



## THE COMMISSIONERS OF ST. MICHAELS

### CLIMATE CHANGE/SEA LEVEL RISE COMMISSION

SETTLED 1670-1680

300 MILL STREET

TELEPHONE: 410.745.9535

P.O. BOX 206

INCORPORATED 1804

ST. MICHAELS, MD 21663

FACSIMILE: 410.745.3463

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**St. Michaels Climate Change/Sea Level Rise Commission  
Thursday, March 14, 2024  
Regular Meeting at 5pm  
Subject to Change**

- Call to Order – Pledge of Allegiance
- Minutes
  - February 8, 2024
- Public Comment
- Items from CC/SLR Commission for Discussion
  - MDEM Advanced Assistance Grant – Status Update on Cherry Street/Honeymoon Bridge-Harbor Walkway/Mill Street/Burns Street Study
    - Review updates including walkway schemes and Cherry Street sketches
  - Contracts with Amanda Pollack, P.E. Water Resources Engineer with Center for Watershed Protection, Inc.
  - Direct Technical Assistance Grant application with FEMA – submitted 2/29/24
  - Presentation to Sea Level Rise Seminar Sponsored by the Garden Club of Eastern Shore at Chesapeake Bay Maritime Museum Steamboat Building on 3/13/24
- Public Comment
- Adjournment

#### **Zoom Meeting Information:**

*Join Zoom meeting by computer or smart phone:*

<https://us02web.zoom.us/j/3264261778>

Meeting ID: 326 426 1778

*To join with audio only by phone:*

1 301 715 8592

Meeting ID: 326 426 1778

Meeting will be at the Boy Scout Cabin at 407 St. Mary's Square.

**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 prevue 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 \_\_\_\_ vote in favor on the \_\_\_\_ day of \_\_\_\_\_ 2024.

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Roy Myers, Chairman

## CC/SLRC Monthly Meeting – March 14<sup>th</sup>

### Cherry St/Honeymoon Bridge- Harbor Walkway, Burns St, Mill St Study

#### Review of Follow-up Input Meeting with CBMM – 2/26

- Discussed Relocation of CBMM Maintenance Buildings due to rain event flooding over projected sea level rise
- Casey agreed to do additional rainwater/stormwater modeling of the water retention possibilities for the Maintenance Building area if vacated, to consider the possible use of a berm strategy, and to consider for any changes to the approach for the Mill St culvert.
- Possible Relocation of the Maintenance Buildings would be shown on the Concept Plans, but a study and issues associated with their potential movement would be handled separately.
- Reviewed new option 6A with CBMM. This is the raised walkway Option 6 with a “Performance Lawn approach added on the Town Park site.”
- CBMM indicated that they would like to consider an additional option for our study. This option would include raising the bulkhead to 5ft with a raised walkway on top with storm water management behind the bulkhead and with minimal fill behind the raised bulkhead. This was defined as Option 7 and is an option similar to what Casey had suggested for the CBMM Navy Point area.
- At the end of the meeting, CBMM indicated a general preference for Option 2 and Option 7.

#### Areas for Discussion at our Meeting:

##### Cherry St Sketches

##### Bulkhead Treatment

- Raise Bulkhead to 5 Ft with walkway and fill behind the Bulkhead
- Leave Bulkhead at current level with Raised Walkway at 5ft.
- “Option 7” - Raise Bulkhead to 5ft with raised walkway on top, STM behind bulkhead with little infill behind the bulkhead.

