

**Appendix D**  
**8-Step Planning Process for Floodplains and Wetlands**

## *8-Step Planning Process for Floodplains and Wetlands* **City of Bay St. Louis Proposed Municipal Harbor**

### **Step 1: Determine whether the Proposed Action is located in a wetland and/or the 100-year floodplain, or whether it has the potential to affect or be affected by a floodplain or wetland.**

**Project Analysis:** The City of Bay St. Louis is a participant in good standing with the NFIP. According to the FIRM for this site (Community Panel Number 28045C0362D, October 16, 2009) the proposed project area is located within FEMA flood zone VE. A FEMA flood zone VE is an area subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity wave action; and where Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown. The BFE beginning at the shoreline and proceeding west are 25 feet, 23 feet, and 21 feet respectively. According to the National Wetlands Inventory Map, the Bay of St. Louis is considered estuarine and marine waters of the U.S. (USFWS, 2011). No vegetated wetlands are located on or near the project site.

### **Step 2: Notify public at earliest possible time of the intent to carry out an action in a floodplain or wetland, and involve the affected and interested public in the decision-making process.**

**Project Analysis:** A notice will be published by the applicant in a newspaper of general circulation when the Draft EA is made available for public review.

### **Step 3: Identify and evaluate practicable alternatives to locating the Proposed Action in a floodplain or wetland.**

**Project Analysis:** The Proposed Action is located within the 100-year floodplain. Two action alternatives as well as the no action alternative were considered initially by the City of Bay St. Louis. One of the action alternatives evaluated by the City was to rebuild the Rutherford Pier at its present location. The remains of the Rutherford Pier would be removed and the concrete debris would be transported to the Square Hankerchief Key where it would be added to the base material that forms the key. The pier would be reconstructed within the existing footprint and the parking area and restroom facilities on the east side of Beach Boulevard would be rebuilt in the same location as originally constructed. The other action alternative considered by the City was to relocate the Rutherford Pier to the site of the proposed harbor where it would be integrated into the overall design of the Harbor.

Because the action alternative which involved incorporating the Rutherford Pier into the Municipal Harbor provided more opportunities for public access, more opportunities to share facilities such as parking and restrooms, and cost savings related to shared features, the action alternative which involved rebuilding the Rutherford Pier at its present location was eliminated from further consideration.

Other than the No Action Alternative, there are no practicable alternatives for rebuilding the Rutherford Pier that would not involve impacts to the 100-year floodplain. Under the Proposed Action, the City of Bay St. Louis would utilize CDBG funds, in conjunction with FEMA funds, and other public funding sources, to relocate and reconstruct the Rutherford Pier in conjunction with the construction of their municipal harbor project. When completed, the municipal harbor, which will include the Rutherford Pier, will allow the City to operate the public facility which in turn will

provide opportunities for recreational access to boaters, fishermen, and the general public.

The relocated Rutherford Pier would be approximately 750 feet south of its original location. When completed, the municipal harbor and Rutherford Pier would allow the City of Bay Louis to operate the public access facility which would provide opportunities for recreational access to the Bay of St. Louis and other coastal waters for boaters, fishermen, and the general public. The proposed Bay St. Louis Municipal Harbor Project includes the following FEMA-funded actions:

- Demolition of the remains of the Rutherford Pier (Mississippi Coastal General Permit # DMR-110217 issued December 9, 2010).
- Removal, transportation, and placement of the concrete demolition debris from the Rutherford Pier at the Square Hankerchief Key. Approximately 530 cubic yards of concrete rubble would be removed during the demolition of the pier and transported by barge to the Square Hankerchief Key where it would be added to the existing material which makes up the underwater key structure.
- The relocation and integration of the Rutherford Pier into the harbor project. The relocated Rutherford Pier would form the north wall of the proposed Harbor. When constructed it would be approximately 1,200 feet long by 10 feet wide, and include three (3) "T" head fishing piers with pavilions at the end of each "T", and a large pavilion at the end of the pier.
- Construction of a vinyl flow-through breakwater under the relocated Rutherford Pier to provide wave protection for the harbor basin. The flow-through breakwater would also serve to trap sediments that would otherwise be transported into the harbor where it would cause shoaling.
- The construction and installation of a portable comfort station at the western end of the relocated Rutherford Pier.

The City of Bay St. Louis will use funds provided by HUD-CDBG grants and the Mississippi Secretary of State Tidelands Trust Fund to undertake the specific actions for the proposed municipal harbor project. The Council on Environmental Quality (CEQ) regulations implementing NEPA direct federal agencies to avoid improper segmentation when analyzing environmental impacts, in particular with regard to connected actions (40 CFR 1508.25). The relocation and reconstruction of the Rutherford pier is an interdependent component of the proposed harbor project and would be constructed concurrently with the proposed harbor project. Therefore, the non-FEMA funded actions listed below will be analyzed in this EA as part of the proposed action alternative. The non-FEMA funded actions include:

- Dredging a 4,100 foot long by 150 foot wide entrance channel that will connect the harbor basin to the -8 foot contour in the Bay of St. Louis and dredging a 1,200 foot long by 850 foot wide harbor basin.
- Disposal of approximately 150,000 cubic yards of dredged material in selected disposal areas. Approximately 40,000 cubic yards of dredged material will be placed behind the proposed bulkhead retaining wall which will be constructed along the western edge of the basin. Approximately 100,000 cubic yards of dredged material will be placed within the permitted beach renourishment areas of the Hancock County Beach, and approximately 10,000 cubic yards of dredged material will be placed in the Mississippi Coastal Improvements Program (MsCIP) designated beneficial use area in lower Hancock County near Point Clear where it will be used to provide substrate for marsh restoration.

- Construction of a 1,780 foot long by 13.5 feet wide concrete walkway/pier which will form the southern and eastern margins of the basin, construction of approximately 3,550 linear feet of wooden piers 10 feet wide, construction of approximately 4,049 linear feet of wooden piers 4 feet wide; construction of 13,290 square feet of decking, installations of 216 single pile mooring piles, installation of 10 single pile channel day markers; construction of a 100 foot long timber pile breakwater structure, and the construction of 5 elevated electrical platforms.
- Construction of 1,780 foot long flow-through breakwater under the proposed walkway/pier which forms the south and east walls of the basin and the construction of 985 feet of concrete bulkhead along the west wall of the basin.
- Installation of two (2) 10,000-gallon double-walled steel underground fuel storage tanks in the northwest corner of the basin, and the installation of a sewer pump out system adjacent to the fuel dock in the northwest corner of the basin.
- Filling of approximately 2,777 square feet of Waters of the U.S. (WOUS) and construction of a paved parking area between the proposed seawall currently being constructed as part of the MsCIP and the bulkhead which forms the western margin of the harbor basin; and excavation of approximately 12,817 square feet of beach area.
- Construction of a pedestrian/vehicle access ramp across the new seawall that was constructed by the U.S. Army Corps of Engineers (USACE) as part of the MsCIP) program to connect the paved parking area to Beach Boulevard.

The FEMA-funded actions for the project involve the demolition, relocation, and reconstruction of the Rutherford Pier from its original location at the end of Ulman Avenue to the site of the proposed municipal harbor location where the pier will be integrated into the municipal harbor project. The Rutherford Pier was destroyed by Hurricane Katrina and FEMA has agreed to allow the City of Bay St. Louis to relocate the Rutherford Pier to the site of the proposed Bay St. Louis Municipal Harbor. The specific FEMA-funded actions include:

- Demolition of the remains of the Rutherford Pier.
- Removal, transportation, and placement of the concrete demolition debris from the Rutherford Pier at the Square Hankerchief Key. Approximately 530 cubic yards of concrete rubble will be removed during the demolition of the pier and transported by barge to the Square Hankerchief Key where it will be added to the existing material which makes up the underwater key structure.
- The relocation and integration of the Rutherford Pier into the harbor project. The relocated Rutherford Pier will form the north wall of the proposed Harbor. When constructed it will be approximately 1,200 feet long by 10 feet wide, and include three (3) "T" head fishing piers with pavilions at the end of each "T", and a large pavilion at the end of the pier.
- In conjunction with the reconstruction of the Rutherford Pier, the City of Bay St. Louis proposes to use FEMA funds to construct a vinyl flow-through breakwater under the relocated Rutherford Pier to provide wave protection for the basin. The flow-through breakwater will also serve to trap sediments that would otherwise be transported into the harbor where it would cause shoaling.
- The construction and installation of a portable comfort station at the western end of the relocated Rutherford Pier.

