

Designing Multimodal Working Waterfronts

to Meet the 21st Century Needs of Rural Coastal
Seafood and Maritime Industries



Middlesex EDA

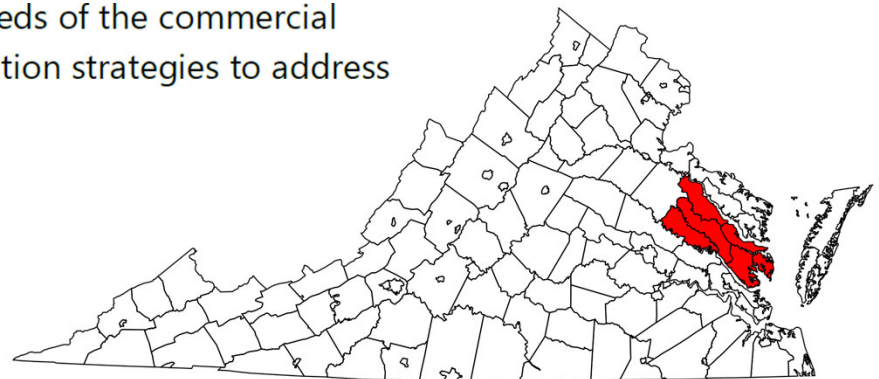
August 10, 2026



DESIGNING MULTIMODAL WORKING WATERFRONTS

PROJECT DESCRIPTION

The purpose of this project is to provide planning, design, and engineering services to the Middle Peninsula Planning District Commission for the FY23-RAISE Grant, Designing Multimodal Working Waterfronts to Meet the 21st Century Needs of Rural Coastal Seafood and Maritime Industries. The goal of the project is to **create shovel ready projects to build a resilient and efficient infrastructure for the Middle Peninsula Seafood Industry that will stimulate economic growth, generate employment opportunities, and provide public access to state-of-the-art facilities, guaranteeing its long-term success for future generations.** The project includes condition assessment of 60 public wharves, landings, and harbors in the Middle Peninsula region, a needs assessment for the current and future needs of the commercial seafoods and maritime industries, and development of implementation strategies to address identified infrastructure needs.

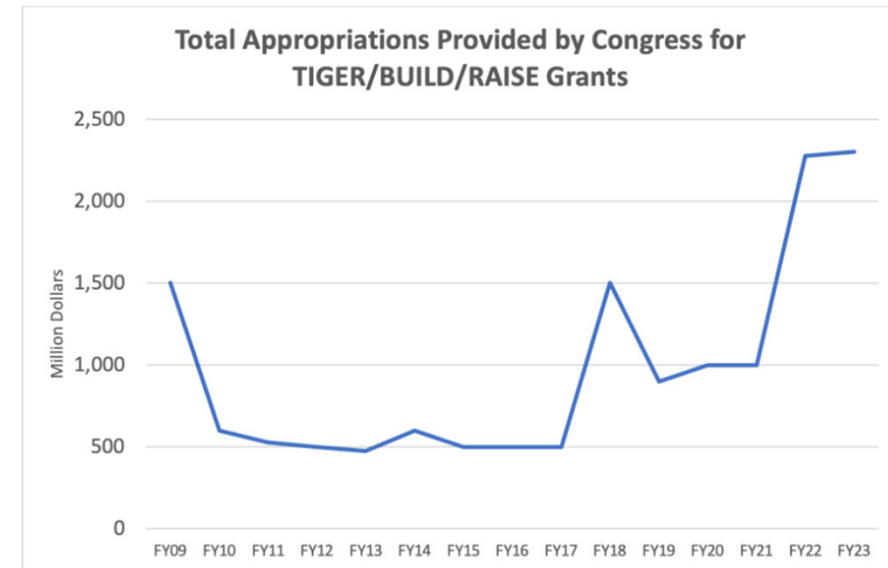




U.S. Department of Transportation

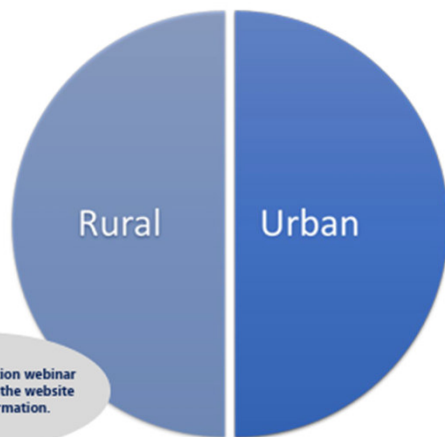
RAISE GRANTS

- Fiscal 2024 was the 16th round of funding for the program
- Program (called TIGER at first, then BUILD, then RAISE, back to BUILD) Funding:
 - \$13.9 billion in capital funding for 898 different projects.
 - Funded 197 planning grants, totaling \$470 million.)





FY 2026 BUILD – Statutory Funding Requirements



At least 5% to
Planning
Projects

At least 1% to
APP/HDC

No more than
15% to a
single state



Location Designation webinar
will be posted on the website
for more information.

BUILD Program Overview

- **Goal** – Fund surface transportation infrastructure projects that will have significant local and regional impacts
- **Funding** - \$1.5 billion
- **Eligible Applicants** – Cities, towns, counties, states, tribes, port authorities, etc.
- **Eligible Projects** – Roads, bridges, passenger and freight rail, ports, transit
- **Grants** – Capital or Planning

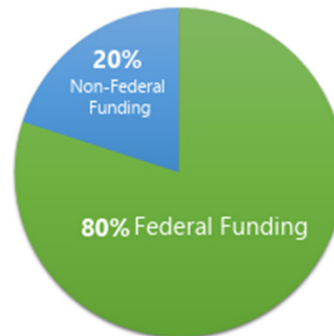




FY 2026 BUILD – Cost Share

$$\frac{(\text{BUILD Grant Request} + \text{Other Federal Funds})}{\text{Total Project Cost}} = \text{Federal Cost Share}$$

- Cost share is the portion of a project's estimated total cost that is paid with non-Federal funds.
- The Federal share for BUILD grant projects **shall not exceed 80 percent** of a project's estimated total cost unless it is located in:
 - **Rural Area**
 - **Area of Persistent Poverty / Historically Disadvantaged Community**



Merit Review Criteria

Statutorily required merit criteria:

Priority Criteria

1. **Safety**
2. **Quality of Life**
3. **Mobility and Community Connectivity**
4. **Economic Competitiveness**
5. Environmental Sustainability
6. State of Good Repair
7. Partnership and Collaboration
8. Innovation

Evaluation includes Justice40 zone, poverty, and unemployment zones

Evaluation includes distance to catch, dredging requirements, water depth, and land route distance

Evaluation includes erosion, coastal exposure, coastal flooding (MLW), natural resources, access to utilities, cultural resources, current use, parking, water-side development, vehicular access, and adjacent land

Evaluation includes acquisition of adjacent parcel, jurisdictional interest, and feedback

What water body does the site provide access to?

Site Code	Site Name	Equity Evaluation Normalized	Logistics Score Normalized	Development Capacity Score Normalized	Site Control & Assembly Score Normalized	Overall Score	Overall Ranking	Access Point
MDX-08	Locklies Creek Landing	10.00	10.00	7.11	7	34.11	1	Rappahannock
MDX-14	Stampers Bay Landing	7.00	10.00	5.98	10	32.98	2	Piankatank
KQ-02	Mattaponi River Public Access Site	4.00	10.00	7.83	10	31.83	3	York
MDX-19	Whiting Creek Landing	10.00	5.50	5.06	10	30.56	4	Rappahannock
MDX-03	Carlton Road Ramp	10.00	3.25	5.98	10	29.23	5	Rappahannock
ESX-06	Prince Street Park	4.00	7.75	6.18	10	27.93	6	Rappahannock
MA-11	Rose Creek Landing	4.00	7.75	6.95	8.5	27.20	7	Piankatank
MA-04	East River Boat Yard	1.00	10.00	6.06	10	27.06	8	Mobjack
GLO-01	Aberdeen Creek Landing	4.00	7.75	7.75	7	26.50	9	York
GLO-16	Timberneck/Williams Landing	1.00	7.75	7.35	10	26.10	10	York
MA-01	Davis Creek Landing	1.00	7.75	7.11	10	25.86	11	Mobjack
GLO-15	Perrin Wharf	4.00	7.75	7.11	7	25.86	11	York
MA-15	Williams Wharf Landing	4.00	10.00	7.03	4	25.03	13	Mobjack
GLO-07	Captain Sinclair's Recreation Area	4.00	5.50	6.63	8.5	24.63	14	Mobjack
MA-10	Roane's Point Landing	4.00	5.50	5.94	7	22.44	15	Piankatank
GLO-05	Brown's Bay/Guinea/Severn Landing	4.00	5.50	7.19	5.5	22.19	16	Mobjack
MA-16	Winter Harbor Landing	1.00	5.50	5.26	10	21.76	17	Chesapeake Bay
KQ-03	Middle Peninsula Regional Airport Adjacent Property	4.00	3.25	6.95	7	21.20	18	York
MA-08	Milford Landing	1.00	7.75	4.42	5.5	18.67	19	Rappahannock