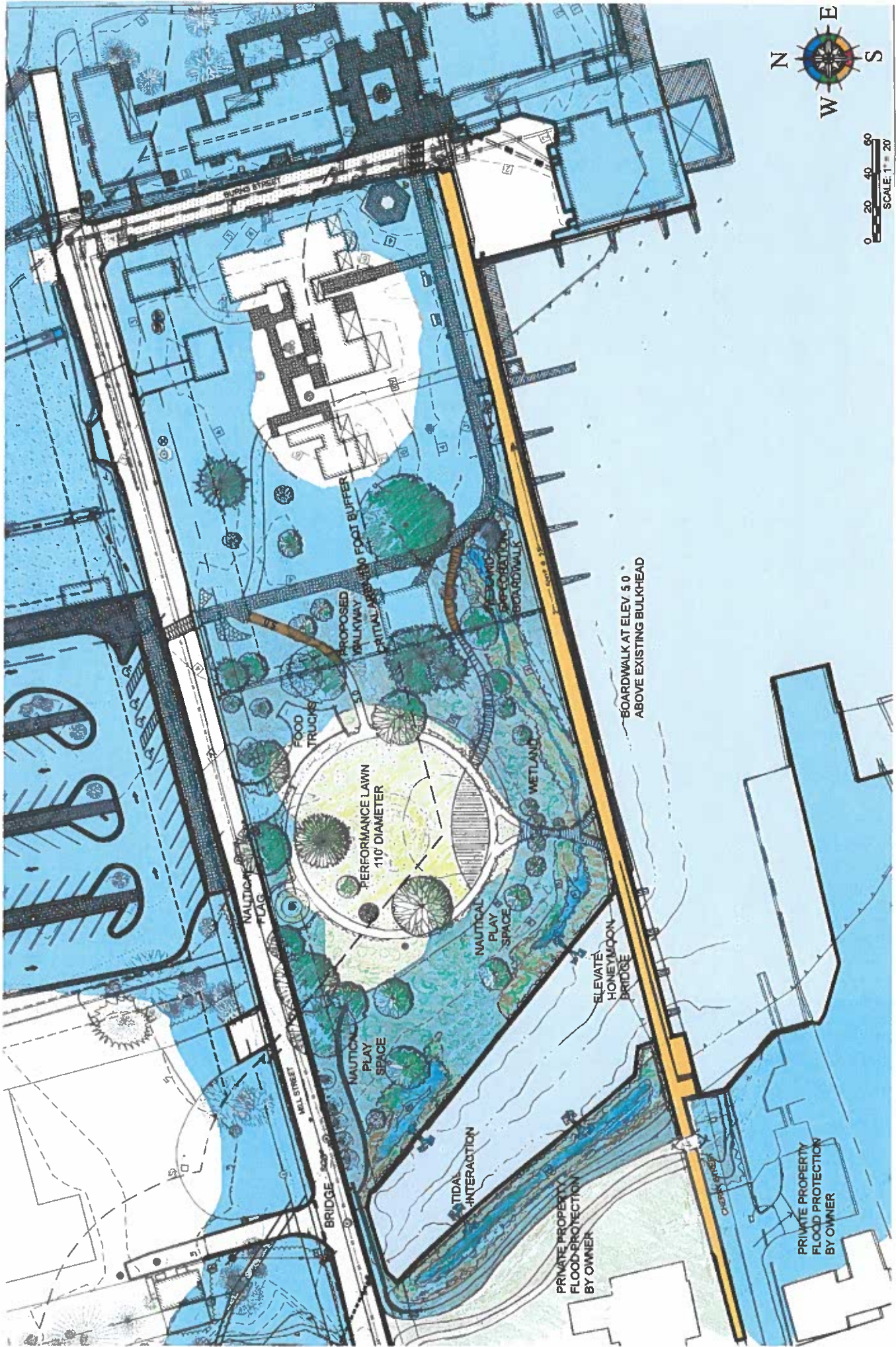
##### Other areas

- Surrounding Roads
- Cherry Street
- Skateboard Park
- Park Preferences
- Boat Docks/Access
- Honeymoon Bridge
- CBMM Maintenance Buildings

Items possibly considered for omission from concept plans: kayak launch, toy boat access, food truck parking, picnic pavilion, and restrooms?

Items possibly considered for inclusion: handicap parking?



