0.0	1.5
New or Expanded Right-of-Way	acres	0.0	1.2	3.0	1.4	1.2
Recreation Areas						
Parks						
Owls Creek Preservation Area						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected	acres	<0.1	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	<0.1	0.0	0.0	0.0	0.0
Pine Ridge Park⁹						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected	acres	0.0	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Holland Pines Park						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected	acres	0.0	0.8	0.8	0.8	1.3
Existing Right-of-Way	acres	0.0	0.8	0.8	0.8	1.3
New or Expanded Right-of-Way	acres	0.0	<0.1	<0.1	<0.1	<0.1
Woods of Piney Grove Park						
Crossing Length	miles	0.0	<0.1	<0.1	<0.1	0.1
Area Affected	acres	0.0	0.6	0.6	0.6	0.4
Existing Right-of-Way	acres	0.0	0.3	0.3	0.3	0.2
New or Expanded Right-of-Way	acres	0.0	0.3	0.3	0.3	0.2
Virginia Beach Sportsplex						
Crossing Length	miles	0.0	0.1	0.1	0.1	0.1
Area Affected	acres	0.0	1.7	1.7	1.7	1.7
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	1.7	1.7	1.7	1.7
U.S. Field Hockey Complex						
Crossing Length	miles	0.0	0.5	0.6	0.9	0.5
Area Affected	acres	0.0	8.7	10.1	15.1	8.7
Existing Right-of-Way	acres	0.0	0.4	1.0	3.0	0.4
New or Expanded Right-of-Way	acres	0.0	8.3	9.1	12.1	8.3
Princess Anne Athletic Complex						
Crossing Length	miles	0.0	0.7	0.0	0.0	0.7
Area Affected	acres	0.0	10.9	0.0	0.0	10.9
Existing Right-of-Way	acres	0.0	<0.1	0.0	0.0	<0.1
New or Expanded Right-of-Way	acres	0.0	10.9	0.0	0.0	10.9
Highland Meadows Park						
Crossing Length	miles	0.0	0.1	0.0	0.0	0.1
Area Affected	acres	0.0	0.8	0.0	0.0	0.8
Existing Right-of-Way	acres	0.0	0.8	0.0	0.0	0.8
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Dewberry Farms Parcel						
Crossing Length	miles	0.0	<0.1	0.0	0.0	<0.1
Area Affected	acres	0.0	0.4	0.0	0.0	0.4
Existing Right-of-Way	acres	0.0	0.4	0.0	0.0	0.4
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
Indian River Farms Park						
Crossing Length	miles	0.0	0.2	0.0	0.0	0.2
Area Affected	acres	0.0	4.2	0.0	0.0	4.2
Existing Right-of-Way	acres	0.0	3.2	0.0	0.0	3.2
New or Expanded Right-of-Way	acres	0.0	1.0	0.0	0.0	1.0
Golf Courses						
Aeropines Golf Course						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected ^h	acres	0.0	7.6	7.6	7.6	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	7.6	7.6	7.6	0.0
Virginia Beach National Golf Course						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected	acres	0.0	<0.1	<0.1	<0.1	<0.1
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	<0.1	<0.1	<0.1	<0.1
Battlefield Golf Club						
Crossing Length	miles	0.0	1.2	1.2	0.0	1.2
Area Affected	acres	0.0	22.6	22.6	0.0	22.6
Existing Right-of-Way	acres	0.0	17.1	17.1	0.0	17.1
New or Expanded Right-of-Way	acres	0.0	5.5	5.5	0.0	5.5
Trails						
Seashore to Cypress Loop of the Virginia Birding and Wildlife Coastal Trail	number	1	1	1	1	1
Rudee Inlet Water Trail	number	1	0	0	0	0
Southeast Coast Saltwater Paddling Trail	number	0	1	1	1	2
ITA Trail Network	number	0	1	1	1	1