KEY



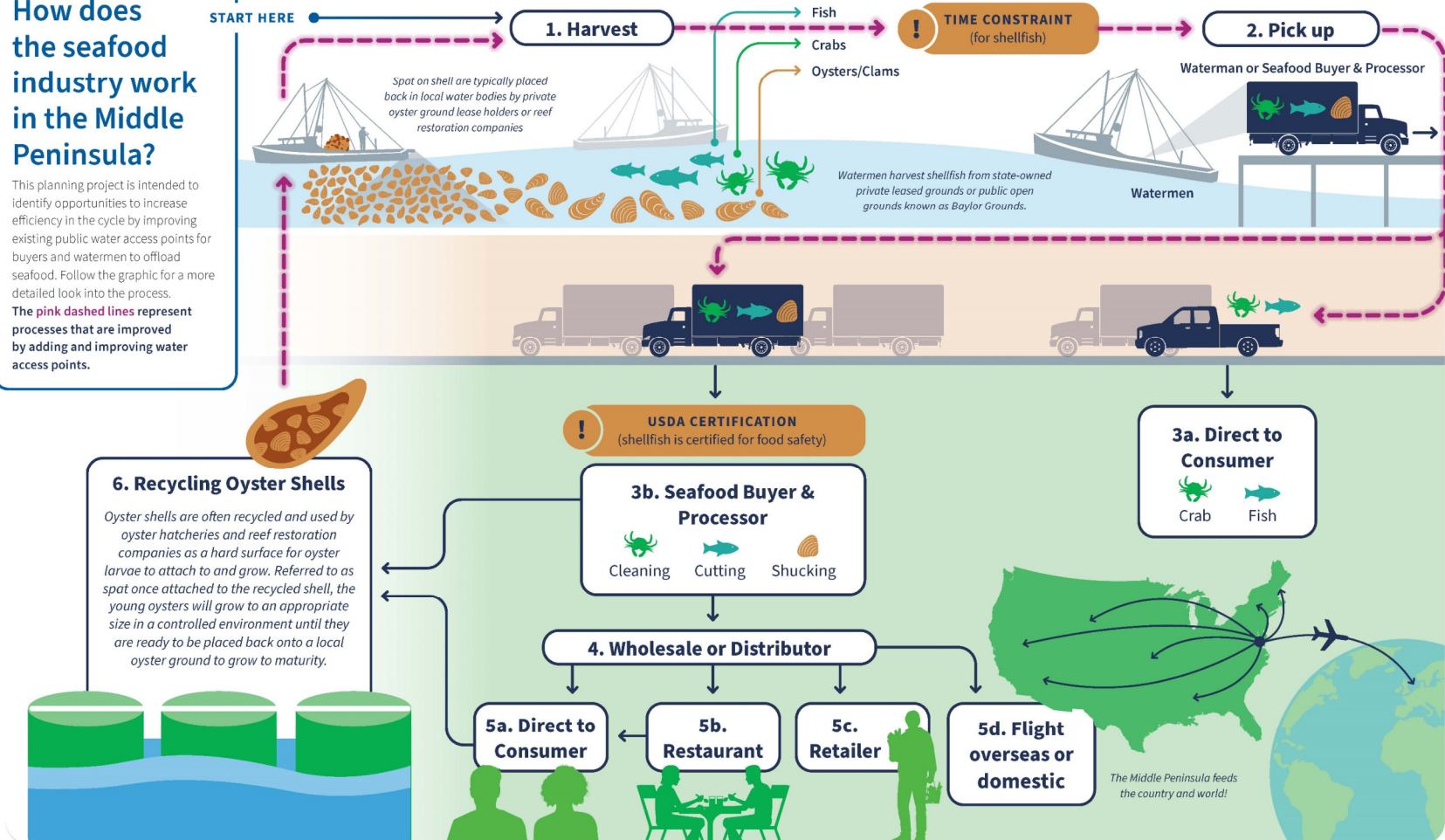
Catch Process

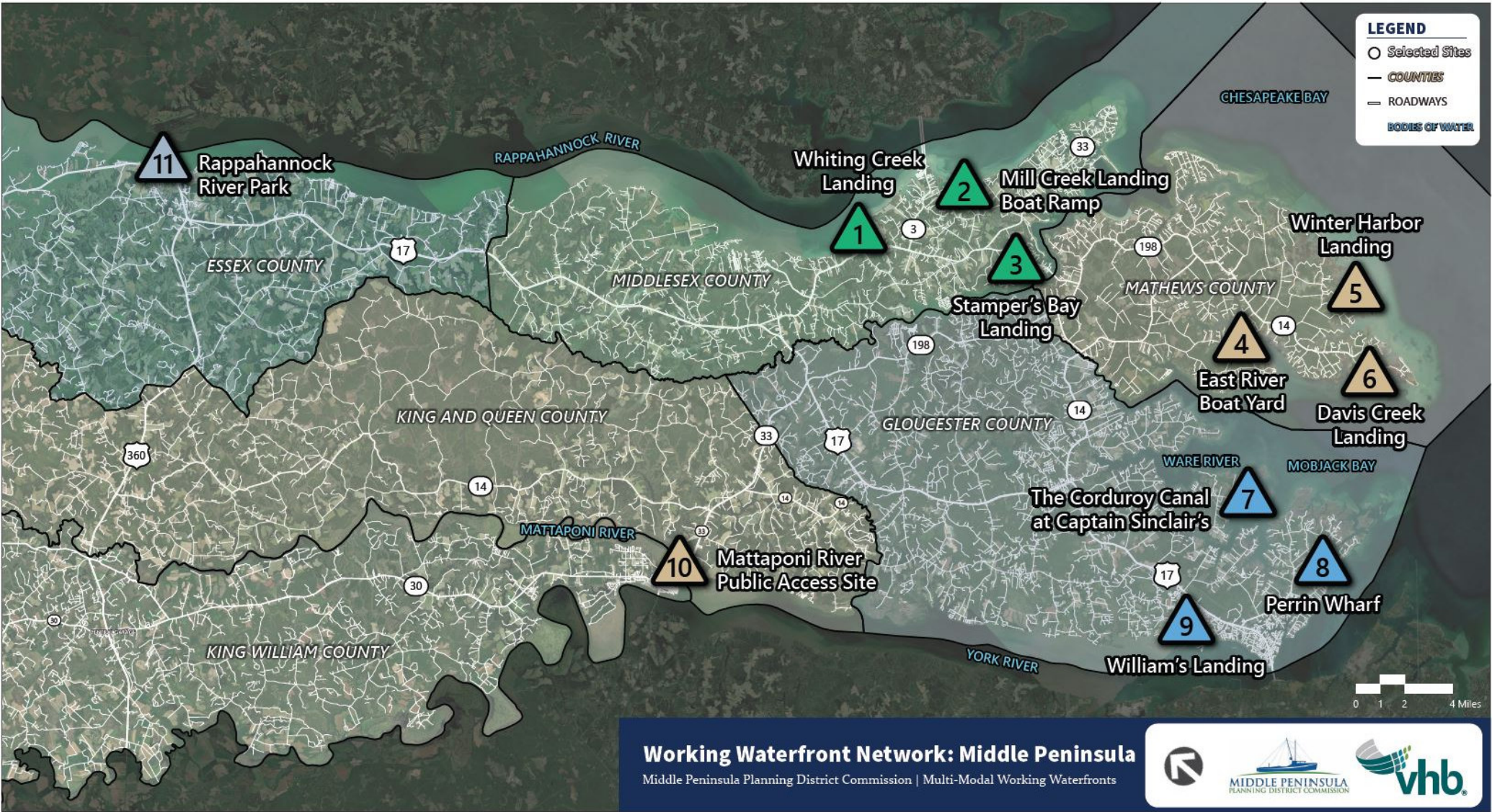
Multimodal Working Waterfronts | Middle Peninsula Planning District Commission

How does the seafood industry work in the Middle Peninsula?

This planning project is intended to identify opportunities to increase efficiency in the cycle by improving existing public water access points for buyers and watermen to offload seafood. Follow the graphic for a more detailed look into the process.

The pink dashed lines represent processes that are improved by adding and improving water access points.

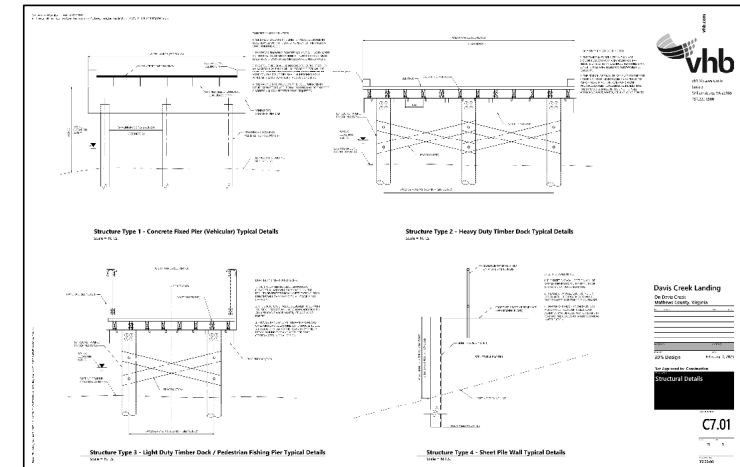




Working Waterfront Network: Middle Peninsula

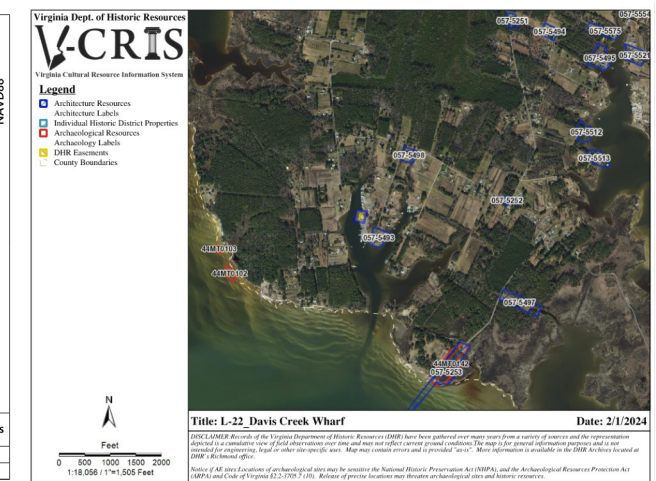
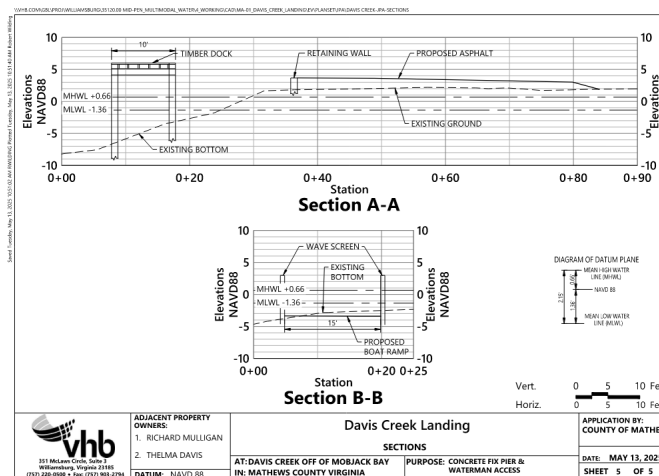
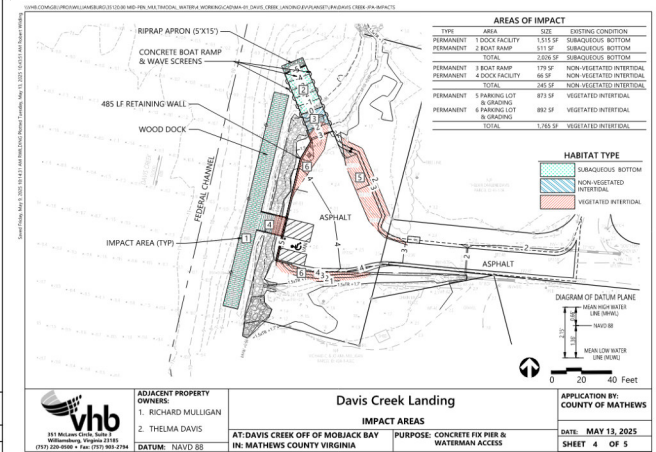
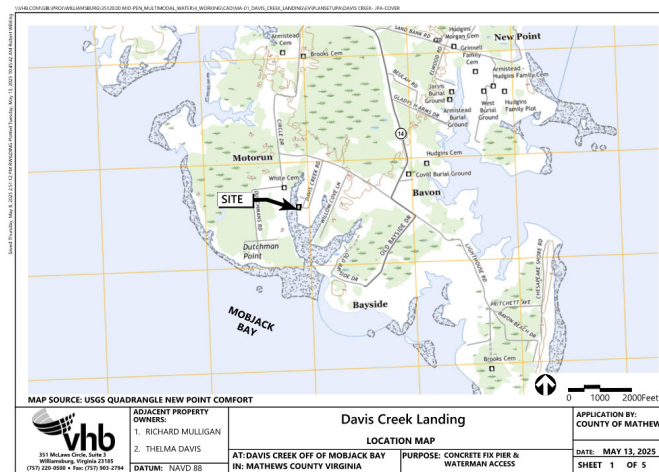
Middle Peninsula Planning District Commission | Multi-Modal Working Waterfronts

