

June 2, 2016

The regular monthly meeting of the Oxford Board of Port Wardens was called to order by the chairman, Thomas Campbell, on Thursday, June 2, 2016, at 6 p.m. in the meeting room of the Oxford Community Services Building.

Other board members in attendance were Larry Murray and John Pepe.

A consultation was held with Richard Johnson, resident at 4491 Bachelor Point Drive, who asked the board what procedure would be needed in his attempt to remove two of his existing pilings which he has found to be useless and moving them to another location within the setbacks of his property. Mr. Campbell stated that Mr. Johnson would need to secure a permit from the Army Corps Engineers and Department of the Environment as well as securing a permit with the town.

The following permit was reviewed by the board:

Permit #16-02, Tred Avon Yacht Club, 100 West Strand, renewal of previously approved permit for a new dock. The yacht club was represented by Jerry Friedel of the engineering firm of Davis, Bowen and Friedel, Inc. Mr. Friedel gave a brief overview of the project which has had some modifications made to it since its previous approval back in 2011. The project includes a boat shed building, jetty, "L" shaped dock going out into the river, timber section with walkway that articulates with the tides, and a series of 10' floats, each fastened with rods and timber whalers on the sides. The yacht club had originally come in with a similar approach on the west side of the property to construct a timber lee-walk and "L" shaped dock system so as to create a basin and 3 finger piers. The project had gone out to bid and the pricing came back higher than the yacht club had anticipated, so they began to look at ways to economize the system. The problem facing the yacht club is the deep water and 60 ft. of muck. They have now come up with a new product with a system similar to that used by the Hyatt Hotel in Cambridge, MD. The club is now looking to install a 13.1' floating wave attenuator and to go with a heavier system as they were afraid a chain system would not hold. The best approach was to use four (4) floats, all uniform, and using bigger pilings, but less of them. Originally the club had wanted to use 19 pilings but are now looking into using only 9, 24" pilings instead. There would still be 5' of walk area on either side. Mr. Campbell asked if the changes made from the original plans seen by the board back in 2011 were only fundamental changes involving construction and pilings but not layout. Mr. Friedel responded that there were some cosmetic changes involved as well, such as opening the throat up so as to use two floats, elimination of pilings on the finger piers, some extension of the dock system, and a slight adjustment in the shortening of the floating system. Mr. Campbell asked if Mr. Friedel had submitted the changes to the Army Corps of Engineers and MDE. Mr. Friedel responded that it was his opinion that the changes were subtle enough whereby the yacht club was reducing what they had originally planned on doing. However, they were planning on having a preconstruction meeting with these groups to show them the details. Plans are not to start the project until September of this year, provided the club members vote to do so. Mr. Murray asked if the width of the new floating docks

would be the same as that which was originally proposed. Mr. Friedel responded there was a minor change as the original ones were to have been 12'4" and the new ones, which are all concrete, would be 13'. The same setbacks would be adhered to as to what was originally proposed. Mr. Campbell then read aloud a letter received from Ken and Wendy Gibson, owners of the Sandaway Waterfront Lodge. In their letter the Gibsons expressed their concerns for the loud noise they may be created from this project and hopes that any work would be done in the off season, such as mid-January to late March. They also asked that if work has to be done while they are open that it not start until 9 a.m. and stop by 5 p.m. and not take place on weekends. They ended their note in stating that they would be open to further dialogue when the plans are more immediate. Mr. Friedel noted that the town does have an ordinance in place with regards to the hours of when construction work can take place and that normally the workers in this kind of business stop working around 3:30 p.m. Mr. Pepe added that a job such as this is weather dependent and that the board understood that. Mr. Campbell also pointed out that the number of pilings had been decreased so that the pilings could now be put in within 2 days. He also added, for the record, that this permit was originally reviewed by the board in December of 2011 (see Permit #11-03), but because the yacht club was asking for wider docks that what the town's ordinance allowed it would have to be appealed. The appeal was approved and in February of 2013 the Board of Port Wardens issued a permit to the yacht club for a new dock and alterations to the existing dock. Mr. Campbell questioned whether this new application would have to go through the appeal process again since it was being treated as a new permit though he did add that these were upgrades and only minor changes that were being made. Mr. Friedel stated he didn't see anything that had substantially changed the scope of the project. Mr. Campbell was also of the opinion that the few changes being made were ones that reduced the impact on the environment (i.e. the pile driving) and that they were downsizing the center portion of the project with none of the original setbacks being altered. Mr. Murray made a motion that the board approve the application as it had been presented. The motion was seconded by Mr. Pepe and unanimously carried with all in favor. Mr. Campbell asked that the new revised drawings that Mr. Friedel had with him at this night's meeting be left with the office to be filed for the record.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Lisa Willoughby
Assistant Clerk