

# Understanding the **COAST SMART COUNCIL**

THE COAST SMART COUNCIL provides a critical forum for expert collaboration and planning across agencies to increase the state's long term resilience to storm-related flooding and sea level rise. Chaired by the Department of Natural Resources and composed of state and local government and private sector membership — the Coast Smart Council works to ensure that the state makes fiscally wise investments when building and rebuilding in vulnerable coastal areas.

## Membership of the Coast Smart Council

Jeannie Haddaway-Riccio, Secretary (Chair) Maryland Department of Natural Resources	Dr. Peter Goodwin, President University of Maryland Center for Environmental Science	Bill Neville, Director of Planning and Community Development Town of Ocean City
Sepehr Baharlou, P.E., Principal BayLand Consultants & Designers, Inc	Susan Gore, Budget Analyst Office of Capital Budgeting Maryland Department of Budget and Management	Spyridon Papadimas, P.E. Capital Projects Manager Department of General Services
Michael Bayer, AICP, Manager Infrastructure and Development Maryland Department of Planning	Sandy Hertz, Assistant Director Office of Environment Maryland Department of Transportation	Mary Phillips, County Planner Somerset County
Kate Charbonneau, Executive Director Critical Area Commission	Tim La Valle, Director Office of General Services Maryland Department of Commerce	JaLeesa Tate, State Hazard Mitigation Office Maryland Emergency Management Agency
Chris Elcock, Associate Principal GWFO Inc., Architects	Dr. Lewis E. (Ed) Link Dept. of Civil and Environmental Engineering University of Maryland College Park, MD	

## History of the Coast Smart Council

- House Bill 615 (2014) established the Maryland Coast Smart Council in the Department of Natural Resources for the purposes of adopting specific Coast Smart siting and design criteria to address impacts associated with sea level rise and coastal flooding on future capital projects.
- House Bill 1350 (2018) entitled "Sea Level Rise Inundation and Coastal Flooding - Construction, Adaptation, and Mitigation" expanded expand the Coast Smart siting and design criteria. The legislation also requires the state to establish a plan to adapt to saltwater intrusion, and to build criteria for hazard mitigation funding for sea level rise and coastal flooding. Additionally, local jurisdictions that experiences nuisance flooding are required to develop a plan to address nuisance flooding - which must be updated at least once every five years.
- House Bill 1427 (2019) - entitled "Sea Level Rise Inundation and Coastal Flooding - Construction, Adaptation, and Mitigation" clarified the applicability of the siting and design guidelines, extended deadlines for revising the criteria and submission of nuisance flood plans to October 1, 2020.

## Coast Smart Siting and Design Criteria

One of the primary tasks of the Coast Smart Council was to establish Coast Smart Siting and Design Criteria (criteria) to address sea level rise and coastal flood impacts on state funded capital projects planned and built by units of state government. Coast Smart Practices are practices in which, preliminary planning, siting, design, construction, operation, maintenance, and repair of a structure avoids or, in the alternative, minimizes future impacts

associated with coastal flooding and sea level rise. Coast Smart includes both siting and design guidelines that are applicable throughout the entire life cycle of a project.

- New state structures, the reconstruction of substantially damaged state structures and other new major infrastructure projects shall be avoided within areas likely to be inundated by sea level rise within the next 50 years.
- New state “critical or essential facilities” shall not be located within Special Flood Hazard Area (SFHA) designated under the National Flood Insurance Program (NFIP) and should be protected from damage and loss of access as a result of a 500-year flood.
- Ecological features that may serve to buffer a project from the impacts of future sea level rise, coastal flooding or storm surge or that support general climate adaptation practices shall be identified, protected and maintained.
- New state structures, the reconstruction of substantially damaged state structures, and new major infrastructure projects shall be designed to avoid or minimize future impacts over the anticipated design life of a project.
- New state structures and the reconstruction or rehabilitation of substantially damaged state structures located in SFHA shall be constructed with a minimum of two feet of freeboard above the 100-year base flood elevation defined by the NFIP.
- State structures serving transportation purposes that are not water dependent on integral infrastructure shall be constructed with a minimum of two feet of freeboard above the 100-year base flood elevation, as defined by NFIP.
- Flooding potential shall be considered when choosing building materials for all structural projects, including minor improvements or maintenance and repair.
- Waivers and exceptions to these guidelines are considered, provided that it can be demonstrated that projects have been designed to increase resiliency to future impacts.

### ***BEGINNING JULY 1, 2020***

- The Coast Smart Criteria will apply to BOTH State funded capital projects planned and built by units of state government and local projects for which at least 50% of the project costs are funded with state funds. The criteria does not apply to a capital project that costs less than \$500,000.
- Replace the requirement that the lowest floor elevation of each structure located within a special flood hazard area be built at an elevation of at least two feet above the base flood elevation with the requirement that a structure be designed and constructed or reconstructed in a manner to withstand the storm surge from a storm that registers as a category 2 on the Saffir-Simpson hurricane wind scale, including a requirement for structures to be constructed or reconstructed at a minimum elevation above the projected storm surge.

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