- Title & Notes
- Ex. Cond. Survey
- Demolition Plan
- Site Plan
- Grading Plan
- Site Details
- Structural Details



Draft JPA Permit Packages

- Permit Drawings
- Threatened & Endangered Species Searches
- Cultural Resources Searches
- Site Photos and Existing Conditions



FINAL REPORT



Middle Peninsula Planning District Commission

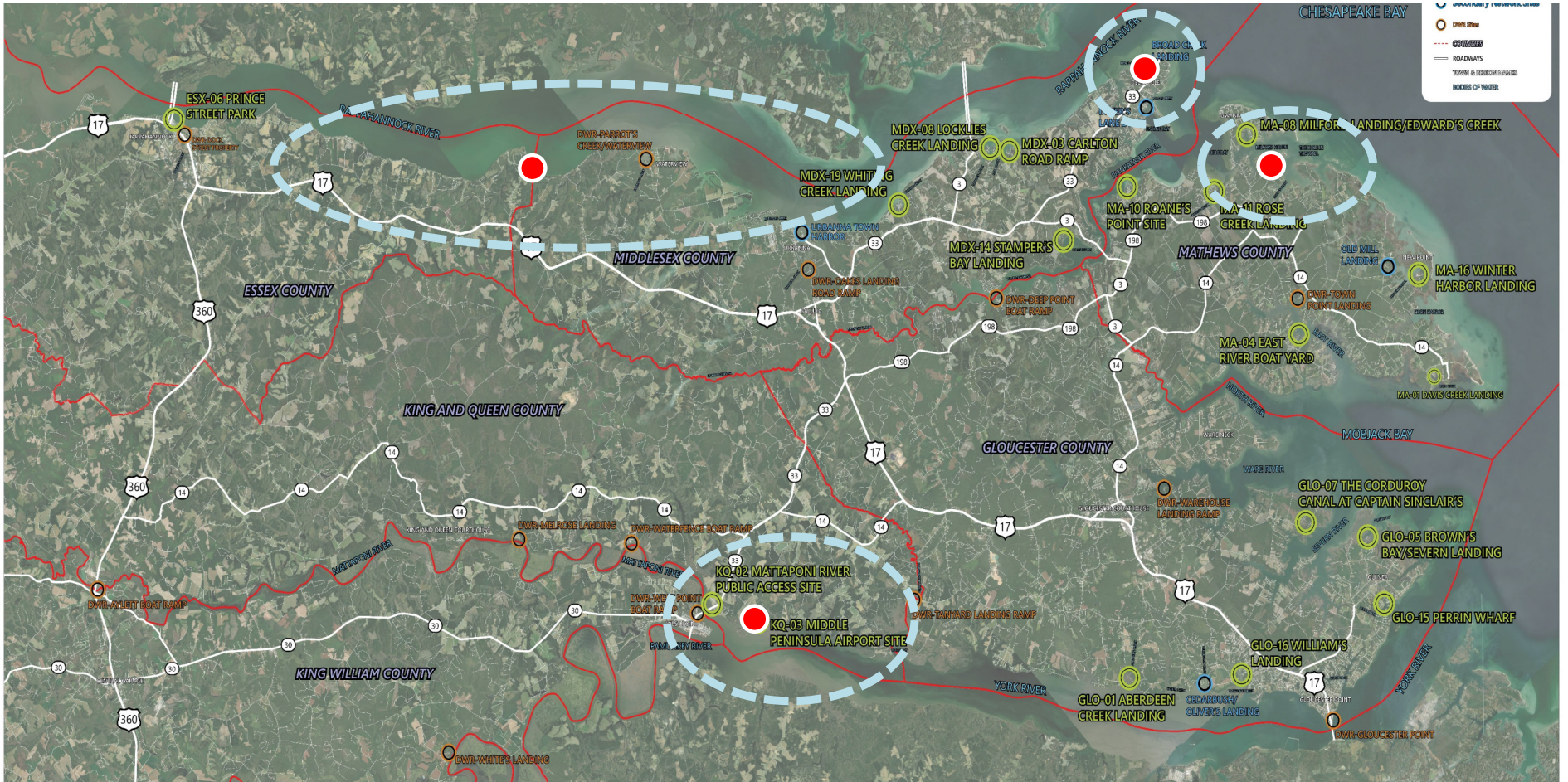
Working Waterfronts

VOLUME I



What's Next??

Next Steps & Opportunities



SUCCESS!



Gloucester Point Resiliency Plan –
Awarded \$250,000 – DCR CFPF Grant



Middlesex – Broad Creek Boat Ramp –
Awarded \$1.5 million planning grant



Prince Street Park – Award \$6million DCR
CFPF Grant for landside improvements

Broad Creek – Chesapeake Bay Access Project

Project Vision:

Project Access will establish:

1. A public boat ramp and water access facility on Broad Creek to address the historic lack of public water access in Deltaville and expand access to the Rappahannock River and Chesapeake Bay for residents, visitors, and commercial watermen and maritime industry users.
2. A marine industrial park and workforce training facility on the remaining acreage to support marine repair, manufacturing, and associated maritime trades training in partnership with the Virginia Community College System and local industry.

The Scope of Work will deliver **100% construction-ready design** for the Phase 1 public access and ramp facility, and **planning-level and schematic design** for the marine industrial park and training facility, sufficient to support **BUILD Capital Project** applications and other federal implementation grants.

Broad Creek – Chesapeake Bay Access Project

The Scope of Work will deliver **100% construction-ready design** for the Phase 1 public access and ramp facility, and **planning-level and schematic design** for the marine industrial park and training facility, sufficient to support **BUILD Capital Project** applications and other federal implementation grants.



Broad Creek – Chesapeake Bay Access Project

Scope of Work Summary

1. Prepare site and layout plans, including topographic, bathymetric, and floodplain surveys.
2. Develop conceptual and schematic designs for all Project Access components and detailed construction documents for the public access and ramp facility.
3. Complete environmental review consistent with NEPA and permitting requirements.
4. Conduct technical analyses (stormwater, soils, geotechnical, utilities) and transportation/traffic impact assessments.
5. Conduct community, economic, and benefit-cost analyses that support BUILD merit criteria.
6. Support stakeholder engagement and partnerships, including workforce development partners.
7. Provide project management, schedule, budget, and submittal support, including required federal forms, mapping files, and renderings.



Broad Creek – Chesapeake Bay Access Project





Whiting Creek Landing

Middlesex County | Whiting Creek

Existing Site Photos



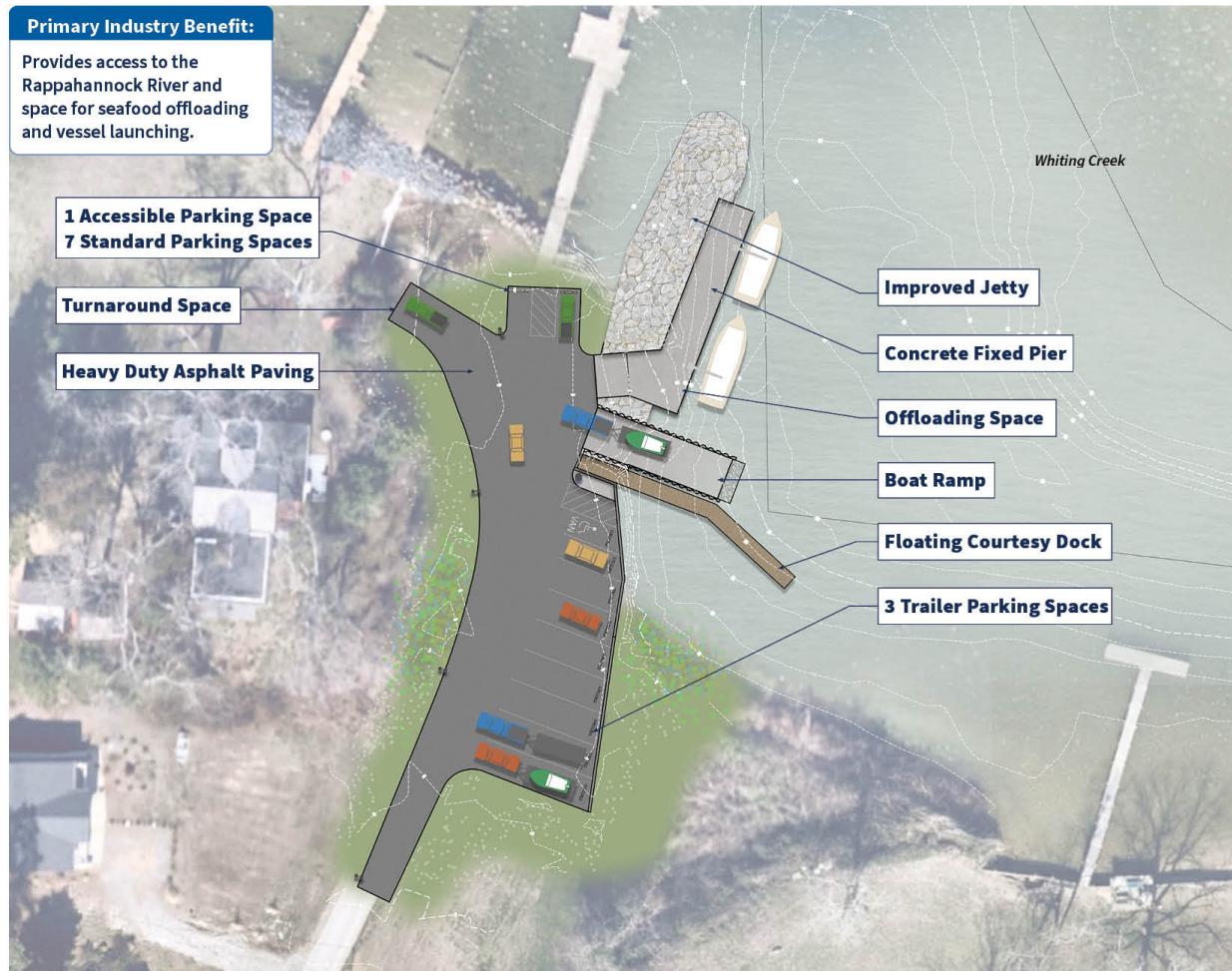


Whiting Creek Landing

Middlesex County | Whiting Creek

Primary Industry Benefit:

Provides access to the Rappahannock River and space for seafood offloading and vessel launching.



