



**MAY 17, 2021**

**TO: Wetlands Board Members**  
**FROM: Sandy W. Robinson, Secretary**

Please be advised that you have a meeting scheduled for Monday, May 17, 2021 to begin at 6:00 p.m. in the Board of Supervisors Board Room, at the Courthouse.

Your agenda package is enclosed.

cc: Amy M. Ring, Director of Community Development  
Shaunee Beussink, Environmental Planner  
Bobby Jones, County Attorney

**ISLE OF WIGHT COUNTY  
WETLANDS BOARD  
MAY 17, 2021**

- I. CALL TO ORDER AT 6:00 P.M.**
- II. ROLL CALL/DETERMINATION OF A QUORUM**

**MARC BROWN, CHAIRMAN  
DAVID J. MOOSE, VICE CHAIRMAN  
WILSON E HOLLAND  
J. WESLEY BROWN  
MIKE KLAUSEEIER  
SHARON HART  
RANDY PACK**

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**III. PUBLIC HEARINGS**

The application of Rescue Enterprises, Inc. to construct a 384' heavy timber replacement bulkhead up to 2' channel ward of the existing deteriorated bulkhead; dredge boat basin to (-) 5' mean low water depth (total volume of dredging = 3,000C cubic yards) with all dredge material to be dewatered in containment area onsite then transported (by truck) to an approved upland disposal site; request authorization to perform maintenance dredging on an "as needed" basis to maintain the (-) 5' mean low water depths throughout the boat basin; remove all existing piers, catwalks and mooring piles (19 slips total) and construct replacement open pile piers with catwalks and mooring piles to create 13 slips, total; remove (2) 39' travel lift piers and construct (2) replacement 38' by 4' open pile heavy timber travel lift piers in the same location as the existing.

The non-vegetated wetlands impact for the replacement bulkhead totals 700 square feet plus the new riprap flanking protection of and 40 square feet, totaling 740 square feet of impacts along Jones Creek at 21091 Marina Road, Rescue, in Isle of Wight County, Virginia.

The application of EH2 LLC to construct a vehicle and a pedestrian bridge spanning the tidal tributary of Ragged Island Creek that separates the north and south sections of a proposed community being constructed in five phases. The bridges will be constructed during the last phase of the proposed project. The vehicle bridge is 206 feet long and 28 feet wide with a 24 feet wide travel way. The deck will be approximately 11 feet 3 inches above mean high water. The pedestrian bridge is 206 feet long and 9 feet 10 inches wide with a 9 feet 3-inch-wide travel way and handrails. The southern abutment wall for the bridges will be constructed in uplands and the northern abutment wall will partially be built in tidal wetlands due to riprap placement. Permanent impacts associated with the placement of riprap below 1.5 times the mean high-water elevation will affect a total of 58 square feet of tidal estuarine shrub-scrub wetlands.

The project site is situated south east of Carrollton Boulevard (Route 17), north west of Channel Way (Route 663), and to the west of Whippingham Parkway (Route 662), Carrollton.

**IV. ELECTION OF OFFICERS**

**V. OLD BUSINESS**

**VI. NEW BUSINESS**

*Adoption of the Wetlands Board 2020 Annual Report*

**VII. MINUTES**

*Adoption of the minutes*

**VIII. ADJOURN**

### **III. PUBLIC HEARING**

The application of Rescue Enterprises, Inc. to construct a 384' heavy timber replacement bulkhead up to 2' channel ward of the existing deteriorated bulkhead; dredge boat basin to (-) 5' mean low water depth (total volume of dredging = 3,000C cubic yards) with all dredge material to be dewatered in containment area onsite then transported (by truck) to an approved upland disposal site; request authorization to perform maintenance dredging on an "as needed" basis to maintain the (-) 5' mean low water depths throughout the boat basin; remove all existing piers, catwalks and mooring piles (19 slips total) and construct replacement open pile piers with catwalks and mooring piles to create 13 slips, total; remove (2) 39' travel lift piers and construct (2) replacement 38' by 4' open pile heavy timber travel lift piers in the same location as the existing.

The non-vegetated wetlands impact for the replacement bulkhead totals 700 square feet plus the new riprap flanking protection of and 40 square feet, totaling 740 square feet of impacts along Jones Creek at 21091 Marina Road, Rescue, in Isle of Wight County, Virginia.

## **PLANNING REPORT**

### **APPLICATION:**

The application of Rescue Enterprises, Inc., owner, for permission to construct a 384' heavy timber replacement bulkhead up to 2' channel ward of the existing deteriorated bulkhead; dredge boat basin to (-) 5' mean low water depth (total volume of dredging = 3 ,000C cubic yards) with all dredge material to be dewatered in containment area onsite then transported (by truck) to an approved upland disposal site; request authorization to perform maintenance dredging on an "as needed" basis to maintain the (-) 5' mean low water depths throughout the boat basin; remove all existing piers, catwalks and mooring piles (19 slips total) and construct replacement open pile piers with catwalks and mooring piles to create 13 slips, total; remove (2) 39' travel lift piers and construct (2) replacement 38' by 4' open pile heavy timber travel lift piers in the same location as the existing. The non-vegetated wetlands impact for the replacement bulkhead totals 700 square feet plus the new riprap flanking protection of and 40 square feet, totaling 740 square feet of impacts along Jones Creek at 21091 Marina Road, Rescue, in Isle of Wight County, Virginia.

### **ELECTION DISTRICT:**

Newport

### **LOCATION:**

In Rescue along Jones Creek near Rescue Road.

### **BACKGROUND:**

The existing bulkhead, riprap, piers, catwalks, and mooring piles are deteriorated and need to be replaced. Majority of the replacements will occur outside the jurisdiction of the Isle of Wight County Wetlands Board, defined as between mean low water and mean high water, for non-vegetated tidal wetlands. A portion of new riprap flanking protection along the edge of the marina lies within the Wetlands Board's jurisdiction.

### **DESCRIPTION:**

This project is planned to stabilize the shoreline, restore navigation, and improve mooring for commercial fishing and work vessels.

### **ORDINANCE REVIEW:**

The Wetlands Zoning Ordinance calls for the Wetlands Board to "preserve and prevent the despoliation and destruction of wetlands within its jurisdiction," as stated under Section 17-10 of the ordinance. Because the goal here is to install an improve riprap to prevent erosion, and construct and maintain open pile catwalks and piers that do not unobstructed flow of the tide; this project meets the responsibility placed on the Wetlands Board.

The Wetlands Board shall use the following criteria in deciding whether to grant, grant in modified form, or deny a permit: 1) the testimony of any person in support of or in opposition to the permit application; 2) the impact of the proposed development on the

public health, safety, and welfare; and 3) the proposed development's conformance with standards prescribed in Section 28.2-1408 of the Code of Virginia (1950, as amended).

The Board shall grant the permit if all of the following criteria are met: 1) the anticipated public and private benefits of the proposed activity exceeds its anticipated public and private detriment; 2) the proposed development conforms with state codes and guidelines; and 3) the proposed activity does not violate the purposes and intent of the wetlands zoning ordinance or Chapter 14, Section 28.2-1400 of Title 28.2 of the Code of Virginia. If any of the criteria are not met, the Board shall deny the permit application but allow the applicant to resubmit the application in modified form.

#### **AGENCY REVIEW:**

There was a field visit to the project site on March 22<sup>nd</sup> by Shaunee Beussink, Environmental Planner, Sandy Robinson, Zoning Coordinator/Secretary, Allison Lay of the Virginia Institute of Marine Science and Sara Bahnson of the United States Army Corps of Engineers. The main concern for tidal wetlands with the board's jurisdiction was the placement of riprap. Most riprap will be placed above the mean tidal range and will be placed along the bank behind the pier. Majority of the riprap consists of replacement riprap with only a small portion creating new riprap coverage at the bend of the bank in non-vegetated tidal wetlands.

#### **STAFF ACCESSMENTS:**

1. The proposed project will address an embankment erosion problem.
2. The installation of riprap is an appropriate solution given the marinas boating activities along Jones Creek.

#### **STAFF RECOMMENDATIONS:**

Approve

#### **ATTACHMENTS:**

- Site visit pictures
- Joint Permit Application











- ❖ DEQ: Permit application fees required for Virginia Water Protection permits – while detailed in 9VAC25-20 – are conveyed to the applicant by the applicable DEQ office (<http://www.deq.virginia.gov/Locations.aspx>). Complete the Permit Application Fee Form and submit it per the instructions to the address listed on the form. Instructions for submitting any other fees will be provided to the applicant by DEQ staff.
- ❖ VMRC: An application fee of \$300 may be required for projects impacting tidal wetlands, beaches and/or dunes when VMRC acts as the LWB. VMRC will notify the applicant in writing if the fee is required. Permit fees involving subaqueous lands are \$25.00 for projects costing \$10,000 or less and \$100 for projects costing more than \$10,000. Royalties may also be required for some projects. The proper permit fee and any required royalty is paid at the time of permit issuance by VMRC. VMRC staff will send the permittee a letter notifying him/her of the proper permit fees and submittal requirements.
- ❖ LWB: Permit fees vary by locality. Contact the LWB for your project area or their website for fee information and submittal requirements. Contact information for LWBs may be found at [http://ccrm.vims.edu/permits\\_web/guidance/local\\_wetlands\\_boards.html](http://ccrm.vims.edu/permits_web/guidance/local_wetlands_boards.html).

FOR AGENCY USE ONLY	
21091 Marine Rd.	Notes: 234(01)033P034A
	JPA # 21-0264

## APPLICANTS

### Part 1 – General Information

**PLEASE PRINT OR TYPE ALL ANSWERS:** If a question does not apply to your project, please print N/A (not applicable) in the space provided. If additional space is needed, attach 8-1/2 x 11 inch sheets of paper.

<i>Check all that apply</i>				
Pre-Construction Notification (PCN) <input type="checkbox"/>	Regional Permit 17 (RP-17) <input type="checkbox"/>			
NWP # _____ (For Nationwide Permits ONLY - No DEQ-VWP permit writer will be assigned)				
County or City in which the project is located: ISLE OF WIGHT				
Waterway at project site: JONES CREEK				
<i>PREVIOUS ACTIONS RELATED TO THE PROPOSED WORK (Include all federal, state, and local pre application coordination, site visits, previous permits, or applications whether issued, withdrawn, or denied)</i>				
Historical information for past permit submittals can be found online with VMRC - <a href="https://webapps.mrc.virginia.gov/public/habitat/">https://webapps.mrc.virginia.gov/public/habitat/</a> - or VIMS - <a href="http://ccrm.vims.edu/perms/newpermits.html">http://ccrm.vims.edu/perms/newpermits.html</a>				
Agency	Action / Activity	Permit/Project number, including any non-reporting Nationwide permits previously used (e.g., NWP 13)	Date of Action	If denied, give reason for denial
ALL	PIER EXPANSION	VMRC #72-0203	1972	APPROVED

## Part 1 - General Information (continued)

1. Applicant's legal name\* and complete mailing address: Contact Information:

RESCUE ENTERPRISES, INC.  
RON SOPKO - PRESIDENT  
463 MILL POINT ROAD  
HUDGINS, VA 23076

Home ( ) \_\_\_\_\_  
Work ( ) \_\_\_\_\_  
Fax ( ) \_\_\_\_\_  
Cell (804) 366-2170  
e-mail ron@seafarmsinc.net

State Corporation Commission Name and ID Number (if applicable) \_\_\_\_\_

2. Property owner(s) legal name\* and complete address, if different from applicant: Contact Information:

SAME AS ABOVE

Home ( ) \_\_\_\_\_  
Work ( ) \_\_\_\_\_  
Fax ( ) \_\_\_\_\_  
Cell ( ) \_\_\_\_\_  
e-mail \_\_\_\_\_

State Corporation Commission Name and ID Number (if applicable) \_\_\_\_\_

3. Authorized agent name\* and complete mailing address (if applicable):

BAYSHORE DESIGN, LLC  
9 STEAMBOAT LANDING  
KINSALE, VA 22488

Contact Information:

Home ( ) \_\_\_\_\_  
Work (804) 472-4439  
Fax (804) 472-3036  
Cell (804) 761-9672  
e-mail craigp@bayshoredesign.com

State Corporation Commission Name and ID Number (if applicable) \_\_\_\_\_

**\* If multiple applicants, property owners, and/or agents, each must be listed and each must sign the applicant signature page.**

4. Provide a detailed description of the project in the space below, including the type of project, its dimensions, materials, and method of construction. Be sure to include how the construction site will be accessed and whether tree clearing and/or grading will be required, including the total acreage. If the project requires pilings, please be sure to include the total number, type (e.g. wood, steel, etc), diameter, and method of installation (e.g. hammer, vibratory, jetted, etc). If additional space is needed, provide a separate sheet of paper with the project description.

### PROPOSED COMMERCIAL WHARF IMPROVEMENTS TO INCLUDE:

- CONSTRUCT A 384' HEAVY TIMBER REPLACEMENT BULKHEAD UP TO 2' CHANNELWARD OF EXISTING DETERIORATED BULKHEAD.
- DREDGE BOAT BASIN TO (-) 5' MEAN LOW WATER (MLW) DEPTH. TOTAL VOLUME OF DREDGING = 3,000 C.Y. ALL DREDGE MATERIAL TO BE DE-WATERED IN CONTAINMENT AREA ONSITE THEN DREDGE MATERIAL TO BE TRANSPORTED (BY TRUCK) TO AN APPROVED UPLAND DISPOSAL SITE. REQUEST AUTHORIZATION TO PERFORM MAINTENANCE DREDGING ON AN "AS-NEEDED" BASIS TO MAINTAIN THE (-) 5' MLW DEPTHS THROUGHOUT BOAT BASIN.
- REMOVE ALL EXISTING PIERS, CATWALKS AND MOORING PILES (19 SLIPS-TOTAL) AND CONSTRUCT REPLACEMENT OPEN PILE PIERS WITH CATWALKS AND MOORING PILES TO CREATE 13 SLIPS-TOTAL.
- REMOVE (2) 39' TRAVEL LIFT PIERS AND CONSTRUCT (2) REPLACEMENT 38' X 4' OPEN PILE HEAVY TIMBER TRAVEL LIFT PIERS (SAME LOCATION AS EXISTING).

## Part 1 - General Information (continued)

5. Have you obtained a contractor for the project? X Yes\*    No. \*If your answer is "Yes" complete the remainder of this question and submit the Applicant's and Contractor's Acknowledgment Form (enclosed)

Contractor's name\* and complete mailing address:

COASTAL DESIGN AND CONSTRUCTION, INC.  
JAMES R. GUNN - PRESIDENT  
P.O. BOX 650  
GLOUCESTER, VA 23061

Contact Information:

Home ( )  
Work (804) 693-4158  
Fax ( )  
Cell (804) 694-7693 JK  
email jim@coastaldesign.net

State Corporation Commission Name and ID Number (if applicable) \_\_\_\_\_

\* If multiple contractors, each must be listed and each must sign the applicant signature page.

6. List the name, address and telephone number of the newspaper having general circulation in the area of the project. Failure to complete this question may delay local and State processing.

Name and complete mailing address:

THE SMITHFIELD TIMES  
228 MAIN STREET  
SMITHFIELD, VA 23430

Telephone number

(757) 357-3288

7. Give the following project location information:

Street Address (911 address if available) 21091 MARINA ROAD CARROLLTON, VA 23314

Lot/Block/Parcel# PARCEL 34, 34A & 33F - TAX MAP 23A-01

Subdivision TOWN OF RESCUE

City / County ISLE OF WIGHT

ZIP Code 23314

Latitude and Longitude at Center Point of Project Site (Decimal Degrees):

36.995548 DEG. / -76.561538 DEG. (Example: 36.41600/-76.30733)

If the project is located in a rural area, please provide driving directions giving distances from the best and nearest visible landmarks or major intersections. *Note: if the project is in an undeveloped subdivision or property, clearly stake and identify property lines and location of the proposed project. A supplemental map showing how the property is to be subdivided should also be provided.*

CARROLLTON, RT. 17 NORTH; LEFT ONTO SMITHS NECK ROAD; LEFT ONTO RESCUE ROAD; RIGHT ONTO CENTER STREET; LEFT ONTO MARINA ROAD AND FOLLOW TO THE END, PROJECT SITE ON THE RIGHT (21091 MARINA ROAD).

8. What are the *primary and secondary purposes of and the need for* the project? For example, the primary purpose may be "to protect property from erosion due to boat wakes" and the secondary purpose may be "to provide safer access to a pier."

- STABILIZE SHORELINE

- RESTORE NAVIGATION AND IMPROVE MOORING FOR COMMERCIAL FISHING AND WORK VESSELS



## Part 1 - General Information (continued)

9. Proposed use (check one):

- ☐ Single user (private, non-commercial, residential)  
☒ Multi-user (community, commercial, industrial, government)

10. Describe alternatives considered and the measures that will be taken to avoid and minimize impacts, to the maximum extent practicable, to wetlands, surface waters, submerged lands, and buffer areas associated with any disturbance (clearing, grading, excavating) during and after project construction. *Please be advised that unavoidable losses of tidal wetlands and/or aquatic resources may require compensatory mitigation.*

SEE DRAWING SET

11. Is this application being submitted for after-the-fact authorization for work which has already begun or been completed? ☐ Yes ☒ No. If yes, be sure to clearly depict the portions of the project which are already complete in the project drawings.

12. Approximate cost of the entire project (materials, labor, etc.): \$ \_\_\_\_\_  
Approximate cost of that portion of the project that is channelward of mean low water:  
\$ \_\_\_\_\_

13. Completion date of the proposed work: SPRING - 2024

14. Adjacent Property Owner Information: List the name and complete mailing address, including zip code, of each adjacent property owner to the project. (NOTE: If you own the adjacent lot, provide the requested information for the first adjacent parcel beyond your property line.) Failure to provide this information may result in a delay in the processing of your application by VMRC.

PARCEL 35:  
GWEN W. HOLT  
P.O. BOX 166  
RESCUE, VA 23424

PARCEL 31:  
UP THE CREEK INVESTMENTS, LLC  
102 MONROE COURT  
CARROLLTON, VA 23314

## Part 2 - Signatures

### 1. Applicants and property owners (if different from applicant).

NOTE: REQUIRED FOR ALL PROJECTS

**PRIVACY ACT STATEMENT:** The Department of the Army permit program is authorized by Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972. These laws require that individuals obtain permits that authorize structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters prior to undertaking the activity. Information provided in the Joint Permit Application will be used in the permit review process and is a matter of public record once the application is filed. Disclosure of the requested information is voluntary, but it may not be possible to evaluate the permit application or to issue a permit if the information requested is not provided.

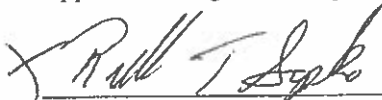
**CERTIFICATION:** I am hereby applying for all permits typically issued by the DEQ, VMRC, USACE, and/or Local Wetlands Boards for the activities I have described herein. I agree to allow the duly authorized representatives of any regulatory or advisory agency to enter upon the premises of the project site at reasonable times to inspect and photograph site conditions, both in reviewing a proposal to issue a permit and after permit issuance to determine compliance with the permit.

In addition, I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

RESCUE ENTERPRISES, INC

Applicant's Legal Name (printed/typed)

(Use if more than one applicant)



Applicant's Signature

(Use if more than one applicant)

JANUARY 28, 2021

Date

Property Owner's Legal Name (printed/typed)  
(If different from Applicant)

(Use if more than one owner)

Property Owner's Signature

(Use if more than one owner)

Date

## Part 2 – Signatures (continued)

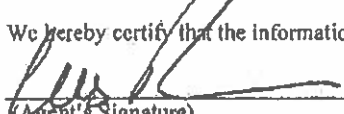
### 2. Applicants having agents (if applicable)

#### CERTIFICATION OF AUTHORIZATION

I (we), RESCUE ENTERPRISES, INC., hereby certify that I (we) have authorized CRAIG PALUBINSKI  
(Applicant's legal name(s)) (Agent's name(s))

to act on my behalf and take all actions necessary to the processing, issuance and acceptance of this permit and any and all standard and special conditions attached.

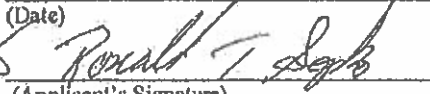
We hereby certify that the information submitted in this application is true and accurate to the best of our knowledge.

  
(Agent's Signature)

(Use if more than one agent)

JANUARY 28, 2021

(Date)

X   
(Applicant's Signature)

(Use if more than one applicant)

JANUARY 28, 2021

(Date)

### 3. Applicant's having contractors (if applicable)

#### CONTRACTOR ACKNOWLEDGEMENT

I (we), RESCUE ENTERPRISES, INC., have contracted COASTAL DESIGN AND CONSTRUCTION, INC  
(Applicant's legal name(s)) (Contractor's name(s))

to perform the work described in this Joint Permit Application, signed and dated JANUARY 28, 2021.

We will read and abide by all conditions set forth in all Federal, State and Local permits as required for this project. We understand that failure to follow the conditions of the permits may constitute a violation of applicable Federal, state and local statutes and that we will be liable for any civil and/or criminal penalties imposed by these statutes. In addition, we agree to make available a copy of any permit to any regulatory representative visiting the project to ensure permit compliance. If we fail to provide the applicable permit upon request, we understand that the representative will have the option of stopping our operation until it has been determined that we have a properly signed and executed permit and are in full compliance with all terms and conditions.