The development of the Bay St. Louis Municipal Harbor also includes actions that would not utilize FEMA Funds. The City of Bay St. Louis will use funds provided by HUD-CDBG grants and the Mississippi Secretary of State Tidelands Trust Fund to undertake the following specific actions for the proposed municipal harbor project:

- Dredging a 4,100 foot long by 150 foot wide entrance channel that will connect the harbor basin to the -8 foot contour in the Bay of St. Louis and dredging a 1,200 foot long by 850 foot wide harbor basin.
- Disposal of approximately 150,000 cubic yards of dredged material in selected disposal areas. Approximately 40,000 cubic yards of dredged material will be placed behind the proposed bulkhead retaining wall which will be constructed along the western edge of the basin. Approximately 100,000 cubic yards of dredged material will be placed within the permitted beach renourishment areas of the Hancock County Beach, and approximately 10,000 cubic yards of dredged material will be placed in the MsCIP designated beneficial use area in lower Hancock County near Point Clear where it will be used to provide substrate for marsh restoration.
- Construction of a 1,780 foot long by 13.5 feet wide concrete walkway/pier which will form the southern and eastern margins of the basin, construction of approximately 3,550 linear feet of wooden piers 10 feet wide, construction of approximately 4,049 linear feet of wooden piers 4 feet wide; construction of 13,290 square feet of decking, installations of 216 single pile mooring piles, installation of 10 single pile channel day markers; construction of a 100 foot long timber pile breakwater structure, and the construction of 5 elevated electrical platforms.
- Construction of 1,780 foot long flow-through breakwater under the proposed walkway/pier which forms the south and east walls of the basin and the construction of a 985 feet of concrete bulkhead along the west wall of the basin.
- Installation of two (2) 10,000-gallon double-walled steel underground fuel storage tanks in the northwest corner of the basin, and the installation of a sewer pump out system adjacent to the fuel dock in the northwest corner of the basin.
- Filling of approximately 2,777 square feet of Waters of the U.S. (WOUS) and construction of a paved parking area between the proposed seawall currently being constructed as part of the MsCIP and the bulkhead which forms the western margin of the harbor basin; and excavation of approximately 12,817 square feet of beach area.
- Construction of a pedestrian/vehicle access ramp that will connect the paved parking area to Beach Boulevard.

**Step 4: Identify the full range of potential direct or indirect impacts associated with the occupancy or modification of floodplains and wetlands, and the potential direct and indirect support of floodplain and wetland development that could result from the Proposed Action.**

**Project Analysis:** While the project is located within the 100-year floodplain, the project is not likely to impact coastal flooding. The construction of the parking lot for this project will raise the elevation of the land and theoretically reduce the ability of the “floodplain” to absorb flood waters. Also, the impervious surface of the parking lot will generate additional stormwater that may otherwise be absorbed by the pervious sand beach. Because of its coastal setting, the project area adjacent to the municipal harbor is not particularly susceptible to flooding impacts associated with heavy rains and stormwater runoff from the adjacent upland watershed.

The project area is located on an open water estuarine system where flooding is more commonly associated with wind driven waves and tides. Given the large expanse of shoreline area and the relatively minor impacts the change in elevation will have on the shoreline area, the impacts to the VE Zone will be imperceptible. Also, when compared to the amount of stormwater from the surrounding upland areas of the City of Bay St. Louis, and giving full consideration to the stormwater management features for this project, the increase in stormwater is relatively minor and should not contribute to any coastal flooding problems.

**Step 5: Minimize the potential adverse impacts from work within floodplains and wetlands (identified under Step 4), restore and preserve the natural and beneficial values served by wetlands.**

**Project Analysis:** Under the Proposed Action Alternative, the City of Bay St. Louis will construct a municipal harbor with flow through breakwater structures, piers, decks, and walkways, mooring piles, channel markers, sewer pump out facilities, fuel service and marine convenience store, and parking for the users and visitors. Dredging operations associated with the harbor will consist of dredging an area measuring 1,200 feet in length and 850 feet in width from an existing depth ranging from 0 to 6 feet below mean lower low water (mllw) to a proposed depth of 8 feet below mllw to create the harbor basin. An area measuring 4,100 feet in length and 150 feet in width is proposed to be dredged from an existing depth ranging from 6.5 to 8 feet below mllw to 8 feet below mllw for an access channel to the proposed harbor basin. The total volume of dredge material to be removed for the project is estimated to be approximately 150,000 cubic yards. Suitable dredge material will be designated for beneficial use while unsuitable material will be disposed of in an upland disposal area.

Structures proposed for the 208-slip harbor include: 3,550 linear feet of mainline piers measuring 10 feet in width, 4,049 linear feet of finger piers measuring 4 feet in width, 13,290 square feet of decking, 216 single-pile mooring piles, 10 single-pile channel daymarkers, 5 electrical platforms each measuring 10 feet in length and 10 feet in width, a concrete bulkhead 985 feet in length, a timber pile breakwater 100 feet in length, a concrete pier/walkway 1,780 feet in length and 12 feet in width and associated concrete breakwater 1,780 feet in length. In addition, the north boundary of the harbor will consist of a public pier measuring 1,200 feet in length and 10 feet in width with an attached 1,200 foot vinyl sheetpile flow-through breakwater. Accessory structures for this pier will include a terminal pavilion measuring 30 feet in length and 20 feet in width and three (3) fishing piers each measuring 40 feet in length and 10 feet in width with a terminal t-shaped pier measuring 30 feet in length and 10 feet in width. Total shading of all proposed structures is approximately 67,571 square feet.

The City of Bay St. Louis will implement BMPs for soil erosion prevention and containment during staging of equipment and project activities. Should project activities be delayed for 1 year or more after the date of this EA, coordination and project review by the appropriate regulating agencies must be reinitiated.

**Step 6: Re-evaluate the Proposed Action to determine: 1) if it is still practicable in light of its exposure to flood hazards; 2) the extent to which it will aggravate the hazards to others; 3) its potential to disrupt floodplain and wetland values.**

**Project Analysis:** The Proposed Action remains practicable based on the building standards and consolidation efficiencies.

**Step 7: If the agency decides to take an action in a floodplain or wetland, prepare and provide the public with a finding and explanation of any final decision that the floodplain or wetland is the only practicable alternative. The explanation should include any relevant factors considered in the decision-making process.**

**Project Analysis:** A Notice of Intent and Availability of the Draft EA for the project will be published informing the public of the City of Bay St. Louis' decision to proceed with the project. The Draft EA will include rationale for floodplain impacts; a description of all significant facts considered in making the determination; a list of the alternatives considered; a statement indicating whether the action conforms to State and local floodplain protection standards; a statement indicating how the action affects the floodplain; and a statement of how mitigation will be achieved.

**Step 8: Review the implementation and post implementation phases of the Proposed Action to ensure that the requirements of the EOs are fully implemented. Oversight responsibility shall be integrated into existing processes.**

**Project Analysis:** This step is integrated into the NEPA process and the City of Bay St. Louis' project management.

## ***4. Floodplain Management***

**AREAWIDE COMPLIANCE PROCESS  
EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT  
CITY OF BAY ST. LOUIS, MISSISSIPPI**

It is anticipated that the City will undertake or participate in a continuing series of federally funded or assisted projects over the foreseeable future. To expedite compliance with Executive Order 11988, the City is initiating a general area-wide compliance review in lieu of individual site-specific reviews. This area-wide compliance review will obviate the requirement for project-by-project floodplain compliance determinations (commonly called the “Eight-Step Process”) for current and future activities proposed in the 100-year floodplain over an indefinite period of time. This review is particularly appropriate to all projects partially or fully funded by the U.S. Department of Housing and Urban Development (HUD) through the Community Development Block Grant Program.

**THE EIGHT-STEP PROCESS**

**STEP ONE: Determine if a Proposed Action is Within a Floodplain**

Bay St. Louis has determined that the overwhelming majority of its urbanized areas are contained within the 100-year floodplain and that there are no substantial, undeveloped, non-floodplain locations available for activities. This determination is based on the following floodplain map panel numbers for Bay St. Louis, revised through November 16, 1983, furnished by FEMA:

285251IND0  
2852510001B  
2852510003B  
2852510004B  
2852510005B

In addition, the City of Bay St. Louis amended local ordinance #500 on October 25, 2005 and adopted a four-foot freeboard above the effective base flood elevations (BFEs), effective until the city adopts the preliminary DFIRMs.