CONCEPT OVERVIEW

Whiting Creek Landing has a history of limited commercial use, but offers opportunities for increased commercial use due to its location on the Rappahannock River. This concept is a major improvement to water access and commercial uses. Site improvements include heavy duty asphalt paved access, 3 trailer parking spaces, 7 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a drivable concrete fixed pier for offloading, an improved boat ramp, a floating courtesy dock, and improvements to the existing rock jetty to assist in maintaining water depths.

DREDGING



14,000 CY

Advantage:

Access from channel to pier and ramp.

PROGRAMMING & AMENITIES

Heavy Duty Asphalt	Offloading Space
Improved Jetty*	Boat Ramp*
Fixed Concrete Pier	7 Parking Spaces
Floating Courtesy Dock*	Accessible Walkways*
Site Utilities Upgrades	3 Trailer Parking Spaces

*Improvement included to address known site condition deficiencies.





Mill Creek Landing Boat Ramp

Middlesex County | Mill Creek

Existing Site Photos



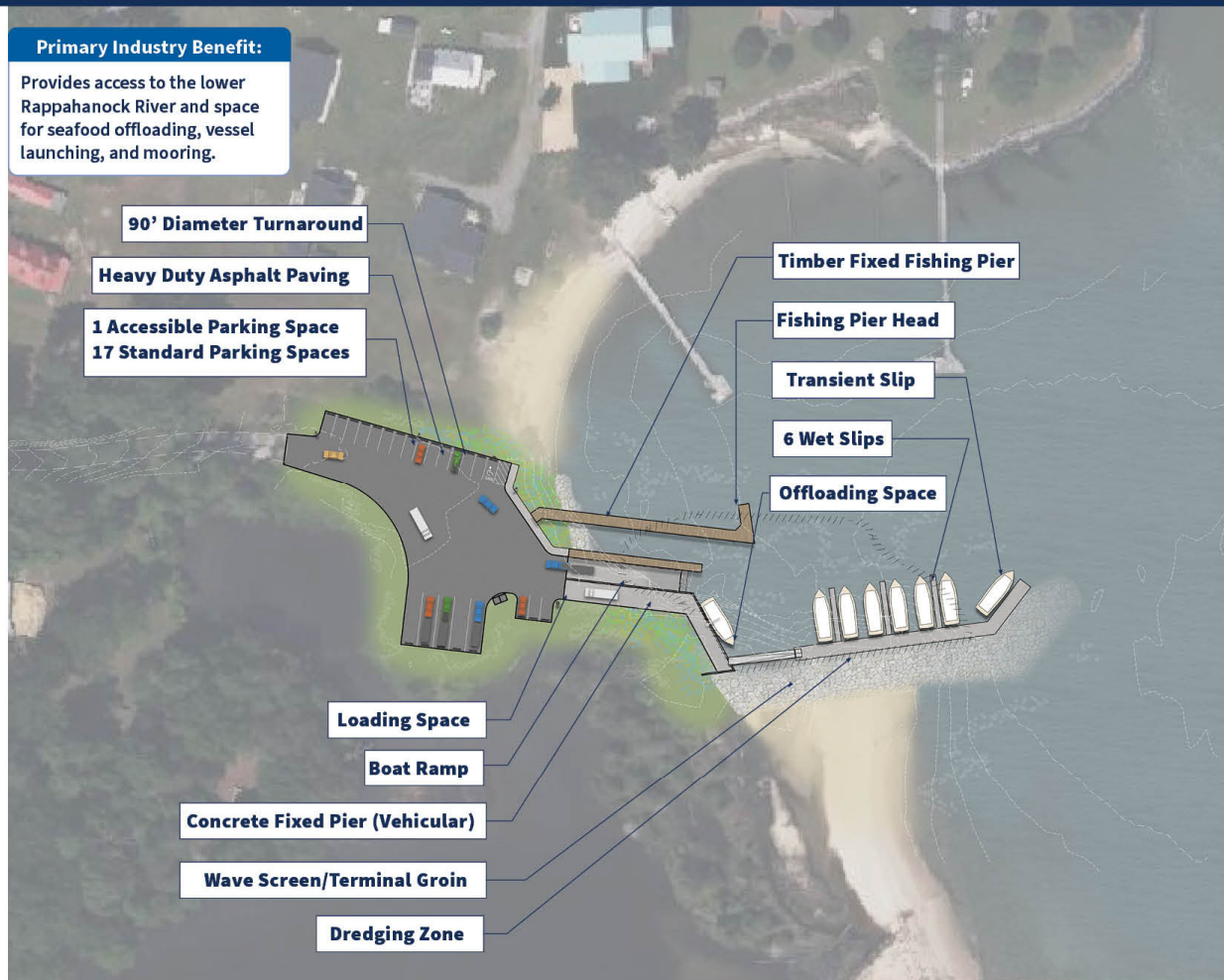


Mill Creek Landing Boat Ramp

Middlesex County | Mill Creek

Primary Industry Benefit:

Provides access to the lower Rappahanock River and space for seafood offloading, vessel launching, and mooring.



CONCEPT OVERVIEW

Mill Creek Landing Boat Ramp is a commercial and recreational site with a history of some commercial waterman use. This concept is a major improvement to existing site infrastructure. Site improvements include a heavy duty concrete paved access, a 90' diameter turnaround for commercial and recreational vehicles, 17 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include replacement of the fishing pier, boat ramp, a drivable concrete fixed pier for offloading, and a timber fixed pier with 6 wet slips and a wave screen.

DREDGING



DREDGING

12,000 CY

Advantage:

Improved access to dock and mooring areas.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	90' Diameter Turnaround*
Boat Ramp	Concrete Fixed Pier (Vehicular)*
Site Utilities Upgrades	Offloading Space
Portable Restrooms	Timber Fixed Pier*
17 Total Parking Spaces	Wave Screen/ Terminal Groin*
6 Wet Slips	*Improvement included to address known site condition deficiencies.



0 20 40 80 Feet





Stamper's Bay Landing

Middlesex County | Stamper's Bay

Existing Site Photos





Stamper's Bay Landing

Middlesex County | Stamper's Bay

Primary Industry Benefit:

Provides access to the Piankatank River and space for seafood offloading, vessel launching, and mooring.



Stamper's Bay



CONCEPT OVERVIEW

Stamper's Bay Landing does not have a history of commercial waterman use, but offers opportunities for commercial development. This concept is a major improvement to water access and commercial access. Site improvements include heavy duty asphalt paved access, a 60' diameter turnaround for commercial and recreational vehicles, 5 trailer parking spaces, 7 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a drivable timber fixed pier for offloading, and an improved boat ramp.

DREDGING



80 CY

DREDGING

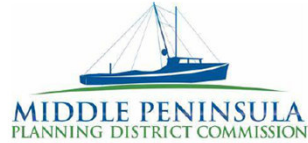
Advantage:

Improved mooring and ramp access.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	4 Trailer Parking Spaces
Dumpster*	7 Parking Spaces
Portable Toilets	Side-tie Mooring Spaces
Offloading Space	Accessible Walkways
Boat Ramp*	Site Utilities Upgrades
60' Diameter Turnaround*	Concrete Fixed Pier (Vehicular)
Heavy Duty Floating Dock	Courtesy Dock

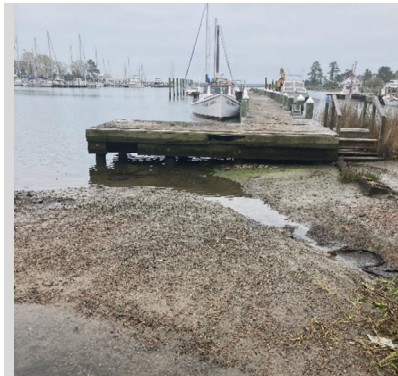
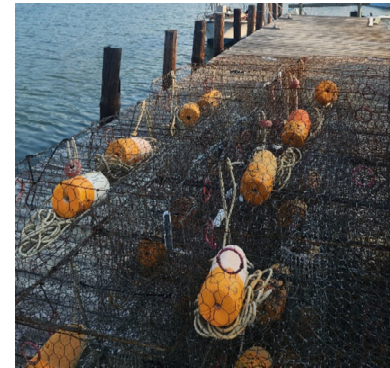
*Improvement included to address known site condition deficiencies.