COASTAL DESIGN AND CONSTRUCTION, INC.

Contractor's name or name of firm

P.O. BOX 650 GLOUCESTER, VA 23061

Contractor's or firm's address



2701015499A

Contractor's License Number

Contractor's signature and title

Applicant's signature

(use if more than one applicant)

JANUARY 28, 2021

Date

### Part 3 – Appendices

Please complete and submit the appendix questions applicable to your project, and attach the required vicinity map(s) and drawings to your application. If an item does not apply to your project, please write "N/A" in the space provided.

**Appendix A: (TWO PAGES) Projects for Access** to the water such as private and community piers, boathouses, marinas, moorings, and boat ramps. Answer all questions that apply.

**1. Briefly describe your proposed project.**

- REMOVE EXISTING PIERS, CATWALKS AND MOORING PILES (19 SLIPS).
- CONSTRUCT REPLACEMENT PIERS, CATWALKS AND MOORING PILES TO CREATE 13 SLIPS-TOTAL.
- REMOVE (2) EXISTING TRAVEL LIFT PIERS AND CONSTRUCT (2) 38' X 4' REPLACEMENT TRAVEL LIFT PIERS.

**2. For private, noncommercial piers:**

Do you have an existing pier on your property? ☐ Yes ☒ N/A ☐ No

If yes, will it be removed? ☐ Yes ☒ N/A ☐ No

Is your lot platted to the mean low water shoreline? ☐ Yes ☒ N/A ☐ No

What is the overall length of the proposed structure? ☒ N/A ☐ \_\_\_\_\_ feet.

Channelward of Mean High Water? ☒ N/A ☐ \_\_\_\_\_ feet.

Channelward of Mean Low Water? ☒ N/A ☐ \_\_\_\_\_ feet.

What is the area of the piers and platforms that will be constructed over

Tidal non-vegetated wetlands ☒ N/A ☐ \_\_\_\_\_ square feet.

Tidal vegetated wetlands ☒ N/A ☐ \_\_\_\_\_ square feet.

Submerged lands ☒ N/A ☐ \_\_\_\_\_ square feet.

What is the total size of any and all L- or T-head platforms? ☒ N/A ☐ \_\_\_\_\_ sq. ft.

For boathouses, what is the overall size of the roof structure? ☒ N/A ☐ \_\_\_\_\_ sq. ft.

Will your boathouse have sides? ☐ Yes ☒ N/A ☐ No.

NOTE: All proposals for piers, boathouses and shelter roofs must be reviewed by the Virginia Marine Resources Commission (Commission or VMRC), however, pursuant to § 28.2-1203 A 5 of the Code of Virginia a VMRC permit may not be required for such structures (except as required by subsection D of § 28.2-1205 for piers greater than 100 feet in length involving commercially productive leased oyster or clam grounds), provided that (i) the piers do not extend beyond the navigation line or private pier lines established by the Commission or the United States Army Corps of Engineers (USACE), (ii) the piers do not exceed six feet in width and finger piers do not exceed five feet in width, (iii) any L or T head platforms and appurtenant floating docking platforms do not exceed, in the aggregate, 400 square feet, (iv) if prohibited by local ordinance open-sided shelter roofs or gazebo-type structures shall not be placed on platforms as described in clause (iii), but may be placed on such platforms if not prohibited by local ordinance, and (v) the piers are determined not to be a navigational hazard by the Commission. Subject to any applicable local ordinances, such piers may include an attached boat lift and an open-sided roof designed to shelter a single boat slip or boat lift. In cases in which open-sided roofs designed to shelter a single boat, boat slip or boat lift will exceed 700 square feet in coverage or the open-sided shelter roofs or gazebo structures exceed 400 square feet, and in cases in which an adjoining property owner objects to a proposed roof structure, permits shall be required as provided in § 28.2-1204.



### Part 3 – Appendices (continued)

3. For USACE permits, in cases where the proposed pier will encroach beyond one fourth the waterway width (as determined by measuring mean high water to mean high water or ordinary high water mark to ordinary high water mark), the following information must be included before the application will be considered complete. For an application to be considered complete:
  - a. The USACE MAY require depth soundings across the waterway at increments designated by the USACE project manager. Typically 10-foot increments for waterways less than 200 feet wide and 20-foot increments for waterways greater than 200 feet wide with the date and time the measurements were taken and how they were taken (e.g., tape, range finder, etc.).
  - b. The applicant MUST provide a justification as to purpose if the proposed work would extend a pier greater than one-fourth of the distance across the open water measured from mean high water or the channelward edge of the wetlands.
  - c. The applicant MUST provide justification if the proposed work would involve the construction of a pier greater than five feet wide or less than four feet above any wetland substrate.
4. Provide the type, size, and registration number of the vessel(s) to be moored at the pier or mooring buoy.

Type	Length	Width	Draft	Registration #
N/A				

5. For Marinas, Commercial Piers, Governmental Piers, Community Piers and other non-private piers, provide the following information:
  - A) Have you obtained approval for sanitary facilities from the Virginia Department of Health? IN PROCESS (required pursuant to Section 28.2-1205 C of the Code of Virginia).
  - B) Will petroleum products or other hazardous materials be stored or handled at your facility? NO
  - C) Will the facility be equipped to off-load sewage from boats? NO
  - D) How many wet slips are proposed? 13. How many are existing? 19
  - E) What is the area of the piers and platforms that will be constructed over
    - Tidal non-vegetated wetlands 660 square feet
    - Tidal vegetated wetlands 0 square feet
    - Submerged lands 1,555 square feet
6. For boat ramps, what is the overall length of the structure? N/A feet.
  - From Mean High Water? N/A feet.
  - From Mean Low Water? N/A feet.

Note: drawings must include the construction materials, method of installation, and all dimensions. If tending piers are proposed, complete the pier portion.

**Note: If dredging or excavation is required, you must complete the Standard Joint Point Permit application.**

### Part 3 – Appendices (continued)

**Appendix B: Projects for Shoreline Stabilization** in tidal wetlands, tidal waters and dunes/beaches including riprap revetments and associated backfill, marsh toe stabilization, bulkheads and associated backfill, breakwaters, beach nourishment, groins, jetties, and living shoreline projects. Answer all questions that apply. Please provide any reports provided from the Shoreline Erosion Advisory Service or VIMS.

**NOTE:** It is the policy of the Commonwealth that living shorelines are the preferred alternative for stabilizing tidal shorelines (Va. Code § 28.2-104.1). Information on non-structural, vegetative alternatives (i.e., Living Shoreline) for shoreline stabilization is available at [http://ccrm.vims.edu/coastal\\_zone/living\\_shorelines/index.html](http://ccrm.vims.edu/coastal_zone/living_shorelines/index.html).

1. Describe each revetment, bulkhead, marsh toe, breakwater, groin, jetty, other structure, or living shoreline project separately in the space below. Include the overall length in linear feet, the amount of impacts in acres, and volume of associated backfill below mean high water and/or ordinary high water in cubic yards, as applicable:

CONSTRUCT A 384' REPLACEMENT BULKHEAD WITH RIP-RAP FLANKING PROTECTION AT RETURN WALL.

2. What is the maximum encroachment channelward of mean high water? 4 feet.  
Channelward of mean low water? 2 feet.  
Channelward of the back edge of the dune or beach? N/A feet.

3. Please calculate the square footage of encroachment over:

• Vegetated wetlands	<u>0</u>	square feet
* • Non-vegetated wetlands	<u>400</u>	square feet
• Subaqueous bottom	<u>508</u>	square feet
• Dune and/or beach	<u>0</u>	square feet

(EXISTING CALCULATED RUBBLE)

4. For bulkheads, is any part of the project maintenance or replacement of a previously authorized, currently serviceable, existing structure? ☒ Yes ☐ No.

If yes, will the construction of the new bulkhead be no further than two (2) feet channelward of the existing bulkhead? ☒ Yes ☐ No.

If no, please provide an explanation for the purpose and need for the additional encroachment.

\* See revised impacts attached dated March 23, 2021 totaling 740 square feet.

SW

### Part 3 – Appendices (continued)

**Appendix B: Projects for Shoreline Stabilization** in tidal wetlands, tidal waters and dunes/beaches including riprap revetments and associated backfill, marsh toe stabilization, bulkheads and associated backfill, breakwaters, beach nourishment, groins, jetties, and living shoreline projects. Answer all questions that apply. Please provide any reports provided from the Shoreline Erosion Advisory Service or VIMS.

**NOTE:** It is the policy of the Commonwealth that living shorelines are the preferred alternative for stabilizing tidal shorelines (Va. Code § 28.2-104.1). **Information on non-structural, vegetative alternatives (i.e., Living Shoreline) for shoreline stabilization is available at [http://ccrm.vims.edu/coastal\\_zone/living\\_shorelines/index.html](http://ccrm.vims.edu/coastal_zone/living_shorelines/index.html).**

- Describe each revetment, bulkhead, marsh toe, breakwater, groin, jetty, other structure, or living shoreline project separately in the space below. Include the overall length in linear feet, the amount of impacts in acres, and volume of associated backfill below mean high water and/or ordinary high water in cubic yards, as applicable:

CONSTRUCT A 384' REPLACEMENT BULKHEAD WITH RIP-RAP FLANKING PROTECTION AT RETURN WALL.

- What is the maximum encroachment channelward of mean high water? 4 feet.  
Channelward of mean low water? 2 feet.  
Channelward of the back edge of the dune or beach? N/A feet.

- Please calculate the square footage of encroachment over:
 

• Vegetated wetlands	0	square feet	<b>ALL IMPACT AREAS CONCRETE RUBBLE -700 S.F. BULKHEAD BACKFILL + 40 S.F. RIP-RAP FLANKING PROTECTION</b>
<input checked="" type="checkbox"/> • Non-vegetated wetlands	740	square feet	
<input checked="" type="checkbox"/> • Subaqueous bottom	150	square feet	
• Dune and/or beach	0	square feet	

- For bulkheads, is any part of the project maintenance or replacement of a previously authorized, currently serviceable, existing structure? ☒ Yes ☐ No.

If yes, will the construction of the new bulkhead be no further than two (2) feet channelward of the existing bulkhead? ☒ Yes ☐ No.

If no, please provide an explanation for the purpose and need for the additional encroachment.

**V.M.R.C. # 21-0204  
\*REVISED 3-23-21**

**From:** Lay, Allison  
**To:** [rr MRC - jpa Permits](#)  
**Subject:** Fwd: Marina  
**Date:** Tuesday, March 23, 2021 2:22:26 PM  
**Attachments:** [Rescue Enterprises, Inc. rev. impacts.pdf](#)

---

21-0264  
Allison Lay  
Environmental Engineer  
Virginia Marine Resources Commission

380 Fenwick Road, Bldg. 96

Fort Monroe, Virginia 23651

757-247-2254

----- Forwarded message -----

**From:** Craig Palubinski <[craigp@bayshoredesign.com](mailto:craigp@bayshoredesign.com)>  
**Date:** Tue, Mar 23, 2021 at 1:55 PM  
**Subject:** RE: Marina  
**To:** Shaunce A. Beussink <[sbeussink@isleofwightus.net](mailto:sbeussink@isleofwightus.net)>, Lay, Allison  
<[allison.lay@mrc.virginia.gov](mailto:allison.lay@mrc.virginia.gov)>, Bahnson, Sara E CIV USARMY CENAO (US)  
<[Sara.E.Bahnson@usace.army.mil](mailto:Sara.E.Bahnson@usace.army.mil)>

Hi Shaunce, Allison and Sara,

Likewise it was nice meeting all of you and thank you for coming out to meet us to review this project.

I went back and recalculated the replacement bulkhead and rip-rap impacts. I made a few corrections, the overall impact area is close to the total amount I had for the non-vegetated and subaqueous combined, but the breakdown is corrected on the attached revised addendum.

The non-vegetated wetlands impacts (intertidal concrete rubble) for the replacement bulkhead is 700 s.f. + 40 s.f. for the rip-rap flanking protection. The total subaqueous impacts for the replacement bulkhead is 150 s.f.

Thanks,

Craig

**From:** Shaunce A. Beussink <[sbeussink@isleofwightus.net](mailto:sbeussink@isleofwightus.net)>  
**Sent:** Tuesday, March 23, 2021 11:30 AM  
**To:** Craig Palubinski <[craigp@bayshoredesign.com](mailto:craigp@bayshoredesign.com)>  
**Subject:** Marina

Additional Info/Revision

Received by VMRC March 23, 2021 /lra



### Part 3 – Appendices (continued)

5. Describe the type of construction and **all** materials to be used, including source of backfill material, if applicable (e.g., vinyl sheet-pile bulkhead, timber stringers and butt piles, 100% sand backfill from upland source; broken concrete core material with Class II quarry stone armor over filter cloth).

**NOTE: Drawings must include construction details, including dimensions, design and all materials, including fittings if used.**

- TONGUE AND GROOVE TIMBER

6. If using stone, broken concrete, etc. for your structure(s), what is the average weight of the:

Core (inner layer) material 25-75 pounds per stone Class size A1  
 Armor (outer layer) material 75-150 pounds per stone Class size I

7. For **beach nourishment**, including that associated with breakwaters, groins or other structures, provide the following:

- Volume of material
 

<u>N/A</u>	cubic yards channelward of mean low water
<u>N/A</u>	cubic yards landward of mean low water
<u>N/A</u>	cubic yards channelward of mean high water
<u>N/A</u>	cubic yards landward of mean high water
- Area to be covered
 

<u>N/A</u>	square feet channelward of mean low water
<u>N/A</u>	square feet landward of mean low water
<u>N/A</u>	cubic yards channelward of mean high water
<u>N/A</u>	cubic yards landward of mean high water
- Source of material, composition (e.g. 90% sand, 10% clay): N/A
- Method of transportation and placement: N/A
- Describe any proposed vegetative stabilization measures to be used, including planting schedule, spacing, monitoring, etc. Additional guidance is available at <http://www.vims.edu/about/search/index.php?q=planting+guidelines>:  
N/A

## APPENDIX J - DREDGING, MINING, & EXCAVATING

### Questions:

1. Complete the table below with the volumes (cu. yds.) and areas (sq. ft.) of material to be removed from waters by each method, for each category:

	NEW (MECHANICAL)				MAINTENANCE			
	Hydraulic	Dragline	Clamshell	Other	Hydraulic	Dragline	Clamshell	Other
Vegetated Wetlands*	—	—	0	—				
Nonveg. Wetlands*	—	—	1,150 C.Y. 5,500 S.F.	—				
Subaqueous Land*	—	—	1,850 C.Y. 19,500 S.F.	—				
Totals:	—	—	3,000 C.Y. 25,000 S.F.	—				

\* Report tidal and/or nontidal

2. State the composition of the material (e.g. clay 25%, sand 25%, silt 50%): SILT & SAND

3. How will the dredged material be retained to prevent re-entry into the waterway?  
DISPOSED IN BA APPROVED UPSTREAM DISPOSAL SITE

4. Will the dredged material be used for any commercial purpose? \_\_ Yes X No

5. For mining projects: Explain the operation plans on a separate sheet of paper. Include the frequency (e.g. every 6 wks), duration (e.g. Apr - Sep), and volume (cu. yds.) to be removed per operation; the temporary storage and handling methods of dredged material; and how equipment will access the dredge site. Have you applied for a permit from the VA Dept of Mines, Minerals, & Energy?  
\_\_ Yes \_\_ No NA

6. For maintenance dredging projects: When was dredging last performed? —  
Provide permit number —. Attach a copy of the permit.

7. What is the approximate drainage area and average stream flow? — sq mi — cfs

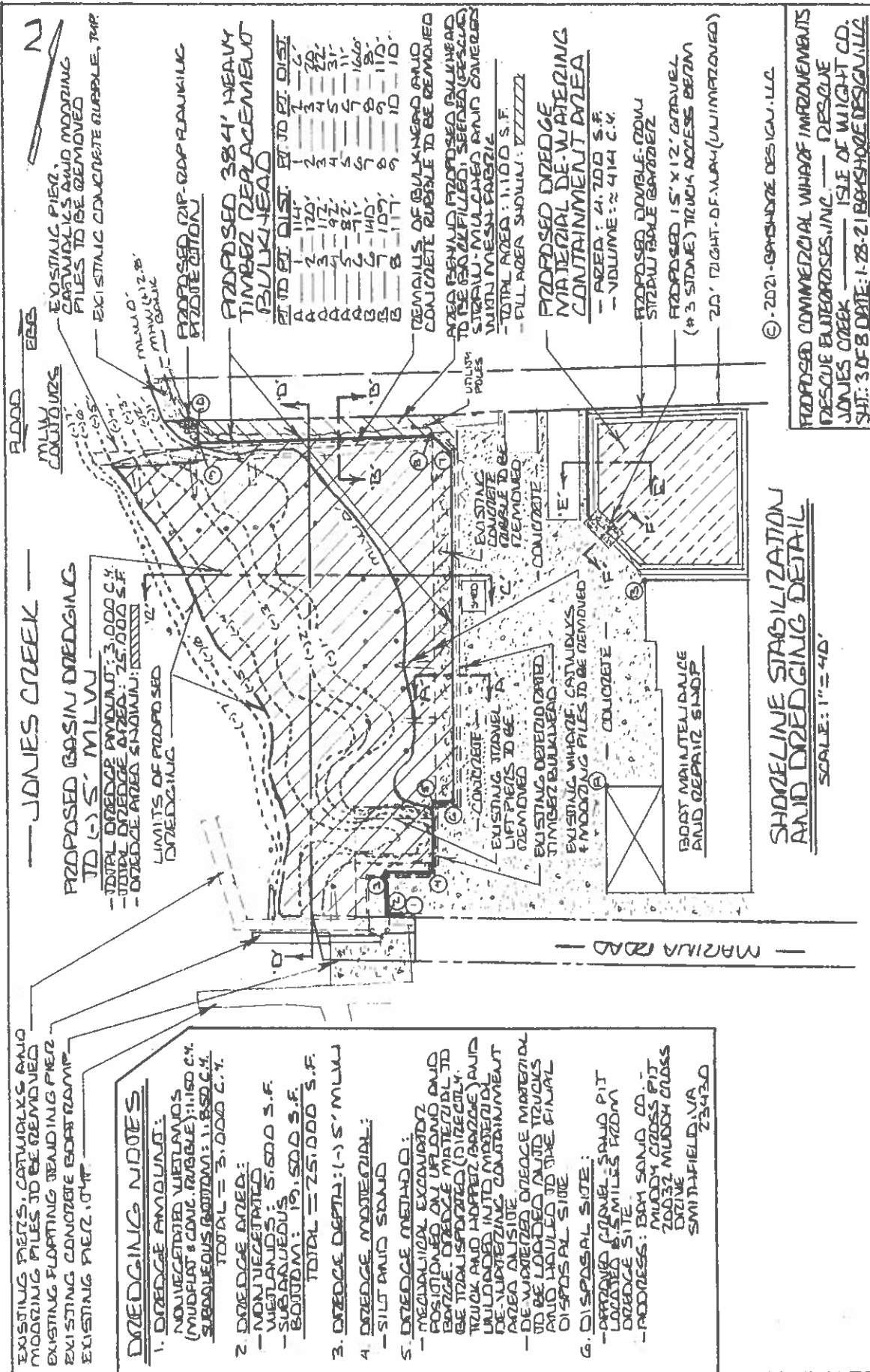
### Specific Information for Plan View Drawing:

- width of the waterway, measuring from mean high water to mean high water (tidal areas) or ordinary high water to ordinary high water (nontidal areas)
- location and dimensions of area proposed to be dredged
- location of existing channels
- location of dredged material disposal area if located on-site\*\* (for off-site areas: Provide a drawing that includes the location, dimensions, benchmarks, berms, and/or spillways. Also provide an explanation of how the material will be transported, including the location of the proposed transfer site(s). For non-commercially owned/operated disposal areas, attach local approvals for proposed disposal areas.
- location and dimensions of buffer zone between dredge cut and vegetated wetlands
- existing and proposed depths in the project area based on mean low water (tidal) or ordinary high water (nontidal)



