Draft Environmental Assessment

Port of New Orleans – Morrison Yard

Orleans Parish, Louisiana

FEMA-1603-DR-LA

October, 2010

Federal Emergency Management Agency

U.S. Department of Homeland Security

Louisiana Recovery Office

New Orleans, Louisiana 70113

FEMA

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LIST OF ACRONYMS

ABFE	Advisory Base Flood Elevation
APE	Area of Potential Effect
BMP	Best Management Practices
CAA	Clean Air Act
CBRA	Coastal Barrier Resources Act
CBRS	Coastal Barrier Resources System
CUP	Coastal Use Permit
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
EA	Environmental Assessment
EDMS	Electronic Document Management System
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GOHSEP	Governor's Office of Homeland Security and Emergency Preparedness
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic & Atmospheric Administration
NRHP	National Register of Historic Places
NRCS	Natural Resources Conservation Service
OSHA	Occupational Safety and Health Act

LIST OF ACRONYMS (cont'd)

PA	Public Assistance
PONO	Port of New Orleans
RCRA	Resource Conservation and Recovery Act
RHA	Rivers and Harbors Act
SHPO	State Historic Preservation Office/Officer
US	United States
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
VRP	Volunteer Remedial Program
WSRA	Wild and Scenic Rivers Act

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1.0 INTRODUCTION

1.1 Project Authority

Hurricane Katrina, a Category 4 hurricane with a storm surge above normal high tide levels, moved across the Louisiana, Mississippi, and Alabama gulf coasts on August 29, 2005. Maximum sustained winds at landfall were estimated at 140 miles per hour. President Bush declared a major disaster for the state of Louisiana due to damages from Hurricane Katrina and signed a disaster declaration (FEMA-1603-DR-LA) on August 29, 2005, authorizing the Department of Homeland Security's Federal Emergency Management Agency (FEMA) to provide federal assistance in designated areas of Louisiana. FEMA is administering this disaster assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), PL 93-288, as amended. Section 406 of the Stafford Act authorizes FEMA's Public Assistance Program to repair, restore, and replace state and local government and certain private nonprofit facilities damaged as a result of the declared event.

The Port of New Orleans has submitted an application for Federal Emergency Management Agency (FEMA) funding under FEMA's Public Assistance Program being administered in response to FEMA-1603-DR-LA, for a proposed relocation and structural improvements of fuel storage tanks. This proposal will provide fuel services for maintaining the Port's operations integrity and linking intra-facilities located along Coffee Drive through the use of an upgraded fuel storage system and its dispensing components/hardware.

In accordance with the Robert T. Stafford Disaster Relief and Emergency Assistance Act, PL 93-288, as amended, the National Environmental Policy Act of 1969 (NEPA), the President's Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508) and FEMA's implementing regulations at 44 Code of Federal Regulations (CFR) Part 206, FEMA is required to review the environmental effects of the proposed action prior to making a funding decision. This draft Environmental Assessment (EA) has been prepared in accordance with FEMA's National Environmental Policy Act (NEPA) regulations found in 44 CFR Part 10. The purpose of this draft EA is to analyze potential environmental impacts of the proposed project at Port of New Orleans - Morrison Yard, New Orleans. FEMA will use the findings in this draft EA to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

1.2 Background

On August 29, 2005, the tidal surge and high velocity winds from Hurricane Katrina resulted in extensive damage to Port of New Orleans (PONO) Morrison Yard facilities (7300 Jourdan Road; Latitude 30.02532, Longitude -90.0307), New Orleans, Louisiana. Flood waters inundated the port's property and its surrounding area. After flood waters receded, PONO evaluated the cost of damages to restore Morrison Yard facilities to pre-disaster conditions and results of this analysis identified that it was cost effective to relocate and assimilate operations at Morrison Yard into PONO facility's located along 5300 to 5555 Coffee Drive; approximately 8.5 miles to the

southwest of Morrison Yard. The proposed relocation along with its improvements has been slated for the general area of 5353 Coffee Drive (Latitude 29.91472, Longitude -90.11447). This land is owned by PONO and PONO is considered as a special district (i.e., a separate municipality) governed by its own regulation.

