

**JAMES CITY COUNTY WETLANDS BOARD
MINUTES
SEPTEMBER 10, 2003 - 7:00PM**

A. ROLL CALL	ABSENT
Henry Lindsey	None
William Apperson	
Philip Duffy	
David Gussman	
Larry Waltrip	

OTHERS PRESENT

Ben Stagg, VMRC
Environmental Staff

B. MINUTES – July 9, 2003

The July 9, 2003 minutes were approved as presented.

C. OLD BUSINESS - None

D. PUBLIC HEARINGS

1. W-21-03: Greater First Colony Area Civic Association - First Colony Beach Site

Mr. Joe Buchite presented the case stating that The Greater First Colony Area Civic Association (GFCACA) had applied for a wetlands permit to replace 489 feet of aging and failing timber bulkhead located at the First Colony beach, 94 Shellbank Drive, in the First Colony subdivision. The property is further identified as parcel (4-1) found on James City County Real Estate Tax Map No. (45-3). The First Colony beach is located on the James River. Rickmond Engineering and Board members of the Greater First Colony Area Civic Association had been advised that their attendance at the Wetlands Board meeting on September 10, 2003 was highly recommended.

This project will involve the replacement of the existing failing wooden bulkheads with new vinyl bulkheads and replacing the existing pier adjacent to the James River. To minimize potential erosion the upland area directly behind the bulkhead will be temporarily excavated back and the new bulkhead, piles, and the new pier will be installed in the same locations. The height of the new bulkheads will match the height of the existing bulkheads. The concrete boat ramp is also proposed to be replaced in the existing footprint with only a change in the pitch of the ramp to gain access to deeper water.

Environmental Division staff visited the site on August 15, 2003, along with representatives from VMRC and VIMS to discuss the project scope and potential impacts. Proposed impacts for this project are determined to be 237 sq. ft. to the Intertidal Rubble/Riprap Community and 200 sq. ft. to the Sand/Mud Mixed Flat Community (Type XV). Total fill impacts for the project are zero.

It is the staff's recommendation that the Board approve this application, with the following conditions:

- 1 A preconstruction meeting will be held onsite prior to commencing the project.

- 2 A turbidity curtain shall be required prior to commencement of any construction activity unless waived by the Environmental Division Director.
- 3 Filter fabric shall be inspected by the Environmental Division prior to backfilling operations.
- 4 The permit shall expire September 10, 2004.
- 5 If an extension of this permit is needed, a written request shall be submitted to the Environmental Division no later than two weeks prior to the expiration date.

Mr. Lindsey opened the public hearing.

A. Mr. Matthew Roth, Rickmond Engineering, Inc. and agent for the owner, summarized the scope of the project. He stated that he understood there was a question about dredging in the marina. He informed the Board that the homeowner's were aware that dredging of the marina would need to be done approximately every 4-5 years due to the rate of sediment deposits. He further stated that the homeowner's would make the proper application for that work dependant on the amount of sediment and the availability of funds.

B. Mr. Richard Wolfe, President of the Greater First Colony Area Civic Association, responded to Mr. Duffy's questions by stating he had received a proposal in the amount of \$38,000 for the work and the project would be completed between the day the permit was issued and March 15, 2004.

Mr. Lindsey stated he was concerned that this area was now in the hurricane season and wanted to know what precautions would be taken in the event a hurricane approached and the existing bulkhead had been removed but the replacement not yet installed.

Mr. Wolfe responded that if a hurricane were threatening, the bulkhead would not be disturbed. He stated the intent was not meant to be a negative impact on health or the environment.

The Board asked about the excavation behind the bulkhead and inquired if this C-LOC system was used anywhere else in the area.

Mr. Roth explained that the excavation of the upland area immediately behind the existing bulkhead would be temporarily excavated back to prevent the bank material from falling into the boat basin. The displaced fill material would then be used to backfill behind the new bulkhead. He presented the Board with a sheet from the C-LOC manufacturer, which pictured the system in use. He said the system had been used several times in the area and he would try to get a list of those properties to the Board.

As no one else wished to speak, Mr. Lindsey closed the public hearing.

Mr. Waltrip stated the winter is the best time to do this type of project as there is minimal boat traffic and the tides are lower than in the summer.

Mr. Lindsey stated he would be more comfortable with approving the project if he knew what contractor was going to perform the work.

Mr. Wolfe and Mr. Roth assured the Board that the manufacturer had given detailed specifications that were included in the proposals that were sent out on September 9, 2003 to five different contractors. Mr. Wolfe stated all proposals were expected to be returned no later than October 13, 2003. He stated he would let staff know the name of the selected contractor. Mr. Wolfe added that

he had been a contract officer for the Government for a number of years and he never had a defaulted contract under his direction. He further stated that he would be monitoring the project.