Therefore, the City must, for all practical purposes, satisfy the requirements of Executive Order 11988 for many of its federally assisted projects within the urban area.

**STEP TWO: Early Public Review**

A 15-day “Notice of Early Public Review” was published on January 17, 2009, in the *Sea Coast Echo* (See Exhibit I). The 15-day public notice period expired on February 1, 2009.

In addition, Exhibit 1 contains copies of the correspondence transmitting the “Notice of Early Public Review” to interested agencies. The list of those that were mailed the Notice is attached as a part of Exhibit I.

**STEP THREE: Identification and Evaluation of Practicable Alternative to Locating in the Floodplain**

The following reasons support why there are not practicable alternatives to locating in the floodplain and a “No Action” determination has been found:

1. It is not possible to carry out the objectives of the CDBG Program or the Katrina Supplemental CDBG Programs and participate in the growth plans of the communities without participating in projects that are in the floodplain.
2. The projects will be in compliance with local and state codes and ordinances.
3. The proposed construction will not displace or redirect flood waters to seriously impact other areas.
4. Irreplaceable historically significant structures will be saved from eventual destruction by blight.
5. Flood insurance will be required for all properties receiving HUD assistance.
6. Measures will be taken to minimize long and short term adverse impacts associated with any occupancy modification of the floodplain.

**STEP FOUR: Impacts of the Proposed Projects**

There are few impacts associated with these activities as the amount of new impervious area and the existing impervious area is to remain about the same. If there is any additional impervious area, it will be minimal.

It is understood the natural state of the floodplain is beneficial for groundwater recharge, supportive of plant and animal species and is valued as a cultural resource. Therefore, none of these proposed activities will negatively affect these benefits.

**STEP FIVE: Minimize Threats to Life, Property, and Natural and Beneficial Floodplain Values, Restore and Preserve Natural and Beneficial Floodplain Values.**

Bay St. Louis is in full compliance with the regular program of the National Flood Insurance Program.

Every action will be taken to minimize impacts to the 100-year floodplain. Compliance with local, federal, and state standards will be achieved. Planned development for residential and other uses will adhere to flood damage prevention ordinance 500 and should, in the long run, benefit the floodplain much more than unregulated, scattered, and detrimental development. This demonstrates Bay St. Louis' commitment to floodplain management standards.

To protect lives and property and to ensure that floodplain values will be enhanced, the area-wide compliance strategy will contain certain conditions to which all proposals must adhere. The area-wide compliance strategy conditions are:

1. This strategy applies only to federally assisted activities in Bay St. Louis and is subject to the acceptance by HUD, or other federal agencies, when appropriate;
2. This area-wide compliance strategy does not address Wetlands subject to Executive Order 11990 or any areas designated as a preserve, conservation area, or park. Such areas must be separately evaluated by the City;
3. There will be no assistance to activities located or to be located in a regulatory floodway as designated by FEMA;
4. Construction will be in compliance with the Flood Damage Prevention Ordinance 500 prepared by the City as a part of its participation in the National Flood Insurance Program. This ordinance must meet FEMA requirements as they may be amended from time to time;
5. All residential or commercial structures, projects, or developments assisted with federal funds must have flood insurance;
6. The use of federal funds will be prohibited for re-establishing structures or facilities that have suffered periodic flood damage because of their floodplain location or condition, since their occupancy is hazardous to life as well as property;
7. If feasible, substandard buildings will be demolished to reduce exposure to flood hazards;
8. All proposed activities will meet planning, permitting, and zoning requirements of the City;
9. Whenever possible, urban infrastructure (i.e., streets, city water, connection to city sewage treatment plants, etc.) will be required

for all new construction or where substantial rehabilitation will take place;

10. Proposed construction will not displace or redirect flood waters in such a way that would seriously impact other areas;
11. Structures should be elevated and/or flood proofed where required when substantial improvement is planned;
12. Structures should be protected against periodic flooding by the construction of flood protection works or other water retention facilities where appropriate;
13. Individual sites should be flood proofed with perimeter embankments or other techniques to stop flooding from reaching homes or other buildings where appropriate; and
14. There will be minimal disruption of plant or wildlife.

**STEP SIX: Re-evaluate Alternatives**

City staff has re-evaluated the alternatives and feels that the area-wide compliance approach, with the conditions stipulated in the strategy detailed in Step 5, is the most prudent and reasonable alternative under which to proceed. After consideration of all the data in Steps 1-5, the alternative of the area-wide compliance strategy has been selected because:

1. Strict measures have been incorporated into the City floodplain ordinance.
2. The requirements of the City's Land Use and Development Standards Codes will mitigate any adverse reactions that might occur.

**STEP SEVEN: Issue Finding a Public Explanation**

The "Notice of Strategy Determination" was published with a 7-day comment period on March 7, 2009 (See Exhibit II). No comments were received.

**STEP EIGHT: Implement the Action**

The area-wide compliance strategy is effective upon expiration of the notice period in the "Notice of Strategy Determination". This determination is also appropriate for all of the City's CDBG programs. In addition, this compliments the area-wide floodplain strategy (Hazard Mitigation and Flood Protection Plan) developed on May 10, 2005 and amended October 25, 2005, by the City of Bay St. Louis.

## SUMMARY

The main focus of future environmental assessments will become that of compliance and mitigation rather than evaluation of alternative sites outside the 100-year floodplain. As each project is proposed, it will be reviewed to determine if it is in a suitable site within the floodplain. No project will be approved that has an adverse impact on the 100-year floodplain or that provides a threat to lives or property.

This area-wide compliance strategy is applicable to all CDBG programs, including Katrina Supplemental CDBG programs, without regard to specific activity. The Environmental Review Record for each project shall so state if this area-wide compliance determination is adopted for that project and as a separate document, it will be appended to the Environmental Assessment or the Environmental Impact Statement.

A re-evaluation of this area-wide compliance determination process will be conducted if:

1. FEMA issues revised floodplain maps that would significantly alter the base floodplain configuration;
2. Federal or state legislation is promulgated which significantly impacts the floodplain or floodplain management standards; and
3. The State Comprehensive Planning process for floodplains or Coastal Zone Management is modified in a way that significantly impacts this determination.

The controls detailed in this strategy will be implemented and enforced in a timely manner. If necessary, additional requirements or other treatments or stipulations may be placed on developments or projects as a condition for the City providing federal assistance to the project or development. The full "Eight-Step Process" shall be initiated for a project if requested by its developer or builder, an affected property owner, or at the option of the City.

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

## **EXHIBIT I**

### **NOTICE OF EARLY PUBLIC REVIEW**

#### **Floodplain Executive Order 11988 On Floodplain Management**

Pursuant to Executive Order (EO) 11988, the City Council of the City of Bay St. Louis anticipates funding current and future Community Development Block Grant (CDBG) program projects and/or Katrina Supplemental Community Development Block Grant (KCDBG) program projects in the 100-year and 500-year floodplain. The Mississippi Development Authority will review the project proposals and/or applications to determine whether federal assistance should be granted.

Projects funded in the future under the State of Mississippi's Regular Public Facilities and Economic Development Programs and other CDBG Programs, such as the Katrina Supplemental CDBG programs, could possibly include the following types of activities:

- Construction, reconstruction and rehabilitation of buildings
- Demolition of structures
- Property acquisition
- Removal of architectural barriers
- Construction of public infrastructure such as water, sanitary sewer systems  
drainage, street improvements, and natural gas systems
- Ports and harbors
- Streetscape improvements
- Economic development activities; and
- Other public facilities and other eligible CDBG activities.

These proposed activities will be located within the incorporated areas of the City. Based upon the specific flood maps furnished by the Federal Emergency Management Administration (FEMA), an overwhelming majority of the urban areas of the above community is contained in the 100-year floodplain, and it is anticipated that many of the above activities will take place within the 100-year floodplain established by the Federal Emergency Management Agency (FEMA). The CDBG programs are required by Presidential Directive EO 11988 not to support any project if there is a practicable alternative to developing it in the base floodplain.