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Other Recreational Areas						
Virginia Aquarium and Marine Sciences Center						
Crossing Length	miles	0.1	0.0	0.0	0.0	0.0
Area Affected	acres	1.9	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	1.9	0.0	0.0	0.0	0.0
North Landing River	number	1	1	1	1	1
Albemarle & Chesapeake Canal	number	0	1	1	0	1
Residences						
Residences within 100 ft of the Centerline -Total	number	3	32	1	0	32
Existing/Expanded ROW	number	0	32	1	0	32
New ROW	number	3	0	0	0	0
Dwellings within 250 ft of the Centerline - Total	number	23	176	101	163	181
Existing/Expanded ROW	number	0	137	59	111	142
New ROW	number	23	39	42	52	39
Dwellings within 500 ft of the Centerline	number	108	572	419	619	571
Existing/Expanded ROW	number	0	434	280	433	437
New ROW	number	108	138	139	186	134
Harpers Switching Station ⁱ						
Dwellings within 100 of station	number	0	0	0	0	0
Dwellings within 250 of station	number	0	0	0	0	0
Dwellings within 500 of station	number	0	19	19	19	0
Chicory Switching Station ⁱ						
Dwellings within 100 of station	number	0	0	0	0	0
Dwellings within 250 of station	number	0	0	0	0	0
Dwellings within 500 of station	number	0	0	0	0	17
Expanded Fentress Substation ⁱ						
Dwellings within 100 of station	number	0	0	0	0	0
Dwellings within 250 of station	number	0	5	5	5	5
Dwellings within 500 of station	number	0	23	23	23	23
Dwellings within 60 ft of the Centerline on Affected Parcels	number	0	0	0	0	0
Other Structures within 100 ft of the Centerline (e.g., commercial or military buildings)	number	10	4	4	3	4

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Cemeteries, Schools, and Places of Worship						
Cemeteries within 500 ft of Centerline (total)	number	0	2	1	1	2
Schools Within 500 ft of Centerline (total)	number	0	0	0	0	0
Places of Worship Within 500 ft of Centerline (total)	number	0	2	2	3	2
Planned Developments						
Planned Developments Affected (total)	number	1	5	9	8	5
State Military Reservation Development Plan	miles	0.6	0.0	0.0	0.0	0.0
Sunny Farms Hydroponic Greenhouse	miles	0.0	0.3	0.3	0.3	0.3
Bio-Tech Park	miles	0.0	0.2	0.2	0.2	0.2
Sports Center	miles	0.0	1.2	0.7	0.8	1.2
City Municipal Service Facilities	miles	0.0	0.0	0.8	1.0	0.0
Preservation and Passive Recreation	miles	0.0	0.0	0.9	0.0	0.0
Agricultural Production Areas	miles	0.0	0.0	0.1	1.3	0.0
North Landing Bridge Replacement	miles	0.0	0.0	0.0	<0.1	0.0
Trail Network in the ITA	number	0	5	9	5	5
Expanded Road Network in the ITA	number	0	0	1	1	0
Bedford Solar Center	miles	0.0	0.6	0.6	0.0	0.6
Easements or Deed Restricted Lands						
U.S. Navy Restrictive Use Easements						
Naval Air Station Oceana						
Easements Affected	number	1	1	1	1	1
Crossing Length	miles	<0.1	0.5	0.5	0.5	0.5
Naval Auxiliary Landing Field Fentress						
Easements Affected	number	0	4	17	25	4
Crossing Length	miles	0.0	1.9	4.3	5.5	1.9
City of Virginia Beach Easements						
City of Virginia Beach Agricultural Reserve Program						
Easements Affected	number	0	0	0	0	0
City of Chesapeake Easements						
City of Chesapeake NALF Fentress Encroachment Protection Acquisition Parcels						
Easements Affected	number	0	3	3	1	3
Crossing Length	miles	0.0	0.7	0.7	<0.1	0.7
Area Affected	acres	0.0	12.7	12.8	0.9	12.7