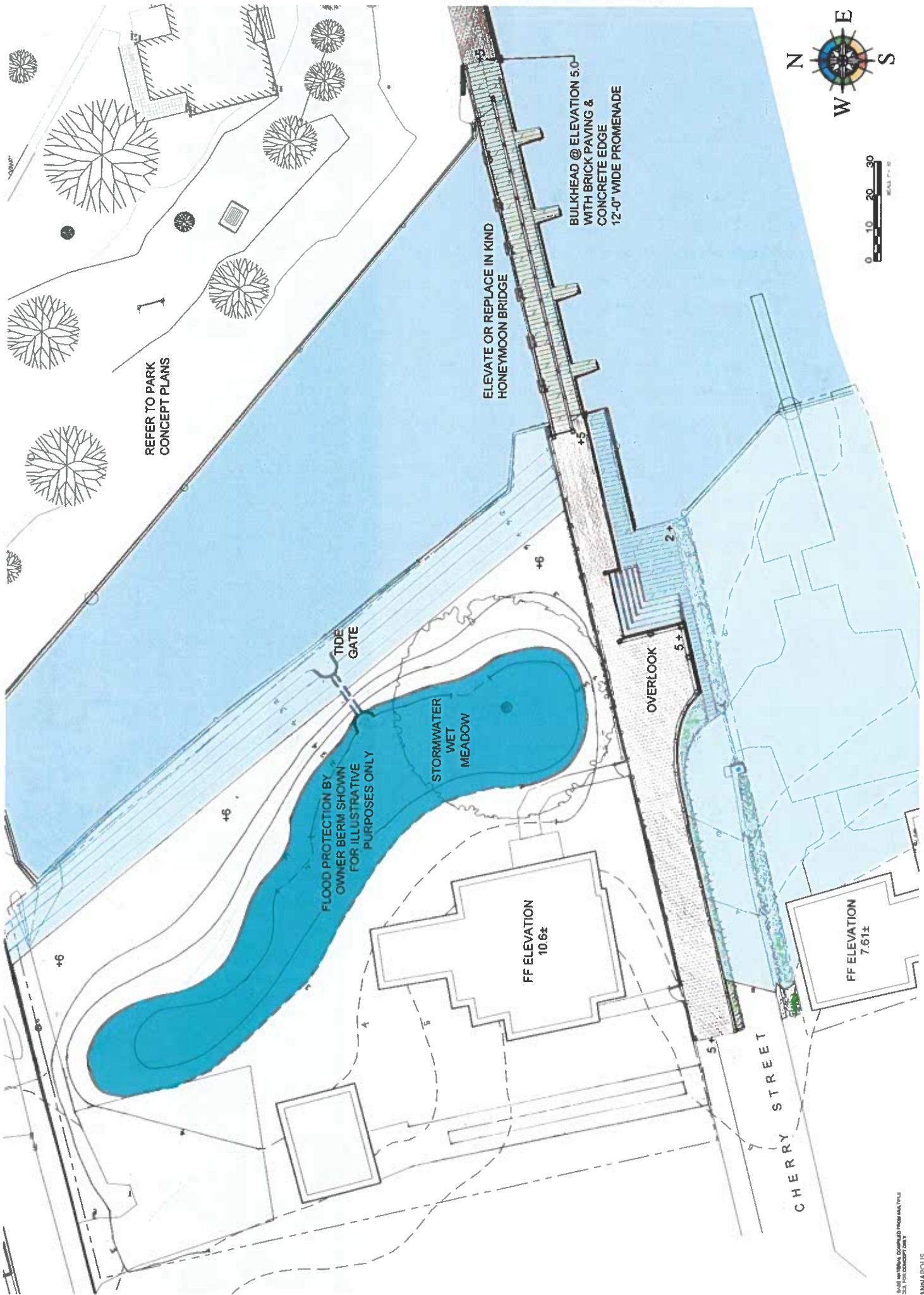


# PARK CONCEPT 6A

**FLOODING AND STORMWATER  
MITIGATION PROJECT**  
ST. MICHAEL'S, MARYLAND

The following two Cherry Street landscape design renderings, by Shelley Rentsch from Annapolis Landscape Architects, were shared at the February 8, 2024 CC/SLRC meeting.