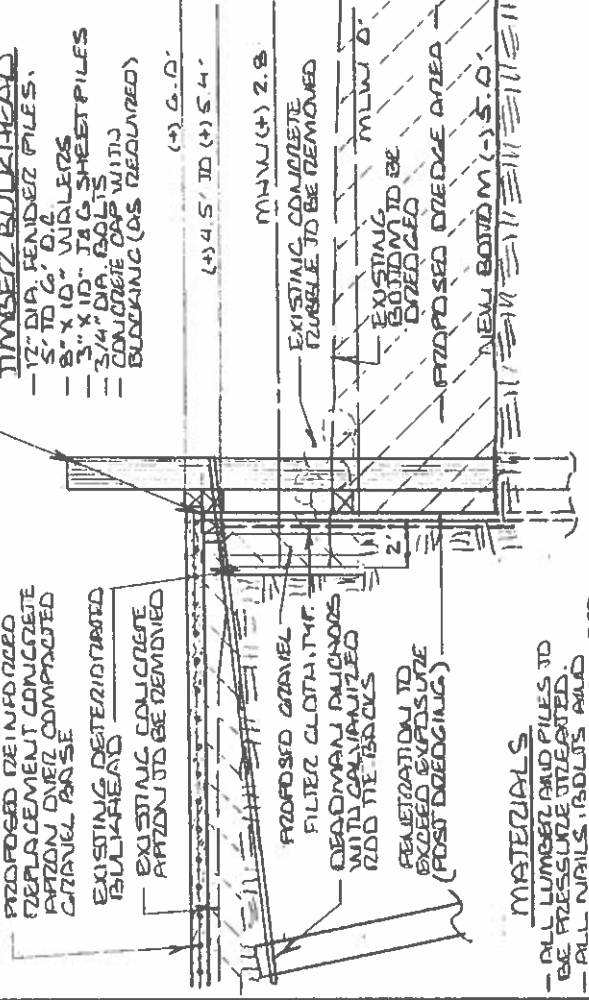






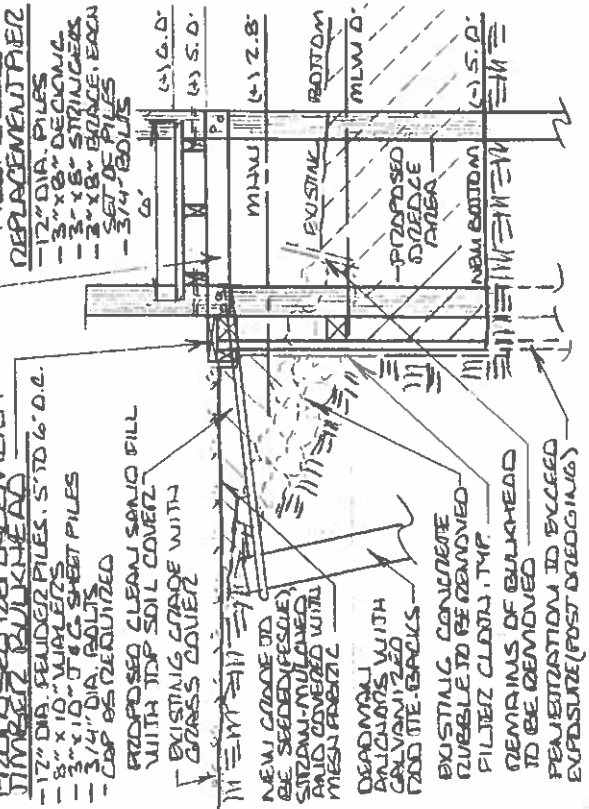
# SECTION 'A'-A'

SCALE: 1/4" = 1'



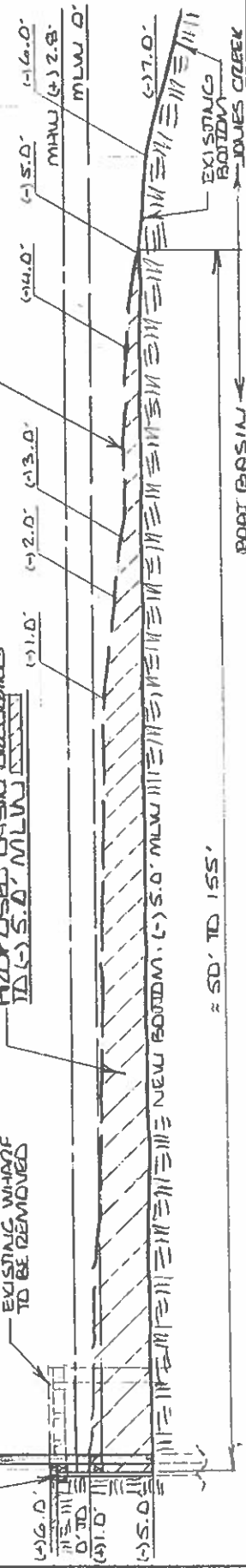
# SECTION 'B'-B'

SCALE: 1/4" = 1'



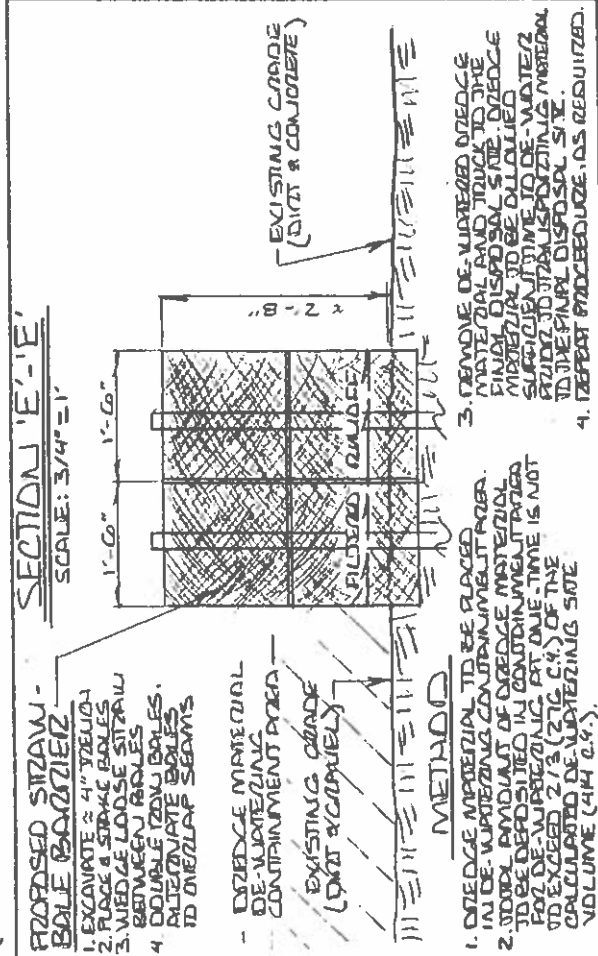
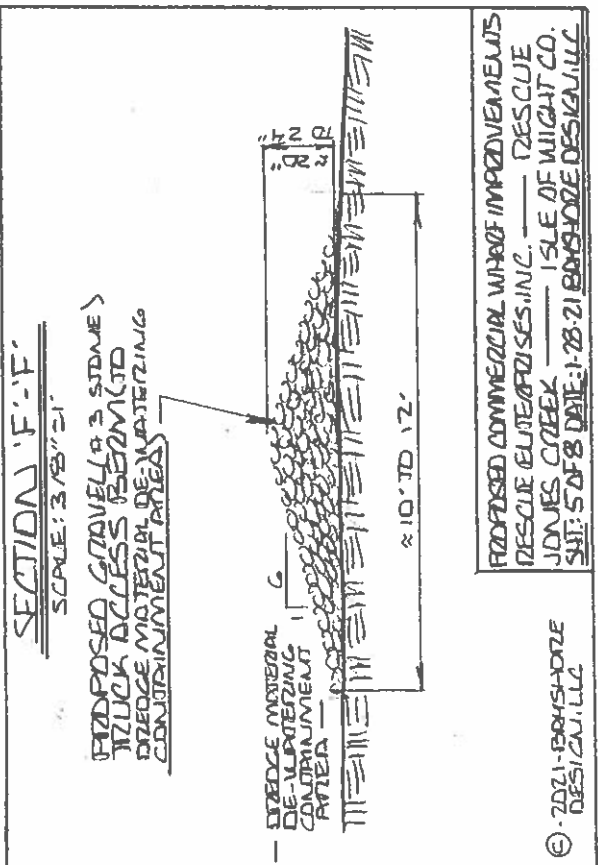
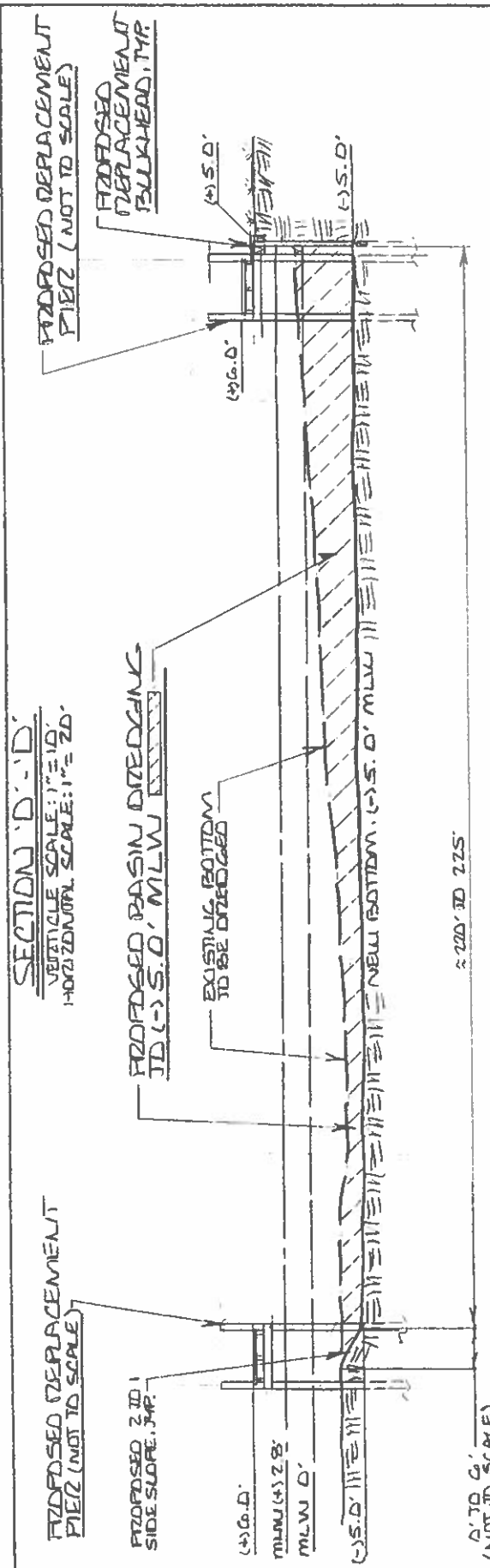
# SECTION 'C'-C'

SCALE: 1" = 10'



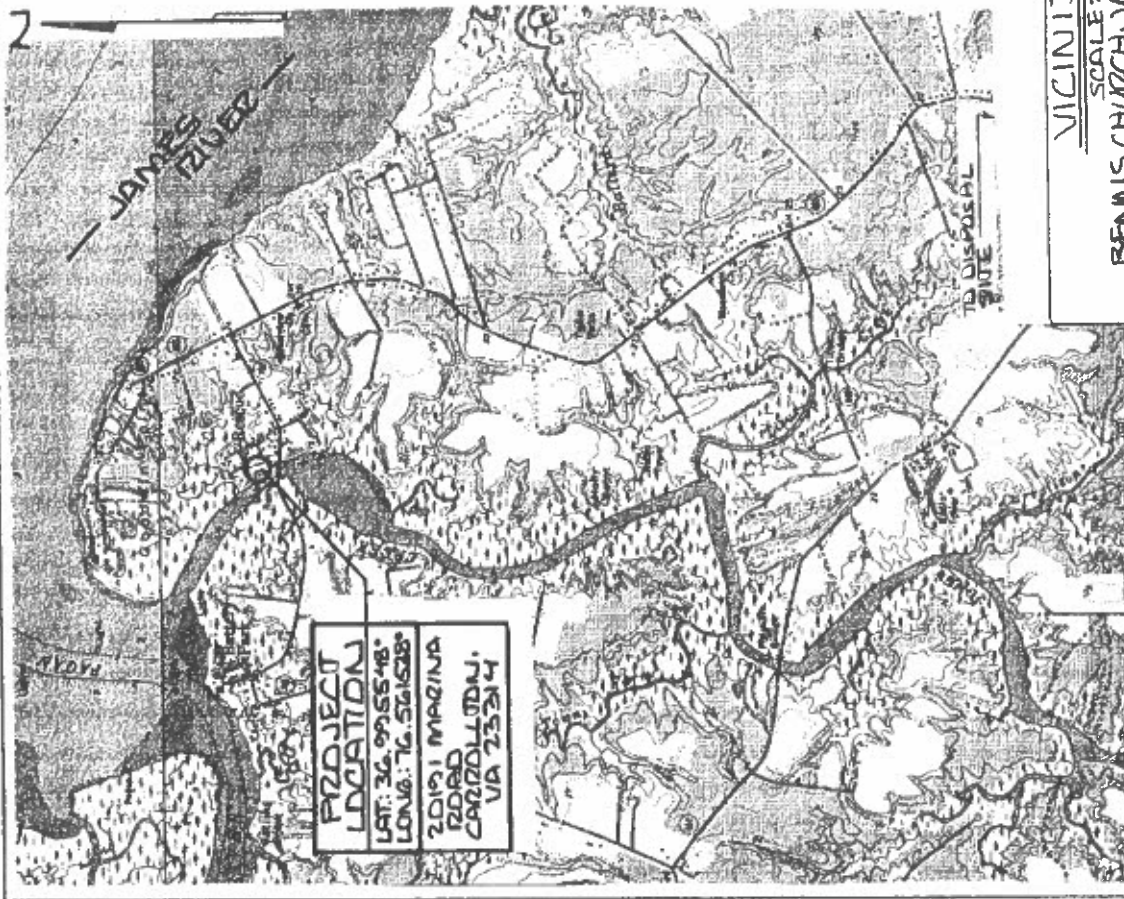
PROPOSED COMMERCIAL WHARF IMPROVEMENTS  
DESIGNED BY: RESCUE  
JONES CREEK — ISLE OF WIGHT CO.  
SHEET: 4 OF 8 DATE: 1-28-21 BAYSHORE DESIGN, LLC

© 2021 BAYSHORE DESIGN, LLC

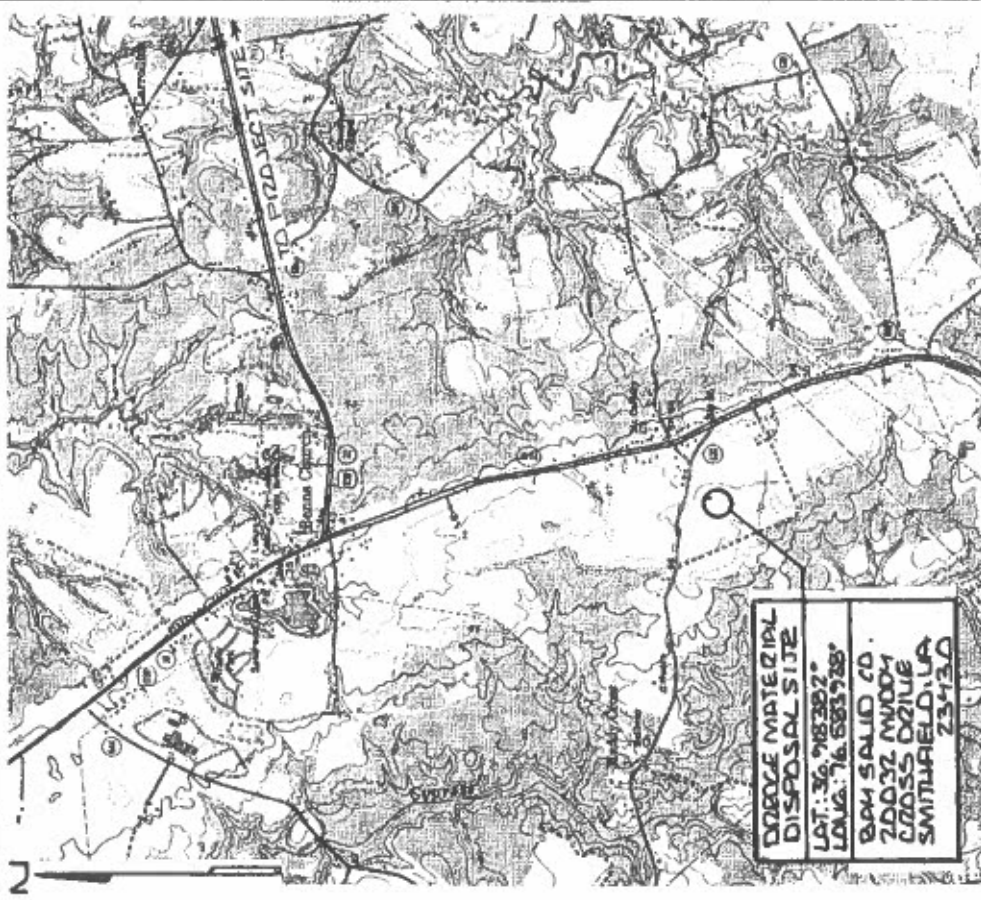


PROPOSED COMMERCIAL WARE IMPROVEMENTS  
 RESCUE ELITE PILES INC. — RESCUE  
 JONES CRACK — ISLE OF WIGHT CO.  
 SUT: 5 OF 8 DATE: 1-28-21 BAYSHORE DESIGN LLC

© 2021 BAYSHORE  
 DESIGN LLC



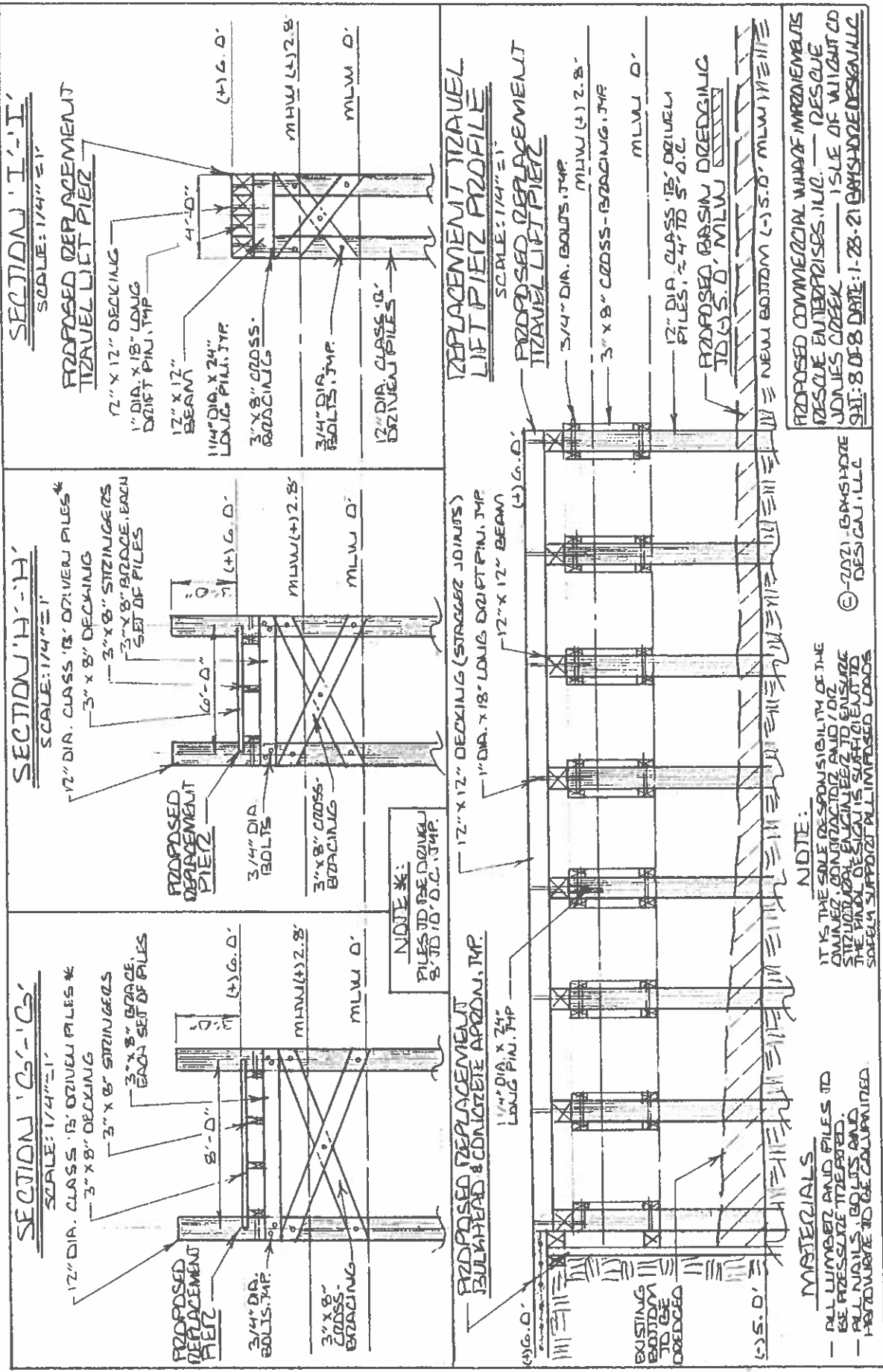
© 2021 - OPAISHORE DESIGN, LLC



**VICINITY MAPS**  
 SCALE: 1" = 2000'  
 BENNIS CHURCH, VA QUADRANGLE  
 7.5 MINUTE SERIES (TOPOGRAPHIC - BATHYMETRIC)

ADDRESS: COMMERCIAL WAREHOUSE IMPROVEMENTS  
 RESCUE ENTERPRISES, INC. — RESCUE  
 JONES CREEK — ISLE OF WIGHT CO.  
 SHI: 60FB DATE: 1-28-21 OPAISHORE DESIGN, LLC







The application of EH2 LLC to construct a vehicle and a pedestrian bridge spanning the tidal tributary of Ragged Island Creek that separates the north and south sections of a proposed community being constructed in five phases. The bridges will be constructed during the last phase of the proposed project. The vehicle bridge is 206 feet long and 28 feet wide with a 24 feet wide travel way. The deck will be approximately 11 feet 3 inches above mean high water. The pedestrian bridge is 206 feet long and 9 feet 10 inches wide with a 9 feet 3-inch-wide travel way and handrails. The southern abutment wall for the bridges will be constructed in uplands and the northern abutment wall will partially be built in tidal wetlands due to riprap placement. Permanent impacts associated with the placement of riprap below 1.5 times the mean high-water elevation will affect a total of 58 square feet of tidal estuarine shrub-scrub wetlands.