This area-wide compliance procedure is implemented with the anticipation of future CDBG assisted projects and Katrina Supplemental CDBG projects and not for a single project of federal fiscal year. Completion of this area-wide compliance process will obviate the need for future individual site-specific reviews where a series of individual actions is proposed or contemplated over an indefinite period of time, and where those activities conform to those covered by this area-wide compliance process.

The proposed improvements will conform to all applicable Federal and State floodplain standards and are part of the City's long-range community development plans. The proposed actions will not affect natural or beneficial floodplain values. Failure to provide these improvements would result in the continued deterioration of the area.

Comments from the public are invited and will be received until February 1, 2009. Written comments should be addressed to the City of Bay St. Louis, Buz Olsen, City Clerk, P.O. Box 2550, 302 Highway 90, Bay St. Louis, MS 39521.

Should the completed analysis or comments received from the public have an adverse effect on current Findings of No Significant Impact (FONSI), the FONSI will be amended or rescinded as appropriate. Otherwise, the FONSI will remain unchanged and will not be re-published after the completion of this analysis and public comment period.

Non-legal Small Print Ad  
Affidavit of Publication Required

Run on January, 17, 2009.

# NOTICE OF EARLY PUBLIC REVIEW

## Floodplain Executive Order 11988

### On Floodplain Management

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Construction, reconstruction and rehabilitation of buildings

Demolition of structures

Property acquisition

Removal of architectural barriers

Construction of public infrastructure such as water, sanitary sewer systems drainage, street improvements, and natural gas systems

Ports and harbors

Streetscape improvements

Economic development activities; and

Other public facilities and other eligible CDBG activities.

These proposed activities will be located within the incorporated areas of the City. Based upon the specific flood maps furnished by the Federal Emergency Management Administration (FEMA), an overwhelming majority of the urban areas of the above community is contained in the 100-year floodplain, and it is anticipated that many of the activities will take place within the 100-year floodplain established by the Federal Emergency Management Agency (FEMA). The CDBG programs are required by Presidential Directive EO 11988 not to support any project if there is a practicable alternative to developing it in the base floodplain.

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Comments from the public are invited and will be received until February 1, 2009. Written comments should be addressed to the City of Bay St. Louis, Buz Olsen, City Clerk, P.O. Box 2550, 302 Highway 90, Bay St. Louis, MS 39521.

Should the completed analysis or comments received from the public have an adverse effect on current Findings of No Significant Impact (FONSI), the FONSI will be amended or rescinded as appropriate. Otherwise, the FONSI will remain unchanged and will not be re-published after the completion of this analysis and public comment period.

# The Sea Coast Echo

Since 1892

POST OFFICE BOX 2009  
BAY SAINT LOUIS, MS 39521-2009

## PROOF OF PUBLICATION

STATE OF MISSISSIPPI  
HANCOCK COUNTY

PERSONALLY appeared before me the undersigned authority in and for said County and State, JAMES R. PONDER, publisher of THE SEA COAST ECHO, a newspaper printed and published in the City of Bay Saint Louis, said County, who being duly sworn, deposes and says the publication of this notice hereunto annexed has been made in the said publication / weeks to-wit

On the 17 day of January 2009  
On the \_\_\_\_\_ day of \_\_\_\_\_ 2009  
On the \_\_\_\_\_ day of \_\_\_\_\_ 2009  
On the \_\_\_\_\_ day of \_\_\_\_\_ 2009

James R. Ponder  
Publisher

Sworn to and subscribed before me A NOTARY PUBLIC

Judith D. Sadner  
this February 03 2009

Notary Public State of Mississippi At Large  
My Commission Expires: November 01, 2009

### EXHIBIT I NOTICE OF EARLY PU Floodplain Executive ( ) On Floodplain Man

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# The Sea Coast Echo

Since 1892

POST OFFICE BOX 2009  
BAY SAINT LOUIS, MS 39521-2009

## PROOF OF PUBLICATION

STATE OF MISSISSIPPI  
HANCOCK COUNTY

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PERSONALLY appeared before me the undersigned authority in and for said County and State, JAMES R. PONDER, publisher of THE SEA COAST ECHO, a newspaper printed and published in the City of Bay Saint Louis, said County, who being duly sworn, deposes and says the publication of this notice hereunto annexed has been made in the said publication 1 weeks to-wit:

On the 07 day of March 2009

On the \_\_\_\_\_ day of \_\_\_\_\_ 2009

On the \_\_\_\_\_ day of \_\_\_\_\_ 2009

On the \_\_\_\_\_ day of \_\_\_\_\_ 2009

James R. Ponder  
Publisher

Sworn to and subscribed before me A NOTARY PUBLIC

Judith R. Ponder  
this March 9 2009

Notary Public State of Mississippi At Large  
My Commission Expires: November 01, 2009

# **NOTICE OF STRATEGY DETERMINATION EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT FOR BAY ST. LOUIS, MISSISSIPPI**

In accordance with Executive Order 11988, Bay St. Louis, Mississippi, when using federal funds, must avoid to the extent possible, the long-term and short-term adverse impacts associated with development of projects located in floodplains; avoid direct or indirect support of development in a floodplain where there is a practicable alternative. Floodplains are defined as the lowland and relatively flat area adjoining inland and coastal waters including flood-prone areas of offshore islands including at a minimum, that area subject to a one percent or greater chance of flooding in any given year. The base floodplain shall be used to designate the 100-year floodplain identified by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate maps (FIRM).

To date, the City of Bay St. Louis has analyzed flood hazards in applications for projects or developments to be assisted with federal funds on a site-by-site basis. The City is utilizing an area-wide compliance process as an acceptable alternative to the individual site-by-site reviews.

An overwhelming majority of the urbanized area of Bay St. Louis is located in the base floodplain. Therefore, the City perceives no practicable alternative other than to support residential and commercial development in the floodplain consistent with the City's Comprehensive Plan.

To avoid adverse impacts associated with development in the 100-year floodplain and to insure timely processing of individual applications, the City is adopting an area-wide compliance strategy to guide its participation when assisting with federal funds housing or commercial projects within the 100-year floodplain.

Certain conditions to this area-wide compliance strategy will apply:

1. This strategy applies only to federally funded or assisted activities in Bay St. Louis and is subject to the acceptance by HUD when appropriate;
2. This area-wide compliance strategy does not address Wetlands, subject to Executive Order 11990 or any areas designated as a preserve, conservatory area, or park. Such areas must be separately evaluated by the City;
3. There will be no assistance to activities located or to be located in a regulatory floodway as designated by FEMA;
4. Construction will be in compliance with the Floodplain Management Ordinances prepared by the City as a condition of their participation in the National Flood Insurance Program. This ordinance must meet FEMA requirements as it may be amended from time to time;
5. All residential or commercial structures, projects, or developments assisted with federal funds must have flood insurance;
6. The use of federal funds will be prohibited for re-establishing structures or facilities that have suffered periodical flood damage because of their flood plain location or condition, since their occupancy is hazardous to life as well as property;
7. If feasible, substandard buildings will be demolished to reduce exposure to flood hazards;
8. All proposed activities will meet planning, permitting, and zoning requirements of the City;
9. Wherever possible, urban infrastructure (i.e., streets, city water, connection to the county or city sewage treatment plant, etc.) will be required for all new construction or where substantial rehabilitation will take place;
10. Proposed construction will not displace or redirect flood waters in such a way that would seriously impact other areas;
11. Structures should be elevated and/or flood proofed where substantial improvement is planned;
12. Structures should be protected against periodic flooding by the construction

Executive Order 11990 or designated as a preserve, conservancy area, or park. Such areas must be separately evaluated by the City;

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11. Structures should be elevated and/or flood proofed where substantial improvement is planned;
12. Structures should be protected against periodic flooding by the construction of flood protection works or other water retention facilities where appropriate;
13. Individual sites should be flood proofed with perimeter embankments of other techniques to stop flooding from reaching homes or other buildings where appropriate; and
14. There will be minimal disruption of plant or wildlife. A re-evaluation of this area-wide compliance strategy will be conducted if FEMA issues revised floodplain maps that would significantly alter the base floodplain configuration, federal or state legislation is promulgated, which significantly impacts the floodplain or floodplain management standards, the State Comprehensive Planning process for floodplains or Coastal Zone Management is modified in a way that impacts this determination.

