

1. Meeting Materials

There is no agenda available for this meeting. Please review the minutes.

Documents:

[WCAG REPORT 3-11-2025 MINUTE 03-11-2025 \(PDF\).PDF](#)

CONNECTING Chesapeake Beach



Walkable Community Advisory Group (WCAG)

3/11/2024

Meeting Date: N/A

Next Meeting: Kickoff Meeting TBD. Meetings will begin after an initial assessment of resources, Town Council consensus, feasibility, and budgetary support is complete.

I Ongoing Projects

1. Chesapeake Village Sidewalk to Beach Elementary School (BES)
 - A. Attended State Highway Administration (SHA) Meeting on 1/24. Action items included the following as provided by the Town Administrator:
 - i. Requests For Proposals (RFP)- “Wayne will begin updating the RFP and it is anticipated that it will take 2-3 weeks.”
 - ii. Monthly Report- “We are working to submit a monthly report for the February 5th deadline”.
 - B. Requested a copy of the monthly reports sent to SHA on 3/11.
 - C. Requested tracking of the project on the Town Administrator’s Report as a regular Agenda item on 3/4.
 - D. Requested a copy of the 30% design plans from the Town Engineer on 3/11.
 - E. Last known status: State grant-funded 100% design project is in progress. The Town Engineer will provide the SHA with an updated RFP for review in early March. A Memorandum of Understanding (MOU) with SHA is in place for state grant-funded 80/20% cost sharing of the sidewalk design project. Sidewalk construction will require a new project and a construction grant once the 100% construction design is complete.

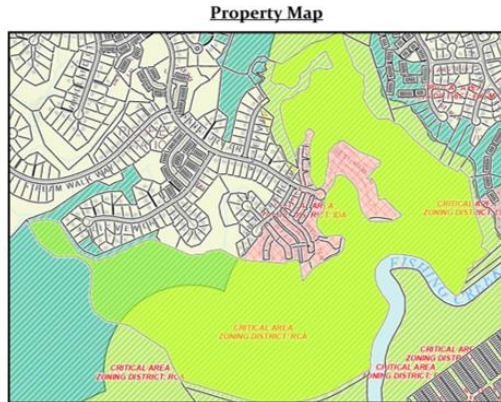
2. Boardwalk Connector, 261 across from the North Beach Volunteer Fire Department
 - A. Attached pricing estimates were provided by a Town resident.
 - B. Requested a copy of the feasibility plans and estimates for the project from the Town Engineer on 3/11.
3. Open Space for Trails and Biking
 - A. Requested that the Town of Chesapeake Beach provide a letter of support for the American Chestnut Land Trust (ACLT) application to include a Rural Legacy designation on lands in the Fishing Creek watershed. The designation is useful for land preservation and grant funding opportunities.
 - i. Coordinated with the ACLT and successfully scheduled them to provide an informational presentation to the Town Council. The presentation was canceled when the ACLT learned that The Rural Legacy designation for land in the Fishing Creek watershed would not be supported by the County Commissioners in 2025.
 - ii. WCAG action: WCAG will assist with advocacy for the 2026 application as needed.
 - B. Requested Town Council Work Session discussion/Meeting Update on Chesapeake Beach's Sustainable Community designation: *See // Agenda Item Requests*
 - C. Requested that Railway Trail projects and other WCAG Connectivity Study projects be submitted by the Town for inclusion in the Calvert County Program Open Space submission.
 - i. Background: The most recent Open Space Program submission published by Calvert County (FY 2025 Program Open Space) did not include any Railway Trail or Open Space projects related to walkability projects for Chesapeake Beach. The programming has included those projects in the past. The Town Administrator reported that the previous Chesapeake Beach administration did not submit projects for inclusion in the program during FY2025 planning window.
 - ii. Action: Requested that Railway Trail projects and other WCAG Connectivity Study projects be submitted by the Town for inclusion in Calvert County Program Open Space submission for FY2026
 - iii. Action: The Town Council established consensus in the January Town Council meeting to direct the Town Administrator work with County counterparts to submit the projects for the FY2026 Program Open Space submission.
 - iv. Awaiting Update
 - D. Requested Staff Action to restore environmental and habitat protections on Calvert County and Maryland State maps

- i. Background: Protections that were previously documented on County and State maps have recently been removed.
- ii. FIDS is not designated for forest retention on Calvert County maps, but is designated as a cultural resource.