The project site is situated south east of Carrollton Boulevard (Route 17), north west of Channel Way (Route 663), and to the west of Whippingham Parkway (Route 662), Carrollton.

## **PLANNING REPORT**

### **APPLICATION**

The application of EH2 LLC to construct a vehicle and a pedestrian bridge spanning the tidal tributary of Ragged Island Creek that separates the north and south sections of a proposed community being constructed in five phases. The bridges will be constructed during the last phase of the proposed project. The vehicle bridge is 206 feet long and 28 feet wide with a 24 feet wide travel way. The deck will be approximately 11 feet 3 inches above mean high water. The pedestrian bridge is 206 feet long and 9 feet 10 inches wide with a 9 feet 3-inch-wide travel way and handrails. The southern abutment wall for the bridges will be constructed in uplands and the northern abutment wall will partially be built in tidal wetlands due to riprap placement. Permanent impacts associated with the placement of riprap below 1.5 times the mean high-water elevation will affect a total of 58 square feet of tidal estuarine shrub-scrub wetlands.

### **LOCATION:**

The project site is situated south east of Carrollton Boulevard (Route 17), north west of Channel Way (Route 663), and to the west of Whippingham Parkway (Route 662), Carrollton.

### **BACKGROUND:**

The area surrounding the location of the bridge is currently wooded. The bridges are proposed to connect Phases 3 and 5. Abutment walls are illustrated on both sides of Ragged Island Creek; the northern abutment wall will be partially in tidal wetlands due to riprap placement. As of May 1<sup>st</sup>, no associated subdivision plats or construction plans for the bridge or adjacent roadways have been submitted for review and approval by the County.

### **DESCRIPTION:**

This project is planned to construct two bridges to connect South Harbor Phases 3 and 5.

### **ORDINANCE REVIEW:**

The Wetlands Zoning Ordinance calls for the Wetlands Board to “preserve and prevent the despoliation and destruction of wetlands within its jurisdiction,” as stated under Section 17-10 of the ordinance. Because the goal here is to install an improve riprap to prevent erosion, and construct and maintain open pile catwalks and piers that do not unobstructed flow of the tide; this project meets the responsibility placed on the Wetlands Board.

The Wetlands Board shall use the following criteria in deciding whether to grant, grant in modified form, or deny a permit: 1) the testimony of any person in support of or in opposition to the permit application; 2) the impact of the proposed development on the public health, safety, and welfare; and 3) the proposed development’s conformance with standards prescribed in Section 28.2-1408 of the Code of Virginia (1950, as amended).

The Board shall grant the permit if all of the following criteria are met: 1) the anticipated public and private benefits of the proposed activity exceeds its anticipated public and private detriment; 2) the proposed development conforms with state codes and guidelines; and 3) the proposed activity does not violate the purposes and intent of the wetlands zoning ordinance or Chapter 14, Section 28.2-1400 of Title 28.2 of the Code of Virginia. If any of the criteria are not met, the Board shall deny the permit application but allow the applicant to resubmit the application in modified form.

#### **AGENCY REVIEW:**

There was a field visit to the project site on March 30th by Shaunee Beussink, Environmental Planner, Amy Ring, Zoning Administrator, Josh Bateman, Planner I, Justin Worrell, VMRC, and representatives for South Harbor Vincent Dean, Ted Miller, and Chuck Roadly. The main concern for tidal wetlands with the board's jurisdiction is the placement of riprap toe near the northern abutment which impacts tidal wetlands. Most riprap will be placed above the mean tidal range and will be placed in uplands.

#### **STAFF ASSESSMENTS:**

None of the associated subdivision plats or construction plans for the bridge or adjacent roadways have been submitted for review and approval by the County. Because final engineering for the roadways in the subdivision have not been approved, the ultimate subdivision design and impact to any wetlands cannot be known at this time. We would recommend a maximum wetland impact of 58 SF with any additional impacts subject to a new JPA application and Board approval.

#### **STAFF RECOMMENDATIONS:**

1. We would recommend a maximum wetland impact of 58 SF with any additional impacts subject to a new JPA application and Board approval.
2. Revisions plans shall be submitted to VMRC and ultimately approved by the Department of Planning and Community Development prior to issuance of a building permit.
3. The proposal must demonstrate clearly its need to be in the wetlands and its overwhelming public and private benefits.
4. The applicant must obtain all other necessary local, state, and/or federal permits required for the project; before work begins.

#### **ATTACHMENTS:**

- Site visit pictures
- Master plan for South Harbor
- IOW Wetlands Board Package

**Virginia Marine Resources Commission**  
**Permit Application 20201508**

*Printed: Tuesday May 4, 2021 3:49 PM*



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**Applicant:** EH2 Development Company, LLC  
14700 Village Square Place  
Midlothian, VA 23112

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<b>Application Number:</b>	20201508	<b>Engineer:</b>	Justin Worrell
<b>Application Date:</b>	August 18, 2020	<b>Locality:</b>	Isle of Wight
<b>Permit Type:</b>	VMRC Subaqueous	<b>Waterway:</b>	Ragged Island Creek
<b>Permit Status:</b>	Sent Application Fees	<b>Expiration Date:</b>	
<b>Wetlands Board Action:</b>		<b>Public Hearing Date:</b>	May 17, 2021

**Project Description:** Fill/Rd Xing (South Harbor)



**Virginia Marine Resources Commission**  
**Photos for Permit Application 20201508**

*Printed: Tuesday May 4, 2021 3:49 PM*



*Date Photo Taken: 2021:03:30 14:55:27*



*Date Photo Taken: 2021:03:30 14:55:34*





**Virginia Marine Resources Commission**  
**Photos for Permit Application 20201508**

*Printed: Tuesday May 4, 2021 3:49 PM*



*Date Photo Taken: 2021:03:30 14:55:44*



*Date Photo Taken: 2021:03:30 14:56:39*





**Virginia Marine Resources Commission**  
**Photos for Permit Application 20201508**

*Printed: Tuesday May 4, 2021 3:49 PM*



*Date Photo Taken: 2021:03:30 14:56:50*



*Date Photo Taken: 2021:03:30 14:56:54*



**South Harbor Permit Application**  
Isle of Wight Wetlands Board Permit



**South Harbor Permit Application**  
Isle of Wight Wetlands Board Package

January 28, 2021

Prepared for:

EH2, LLC.  
14700 Village Square Place,  
Midlothian, VA 23112

Prepared by:

Stantec Consulting Services, Inc.  
150 Riverside Parkway, Suite 301  
Fredericksburg, Virginia 22406

## 1.0 INTRODUCTION

The applicant, the EH2, LLC. is pleased to provide this information in order to simplify the project for review and approval by the Isle of Wight Wetlands Board. The project consists of 340 age-restricted housing units which includes a mix of townhouses and single-family homes for those age 55 and older. The project site is situated south east of Carrollton Boulevard (Route 17), north west of Channel Way (Route 663), and to the west of Whippingham Parkway (Route 662). In order to minimize impacts, the primary road central to the project will incorporate a bridge spanning the tidal tributary to Ragged Island Creek that separates the north and south sections of the community and a pedestrian bridge will be built on the east side.

## 2.0 JURISDICTIONAL AREA

Fieldwork was conducted during November 2017 using the Routine Determination Method as outlined in the 1987 *Corps of Engineers Wetland Delineation Manual* and methods described in the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain (Version 2.0)*. The delineation was confirmed by the Corps in a Preliminary Jurisdictional Determination letter dated January 11, 2019 (Attachment 1). Tidal wetlands onsite are limited to the valley floor along a tributary to Ragged Island Creek. The wetlands in this area have been classified as 1.45 acres (ac) estuarine forested (E2FO) wetlands, 1.25 ac scrub-shrub (E2SS) wetland, and 6.46 ac emergent (E2EM) wetlands. Tidal areas within the jurisdiction of the Isle of Wight Wetlands Board's jurisdiction were further refined. Mean high water (MHW) has been determined by Waterway Surveys & Engineering, Ltd. to be at an elevation of 2 feet (ft) 9 inches (in) and mean low water (MLW) at 1 ft 2.75 in. On the bridge plan view (Attachment B) the location of MHW is shown by the red line and the location of 1.5 times the mean tide range is shown by the blue line. MLW was determined to be downstream of the project boundary, therefore no permit will be required from VMRC.

## 3.0 TIDAL CROSSINGS

The project includes two open-pile bridges that will span a tidal tributary to Ragged Island Creek and associated wetlands. During the design phase, bridges were chosen over a culverted road crossing in order to avoid and minimize impacts. The bridges serve to connect Phases 1 and 3 to Phases 2, 4, and 5. A plan view is provided in Attachment 2. The 90% plans for the vehicular bridge and a concept plan for the pedestrian bridge are provided in Attachment 3. The bridge decks will be higher than 10 feet above the MHW line. There is a downstream bridge crossing of the tributary to Ragged Island Creek associated with Whippingham Parkway which is approximately 10 feet above the MHW line.

### 3.1 VEHICLE BRIDGE

The vehicle bridge is 206-ft long and 28-ft wide with a 24-ft wide travel way. The deck will be approximately 11 ft 3 in above MHW. The bridge has abutment piles consisting of 11 butt pilings and 10 piers consisting of 5 butt pilings each. The abutments utilize five 12 inch (in) butt pilings spaced 5 ft 6 in and have two wingwalls constructed with three 10 in piles each with riprap placed at the base. Piers 1 through 6 and Piers 9 and 10 will be constructed with 12 in butt pilings spaced 5 ft 6 in and the spans spaced approximately 16 ft apart. Piers 7 and 8 support a 46 ft long span which cross the width of the creek at the Mean High Water (MHW) elevation of 2 ft 9 in. The butt pilings for the span are 14 inches wide and spaced at 4 ft 5 in in order to provide adequate support. All of the wooden butt pilings are proposed to be driven to a depth of 45 ft. The bridge details are provided in Table 1 below.

**Table 1. Vehicle Bridge Details**

Span Type	Repetitive		Freespan
Span Lengths	±15 ft 6 in (2)	±16 ft 0 in (8)	±46 ft (1)
Total Length	±160 ft		±46 ft
Piling Size	±12 in		±14 in
Total Width	±28 ft		
Construction Method	From deck level		
Height Above Streambed	±14 ft		
Height Above MHW	±11 ft 3 in		
Piling Depth	-45 ft		

The bridge is expected to be constructed top down section by section from the bridge platform. No equipment will be in the wetlands however laborers will temporarily utilize mats to stand on in order to install the pier caps, abutment walls, bracing and railings. All pilings will be driven. The repetitive spans will be constructed on both sides of the creek and then the freespan will be constructed using cranes from the bridge platforms. The abutment walls will be constructed in the uplands and there is a small impact to tidal wetlands with the riprap toe on the northern abutment. The area of the vehicle bridge over jurisdictional tidal wetlands (MHW x 1.5) is 4,497 sf. A plan view for the vehicle bridge is provided in Attachment 2 and a plan set is provided in Attachment 3.

### 3.2 PEDESTRIAN BRIDGE

The pedestrian bridge is 206 ft long and 9 ft 10 in wide with a 9 ft 3 in wide travel way and handrails. The bridge is 2 pilings wide with 10 in pilings set 10 ft 2 ¼ in apart on the south section and 9 ft 7 in apart on the northern section. The 46 ft long freespan segment that passes over the tidal creek is supported by 14 in pilings. The height above the tidal creek at MHW is 10 ft 8 ½ in. The bridge details are provided in Table 2 below.

**Table 2. Tidal Pedestrian Bridge Details**

Span Type	Repetitive		Freespan
Span Lengths	±10 ft 2 ¼ in	±9 ft 10 in	±46 ft
Total Length	±160 ft		±46 ft
Piling Size	±10 in		±14 in
Total Width	±9 ft 10 in		
Construction Method	From deck level		
Height Above Streambed	±13 ft 5 ½ in		
Deck Height Above MHW	±10 ft 8 ½ in		
Piling Depth	To refusal *		

\*If refusal is not met an engineer will be consulted.

The bridge will also be constructed top down section by section from the bridge platform. No equipment will be in the wetlands however laborers will temporarily utilize mats to stand on in order to install the pier caps, abutment walls, bracing and railings. All pilings will be driven. The repetitive spans will be constructed on both sides of the creek and then the freespan will be constructed using cranes from the bridge platforms. As with the vehicle bridge, the abutment walls will be constructed in the uplands and there is a small impact to tidal wetlands with the riprap toe on the northern abutment. The area of the vehicle bridge over jurisdictional tidal wetlands (MHW x 1.5) is 1,877 sf. A plan view for the pedestrian bridge is provided in Attachment 2 and a plan set is provided in Attachment 3.

## 4.0 IMPACTS TO TIDAL WETLANDS

As shown on the attached South Harbor Subdivision Bridge Exhibit, the only permanent impact to tidal wetlands within the jurisdiction of the Isle of Wight Wetlands Board will be the placement of riprap within 58 sf of estuarine shrub-scrub (E2SS) wetlands which is necessary to protect the bridge abutments on the north side. The permanent impact total is provided in Table 3 below.

**Table 3. Permanent Tidal Wetland Impacts**

IMPACT	E2SS WETLANDS (SF)
PB1	58
TOTAL	58 SF
	0.001 AC

There will be minimal temporary impacts associated with the construction of the bridges. The temporary impacts will consist of contractor's on foot installing necessary hardware. Mats will be utilized where



**South Harbor Permit Application**  
Isle of Wight Wetlands Board Permit

necessary and no vegetation is planned to be removed. No dewatering is proposed and there will be no impacts to the tidal stream channel.

## **5.0 CONCLUSION**

The applicant requests that the Isle of Wight County Wetlands Board approve the construction of two bridges crossing tidal wetlands associated with a tributary of Ragged Island Creek. Permanent impacts associated with the placement of riprap below 1.5 times the MHW elevation will affect a total of 58 sf of E2SS wetlands. As the MLW line is located approximately 600 ft to the south of the project site, no permit from VMRC is required.

## **Attachment 1 – PJD & Mapping**



DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS  
NORFOLK DISTRICT  
FORT NORFOLK  
803 FRONT STREET  
NORFOLK VA 23510-1011

January 11, 2019

**PRELIMINARY JURISDICTIONAL DETERMINATION**

Eastern Virginia Regulatory Section  
NAO-2018-01358 (Ragged Island Creek)

Mr. Dean Vincent  
East West Communities  
14700 Village Square Place  
Midlothian, Virginia 23112

Dear Mr. Vincent:

This letter is in regard to your request for a preliminary jurisdictional determination for waters of the U.S. (including wetlands) for the 111.10-acre Pitt / Homefield Parcels, situated northwest of Whippingham Parkway (Route 662), east of Carrollton Boulevard (Route 17), and can be accessed via Channel Way (Route 663) in Isle of Wight County, Virginia.

Figure 5 "Delineation Map" for East West Communities, Pitt / Homefield Parcels, dated 7-26-2018 and revised on 11-26-2018 by Stantec provides the location of waters and/or wetlands on the property listed above. Approximately 9.4 acres of tidal wetlands, 7 acres of nontidal wetlands, 2,931 linear feet of tidal channel, and 3,608 linear feet of nontidal stream have been identified on the site. The basis for this delineation includes application of the Corps' 1987 Wetland Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region and the positive indicators of wetland hydrology, hydric soils, and hydrophytic vegetation and the presence of an ordinary high water mark.

Discharges of dredged or fill material, including those associated with mechanized landclearing, into waters and/or wetlands on this site may require a Department of the Army permit and authorization by state and local authorities including a Virginia Water Protection Permit from the Virginia Department of Environmental Quality (DEQ), a permit from the Virginia Marine Resources Commission (VMRC) and/or a permit from your local wetlands board. This letter is a confirmation of the Corps preliminary jurisdiction for the waters and/or wetlands on the subject property and does not authorize any work in these areas. Please obtain all required permits before starting work in the delineated waters/wetland areas.

This is a preliminary jurisdictional determination and is therefore not a legally binding determination regarding whether Corps jurisdiction applies to the waters or wetlands in question. Accordingly, you may either consent to jurisdiction as set out in this

preliminary jurisdictional determination and the attachments hereto if you agree with the determination, or you may request and obtain an approved jurisdictional determination. This preliminary jurisdictional determination and associated wetland delineation map may be submitted with a permit application.

The "Preliminary Jurisdictional Determination Form" is enclosed. Please review the document, sign, and return a copy to the Corps Regulatory Office (Melissa Nash, 803 Front St. Norfolk, VA 23510) within 30 days of receipt and keep a copy for your records. This delineation of waters and/or wetlands is valid for a period of five years from the date of this letter unless new information warrants revision prior to the expiration date.

If you have any questions, please contact me at 757-201-7489 or [melissa.a.nash@usace.army.mil](mailto:melissa.a.nash@usace.army.mil).

Sincerely,



Melissa A. Nash  
Project Manager  
Eastern Virginia Regulatory Section

Enclosure:

Preliminary Jurisdictional Determination Form

CC:

Scott Kupiec, Stantec Consulting Services



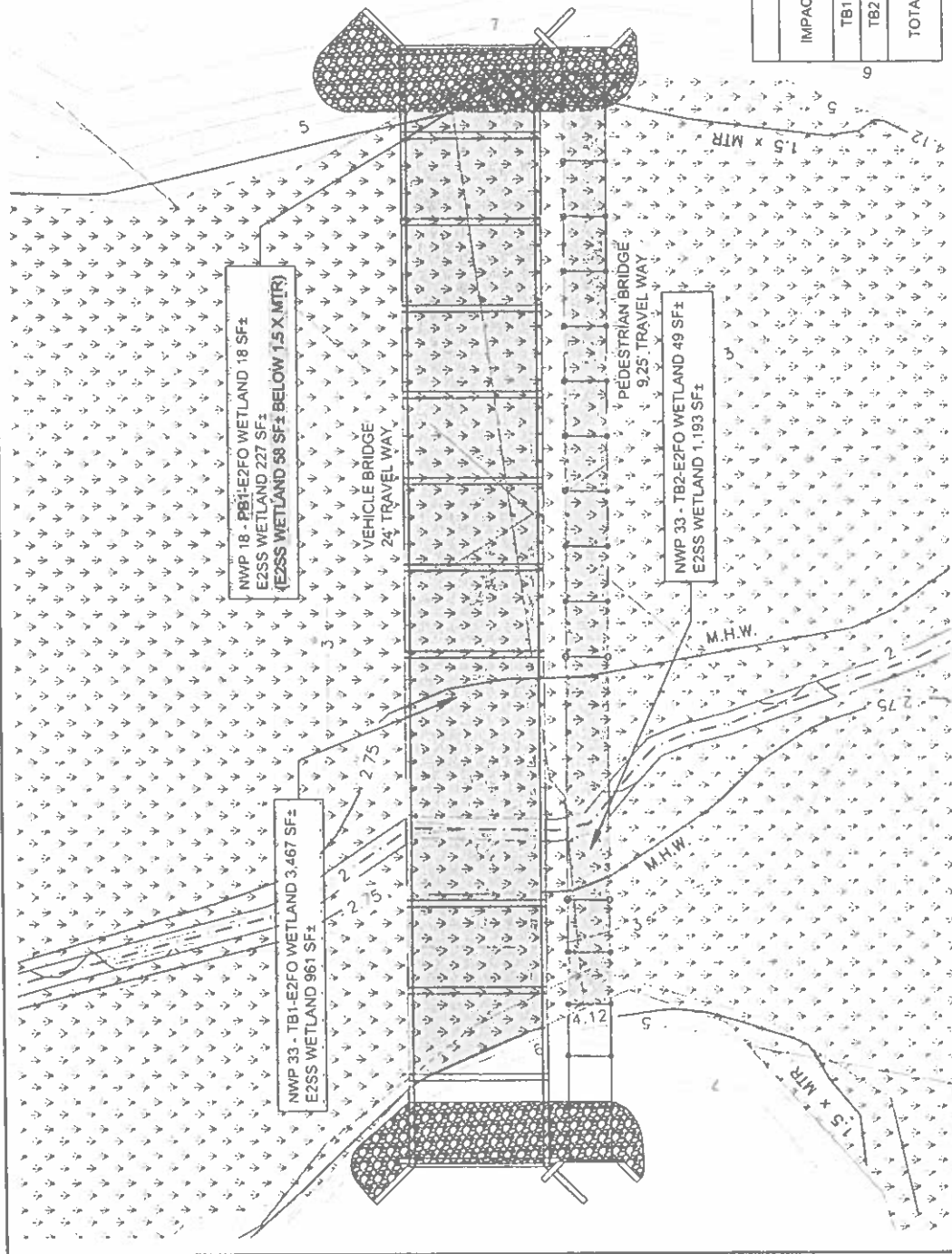




## **Attachment 2 – Updated Tidal Wetlands Impacts Map**

# LEGEND

- SURVEYED ESTUARINE FORESTED WETLAND LIMITS (E2FO)
- SURVEYED ESTUARINE SCRUB SHRUB WETLAND LIMITS (E2SS)
- SURVEYED PALUSTRINE FORESTED WETLAND LIMITS (PFO)
- PROPOSED PERMANENT ESTUARINE FORESTED WETLAND (E2FO) IMPACTS
- PROPOSED PERMANENT ESTUARINE SCRUB SHRUB WETLAND (E2SS) IMPACTS
- SURVEYED STREAM
- SURVEYED WETLAND FLAG BOUNDARY
- SURVEYED STREAM FLAG BOUNDARY
- SURVEYED MEAN HIGH WATER
- SURVEYED 1.5 X MEAN TIDAL RANGE



NWP 18 - PERMANENT IMPACTS			
IMPACT		WETLANDS	
E2FO (SF)	E2SS (SF)	R3 (LF)	R3 (SF)
PB1	18		227
TOTAL	18 SF		227 SF
			0.0004 AC
			0.005 AC

NWP 33 - TEMPORARY IMPACTS			
IMPACT		WETLANDS	
E2FO (SF)	E2SS (SF)	R3 (LF)	R3 (SF)
TB1	3,467		961
TB2	49		1,193
TOTAL	3,516 SF		2,154 SF
			0.08 AC
			0.05 AC

## NOTES:

- COORDINATE SYSTEM NAD 1983 STATE PLANE VIRGINIA SOUTH
- TOPOGRAPHY PROVIDED BY BAMFORTH ENGINEERS + SURVEYORS
- THE LIMITS OF WETLANDS AND OTHER WATERS OF THE U.S. SHOWN ON THIS MAP HAVE BEEN FIELD SURVEYED.
- A MEAN LOW WATER (MLW) LINE WAS NOT SURVEY LOCATED WITHIN THE PROPERTY BOUNDARY. THE MLW LINE IS THEREFORE MORE THAN 600 FEET DOWNSTREAM OF THE PROPOSED BRIDGE CROSSINGS.