Compliance with the strategy described herein will obviate the need for separate compliance with an otherwise required "Eight-Step Process" risk assessment and public notification process. The latter will be utilized for a project upon the request of its developer or builder, an affected property owner, or at the option of the City. After the effective date for implementing this strategy, applications for participation in federally-funded programs and current CDBG programs will not have to go through the individual site-by-site "Eight-Step Process" for each project that is proposed when a written determination is made to insure consistency with the area-wide compliance strategy (which includes the previously listed thirteen conditions).

A "Notice of Early Public Review" was published by the City in the Sea Coast Echo on January 17, 2009. It specified the nature of the alternative compliance strategy and invited public comments. No public comments were received. Also, it compliments the area-wide floodplain strategy developed by the City of Bay St. Louis on May 10, 2005 and amended October 25, 2005. Based upon further internal review, a final alternative compliance strategy is being established as specified herein.

Any comments a reader may wish to make should be delivered to the City within seven (7) calendar days from the date of this publication. Comments should be sent to:

Buz Olsen, City Clerk  
P.O. Box 2550  
302 Highway 90  
Bay St. Louis, MS 39521

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FOR BAY ST. LOUIS, MISSISSIPPI**

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Bay St. Louis, MS 39521

**To be run on March 7, 2009 – Non-legal small print ad – affidavit of publication required**

## COMPLIANCE JUSTIFICATION

The Municipal Pier and Harbor is compliant with the strategy determination for projects located within the 100 year floodplain in Bay St. Louis, Mississippi. Compliance includes, but is not limited to the following:

1. The project is federally funded through CDBG and is located in Bay St. Louis, Mississippi.
2. The project is an existing structure that will be repaired and improved to meet current and future needs of citizens in Bay St. Louis.
3. There are no other alternative sites for this project. It is located in Bay St. Louis and will assist in the long term recovery of the area.
4. HUD regulations will be adhered to due to the use of federal funds.
5. The project is in compliance with the city's Flood Damage Prevention Ordinance 500.
6. All proposed activities will meet the city's planning, permitting, and zoning requirements in order to protect lives and property.
7. All proposed improvements will conform to applicable federal and state floodplain standards.
8. There will be minimal disruption of plant and wildlife.

A 45 day time period was allowed for a response from Environmental Regulatory Agency for this area of statutory regulatory compliance. As noted in the environmental information submitted to the agency, it is determined that the area of statutory regulatory compliance is not applicable to this project and the project will have no effect on the regulations.

*Michele Moore*  
MICHELE MOORE

**JIMMY G. GOURAS**

URBAN PLANNING CONSULTANTS, INC

January 19, 2009

Federal Emergency Management Agency  
Region IV  
3003 Chamblee Tucker Road  
Atlanta, GA 30340-4148

**RE: City of Bay St. Louis  
Current and Future Community Development Block Grant (CDBG) Program Projects  
Environmental Assessment**

Dear Sir or Madam:

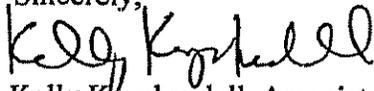
Attached is a copy of the "Notice for Early Public Review" as part of the area-wide floodplain compliance procedure for the City of Bay St. Louis. The City anticipates funding current and future Community Development Block Grant (CDBG) program projects, and has initiated the areawide floodplain compliance process. Bay St. Louis has determined that the overwhelming majority of its urbanized areas are contained within the 100-year floodplain and that there are no substantial, undeveloped, non-floodplain locations available for activities.

It is the city's desire that the main focus of future environmental assessments will become that of compliance and mitigation rather than evaluation of alternative sites outside the 100-year floodplain. As each project is proposed, it will be reviewed to determine if it is in a suitable site within the floodplain. No project will be approved that has an adverse impact on the 100-year floodplain or that provides a threat to lives or property. All proposed improvements will conform to all applicable Federal and State floodplain standards.

We would request that you provide any written comments to the office Buz Olsen, City Clerk, City of Bay St. Louis, P.O. Box 2550, Bay St. Louis, MS 39521, no later than February 2, 2009.

Thank you for your prompt attention to this matter.

Sincerely,



Kelly Kuyrkendall, Associate Consultant  
Jimmy G. Gouras Urban Planning Consultants, Inc.

/khk

Enclosure

**JIMMY G. GOURAS**

URBAN PLANNING CONSULTANTS, INC.

1100 CHERRY ST. • VICKSBURG, MS 39183 • 601-638-7121 • FAX 601-638-5292 • Email: [jggouras@bellsouth.net](mailto:jggouras@bellsouth.net)

January 19, 2009

Mr. Louis Hill  
U.S. EPA, Region IV  
Atlanta Federal Center  
61 Forsyth Street  
Atlanta, GA 30303-8960

RE: City of Bay St. Louis  
Current and Future Community Development Block Grant (CDBG) Program Projects  
Environmental Assessment

Dear Mr. Hill:

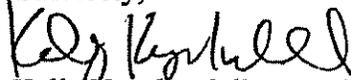
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Thank you for your prompt attention to this matter.

Sincerely,



Kelly Kuyrkendall, Associate Consultant  
Jimmy G. Gouras Urban Planning Consultants, Inc.

/khk

Enclosure

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1100 CHERRY ST. • VICKSBURG, MS 39183 • 601-638-7121 • FAX 601-638-5292 • Email: [jggouras@bellsouth.net](mailto:jggouras@bellsouth.net)



**STATE OF MISSISSIPPI  
HALEY BARBOUR, GOVERNOR**

**MISSISSIPPI EMERGENCY MANAGEMENT AGENCY**

**THOMAS M. "MIKE" WOMACK  
EXECUTIVE DIRECTOR**

March 26, 2009

Jimmy G. Gouras  
Attn: Kelly Kuyrkendall  
1100 Cherry St.  
Vicksburg, MS 39183

**RE: City of Bay St Louis Pier & Harbor**

Dear Kelly Kuyrkendall:

In reference to your request for environmental comment on the above referenced project, a member of my staff has reviewed the applicable Flood Insurance Rate Maps (FIRM) and the project areas appears to lie within or adjacent to portions of a community's designated Special Flood Hazard Area (SFHA). This is based upon a review of the Preliminary Flood Insurance Rate Map (FIRM) for the project site found on the Hancock County, Mississippi, community map panel 28045C0362D, and issue date November 15, 2008 and the firm found on the Hancock County, MS, community map panel 2852510004B, effective November 16, 1983. The review includes the Preliminary D FIRM's because they are the best available data and are required to be used in projects using federal funding sources. All structures must be landward of mean high tide. V Zone building requirements will apply.

Please keep in mind that every effort should be made to insure that proper site plans are developed to maximize onsite retention of rainwater and sediment runoff in order to minimize flooding and/or erosion to the community. The Flood Insurance Rate Map is for flood insurance purposes only and does not necessarily show all areas subject to flooding. Detailed flood studies available from other sources may indicate a greater risk of flooding to the subject property. Additionally, the community may have adopted a Community Flood Hazard Area (CFHA), which is not depicted upon the maps, which I have on file.

If you have any questions concerning this matter, please contact the Floodplain Administrator for the City of Bay St Louis, Ron Jones, at 228-466-9000 or Charles Stallings (MEMA) at 601-405-2972.

Sincerely,

Al W. Goodman, Jr., CFM  
NFIP State Coordinator

AWG/cs  
Enclosure  
File

RECEIVED  
FEB 11 2009  
BY:

Attention: Al Goodman  
NAME OF AGENCY CONTACT  
MS Emergency Management Agency  
P.O. Box 5644  
Jackson, MS 39296-5644

Return To:  
Kelly Kuyrkendall  
Associate Planning Consultant  
Jimmy G. Gouras, Urban  
Planning Consultants, Inc.  
1100 Cherry Street  
Vicksburg, MS 39183  
(601) 638-7121

Project Information

Request Date: 03/18/09

Name: City of Bay St. Louis Hancock County Long Term Recovery Project - Municipal Pier & Harbor Project

Location: Bay St. Louis, Mississippi (Hancock County)

Description: See attached project description and maps.

Note: If response is not received in our office within 45 days, our office will assume the area of statutory-regulatory compliance is not applicable to the proposed project.