Calvert County Map (No Forest Protections on FIDS)

Property Report

Account ID:	0503191958
District:	3
Town Center:	NA
Critical Area:	Yes
Critical Area Review:	Yes
CA Designation IDA:	NA
Floodplain Review:	Yes
Cultural Resource:	Yes
Forest Retention:	NA
Ag Preservation District:	NA
Sewer:	PRIVATE
Water:	PRIVATE
Municipality:	CHESAPEAKE BEACH
Zoning:	CHESAPEAKE BEACH
Wetlands:	Yes
Phase 2 WIP:	CB4MH
Subwatershed:	Fishing Creek
Priority Funding Area:	Yes
Growth Tier:	NA
Elementary School District:	WINDY HILL ELEMENTARY SCHOOL
Middle School District:	WINDY HILL MIDDLE SCHOOL
High School District:	NORTHERN HIGH SCHOOL



The data represented here is maintained to the best of the ability of the Calvert County Government. Users assume any and all risks associated with decisions based on this data. Map produced by Technology Services.

Example Property: Calvert County Map (Forest Protections Identified)

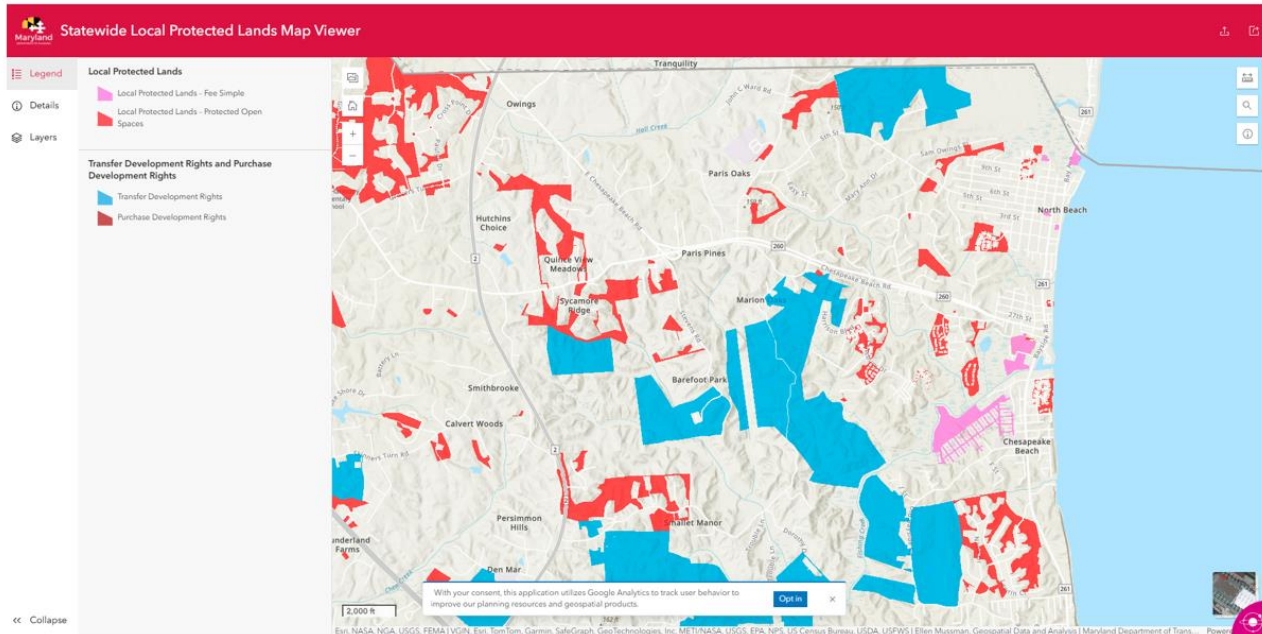
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- iii. FIDS and Randal Cliffs Heritage Area have no recorded protections on recently published Maryland state maps.



iv. Awaiting Update

II Agenda Item Requests

1. Sustainable Community Designation: Submitted a request for staff action to provide a report and to complete the renewal application when necessary.