Q&A

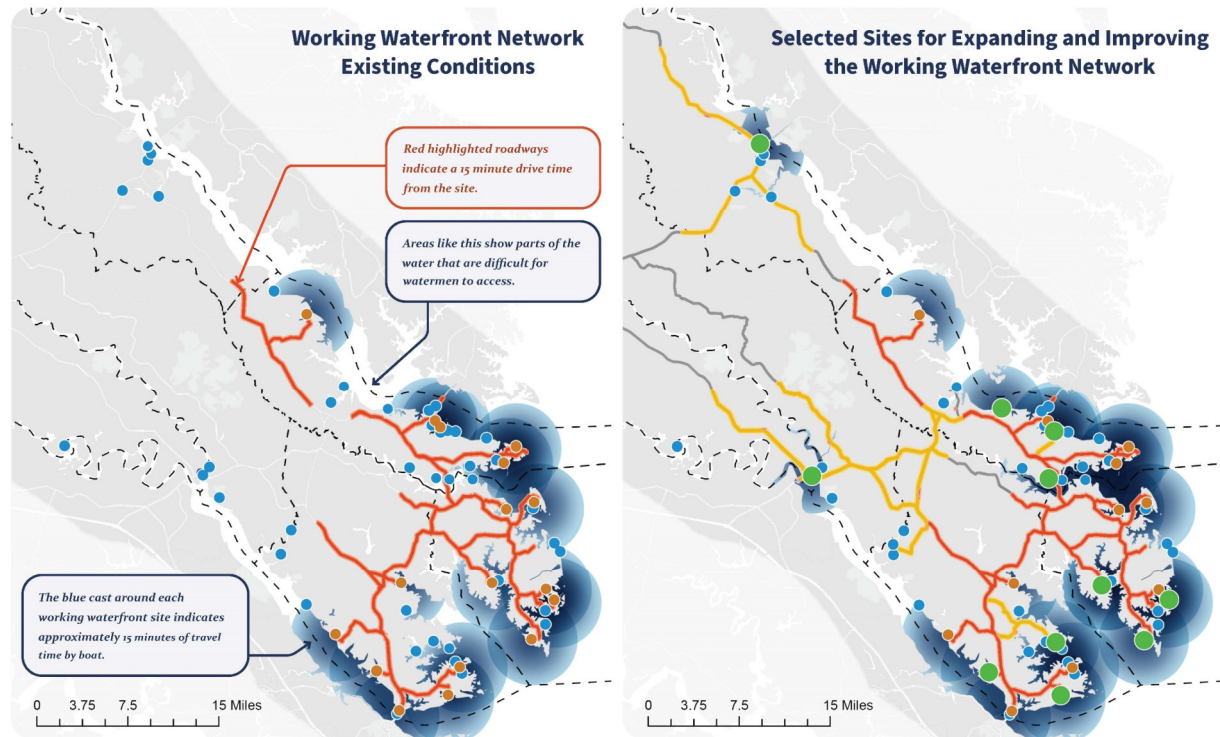
Designing Multimodal Working Waterfronts

to Meet the 21st Century Needs of Rural Coastal
Seafood and Maritime Industries



Public Access Analysis

Multimodal Working Waterfronts | Middle Peninsula Planning District Commission

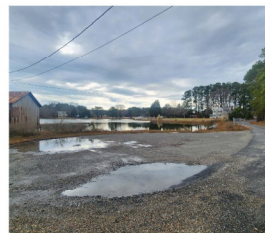




East River Boat Yard

Mathews County | Mill Creek

Existing Site Photos



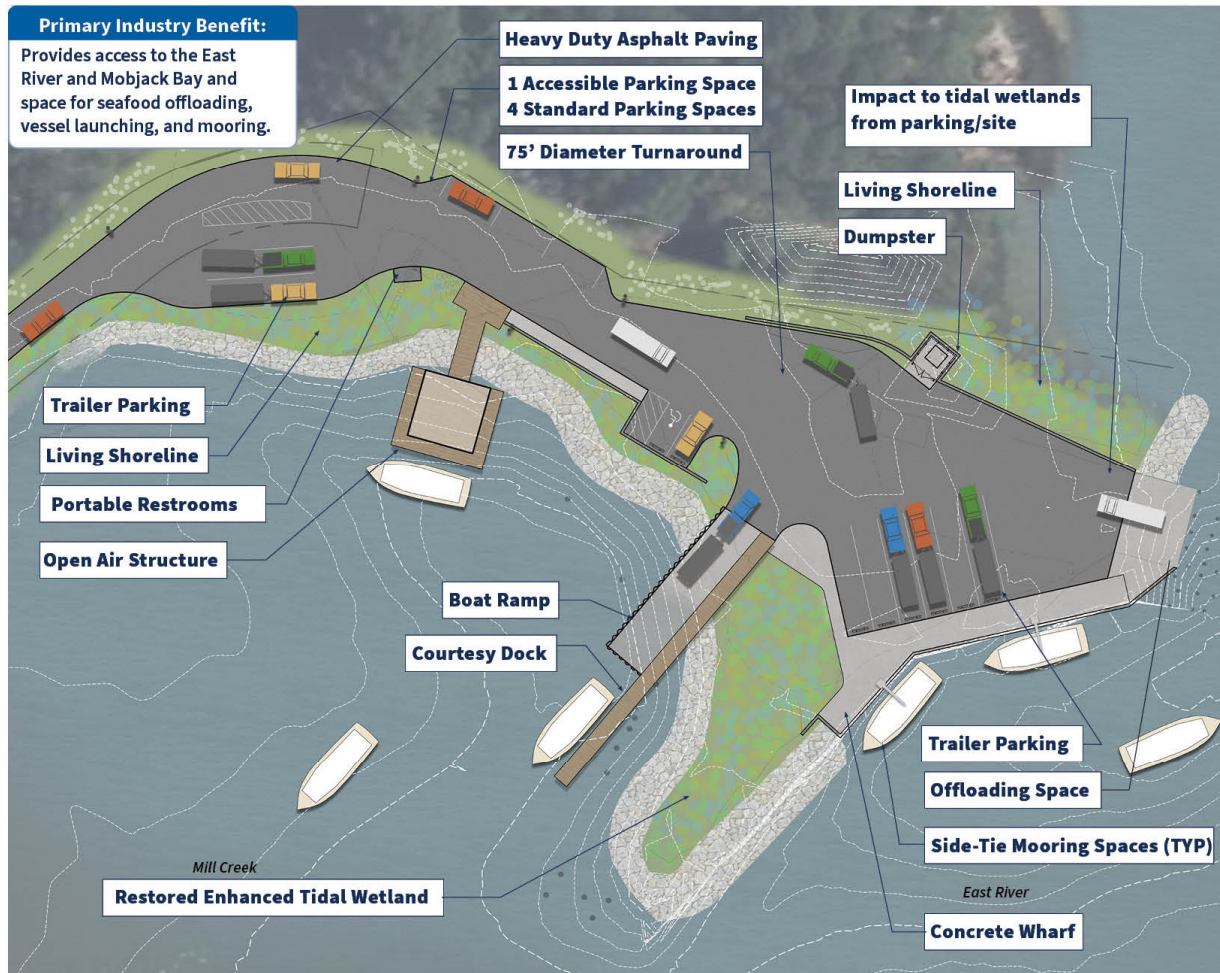


East River Boat Yard

Mathews County | Mill Creek

Primary Industry Benefit:

Provides access to the East River and Mobjack Bay and space for seafood offloading, vessel launching, and mooring.



CONCEPT OVERVIEW

East River Boat Yard is a commercial site with a history of commercial waterman use. This concept is a major improvement to existing site infrastructure with additional function. Site improvements include heavy duty asphalt paved access with a 75' diameter turnaround for commercial and recreational vehicles, trailer parking spaces, 4 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a fixed concrete wharf with side-tie mooring, offloading space, an improved boat ramp, and a courtesy dock.

DREDGING



DREDGING

2,000 CY

Advantage:

Access and allows 1 ft over dredge.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	Boat Ramp*
Dumpster*	4 Parking Spaces
Portable Restrooms	Accessible Walkways*
Site Utilities Upgrades	Trailer Parking Spaces
Concrete Wharf*	Courtesy Dock
Offloading Space	70' Diameter Turnaround*
Living Shoreline*	Side-Tie Mooring Spaces

*Improvement included to address known site condition deficiencies.



0 20 40 80 Feet





Winter Harbor Landing

Mathews County | Winter Harbor Haven

Existing Site Photos



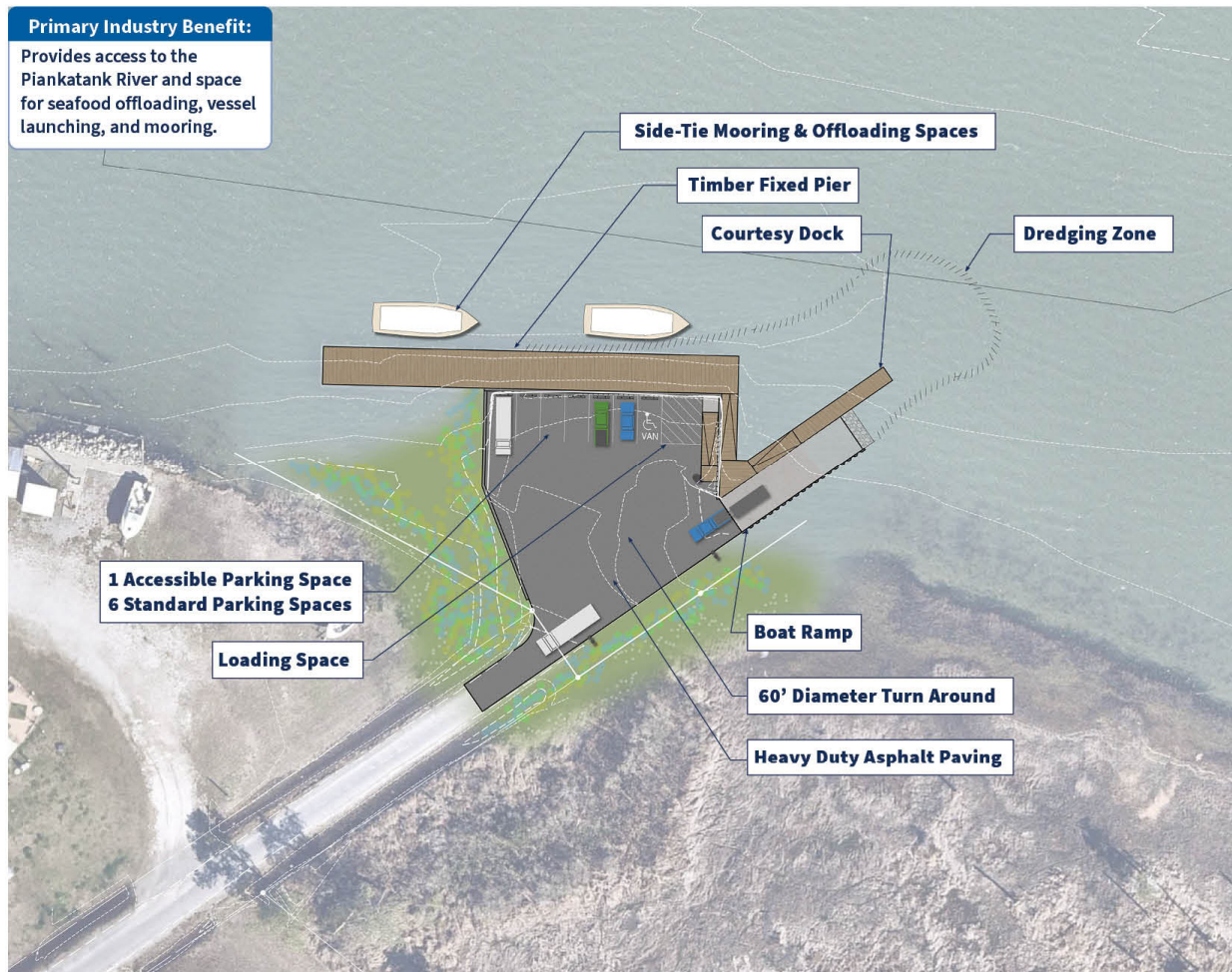


Winter Harbor Landing

Mathews County | Winter Harbor Haven

Primary Industry Benefit:

Provides access to the Piankatank River and space for seafood offloading, vessel launching, and mooring.