REFER TO PARK  
CONCEPT PLANS

FLOOD PROTECTION BY  
OWNER BERM SHOWN  
FOR ILLUSTRATIVE  
PURPOSES ONLY

STORMWATER  
WET  
MEADOW

TIDE  
GATE

FF ELEVATION  
10.6±

FF ELEVATION  
7.61±

CHERRY STREET

ELEVATE OR REPLACE IN KIND  
HONEYMOON BRIDGE

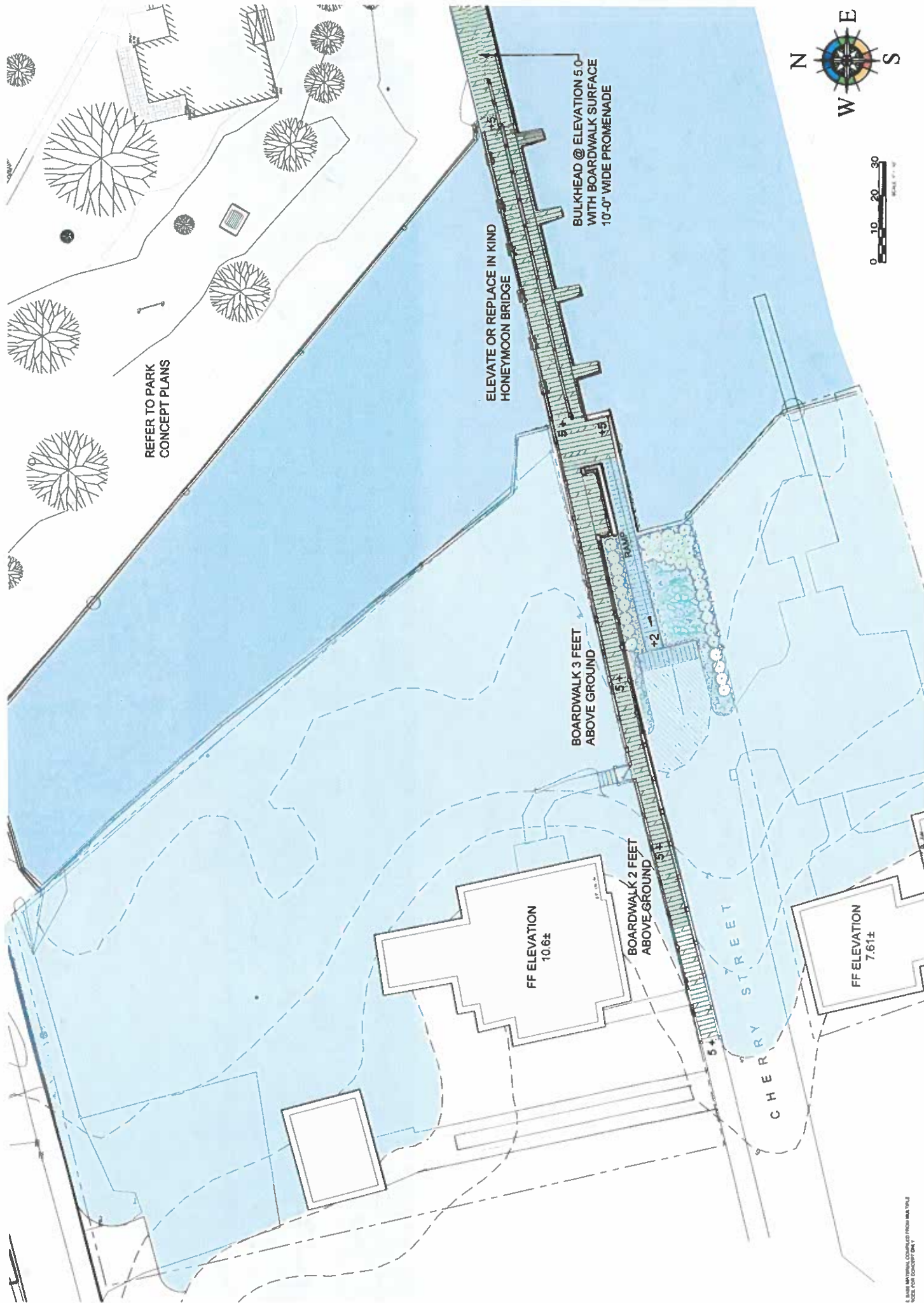
BULKHEAD @ ELEVATION 5.0'  
WITH BRICK PAVING &  
CONCRETE EDGE  
12'-0" WIDE PROMENADE

OVERLOOK



# CHERRY STREET CONCEPT 1 FEBRUARY 2024

FLOODING AND STORMWATER  
MITIGATION PROJECT  
ST. MICHAEL'S, MARYLAND





# Memorandum



**Date:** February 6, 2024

**To:** Steve Ball, AICP  
Town Planner, St. Michaels

**From:** Amanda Pollack  
Center for Watershed Protection

**Re:** Envision the Choptank Technical Assistance

11711 East Market Place  
Suite 200  
Fulton, MD 20759  
410.461.8323  
FAX 410.461.8324  
www.cwp.org

The Center for Watershed Protection, Inc. (CWP) is pleased to submit this scope of work for assisting the Town of St. Michaels with two stormwater/drainage projects. CWP serves as the Technical Assistance Circuit Rider for the Envision the Choptank Working with Local Governments Workgroup. The projects and scope of work are detailed below.