3200 Center Street  
 Williamsburg, VA 23186  
 Phone: (757) 220-0881 Fax: (757) 220-1007

FOR:

BH2 DEVELOPMENT COMPANY, LLC  
 ISLE OF WIGHT, VIRGINIA

SOUTH HARBOR SUBDIVISION  
 BRIDGE EXHIBIT

FIGURE

1

DATE: JANUARY 2019

LC

APPROVED BY

AF

CHECKED BY

BC

CHANGED BY

2018/10/04

2018/10/04

2018/10/04

2018/10/04

2018/10/04

2018/10/04

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2018/10/04

2018/10/04

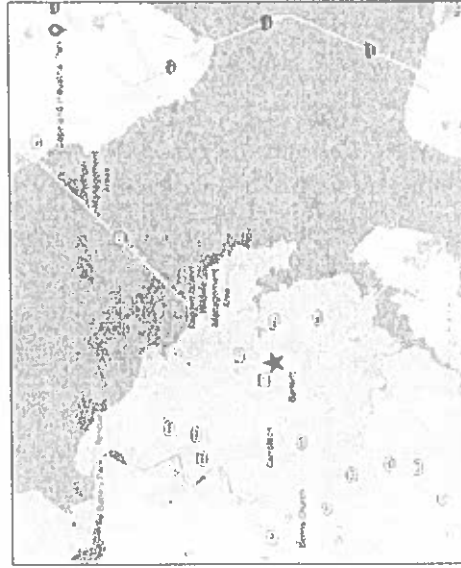
2018/10/04

2018/10/04

## **Attachment 3 – Bridge Plans**

## Vehicular Bridge Plans

EAST WEST COMMUNITIES,  
SOUTH HARBOR VEHICLE CROSSING  
ISLE OF WIGHT COUNTY, VIRGINIA



SITE LOCATION



PROJECT LOCATION

INDEX OF SHEETS

SHEET NO.	TITLE
001	TITLE SHEET
002	PLAN AND DEVELOPED SECTION
003	GENERAL NOTES AND BILL OF MATERIALS
004	SUBSTRUCTURE LAYOUT
005	ABUTMENT PLAN AND ELEVATION
006	TRANSVERSE SECTION, TYP. SPAN
007	TRANSVERSE SECTION, SPAN H
008	PIER DETAILS
009	FRAMING PLAN A
010	FRAMING PLAN B
011	DETAILS
012	TIMBER RAILING
013	RAIL CONNECTIONS AND NOTES
014	GUARDRAIL CONNECTION

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

SHEET NO.

SOUTH HARBOR BRIDGE CROSSING  
90% DESIGN PLANS  
COVER SHEET

1 of 14

CONVEYANCE TO  
19026

**RK&K**

Rummel, Klepper & Kahl LLP

Engineers | Construction Managers | Planners | Scientists  
3601 E. Lynnhaven Road, Suite 300  
Virginia Beach, VA 23452  
757.498.4123

DATE

JAN. 2021

SCALE

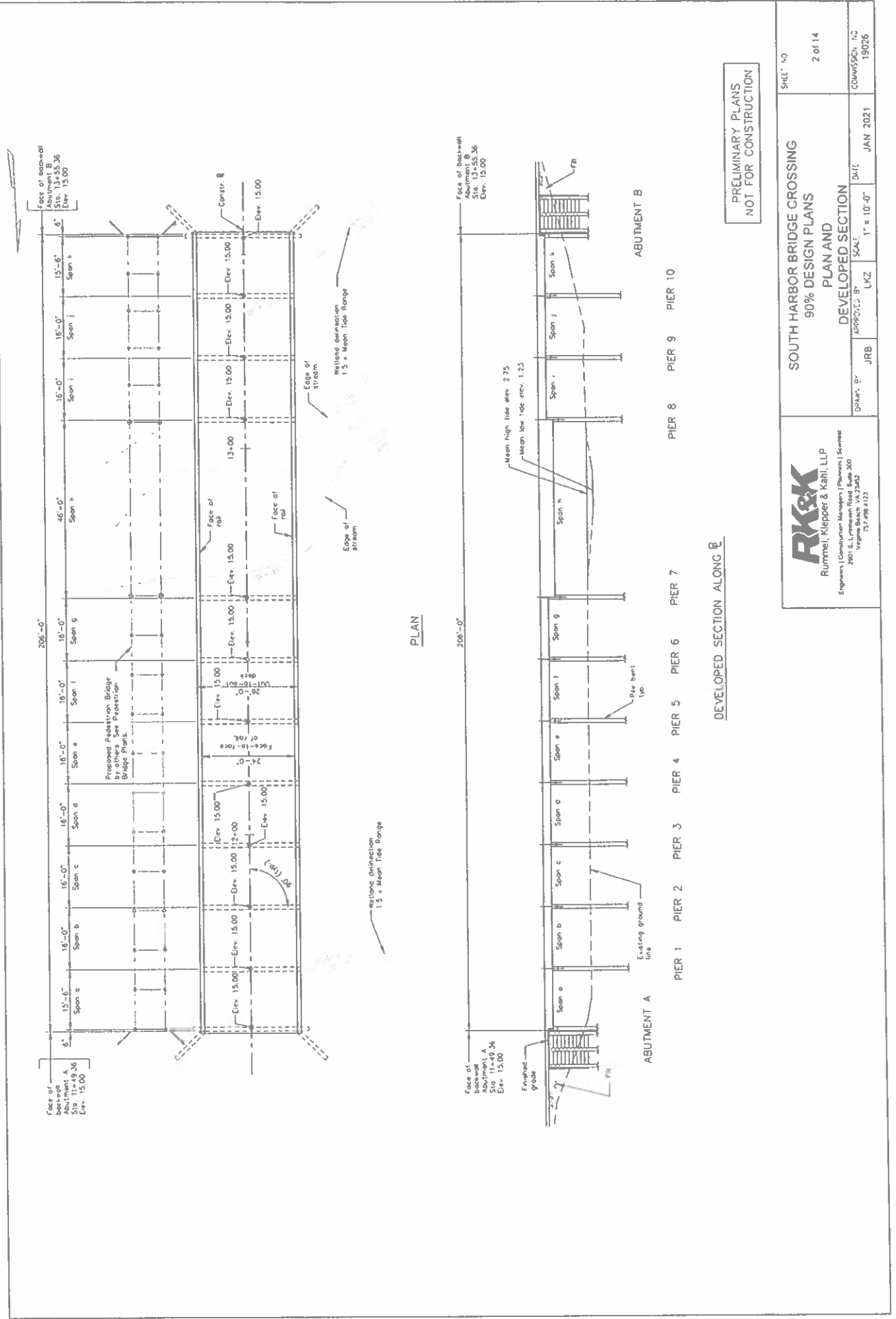
NTS

APPROVED BY

LIKZ

AS

DRAMA, BY





GENERAL NOTES:

STRUCTURAL GENERAL NOTES:

WIDTH: 24'-0" FACE-TO-FACE OF CURBS  
SPAN LAYOUT: (1) 15'-6" (6) 16'-0" - (1) 48'-0" - (2) 16'-0" - (1) 15'-6"  
SIMPLY SUPPORTED TIMBER GIRDER SPANS

CAPACITY: HL-93 LOADING  
SPECIFICATIONS

CONSTRUCTION: VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND  
BRIDGE SPECIFICATION, 2016 UNLESS OTHERWISE NOTED  
DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION,  
2017, AND VDOT MODIFICATIONS

STANDARDS: VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND  
BRIDGE STANDARDS, 2016, INCLUDING ALL CURRENT  
REVISIONS

DESIGN LOADING INCLUDES 10 PSF ALLOWANCE FOR FUTURE WEARING SURFACE.  
UNLESS OTHERWISE NOTED, SAWN LUMBER SHALL BE SOUTHERN PINE, NO. 1 DENSE  
AND COMPLY WITH THE REQUIREMENTS OF AASHTO M18.

STRUCTURAL GLUED LAMINATED TIMBER SHALL BE MANUFACTURED USING  
WET-USE ADHESIVE AND SHALL COMPLY WITH THE REQUIREMENTS OF ANSI/  
AIA 1300.1-2002.

EACH PIECE OF GLUED LAMINATED TIMBER SHALL BE DISTINCTIVELY MARKED AND  
PROVIDED WITH A CERTIFICATION THAT THE REQUIREMENTS OF ANSI/AIA 1300.1  
HAVE BEEN MET. MEMBERS SHALL BE STAMPED "TOP" ON THE TOP AT BOTH ENDS.  
GLUED LAMINATED LUMBER SHALL BE INDUSTRIAL APPEARANCE GRADE AS DEFINED  
IN AIA 1300.1-2002.

ALL TIMBER SHALL BE TREATED WITH PRESERVATIVES IN ACCORDANCE WITH VDOT  
SPECIFICATION 236.02.

ALL SAMPOTS, DRILLED HOLES, OR OTHER PENETRATIONS TO LUMBER SHALL BE  
TREATED IN ACCORDANCE WITH SECTION 418.03 OF THE SPECIFICATIONS.

TIMBER PILES SHALL BE SOUTHERN PINE CONFORMING TO ASTM STANDARD D25  
(LATEST EDITION) FOR QUALITY. BUTT DIAMETER SHALL BE AS SHOWN ON THE PLANS  
WITH A MINIMUM 8" DIAMETER TIP.

PILE HEADS SHALL BE PROTECTED AFTER CUTTING TO RECEIVE THE CAP USING METHOD A  
AS SPECIFIED IN SECTION 418.03 OF THE SPECIFICATIONS.

MACHINE BOLTS SHALL COMPLY WITH THE DIMENSIONAL AND MATERIAL QUALITY  
REQUIREMENTS  
OF ANSI/ASME B18.2.1.

STRUCTURAL DECK SHALL BE CONNECTED TO BEAMS WITH 2" x 9" LAG BOLTS AT  
EACH INTERSECTION OF STRUCTURAL DECK AND BEAM MEMBERS. DECK JOISTS SHALL BE  
CENTERED ON THE BEAMS. THE STRUCTURAL DECK JOISTS SHALL BE OFFSET FROM THE SPACE IN  
THE ADJACENT DECKING LINE. LAG BOLTS SHALL BE COUNTERSUNK 1".

WEAR DECK SHALL BE CONNECTED TO THE STRUCTURAL DECK WITH 2" x 4" x 1/2"  
STAINLESS STEEL BOLTS. THE WEAR DECK SHALL BE CONNECTED TO THE STRUCTURAL DECK AND WEAR  
DECK JOISTS AT EACH INTERSECTION. THE WEAR DECK JOISTS SHALL BE COUNTERSUNK 1".  
THE SPACE IN THE ADJACENT DECKING LINE. SCREWS SHALL BE COUNTERSUNK 1".  
ALTERNATE BOARD SPURCE LOCATIONS MAY BE PROPOSED BY THE CONTRACTOR AND  
APPROVED BY THE ENGINEER

MATERIALS

LUMBER			NOTES
NAME	SIZE	GRADE	
ABUTMENT			
PILING	14"	N/A	SEE SUBSTRUCTURE LAYOUT
PILE CAP	14"x14"	#1 DENSE	30'-0"
HEADWALL LAGGING	4" x 12"	NON-DENSE S5	AS REQUIRED
WINGWALL PILING	10"	N/A	SEE SUBSTRUCTURE LAYOUT
WINGWALL CAP	37x12"	NON-DENSE S5	10'-0"
WINGWALL LAGGING	4" x 12"	NON-DENSE S5	10'-0"
PIERS			
PILING	12"	N/A	SEE SUBSTRUCTURE LAYOUT
TYP PILE CAP	14" x 14"	#1 DENSE	28'-0"
TRANSITION PILE	14" x 16"	#1 DENSE	28'-0"
CAP	37 x 8"	#1 DENSE	15'-2"
X-BRACING	37 x 8"	#1 DENSE	13'-1"
X-BRACING	37 x 8"	#1 DENSE	9'-10"
CROSS-BRACING	37 x 10"	NON-DENSE S5	26'-0"
SUPERSTRUCTURE			
TIMBER STRINGER	8" x 16"	#1 DENSE	15'-11"
TIMBER BLOCKING	8" x 16"	#1 DENSE	4"
GLULAM	10' x 8"	24E-V3 SP	48'-3" BRIDGE CAMBER
GLULAM BLOCKING	8" x 16"	#1 DENSE	1'-5.5"
PLANK FLOOR	57 x 10"	#1 DENSE	AS REQUIRED
WEAR DECKING	77 x 8"	#1 DENSE	AS REQUIRED
POST BLOCK	8" x 10"	#1 DENSE	4"
POST BLOCK	8" x 10"	#1 DENSE	8'-75"
GLULAM RAILING	23.57 x 6.75"	#1 DENSE	AS REQUIRED
CURB	6" x 12"	#1 DENSE	AS REQUIRED
SCUPPER	18" x 12"	#1 DENSE	4'-0"

HARDWARE			APPLICATION
ITEM	SIZE	APPLICATION	
HEX BOLT	3/4" x 18"	WINGWALL TO WINGWALL PILE	
LAG BOLT	3/8" x 8"	HEADWALL CONNECTION	
PIER CAP TO PILE	1" x 14"	CAP TO PILE	
DOVEL	1/2" x 18" x 22"	CAP TO PILE	
STRAP	1/2" x 18" x 22"	STRAPS TO PILE AND CAP	
NAILS	2.88x1.12"	STRAPS TO PILE AND CAP	
BEAM TO CAP	3/4" x 20"	BEAM TO CAP	
DOVEL	400	TOTEMED BEAM TO CAP	
NAILS	3/8" x 12"	GLULAM TO BRACKET	
HEX BOLT	3/4" x 18"	(BRACKET TO CAP (EXTERIOR))	
HEX BOLT	3/4" x 8"	(BRACKET TO CAP (INTERIOR))	
DECKING TO BEAMS			
SCREW	#12x1.12"	WEAR DECKING TO STRUCTURAL DECK	
LAG BOLT	3/8" x 7"	STRUCTURAL DECK TO BEAM	
X-BRACING/CROSS BRACE			
HEX BOLT	1" x 20"	X-BRACING TO PILE	
HEX BOLT	1" x 18"	CROSS BRACING/X-BRACING TO PILE	
RAILINGS			
CARRIAGE BOLT	5/8" x 24"	RAILING TO POST	
CARRIAGE BOLT	1 1/4" x 24"	CURB TO POST	
CARRIAGE BOLT	3/4" x 21"	CURB TO DECK	
HEX BOLT	1 1/4" x 24"	POST TO BLOCKING AND BEAM	
CARRIAGE BOLT	5/8" x 9"	RAILING SPURCE	

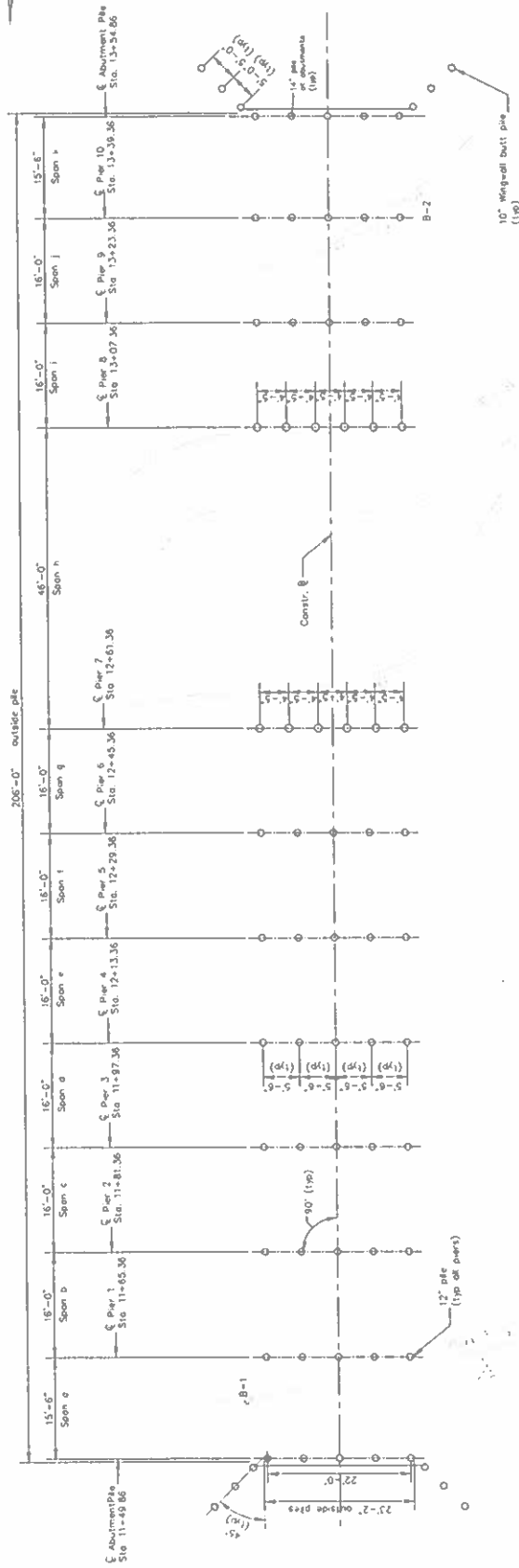
PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

**RK&K**  
Rummei, Klepper & Kahl, LLP  
Engineers (Construction Managers) (Planners) (Scientists)  
2901 S. Lynnhaven Road, Suite 300  
Virginia Beach, VA 23462  
(757) 488-4121

SOUTH HARBOR BRIDGE CROSSING  
90% DESIGN PLANS  
GENERAL NOTES AND  
BILL OF MATERIALS

DATE: JAN 2021  
SCALE: NTS  
APPROVED BY: AS  
DRAWN BY: NTS

SHEET NO: 3 of 14  
CONSTRUCTION NO: 19026



SUBSTRUCTURE LAYOUT

PILE DATA TABLE		
SUBSTRUCTURE UNIT	FACTORED AXIAL RESISTANCE (TONS/PILE)	ESTIMATED PILE ELEVATION
ABUTMENT A	40	-45
PIERS 1-6	40	-45
PIERS 7-8	45	-55
PIERS 9-10	40	-45
ABUTMENT B	40	-45

Piers may be spliced with the Engineer's approval.

