

Draft Tiered Site-Specific Environmental Assessment

Boat Launch Ramp Project Gretna, Louisiana

Port Security Grant Program
Project # 2014-PU-00074 (20073)

October 2015



FEMA

U.S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, Texas 76209

I. Background

In accordance with 44 Code of Federal Regulations (CFR) for the Federal Emergency Management Agency (FEMA), Subpart B, Agency Implementing Procedures, Part 10.9, a Programmatic Environmental Assessment (PEA) for Grant Programs Directorate Programs was prepared and a Finding of No Significant Impacts (FONSI) was issued in July 2010 (Appendix C), pursuant to Section 102 of the National Environmental Policy Act (NEPA) of 1969, as implemented by the regulations promulgated by the President's Council on Environmental Quality (CEQ; 40 CFR Parts 1500-1508). This Tiered Site-Specific Environmental Assessment (SEA) is being prepared in accordance with the July 2010 PEA. The focus of this Tiered SEA is on those areas of concern requiring additional discussion or analysis that are beyond the scope of the PEA.

The proposed project will involve the construction of a boat launch ramp. The boat launch ramp will provide layered security to maritime facilities, Port of New Orleans, docks, wharfs, intake systems and other critical infrastructure on the Mississippi River and respective canals. The boat launch ramp will be used by local, state and federal public safety agencies to prevent, deter, and respond to incidents on those navigable waterways. The boat launch is designed to accomplish strategic placement along the bank to provide quick boat access to the river, reducing the gap in security and response time. The boat launch ramp is proposed to be built on the west bank of the Mississippi River, located at Mile Marker 97.1 Gretna, Louisiana 70053 (Latitude: 29.918501, Longitude: -90.066562), across the river from the Port of New Orleans on the east bank (Appendix A).

II. Purpose and Need

The Parish of Jefferson has applied for Port Security Grant Program funding under application number 2014-PU-00074 (20073). The purpose of this program is to provide for activities which help to enhance the security and safety of ports in the United States.

Currently, the Parish of Jefferson does not have a boat launch on the Mississippi River within the region, specifically in close proximity to the port and other critical infrastructure. To be effective, the boat launch ramp will be placed to the east of the existing Gretna Ferry Landing, which has an office that can be used as a Unified Command Post and a dock that can support fueling operations for long duration incidents.

III. Alternatives

Two project alternatives are proposed in this SEA: 1) No Action and 2) Proposed Action Alternative – the construction of a boat launch ramp.

Under the No Action Alternative, no changes would be made to the existing site. As a result of this alternative, the Parish of Jefferson would continue to lack quick boat access to the river that could compromise regional security and response time.

The Proposed Action Alternative for the proposed boat launch ramp will be built on the river batture, between the Gretna Ferry Landing and the Gretna Amphitheater. This is a 2 acre site on the batture of the Mississippi River that has seen extensive disturbance during the construction of the ferry landing and amphitheater. The boat launch will connect to an existing road through flood gate and will extend from the elevated ferry parking deck down across the batture into the Mississippi River.

The launch will be a pile supported bridge deck to extend into the water at the minus 5 – foot contour. The launch will be an elevated structure above the existing grade of the batture beginning at existing elevated parking deck, at elevation 18.3 NAVD. Approximately 22 piles will be driven to a depth of up to 75 feet. Pile driving is estimated to disturb approximately 100 square feet of the existing ground surface.

Existing utilities are provided at the proposed location for the necessary security features that will include light poles and security cameras, with conduit extending to the nearest electrical feed.

A security gate will be constructed into the pre-existing concrete slab at the top of where the boat launch will join to the parking. Eight (8) light poles will be attached to the bridge and necessary conduits to tap into the electrical feed from a nearby preexisting source. Four (4) cameras will be mounted to the new light poles to support surveillance.

Approximately 400 linear feet of fencing may be required including bollards. Fence posts and bollards along the fencing may be installed to a depth of approximately 4 feet.

IV. Environmental Impacts

Discussion of the environmental impacts associated with the No Action Alternative is included in the July 2010 PEA. This document incorporates the PEA by reference. The PEA can be found in FEMA’s electronic library at <http://www.fema.gov/library/viewRecord.do?id=4143>. Environmental impacts are not anticipated to occur as a result of the No Action Alternative. Therefore, only the environmental impacts associated with the Proposed Action Alternative were evaluated in this Environmental Assessment.

The PEA accounts for all environmental impacts of this action except for floodplain impacts. Table 1-1 provides a summary of the findings for the environmental areas of concern that FEMA typically reviews.

