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Climate Change/Sea Level Rise Commission
Regular Meeting
Thursday, June 8, 2023, at 5pm

CALL TO ORDER –Meeting opened at 5:00 pm.

Present: Roy Myers, Dennis Glackin, Jonathan Clarke, Dr. Andrew Thaler, William Boicourt (via zoom), Town Planner Steve Ball, and Town Staff Kris Kakabar. Guest Presenter: Brent Jett and Keegan Marsh with George, Miles & Buhr, LLC Engineers (GMB). Guest Attendees: Sasha Land and Kate Vogel with DNR. Public attendees: one in person and one via zoom.

Minutes

Dr. Thaler noted a spelling correction of Thaler. Mr. Myers requested a motion to approve the Climate Change/Sea Level Rise minutes from May 11, 2023, with the corrections as noted above, moved by Dr. Thaler, seconded by Mr. Glackin, and carried on a vote of 5-0.

Public Comment:

Mr. Allen, 411 Water Street: Voiced a concern- If mitigation is to raise the bulkhead where is the water going to go?

Items from CC/SLR Commission for discussion:

Brent Jett, Engineer from GMB, for West Harbor Road and East Chew Avenue Presentation of Flood mitigation Options

Brent Jett provided a power point presentation overview of the area. He is finding that 50% of the flooding in the area is rainwater and stormwater drainage related and not from sea level rise. GMB will be providing options of two conceptual plans to be narrowed to one, then to take this one to 60% completion, with options for funding, fit and finish, and functionality.

Mr. Jett's findings include the following: There are seven outfalls into the West Harbor East Chew area. None of the current drains have tide gates, we are looking into how to address this issue. Tide gates are the quickest and easiest solution but need to release the pressure to function properly, so we are also looking for other innovative solutions. A possible tide gate within a catch basin could be considered. A cistern would require a pump to empty it and is costly. The high school area is located at the top of the system where the majority of the problem originates; solutions for this are being investigated. Another area of concern is the small boat ramp where most of the water enters the roadway from the harbor.

Brent Jett presented his conceptual plan options along with possible solutions and feasibility of these options. Community question- "If we raise the one side where does the water go on the other side?" Mr. Jett's response: we are fighting the entire Miles River, but it displaces the water across the entire river area.

- Option A: Requires berm maintenance – with 3:1 slope is like a living shoreline and cares for itself. Sasha voiced concern for stability with “living shoreline” and calling this such. Need to consider options for raising the boat slips – fixed pier versus floating piers.
- Option B: Build a second bulkhead behind the existing bulkhead. Will collect trash, no walkway, utilitarian based for cost, possible erosion on the back area.
- Option C: Similar to Option A but with shortened green space, increased parking space depth and at elevation 4. Replace existing bulkhead. Two sections, new and old - older sections should be raised to 5 feet with the possibility of finger piers and stepdown walk around. This is not a visualized option in his presentations but should be considered for an option.
- Option D: Raise bulkhead. No walkway and no green space. 6% grade.
- Option E: Elevation 5. Walkway behind. Potential for 3 ft. green space behind this on the other side of the walkway. Concern per Brent to be sure he is meeting ADA requirements to get to the boardwalk.

Guidance for options for this project area provided by CC/SLRC for Brent Jett, GMB Engineer.

Ultimate 5-foot goal for raising the bulkhead. The bulkhead consists of a newer and older section which will need to be considered for the timing of replacement.

A plan to view these areas would be beneficial for the public to visualize your options.

Mr. Jett recommended that it is easier to go to 5 feet on East Chew Avenue now than later.

A walkway in the waterman’s area: Options and concerns should be taken to the watermen for their input.

Provide them with two options, with or without a walkway. Is there added value for the watermen by having extra space behind their slips?

Kate Vogel, with DNR, presented this question: What is your proposal to manage backup tidal flooding encroaching onto the roadway and other areas at the ramp? Mr. Jett recommends tide gates on the small drains to prevent backflow. The plan for the small boat ramp is to close this off and convert it into a floating kayak launch.

Sasha Land, DNR, comments– We will need to consider if all the options reflect disbanding the small boat ramp and placing a kayak launch in this area, if so, we will need to get Public Waterways involved to ensure there are no “public access” concerns while remaining within the constraints of the grant protocol. Have we evaluated that there is no increased capacity to add extra space for boat trailers?

Parking Layout Options:

Addition of green spaces, which will increase maintenance.

Mr. Glackin posed the question if all 31 parking spaces are necessary?

Have we evaluated if adding green spaces improves water quality, if it does not then we may need to look at other options, i.e., rain garden. An option posed by the community is to inquire about obtaining assistance from a master gardener program or the like for maintenance of these gardens/green space areas.

Mr. Myers advised: Every third parking space in this area is a reserved space associated with the boat slip holders. We will need to consider amending this if we change the layout.