CONCEPT OVERVIEW

Winter Harbor Landing is a heavily used site with a history of commercial waterman use. This concept is a major improvement to the existing infrastructure. Site improvements include heavy duty asphalt paved access, a 60' diameter turnaround for commercial and recreational vehicles, 6 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a heavy duty timber dock for off loading, a boat ramp, courtesy dock, and side-tie mooring spaces.

DREDGING



80 CY

DREDGING
*Externally funded

Advantage:

Clean access channel directly to Chesapeake Bay.

PROGRAMMING & AMENITIES

Heavy Duty Pavement	Boat Ramp
Heavy Duty Timber Dock	Accessible Walkways
Site Utilities Upgrades	60' Diameter
6 Parking Spaces	Offloading Space
Courtesy Dock	*Improvement included to address known site condition deficiencies.





Davis Creek Landing

Mathews County | Davis Creek

Existing Site Photos



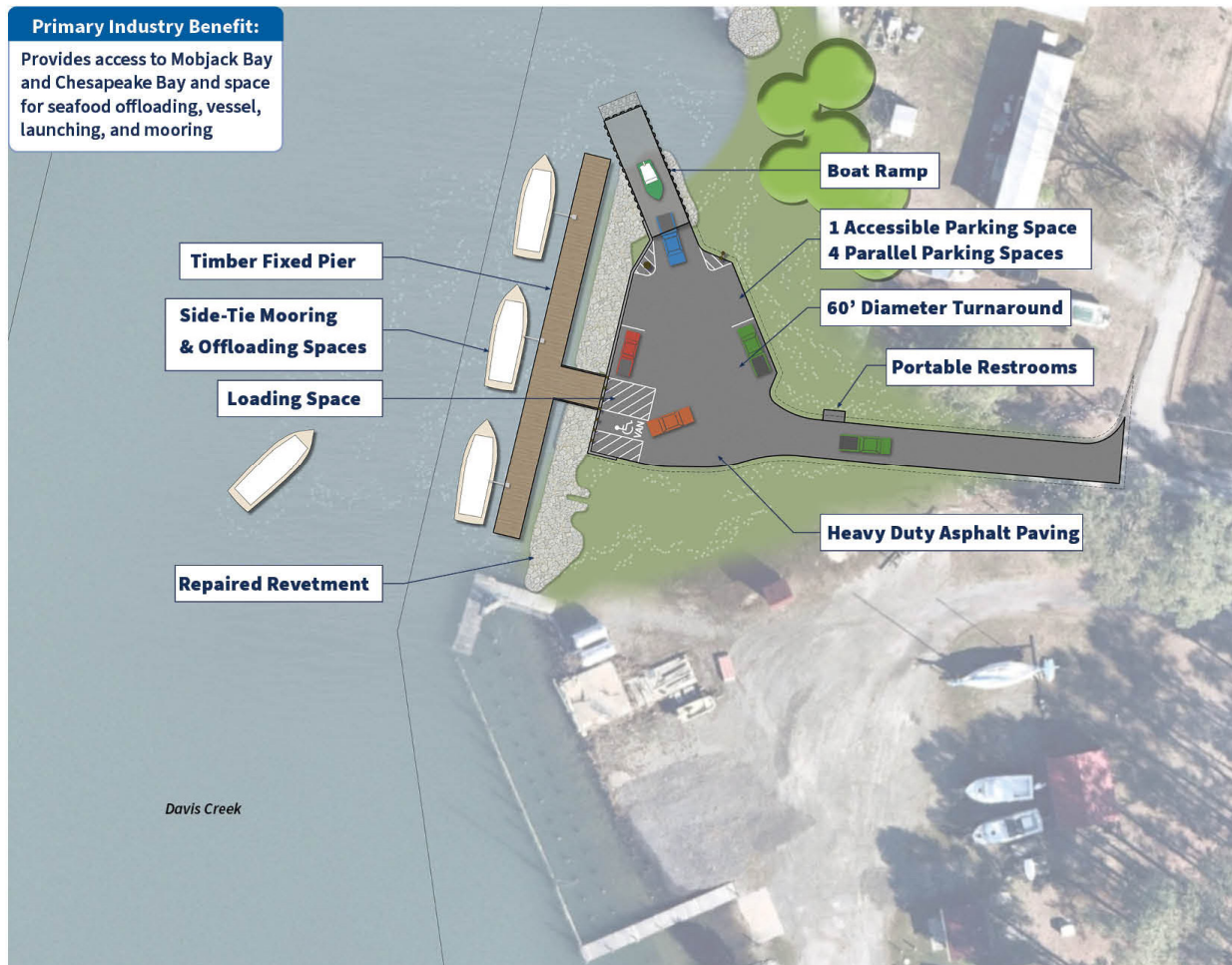


Davis Creek Landing

Mathews County | Davis Creek

Primary Industry Benefit:

Provides access to Mobjack Bay and Chesapeake Bay and space for seafood offloading, vessel, launching, and mooring



Davis Creek

CONCEPT OVERVIEW

Davis Creek Landing is a heavily used commercial site with a history of commercial waterman use both onsite and on adjacent properties. This concept is a major improvement to the existing infrastructure. Site improvements include heavy duty concrete paved access, a turnaround space, 4 standard parallel parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a timber fixed pier for offloading, side-tie mooring spaces, and an improved boat ramp.

DREDGING



4 CY*

DREDGING
*Externally funded

Advantage:

Access to dock from entrance of Davis Creek.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	4 Parallel Parking Spaces
Fixed Timber Pier	Turnaround Space
Portable Restrooms	Accessible Walkways*
Side Tie Mooring Spaces	Repaired Revetment*
Boat Ramp*	Courtesy Dock
Site Utilities Upgrades	Offloading Space

*Improvement included to address known site condition deficiencies.





The Corduroy Canal at Captain Sinclair's Recreation Area

Gloucester County | Whittaker Creek

Existing Site Photos



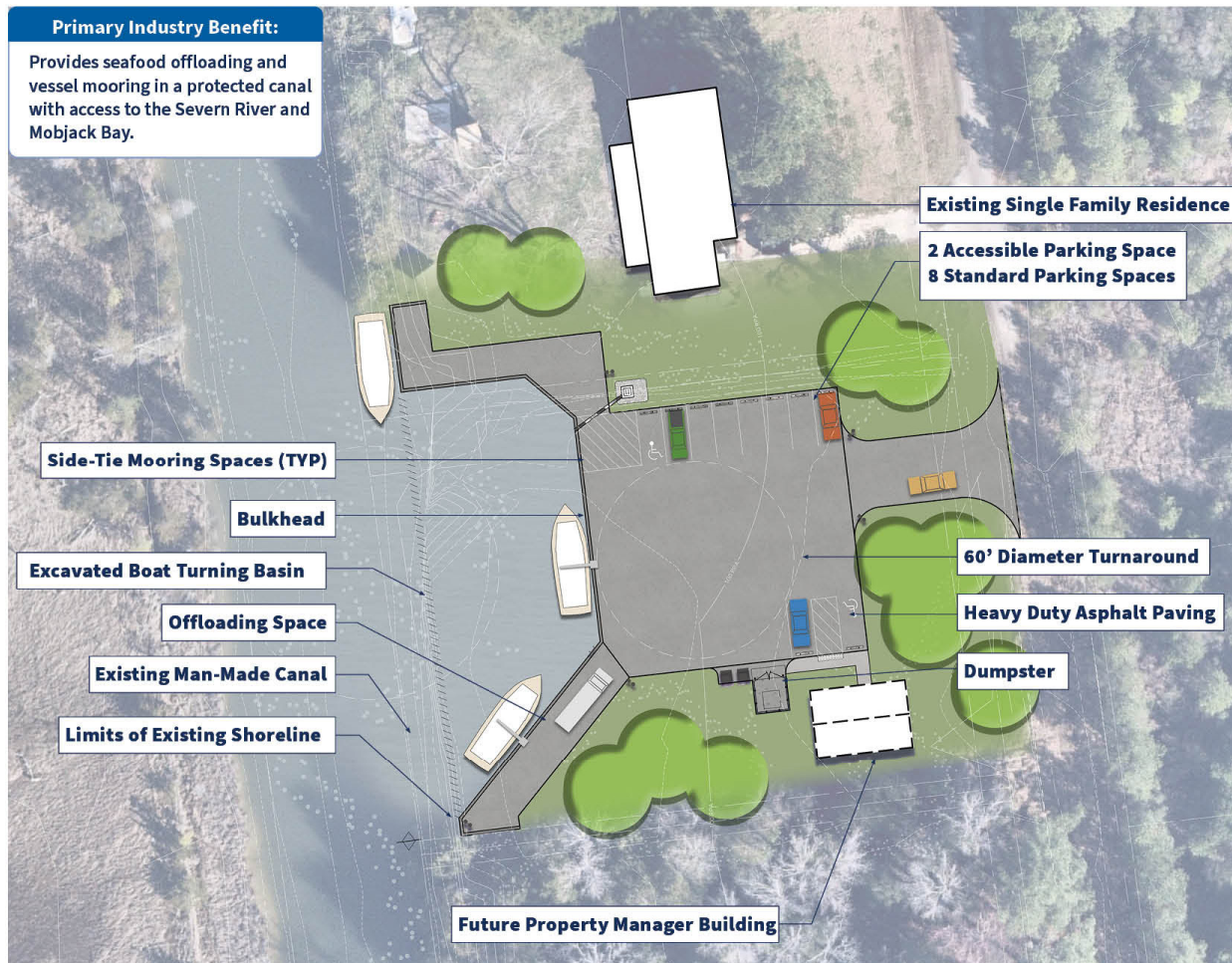


The Corduroy Canal at Captain Sinclair's Recreation Area

Gloucester County | Whittaker Creek

Primary Industry Benefit:

Provides seafood offloading and vessel mooring in a protected canal with access to the Severn River and Mobjack Bay.



