

September 6, 2007

The regular monthly meeting of the Oxford Board of Port Wardens was called to order by the chairman, Tom Campbell on Thursday, September 6, 2007 at 7:00 p.m., in the meeting room of the Oxford Community Services Building.

Other board members in attendance were Larry Murray and Harwood "Woody" Martin.

The following building permits were reviewed:

- Permit #07-03, Mr. and Mrs. William Korab, 516 E. Strand, to install 203 +/- linear feet of granite stone revetment along the shoreline of the Tred Avon River and to install 98 +/- linear feet of reverse bulkhead along the shoreline of the harbor at Town Creek. George Apple, from Apple Marine, was present representing both parties. Mr. Apple stated that Mr. Korab had contacted him about his bulkhead and told Mr. Apple that he and his neighbor, Mr. Wheeler, was also interested in having his bulkhead repaired. Both bulkheads on both properties were found to be in a state of deterioration. The sheathing on both was beginning to fail. In looking at the situation, Mr. Apple found that the matter was rather problematic because the properties are in close proximity to a swimming pool and Mr. Korab's house, which presents a problem with tie-backs. The tie rods on the creek side that were looked at appear to be in good shape. An option to repair the bulkhead was stone with the idea of putting a filter cloth sealing the old bulkhead as best as possible with treated plywood and filter, clothing the face of the wall and out in the bottom. Mr. Apple explained that most stone revetments are on a two to one slope. However, if that was done in this case, that would put the stone out 16'. In talking the project over with engineers, Mr. Apple stated that it was thought that they could do a one and one and half slope which would result in 8' at the top elevation and coming down to 12' out from the bulkhead. This would still be a fairly good slope with three tons of stone per foot. Along the other side of the properties, on the creek side, a driveway comes right along the bulkhead which has many sink holes. On that side, rather than using stone to obstruct the existing boatslips in this area, the owners would use reverse bulkhead. This would mean leaving the pilings where they are and putting cross members on the water side of the sheathing. The reverse bulkhead on the Town Creek side would be 98' in length. Mr. Apple stated that both neighbors would be working on their projects at the same time. He also noted that he had received correspondence from Teresa Ellis from the State questioning the reverse bulkhead and why it had to go out 10'. From an engineering standpoint they felt it should go out 12'. Mr. Martin asked if Ms. Ellis thought, from an engineering standpoint, would 10' work? Mr. Apple responded that she did not say it wouldn't work, she just

said the State would prefer more than 10'. Mr. Campbell began to make a motion to approve the application for Mr. Korab when he was interrupted by neighbor Glenn Kenton. Mr. Kenton noted that the plans looked fine to him but was curious as to how long the project would take because currently a barge is obstructing his passage of getting his boat out to the waterway. Mr. Kenton stated that he originally thought the project was on hold but was later told it is a free public waterway and the barge can park wherever it wants. Mr. Kenton did not think this was the law and thought someone should have called him prior to parking a barge in line with his dock. Mr. Campbell asked Mr. Apple if he had his permits from the State and Army Corps of Engineers. Mr. Apple responded they had both been applied for but that approval had not yet been given. Mr. Campbell then asked Mr. Apple if he would move the barge to the other side of the creek. Mr. Apple responded that he would and could move it on September 7 (the day after this meeting). Mr. Kenton asked that the barge not come back until construction actually starts. Mr. Campbell made a motion that the permit for Mr. Korab be approved based on receipt of permits from the county, state, and corps. The motion was seconded by Mr. Murray and unanimously carried with all in favor.

- Permit #07-04 for Mr. and Mrs. Thomas Wheeler of 514 E. Strand, to install 132 +/- linear feet of granite stone revetment along the shoreline of the Tred Avon River and to install 166 +/- linear feet of reverse bulkhead along the shoreline of the harbor at Town Creek. Mr. Apple also was present to represent Mr. Wheeler who owns property next door to the Korab property. Mr. Apple stated that they expect to start the project as soon as they get their permits. Mr. Campbell asked Mr. Apple if anyone from town had approached him about doing any bulkhead work down at the town owned street end of the Strand. It was noted that resident of the Strand, David Baker, had asked about it. Mr. Murray made a motion that the board approve this application for rip-rap and reverse bulkheading as submitted in the application and that the applicant seek all permits from the state and corps. Mr. Campbell seconded the motion. The motion was unanimously carried. Mr. Campbell suggested that the board could make a note to contact the town to see if they may be interested having something done at the end of the street while Apple Marine had their equipment down in that area.

This concluded the review of permits.

A consultation was held with Chuck Mangold, realtor with Benson and Mangold, and representative for the Lincoln Land Company, owners of 107 A&B First Street. Mr.

Mangold met with the commission to discuss the dock located at this address which is in total disrepair. The owners were trying to wait until they sell it to do anything with it but in the absence of a buyer, something has to be done to it now because it has become a safety hazard. Mr. Mangold's question was if they could take all the decking off, clean up the broken pilings, leave the main pilings in place and not lose the grandfathering of the slips and 6 finger piers. His other question was if the owners get permission to take down all of the dock, could they put in one pier for each of the lots that the property has now been subdivided into? Mr. Campbell responded that currently the existing dock is non-conforming and that it sounded like what Mr. Mangold would like to do is remove the dock and save the right to possibly have it put back at a later date. Mr. Mangold responded that was correct and that he would like to leave the pilings there so that there would be a discernable footprint. Mr. Campbell asked if was safe to leave the pilings there to which Mr. Mangold responded he was not sure. Mr. Campbell then asked if the owner would be willing to get a proper survey of the dock and all the pilings and then remove it in its entirety.

Mr. Mangold responded that he thought so. Mr. Campbell then noted that he did not think the board could approve this request right now but that it was his understanding that the town has done this on landward property. If Mr. Mangold could obtain a proper survey that locates the entire pier, including the dock, then possibly it could be approved for removal. Mr. Murray thought that something should be done now for protection across the pier. Mr. Mangold responded that they were going to start taking off the decking right away for safety reasons and asking the board agreed with that. Mr. Campbell was agreeable and suggested putting up posts next to some of the pilings that were like nubs. Mr. Martin asked specifically what the owners wanted. Mr. Mangold stated that what they would actually like is to have two individual piers in this location because the one lot has now been subdivided into two. Mr. Murray was of the opinion that with the current zoning they could not put a pier in for the one lot on the street because it does not abut the water. Mr. Campbell suggested talking with the town attorney and town office about the matter but that if the owners want to maintain the existing dock and replace it in kind they would need to get the site documented as to what was there now. In the meantime, Mr. Campbell suggested that the owners remove some of the decking onto the pilings and Mr. Murray added that they put a blockade up so no will walk out on what is currently there.

Mr. Campbell read aloud a letter dated August 2, 2007 from Lane Engineering referring back to the boards letter of March 9, 2007 with regards to the property of James Turrell at 308 Tilghman Street. In the letter it was noted that the bulkhead is to replace the existing failed bulkheading at this site and that the new bulkhead will be 25' from the channel. Also planned is a stone groin, the purpose of which is to trap sand that might be drifting south and keep that sand either north or directly south of the groin to act as a stabilization measure. Mr. Campbell noted that he would not

Page 4  
Board of Port Wardens Minutes  
September 6, 2007

have a problem approving this application but that the owner has not yet applied for an application. The only question that the board might have would be the proposal to plant grasses on the beach or if it would be maintained as a sandy beach.

There being no further questions, the meeting was adjourned.

Respectfully submitted,

Lisa Willoughby  
Assistant Clerk