2.0 PURPOSE AND NEED

As a result of Hurricane Katrina, the PONO facilities at Morrison Yard were considerably damaged. In light of Morrison Yard's damage assessments, PONO decided that it would be cost effective and in PONO's best interest to consolidate the Morrison Yard (7300 Jourdan Road) operations into facility operations located at West Riverside Yard (Coffee Drive). The contributing factor for assimilating the two (2) facilities operation plans is that the relocation of the Morrison Yard's structures would be considered as a type of floodplain mitigation measure by moving from a floodplain elevation "A14" area (7300 Jourdan Road) to an area associated with a 0.2 percent frequency for flooding (i.e., "shaded X" zone) identified by Digital Floodplain Insurance Rate Map (DFIRM) panel number 22071C0240F dated November 13, 2008, for the proposed site at Coffee Drive.

The purpose is to relocate Morrison Yard's (Latitude 30.02532, Longitude -90.0307) fuel storage and dispensing system to PONO's existing West Riverside facilities (Latitude 29.91472, Longitude -90.11447), Coffee Drive, which includes improvements from the pre-disaster system. This includes installing dual tanks (4,000 GAL capacity) for the storage of diesel fuel, a propane tank (1000 GAL), and bollards (16 QTY) around the dual fuel tank per National Fire Protection Association (NFPA) 30 requirements. Proposal also includes strapping tanks into saddles that have been placed on top of existing pavement, installing electrical/mechanical/distribution wiring/plumbing/hardware above ground and via existing infrastructure, and post-digging for placement of the bollards. Common operation uses include loading/unloading freight trains, cargo ships, shipping containers as well as general daily/routine activities such as, maintenance operations, administration duties, and health/safety drills. The proposed site and the surrounding area are within the hub of a heavy industrial area that is completely paved.

3.0 ALTERNATIVES

This section describes the alternatives that were considered in addressing the purpose and need stated in Section 2. Two (2) alternatives were evaluated: the No Action Alternative, and the Proposed Action Alternative, which is the relocation of the dual fuel storage tanks, propane tank plus the restoration of appurtenances that includes improvements to significant system's hardware and installing safety measures relative to NFPA codes at PONO's West Riverside facilities.

Alternative 1: No Action

Under the No Action Alternative, the upgraded fuel storage/dispensing system would not be restored and/or reconstructed. Fuel tanks are a necessary part of the infrastructure for the area. Consequently, the "no action alternative" would not serve the purpose and need. It could also

leave the Port vulnerable to unsafe working conditions by not having the necessary infrastructure to respond to operational and emergency situations.

Alternative 2: Restore at Original Site; 7300 Jourdan Road, New Orleans

Under this alternative involving the restoration of dual fuel tanks and propane tank with upgrades of system's appurtenances per codes at Port's Morrison Yard (7300 Jourdan Road), a port's cost analysis concluded that restoration of Morrison Yard to pre-disaster conditions was not cost effective (economy, tax base, employment, etc.) and therefore further analysis of this alternative has been tabled.

Alternative 3: Reconstruct at Alternate Site; 5353 Coffee Drive, New Orleans with Improvements (Proposed Action)

Under the Proposed Action Alternative, this includes installing an improved diesel fuel storage facility (4,000 GAL capacity), a propane tank (1000 GAL), significant system's appurtenances and components, and bollards (16 QTY) around the dual diesel tanks. Upgrades and improvements of fuel storage/dispensing facility infrastructure are per NFPA, National Electric and building codes.

4.0 AFFECTED ENVIRONMENT AND IMPACTS

4.1 Geology and Soils

The entire area of the proposed project site contains soils classified as Urban Land (USDA/NRCS, 2010). This classification pertains to areas that have been paved. Topography is relatively level with the exception of reserved areas adjacent to Coffee Drive. Gradients for these areas range from one to three percent (i.e., minor undulations). Urban Land soils are not considered to be prime and/or unique farmlands (Farmland Protection Policy Act 7 U.S. Code 4201, et seq.) and these soils associated with the toe of the Mississippi levee have a subsidence rate greater than 5 millimeters per year (Burkett et. al. 2005).

No Action Alternative – Implementation of the no-action alternative would not impact the geologic processes or subsidence rates known for the area.

Proposed Action Alternative – Under the Proposed Action Alternative, *de minimis* impacts of soils (Urban Land) were anticipated for the post-digging of bollards (16 each) that surround the dual fuel storage tanks.

4.2 Water Resources

4.2.1 Surface Water and Groundwater

The nearest surface water is the Mississippi River that is adjacent to PONO's West Riverside southerly property line. The levee system is located between the proposed project and the river. The existing drainage and/or storm sewer infrastructure at PONO's West Riverside facility is

adequate in function and capacity for collecting, storing, and disposing storm water per Clean Water Act (CWA) requirements for regulating discharges of pollutants into the water of the United States.