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Existing Right-of-Way	acres	0.0	9.7	8.6	0.6	9.7
New or Expanded Right-of-Way	acres	0.0	3.0	4.2	0.2	3.0
City of Chesapeake Multi-Year Encroachment Protection Easements						
Easements Affected	number	0	1	0	0	1
Crossing Length	miles	0.0	1.2	0.0	0.0	1.2
Area Affected	acres	0.0	24.1	0.0	0.0	24.1
Existing Right-of-Way	acres	0.0	18.3	0.0	0.0	18.3
New or Expanded Right-of-Way	acres	0.0	5.8	0.0	0.0	5.8
City of Chesapeake Purchase of Development Rights Easements						
Easements Affected	number	0	0	0	0	0
Other Easements and Districts						
Natural Resources Conservation Service Wetland Reserve Program Easements						
Easements Affected	number	0	0	0	0	0
Fish & Wildlife Service Conservation Easements						
Easements Affected	number	0	0	0	0	0
Virginia Outdoors Foundation Easements						
Easements Affected	number	0	0	0	0	0
Agricultural and Forestal Districts						
Districts Affected	number	0	0	0	0	0
Roads						
Existing Roads	number	9	14	12	19	14
Planned Future Roads	number	0	0	1	1	0
NATURAL RESOURCES						
Wetland Clearing ^{f, j}						
Wetlands - All Types (total)						
Crossing Length	miles	1.0	8.2	9.0	10.5	7.6
Area Affected	acres	11.8	149.2	159.8	185.8	158.8
Existing Right-of-Way	acres	0.0	66.8	20.9	11.2	65.2
New or Expanded Right-of-Way	acres	11.8	82.4	138.9	174.6	93.6

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Freshwater Emergent						
Crossing Length	miles	0.1	1.1	0.6	0.6	1.2
Area Affected	acres	3.2	25.5	18.2	17.5	23.9
Existing Right-of-Way	acres	0.0	17.9	10.1	5.2	17.1
New or Expanded Right-of-Way	acres	3.2	7.6	8.1	12.3	6.9
Freshwater Forested						
Crossing Length	miles	0.9	3.3	7.2	9.2	2.6
Area Affected	acres	8.5	68.8	122.3	152.0	81.0
Existing Right-of-Way	acres	0.0	1.3	1.0	1.1	0.8
New or Expanded Right-of-Way	acres	8.5	67.5	121.3	150.9	80.2
Freshwater Shrub						
Crossing Length	miles	0.0	3.1	0.6	0.1	3.1
Area Affected	acres	0.0	45.4	9.8	4.9	45.3
Existing Right-of-Way	acres	0.0	43.6	8.2	3.7	43.5
New or Expanded Right-of-Way	acres	0.0	1.8	1.6	1.3	1.8
Freshwater Pond						
Crossing Length	miles	0.0	<0.1	<0.1	<0.1	<0.1
Area Affected	acres	0.0	1.4	1.4	0.7	1.4
Existing Right-of-Way	acres	0.0	0.3	0.3	0.3	0.3
New or Expanded Right-of-Way	acres	0.0	1.2	1.2	0.4	1.2
Riverine						
Crossing Length	miles	<0.1	0.6	0.4	0.6	0.7
Area Affected	acres	0.1	8.0	8.1	10.7	7.1
Existing Right-of-Way	acres	0.0	3.7	1.4	0.9	3.6
New or Expanded Right-of-Way	acres	0.1	4.3	6.7	9.7	3.5
Wetland Permanent Fill						
Permanent Fill (total)	yd ³	26,527	2,379	2,457	3,042	58,871
Overhead – structure foundations ^k	yd ³	0.0	2,379	2,457	3,042	1,560
Underground – conduit (three parallel trenches) ^l	yd ³	26,527	0.0	0.0	0.0	57,311
Waterbodies						
Perennial Waterbodies	number	4	10	8	11	10
Intermittent Waterbodies	number	1	1	1	0	1