Table 1-1. Summary of Other Environmental Areas of Concern

Area of Concern	No Action Alternative	Proposed Action Alternative
Water Resources	No effects.	The Parish of Jefferson must secure a United States Army Corps of Engineers permit under Section 10 Rivers and Harbors Act permit and possibly Section 404 permit of the Clean Water Act. (Appendix B)
Wetlands Resources	No effects.	The proposed site has been developed and precludes any wetland habitat. (Appendix A)
Coastal Resources	No effects.	Based on a review of a letter dated September 28, 2012 from the Louisiana Office of Coastal Management, FEMA has determined that the Proposed Action Alternative is deemed consistent with the Louisiana Coastal Resources Program (Appendix B).
Endangered and threatened species and critical habitat	No effects.	No effects. The proposed site has been developed.
Migratory birds	No effects.	No effects. The proposed site has been developed.
Low-income and minority populations	No effects.	No effects.
Historic and Cultural Resources	No effects	FEMA has determined that there will be no effect to historic properties. SHPO concurrence with this determination was received, dated May 12, 2015.
Air Quality Resources	No effects	Short-term adverse effects, construction activities will create a temporary increase in pollutant emissions due to combustion-related construction equipment usage, demolition, debris removal and earth excavation and movement.
Climate Change	No effects	No effects.

In compliance with FEMA regulations implementing Executive Order 11988, Floodplain Management, FEMA is required to carry out the Eight-step decision-making process for actions that are proposed in the floodplain per 44 CFR §9.6. Executive Order 11988 requires federal agencies “to avoid to the extent possible the long and short term adverse impacts associated with the occupancy and modification of the floodplain and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.”

This Eight-step process is applied to the proposed Gretna Boat Launch Ramp Project. The steps in the decision making process are as follows:

Step 1 Determine if the Proposed Action Alternative is located in the Base Floodplain

The Proposed Action Alternative involves the Gretna Boat Launch Ramp Project. FEMA has determined that the Proposed Action Alternative is located in a 100-year floodplain, Zone AE (Base Flood Elevations determined), as depicted on Preliminary Flood Insurance Rate Map Community Panel 22051C0220F, with the effective date November 9, 2012 (Appendix A).

Step 2 Early public notice (Preliminary Notice)

A public notice for the Gretna Boat Launch Ramp Project will be published in the regional newspaper, *October 14, 2015*, as part of the notice of availability for this SEA.

Step 3 Identify and evaluate alternatives to locating in the base floodplain

The proposed Gretna Boat Launch Ramp Project must take place in the floodplain because the project would be considered as functionally dependent use. Therefore no practicable alternative outside of the floodplain exists that would provide local, state and federal public safety agencies quick boat access to the river and adequate response times.

Step 4 Identify impacts of Proposed Action Alternative associated with occupancy or modification of the floodplain

Impact on natural function of the floodplain

The proposed Gretna Boat Launch Ramp Project would not affect the functions and values of the 100-year floodplain nor would it impede or redirect flood flows. The Parish of Jefferson Floodplain Administrator has indicated the proposed Gretna Boat Launch Ramp Project will not cause flooding (Appendix B). Therefore, the Proposed Action Alternative will not result in an increased base discharge or increase the flood hazard potential to other structures.

Impact of the floodwater on the proposed facilities

The proposed Gretna Boat Launch Ramp Project has been designed for maritime environment to minimize impacts from flooding. To minimize damage from flooding, the structure will be designed for a maritime environment. The structural design of all aspects of the launch shall be provided to prevent damage during flood stages of the Mississippi River. This shall include design of elements to resist the force of flowing water (i.e. steel barriers to deflect current) and uplift and buoyancy forces. A debris deflection barrier shall be provided at the bottom of the boat launch to protect the launch from damage and to facilitate the ability to effectively launch boats during all river stages. Termination points of all electrical feeds will be above the 500 year flood level for the Mississippi River to prevent damage to the new flood lights and security cameras.

Step 5 Design or modify the Proposed Action Alternative to minimize threats to life and property and preserve its natural and beneficial floodplain values

In order to reduce the impact identified in Step 4 of flood hazards on the proposed new facilities, the Gretna Boat Launch Ramp Project will be designed to be compliant with FEMA recommendations for construction in flood hazard areas.

The Applicant must follow all applicable local, state, and federal laws, regulations and requirements and obtain and comply with all required permits and approvals, prior to initiating work on this project. No staging of equipment or project activities shall begin until all permits are obtained.

Step 6 Re-evaluate the Proposed Action Alternative

Per the discussions above, the proposed site will be appropriately designed for the 100-year floodplain. The project would be considered as functionally dependent use. The proposed Gretna Boat Launch Ramp Project is intended to improve regional security and response time along the Mississippi River.

The Proposed Action Alternative will not aggravate the current flood hazard because the project would not impede or redirect flood flows. The project will not disrupt floodplain values because it will not change water levels in the floodplain. Therefore, it is still practicable to construct the proposed project within the floodplain. Alternatives consisting of locating the project outside the floodplain or taking “no action” are not practicable.

Step 7 Findings and Public Explanation (Final Notification)

In accordance with 44 CFR §9.12, the Parish of Jefferson must prepare and provide a final public notice 15 days prior to the start of construction activities. Documentation of the public notices are to be forwarded to FEMA for inclusion in the permanent project files.

Step 8 Implement the action

The Parish of Jefferson will incorporate into the project design necessary mitigation efforts for building within a 100-year floodplain.

As a result of this Eight-step process, FEMA has determined that the proposed Gretna Boat Launch Ramp Project is in compliance with 44 CFR §9.6 because there are no practicable alternatives outside the 100-year floodplain.