## 1. Chester Park & North Street Area Drainage

A Stormwater Management Assessment of the North Street area was performed by BayLand Consultants & Designers in November 2023. The assessment provides recommendations for stormwater infrastructure improvements in the area. The next steps are to apply for grant to fund a hydraulic assessment and detailed engineering design. As part of the Envision the Choptank collaborative, CWP will:

- Review the assessment and provide technical feedback.
- Research funding opportunities to advance the project and discuss recommended funding options with the Town.
- Prepare and submit for grants.
- Pending receipt of grant funding, track and report progress on the grant in quarterly progress reports.
- Prepare and coordinate an RFP for consulting services to be issued by the Town. Attend a pre-proposal meeting and explain the scope of work to bidder. Issue addendum, as needed.
- Provide technical review and oversight for the design. Review vendor invoice and recommend payment by the Town.
- Upon completion of design, research funding opportunities for construction and assist with funding applications and project management.
- Report and review progress with the neighborhood residents and Town staff.

## **2. DNR San Domingo Creek – Back Creek Park Living Shoreline, Tide Gate Study**

The St. Michaels San Domingo Creek and West Side Stormwater and Harbor Infrastructure Assessment and Flood Mitigation Study was performed by BayLand Consultants & Designers in December 2023. The study identified immediate, short-term and long-term implementation actions, including the installation of tide gates and improvements to culverts, outfalls and shoreline. The Town has applied for \$243,000 in funding for the project. As part of the Envision the Choptank collaborative, CWP will:

- Review the assessment and provide technical feedback.
- Pending receipt of grant funding, track and report progress on the grant in quarterly progress reports.
- Prepare and coordinate an RFP for consulting services to be issued by the Town. Attend a pre-proposal meeting and explain the scope of work to bidder. Issue addendum, as needed.
- Provide technical review and oversight for the design. Review vendor invoice and recommend payment by the Town.
- Upon completion of design, research funding opportunities for construction and assist with funding applications and project management.
- Report and review progress with the Climate Change/Sea Level Rise Commission and Town staff.

### **Schedule**

Work associated with the technical review of both studies will begin immediately. CWP will provide feedback to St. Michaels within three weeks. The schedule for funding applications are dependent upon the targeted source of funding. While funding opportunities are being evaluated and funding is being secured, the RFPs for each projects can be developed. CWP provides a monthly progress report for all members of the Working with Local Governments Workgroup and will include the progress on these projects in the monthly report.

### **Fee Proposal**

The scope defined herein is included in the Envision the Choptank Technical Assistance Circuit Rider program. The Town will not incur expenses from the Center for Watershed Protection for this work.

*Paul Atwood* 2/29/24

# Memorandum



**Date:** February 9, 2024

**To:** Steve Ball, AICP  
Town Planner, St. Michaels

**From:** Amanda Pollack  
Center for Watershed Protection

**Re:** Grant Application Assistance – E Chew Avenue & W Harbor Road Sea Level Rise Mitigation Project

11711 East Market Place  
Suite 200  
Fulton, MD 20759  
410.461.8323  
FAX 410.461.8324  
www.cwp.org

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The Center for Watershed Protection, Inc. (CWP) is pleased to submit this proposal for assisting the Town of St. Michaels with a grant application for project scoping of the E Chew Avenue & W Harbor Road Sea Level Rise Mitigation Project.

## **Project Scope:**

A study of Resiliency Through Restoration: West Harbor Road / East Chew Avenue Flood Mitigation Feasibility Assessment and Conceptual Design was prepared for the Town by George, Miles & Buhr in December 2023. The study identified stormwater management, green infrastructure and hardscape improvements. The Town has discussed funding opportunities with staff from the Maryland Department of Emergency Management (MDEM) and desires to apply for FEMA Hazard Mitigation funding.

### **CWP will:**

- Review the flood mitigation feasibility assessment and provide technical feedback.
- Work with the Town's Climate Change / Sea Level Rise Commission to submit a notice of interest (NOI) to MDEM for a scoping grant in the amount of \$125,000.
- Research funding opportunities for the project match and discuss options with the Town and the Commission.
- Prepare and submit one grant application. Work with MDEM staff to support the application process. The proposal assumes that a Benefit Cost Analysis (BCA) is not required since the applications are for project scoping.
- Report and review progress with the Climate Change/Sea Level Rise Commission.

Future technical assistance can be provided to administer the grant and provide project management. Those tasks are not included in this proposal.



### **Schedule**

The NOI is accepted on a rolling basis and will be reviewed by MDEM in the early fall. MDEM will notify the Town of their eligibility to submit a full application for project scoping assistance. If eligible, the application period typically opens in the fall and closes by the end of the calendar year.