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
Areas of Ecological Significance						
Conservation Sites						
Camp Pendleton – Dam Neck Dune & Swale						
Crossing Length	miles	0.0	0.0	0.0	0.0	0.0
Area Affected	acres	9.0	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	9.0	0.0	0.0	0.0	0.0
Oceana Ponds and Forest (subtotal)						
Crossing Length	miles	1.1	0.0	0.0	0.0	0.0
Area Affected	acres	8.2	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	8.2	0.0	0.0	0.0	0.0
West Neck Creek (subtotal)						
Crossing Length	miles	0.0	1.2	1.2	1.2	1.2
Area Affected	acres	0.0	20.2	20.2	20.2	14.5
Existing Right-of-Way	acres	0.0	4.4	4.4	4.4	3.0
New or Expanded Right-of-Way	acres	0.0	15.8	15.8	15.8	11.5
North Landing River (subtotal)						
Crossing Length	miles	0.0	2.7	1.7	2.7	2.7
Area Affected	acres	0.0	51.8	29.5	45.8	51.8
Existing Right-of-Way	acres	0.0	39.0	0.0	1.4	39.0
New or Expanded Right-of-Way	acres	0.0	12.8	29.5	44.4	12.8
Ecological Cores						
C1 - Outstanding						
Crossing Length	miles	0.0	0.0	0.0	1.9	0.0
Area Affected	acres	0.0	0.0	0.0	31.1	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	1.6	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	26.5	0.0
C2 – Very High						
Crossing Length	miles	0.0	0.1	4.2	0.5	0.1
Area Affected	acres	0.0	7.6	71.7	8.9	7.6
Existing Right-of-Way	acres	0.0	7.6	0.0	0.0	7.6
New or Expanded Right-of-Way	acres	0.0	0.0	71.7	8.9	0.0

Features	Unit	Cable Landing to Harpers Route	Harpers to Fentress			
			Route 1	Route 2	Route 5	Hybrid Route
C3 - High						
Crossing Length	miles	0.0	0.0	0.0	2.5	0.0
Area Affected	acres	0.0	0.7	0.2	42.8	0.7
Existing Right-of-Way	acres	0.0	<0.1	0.0	0.0	<0.1
New or Expanded Right-of-Way	acres	0.0	0.7	0.2	42.8	0.7
C4 - Moderate						
Crossing Length	miles	0.6	0.0	0.2	0.0	0.0
Area Affected	acres	10.8	<0.1	3.4	0.0	<0.1
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	10.8	<0.1	3.4	0.0	<0.1
C5 - General						
Crossing Length	miles	0.1	0.7	0.7	1.5	0.5
Area Affected	acres	1.1	11.4	11.4	26.1	35.1
Existing Right-of-Way	acres	0.0	0.2	0.2	0.2	0.2
New or Expanded Right-of-Way	acres	1.1	11.2	11.2	25.9	34.8
Bald Eagle Nests Within 660 ft	number	0	0	0	0	0
VISUAL RESOURCES						
Scenic Rivers	number	0	0	0	2	0
Scenic Byways	number	0	1	1	1	1
CULTURAL RESOURCES						
Archaeological Sites within the Right-of-way	number	5	5	3	8	5
Architectural Resources within the Right-of-way	number	2	2	2	1	2
National Register-Eligible and -Listed Properties and Locally Significant Resources within 0.5 mile	number	2	3	3	4	3
National Register-Eligible and -Listed Properties and Locally Significant Resources between 0.5 and 1.0 mile	number	0	1	1	1	1
National Historic Landmarks between 1.0 and 1.5 miles	number	0	0	0	0	0

^a The sum of the addends may not equal the totals due to rounding.

^b The crossing lengths presented in this table for all feature categories are based on hypothetical centerlines within the right-of-way for each alternative route.

^c This value is the portion of the onshore Virginia Facilities that would be located within Dominion's existing transmission rights-of-way or the existing Fentress Substation.

^d This value is the portion of the onshore Virginia Facilities that would be located within new transmission rights-of-way or on other acquired easements, including the Harpers Switching Station for HF Routes 1, 2, and 5; the Chicory Switching Station for the HF Hybrid Route; and the expanded area at Fentress Substation for all routes. The value also includes temporary construction workspace for HDDs along the CLH Route and the HF Hybrid Route.