V. Mitigation

1. Significant change, addition, and/or supplement to the approved scope of work which alters the existing use and function of the structure, including additional work not funded by FEMA but performed substantially at the same time, will require re-submission of the application to FEMA prior to construction for re-evaluation under NEPA.
2. The Parish of Jefferson must comply with all permit conditions and conditions required by the local Floodplain Manager for this project (Appendix B).
3. The Parish of Jefferson must secure the appropriate United States Army Corps of Engineers permit(s) under Section 10 of the Rivers and Harbors Act and possibly a Section 404 permit under the Clean Water Act (Appendix B).
4. In accordance with 44 CFR §9.12, the Parish of Jefferson must publish a public notice 15 days prior to the start of construction activities. Documentation of the public notice is to be forwarded to FEMA for inclusion in the permanent project files.
5. Excavated soil and waste materials will be managed and disposed in accordance with applicable local, state and federal regulations. If contaminated materials are discovered during the construction activities, the work could cease until appropriate procedures and permits can be implemented. Hazardous materials discovered, generated, or used during construction must be handled and disposed of in accordance with applicable local, state, and federal regulations.
6. In the event that archeological deposits, including Native American pottery, stone tools, bones, or human remains, are uncovered, the project shall be halted and the Applicant shall stop work immediately in the vicinity of the discovery and take reasonable measures to avoid or minimize harm to the finds. All archeological findings will be secured by the Parish of Jefferson and access to the sensitive area will be restricted by the Parish of Jefferson. The Applicant will inform the State Administrative Agency and FEMA immediately, and FEMA will consult with the SHPO. Work in sensitive areas shall not resume until consultation is completed and until FEMA determines that the appropriate

measures have been taken to ensure the complete project is in compliance with the National Historic Preservation Act and its implementing regulations.

In addition, the Parish of Jefferson will be required to comply with the conditions that are stated in the PEA FONSI, dated July 7, 2010, for the Proposed Action Alternative (see Appendix C).

VI. Correspondence and Agencies Consulted (see Appendix B)

- United States Army Corps of Engineers
- The State Historic Preservation Officer

VII. Public Comment

The public was notified of the availability of the Draft SEA through the publication of a public notice on October 14, 2015 in the *New Orleans Advocate*. The Draft SEA document was also made available for public review on FEMA's website at <http://www.fema.gov/media-library/assets/documents>. A copy of the document can also be viewed Monday through Friday, between 8:30 AM and 4:30 PM, at the at the Joseph S. Yenni Government Building, located at 1221 Elmwood Park Blvd., Jefferson, LA 70123 and at the General Government Building, located at 200 Derbigny Street, Gretna, LA 70053. A 15-day public comment period will commence on the initial date of the public notice. FEMA will consider and respond to all public comments in the Final SEA.

VIII. List of Preparers

Kevin Jaynes, Regional Environmental Officer, FEMA Region 6
Alan Hermely, EHP Specialist, FEMA Region 6
LaToya Leger, EHP Specialist, FEMA Region 6