No Action Alternative – Implementation of the no-action would not impact the surface or groundwater resources of the region.

Proposed Action Alternative – Under the proposed action alternative there would be no impacts to surface or groundwater resources because of the existing infrastructure and/or utilities for managing storm water discharges associated with the PONO's West Riverside facility. Permits/approvals that this infrastructure meets CWA discharge requirements are on file with the PONO's administrator.

4.2.2 Wetlands

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or filled material into waters of the U.S., including wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Wetlands are identified as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Additionally, EO 11990 (Protection of Wetlands) of 44CFR Part 9, Protection of Wetlands, directs federal agencies to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the values of wetlands for federally funded projects.

Alternative 1-No Action Alternative – Implementation of the no-action would not impact wetlands or other waters of the United States.

Alternative 2 - Proposed Action Alternative – Under the proposed action alternative, according to the National Wetlands Inventory (NWI) map provided by the United States Fish and Wildlife Service (USFWS), there are no wetland areas identified within a two mile radius of PONO's West Riverside facility (USFWS, 2010). Therefore there would not be a need for an USACE 404 permit.

4.2.3 Floodplains

Executive Order (EO) 11988 (Floodplain Management) requires federal agencies to avoid direct or indirect support of development within the 100-year floodplain whenever there is a practicable alternative. FEMA uses Flood Insurance Rate Maps (FIRMs) to identify the regulatory 100-year floodplain for the National Flood Insurance Program (NFIP).

The Parish of Orleans is enrolled in the NFIP, as of 08/03/1970. Per Preliminary Digital Flood Insurance Rate Map (DFIRM) panel 22071C0230 F, dated 11/13/2008, the project is located in shaded Zone X, an area of the 0.2% annual chance (500-year) flood; an area of the 1% annual

chance (100-year) flood with average depths of less than 1 ft. or with drainage areas less than 1 square mile; and areas protected by levees from the 1% annual chance (100-year) flood.

No Action Alternative – Under the no action alternative, no construction would occur and there would be no impacts to floodplains.

Proposed Action Alternative – Under the proposed action alternative, since this action is for relocation and change of footprint size the applicant is required to coordinate with the local floodplain administrator regarding permit requirements. Per 44 CFR 9.11 (D)(9), for the replacement of building contents, materials and equipment, where applicable, disaster proofing of the building and/or elimination of such future losses should occur by relocation of those building contents, materials and equipment outside or above the base flood elevation.

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. To comply with Executive Order 11988, Floodplain Management, FEMA is required to follow the procedure outlined in 44 CFR Part 9 to assure that alternatives to the proposed action have been considered. This process, also known as the "Eight Step Planning Process," has been completed.

4.3 Coastal Resources

Louisiana Department of Natural Resources (LDNR) regulates development in the designated coastal zone under the Coastal Zone Management Act (CZMA) of 1978. CZMA enables coastal states, including Louisiana, to designate state coastal zone boundaries and develop coastal management programs to improve protection of sensitive shoreline resources and guide sustainable use of coastal areas. The Act establishes a system of Coastal Use Permits (CUP) to regulate uses and activities in the coastal zone. These permits are required for projects which have a direct or indirect impact on coastal waters.

The United States Fish and Wildlife Service (USFWS) regulate federal funding in Coastal Barrier Resource System Units (CBRS) under the Coastal Barrier Resources Act (CBRA). The act protects undeveloped coastal barriers and related areas (Otherwise Protected Areas) by prohibiting direct or indirect federal funding of projects in these areas that might support development. The purpose is to promote more appropriate use and conservation of coastal barriers along the Gulf of Mexico.

Alternative 1-No Action Alternative – Implementation of the no-action would not impact those sensitive coastal processes mentioned above.

Alternative 2 - Proposed Action Alternative – Under the proposed action alternative, review of Louisiana's Coastal Zone Boundary map identified that the construction of proposed action is within the coastal zone jurisdiction. Because of this finding PONO must have on file State's determination that construction standards for installing the fuel storage/dispensing system was performed per applicable methods.