^e Excludes crossings of road rights-of-way (which are managed by the City of Virginia Beach or City of Chesapeake, as appropriate).

^f Excludes segments of the CLH Route and underground portion of the HF Hybrid Route where conduits would be installed using trenchless installation methods (e.g., HDD or micro-tunnelling). Clearing of the right-of-way would not be required in these areas.

^g Pine Ridge Park is not crossed by any of the routes; however, it would be adjacent to HF Routes 1, 2, and 5, and the HF Hybrid Route for about 0.1 mile.

^h The 7.6 acres affected would be within the Harpers Switching Station site.

ⁱ Some of the dwellings listed here would also be within 500 feet of one or more alternative transmission line routes. At the Harpers Switching Station, this would include 12 dwellings within 500 feet of the fence line for this facility. At the Chicory Switching Station, this would include 4 dwellings within 500 feet of the fence line for this facility. At the expanded Fentress Substation, this would include 3 dwellings within 250 feet and 4 dwellings within 500 feet of the fence line of this facility.

^j Based on the results of the desktop wetlands study (see Appendix F, Wetland and Waterbody Report).

^k Based on an estimate of 13 yd³ of fill per overhead structure.

^l Based on an estimate of 12,534.2 yd³ per 2,500-foot-long segment of underground route in wetlands, including manholes, but excluding areas crossed by HDD.

Table K-2: Feature Crossing Table - Route Variations ^{a, b}

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
ROUTE LENGTH AND CONSTRUCTION FOOTPRINT					
Length (all overhead)	miles	2.8	2.5	4.4	3.1
Construction Footprint (total)	acres	47.5	42.4	82.3	53.7
Existing Right-of-Way ^c	acres	0.3	5.1	16.7	0.2
New or Expanded Right-of-Way ^d	acres	47.2	37.3	65.7	53.5
ROUTING OPPORTUNITIES					
Routing Opportunities (total)	miles	1.7	2.1	2.7	0.0
Southeast Parkway & Greenbelt Corridor	miles	0.0	1.0	0.0	0.0
Southeast Parkway & Greenbelt corridor <i>and</i> Existing Dominion Transmission Line	miles	0.0	1.1	0.0	0.0
Southeast Parkway & Greenbelt corridor <i>and</i> Road	miles	0.0	0.0	0.0	0.0
Existing Dominion Transmission Line/Facility	miles	0.0	0.0	2.7	0.0
Road/Railroad	miles	1.7	0.0	0.0	0.0
Greenfield	miles	1.1	0.4	1.7	3.1
LAND OWNERSHIP ^e					
Federal					
U.S. Army Corps of Engineers – Intracoastal Waterway					
Crossing Length	miles	0.0	0.0	0.5	0.5
Area Affected	acres	0.0	0.0	16.1	8.6
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	16.1	8.6
City					
City of Virginia Beach					
Crossing Length	miles	0.5	1.9	2.3	1.5
Area Affected	acres	7.7	27.8	38.3	27.3
Existing Right-of-Way	acres	0.3	1.9	13.6	0.2
New or Expanded Right-of-Way	acres	7.4	25.9	24.7	27.1
Private					
Private Land in the City of Virginia Beach					
Crossing Length	miles	2.2	0.6	1.5	1.1
Area Affected	acres	35.3	14.0	26.8	17.3
Existing Right-of-Way	acres	0.0	3.2	3.0	0.0
New or Expanded Right-of-Way	acres	35.3	10.8	23.8	17.3

