



FEMA

U.S. Department of Homeland Security
Louisiana Transitional Recovery Office
1250 Poydras St
New Orleans, Louisiana 70112

DRAFT
FINDING OF NO SIGNIFICANT IMPACT
for
PORT FOURCHON RIP-RAP REVETMENT
LAFOURCHE PARISH, LOUISIANA

BACKGROUND

On August 29, 2005, high winds from Hurricane Katrina caused both storm surge and wave conditions in the extensive salt marsh areas surrounding Port Fourchon. Wave action carried sediment from the marsh area located to the north of the Port into the Port Fourchon area where the existing buildings, structures, and large land and water based equipment broke up the wave action causing the sediment to drop out of suspension. Large amount of sediment settled into Bayou Lafourche, the Flotation Canal, Slips A and B and the commercial marina causing impediments to ship navigation. Additionally, Hurricane Katrina storm surges and wave actions eroded 20 to 35 linear feet of soil embankment from the southern embankment of the Mitigation Area (MA) forming the northern side of the Port's Flotation Canal. The loss of bank material from the north shore of the Flotation Canal has removed a protective barrier from additional sediment entering Port facilities during subsequent storm events. The Greater Lafourche Port Commission, which owns and operates the Port, would like to construct a 5,500 linear foot rip-rap (rock) revetment along the northern shoreline of the Flotation Canal. The purpose of the proposed action is to stabilize the shoreline and protect the Port facilities from sedimentation in the event of future storms.

In accordance with 44 CFR Part 10, FEMA regulations to implement the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) was prepared. The purpose of the EA was to analyze the potential environmental impacts associated with the construction of the rip-rap revetment and to determine whether to prepare an Environmental Impact Statement (EIS) or Finding of No Significant Impact (FONSI). The need for the proposed action is to prevent future sediment deposition into the Port's shipping channels during future storm events. The alternatives considered include 1) No Action and 2) Construction of a Rip-rap Revetment (Proposed Action).

The proposed action would construct a rip-rap revetment along the north shoreline of the Flotation Canal within Port Fourchon located in Port Fourchon, Louisiana (29.141984,

| -90.209151). The rip-rap revetment considered for federal funding will be approximately 5,500 linear feet long by 10 feet wide and will impact approximately three acres of wetland marsh and open water.

PUBLIC REVIEW AND COMMENT

A legal notice will be published in the local newspaper, the *Daily Comet* and the *Times Picayune*, announcing the availability of this EA for review at FEMA's website www.fema.gov/plan/ehp/envdocuments/ea-region6.shtm. If no substantive comments are received, the Draft EA will become final and the initial Public Notice will also serve as the final Public Notice.

FINDINGS

FEMA has evaluated the proposed project for significant adverse impacts to geology, soils, water resources (surface water, groundwater, wetlands and floodplains), coastal resources, biological resources, cultural resources, air quality, noise, traffic, safety, hazardous materials and socioeconomics. During the construction period, short-term impacts to water quality, traffic, air quality, and noise are anticipated. Long term impacts are anticipated to occur to wetland and vegetative resources, however these impacts are mitigated by wetland mitigated required through the U.S. Army Corps of Engineers (USACE) permits issued for the project. All short and long term impacts require conditions to minimize and mitigate impacts to the proposed project site and surrounding areas.

CONDITIONS

The following conditions must be met as part of the implementation of the project. Failure to comply with these conditions may jeopardize federal funds:

- Applicant must be issued USACE permit No. MVN 2008 – 37 CZ prior to initiating work. All coordination pertaining to these activities should be documented and copies forwarded to the state and FEMA as part of the permanent project files.
- A storm water pollution prevention plan should be prepared and BMP's for storm water management should be implemented to minimize any detrimental effects to water quality during project implementation.
- The applicant shall implement construction best management practices for equipment and materials storage and construction activities (including equipment and materials staging) to prevent erosion and sedimentation to surrounding, nearby, or adjacent wetlands. These measures are to ensure that wetlands are not adversely affected per the Clean Water Act or Executive Order 11990.

- If during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the applicant shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. The applicant shall inform their Public Assistance (PA) contacts at FEMA, who will in turn contact FEMA Historic Preservation (HP) staff. The applicant will not proceed with work until FEMA HP completes consultation with the SHPO. In addition, if unmarked graves are present, compliance with the Louisiana Unmarked Human Burial Sites Preservation Act (R.S. 8:671 et seq.) is required. The applicant shall notify the law enforcement agency of the jurisdiction where the remains are located within twenty-four hours of the discovery. The applicant shall also notify FEMA and the Louisiana Division of Archaeology at 225-342-8170 within seventy-two hours of the discovery. Failure to comply with these stipulations may jeopardize receipt of FEMA funding.
- To reduce potential short term effects to air quality from construction related activities, the contractor is responsible for using Best Management Practices to reduce fugitive dust generation and diesel emissions.
- All construction activities should be conducted in a safe manner in accordance with OSHA requirements.
- If hazardous constituents are unexpectedly encountered in the project area during the proposed construction operations, appropriate measures for the proper assessment, remediation and management of the contamination should be initiated in accordance with applicable federal, state, and local regulations.
- Appropriate measures to prevent, minimize, and control spills of hazardous materials should be taken, and any hazardous and non-hazardous wastes generated should be disposed of in accordance with applicable federal, state, and local requirements.
- All construction should be coordinated with the local floodplain administrator and comply with floodplain ordinance. All permits and certificates, and all coordination pertaining to these permit(s), should be documented and provided to the local floodplain administrator, to Louisiana Governor's Office of Homeland Security and Emergency Preparedness (LA GOHSEP) and to FEMA as part of the permanent project file.

CONCLUSION

The results of these evaluations, as well as consultations and input from other federal and state agencies, are presented in the Draft EA. Based on the information analyzed, FEMA has determined that the implementation of the proposed action would not result in significant adverse impacts to the quality of the natural and human environment. In addition, the proposed project does not appear to have the potential for significant cumulative effects when combined with past, present and reasonably foreseeable future actions. As a result of this FONSI, an EIS will not be prepared (per 44 CFR Part 10) and the proposed project as described in the EA may proceed.

APPROVAL

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FEMA-1603/1607-DR-LA

Date

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Date