Appendix A

Plans, Figures and Photographs

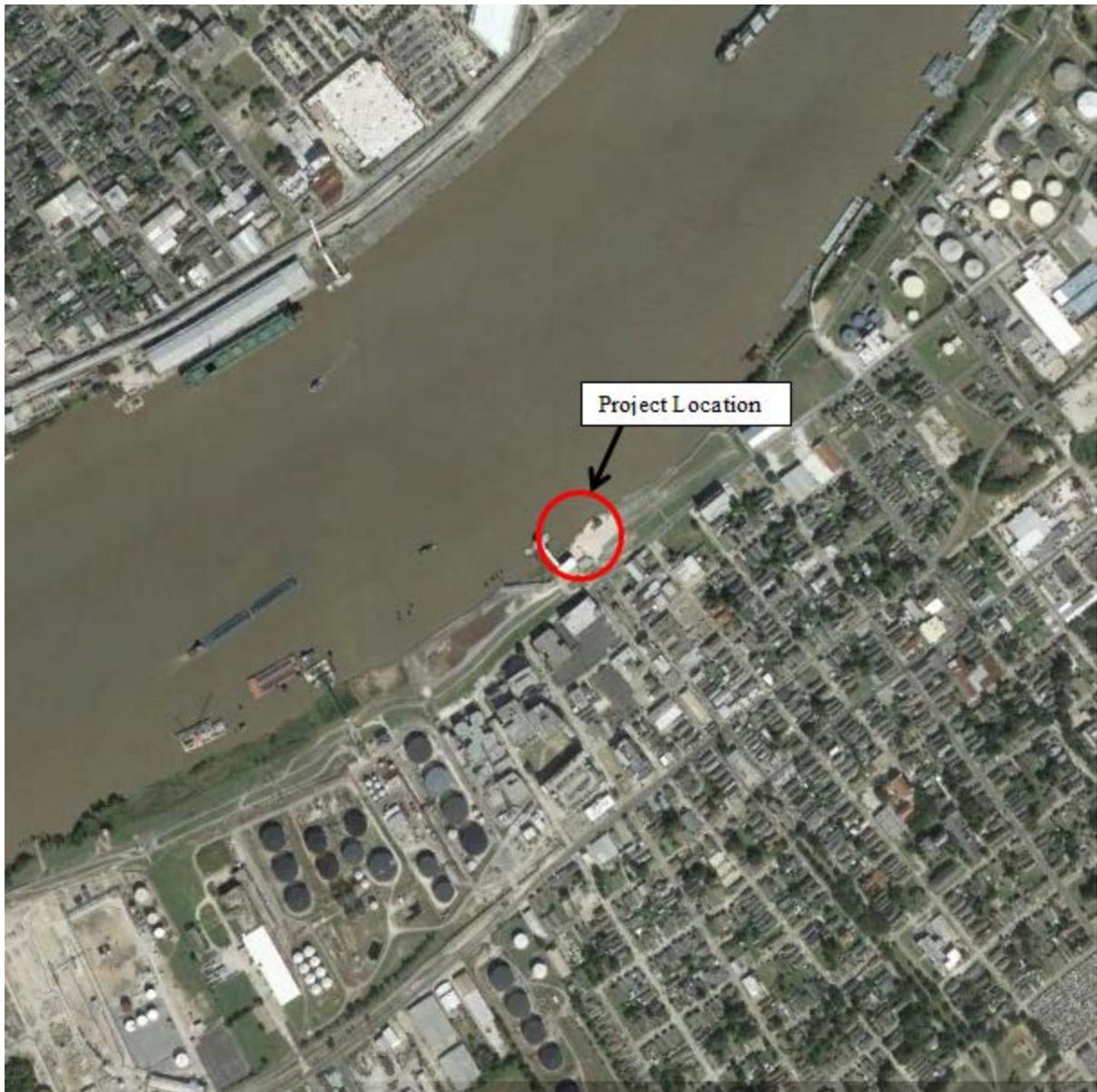


Figure 1: Google Earth aerial photo showing the project location.



Figure 2: Detail from the USGS Quad *New Orleans*

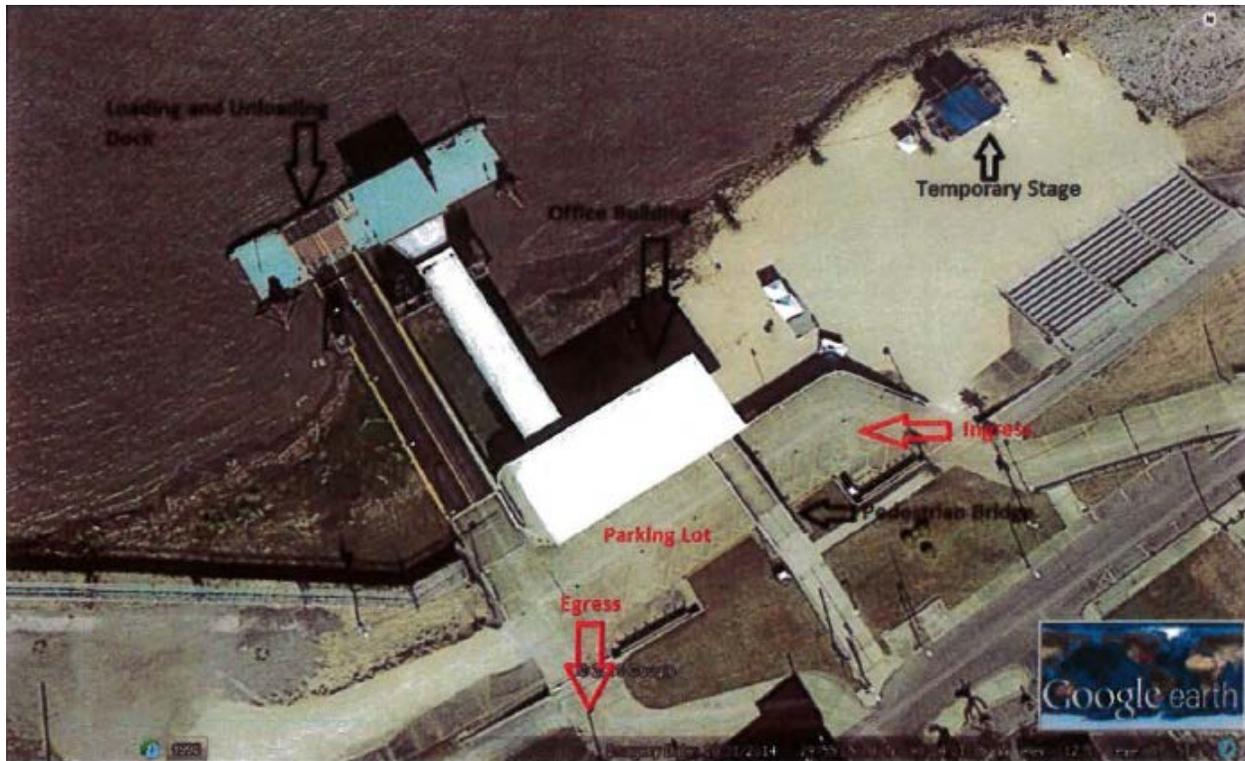


Figure 3: This graphic illustrates all the pre-existing amenities that will be located adjacent to the boat launch. This includes a pre-existing parking lot that can be used for backing the trucks, trailer, and respective boats from the parking lot unto the boat launch. The pre-existing fen-y landing building can be used as a Unified Incident Command Post, while the loading and unloading docks can be used for fueling trucks to refuel boats for incidents for numerous operational periods. The graphic also illustrates pre-existing ingress and egress locations for the respective equipment and the existing pedestrian bridge. The stage in the photograph is a temporary structure that was captured at the time of this aerial photography.