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
Private Parcels Affected	number	8	4	18	8
LAND USES					
Land Use/Land Cover ^f					
Developed					
Crossing Length	miles	<0.1	<0.1	0.2	0.1
Area Affected	acres	1.5	0.6	2.2	1.4
Existing Right-of-Way	acres	0.0	0.1	0.1	0.0
New or Expanded Right-of-Way	acres	1.5	0.5	2.2	1.4
Open Space					
Crossing Length	miles	<0.1	<0.1	0.2	0.0
Area Affected	acres	0.4	5.1	9.8	0.2
Existing Right-of-Way	acres	0.3	5.1	6.8	0.2
New or Expanded Right-of-Way	acres	0.1	0.0	3.0	0.0
Forested					
Crossing Length	miles	1.8	1.7	1.9	1.9
Area Affected	acres	32.1	25.4	34.6	32.1
Existing Right-of-Way	acres	0.0	<0.1	<0.1	<0.1
New or Expanded Right-of-Way	acres	32.1	25.4	34.5	32.1
Forested – City of Virginia Beach-Owned Lands (subtotal)					
Crossing Length	miles	0.4	1.7	0.4	0.4
Area Affected	acres	7.4	23.4	4.4	9.0
Existing Right-of-Way	acres	0.0	<0.1	<0.1	<0.1
New or Expanded Right-of-Way	acres	7.4	23.4	4.4	9.0
Agricultural					
Crossing Length	miles	0.9	0.7	1.7	1.1
Area Affected	acres	13.4	11.4	28.9	17.7
Existing Right-of-Way	acres	0.0	0.0	9.8	0.0
New or Expanded Right-of-Way	acres	13.4	11.4	19.2	17.7
Open Water					
Crossing Length	miles	0.0	0.0	0.2	0.1
Area Affected	acres	0.0	0.0	6.8	2.3
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	6.8	2.3

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
Recreation Areas					
Parks					
Pine Ridge Park ⁹					
Crossing Length	miles	0.0	0.0	0.0	0.0
Area Affected	acres	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	0.0
Holland Pines Park					
Crossing Length	miles	0.5	0.0	0.0	0.0
Area Affected	acres	7.7	0.2	0.0	0.0
Existing Right-of-Way	acres	0.3	0.2	0.0	0.0
New or Expanded Right-of-Way	acres	7.4	<0.1	0.0	0.0
U.S. Field Hockey Complex					
Crossing Length	miles	0.0	0.0	0.3	<0.1
Area Affected	acres	0.0	0.0	5.3	0.7
Existing Right-of-Way	acres	0.0	0.0	2.0	0.2
New or Expanded Right-of-Way	acres	0.0	0.0	3.3	0.6
Trails					
Seashore to Cypress Loop of the Virginia Birding and Wildlife Coastal Trail	number	0	0	1	1
Southeast Coast Saltwater Paddling Trail	number	1	1	0	0
ITA Trail Network	number	0	0	0	0
Other Recreational Areas					
North Landing River	number	0	0	1	1
Albemarle & Chesapeake Canal	number	0	0	1	1
Residences and Other Structures					
Dwellings within 100 ft of the Centerline - Total	number	0	0	0	0
Existing/Expanded ROW	number	0	0	0	0
New ROW	number	0	0	0	0
Dwellings within 250 ft of the Centerline - Total	number	11	69	57	1
Existing/Expanded ROW	number	0	30	56	0
New ROW	number	11	39	1	1
Dwellings within 500 ft of the Centerline - Total	number	60	253	188	4
Existing/Expanded ROW	number	6	132	186	0
New ROW	number	54	121	2	4

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
Dwellings within 60 ft of the Right-of-way on Affected Parcels	number	0	0	0	0
Other Structures within 100 ft of the Centerline (e.g., commercial or military buildings)	number	0	0	1	0
Cemeteries, Schools, and Places of Worship					
Cemeteries within 500 ft of the ROW (total)	number	0	0	1	0
Schools Within 500 ft of the ROW (total)	number	0	0	0	0
Places of Worship Within 500 ft of the ROW (total)	number	0	0	1	0
Planned Developments					
Planned Developments Affected (total)	number	1	0	6	5
Creech Outside Storage	miles	0.1	0.0	0.0	0.0
Bio-Tech Park	miles	0.0	0.0	0.0	0.0
Sports Center	miles	0.0	0.0	0.1	<0.1
City Municipal Service Facilities	miles	0.0	0.0	1.0	0.8
Preservation and Passive Recreation	miles	0.0	0.0	0.0	0.0
Agricultural Production Areas	miles	0.0	0.0	1.3	0.1
Expanded Trail Network in the ITA	number	0	0	3	6
Expanded Road Network in the ITA	number	0	0	1	1
North Landing Bridge Replacement	miles	0.0	0.0	<0.1	0.0
Easements or Deed Restricted Lands					
U.S. Navy Restrictive Use Easements					
Naval Air Station Oceana					
Easements Affected	number	6	0	0	0
Crossing Length	miles	1.5	0.0	0.0	0.0
Naval Auxiliary Landing Field Fentress					
Easements Affected	number	0	0	8	1
Crossing Length	miles	0.0	0.0	1.0	0.1
City of Virginia Beach Easements					
City of Virginia Beach Agricultural Reserve Program					
Easements Affected	number	0	0	0	0
City of Chesapeake Easements					
City of Chesapeake NALF Fentress Encroachment Protection Acquisition Parcels					
Easements Affected	number	0	0	0	0