4.4 Transportation

The City of New Orleans transportation infrastructure is built out to accommodate various types of traveling modes (i.e., pedestrian, bicycle, etc.) and the transportation grid for areas within land uses for heavy industry generally consisting of two (2) lane arterials with speed limits ranging from 20 to 30 miles per hour. Traffic volumes on these roads vary due to time of day and events occurring over the weekend.

No Action Alternative – Implementation of the no-action would not affect the City of New Orleans traffic patterns.

Proposed Action Alternative – Under the proposed action alternative there would be *de minimis* impacts to City of New Orleans traffic patterns since the PONO's West Riverside facility maintains an adequate traffic infrastructure that support facility's daily operation activities.

4.7 Air Quality

The Clean Air Act (CAA) of 1963, as amended, provides for federal protection of air quality by regulating air pollutant sources and setting standards for certain air pollutants. Under CAA states adopt ambient air quality standards in order to protect the public from potentially harmful amounts of pollutants. Under the CAA, the U.S. Environmental Protection Agency (EPA) establishes primary and secondary air quality standards. Primary air quality standards protect the public health, including the health of "sensitive populations, such as people with asthma, children, and older adults." Secondary air quality standards protect public welfare by promoting ecosystems health, and preventing decreased visibility and damage to crops and buildings. EPA has set National Ambient Air Quality Standards (NAAQS) for the following six criteria pollutants: ozone (O_3), particulate matter ($PM_{2.5}$, PM_{10}), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), and lead (Pb). According to EPA, the Parish of Orleans, Louisiana is classified as being in attainment, meaning that criteria air pollutants do not exceed the NAAQS (EPA 2009).

No Action Alternative – Implementation of the no-action would not impact ambient air quality for the area.

Proposed Action Alternative – Under the proposed action alternative, impacts to air quality could occur from inadequate construction of fuel dispensing hardware. To minimize the emission of fuel/petroleum/combustible gases the construction of the fuel facility shall meet all CAA requirements. Particulate emissions from the generation of fugitive dust during project construction would be increased temporarily in the immediate project area as a result of this alternative. Other emission sources on site would be diesel engines and other heavy construction equipment. These effects would be localized and of short duration.

To reduce potential short term effects to air quality from construction related activities, the contractor should be responsible for using BMP to reduce fugitive dust generation and diesel emissions.

Long-term emissions are expected to be comparable to emissions generated by the previously existing storage tanks and accoutrements. In general, these impacts are expected to be minor and localized.

4.9 Biological Resources

The U.S. Fish and Wildlife Service (USFWS) lists the following federally endangered (E) and threatened (T) animal species for Orleans Parish (USFWS, 2009):

Common Name	Scientific Name	Status
Gulf sturgeon	*Acipenser oxyrhynchus desotoi*	T (CH)
West Indian manatee	*Trichechus manatus*	E
Brown pelican	*Pelecanus occidentalis*	E
Pallid sturgeon	*Scaphirhynchus albus*	E
(CH) = Listed with critical habitat		

The City of New Orleans is built-out, thus there are no records of federally listed species present within the city's limits and this area does not contain suitable habitat for designation as being critical to the survival and recovery of federally listed species.

No Action Alternative – Implementation of the no-action would not affect endangered, threatened or proposed listed species as well as listed critical habitats since there are no reports identifying the presence of these resources.

Proposed Action Alternative – Under the proposed action alternative, there would be no effects to endangered, threatened or proposed listed species as well as listed critical habitats since there are no reports identifying the presence of these resources.

4.10 Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR Part 800, requires federal agencies to consider the effects of their actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on federal projects that will have an effect on historic properties prior to implementation. Historic properties are defined as archeological sites, standing structures, or other historic resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

There are no ground disturbing activities associated with this project. Hence, no further historic preservation review is necessary.

No Action Alternative – Implementation of the no-action would not affect cultural resources.

Proposed Action Alternative – The scope of work indicates no ground disturbing activities associated with the development of the proposed action.

In letters dated June 8, 2009 to the SHPO, FEMA determined that the proposed undertaking will not adversely affect the eligible historic district. However, 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 in FEMA who will in turn contact FEMA Historic Preservation Staff. Work will not proceed until FEMA Historic Preservation Staff has completed 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 local law enforcement agency within 24 hours of the discovery. The applicant shall also notify FEMA and the Louisiana Division of Archaeology at 225-342-8170 within 72 hours of the discovery. Failure to comply with these stipulations may jeopardize receipt of FEMA funding.

4.11 Environmental Justice

Executive Order 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of programs on minority and low-income populations.