Figure 4: The picture illustrates the boat launch, debris barrier, security gate, security lights, cameras, and respective features that will be located on the east side of the Gretna Ferry Landing and office building. The picture highlights the aerial overview of the main ground disturbances. The majority of the site impacted is primarily an open gravel lot in an area previously disturbed during construction of the ferry landing and amphitheater. The top of the boat launch will connect to an existing drive thru/parking lot and will extend down the batture into the Mississippi River. The launch will be a pile supported bridge span to connect to the existing drive thru bridge. Since the boat launch will be supported upon piles the primary ground disturbance activity will be the area immediately surrounding the piles, approximately 100 square feet compared to the approximately 5,000 square feet comprised of the boat launch. A debris barrier shall be provided to protect the boat launch during high river stages when ramp is submerged. New fencing and security gate, bollards, floodlights, and security cameras will be provided to provide secure access to the boat launch: Conduit will be run on new light poles that will be installed and tap into existing utilities for lighting and security cameras.



Figure 5: This graphic shows the top of the boat launch, connecting to the pre-existing drive thru for ingress and egress leading into the street. It also illustrates the elevation of the launch and associated pile supports.





Flood Information Report
Jefferson Parish, LA

Preliminary DFIRM Issued: 11/09/2012 and 06/19/2013



Legend

— Streams — Effective BFE 📍 Point of Interest

Effective Flood Hazard Areas

Flood Zone:

A	X 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
AE, AO, AH, A99	X PROTECTED BY LEVEE
AE, FLOODWAY	X AREA OF SPECIAL CONSIDERATION
VE	X
D, UNDETERMINED RISK AREA	

Legend

— Streams — Preliminary BFE - - - LIMWA 📍 Point of Interest

Preliminary Flood Hazard Areas

Flood Zone:

A	X 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
AE, AO, AH, A99	X PROTECTED BY LEVEE
AE, FLOODWAY	X AREA OF SPECIAL CONSIDERATION
VE	X
VE, FLOODWAY	D, UNDETERMINED RISK AREA

Property	Value
Longitude/Latitude	-90.064148 / 29.919657
Effective Flood Hazard Zone	X 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
Effective Depth	N/A
Effective Base Flood Elevation*	
Base Flood Elevation Datum**	
Firm Panel (Date)	N/A

Property	Value
Longitude/Latitude	-90.064148 / 29.919657
Preliminary Flood Hazard Zone	X PROTECTED BY LEVEE
Preliminary Depth	N/A
Preliminary Base Flood Elevation*	
Base Flood Elevation Datum**	
Firm Panel (Date)	22051C0215F (11/9/12)

* See your community flood plain administrator for more information.

** See your Flood Insurance Study(FIS) Text or FIRM Panel to determine the BFE Vertical Datum.

Risk Level **Flood Hazard Zone**

High Flood Risk **AE, A, AH, AO, VE, V Zone.** These properties have a one percent chance of flooding in any year - and a 26 percent chance of flooding over the life of a 30-year mortgage.

Insurance note: High-risk areas are called "special flood hazard areas" and flood insurance is mandatory for most mortgage holders. See your local insurance agent or visit floodsmart.gov for more information.

**Low or Moderate
Flood Risk**

Shaded X Zone. These properties are outside the high-risk zones. The risk is reduced but not removed. Examples include X Protected by Levee, X Areas of Special Consideration and X 0.2 Percent Annual Chance Flood Hazard Areas.

Unshaded X Zone. These properties are in an area of overall lower risk.

Insurance note: Lower-cost preferred rate flood insurance policies (known as Preferred Risk Policies) are often an option in these areas. See your local insurance agent or visit floodsmart.gov for more information.

Disclaimer

While the floodplain data that is shown on the map is the same, this map is not an official FEMA Digital Flood Insurance Rate Map (DFIRM). This Interactive Mapping Tool is not intended for insurance rating purposes and is for information only. The positional accuracy may be compromised in some areas. The map is not 100% accurate in locating your address. Please contact your local floodplain administrator for more information or to view an official copy of the Flood Insurance Rate Maps.

Generated on April 22, 2015, 3:49 pm US Central Time

Appendix B

Agency Correspondence



DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF

APR 13 2015

Operations Division
Operations Manager,
Completed Works

Mr. Charlie Hudson
BCG Engineering & Consulting, Inc.
3012 26th Street
Metairie, Louisiana 70002

Dear Mr. Hudson:

This is in response to your Solicitation of Views request dated March 24, 2015, concerning the Public Safety Boat Launch in Jefferson Parish, Louisiana.