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

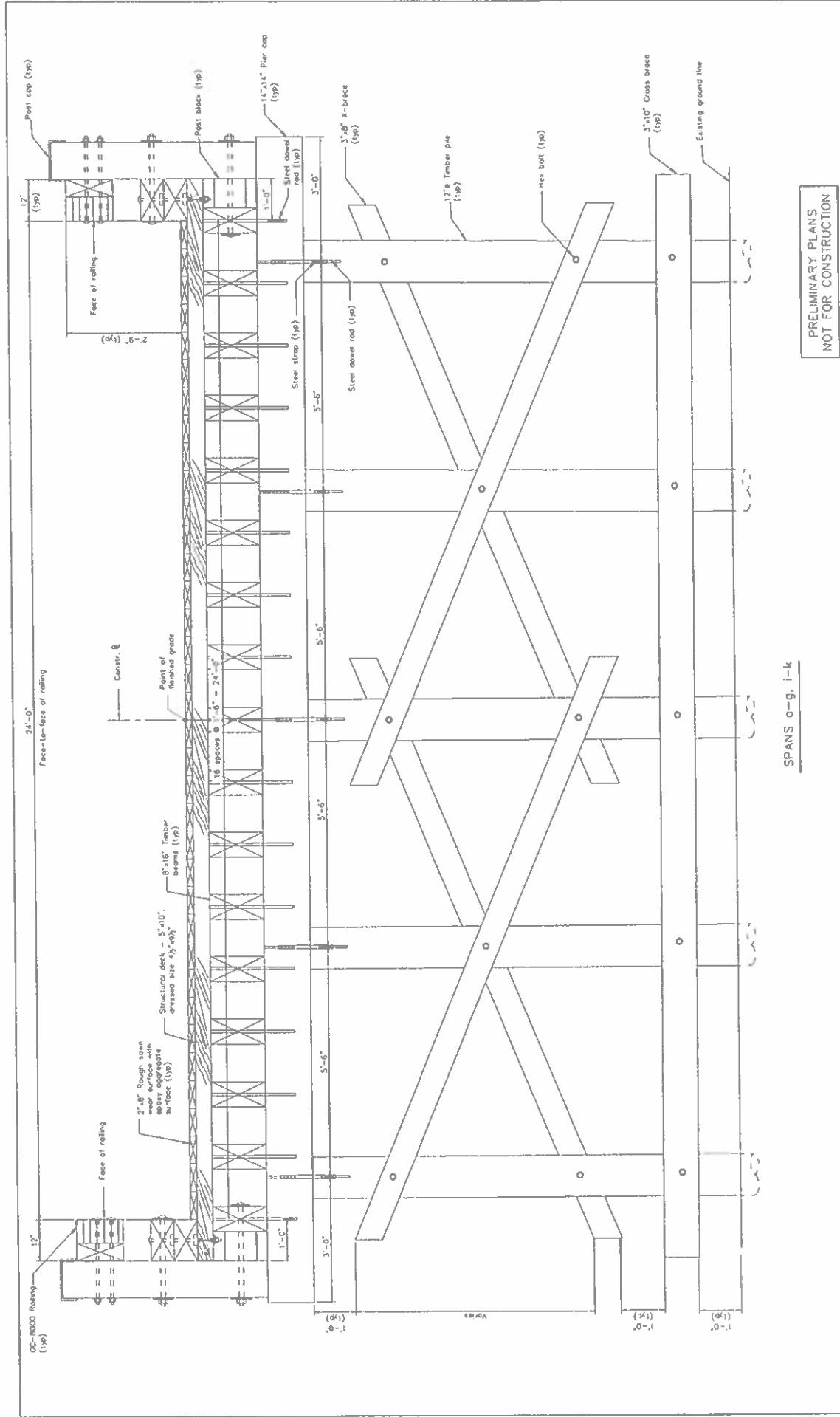


SOUTH HARBOR BRIDGE CROSSING  
90% DESIGN PLANS  
SUBSTRUCTURE LAYOUT

SHEET NO  
4 of 14  
COMMISSION No  
19026

Drawn By JLO  
APPROVED By LKZ  
DATE JAN 2021  
SCALE 1" = 8'-0"

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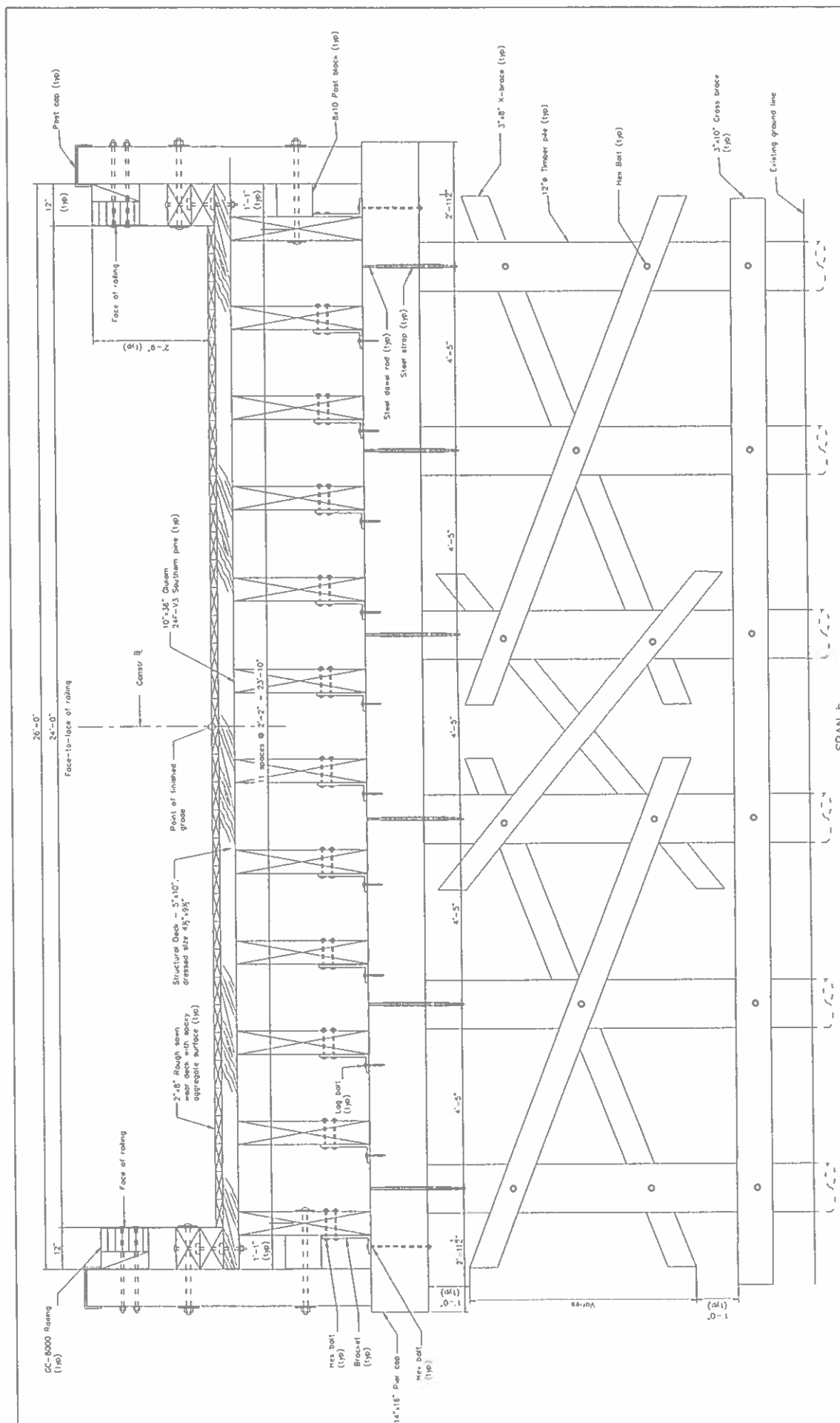


SPANS a-g, i-k

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

For railing details see sheets 12-14  
For hardware information refer to the bill of materials.  
For pier details see sheet 8.

 Rummel, Klepper & Kahl, LLP Engineers   Construction Managers   Planners   Scientists 2901 S. Lynnhaven Road, Suite 300 Virginia Beach, VA 23452 757.468.4123			SOUTH HARBOR BRIDGE CROSSING 90% DESIGN PLANS SPANS A-G, I-K TYPICAL SECTION			SCALE: NO 6 of 14
DRAWN BY: JLO CHECKED BY: LKZ DATE: JAN 2021	SCALE: 1" = 1'-0"	DATE: JAN 2021	COMMISSION: NO 19026			



For roding details see sheets 12-14  
For hardware information refer to the bill of materials.  
For pier details see sheet 6.

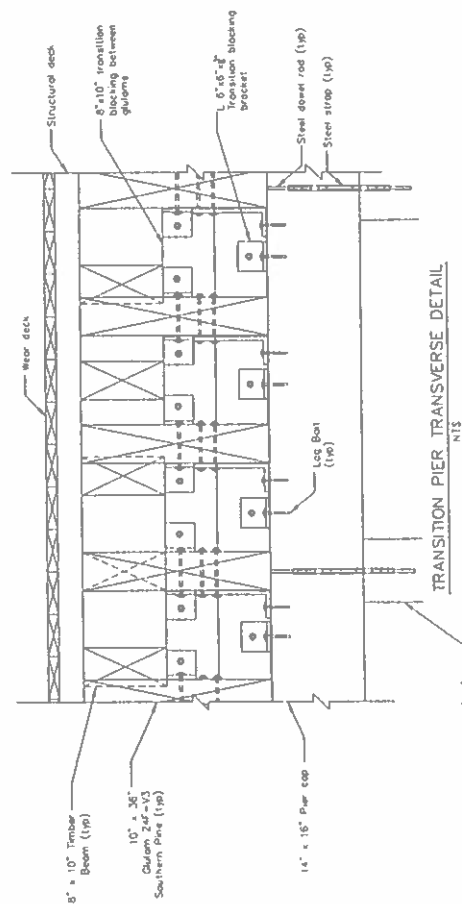
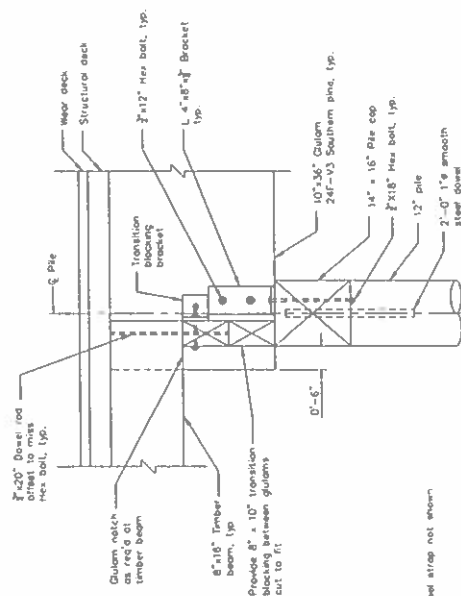
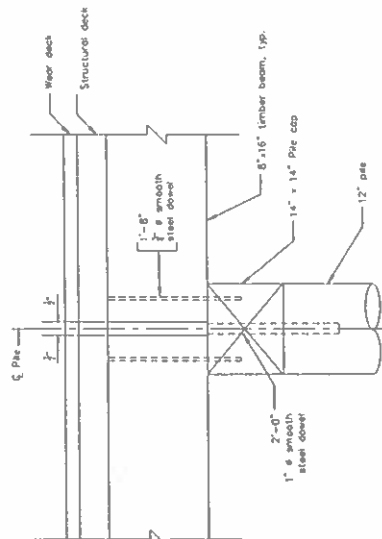
PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

**SOUTH HARBOR I BRIDGE CROSSING  
90% DESIGN PLANS**

**PK&K**  
Runnel Klepper & Kahl, LLP  
Engineers | Construction Managers | Planners | Scientists  
2901 S. Lynnhaven Road, Suite 300  
Virginia Beach, VA 23452  
757.680.4123

1

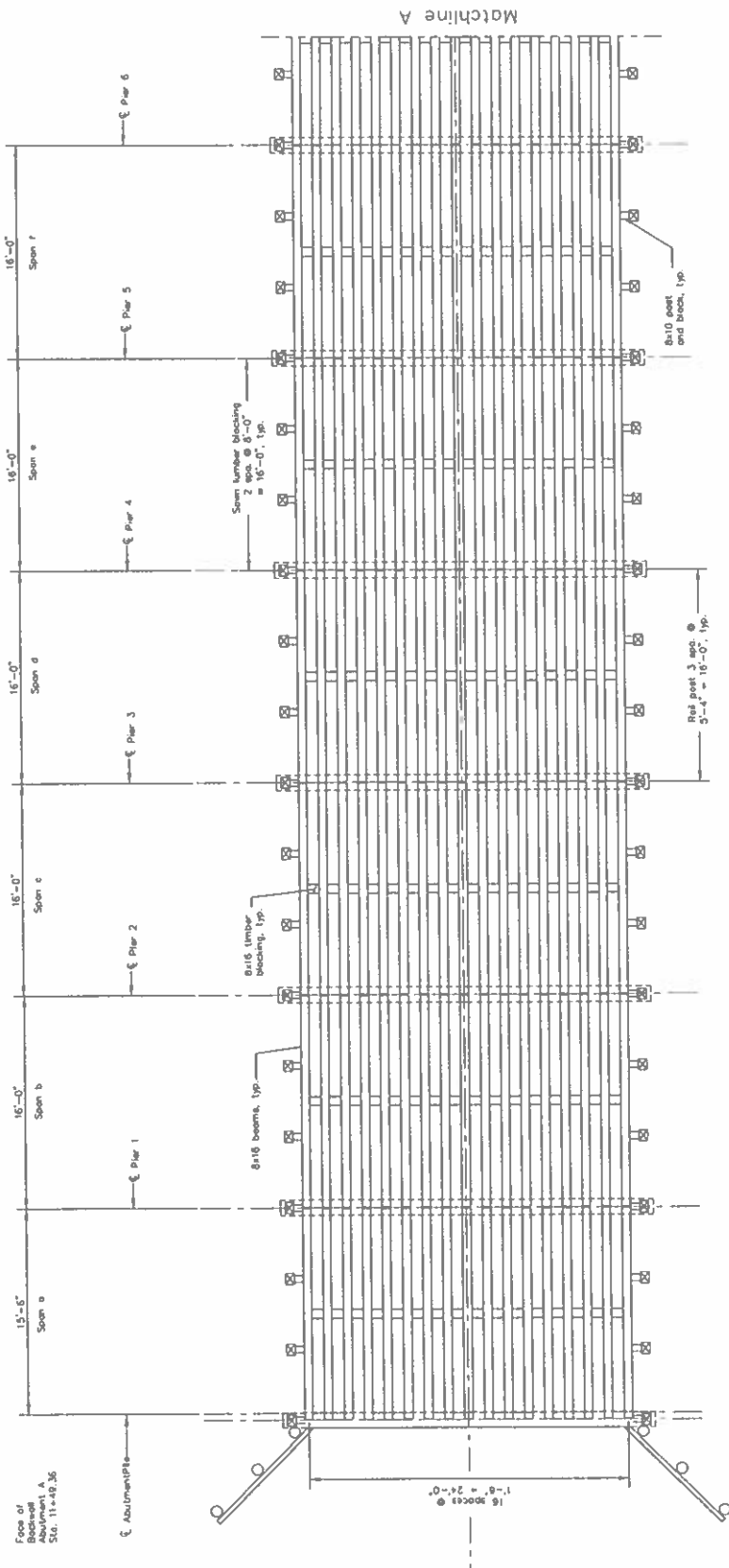
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PRELIMINARY PLANS  
NOT FOR CONSTRUCTION


**Rumrill, Klepper & Kohn, LLP**  
 Engineers | Construction Managers | Planners | Scientists  
 2601 Lynnhaven Drive, Suite 300  
 Virginia Beach, VA 23455  
 757.498.4123 | 757.498.4123





PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

FRAMING PLAN

SOUTH HARBOR BRIDGE CROSSING				SHEET NO.	
90% DESIGN PLANS				9 of 14	
FRAMING PLAN				COMMISSION NO.	
DRAMA, B'	APPROVED BY	DATE	SCALE	1" = 1'-0"	
JLO	LKZ	JAN 2021		19026	





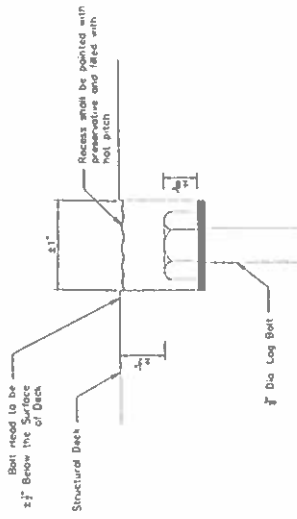
**PK&K**  
Rummel, Klapper & Kahn, LLP  
Engineers | Construction Managers | Planners | Scientists  
2601 S. Lynnhaven Road, Suite 300  
Virginia Beach, VA 23452  
757.490.4123

**SOUTH HARBOR BRIDGE CROSSING**  
**90% DESIGN PLANS**  
**FRAMING PLAN**

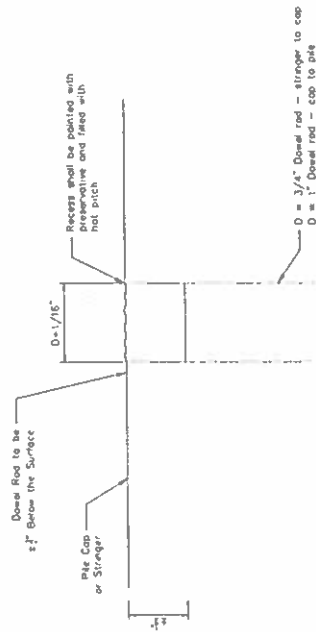
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10 of 14

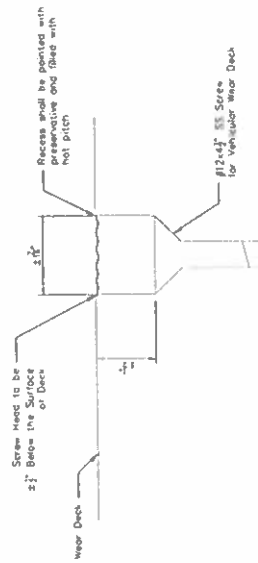
CCURSSA NO.  
19026



STRUCTURAL DECK COUNTERSINK DETAIL  
NTS



COUNTERSINK DOWEL ROD DETAIL  
NTS

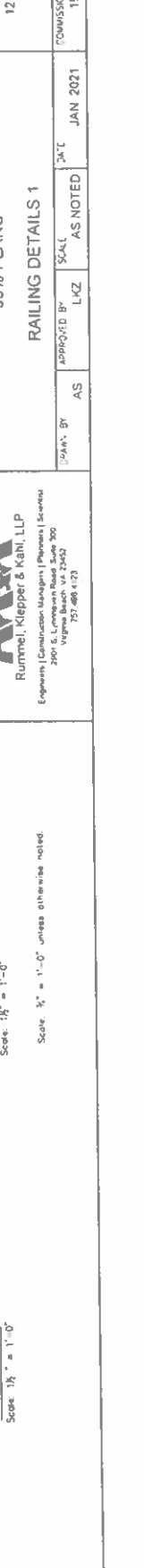
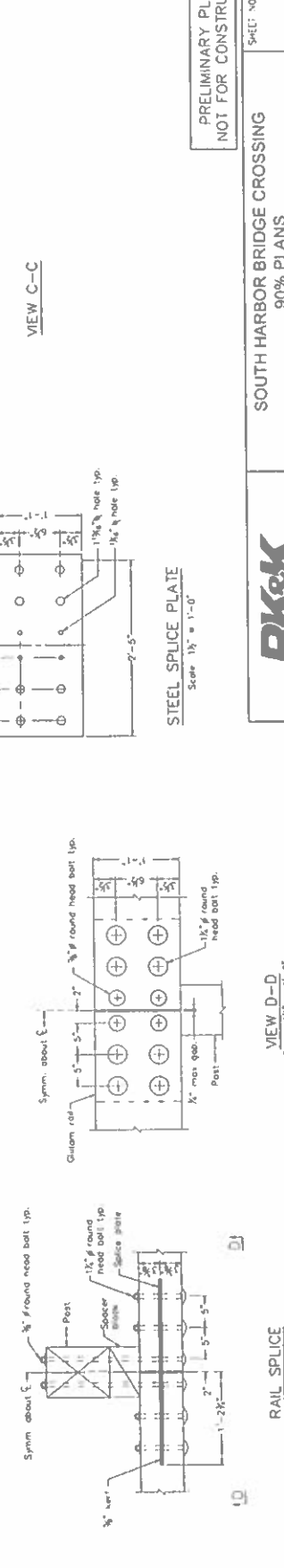
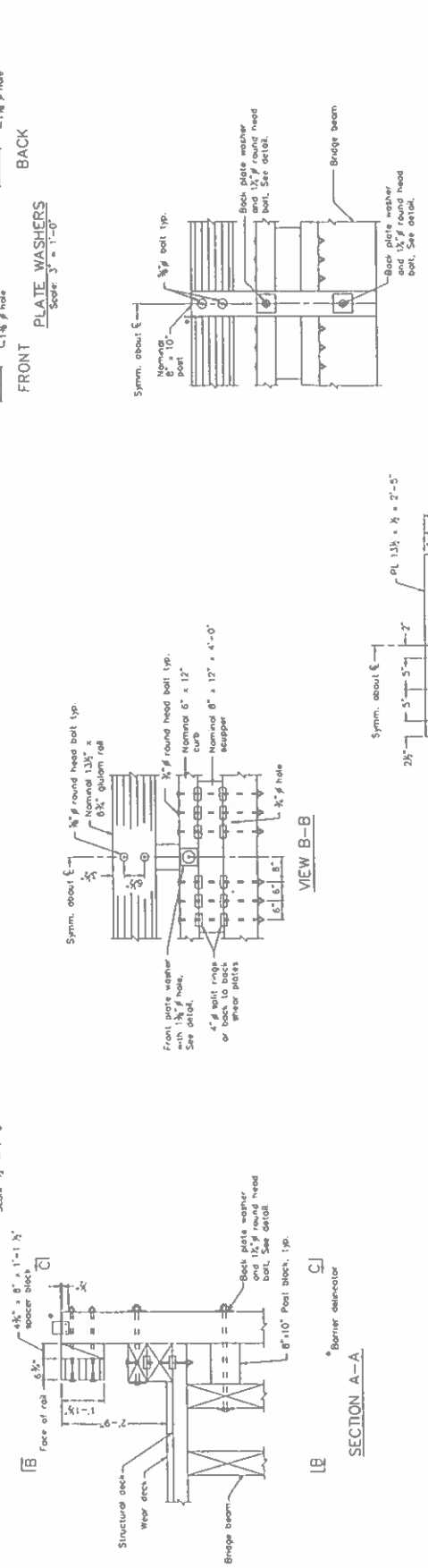
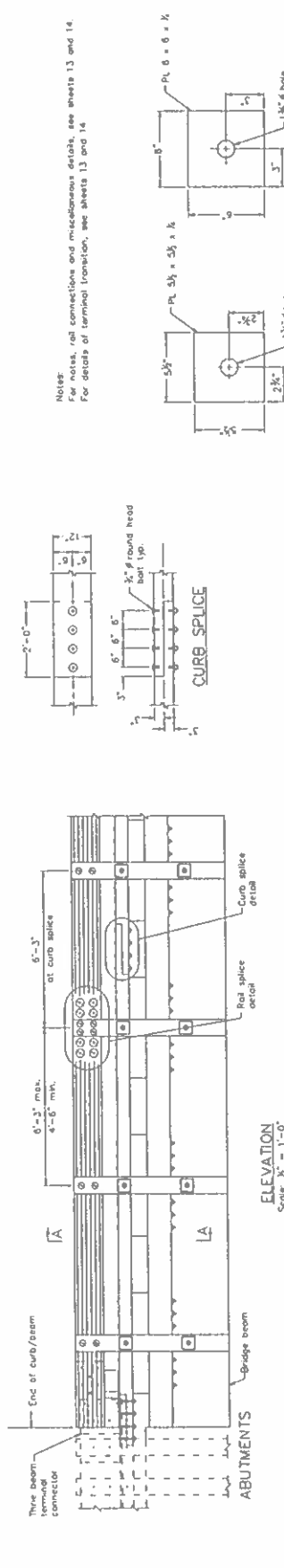