Consider adding kayak parking if we are adding a kayak launch.

Mr. Glackin will survey parking in this area for the next couple of weekends to provide some figures to aid in the consideration of how many parking spaces are necessary.

There are 45 boat slips of which 14 are reserved for watermen.

Action item: Look at the boat slips and reserves.

We should consider making the entire end of East Chew beyond the corner cross-streets a park. In so doing, maintain the car parking in closer vicinity of the boats and place a cistern under the proposed park area. This location is our best chance to control stormwater.

It was requested that GMB develop master plan designs which delineate a park with green space, parking, small boat ramp options, a walkway, and measures for stormwater management all being addressed.

Mr. Jett will incorporate some of the ideas tonight into a new revised design for the public hearing.

- Green area on Chew
- Remove some of the parking areas
- Boardwalk on the water
- Green area buffer
- An aerial view, to aid in visualization for the public, for all options

Parking surface options presented with benefits, cost, and maintenance for each. Mr. Jett's recommendation being porous asphalt. The pervious pavers would match our new brick sidewalks installed on main street. All absorb water about the same. Most expensive bricks, most reasonable gravel but migrates and exposes honeycomb. Dr. Thaler recommended that we need to consider toxicological effects on the waterways with the use of the honeycomb plastic option. Have we considered clam shells? Porous cement could be problematic to place.

Walkway material options: wooden walkway, poured concrete over bulkhead (ADA compliant), pervious pavers, porous concrete over bulkhead (this is if built to 5ft), wooden walkway with floating pier and ramp. We need to consider lighting options for this area in our design plans.

List for conceptualizing the project area:

- Water collection from the high school area
- Cutting off the small boat ramp and placing a kayak launch at the end
- Consider Dave Parkerson's renovations as a model and option for the end of the East Chew Avenue slip area
- Analyze parking spaces in this area
- Design a park in the East Chew Avenue area
- Walkway along the water
- Waterman's area built to 5 foot and options for this area
- Large overall pictures of this area that include stormwater solutions (cistern/tide gates in this picture)
- Visuals for the transition from dock to land

Follow up on Tuesday with Brent Jett, GMB.

FEMA Project DR-4491 update:

We submitted the rescope amendment of 4 to 5 feet. We are expecting a memorandum of agreement before finalizing an RFP. Mr. Glackin and Town Planner Steve Ball are drafting an RFP agreement to be ready at the beginning of July. A meeting with RAUCH Inc. (Town engineers) is scheduled for June 12, 2023. June 20,

2023, the Town has a meeting scheduled with Jeanie Hadaway, Secretary Strickland from MDEM, the Chesapeake Bay Maritime Museum (CBMM) and RAUCH Inc. to update everyone on our ongoing sea level rise studies.

BayLand – San Domingo Creek Study Update:

The Town is purchasing the Environmental Concern Property. The homeowner at the end of Canton Street is possibly interested in funding raising Canton Street to 4.5 feet over mean sea level rise with two 3inch layers of asphalt to get to 5 feet. Anna Johnson, Project Engineer with BayLand, has been notified. Steve Ball submitted monetary funding spent for this past quarter to Sasha Land, DNR.

Review of 2023 CC/SLRC Budget:

The CC/SLRC has spent \$13,000 of its budget to date, pending any RAUCH Inc outstanding invoices.

North Street Project:

Sasha Land is helping us with the use of the remaining \$15,000 grant money.

Eric Buehl at the University of Maryland looks at lower income communities (like at the end of North Street). BayLand will develop an amendment to their existing contract to perform an initial study investigating the top drainage stormwater issue in the San Domingo Creek/North Street area as a follow-on to his work. This would be an extension of the BayLand contract. Megan would perform this assessment for BayLand. Public Rights of Way and stormwater issues in these areas might involve our Public Works Department. Brian Thompson, would be an integral player in this project. Sasha clarified that Megan (with BayLand) would be pulling the rain data for this project.

We will ask BayLand (Ms. Johnson) to draft the amendment to go before the Commissioners for approval. This additional drainage assessment will expand the geography of the initial study area and be incorporated into the main report. Mr. Myers asked for a vote to proceed with a \$15,000 amendment to BayLand's contract. Mr. Glackin moved this forward and carried through on a vote of 4:0 (Mr. Boicourt had left the meeting prior to this vote).

Public Comment

None.

Discussion Items

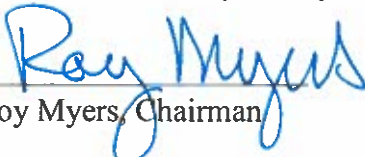
No additional discussion items.

Adjournment

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

The meeting adjourned at 6:49pm.

Minutes approved as submitted by 5-0 vote in favor on the 13th day of July 2023.


Roy Myers, Chairman