

July 5, 2007

The regular meeting of the Oxford Board of Port Wardens was called to order by the chairman, Thomas Campbell, on Thursday, July 5, 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 Richard Johnson.

The minutes of the meeting of June 7, 2007 were approved and accepted as distributed.

The board again revisited the shoreline stabilization project proposed by Mr. and Mrs. Ted Stanley at 221 South Street. Mr. and Mrs. Stanley were represented at this night's meeting by Philip Dietz, Esq. Mr. Murray noted that his previous concerns of the drawings not agreeing with each other were addressed at last month's meeting and that matter was no longer a problem for him. He added that based on all the presentations of the previous month's meetings and reviewing the project again, he thought the net result would be positive. Mr. Johnson still voiced concerns that this project would set a precedent for the creek, along with the volume of materials this project would have going into the creek. However, Mr. Johnson added that the board had passed a favorable recommendation with regards to this project and that in most cases, the marsh will be above the water. Mr. Campbell still regarded the project with an unfavorable recommendation because of its extension out from the shoreline 28' channelward which would now be the basis of establishing a precedent with new property lines. He felt the board needed to be careful because if other people start putting up these types of marshlands throughout the creek channelward, boundaries would be established further out into the creek. Mr. Campbell was under the impression that at a previous meeting with the Staneleys a compromise had been reached whereby the project would be cut back 12 feet from where the Stanleys had wanted it to go and that it would mainly be the northern most end of the project that this would affect. The board at that time had favored the project but with the recommendation that it be scaled back. Mr. Campbell added that the board's objective is to project and maintain the municipal waters of Oxford and that one should not encroach into the municipal waters of Oxford. It was Mr. Campbell's belief that if one wanted to establish a wetland in front of one's property, one should give up some of their uplands if it was that important to them. Mr. Campbell also stated that the board has been supportive of this project, but not the size, especially for this area. Mr. Dietz countered that the project would have a positive impact and that both the Chesapeake Bay Critical Area Commission and Chesapeake Bay Foundation have reacted with positive recommendations. He added that he believed it to be a good project and that the board had already recommended favorably towards the project. A vote was then cast with the following outcome:

Larry Murray - for the project
Richard Johnson - for the project (because of
preservation)
Thomas Campbell - against the project

The project was therefore approved.

Robert Begor met with the commission under consultation to discuss his plans to remove an existing pier and replace it with a new, extended one at 110 Bayview Avenue. Mr. Campbell read aloud a letter sent by Lane Engineering regarding the proposed project which would consist of the construction of a 200' x 6' timber pier to include six mooring piles. Mr. Begor added that he would also like 154' of rip-rap shoreline protection as well. Mr. Campbell noted that the Town of Oxford has been going by the county guidelines which states that the maximum length of piers can only be 150' and that the nature of this request would fall under a special exception and would have to go through an appeal process. As far as the rip-rapping project, that would not be a problem provided that approval was met by the Maryland Dept. of the Environment and Army Corps of Engineers.

The commission next went over the permit application (#07-01) of Gerald Fay, who was present at this night's meeting to personally discuss his permit. Mr. Fay presented the commission with a completed corrected drawing as requested by the board from previous meetings. However, Mr. Fay presented two drawings – one showing to scale exactly what he had originally submitted which was to construct a 115' x 6' timber pier to include a 10' x 15' "L", two mooring pilings, and one boat lift. The second drawing showed the same items but included a second boat lift. Mr. Campbell stated that he felt that the board could approve the plat of the pilings which were shown on the corrected drawing with the one boat lift, but not the additional request for a second boatlift. That would have to be taken out under a separate permit and the applicant would have to go through the entire process again. Mr. Fay indicated that he wanted to move forward with whatever the board could approve and get the approval for that at this night's meeting. Mr. Campbell then stated the board was approving the two pilings on the south side of the dock but were not approving the second boatlift. Mr. Fay mentioned that he was moving his proposed mooring to 105' out instead of 250'. Mr. Campbell stated the board was not approving the mooring because they have no jurisdiction over such at this time. However, the board was grateful Mr. Fay was moving the mooring in some.

A final consultation was held with Skip Case, property owner in Oxford Landing, who was coming before the board to seek guidance on the landing's bulkhead situation. Mr. Case stated that Oxford Landing consists of 5 lots, 4 of which are built on and the 5th one a common lot that includes bulkhead and finger piers which is deeded in common with the other 4 lots, each of which also has its own privately deeded slip. Mr. Case asked where they would go to seek permits and should they do an exact replacement or tear out their bulkhead and if so, what options do they have? If they take out the bulkhead, could they do a floating pier similar to that out at Bachelor's Point? Mr. Campbell suggested that Mr. Case figure out where the harbor line is in relationship to his drawing as that may limit how far channelward one could go before one starts running into hardships. If one does maintenance and repair, one can build 18" in front of that existing bulkhead and obtain a permit from the Town of Oxford. Mr. Campbell suggested that Mr. Case try to iron out as many details as he can before he applies for permits because of the configuration in this area and how it is going to affect the properties around it. It was also suggested Mr. Case obtain an updated plat and have an engineering firm put the harbor line on the drawing along with the property lines extended.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Lisa Willoughby
Assistant Clerk