

**THE COMMISSIONERS OF ST. MICHAELS**  
300 MILL STREET  
P.O. BOX 206  
ST. MICHAELS, MD 21663

Settled 1670-1680  
Incorporated 1804

Telephone: 410.745.9535  
Facsimile: 410.745.3467

Climate Change/Sea Level Rise Commission  
Regular Meeting  
Thursday, February 8, 2024, at 5pm

**CALL TO ORDER** –Meeting opened at 5:00 pm. Pledge of Allegiance.

Present: Roy Myers, Dennis Glackin, Dr. Andrew Thaler, Dr. William Boicourt, Don McCann via zoom, and Town Staff Kris Kakabar. Guest Presenter: Casey Rauch, Chris Schoenster, and Shelley Rentsch. Public attendees: two in person and none via zoom.

**Minutes**

Mr. Myers requested a motion to approve the Climate Change/Sea Level Rise minutes from January 9, 2024, moved by Dr. Boicourt, seconded by Mr. Glackin, and carried on a vote of 5-0.

**Public Comment:**

None

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

*MDEM Advanced Assistance Grant – Update from Cherry Street Residents and CBMM Input Sessions with Casey Rauch, Rauch Engineering and Shelley Rentsch, Annapolis Landscape Architect- To discuss two concepts for further development.*

Mr. Myers gave a synopsis of the Cherry Street residents input session and the letter from the CBMM input session. Kristen Greenaway sent a follow-on letter to the Town at 2:00pm today which further expands upon CBMM's thoughts and guidance regarding this project. (See attached notes from those input sessions for more details.)

Cherry Street residents input session concerns: 1.) How will these changes affect boarding, disembarking, and docking of boats in these areas? 2.) Since CBMM moved their facility entrance, will this alter foot-traffic usage on the Promenade? 3.) Casey Rauch commented about the County sewer pumping station on Mill Street: In the future, Lot 1609 will need subdivided or put into an easement for pump trucks access, therefore, we should design the parking area accordingly. 4.) Resident recommendations included: Not elevating the boardwalk and keeping Cherry Street and the walkway at its current appearance, while others recommending elevating the bulkhead and walkway entrance to Cherry Street. 5.) There was an inquiry if detailed park design meetings would be conducted, however, this is not in the scope of this project to address sea level rise/stormwater/nuisance flooding in this area. 6.) Victoriana Inn is receptive to a berm in front of their property, meanwhile expressing their main concern is access onto their property from Mill Street. 7.) Casey Rauch has spoken with Rick Beevers owner of Hambleton Inn, whose concern is being forced into making investments and changes on his property which he was not anticipating. We will hold further discussions with them. Shelley Rentsch will later share schematic options she developed for Cherry Street.

At the CBMM Input Session on January 31, 2024, an inquiry was posed if the CBMM maintenance buildings may be moved to another location on their property in the future? This option would require further consideration secondary to costs and zoning issues (not directly within the scope of this project). CBMM recommends Mill Street remain a two-way road, elevated to 5-ft and under the auspices of the Town. The Crab Claw Restaurant, under new ownership, will remain a separate entity with future (3-years from now) construction plans to protect against SLR. The Harbor Walkway will continue to be critical for access to the restaurant and the Patriot along the Promenade.

Shelley Rentsch has designed two possible concept plans with either an elevated or a fixed walkway. CBMM supports concept 6 with an elevated boardwalk along the Promenade, along with elevating Mill and Burns Street to 5-ft open to public traffic, will support possible access to the carpark off the southeast corner one-way access but do not wish to reconfigure the property line.

The second part of her letter is a separate discussion to be held with the Town, beyond the preveue of this commission, and is not part of this project. Casey Rauch spoke to the concerns mentioned regarding stormwater around the culvert being improved and not worsening the backup onto the CBMM properties. Another meeting will be held with CBMM to further discuss these concerns.

Concept scenarios presented by Shelley Rentsch, Annapolis Landscape Architect, were reviewed:

1. Fixed Walkway with 5-foot Bulkhead

- Raise Mill and Burns Streets to 5-ft. with Mill St. bi-directional.
- Raised bulkhead along the harbor and along the northern side but not in the gut, to raise the road to 5-foot.
- Amphitheater seating walls (low-retaining walls) will assist in controlling flood waters over the gut but require a grading change. It would a great design to host the "Concerts in the Park," but logistically it is facing the wrong direction in option 1 although the orientation of the pavilion in option 2, looking onto the Harbor is more appealing. Whereas option 5 has a flat performance lawn with a stage on the water side, which would hold 60-80 people. Could we consider an alternative option 2 with the performance lawn, with a 5ft. bulkhead (backfilled on the inward side towards the gut).
- A possible second sidewalk continued from the CBMM property running parallel to the existing harbor sidewalk through Hollis Park until connecting to Honeymoon Bridge, which could be utilized as pedestrian access during high tide (above elevation 5) to the CBMM. Two concerns to consider include, we cannot master plan on CBMM property and would this create a dead space between the two walkways.
- Would a viable alternative be, a bulkhead at 5-ft elevation backfilled on the inward side, with a performance lawn (like in concept 5) and a fixed walkway on the Town property going into an elevated walkway.
- To not impact the nautical use of the edge, consider utilizing floating docks off Honeymoon Bridge and the Harbor Walkway.