REQUEST FOR ENVIRONMENTAL ASSESSMENT STATUTORY-REGULATORY COMPLIANCE

AREA OF STATUTORY-REGULATORY COMPLIANCE: Floodplain Management  
\_\_\_\_ NOT APPLICABLE TO THIS PROJECT (PROJECT WILL HAVE NO EFFECT  
ON REGULATIONS)  
\_\_\_\_ CONSULTATION REQUIRED  
 REVIEW REQUIRED  
 PERMITS REQUIRED  
\_\_\_\_ DETERMINATION OF CONSISTENCY APPROVALS, PERMITS OBTAINED  
\_\_\_\_ CONDITIONS AND/OR MITIGATION ACTIONS REQUIRED

COMMENTS: Zone

DOCUMENTATION OF SOURCE(S) FOR FINDING: Firm + 1 Firm

Charles D. Hallgren  
Signature of Individual Providing  
Environmental Assessment

Deputy State FPM Director  
Title

Memphis  
Name of Agency



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
FLOOD INSURANCE RATE MAP

CITY OF  
BAY ST. LOUIS,  
MISSISSIPPI  
HANCOCK COUNTY

PANEL 4 OF 6  
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER  
285251 0004 B

MAP REVISED:  
NOVEMBER 16, 1983



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Lines. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



Firm 28045C0362D VE22/VE23/VE25

March 18, 2009

Mr. Al Goodman  
MS Emergency Management Agency  
P.O. Box 5644  
Jackson, MS 39296-5644

RE: **City of Bay St. Louis**  
**Hancock County Long Term Recovery Projects**  
**Environmental Assessment – Pier & Harbor**

Dear Mr. Goodman:

A determination is requested from your office to complete a preliminary environmental assessment form for the above referenced project. Enclosed is a Request for Environmental Assessment Form, maps of the project and locations. The Pier & Harbor Project is located in the City of Bay St. Louis, Hancock County, Mississippi. The proposed project is outlined below.

**Municipal Pier and Harbor** – The City of Bay St. Louis proposes to construct a Municipal Pier and Harbor including the re-construction of the Rutherford Pier, construction of 76 boat slips/end ties with electrical and plumbing hookups, dredging, construction of a rip rap jetty, installation of vinyl bulkhead, construction of access piers and finger piers, construction of a harbor plaza deck, and electrical and mechanical infrastructure for 162 additional slips/end ties and the fuel system. Approximate project cost is \$14,970,256.22.

I look forward to receiving your response. If you need any additional information or have any questions, please do not hesitate to call me at (601) 638-7121. Thank you for your help on this matter.

Sincerely,



Kelly Kuyrkendall  
Associate Consultant

Enclosures

MAR 23 2009



**JIMMY G. GOURAS**

URBAN PLANNING CONSULTANTS, INC.

Jackson Office

One Jackson Place

Suite 250

188 E Capitol Street

Jackson, MS 39201-2100

P: 601 352 5411

F: 601 352 5362

[www.dalearch.com](http://www.dalearch.com)

Biloxi Office

161 Lameuse Street

Biloxi, MS 39530

P: 228-374-1409

F: 228-374-1414

## BAY ST. LOUIS MUNICIPAL HARBOR

The new Bay St. Louis Municipal Harbor will stretch from the northern boundary of the CSX railroad bridge right-of-way for approximately 800 ft along the shoreline. Demontluzin Street is the approximate location of the new Rutherford Pier which is the northern boundary of the harbor and an access way for 3 of the finger piers in the harbor. The southern boundary of the harbor is delineated by a riprap jetty. A side dock parallels it for access to the southern finger piers. The Rutherford Pier is being relocated with FEMA funding from its former location at Ulman Avenue to become an integral part of this project. The pier will still function as a fishing pier for the public.

The harbor has a total of 6 finger piers and more slips along the main access pier at the landside edge of the harbor. Side ties and end ties are created by the layout of these finger piers which provides additional berthing capability for the harbor. Public parking for the downtown area is provided below the seawall. Some spaces will be reserved for loading and unloading of boats. The parking will be accessed by a vehicular ramp that crosses the seawall and must be coordinated with the USACE and their design for the new seawall. A pedestrian bridge will provide access from the heart of downtown and Beach Boulevard to the Harbormaster Building where an elevator and stairs will bring pedestrians to harbor level at the south end of the harbor. The Rutherford Pier will also provide stair and ramp access on the north side of the harbor.

The main function of the Harbormaster Building is to serve as the harbormaster's office and operation and management facility, but it will also provide harbor-only restrooms with shower facilities and public restrooms. In addition, it will incorporate a marine convenience store that will sell fuel and provide convenience items for boaters and the public. The decking around the Harbormaster Building will provide public views of the harbor and shaded views and gathering spaces below it. The landside parking, the docks and the pier pavilions along with the landscaped landside harbor area will provide a pleasant park-like setting for the public and boaters. For a festival or special event, the parking area could be reserved for tents and vendors.

The design intent for the construction of the harbor is to follow Clean Marina Guidelines for management of wastewater and boat pollutants. Water will be able to flow through the riprap jetty and a vinyl sheet pile wall at the Rutherford Pier through engineered openings to prevent stagnating water. Dredging for the harbor will be recycled as fill for the landside uses of the harbor as much as possible.

# D | A DALE AND ASSOCIATES ARCHITECTS P.A.

## Jackson Office

One Jackson Place

Suite 250

188 E Capitol Street

Jackson, MS 39201-2100

P: 601 352 5411

F: 601 352 5362

[www.dalearch.com](http://www.dalearch.com)

The first phase of this project will include 76 slips/end ties, dredging, the riprap jetty on the south side of the harbor, the concrete bulkhead wall on the landside (west side) of the harbor, a vinyl bulkhead to be attached to the Rutherford pier, the west pier and access piers and the first 2 finger piers along the Rutherford Pier moving west to east along the pier as shown on the Harbor Plan. It also includes the harbor plaza deck, electrical and plumbing hookups for 76 slips/end ties and electrical and mechanical infrastructure for 162 slips/end ties and the fuel system.

This project will be ready to go to bid within 180 days of the grant agreement.