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
City of Chesapeake Open Space and Agricultural Preservation Program					
Easements Affected	number	0	0	0	0
City of Chesapeake Purchase of Development Rights Easements					
Easements Affected	number	0	0	0	0
Other Easements and Districts					
Natural Resources Conservation Service Wetland Reserve Program Easements					
Easements Affected	number	0	0	0	0
Fish & Wildlife Service Conservation Easements					
Easements Affected	number	0	0	0	0
Virginia Outdoors Foundation Easements					
Easements Affected	number	0	0	0	0
Agricultural and Forestal Districts					
Easements Affected	number	0	0	0	0
Roads					
Existing Roads	number	2	1	4	2
Planned Future Roads	number	0	0	1	0
NATURAL RESOURCES					
Wetland Clearing ^{f, h}					
Wetlands - All Types					
Crossing Length	miles	1.6	1.6	2.2	2.0
Area Affected	acres	27.4	27.4	44.4	35.0
Existing Right-of-Way	acres	0.3	4.0	5.3	<0.1
New or Expanded Right-of-Way	acres	27.1	23.4	39.1	35.0
Freshwater Emergent					
Crossing Length	miles	<0.1	<0.1	0.1	0.1
Area Affected	acres	1.0	3.5	2.1	1.6
Existing Right-of-Way	acres	0.3	2.7	0.7	0.0
New or Expanded Right-of-Way	acres	0.7	0.8	1.4	1.6
Freshwater Forested					
Crossing Length	miles	1.5	1.5	1.6	1.7
Area Affected	acres	25.5	22.4	29.1	30.4
Existing Right-of-Way	acres	0.0	1.0	0.1	<0.1
New or Expanded Right-of-Way	acres	25.5	21.4	28.9	30.4

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
Freshwater Shrub					
Crossing Length	miles	0.0	0.0	0.1	0.0
Area Affected	acres	0.0	0.1	4.8	0.0
Existing Right-of-Way	acres	0.0	0.1	3.5	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	1.3	0.0
Freshwater Pond					
Crossing Length	miles	<0.1	0.0	0.0	0.0
Area Affected	acres	<0.1	0.0	0.3	0.0
Existing Right-of-Way	acres	0.0	0.0	0.3	0.0
New or Expanded Right-of-Way	acres	<0.1	0.0	<0.1	0.0
Riverine					
Crossing Length	miles	<0.1	0.1	0.3	0.2
Area Affected	acres	1.0	1.3	8.1	3.0
Existing Right-of-Way	acres	0.0	0.2	0.6	0.0
New or Expanded Right-of-Way	acres	1.0	1.1	7.6	3.0
Wetland Permanent Fill					
Permanent Fill – structure foundations ¹	yd ³	585	468	741	598
Waterbodies					
Perennial Waterbodies	number	3	5	3	3
Intermittent Waterbodies	number	0	0	0	0
Areas of Ecological Significance					
Conservation Sites					
West Neck Creek (subtotal)					
Crossing Length	miles	1.0	1.2	0.0	0.0
Area Affected	acres	16.7	20.2	0.0	0.0
Existing Right-of-Way	acres	0.0	4.4	0.0	0.0
New or Expanded Right-of-Way	acres	16.7	15.8	0.0	0.0
North Landing River (subtotal)					
Crossing Length	miles	0.0	0.0	1.9	1.4
Area Affected	acres	0.0	0.0	39.9	23.6
Existing or Expanded Right-of-Way	acres	0.0	0.0	1.4	0.0
New Right-of-Way	acres	0.0	0.0	38.4	23.6