WEAR DECK COUNTERSINK DETAIL  
NTS

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

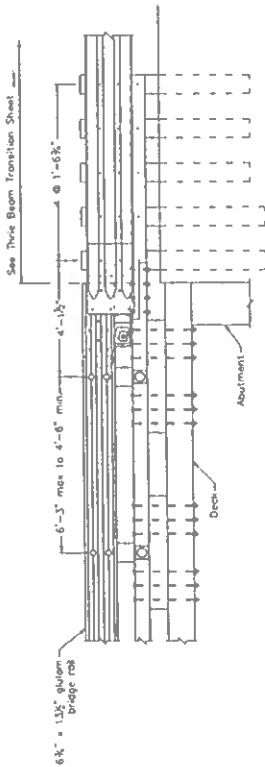
SOUTH HARBOR BRIDGE CROSSING 90% PLANS DETAILS				SHEET NO	11 of 14
DESIGNED BY AS	APPROVED BY LKZ	SCALE AS NOTED	DATE JAN 2021	COMMISSION NO 19026	

**RK&K**  
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757-498-4123

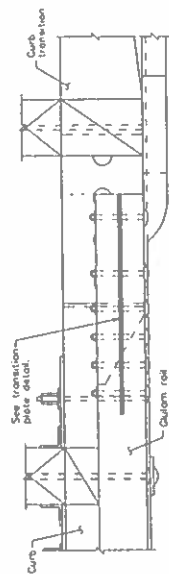


SOUTH HARBOR BRIDGE CROSSING				SHEET NO.	
90% PLANS				12 of 14	
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APPROVED BY	SCALE	DATE	DATE	19026	
AS	L-KZ	AS NOTED	JAN 2021		

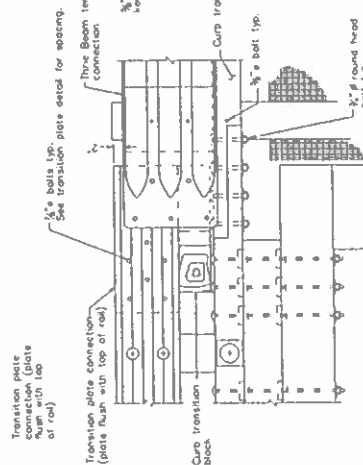
**RK&K**  
Runnel, Kiepper & Kahl, LLP  
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2001 S. Lynnhaven Road Suite 300  
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757.488.4173



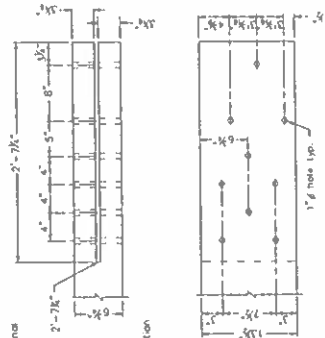
TRANSITION ELEVATION  
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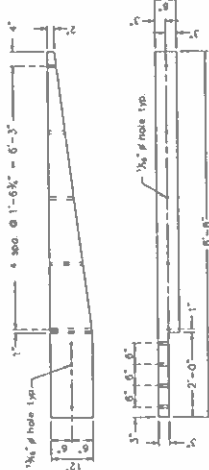
PLAN VIEW OF TRANSITION JOINT



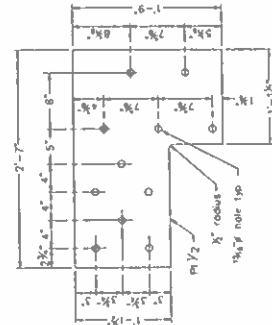
ELEVATION OF TRANSITION JOINT  
Scale: 1" = 1'-0"



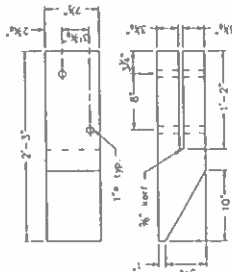
RAIL END DETAIL



CURB TRANSITION DETAIL  
Scale: 1/2" = 1'-0"



TRANSITION PLATE DETAIL



CURB TRANSITION BLOCK DETAIL

Notes:  
Plan dimensions shown are measured in the respective horizontal and vertical planes.  
The Contractor shall determine all dimensions and details necessary for installation.  
All dimensions shall conform to the requirements of AASHTO M188, in the latest Southern Standard Specifications and amendments thereto in accordance with the Specifications.  
The glulam rail shall be fabricated with West Coast Douglas Fir and treated with pentachlorophenol in heavy oil to a minimum net retention of 0.6 pct as specified in AIA Standard C14.  
All structural steel shall be ASTM A709 Grade 50 and shall be hot dipped galvanized.  
Round head bolts shall be ASTM A448. All other bolts shall be ASTM A325. Nuts shall be ASTM A325. Washers shall be ASTM A307. All steel shall be hot dip galvanized.  
All holes for bolts shall be 1/8" larger in diameter than bolt diameter unless otherwise noted on plans.  
All high-strength bars shall be ASTM A722 and shall be galvanized.  
Curb splices should be located adjacent to rail splices.  
Bolt size, color, and spacing shall be in accordance with the Specifications.

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

SOUTH HARBOR BRIDGE CROSSING 90% PLANS				SHEET NO. 13 of 14	
RAILING DETAILS 2				COMMISSION NO. 19026	
DESIGN BY AS	APPROVED BY LKZ	SCALE AS NOTED	DATE JAN 2021		

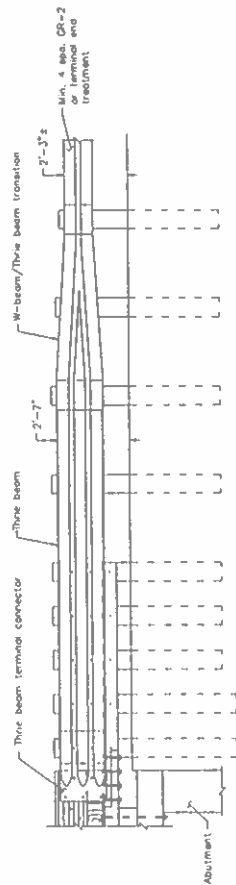
**RK&X**  
Runnel, Klepper & Kahl, LLP  
Engineers | Construction Managers | Planners | Scientists  
2801 S. Lynnhaven Road, Suite 202  
Virginia Beach, VA 23462  
757-468-4123

Scale: 1/2" = 1'-0" unless otherwise noted.



Post: 1A 2A 3A 4A 5A 6A 7A 8A 9A

### PLAN

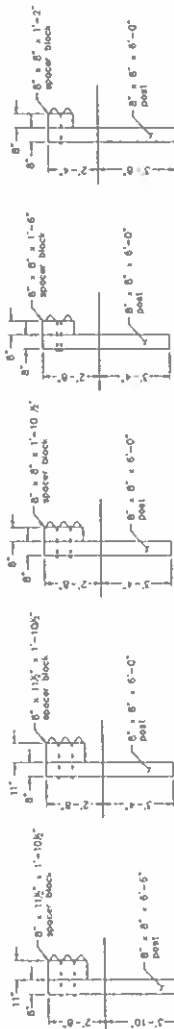


### ELEVATION

### SECTION THRU RAIL AT SPICE

Scale: 3" = 1'-0"

Notes:  
Guarded components shall be in accordance with VDOT Road and Bridge Standards.  
Posts 1A, 2A, 3A, 4A, and 5A include an additional hole to allow lower curb transition. General bolts 3/4" diameter and recessed nuts to be used for attachments, length as required.  
The Lower Curb Transition located on posts 1A through 5A and is secured with 3/4" corrugate bolts, length as required.  
Thru Beam Terminal Connector shall be 10 gage steel. Thru Beam and Transition Beam shall be 12 gage steel.  
Refer to VDOT Road and Bridge Standards, Section 500, for all details not shown. When railing cannot be terminated as per the VDOT Road and Bridge Standards, contact the Location and Design Special Design Section to obtain recommendation.



Post: 1A, 2A

3A-5A

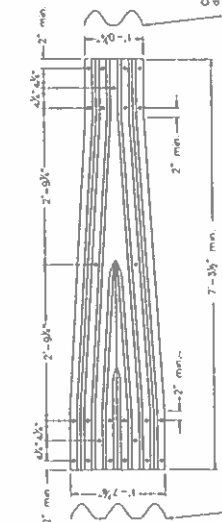
6A, 7A

8A

9A

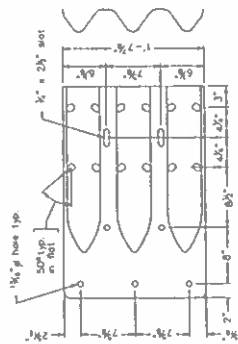
### TRANSITION POST

Scale: 3/8" = 1'-0"



### TRANSITION BEAM

Scale: 1" = 1'-0"



### TERMINAL CONNECTOR

Scale: 1 1/2" = 1'-0"

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

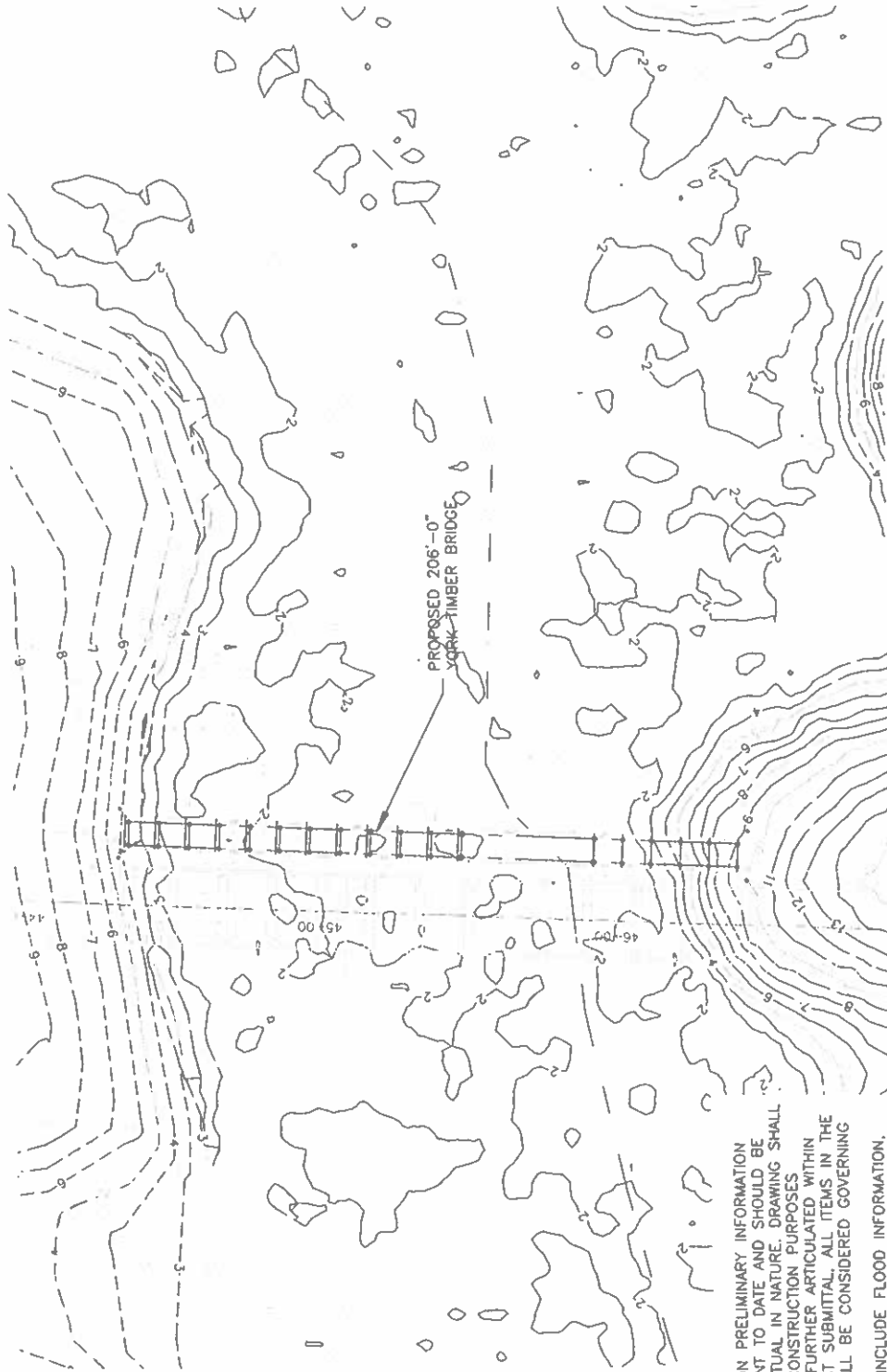
SOUTH HARBOR BRIDGE CROSSING 90% PLANS				Sheet No.	
RAILING DETAILS 3				14 of 14	
DRAWN BY	AS	APPROVED BY	LKZ	SCALE	AS NOTED
				DATE	JAN. 2021
				COMMISSION NO.	
				19026	

**RK&K**  
Rumel, Kiepper & Kahl, LLP  
Engineers | Construction Managers | Planners | Scientists  
2001 S. Lynnhaven Road, Suite 300  
Virginia Beach, VA 23453  
757.688.4123

Scale: 3/8" = 1'-0" unless otherwise noted



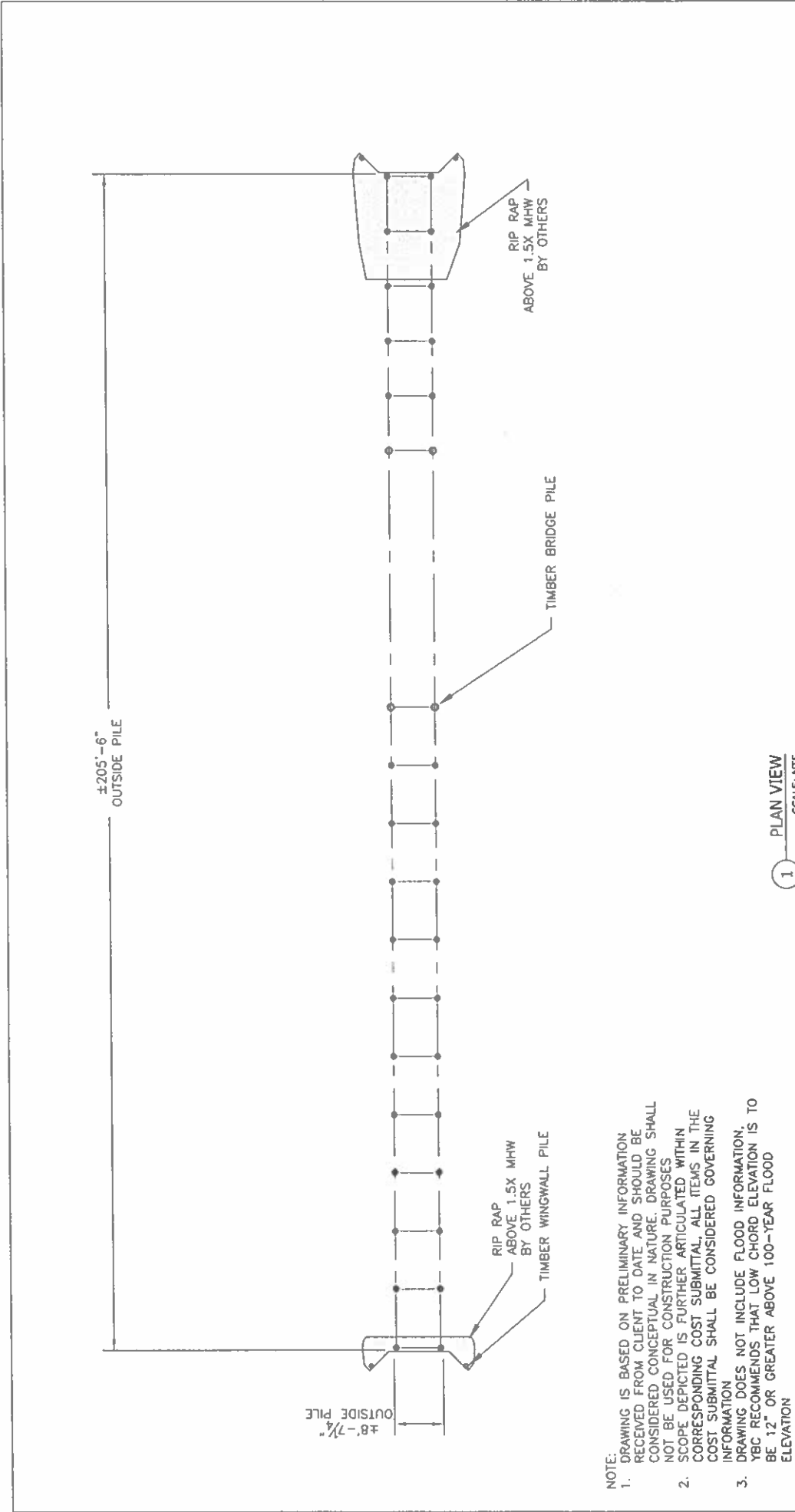
## Pedestrian Bridge Plans



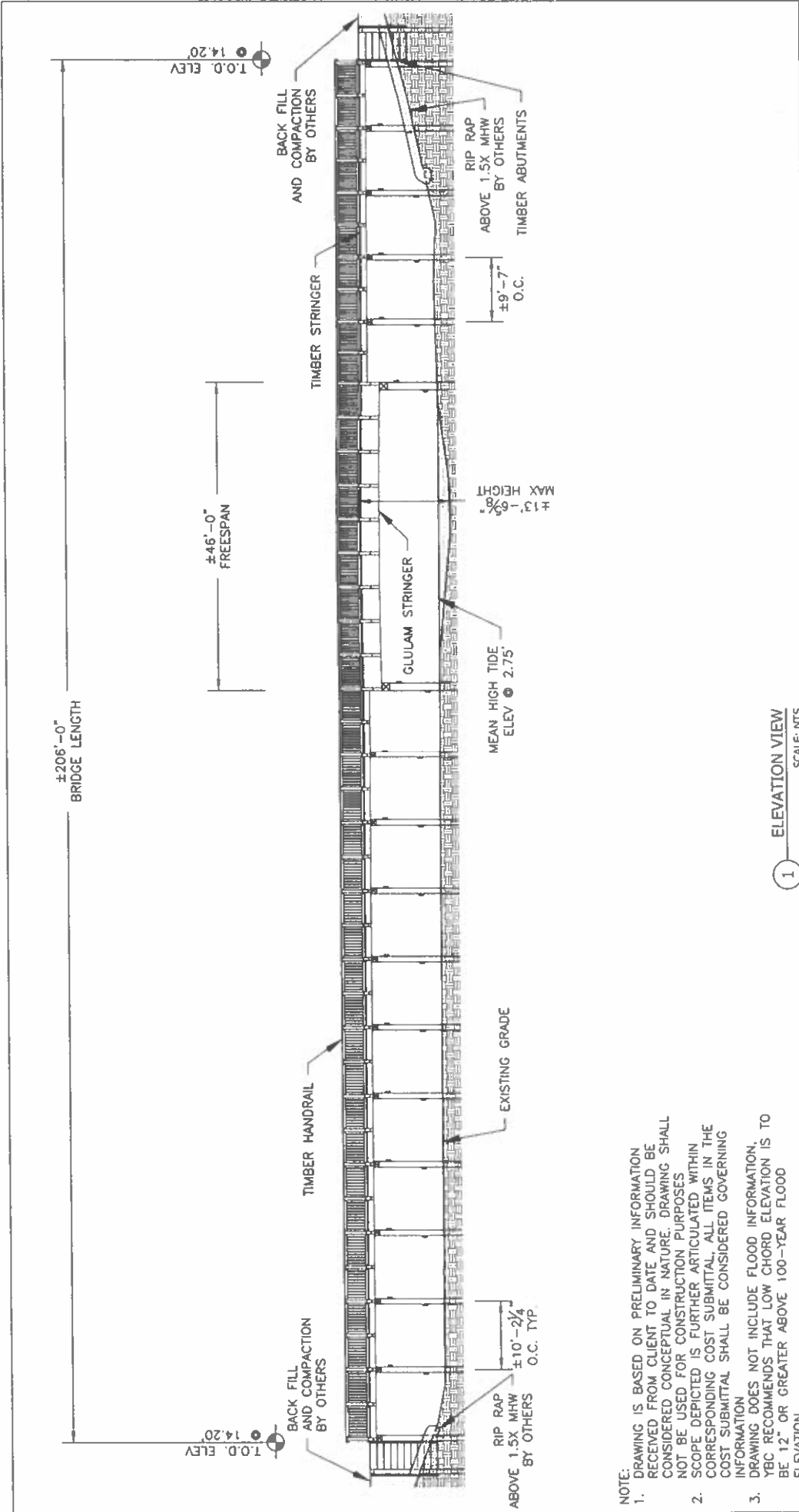
1 PLAN VIEW  
SCALE: NTS

- NOTE: DRAWING IS BASED ON PRELIMINARY INFORMATION RECEIVED FROM CLIENT TO DATE AND SHOULD BE CONSIDERED CONCEPTUAL IN NATURE. DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.
2. SCOPE DEPICTED IS FURTHER ARTICULATED WITHIN CORRESPONDING COST SUBMITTAL. ALL ITEMS IN THE COST SUBMITTAL SHALL BE CONSIDERED GOVERNING INFORMATION.
3. DRAWING DOES NOT INCLUDE FLOOD INFORMATION. YBC RECOMMENDS THAT LOW CHORD ELEVATION IS TO BE 12" OR GREATER ABOVE 100-YEAR FLOOD ELEVATION.