2. Elevated Walkway from the Maritime Museum

- Raise Mill and Burns Streets to 5-ft. with Mill St. bi-directional.
- A drop-off area for cars on the property is not necessary.
- Fewer impervious pavers would be needed.
- Agnostic about the picnic pavilion.

3. Concept Scheme 6

- This scheme allows the area to naturally flood and recede and would not meet the criteria of the grant, which is to address flood control in the area. This scheme was originally intended to portray the outcome if no mitigation measures were instituted, except the elevated walkway as a pedestrian link.
- CBMM selected this as one of their preferences, as it will preserve the three historic buildings along the waterfront from flooding, while maintaining pedestrian walkway access to the Patriot and the Crab Claw Restaurant.
- CC/SLRC does not prefer to have a "Hollis Island."
- A modified concept 6 was suggested: Utilize concept 6 for the CBMM property combined with a raised walkway and park area from concept 4 or concept 5 which has access to the raised walkway and performance lawn.
- Another modified option may include: a solid bulkhead on the Harbor side of Hollis Park with a fixed walkway which transitions into an elevated walkway on the CBMM side. Casey Rauch discussed an option with CBMM with a raised 5-ft bulkhead and an elevated walkway on the landward side without backfill under the walkway. We should further clarify with Kristen Greenaway which design option she is envisioning. Shelley Rentsch clarified that this scenario would require tide gates to discharge the stormwater trapped behind the bulkhead. On the park side you can drain towards the gut but not along the CBMM area. Casey Rauch posed investigating yard inlets as a possible solution as a core part of the engineering to evaluate.

#### Additional Recommendations:

- CBMM parking area options: 1.) Open/connected to Mill Street, or 2.) Not open/connected to Mill St.
- A request was made for Shelley Rentsch to design a concept scheme utilizing concept #2 with the performance lawn found in concept #5.
- Prefer performance center in both places, Shelley will include one structure in one design and the other without.
- A small structure for the band to perform would be beneficial.
- Kristen Greenaway would like the overhead electric utilities placed underground on Mill and Burns Street.

Summary of two options at present: (a follow-on meeting with CBMM to clarify their concept vision)

1. Raised bulkhead with solid walkway on the harbor side and elevated walkway on the CBMM side.
2. Raised bulkhead with elevated walkway and no backfill on the CBMM side.

Shelley Rentsch explained the two Cherry Street option designs with the CC/SLRC.

Both options tie in at elevation 5 and maintain the vehicular flow into the lower parking lot and bifurcate the street, while maintaining the current alignment of the main Promenade.

#### Scheme 1:

The 35-foot right-of-way would be developed into a park-like space allowing for drainage and access. Just passed the Victoriana driveway would begin a solid masonry constructed flood control structural retaining wall topped with a brick sidewalk at elevation 5 (this option is about 4 times more expensive than option 2) until it meets Honeymoon Bridge, which would be elevated but replaced in kind to maintain its' historic quaintness. This needs to be paired with a berm on the Victoriana property including a tide gate to discharge the stormwater. The end of Honeymoon Bridge would connect to a solid promenade with a concrete bulkhead edge or a solid bulkhead with a timber surface.

#### Scheme 2:

An elevated 5-ft walkway (may need to do 6-8 feet wide for ADA compliance), solid bulkhead with timber on top aligning with the top of Honeymoon Bridge. The Cherry Street elevated walkway would be 2-3 feet higher and only 25% of the cost of scheme 1. Cherry St. would be unchanged maintaining the Historic District appearance. A seating wall will be placed at the edge where it connects to Honeymoon Bridge, while parking at the base remains. This scheme allows the water to flood around the grassy adjacent properties and their basements would flood in this concept design.

Roy will send Kristen Greenaway a memo to request a follow-on meeting with the Town and Rauch Engineering to obtain clarification of CBMM's envision for the CBMM property.

Budget Memo

A summary of our accomplishments and upcoming goals was developed into a budget memo report. Envision the Choptank is going to assist us with our grant process in areas along the Choptank.

Smart Buoy

Currently no update.

**Public Comment**

None.

**Discussion Items**

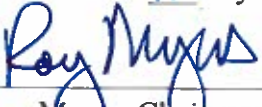
No additional discussion items.

**Adjournment**

Mr. Myers made a motion to adjourn the meeting. Moved by Dr. Thaler, seconded by Dr. Boicourt, and carried through by all.

The meeting adjourned at 6:25pm.

Minutes approved as submitted by 4-0 vote in favor on the 14<sup>th</sup> day of March 2024.

  
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Roy Myers, Chairman