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
Ecological Cores					
C1 - Outstanding					
Crossing Length	miles	0.0	0.0	1.2	0.0
Area Affected	acres	0.0	0.0	19.9	0.0
Existing Right-of-Way	acres	0.0	0.0	1.6	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	18.3	0.0
C2 – Very High					
Crossing Length	miles	0.0	0.0	0.6	1.4
Area Affected	acres	0.0	0.0	18.1	22.9
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	18.1	22.9
C3 - High					
Crossing Length	miles	0.0	0.0	0.0	0.0
Area Affected	acres	0.0	0.0	0.0	0.0
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	0.0
C4 - Moderate					
Crossing Length	miles	0.0	0.0	0.0	0.2
Area Affected	acres	0.0	0.0	0.0	3.4
Existing Right-of-Way	acres	0.0	0.0	0.0	0.0
New or Expanded Right-of-Way	acres	0.0	0.0	0.0	3.4
C5 - General					
Crossing Length	miles	0.3	0.1	0.0	0.0
Area Affected	acres	5.3	1.5	0.0	0.0
Existing Right-of-Way	acres	0.0	0.2	0.0	0.0
New or Expanded Right-of-Way	acres	5.3	1.3	0.0	0.0
Bald Eagle Nests Within 660 Feet	number	0	0	0	0
VISUAL RESOURCES					
Scenic Rivers	number	0	0	0	0
Scenic Byways	number	0	0	1	1

Features	Unit	Dam Neck		Line #2085	
		Route Variation	HF Routes 1, 2, 5	Route Variation	HF Route 2
CULTURAL RESOURCES					
Archaeological Sites within the Right-of-way	number	0	0	4	1
Architectural Resources within the Right-of-way	number	0	0	2	2
National Register-Eligible and -Listed Properties and Locally Significant Resources within 0.5 mile	number	0	2	0	0
National Register-Eligible and -Listed Properties and Locally Significant Resources between 0.5 and 1.0 mile	number	2	0	0	0
National Historic Landmarks between 1.0 and 1.5 miles	number	0	0	0	0

^a The sum of the addends may not equal the totals due to rounding.

^b The crossing lengths presented in this table for all feature categories are based on hypothetical centerlines within the right-of-way for each alternative route.

^c This value is the portion of the onshore Virginia Facilities that would be located within Dominion's existing transmission rights-of-way or the existing Fentress Substation.

^d This value is the portion of the onshore Virginia Facilities that would be located within new transmission rights-of-way or on other easements, including the Harpers Switching Station for HF Routes 1, 2, and 5; the Chicory Switching Station for the HF Hybrid Route; and the expanded area at Fentress Substation for all routes. The value also includes temporary construction workspace for HDDs along the CLH Route and the HF Hybrid Route.

^e Excludes crossings of road rights-of-way (which are managed by the City of Virginia Beach or City of Chesapeake, as appropriate) and isolated parcels for which no landowner data is available from the City of Virginia Beach or City of Chesapeake.

^f Excludes segments of the CLH Route and underground portion of the HF Hybrid Route where conduits would be installed using trenchless installation methods (e.g., HDD or microtunnel). Clearing of the right-of-way would not be required in these areas.

^g Pine Ridge Park is not crossed by any of the routes; however, it would be adjacent to the corresponding segments of HF Routes 1, 2, and 5, and the HF Hybrid Route relative to the Dam Neck Route Variation.

^h Based on the results of the desktop wetlands study (see Appendix F, Wetland and Waterbody Summary).

ⁱ Based on an estimate of 13 yd³ of fill per overhead structure.