YORK BRIDGE CONCEPTS The Premier Timber Bridge Company		TIMBER PEDESTRIAN BRIDGE		CONCEPT PLAN	
These plans are property of York Bridge Concepts and shall remain the confidential property of York Bridge Concepts. No part of these plans may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without prior written permission from York Bridge Concepts.		SOUTH HARBOR VIRGINIA BEACH, VIRGINIA		DESIGNED USING 90 PSF LOADING (U/360 DEFLECTION)	
12' maximum span 100' maximum length 100' maximum width		DESIGNER V. FALCONE		PROJECT NUMBER ###-###	
		DATE/PL October 21, 2020		SHEET NUMBER 100	

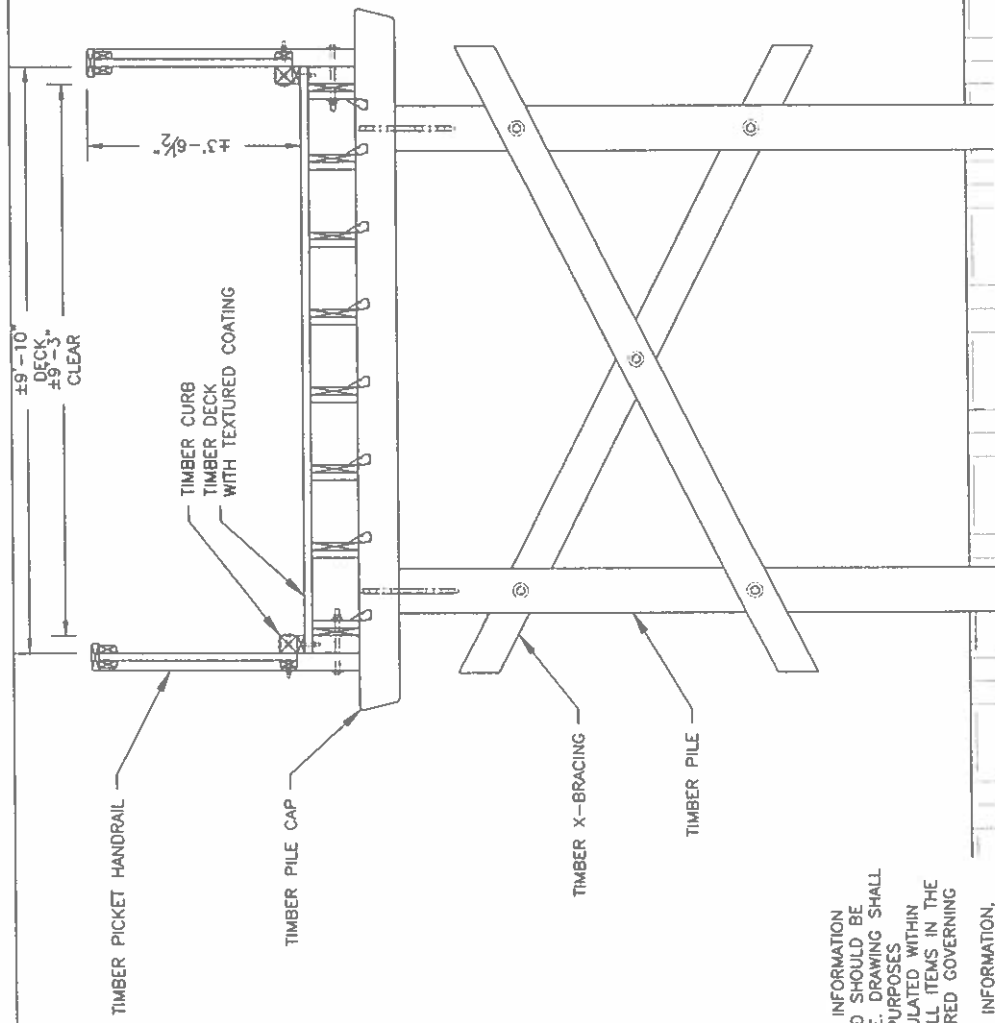


<p>CONCEPT PLAN</p>	<p>TIMBER PEDESTRIAN BRIDGE</p>	<p><b>YORK</b> <b>BRIDGE CONCEPTS</b> The Premier Timber Bridge Company</p>
<p>DESIGNED USING 90 PSF LOADING (U350 DEFLECTION)</p>	<p><b>SOUTH HARBOR</b> VIRGINIA BEACH, VIRGINIA</p>	<p>These plans are property of York Bridge Concepts and shall remain the property of York Bridge Concepts.</p>
<p>DATE/FILE October 31, 2020</p>	<p>DESIGNER V. FALZONE</p>	<p>PROJECT NUMBER 888-1111</p>
<p>SHEET NUMBER 101</p>		



NOTE:  
DRAWING IS BASED ON PRELIMINARY INFORMATION RECEIVED FROM CLIENT TO DATE AND SHOULD BE CONSIDERED CONCEPTUAL IN NATURE. DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES  
SCOPE DEPICTED IS FURTHER ARTICULATED WITHIN CORRESPONDING COST SUBMITTAL, ALL ITEMS IN THE COST SUBMITTAL SHALL BE CONSIDERED GOVERNING INFORMATION  
DRAWING DOES NOT INCLUDE FLOOD INFORMATION, YBC RECOMMENDS THAT LOW CHORD ELEVATION IS TO BE 12' OR GREATER ABOVE 100-YEAR FLOOD ELEVATION

YORK BRIDGE CONCEPTS The Premier Timber Bridge Company		TIMBER PEDESTRIAN BRIDGE		CONCEPT ELEVATION	
These plans are property of York Bridge Concepts. No part of these plans may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission from York Bridge Concepts.		SOUTH HARBOR VIRGINIA BEACH, VIRGINIA		DESIGNED (UNITE) 90 PSF LOADING (U360 DEFLECTION)	
10/22/2020 10/22/2020		DATE/REV.		October 21, 2020	
10/22/2020 10/22/2020		DESIGNED BY		V. FALZONE	
10/22/2020 10/22/2020		PROJECT NUMBER		###-###	
10/22/2020 10/22/2020		SHEET NUMBER		201	



- NOTE:**
1. DRAWING IS BASED ON PRELIMINARY INFORMATION RECEIVED FROM CLIENT TO DATE AND SHOULD BE CONSIDERED CONCEPTUAL IN NATURE. DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES
  2. SCOPE DEPICTED IS FURTHER ARTICULATED WITHIN CORRESPONDING COST SUBMITTAL. ALL ITEMS IN THE COST SUBMITTAL SHALL BE CONSIDERED GOVERNING INFORMATION
  3. DRAWING DOES NOT INCLUDE FLOOD INFORMATION. YBC RECOMMENDS THAT LOW CHORD ELEVATION IS TO BE 12" OR GREATER ABOVE 100-YEAR FLOOD ELEVATION

SECTION VIEW 1  
SCALE: NTS

<div> <div>YORK</div> <div>BRIDGE CONCEPTS</div> <div>The Premier Timber Bridge Company</div> </div> <div> <small>           These plans are property of York Bridge Concepts and shall remain confidential. No part of these plans may be reproduced without the written permission of York Bridge Concepts.         </small> </div>		TIMBER PEDESTRIAN BRIDGE		CONCEPT SECTION
<div> <div>BRIDGE CONCEPTS</div> <div>The Premier Timber Bridge Company</div> </div>		SOUTH HARBOR VIRGINIA BEACH, VIRGINIA		<div> <div>DESIGNED BY:</div> <div>90 PSF LOADING (1/160 DEFLECTION)</div> </div> <div> <div>DATE:</div> <div>October 21, 2020</div> </div> <div> <div>PROJECT NUMBER:</div> <div>V. FALZONE</div> </div> <div> <div>SHEET NUMBER:</div> <div>301</div> </div>



**IV. ELECTION OF OFFICERS**

**V. OLD BUSINESS**

**VI. NEW BUSINESS**

***Adoption of the Wetlands Board 2020 Annual Report***



**2020 ANNUAL REPORT**

**ISLE OF WIGHT COUNTY**

**WETLANDS BOARD**

**Adopted May 17, 2021**

## **INTRODUCTION**

The Wetlands Board conducted two (2) meetings during the calendar year of 2020. The Board approved two applications, one for a project of Mark Johnson in Battery Park and the other an extension of Colonial Pipeline in Smithfield.

There were twenty-five (25) other Joint Permit Applications processed administratively by staff not requiring Wetlands Board approval.

## **MEMBERSHIP**

Marc Brown (Newport District) was elected to serve as Chairman and David Moose (Hardy District) was elected to serve as Vice Chairman of the Board at the February organizational meeting.

Also serving on the Board: Wesley Brown (Smithfield); Mike Klausmeier (Carrsville); Wilson Holland (Windsor) also Randy Pack and Sharon Hart, alternate members.

## **STAFF SUPPORT**

During 2020, the Board continued to receive staff support from Sandra W. Robinson, Zoning Coordinator, (Wetlands Board Secretary), Kim Hummel, Environmental Planner, Amy M. Ring, Director of Community Development, and Bobby Jones, Parliamentarian and Legal Counsel to the Board.

Also providing support was Justin Worrell representing the Virginia Marine Resources Commission (VMRC).

## **ATTACHMENTS**

Attached is an updated membership listing.

Adopted this 26th day of April 2021.

---

Marc Brown, Chairman  
Isle of Wight County  
Wetlands Board

Attest: \_\_\_\_\_  
Sandy W. Robinson  
Secretary



## WETLANDS BOARD MEMBERS 2021

WILSON E. HOLLAND  
9206 FIRETOWER ROAD  
WINDSOR, VA. 23487  
242-9444 (o)  
242-4221 (h)

WINDSOR

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870-8048 ©  
rebroke33@gmail.com

HARDY

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647-9190 ©  
rredoxx1@gmail.com

CARRSVILLE

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357-3333 (h)  
618-6889 ©  
brwnauto@msn.com

SMITHFIELD

MARC E. BROWN  
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357-5633 (h)

NEWPORT

### Alternates:

SHARON HART  
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CARROLLTON, VA. 23314  
238-9166 (h)  
876-3645 c  
Hartline11@verizon.net

RANDY PACK  
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SMITHFIELD, VA. 23430  
620-7700 ©

Randy.pack@smithfieldstation.com

Staff:

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Sandra W. Robinson, Secretary  
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[Srobinso@isleofwightus.net](mailto:Srobinso@isleofwightus.net)

Shaunee Beussink  
Environmental Planner  
Isle of Wight, Va. 23397  
357-9114 (o)  
[Sbeussink@isleofwightus.net](mailto:Sbeussink@isleofwightus.net)

**VII. MINUTES**

***Adoption of the minutes***

**MINUTES OF THE MEETING OF THE ISLE OF WIGHT COUNTY  
WETLANDS BOARD HELD ON THE TWENTY FIFTH DAY OF  
JANUARY IN THE YEAR TWO THOUSAND ONE**

The Isle of Wight County Wetlands Board meeting was called to order by Chairman Marc Brown at 6:00 P.M. on January 25, 2021 in the Robert C. Claud Board Room, at Isle of Wight Courthouse, Isle of Wight, Virginia.

Present: Marc Brown, Chairman  
David Moose, Vice Chairman  
Mike Klausmeier  
Wilson Holland  
Wesley Brown

Also attending: Sandy W. Robinson, Secretary  
Bobby Jones, County Attorney  
Shanuee Beussink, Environmental Planner

Chairman Brown determined that a quorum was present.

The County Attorney verified that the meeting was advertised.

Chairman Brown asked the Secretary to read the Wetlands Board criteria.

Ms. Robinson stated that in the process of the Wetlands Board making a decision on applications, the Board must grant the permit if the project meets all three of the following criteria: 1) The anticipated public and private benefit exceed the anticipated public and private detriment; 2) The project conforms with the regulations and guidelines of development of tidal wetlands and dunes and

beaches; and 3) The project does not violate the purpose and intent of local and state regulations for development tidal wetlands and dunes and beaches. In the process of making its decision, the Wetlands Board is generally required to consider any testimony for or against the permit application; the impact of the proposal on the public health, safety, and welfare; and conformity with state regulations regarding development of tidal wetlands and dunes and beaches wetlands.

Chairman Brown asked for a motion handle the other business on the agenda since the public hearing applicant had not arrived.

Mr. Klausmeier moved to handle the other agenda business at this time. Mr. Brown seconded the motion, which passed by unanimous vote (5-0)

Chairman Brown called for any old business. There being none Chairman Brown called for any new business.

Shaunee Beussink, Environmental Planner appeared introducing herself to the board as the Environmental Planner.

Chairman Brown called for the adoption if the November 16, 2020 minutes.

Mr. Klausmeier moved to adopt the minutes with amendments. Mr. Brown seconded the motion which passed by

unanimous vote. (5-0)

Chairman Brown called for a public hearing on the following application:

The application of Gregory B. David, owner, for after the fact installation of approximately fifty-six (56) linear feet of wooden fence on the beach on the shoreline of the James River, adjoining the west property line of Fort Boykin (7410 Fort Boykin Trail) Smithfield, in the Hardy Election District. The purpose of the fence is to prevent trespassing.

Chairman Brown asked for the report from the Environmental Planner.

Shaunee Beussink presented the following report to the Board:

### **Wetlands Board Report**

DATE: 1/14/2021

TO: Wetlands Board

FROM: Shaunee Beussink, Environmental Planner

RE: Morgart's Beach Rd, Tax Map No. 13-05-012A

#### **APPLICATION:**

The application of Gregory B David, owner, for an after the fact (ATF) permit to install an approximate 56-foot-long fence with posts ranging from 5ft to 6.9ft tall, along his beach property to prevent trespassing.

#### **LOCATION:**

Parcel 13-05-012A is located on a lot adjacent to Fort Boykin along the James River.

#### **BACKGROUND:**

Mr. David installed a fence approximately 56ft long located the edge of his property adjacent to Fort Boykin. The fence consists of 11 posts which vary in height and width, two posts are channel ward of the Mean High Water (MHW). Mr. David requests the fence be allowed to stay to prevent trespassers from entering/ use his beach.

**DESCRIPTION:**

The pictures provided in the application package show the last two posts are channel ward of the Mean High Water (MHW). Mrs. David spoke with USACE representative Autumn Vaughn about this ATF fence and had agreed on 11/25/2020 to remove the last two fence posts which were channel ward of the MHW and were not permitted by the USACE. On 12/18/2020 during a site visit the last two fence posts were not removed. Fences are not permitted on beaches or channel ward of the MHW.

**ORDINANCE REVIEW:**

The *Coastal Primary Sand Dune Ordinance*, also known as beaches and dunes, calls for the Wetlands Board to “preserve and protect coastal primary sand dunes and beaches and prevent their despoliation and destruction” as stated under Article 4 of the Ordinance.

The Ordinance states that the Wetlands Board shall use the following criteria in deciding whether to grant, grant in modified form, or deny a permit:

- 1.) The testimony of any person in support of or in opposition to the permit application;
- 2.) The impact of the proposed development on the public health, safety, and welfare; and
- 3.) The proposed development's conformance with standards prescribed in Section 28.2-1408 of the Code of Virginia (1950, as amended) and guidelines promulgated pursuant to Section 28.2-1401 of the Code of Virginia (1950, as amended).

The board shall grant the permit if all the following criteria are met:

- 1.) The anticipated public and private benefits of the proposed activity exceed its anticipated public and private detriment;
- 2.) The proposed development conforms with state codes and guidelines; and
- 3.) The proposed activity does not violate the purposes and intent of the beaches and dunes ordinance or Chapter 14, Section 28.2-1400 of Title 28.2 of the Code of Virginia.

If any of the criteria are not met, the Board shall deny the permit application but allow the applicant to resubmit the application in modified form.

**AGENCY REVIEW:**

Autumn Vaughn s biologist from USACE emailed me stating that Mrs. David agreed to remove the last two fence posts which were channel ward of the MHW, which is not permitted by USACE.

**STAFF CONCLUSIONS:**



### STRENGTHS

None identified.

### Weakness

Fences are not a permitted use according to the County's Ordinance *Appendix B-2 Coastal Primary Sand Dune Ordinance Article 2, Section 2000* permitted uses.

### **STAFF RECOMMENDATIONS:**

Deny the request as submitted, for the fence is not a permitted use. The only fencing allowed per Section 2000 is "sand fences or other material on or adjacent to coastal primary sand dunes for the purposes of stabilizing such features, except that this provision shall not be interpreted to authorize the placement of any material which presents a public health or safety hazard."

If fence is approved by the Board the staff recommends the following requirements are to be met;

1. the last two posts be removed per USACE, and
2. all building and zoning permits are required to be obtained.

Chairman Brown opened the public hearing.

Jennifer O. David, attorney, appeared representing the owner.

She stated that the property adjoins the County Park of Fort Boykin and there have been continuous issues with trespassing and littering on the property. She stated that the fence was erected as a visual barrier to notify beach goers that the beach is private past the county property line and trespassing is not allowed. She stated that her brother-in-law and other family members own the properties adjacent to the County park but have not built on the properties yet. If the County had a way to monitor the park and beach, this attempt to keep the property free from trespassers, may not have been necessary. She added that there were no permanent

negative effects to the beach installing the post and fencing.

Mr. Klausmeier asked if the fence has help deterring trespassing.

Attorney David said that it has.

Mr. Brown stated that he understands the problem with trespassers but stated the County is not able to police the property.

Mr. Klausmeier asked why the two posts in the water have not been removed as required by the Army Corps of Engineers.

Attorney David responded that they are waiting on the outcome of the Wetlands Board before removing any posts or fencing.

Chairman Brown closed the public hearing.

Mr. Klausmeier moved to approve the project conditioned on the two posts being removed as requested by ACE with a time limitation of sixty (60) days. Mr. Holland seconded the motion, which passed by unanimous vote, with Mr. Holland, Mr. Brown, Mr. Moose, Mr. Klausmeier and Chairman Brown voting in favor of the motion and no member voting against the motion. (5-0)

There being no further business, on motion by Mr. Brown, the meeting adjourned at 6:23 p.m.

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**IX. ADJOURN**