## Biloxi Office

161 Lameuse Street

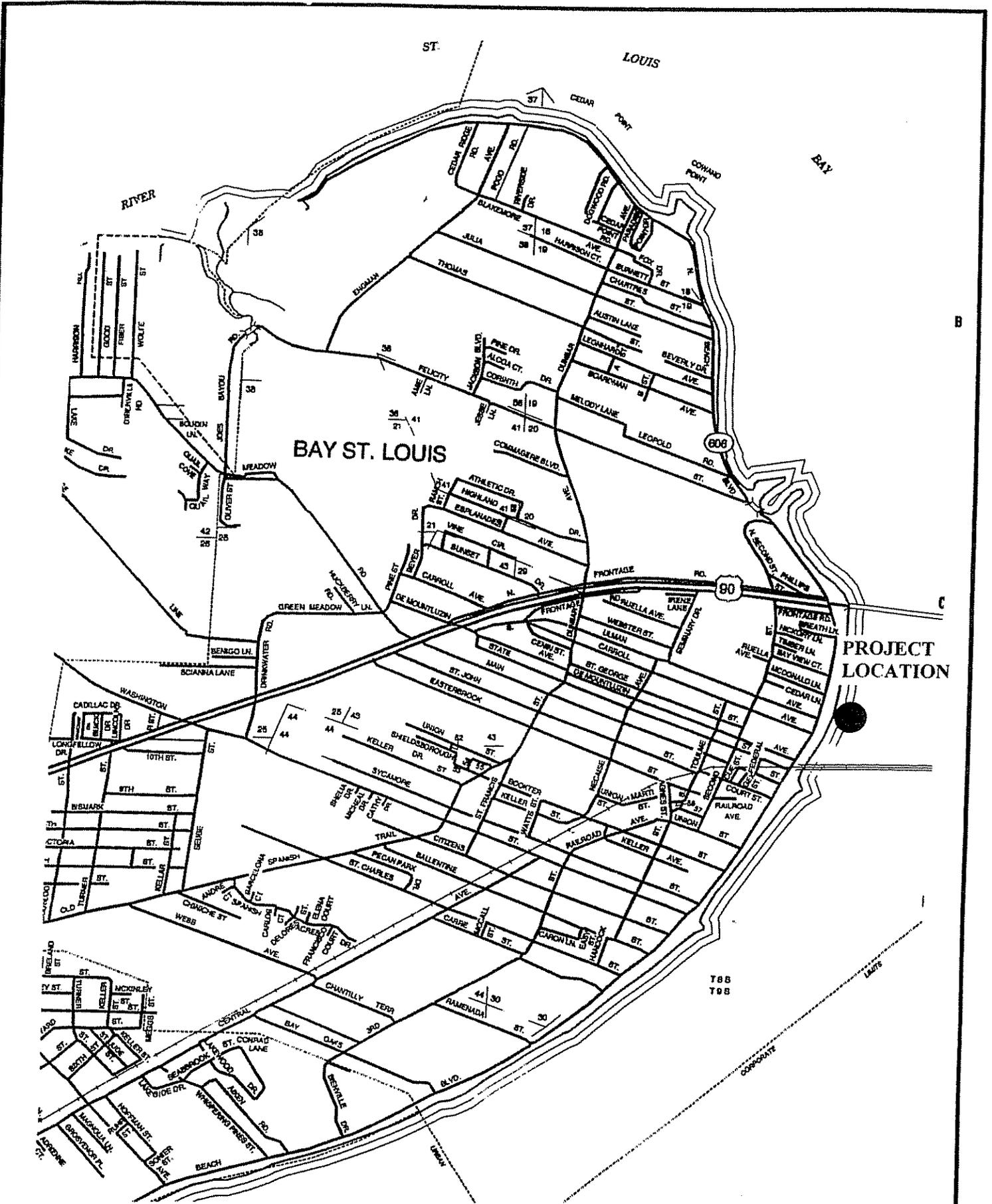
Biloxi, MS 39530

P: 228-374-1409

F: 228-374-1414



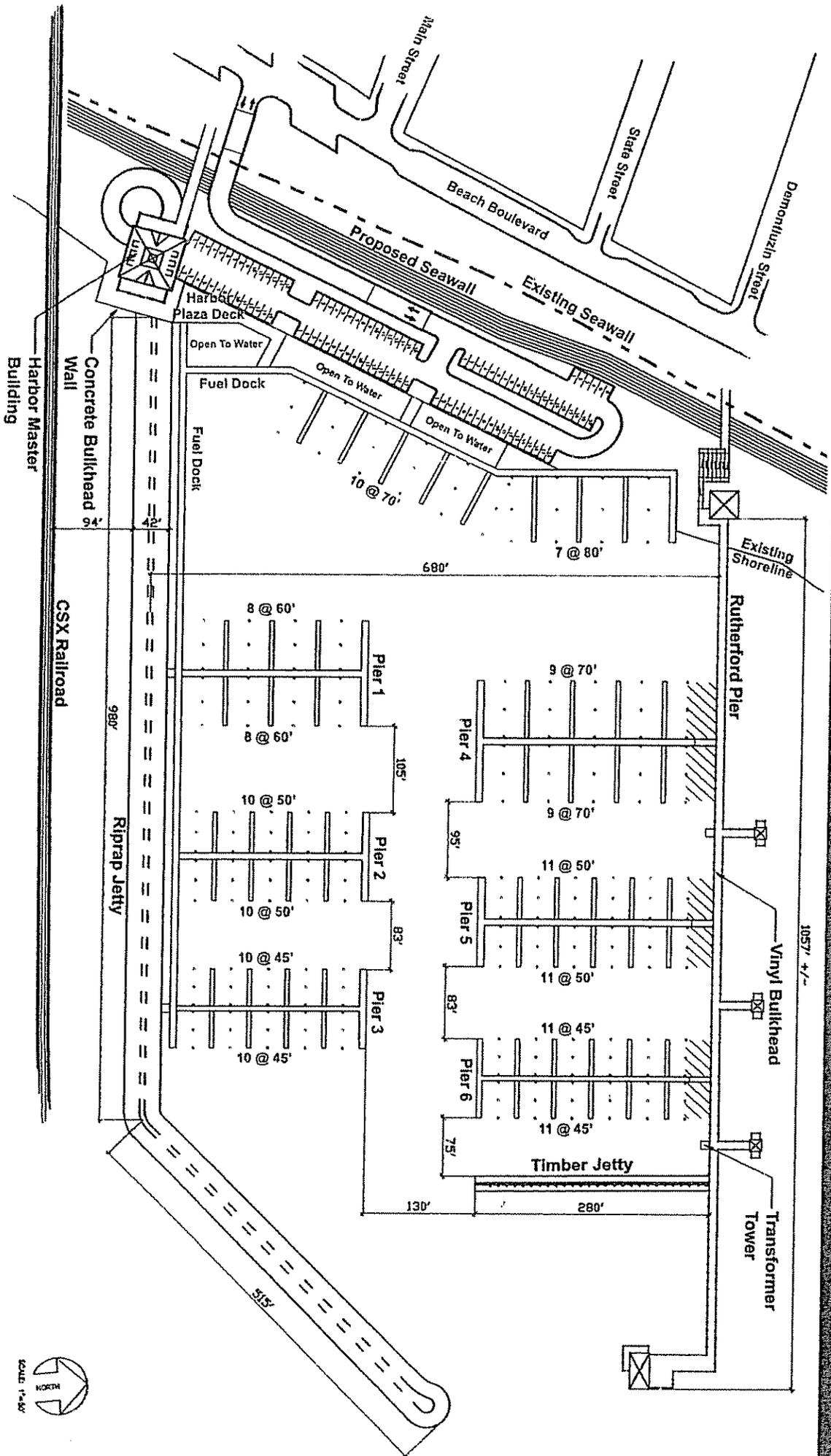
# PROJECT LOCATION M



**PROJECT LOCATION**

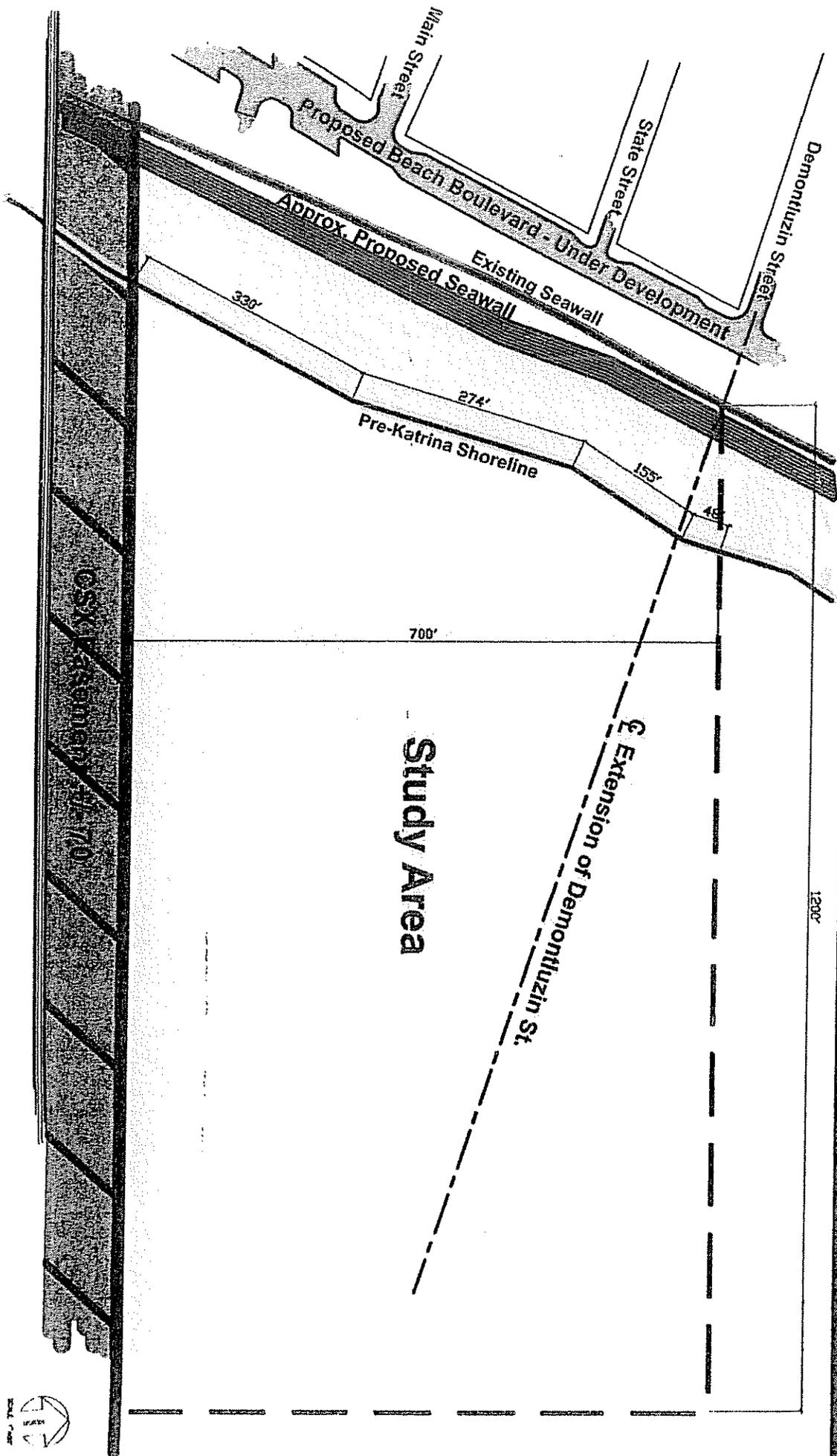
**JIMMY G. GOURAS**

URBAN PLANNING CONSULTANTS, INC.




