

WETLANDS BOARD

MINUTES

May 11, 1988

A. ROLL CALL

MEMBERS PRESENT:

Ralph Cobb
John Hughes
William Apperson
Henry Lindsey

MEMBERS ABSENT:

Carolyn Lowe

OTHERS PRESENT:

Bernard M. Farmer, Jr., Director of Code Compliance

B. MINUTES

The minutes of the March 16, 1988 meeting were approved as presented.

C. OLD BUSINESS

None

D. NEW BUSINESS

1. W-9-88 Horace T. Massey

Mr. Farmer stated that Mr. Horace T. Massey had applied for a wetlands permit for the construction of approximately 220 linear feet of bulkheading. Mr. Farmer further stated that the property is located at the entrance to one of the finger canals in Chickahominy Haven and the shoreline consists of a mat of roots and tree stumps left from the erosion of the shore line away from the property. Staff recommends that approval be granted for approximately 220 linear feet of tongue and groove bulkheading subject to the following conditions:

1. The bulkhead be constructed along the toe of the bank and follow the curvature of the shoreline.

2. The applicant must contact the Code Compliance Office at least two days prior to construction for staff to stake the alignment in accordance with the Board's recommendation.

3. An inspection of the filter cloth and tiebacks must be made and approved by staff prior to backfilling.

Mr. Farmer showed the Board pictures of the site.

Mr. Lindsey opened the public hearing.

No one wished to speak on the case.

Mr. Lindsey closed the public hearing.

Mr. Hughes motioned to grant the permit with the staff recommendation.

The motion was carried unanimously.

Mr. Lindsey asked if anyone had other business to address to the Board.

Mr. Steve Minor spoke concerning the placement of his bulkhead at 131 Branscome Boulevard. An inspection of the bulkhead on May 10, 1988 revealed the bulkhead had not been constructed as approved by the Wetlands Board and a stop work order was posted.

Mr. Farmer stated that approval had been granted in February by the Board at mean high water to follow the curvature of the shoreline alignment to either be curved in no less than three segments to follow the bank. Our inspection revealed that the bulkhead had been built in a straight line from one property line with no curvature or segments.

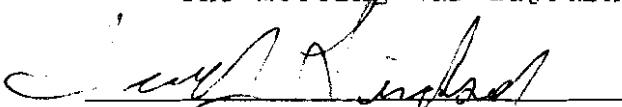
The Board reviewed the matter and granted Mr. Minor approval of his bulkhead as constructed at 131 Branscome Boulevard.

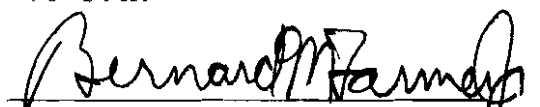
E. MATTERS OF SPECIAL PRIVILEGE

Mr. Cobb presented the Board a letter from the Coalition for Quality Growth to Governor Baliles concerning the proposed James River Crossing.

F. ADJOURNMENT

The meeting was adjourned at 8:00 P.M.


Mr. Henry Lindsey
Chairman


Mr. Bernard M. Farmer, Jr.
Secretary

Coalition for Quality Growth

Box 1329, Williamsburg, Virginia 23187

April 7, 1988

Governor Gerald L. Baliles
Richmond, Virginia 23219

Dear Governor Baliles: Re: Proposed James River Crossing

Based on information presented to date, the Coalition for Quality Growth, organized in 1985 by citizens of Williamsburg, James City County and York County to influence quality growth in the Greater Williamsburg area, opposes the building of a bridge across the James River between James City/Charles City Counties and Surry for the following reasons:

Need. Although the current ferry service may be strained at times, traffic projections between the essentially rural areas on both sides of the river sufficient to justify a multi-million-dollar bridge have not been made public in this area. Further, no map has been made available to show where bridge traffic fits into and improves the major road network of Eastern Virginia, including the proposed York River crossing and its approaches.

Cost. It is understood cost estimates are being developed but will not include the cost of extensive links with and improvements to major roads and bridge approaches in the area. When the full cost impact of a possible bridge crossing is considered, an improved ferry system and, if necessary, associated operation and maintenance subsidies should be relatively attractive, economically.

Environmental Impact. Environmental studies continue and a draft impact statement is expected in a few months. Whatever the result, there can be no question that a bridge in the vicinity of Jamestown would have a powerful, irrevocable negative impact on this, the nation's most historically significant site. To consider such a bridge after the 1988 General Assembly decision to give the Lower James a "historic river" designation seems incongruous at best.

Ferry. The present Jamestown ferry system, although frustrating at times for some commuters, makes a unique contribution to the scenic and historic environment of the Jamestown Island area, one of the most hallowed sites in our country's heritage. An improved ferry system would preserve the quality of life and benefit commuters and tourists.

In the apparent absence of a compelling need for the bridge in the foreseeable future, the Coalition urges that study of the bridge alternative be stopped now and further efforts be devoted to an improved ferry system.

Thank you for your attention to this matter.

Very respectfully,

TRISTRAM B. McDONNELL
President

Coalition for Quality Growth

Box 1329, Williamsburg, Virginia 23187

Page 2 of letter of April 7, 1988 to Governor Baliles regarding the proposed James River crossing.

Copy to:

Secretary, Virginia Department of Transportation
Commissioner, Virginia Department of Highways
Senator William Fears
Delegate George Grayson
Delegate Shirley Cooper
Chairman, Senate Committee on Transportation
Chairman, House Committee on Roads and Internal Navigation
Williamsburg
City Council
City Manager
Chairman, Planning Commission
Planning Director
James City County
Board of Supervisors
County Administrator
Chairman, Planning Commission
Director, Development Management
✓ Wetlands Board
Historic Society
York County
Board of Supervisors
County Administrator
Chairman, Planning Commission
Planning Director
Wetlands Board
Historical Bicentennial Committee
Superintendent, Colonial National Historical Park
Chairman, Surry County Board of Supervisors
Director, Lower James River Association
Local media