A. Provided background information below:

- i. Background: In the past, Chesapeake Beach has maintained a Sustainable Communities designation, qualifying Chesapeake Beach for a variety of grant funding opportunities. The application has been submitted by the Town Planner/Zoning Administrator with the assistance of the Town Administrator. It is unknown when Chesapeake Beach’s Sustainable Communities designation will require recertification.
- ii. [Home - Sustainable Maryland](#)
- iii. [Sustainable Communities: Enhancing Maryland Communities by Prioritizing Investment](#)

- iv. The Maryland Department of Housing and Community Development's Sustainable Communities Program is a place-based designation offering a comprehensive package of resources that support holistic strategies for community development, revitalization and sustainability. Led by the Department, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically and socially responsible growth and development in existing older communities.
- v. From Website: “Once your municipality is certified, the certification is good for **3 program years**, at which time a municipality will need to recertify. For example, if a municipality is certified on October 31, 2021, its certification will expire December 31, 2024. This means the municipality will need to apply for certification by the initial 2024 deadline to avoid a lapse. However, a municipality may recertify at any point prior to this third year to maintain momentum and increase its certification level. Municipalities can recertify at current or next certification level.”
- vi. Request on 3/4: Can the Town Planner follow up on this?
 - a. Are we current?
 - b. When is our next deadline?
 - c. Is there time for the Town Council to have input on the language included in the application?
 - d. Town committees and organizations such as the Green Team have provided input on applications in the past.

B. Status: Awaiting Response

2. Walkability Projects: 3/6 Submitted an Agenda request for a public Town Council Work Session discussion:

- A. Discussion: Walkable Community Advisory Group Committee/Railway Trail Projects
 “Will the Mayor/Town Council support funding an RFP to hire an interdisciplinary planning firm to conduct public outreach, feasibility, research, state agency coordination, grant applications, and design for Railway Trail and related bike/ped projects outlined in the 2023 Connectivity Study during the next budget cycle?”
 - i. WCAG Will begin meetings once Mayor/Town Council support, and budget support is verified.
 - ii. Highway user funds: What is the available balance, and can these be used for bike/ped projects?
 - iii. FIDS: Railway Trail will not be the same if FIDS is developed with housing.
 - a. Can we add information about FIDS protections to the Town websites?
 - b. Can the Town Planner follow up on getting forest protections and FIDS designation documented on county and state maps?

- c. Can the Town Planner follow up on the status of the Fishing Creek watershed being added to the Rural Legacy program and whether the FIDS can be added to the Rural Legacy Program?
 - d. Can the Town Planner include a recommendation to the Planning Commission to require conveyance of the FIDS as a condition for further development and subdivision of Richfield Station during site plan review of associated plats in Richfield Station?
 - e. Can the Town require the conveyance of the FIDS as part of a Public Works agreement?
 - v. Railway Trail and resident-preferred projects will be prioritized. The 2040 Comprehensive Plan and the 2021 Connecting Chesapeake Beach Connectivity Study will serve as guides. Other projects will be considered based on resident preference, as verified by public engagement surveys.
- B. Status: Awaiting Response to Agenda Item Request

Report Submitted by:

Councilwoman Laura R. Blackwelder

ATTACHMENT (1) Price Estimates To Build Wooden Pier Over Shallow Marsh

Estimating the cost per foot to build a wooden pier or boat dock over shallow marsh requires considering several factors specific to the environment, materials, and construction challenges. Based on available data and tailored to your scenario—shallow marsh in Chesapeake Beach, MD, as implied by your earlier context—I'll provide a reasoned estimate. Shallow marsh typically features soft, muddy bottoms and water depths under 8–10 feet, influencing design and installation.