CWP will review the feasibility assessment, submit the NOI and evaluate funding opportunities for the match within 4 weeks of being authorized to proceed with the work. The schedule for the grant application is dependent on MDEM eligibility determination. Work developing the application can begin after the NOI has been submitted.

### **Fee Proposal**

The scope of work will be accomplished through an on call contract with a not-to-exceed estimate of **\$4,920**. Amanda Pollack, P.E. will be the Project Manager on this task order and will coordinate the work with support from other Center for Watershed Protection team members as necessary to accomplish the project objectives. Work will be invoiced using standard hourly billing rates.

### **Contract Terms**

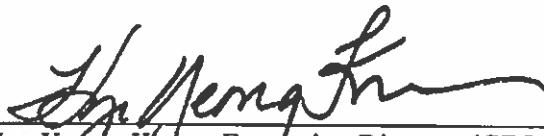
The following terms apply to this scope of work:

1. The current federal government rate for travel mileage reimbursement will be applied.
2. CWP will submit invoices no more than monthly and no less frequently than quarterly. Payments delinquent by more than 30 days will automatically receive a 3% charge to the total cost. This 3% will be applied each 30 day cycle that the payment is late.
3. All costs above and beyond the proposed amount will billed only with prior approval from the client.
4. If the source of funding is federal, a Catalogue of Federal Domestic Assistance number must be supplied to CWP before the project starts.
5. CWP is permitted to re-budget expense line items as long as it does not exceed 10% of the total project.
6. The Client shall at all times indemnify and save harmless CWP and its officers, agents and employees on account of any claims, damages, losses, litigation, expenses, counsel fees, and compensation arising out of any claims, damages, personal injuries, property losses and/or economic damages sustained by or alleged to have been sustained by any person or entity, caused in whole or in part by the performance of the work or any negligent act or omission of the Client, its agents, employees, or subcontractors in connection with the project.
7. The Client acknowledges that CWP is a corporation and agrees that any claim made by the Client arising out of any act or omission of any director, officer, or employee of CWP in the performance of this or any other agreement between the parties shall be made against the corporation and not against such director,

Scope of Work

- officer, or employee individually. Any breach of this section shall entitle such director, officer, or employee of CWP to, in addition to all other relief, costs and reasonable attorneys' fees.
8. The Client or CWP may terminate this Agreement at any time, by providing ten (10) days written notice to the Client, for any reason whatsoever. In the event of such termination, CWP will be paid a pro rata amount of the compensation due for work performed up to the date notice of such termination is provided.
  9. CWP shall comply with all applicable federal, state, and local laws, rules, ordinances, decisions, and executive orders dealing with affirmative action and nondiscrimination in employment and with subcontracting to disadvantaged, minority-owned, and woman-owned businesses. In addition, CWP shall comply with all policies, plans, and procedures the Client may have with respect to such matters.
  10. If this Agreement involves the expenditure of federal funds all required federal clauses are incorporated herein by reference as if fully set forth, including, but not limited to, those clauses found in Title 48 of The Code of Federal Regulations, Chapter 1, Parts 52 and 53 of The Federal Acquisition Regulations. CWP is required to complete all forms and reports required by law and the Client.

CWP looks forward to working with the Town of St. Michaels to provide grant application technical assistance. If you have any questions or require further information about this proposal, please contact Amanda Pollack at [ahp@cwp.org](mailto:ahp@cwp.org).

  
Hye Yeong Kwon, Executive Director/CEO  
Center for Watershed Protection, Inc.

February 13, 2024  
Date

APPROVED BY:

  
Client Signature

2/29/24  
Date

ROB STRAUBAL  
Client Name (Printed)