Mr. Cook responded to Mr. Duffy's question relating to inspections stating that staff would perform routine inspections as required and any additional inspections would be done as time permits.

Mr. Gussman made a motion to approve case W-21-03 with staff's recommendations.

The motion was approved by a 5-0 vote.

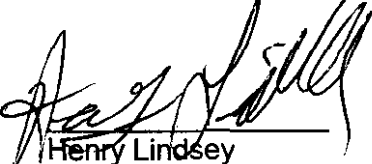
E. NEW BUSINESS - None

F. MATTERS OF SPECIAL PRIVILEGE

The Board had no items to discuss.

G. ADJOURNMENT

The meeting was adjourned at 7:30 PM.


Henry Lindsey
Chairman


Darryl E. Cook
Secretary

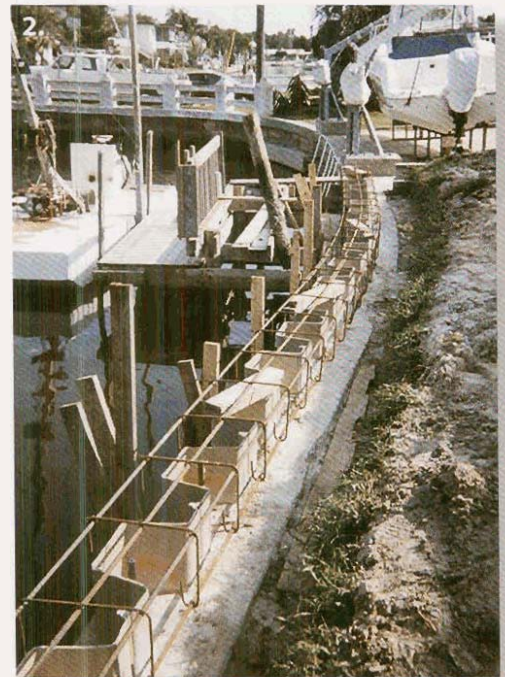
C-LOC® Vinyl Sheet Piling And Concrete Caps

Using concrete caps with C-LOC® vinyl sheet piling adds strength and durability, cuts installation costs, and provides a crisp appearance. Here are just a few examples.



1. This C-LOC vinyl sheet piling wall in Harbor View, Florida, protects the shoreline of a saltwater canal from erosion. Backed by a 50-year limited warranty, the wall is topped with concrete caps which provide additional strength and reduce the costs of installation since fewer tie-back rods are required.

2. A newly installed C-LOC vinyl sheet piling wall along the shoreline of a Florida waterway nears completion. The C-LOC panels have already been driven into position, and forms are being put in place so concrete caps can be poured to give the wall a finished appearance. When the caps are poured they will encapsulate the top end of the C-LOC panels, making the whole structure even stronger and more long-lasting.

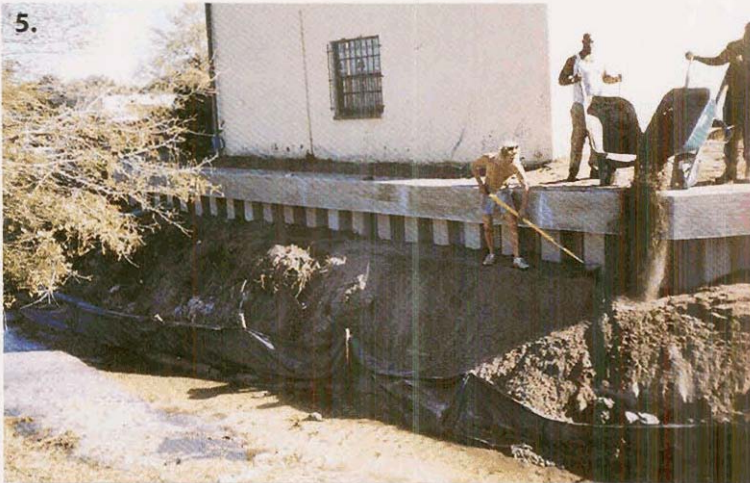


3. A C-LOC vinyl sheet piling wall topped with highly durable concrete caps protects this Florida home's shoreline from erosion and gives the property a neat, finished appearance.



C-LOC®
Engineered Vinyl Sheet Piling
Designed Better. Lasts Longer. Installs Easier.

4. The beauty of this stately waterfront home is enhanced by the crisp finished appearance of a C-LOC vinyl sheet piling wall. This single-wale wall is finished with equally durable concrete caps that further strengthen its protection against wave action.



5. The City of Safety Harbor, Florida asked Crane Products Ltd. for help with a creek that was eroding one of its banks next to an office building. Gibson Marine Construction installed a C-LOC vinyl sheet piling wall close to the building and topped it with long-lasting concrete caps that gave it an aesthetically pleasing appearance. The C-LOC panels protected the creek bank from further damage and prevented the building's collapse.

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