

THE COMMISSIONERS OF ST. MICHAELS  
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Climate Change/Sea Level Rise Commission  
Regular Meeting  
Thursday, April 13, 2023, at 5pm

**CALL TO ORDER** –Meeting opened at 5:02 pm.

Present: Roy Myers, Dennis Glackin, John Marrah, Doug Rollow, and Town Staff Kris Kakabar. Guest  
Presenter: Chris Schoenster with Rauch Engineering. Public attendees: one in person.

**Minutes**

Mr. Myers motioned to approve the Climate Change/Sea Level Rise minutes from March 9, 2023, seconded by Mr. Glackin and carried on a vote of 4-0.

Mr. Myers had two minor changes to March 16, 2023, minutes: 1) first page overview presentation to discussion change to “design to one area” and page 2 third paragraph change St. Michaels to be a valuable community to 2100 change to “2075”. Mr. Myers requested a motion to approve the Climate Change/Sea Level Rise minutes from March 16, 2023, with these two revisions so moved by Mr. Glackin and carried on a vote of 3-0. Mr. Rolo abstained from vote.

**Public Comment:**

None.

**Items from CC/SLR Commission for discussion:**

*Chris Schoenster, Rauch Engineering presentation.*

Mr. Myers provided an overview of the studies to raise Mill Street to between 4 and 6 feet. The Town is now considering the need to consider 5 feet in relation to projected sea level rise data from several sources pertaining to nuisance flooding and the mitigation of sea level rise.

Mr. Schoenster explained the difference in the 5-foot versus the 6-foot scenario.

- 1) Cost is a difference (approximately \$42k to go to 6-feet from 5-foot).
- 2) Still recommend a retaining wall on the back side of the bulkhead to maintain a 4:1 slope.
- 3) CBMM garage remains the primary challenge. Steve Ball, Town Planner requested that Rauch Engineers confer with CBMM regarding the plans in this area. Mr. Schoenster had discussions with Brandon Meredith, of CBMM, regarding the plans proposed by Rauch. Mr. Meredith’s main concerns are to maintain access of this facility and to divert drainage from the garage door, but the current design inhibits this. Mr. Meredith is under the assumption that the current access road to the pumping station may be changed. Mr. Myers provided the latest design information along with referring Rauch Inc. to Mr. Crosby. The board and consultant discussed various design issues and options.
- 4) Still recommending a 5-foot-wide brick sidewalk on the northside is the best scenario.
- 5) Need to find solutions to tie into existing residential driveways via access ramp from Mill Street to the adjacent properties going toward the tidal gate. They are cognizant of maintaining acceptable slope to minimize impact for property owners’ access from Mill Street.

- 6) Planning for an open culvert and staying 5 feet until existing roadway comes back up to 5-foot level.
- 7) One concern with raising the road to 5 or 6 feet which may need addressed is the need to raise the power lines in this area, but we are unable to confirm this at this time. Another concern, Rauch noted, is a depressed area in the road in front of the CBMM garage which will need additional investigation as to the cause and confirm stability.
- 8) Rauch is recommending the same road cross-section recommended from Grace Street project by John Hines. Grace Street has similar properties to Mill Street: being very low, very close to the water, and a high ground water table, this design would allow water to pass through it without undermining the structural stability.
- 9) Planning to build up along the lagoon remains the same as proposed.

CC/SLRC posed a contingency plan question: If we build to 5-foot is there an option that the design may be adjustable to raise to 6-foot later down the road and what would be the cost? Mr. Schoenster advised that the process would need to begin from the beginning to evaluate increasing the elevation by 1 or 2-feet in the future. But did state a ramp would be easier in front of the CBMM garage. Mr. Myers concluded that the overall strategy for 5-foot vs 6-foot appears to be the same with 5-foot implementation having fewer potential impacts and welcomed the overlay map of the 5-foot elevation slope differences over the 6-foot elevation existing map. This will be provided to the CC/SLRC to assist them with making their recommendation to the Commissioners. Mr. Schoenster is waiting for the survey results and then will be able to provide this information for the team. We will then need to come to a consensus for an acceptable slope for access to CBMM and nearby property owners and adequate drainage solution.

Mr. Glackin inquired: Do we need to go to the next level of design from the culvert to the CBMM to include the 4 driveways there to help show slope impact on their properties, currently set at 3:1 slope.

He recommended with retaining wall vs lowered sidewalk in front of CBMM would later adding additional foot to the retaining wall be an option or would this need to be a re-design of this entire side of the road at the time this would be needed.

#### Summary:

Look to at least 5-foot elevation.

The CC/SLRC needs clarity on what the Town is building for: Is there going to be a Town office/Police Department Building in this location to consider? If so, then it should be built to an elevation of 6 feet.

Chris Schoenster will review today's information with Casey Rauch and provide the map revisions requested to the CC/SLRC for review.

#### *Follow-up discussion of the Community Input Session for San Domingo Creek by Bayland Engineers*

The Bayland kickoff has been held along with a community input session. Bayland is currently comprising the areas of prioritization to present for CC/SLRC review at the next meeting which we will then choose one design option presented to take to 30% design. The next meeting date is pending.

#### *Follow-up discussion of the Community Input Session for West Harbor Road/East Chew Avenue*

We have signed a contract amendment with Brent Jett, GMB. Mr. Myers shared with the CC/SLRC group his scope of work minutes of the meeting with Brent to arrive at the contract agreement, this will be included as an additional attachment to the amendment to the contract.

GMB held a community open house and a meeting with the watermen separately to hear both their concerns/needs. Brent recognized that the bulkhead would need to be raised by 1-1.5 feet. Brent recommended

meeting with the Harbor Inn owner regarding our project. Mr. Myers stopped by the same day to make contact to schedule this meeting but has not heard back yet. Additional minutes taken will be comprised and reviewed. Next public input session meeting with Brent is scheduled for June 10, 2023.

*Update on MDEM meeting and FEMA grant application*

We have heard that our grant is being considered “favorably” and should hear the outcome in the next thirty to sixty days, if awarded a kickoff will then be scheduled. Our plan is to request alignment of this grant with the Town’s 2024 fiscal budget year. This would give us 3 concurrent working grants along with the new Town Office/Police Department design. The MDEM grant and the new Town Office/Police Department Study plans will be interconnected moving forward. Completion of the grant design projects will then require our investigation for sources to secure construction dollars for these grant design projects.

**Public Comment**

Carl, resident, posed questions to clarify the projects and projected sea level rise related to flooding concerns. Carl also commented on his experience at the GMB public input meeting.

**Discussion Items**

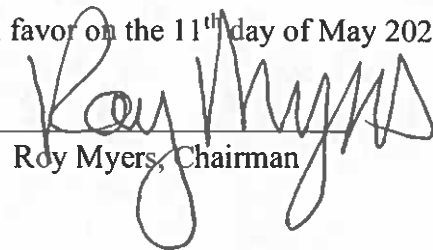
No additional discussion items.

**Adjournment**

Mr. Marrah made a motion to adjourn the meeting. Seconded by Mr. Rollow and carried through on a vote of 4-0.

The meeting adjourned at 6:16pm.

Minutes approved as submitted by 5 vote in favor on the 11<sup>th</sup> day of May 2023.

  
Roy Myers, Chairman