CONCEPT OVERVIEW

The Corduroy Canal is currently utilized by a military veteran watermen non-profit organization. The site provides an opportunity to accommodate additional watermen in the region and further support the existing non-profit. Site improvements include a heavy duty asphalt paved access, heavy duty concrete paved drive aisle, 8 standard parking spaces, 2 accessible parking space, accessible walkways to the dock, and a property manager building. Waterside improvements include a boat turning basin for expanded water access, offloading space, and side-tie mooring spaces.

DREDGING



DREDGING

746 CY

Advantage:

Access to site from Severn River and added functionality to the canal.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	Offloading Space
Dumpster	Side-Tie Mooring Spaces (TYP)
Portable Restrooms	Accessible Walkways*
Site Utilities Upgrades	60' Diameter Turnaround
Bulkhead	8 Parking Spaces

*Improvement included to address known site condition deficiencies.

Consider offsite Elevation of The Corduroy ±3000 LF to Improve Access to be funded separately



0 20 40 80 Feet



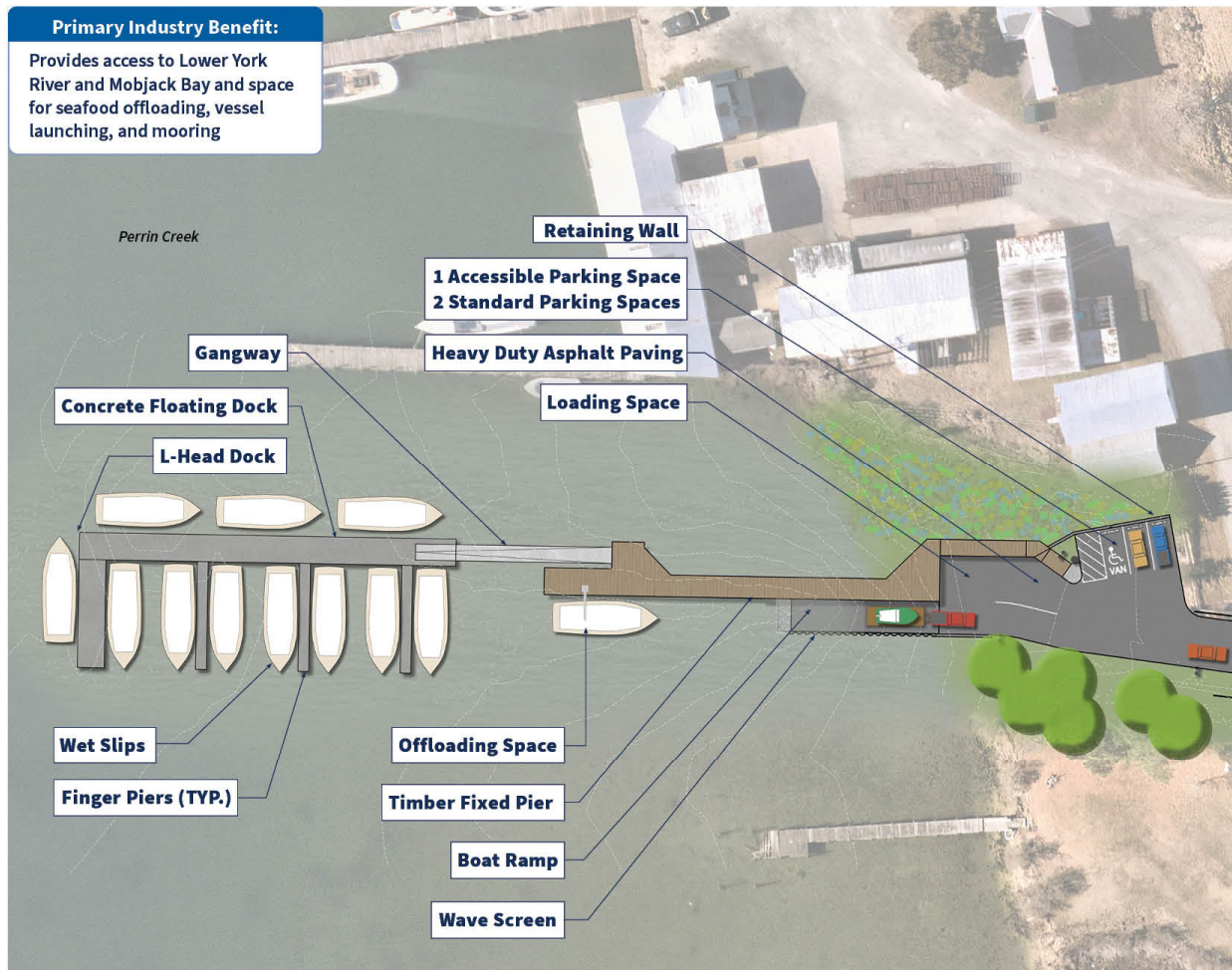


Perrin Wharf

Gloucester County | Perrin Creek

Primary Industry Benefit:

Provides access to Lower York River and Mobjack Bay and space for seafood offloading, vessel launching, and mooring



Page 1 of 2

CONCEPT OVERVIEW

Perrin Wharf is a heavily used site with a history of commercial waterman use. This concept is a major improvement to the existing infrastructure. Site improvements include heavy duty asphalt paved access, 2 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a heavy duty timber pier for offloading, a heavy-duty concrete floating dock with 7 wet slips, and an improved boat ramp.

DREDGING



40 CY

DREDGING

Advantage:

Boat ramp access and clean access channel.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*

Boat Ramp*

Offloading Space

Concrete Floating Dock

Site Utilities Upgrades

7 Wet Slips*

3 Total Parking Spaces

Accessible Walkways*

Future Turnaround to Accommodate Emergency Services Recommended

*Improvement included to address known site condition deficiencies.

Consider offsite Elevation of Perrin Creek Road ± 2700 LF to Improve Access to be funded separately



0 20 40 80 Feet

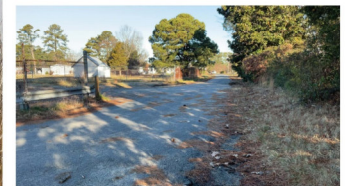




Perrin Wharf

Gloucester County | Perrin Creek

Existing Site Photos

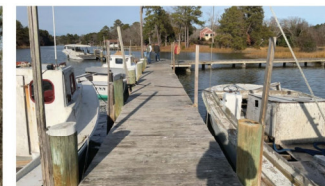




William's Landing

Gloucester County | Timberneck Creek

Existing Site Photos



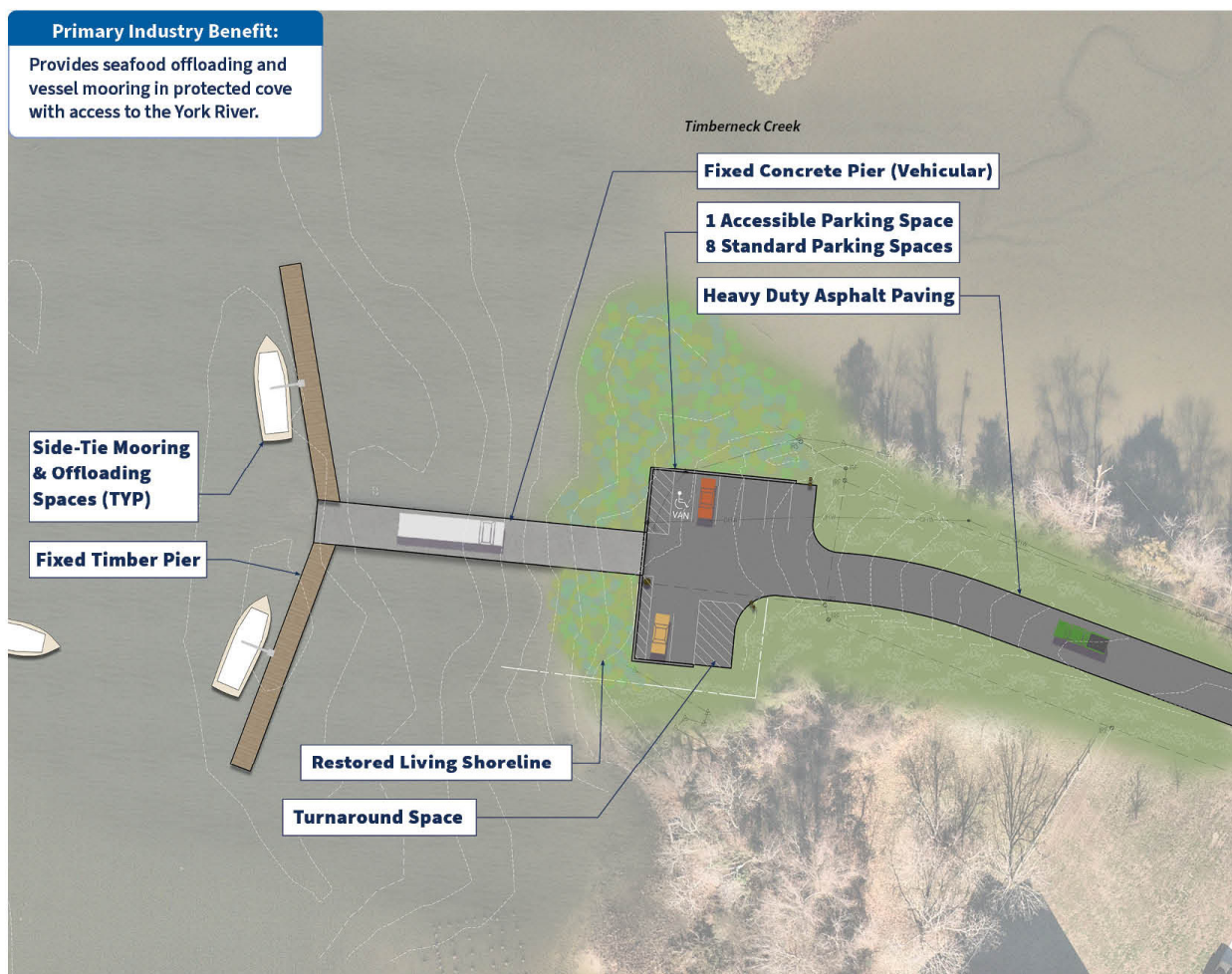


William's Landing

Gloucester County | Timberneck Creek

Primary Industry Benefit:

Provides seafood offloading and vessel mooring in protected cove with access to the York River.