DEPARTMENT OF HOMELAND SECURITY  
Federal Emergency Management Agency

OMB No. 1660-0072  
Expiration Date: 04-30-2026

**BRIC DIRECT TECHNICAL ASSISTANCE REQUEST FORM**

<p>Subpage to BRIC DTA Webpage:  <a href="https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities/direct-technical-assistance">https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities/direct-technical-assistance</a> </p>		
<p>This form is for requesting non-financial direct technical assistance offered through the Building Resilient Infrastructure and Communities (BRIC) program provided by the Federal Emergency Management Agency (FEMA). Eligible communities request hazard mitigation assistance by completing this form. Each community or group of communities may only submit one request.</p>		
<p><b>COMMUNITY DETAILS AND CONTACT INFORMATION</b></p>		
<p>What community or communities do you represent in this BRIC DTA application?  The Town of St Michaels is submitting this BRIC DTA Application.</p>		
<p>Community Partners: St Michaels will be partnering with its Climate Change/ Sea Level Rise Commission (CC/SLRC), and partnering with the Center for Watershed Protection and with the Chesapeake Bay Maritime Museum on our mitigation projects. We are working with MDEM on our Advanced Assistance Grant and with DNR on current grants.</p>		
Point of Contact Name: Robert Straebel	Community Phone Number: 4107459535	Preferred Email Address: rstraebel@stmichaelsmd.gov
<p>Community Address:  300 Mill St, St Michaels, Md</p>		
City/Town: St Michaels	State, Territory, or Tribal Government: Maryland	ZIP/Postal Code: 21663
Are you federally recognized Tribal Government(s)/entity?		<input type="checkbox"/> Yes <input type="checkbox"/> No
Are you a non-federally recognized Tribal Government(s)/entity?		<input type="checkbox"/> Yes <input type="checkbox"/> No
Does your community have or participate in a Hazard Mitigation Plan?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure
<p>Name the Hazard Mitigation Plan in which your community or communities participates:  Talbot County 2022 Hazard Mitigation and Resilience Plan. The Town of St Michaels participated in the development of this plan.</p>		
<p><b>ELIGIBILITY</b></p>		
<p>To be eligible for BRIC DTA, you must represent one or more of the options below. Please check all that apply.</p>		
<input checked="" type="checkbox"/> City	<input type="checkbox"/> Federally recognized Tribal Nation Government(s)	
<input type="checkbox"/> Township	<input type="checkbox"/> Non-Federally recognized Tribal Nation Government(s)	
<input type="checkbox"/> County/Parish	<input type="checkbox"/> Group of two or more communities that fit the above criteria	
<input type="checkbox"/> Special District Government		
<p><b>HAZARD IDENTIFICATION</b></p>		
<p>Please check the box that describes the nature of the hazard(s) your community is facing. Please check all that apply.</p>		
<input type="checkbox"/> Avalanche	<input type="checkbox"/> Extreme Heat	<input type="checkbox"/> Severe Winter Weather
<input type="checkbox"/> Dam Failure	<input checked="" type="checkbox"/> Flood	<input checked="" type="checkbox"/> Storm Surge
<input type="checkbox"/> Drought	<input type="checkbox"/> Hail	<input type="checkbox"/> Subsidence
<input type="checkbox"/> Earthquake	<input type="checkbox"/> Hurricane Wind	<input type="checkbox"/> Tornado
<input type="checkbox"/> Erosion	<input type="checkbox"/> Landslide	<input type="checkbox"/> Tsunami
<input type="checkbox"/> Expansive Soils	<input type="checkbox"/> Lightning	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Extreme Cold	<input checked="" type="checkbox"/> Sea Level Rise	<input type="checkbox"/> Pandemic