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

We have reviewed your project as proposed and determined that a Department of the Army permit under Section 10 Rivers and Harbors Act and possibly Section 404 of the Clean Water Act will be required.

You are advised that you must obtain a permit from the West Jefferson Levee District for any work within 1500 feet of a federal flood control structure such as a levee. Performance of all subsurface work within this area is usually restricted when the stage of the Mississippi River is above elevation +11.0 feet on the Carrollton gage, at New Orleans, Louisiana. As a consequence, subsurface work should be scheduled for performance during the low-water period (typically June through November) to avoid delays in performance of the proposed work. You must apply by letter to the West Jefferson Levee District including full-size construction plans, cross sections, and details of the proposed work. Concurrently with your application to the West Jefferson Levee District, you must also forward a copy of your letter and plans to Operations Division, Operations Manager for Completed Works of the Corps of Engineers and to the Coastal Protection and Restoration Authority (CPRA) office in Baton Rouge for their review and comments concerning the proposed work. The West Jefferson Levee District will not issue a permit for the work to proceed until they have obtained letters of no objection from both of these reviewing agencies. For further information regarding permit

requests affecting federal flood control levees and structures, please contact Ms. Amy Powell, Operations Manager for Completed Works at (504) 862-2241.

You are advised that this approved jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by email at Michael.V.Farabee@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2015-00638- SQ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,


for Karen L. Clement
Solicitation of Views Manager

Copy Furnished:

Ms. Christine Charrier
Coastal Zone Management
Department of Natural Resources
Post Office Box 44487
Baton Rouge, Louisiana 70804-4487



FEMA

April 28, 2015

Pam Breaux
State Historic Preservation Officer
Louisiana Division of Culture, Recreation, and Tourism
Post Office Box 44247
Baton Rouge, LA 70804

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.

Pam Breaux 5-12-15
Pam Breaux Date
State Historic Preservation Officer

RE: Section 106 Review Consultation
Port Security Grant Program (PSGP), EMW-2014-PU-00074

Dear Ms. Breaux,

The Grants Programs Directorate (GPD) of the Federal Emergency Management Administration (FEMA) is providing grant funding through the Port Security Grant Program to the Lower Mississippi River Port Wide Strategic Security Council for the installation of a Public Safety Boat Launch located at Mile Marker 97.1 in Gretna, LA (29.918501, -90.066562). FEMA has determined that this project constitutes an Undertaking and is initiating consultation under Section 106 of the National Historic Preservation Act.

The boat launch will be built between the Gretna Ferry Landing and the Gretna Amphitheater on the west bank of the Mississippi River adjacent to the Port of New Orleans located on the east bank. This project will provide layered security to maritime facilities, Port of New Orleans, docks, wharfs, intake systems, and other critical infrastructure on the Mississippi River and respective canals.

The project location is a two-acre site on the batture of the Mississippi River Levee that has seen extensive disturbance during the construction of the ferry landing and amphitheater. The top of the boat launch will connect to an existing drive thru/parking lot and will extend down the batture into the Mississippi River. Near the water surface the launch will extend into the water but will remain as a pile supported structure. A debris barrier shall be provided to protect the boat launch at its access point to the water. An existing pedestrian bridge for the ferry will be raised to allow clearance beneath it for boat launch access. New fencing, security gates, bollards, floodlights and security cameras will be provided to provide secure access to the boat launch. Conduit will be run on new light poles that will be installed and tap into existing utilities for lighting and security cameras.

Existing utilities are provided in that location for the necessary security features that will include light poles and security cameras, with conduit extending to the nearest electrical feed.

RECEIVED

APR 28 2015

ARCHAEOLOGY

Pam Breaux
April 28, 2015
Page 2

Termination points of all electrical feeds will be above the 500 year flood level for the Mississippi River to prevent damage to the new flood lights and security cameras.

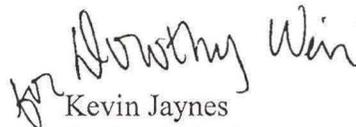
There will be a security gate that will be constructed into the pre-existing concrete slab at the top of where the boat launch will adjoin to the parking. Eight light poles will be attached to the bridge and necessary conduits to tap into the electrical feed from a nearby preexisting source. The four cameras will be mounted to the new light poles to support surveillance. Additional bollards and/fencing will be provided as needed to secure the access ramp.

Limited ground disruption is anticipated for this project with driving of piles for support of the elevated portion of the boat launch. It is estimated that 22 piles will be driven to a depth of up to 75 feet. Pile driving is estimated to disturb approximately 100 square feet total of the existing ground surface. Fencing and bollards adjacent to the launch may be required when the launch approaches existing grade. It is estimated up to 400 hundred linear feet of fencing may be required including bollards. Fence posts and bollards along the fencing may be installed to a depth of approximately four feet. The current site has been extensively disturbed in the past through the construction of the ferry landing and amphitheater. The site has virtually no vegetation and the majority of the site remains as an open gravel lot. See attachment for photographs and locations. The Area for Potential Effect is limited to the project area, (figure 4).