  
 SCALE: 1"=50'
   
**HARBOR PLAN**
  
 BAY ST. LOUIS, MISSISSIPPI

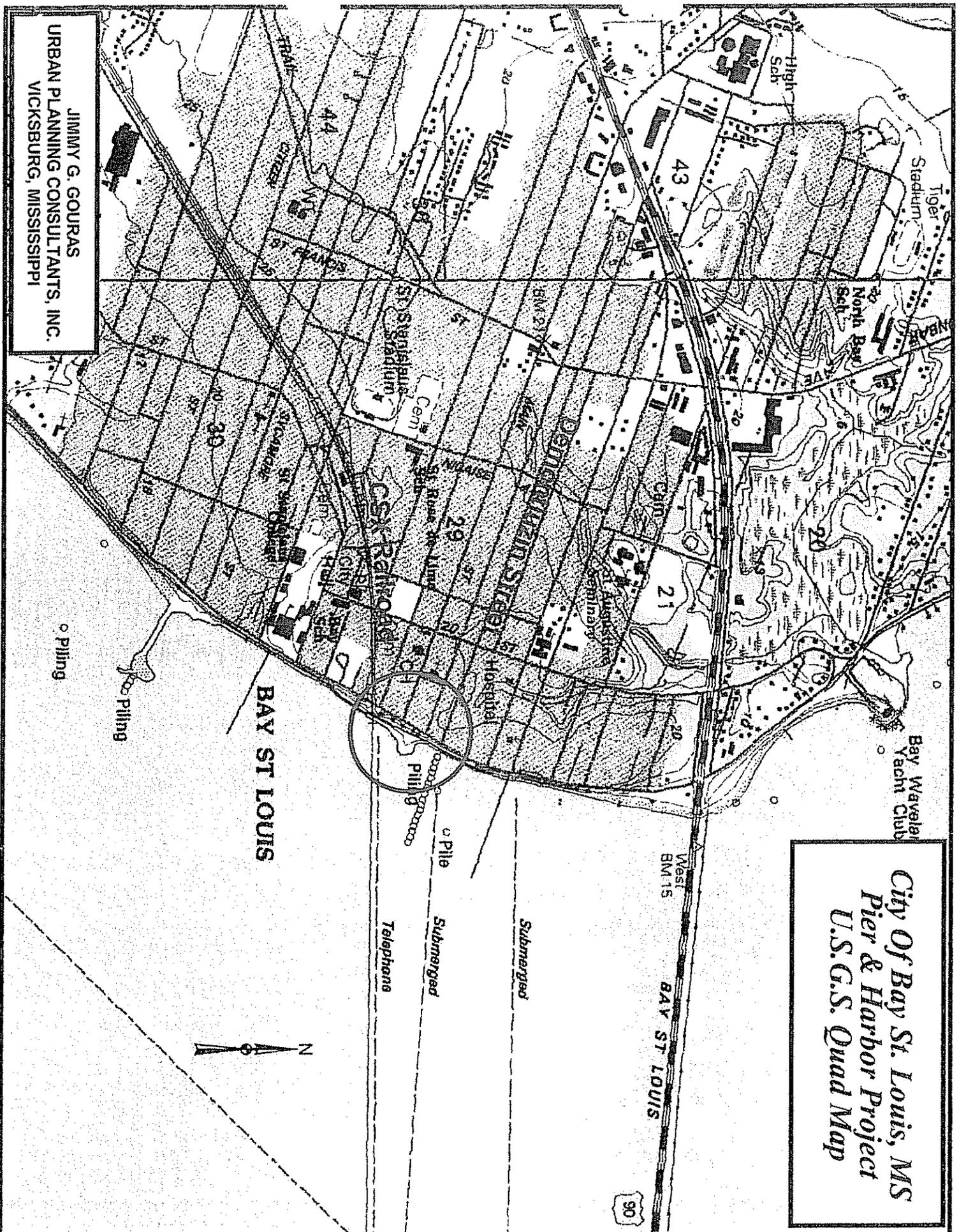
CDP AREA



EXISTING PLAN  
DATE: 11/1/10



*City Of Bay St. Louis, MS  
Pier & Harbor Project  
U.S.G.S. Quad Map*



JIMMY G. GOURAS  
URBAN PLANNING CONSULTANTS, INC.  
VICKSBURG, MISSISSIPPI

90

BAY ST LOUIS

West  
BM 15

BAY ST LOUIS

Submerged  
Submerged  
Pile  
Telephones

Piling

Piling

March 18, 2009

Mr. Al Goodman  
MS Emergency Management Agency  
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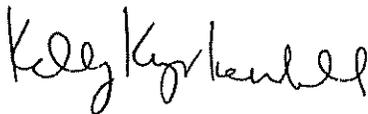
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Kelly Kuyrkendall  
Associate Consultant

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Vicksburg, MS 39183  
(601) 638-7121

Project Information

Request Date: 03/18/09

Name: City of Bay St. Louis Hancock County Long Term Recovery Project - Municipal Pier & Harbor Project

Location: Bay St. Louis, Mississippi (Hancock County)

Description: See attached project description and maps.

Note: If response is not received in our office within 45 days, our office will assume the area of statutory-regulatory compliance is not applicable to the proposed project.

REQUEST FOR ENVIRONMENTAL ASSESSMENT STATUTORY-REGULATORY COMPLIANCE

AREA OF STATUTORY-REGULATORY COMPLIANCE: Floodplain Management  
\_\_\_\_ NOT APPLICABLE TO THIS PROJECT (PROJECT WILL HAVE NO EFFECT  
ON REGULATIONS)  
\_\_\_\_ CONSULTATION REQUIRED  
\_\_\_\_ REVIEW REQUIRED  
\_\_\_\_ PERMITS REQUIRED  
\_\_\_\_ DETERMINATION OF CONSISTENCY APPROVALS, PERMITS OBTAINED  
\_\_\_\_ CONDITIONS AND/OR MITIGATION ACTIONS REQUIRED

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_

DOCUMENTATION OF SOURCE(S) FOR FINDING: \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Signature of Individual Providing  
Environmental Assessment

\_\_\_\_\_  
Title

\_\_\_\_\_  
Name of Agency

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Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$5.44

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3/20/09

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 Street, Apt. No., or PO Box No. P.O. Box 5644  
 City, State, ZIP+4 Jackson, MS 39296-5644

PS Form 3800, June 2002 See Reverse for Instructions

MS Emergency Mgmt. Agency  
 P.O. Box 5644  
 Jackson, MS 39296-5644

**COMPLETE THIS SECTION**

Complete items 1, 2, and 3. Also complete if Restricted Delivery is desired. Your name and address on the reverse we can return the card to you. Attach this card to the back of the mailpiece, in front if space permits.

**THIS SECTION ON DELIVERY**

Signature Mark Kyrza  Agent  Addressee  
 Received by (Printed Name) Mark Kyrza C. Date of Delivery \_\_\_\_\_  
 Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below: \_\_\_\_\_

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature Mark Kyrza  Agent  Addressee  
 B. Received by (Printed Name) Mark Kyrza C. Date of Delivery \_\_\_\_\_  
 D. Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below: \_\_\_\_\_

3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes

7005 1820 0001 3942 9205

Return Receipt 102595-02-M

3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes

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2. Article Number (Transfer from service label)

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PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

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Postage	\$ .51
Certified Fee	2.70
Return Receipt Fee (Endorsement Required)	2.15
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$5.44

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