BRIC DTA SUPPORT	
Through BRIC DTA, FEMA can provide support for hazard mitigation planning, mitigation project assistance, and BRIC application-specific needs.	
Please indicate a primary direct technical assistance need: Other <span style="float: right;">▼</span>	
If "Other" is selected, explain further: Technical Assistance for Sea level Rise/Stormwater Flooding Mitigation Projects and for BRIC Grant submissions	
Please briefly describe any disasters your community has experienced in the past seven years: St Michaels today experiences regular nuisance flooding and significant storm flooding that impacts our harbor and its tourist based economy. In 2020, our Town completed a DNR funded Harbor and Stormwater Infrastructure Study which identified key areas of our harbor which, with projected sea level rise, will be always flooded by 2050. The CC/SLRC and the Center for Watershed Protection will be pursuing plans and grants to address this flooding.	
Please provide a brief description of the community's need for BRIC DTA and any challenges you have faced: St Michaels is a small Town with limited resources. We recieved an Advanced Assistance Grant which will support us in developing concept plans/detailed designs for two areas of our harbor. 2 other areas have completed DNR grants. A concept plan was developed for the 1st DNR grant area, A Tide Gate recommended by the 2nd DNR grant needs a feasibility assessment/design. We have made a great start, but are now in the need of additional support, like DTA.	
Please provide a brief description of proposed deliverables and timelines, including duration of technical assistance: DTA would be needed in the next year and a half to help develop the final design/construction drawings for the 1st DNR grant area and the Tide Gate planning recommended by the 2nd DNR grant. The Climate Change/Sea Level Rise Commission needs to develop the plans and deliverables required for formal BRIC construction grants. All our DNR and Advanced Assistance project areas are possible BRIC candidates. We do not have this BRIC expertise.	
PREVIOUS FEMA ASSISTANCE	
Have you received a subaward (Project, Advance Assistance, Capability and Capacity Building) under BRIC, the Pre-Disaster Mitigation (PDM) grant program, the Flood Mitigation Assistance (FMA) grant program, or the Hazard Mitigation Grant Program (HMGP) within the past 5 years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I don't know	
DISADVANTAGED COMMUNITIES	
Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Such stresses include natural or human-caused disasters, or disease outbreaks. More information and resources regarding the Social Vulnerability Index can be found here <a href="https://www.atadr.cdc.gov/placeandhealth/svi/index.html">https://www.atadr.cdc.gov/placeandhealth/svi/index.html</a> .	
Please briefly describe the social vulnerability within your community is potentially facing or has recently faced below: The projected Sea Level Rise and associated Stormwater Flooding will impact the viability of our St Michaels Community and its economic viability if not addressed by the 2050 timeframe.  Community Involvement - Climate Change/ Sea Level Rise Commission(CC/SLRC) holds monthly public meetings with ZOOM to keep our Town informed of the its sea level rise and flooding mitigation projects. All activities and presentations are documented on the Town website and all DNR Grant study reports have been presented and reviewed by the Town Commissioners and Community at Town Commissioner Public Meetings.	
Is your community 3,000 or fewer individuals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Are you designated as a disadvantaged community as defined by <a href="#">Executive Order 14008</a> , including Tribal Nation Government(s)? <input type="checkbox"/> Justice40 <input type="checkbox"/> No <input checked="" type="checkbox"/> I don't know	
POINT OF CONTACT ACKNOWLEDGEMENT	
<input checked="" type="checkbox"/> By checking this box I confirm that If selected the community or communities referenced in this form agree to: a) sign a Memorandum of Understanding with FEMA before non-financial technical assistance can begin and b) actively participate in BRIC DTA according to a BRIC DTA Plan developed in conjunction with FEMA.	

# St. Michaels Planning for the Future

## Major Park Expansion Being Pursued

- Extension of Nature Trail
- Purchase of Environmental Concern Property
  - Convert Environmental Concern Offices to New Town Office
  - New 5.9 Acre San Domingo Creek Park

## Challenges

Maintaining the Town's Harbor and Infrastructure and the Tourist Economy given sea level rise/tidal surge expected by 2050.

The Town established the Climate Change/Sea Level Rise Commission to pursue grants and mitigation projects over the next 10 to 15 years to protect the Town from projected Sea Level Rise by 2050.

Initial DNR Grant: Harbor and Stormwater Infrastructure Study (2020) identifies eight at risk areas.



## Completed Grants:

- ❖ West Harbor Road/East Chew Avenue Flood Mitigation Conceptual Design (DNR Grant)
- ❖ St. Michaels San Domingo Creek and West side Flood Mitigation Study (DNR Grant)

## Current Grants:

- ❖ St. Michaels Harbor Flooding & Stormwater Mitigation Project (FEMA Grant)
  - Project Area 1 – Study Underway:
    - Cherry Street, Honeymoon Bridge-Harbor Walkway, Mill Street, and Burns Street Area
  - Project Area 2 – Study to begin fourth quarter 2024:
    - Muskrat Park, Church Street, and Mulberry Street

## Requested Grants:

- ❖ San Domingo Creek – Living Shoreline and Tide Gate Assessment (DNR Grant)
- ❖ BRIC Direct Technical Assistance (FEMA Grant)

## Why?

The Town has already experienced dress rehearsals of nuisance - tidal surge of 3 to 4 feet over mean sea level.

- St. Michaels needs to provide additional protection by 2050.

# St. Michaels Floodwatch Map

Flooding at 4-foot above  
Mean Sea Level (MSL)

by Dr. Andrew Thaler

## Climate Change/Sea Level Rise Commission (CC/SLRC)

- CC/SLRC Monthly Meeting is held on the Second Thursday of the Month
- Public Meeting with zoom – Beginning at 5pm at the Boy Scout Cabin located at 407 St. Mary's Square, St. Michaels, MD
- CC/SLRC Agenda and Sea Level Rise Studies Available on St. Michaels Website ([www.stmichaelsmd.gov](http://www.stmichaelsmd.gov))







**Chesapeake Bay Maritime Museum  
Flooding Event  
on January 10, 2024**