A cultural records search of the Louisiana Cultural Resources Map was conducted for known historic sites and archaeological resources. The search revealed that a Level II cultural resource survey was conducted on the west bank of the Mississippi River between River Miles M-99.4R and M-95.5-R (report #22-1364). One archaeological site, 16JE211, located approximately 700 feet downriver from the project area was recorded and determined to be not eligible for the National Register (see figure 8). The project location is located adjacent to the City of Gretna Cultural District and the National Register listed Gretna Historic District (see figure 7).

FEMA has determined that there will be **No Historic Properties Affected** due to the installation of the boat launch. We request your concurrence with this finding. Your prompt review of this project is greatly appreciated. Should you need additional information please contact Chris Dooley, Historic Preservation Specialist, at 940-293-5610.

Sincerely,



Kevin Jaynes
Regional Environmental Officer
FEMA Region VI

Enclosures
Aerial Photo
Topographic Map
Photographs



State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL MANAGEMENT

September 28, 2012

To whom it may concern:

The Louisiana Department of Natural Resources, Office of Coastal Management (LDNR OCM) administers the state's federally-approved Coastal Zone Management (CZM) program.

A number of federal and state agencies are involved in providing financial assistance to state and local governments, non-governmental organizations, businesses, and individuals in Louisiana. As part of their award process, many of these agencies require the applicant to coordinate with the Louisiana CZM program. This coordination is generally intended to address one of two questions: concerns about awarding the financial assistance, or concerns about implementing the proposed project.

As a result of an internal review of program functions, OCM is streamlining its financial assistance review procedure to ensure response to all requests in a timely and appropriate manner. The OCM is confident that this procedure change will greatly improve office productivity, and provide for better accountability to the public we serve. Consequently, as of October 1, 2012, the coordination with OCM concerning applications for federal financial assistance should follow the procedures below, depending on the nature of the inquiry:

Consistency review for Federal Assistance

Federal regulations at 15 CFR §930.90 *et seq.* require state and local government bodies applying for federal financial assistance (grants, loans, guarantees, insurance, contractual arrangements, or other form of financial aid) to submit a request for Consistency review of that assistance to OCM. Since the inception of the Louisiana Coastal Resources Program in 1980, OCM has never found that financial assistance for a proposed project would be inconsistent with the state Coastal Zone Management program. The Office of Coastal Management therefore is issuing this letter of general consistency concurrence, which shall serve as formal notification that, as of October 1, 2012, the granting of any financial assistance as defined at 15 CFR §930.91, is fully consistent with the Louisiana Coastal Resources Program. Federal agencies should not require applicants for financial assistance to seek OCM's approval for that assistance.

Request for Determination for project implementation

If the applicant is seeking comments on the need to obtain a Coastal Use Permit or other authorization from OCM, for projects in or near to the Louisiana Coastal Zone, a Request for Determination or Solicitation of Views should be submitted to OCM's Permits and Mitigation

Post Office Box 44487 • Baton Rouge, Louisiana 70804-4487
617 North Third Street • 10th Floor • Suite 1078 • Baton Rouge, Louisiana 70802
(225) 342-7591 • Fax (225) 342-9439 • <http://www.dnr.louisiana.gov>

An Equal Opportunity Employer

Division. Instructions and downloadable and online applications are located online at <http://dnr.louisiana.gov/crm/coastmgt/coastmgt.asp>. In Step 3 of the application, the box for Request for Determination or Solicitation of Views should be checked. Questions regarding this process may be directed to the OCM Permits Section staff at (225) 342-7591 or 1-800-267-4019, or by mail at P.O. Box 44487, Baton Rouge, LA 70804.

Outside of the Coastal Zone

Projects which are clearly located outside of the Coastal Zone and are not likely to have an impact on coastal waters generally will not require coordination with the OCM. However, projects near the Coastal Zone boundary where there may be some doubt, or those which may involve discharges into waters that flow into the Coastal Zone, should be submitted to OCM for review. A map of the Coastal Zone may be found at <http://dnr.louisiana.gov/index.cfm?md=pagebuilder&tmp=home&pid=89&pnid=0&nid=39>.

Finally, OCM may find it necessary to change or rescind the provisions of this letter. Should this become necessary, OCM will publish a public notice in the Official State Journal (The Baton Rouge Advocate) and on the DNR web page, and attempt to contact all affected federal agencies directly.

Questions concerning these procedures should be addressed to Mr. Jeff Harris of the Consistency Section, at (225) 342-7949 or via e-mail to Jeff.Harris@LA.gov.

Sincerely,



Keith Lovell
Acting Administrator
Interagency Affairs/Field Services Division

cc: Karl Morgan, P/M Division
Consistency file C20120326



JEFFERSON PARISH
DEPARTMENT OF FLOODPLAIN MANAGEMENT
1221 Elmwood Pk Blvd Suite 801 Jefferson LA 70123

JOHN F. YOUNG, JR.
PARISH PRESIDENT

MICHELLE GONZALES, CFM
DIRECTOR

March 30, 2015

Mr. Charles Hudson
Director of Emergency Management
Jefferson Parish
910 3rd Street
Gretna, LA 70053

**RE: Public Safety Boat Launch, Gretna, LA
FY 2014 Port Security Grant Program**

Dear Mr. Hudson:

With consideration given to the following two activities:

- 1) There will be no creation of flooding where there was no flooding prior to construction.
- 2) Responsibility of clearing debris and keeping the surrounding area clear must be maintained so as not to interfere with natural floodplain functions.