CONCEPT OVERVIEW

William's Landing is a site on Timberneck Creek with a history of commercial waterman use. This concept is a major improvement to the existing infrastructure. Site improvements include heavy duty asphalt paved access, 8 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a drivable concrete fixed pier for offloading with side-tie mooring spaces.

DREDGING



DREDGING

*Externally funded

0 CY

Advantage:

Access through channel to dock +1 ft overdredge.

PROGRAMMING & AMENITIES

Heavy Duty Pavement*	Offloading Space
Fixed Concrete Pier (Vehicular)*	9 Total Parking Spaces
Site Utilities Upgrades	Accessible Walkways*
Living Shoreline*	Side-Tie Mooring Spaces (TYP)

*Improvement included to address known site condition deficiencies.





Mattaponi Public Access Site

King and Queen County | Mattaponi River

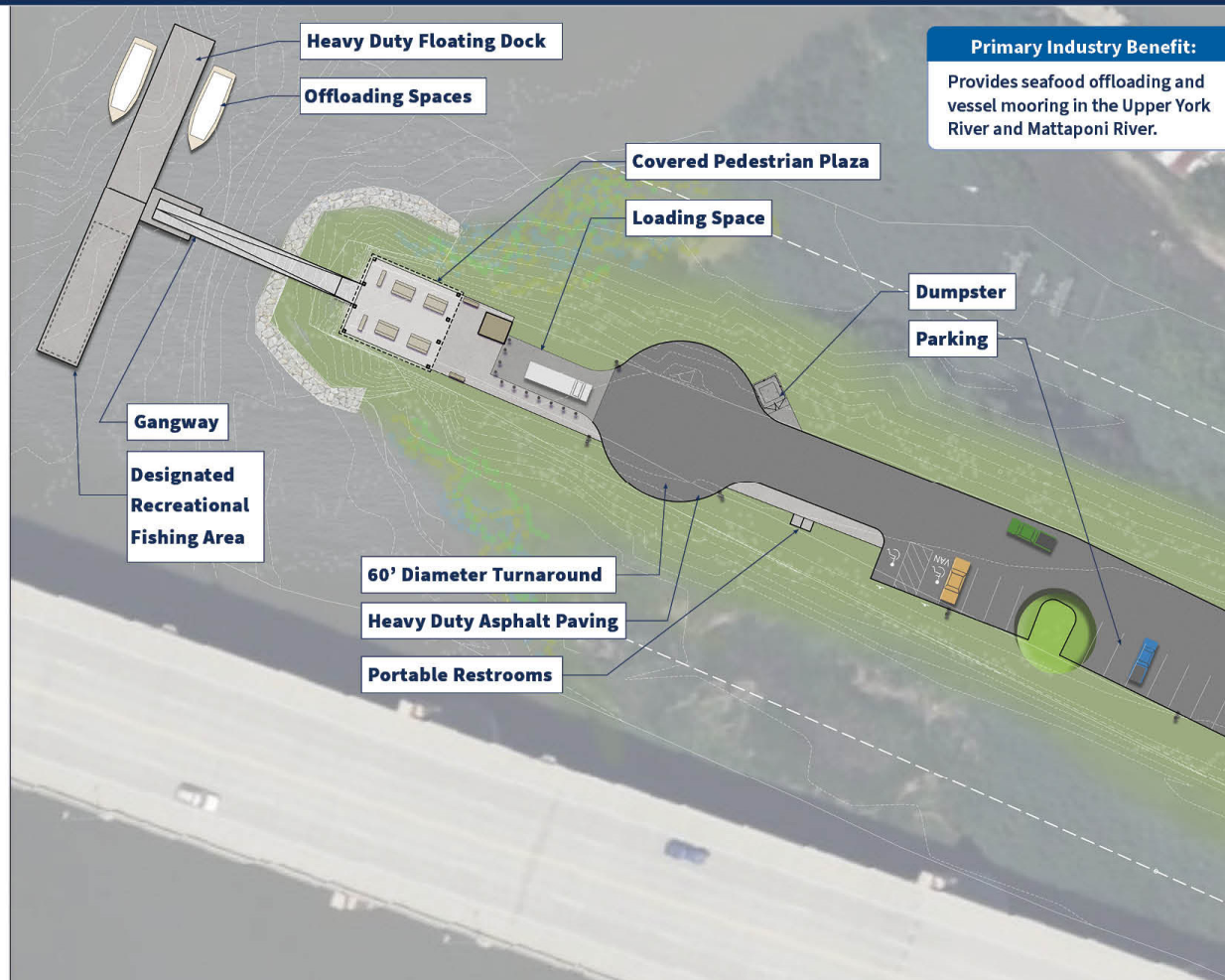
Existing Site Photos





Mattaponi Public Access Site

King and Queen County | Mattaponi River



Primary Industry Benefit:

Provides seafood offloading and vessel mooring in the Upper York River and Mattaponi River.

CONCEPT OVERVIEW

Mattaponi River Public Access Site is not currently used commercially but has opportunities for commercial waterman use. This concept is a major improvement to the existing infrastructure. Site improvements include heavy duty asphalt paved access, a 60' diameter turnaround for commercial and recreational vehicles, a paved loading space, ample parking spaces, and accessible walkway improvements to the dock. Waterside improvements include a covered pedestrian plaza, a gangway to a heavy-duty floating dock with offloading space and side-tie mooring spaces.

DREDGING



DREDGING

Not Required

PROGRAMMING & AMENITIES

Heavy Duty Pavement	Side-Tie Mooring Spaces (TYP)
Dumpster	70+ Existing Parking Access
Portable Restrooms	60' Diameter Turnaround*
Site Utilities Upgrades	Accessible Walkways*
Loading Space	*Improvement included to address known site condition deficiencies.
Heavy Duty Floating Dock	





Rappahannock River Park

Essex County | Rappahannock River

Existing Site Photos



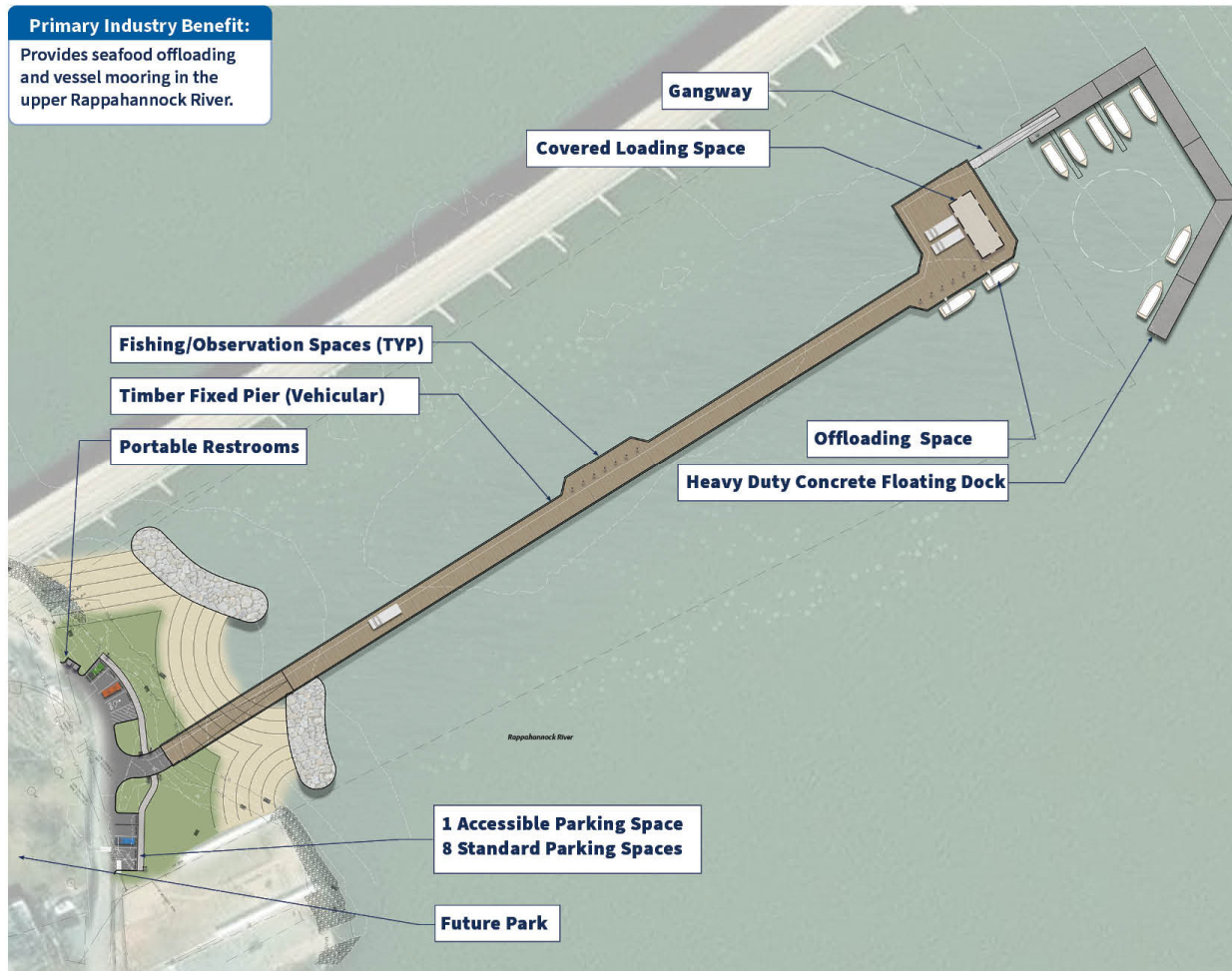


Rappahannock River Park

Essex County | Rappahannock River

Primary Industry Benefit:

Provides seafood offloading and vessel mooring in the upper Rappahannock River.



CONCEPT OVERVIEW

Rappahannock River Park does not have a current commercial use, but has a history of commercial waterman use. This concept is a major improvement to previously existing infrastructure. Site improvements include heavy duty asphalt paved access, 8 standard parking spaces, 1 accessible parking space, and accessible walkway improvements to the dock. Waterside improvements include a concrete fixed pier, covered fishing/observation spaces, a concrete fixed pier head, covered offloading space, and a heavy duty floating dock with mooring spaces.

DREDGING



DREDGING

595 CY

Advantage:

Improved access and mooring area.

PROGRAMMING & AMENITIES

Heavy Duty Asphalt Pavement	Covered Offloading Space
Heavy Duty Floating Concrete Dock	Fishing/Observation Space
Fixed Timber Pier (Vehicular)	Accessible Walkways
Site Utilities Upgrades	Living Shoreline*
Timber Ramp	*Improvement included to address known site condition deficiencies.
Portable Restrooms	