No Action Alternative – Implementation of the no-action would not affect cultural resources.

Proposed Action Alternative – Under the proposed action alternative, there would be no adverse or disproportionate impacts on low-income or minority populations.

4.12 Hazardous Materials

The management of hazardous materials is regulated under various federal and state environmental and transportation laws and regulations, including the Resource Conservation and Recovery Act (RCRA); the Comprehensive Environmental Response, Compensation, and Liability Act; the Emergency Response and Community Right-to-Know Act; the Hazardous Materials Transportation Act; and the Louisiana Voluntary Investigation and Remedial Action statute. The purpose of the regulatory requirements set forth under these laws is to ensure the protection of human health and the environment through proper management (identification, use, storage, treatment, transport, and disposal) of these materials. Some of these laws provide for the investigation and cleanup of sites that have already been contaminated by releases of hazardous materials, wastes, or substances. This EA also evaluates the potential for the proposed project to use hazardous materials, generate hazardous wastes, and release hazardous substances.

No Action Alternative – Implementation of the no-action would not affect

Proposed Action Alternative – A search of the LDEQ Electronic Document Management System (EDMS) database revealed there are no Louisiana Volunteer Remedial Program (VRP) or Brownfield sites located within 0.5 miles of the proposed site. There are numerous small quantity hazardous materials generators within 0.25 mile of the proposed site. Some of these sites are no longer active. There is no indication that any of these sites have impacted the site. There are no LDEQ LUST sites located within 0.5 miles of the proposed site. There are no oil/gas wells within one (1) miles of the site.

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.

5.0 CUMULATIVE IMPACTS

According to the Council on Environmental Quality (CEQ) regulations, cumulative impacts represent the "impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7)." New Orleans and the entire Louisiana Gulf coast are undergoing recovery efforts after Hurricane Katrina caused extensive damages. The recovery efforts in the area include demolition, reconstruction, and new construction. In accordance with NEPA and to the extent reasonable and practical, this EA considered the combined effect of the proposed action alternative and other actions occurring or proposed in the vicinity of the proposed project site.

6.0 CONDITIONS AND MITIGATION MEASURES

Based upon the studies and consultations undertaken in this EA, several conditions must be met and mitigation measures must be taken by the applicant prior to and during project implementation.

- Any fill or borrow material used in the repair activities must be sourced from sites that do not contain any buried cultural materials (i.e. wells, cisterns, foundations, basements, prehistoric Indian artifacts, human burials, and the like). 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 air quality from construction related activities, applicant should ensure that best management practices are taken to minimize the generation of fugitive dust during construction activities.

- 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. Per 44 CFR 9.11(d) (9), the replacement of building contents, materials and equipment, where possible, disaster proofing of the building and/or elimination of such future losses by relocation of those building contents, materials and equipment to or above the Base Floodplain Elevation (BFE).

7.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

FEMA is the lead federal agency for conducting the NEPA compliance process for this Public Assistance project. It is the responsibility of the lead agency to conduct the preparation and review of NEPA documents in a way that is responsive to the needs of the Orleans Parish community while meeting the spirit and intent of NEPA and complying with all NEPA provisions. As part of the development of early interagency coordination related to the proposed action, state and federal resource protection agencies were contacted. These agencies include State Historic Preservation Officer, United States Fish and Wildlife Service, Natural Resources Conservation Service, the Governor's Office of Homeland Security and Emergency

Preparedness, Louisiana Department of Environmental Quality, United States Environmental Protection Agency, Louisiana Department of Natural Resources, United States Army Corps of Engineers, and National Oceanic & Atmospheric Administration National Marine Fisheries Service. FEMA has received no objections to the project as proposed subsequent to these notifications.

In accordance with applicable local, state, and federal regulations, the applicant would be responsible for acquiring any necessary permits prior to commencing construction at the proposed project site.

FEMA is also inviting the public to comment on the proposed action during a fifteen (15) day comment period. A public notice will be published in the local newspaper, New Orleans Times Picayune, announcing the availability of this EA for review at the New Orleans Library – Main Branch, 219 Loyola Ave, New Orleans, LA 70112. A copy of the Public Notice is attached.

8.0 CONCLUSIONS

Based upon the studies and consultations undertaken in the preparation of this draft EA, and given the precautionary and mitigating measures, there do not appear to be any significant environmental impacts associated with the construction of a new fire station in the proposed location.

9.0 LIST OF PREPARERS

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