Jefferson Parish has no objection in this Solicitation of Views for this project. Please insure that all of the proper permits are obtained for this project.

If you require additional information, please do not hesitate to contact me at 504-736-6541.

Sincerely,

A handwritten signature in blue ink that reads "Maggie Olivier".

Maggie Olivier, CFM
Floodplain/CRS Specialist

Appendix C

Finding of No Significant Impact (FONSI)

For

**Final Programmatic Environmental Assessment
Grant Programs
Directorate Programs**



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

**FINAL PROGRAMMATIC ENVIRONMENTAL ASSESSMENT
FOR THE EVALUATION OF FEMA'S GRANT PROGRAMS
DIRECTORATE PROGRAMS**

BACKGROUND

In accordance with the National Environmental Policy Act (NEPA) of 1969, FEMA's regulations for implementing NEPA at 44 Code of Federal Regulations (CFR) Part 10, and the President's Council on Environmental Quality NEPA implementing regulations at 40 CFR Parts 1500-1508, FEMA prepared a draft Programmatic Environmental Assessment (PEA) to evaluate the potential impacts to the human environment resulting from typical actions funded by FEMA's Grant Programs Directorate (GPD) through the homeland security and emergency preparedness grant programs. These programs provide grant funding to States, territories, local and Tribal governments, and private entities to enhance their homeland security and emergency preparedness efforts. The PEA is incorporated by reference into this FONSI.

The PEA is intended for actions that are relatively minor in scale and typically considered for funding under the various GPD programs. The PEA evaluated two alternatives: no action and program implementation. Under the program implementation alternative, FEMA evaluated the following seven project types: planning; management and administration; training; exercises; purchase of mobile and portable equipment; modification of existing structures and facilities; and new construction. FEMA will develop Tiered Site-specific Environmental Assessments (SEA) for those GPD actions requiring evaluation under areas of concern not evaluated in this PEA, having impacts beyond those described in the PEA, requiring mitigation to reduce the level of impacts below significance, or otherwise requiring a Tiered SEA as identified in Table 5-1 in the PEA.

Notice of the availability of the PEA was published in the Federal Register on April 8, 2010, for a 30-day public comment period. Based on comments received, FEMA removed communication towers as a project type evaluated in the PEA. FEMA will develop a separate analysis tiered from this PEA to address communication towers and will provide a 15-day public comment period on that document.

CONDITIONS

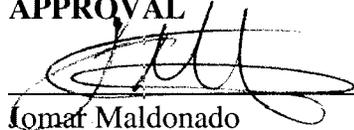
Actions under this PEA and FONSI must meet the following conditions. Failure to comply with these conditions would make the FONSI determination inapplicable for the project and could jeopardize the receipt of FEMA funding.

1. Excavated soil and waste materials will be managed and disposed of in accordance with applicable local, state, and federal regulations. If contaminated materials are discovered during construction activities, the work will cease until the appropriate procedures and permits are implemented.
2. The grantee and subgrantee will follow applicable mitigation measures as identified in Section 7 of the PEA to the maximum extent possible.
3. In the event that unmarked graves, burials, human remains, or archaeological deposits are uncovered, the grantee and subgrantee will immediately halt construction activities in the vicinity of the discovery, secure the site, and take reasonable measures to avoid or minimize harm to the finds. All archaeological findings will be secured and access to the sensitive area restricted. The grantee and subgrantee will inform FEMA immediately and FEMA will consult with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) or appropriate Tribal official. Construction work cannot resume until FEMA completes consultation and appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act and other applicable Federal and State requirements.
4. The grantee and subgrantee must meet any project-specific conditions developed and agreed upon between FEMA and with environmental planning or historic preservation resource and regulatory agencies during consultation or coordination.
5. The grantee and subgrantee are responsible for obtaining and complying with all required local, State and Federal permits and approvals.

FINDING

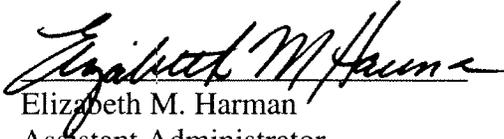
Based upon the information contained in the Final PEA, the potential impacts resulting from the seven project types analyzed in the PEA, and in accordance with FEMA's regulations at 44 CFR Part 10 and Executive Orders 11988 (Floodplain Management), 11990 (Protection of Wetlands), and 12898 (Environmental Justice), FEMA finds that the implementation of the proposed action will not have significant impacts to the quality of the human environment. Therefore, an Environmental Impact Statement (EIS) will not be prepared. This FONSI is based upon proposed actions fitting one of the seven project types described in the Final PEA and meeting all conditions prescribed for that particular project type.

APPROVAL



Tomar Maldonado
Environmental Officer

Date 7/2/10



Elizabeth M. Harman
Assistant Administrator
Grant Programs Directorate

Date 7/6/10