Cost Factors

1. Materials:

- Wooden piers typically use pressure-treated lumber (e.g., pine, cedar) for pilings and decking. Costs for wood range from \$15 to \$40 per square foot nationally, but linear foot pricing is common for piers. Marine-grade treated lumber, essential for marshy, wet conditions, increases costs slightly due to its durability against moisture and rot.
- Hardware (stainless steel bolts, screws) adds minor costs but is critical for longevity in a corrosive environment.

2. Pilings:

- In shallow marsh, pilings must be driven into soft sediment, often requiring longer lengths (e.g., 20–25 feet) to reach stable ground. Piling costs are \$10–\$15 per foot of length, and installation (driving or jetting) adds significant labor expense. For marsh, expect 10–12 feet driven into the bottom, with 5–10 feet above water/marsh level, depending on tide and boat clearance needs.
- Per piling, material and driving might total \$300–\$500, with spacing typically 8–10 feet apart.

3. Labor and Installation:

- Labor accounts for 40–50% of dock costs, ranging from \$40–\$110 per hour. Marsh construction often requires specialized equipment (e.g., barges, vibratory hammers) due to limited land access, pushing costs toward the higher end.
- A 5-foot-wide pier over marsh might take 3–5 days for 100 feet, depending on crew size and site conditions.

4. Design and Size:

- Piers over shallow marsh are often fixed (piling docks) rather than floating, as floating docks suit deeper, fluctuating water better. A standard width is 4–6 feet, priced per linear foot.
- Simple straight piers are cheaper than those with T-heads or L-heads (adding \$25–\$35 per square foot for platform ends).

5. Permits and Regulations:

- In Maryland, piers in tidal marshes (like Chesapeake Beach) require permits from the Maryland Department of the Environment and possibly the U.S. Army Corps of Engineers due to wetland impacts. Permit fees range from \$300–\$1,500, plus potential mitigation costs if environmental disturbance is significant.
- Local zoning may limit length (e.g., 1/3 of waterway width), affecting total cost.

6. **Site Conditions:**

- Shallow marsh means soft, unstable bottoms, complicating piling installation. Contractors may need to jet pilings (using water pressure) or use helical piers (\$500–\$600 each) if sediment won't hold standard pilings.
- Tidal fluctuations and exposure to weather (e.g., Chesapeake Bay storms) may require sturdier construction.

Cost Estimates

- **National Averages:** General sources suggest wooden piling docks cost \$20–\$40 per square foot, or \$100–\$300 per linear foot for a pier (4–6 feet wide). For a 5-foot-wide pier, this translates to \$100–\$200 per linear foot, including materials and installation.
- **Maryland-Specific Data:** Local marine contractors (e.g., Bay Pile Driving) estimate \$30 per square foot minimum for natural wood piers, equating to \$120–\$150 per linear foot for a 4–5-foot-wide structure. Marsh conditions push this higher due to access and piling challenges.
- **Marsh Adjustment:** Shallow marsh construction often increases costs 20–50% over firm lakebeds or sandy shores due to equipment needs and longer pilings. Adding \$50–\$100 per linear foot reflects this, bringing the range to **\$150–\$300 per linear foot**.

Final Estimate

For a wooden pier or boat dock over shallow marsh in Chesapeake Beach, MD:

- **Cost per Linear Foot: \$150–\$300**, assuming a 4–6-foot-wide fixed pier with pressure-treated wood and pilings driven into marsh sediment.
- **Example:** A 100-foot pier at 5 feet wide (500 sq.ft.) might cost \$15,000–\$30,000 total, including labor, materials, and basic permits, but excluding extras like railings (\$10–\$20/ft) or boat lifts (\$4,500–\$30,000).

Variables to Confirm

- **Exact Marsh Depth and Soil:** Softer mud may require helical pilings or additional length, raising costs.
- **Local Quotes:** Contractors in Calvert County might charge more for marsh work; \$200–\$400/ft is possible for premium builds.
- **Permits:** Check with Chesapeake Beach authorities for specific fees or restrictions.