**Draft**

# Environmental Assessment
# for the Disposal, Transfer, and Reuse of the Naval Support Activity New Orleans East Bank New Orleans, Louisiana (2005 BRAC)

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# EXECUTIVE SUMMARY

## ENVIRONMENTAL ASSESSMENT FOR THE DISPOSAL, TRANSFER, AND REUSE OF THE NAVAL SUPPORT ACTIVITY NEW ORLEANS EAST BANK NEW ORLEANS, LOUISIANA (2005 BRAC)

This Environmental Assessment (EA) addresses the reuse of facilities that would be disposed of and transferred by the United States (U.S.) Navy due to the realignment of the Naval Support Activity (NSA) New Orleans (East and West Bank facilities) located in New Orleans, Louisiana. The military commands and tenants on the NSA East Bank property would be relocated to other Federal facilities throughout the Nation. The relocation of these functions would remove the primary missions from NSA East Bank and would either eliminate or move the entirety of the workforce. The closure was recommended by the Defense Base Closure and Realignment Commission (BRAC Commission), and it is anticipated that the disposal and transfer would be complete by September 15, 2011. The transfer would include all 51 buildings/structures on the NSA East Bank site.

The Proposed Action, called the Recommended Reuse Plan by the New Orleans Advisory Task Force (NOATF), would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. The Proposed Action would retain all three of the main NSA East Bank buildings (Buildings 601, 602, and 603), and their associated water towers (Buildings 618, 619, and 620), and would include a mix of the following components within the main buildings:

- a disaster management emergency operating center (EOC)
- space for support services for emergency personnel
- a temporary hurricane shelter and the storage space for necessary supplies in the event of a disaster
- above market-rate residential space
- EOC support and food support (e.g., cafeteria)
- a shelter during a hurricane or other disaster
- neighborhood-level retail
- research and training technology service offices (focused on disaster management)
- cruise terminal parking for the adjacent proposed cruise terminal at Poland Avenue
- restricted non-cruise terminal parking

In addition, the Proposed Action would also include:

- construction of new supportive housing which would consist of 40 to 50 units for the homeless, with 10,000 to 15,000 square feet (sq ft) of administrative support space;
- construction of a rooftop heliport landing pad;
- development of associated greenspace (approximately 10 to 12 acres scattered throughout the site) that could also be used as a backup heliport during disaster events; and
- upgrades of existing pathways and roadways to accommodate traffic, bus circulation, and the integration and reestablishment of traffic flow, including:
    - construction of a new road along the southern and eastern boundary of the site;
    - reestablishment of Poland Avenue to Chartres Street and reintegration of the access entryway at Poland Avenue;
    - construction of pedestrian pathways to and from the site east of Building 601 along the Inner Harbor Navigation Canal (IHNC) levee; and
    - construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the New Orleans Public Belt (NOPB) railroad, and into the adjacent neighborhood.

This EA evaluates potential environmental impacts that could result from the Proposed Action, three action alternatives, and the No Action Alternative. Minimal impacts on land use and surface water resources would occur from the full build-out of the Proposed Action. Under the Proposed Action, approximately 25.33 acres of soils would be permanently impacted by the reuse and redevelopment of the NSA East Bank; however, impacts would be minimal as these soils are previously disturbed and are locally abundant. Since the project is located in the coastal zone, a Coastal Zone Consistency Determination was submitted to Louisiana Department of Natural Resources (LDNR) on May 10, 2011. No adverse effects on historic and cultural resources are anticipated; Section 106 consultation from the Louisiana State Historic Preservation Officer has been initiated and will be completed prior to land transfer. No environmental justice impacts or special risks to children would occur. Noise impacts under the Proposed Action caused by the construction of a heliport would cause unacceptable noise levels to sensitive receptors; however, these impacts would be intermittent and infrequent. In addition, minor impacts would occur on transportation under the Proposed Action, although integration of the site into the adjacent neighborhood and the upgrades and realignments of the surface roadways would minimize these impacts.

Demolition/construction activities would cause impacts on noise, surface water, and solid and hazardous waste and materials. Environmental design measures (EDM) would reduce most impacts on these resources. With the implementation of EDMs, construction noise impacts would be reduced to minimal and intermittent impacts, while hazardous waste and hazardous materials impacts would not occur. Demolition/construction activities under the Proposed Action would also cause impacts on small urban-dwelling animals, but as they are acclimated to urban environments, they would most likely migrate to other greenspace on-site. In addition, construction/demolition activities could impact surface water, but these impacts would be minimal and mitigated through the use of a Stormwater Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES) permit.

Based upon the results of this EA, it has been determined that the Proposed Action would not have a significant adverse effect on the environment.

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# PURPOSE AND NEED FOR ACTION

# 1.0 PURPOSE AND NEED FOR ACTION

## 1.1 INTRODUCTION

In accordance with the Defense Base Closure and Realignment Act (BRAC) of 1990, as amended (Public Law 101-510) on September 8, 2005, the BRAC Commission recommended the realignment of the Naval Support Activity (NSA) New Orleans (East and West Bank facilities) located in New Orleans, Louisiana to other facilities throughout the Nation. These recommendations were approved by the President on September 23, 2005 and forwarded to Congress. On November 23, 2005, the recommendations became law, and the BRAC Commission's recommendations must now be implemented. The military commands and tenants on the NSA New Orleans East Bank property would be relocated to other Federal facilities throughout the Nation. The relocation of these functions would remove the primary missions from NSA New Orleans East Bank and would either eliminate or relocate the entirety of the workforce.

The NSA New Orleans consists of two properties - a West Bank property and an East Bank property. The NSA New Orleans West Bank property is the larger of the two, and its realignment has already been assessed in a previous National Environmental Policy Act (NEPA) compliance document finalized in July 2008, entitled, *Proposed Federal City Project as part of the BRAC 2005 Recommendation to Realign Naval Support Activity, New Orleans, LA* (Department of the Navy [DoN] 2008). As such, these action alternatives are not discussed further in this document. Upon execution of the realignment of the NSA New Orleans, the East Bank property as shown in Figure 1-1 will be excess to the Navy's needs and require disposal or transfer.

The intent of this Environmental Assessment (EA) is to assess and disclose the known and potential environmental consequences, both beneficial and adverse, of the proposed reuse of the NSA New Orleans East Bank property, herein referred to as the NSA East Bank, as identified by the *Final Reuse/Redevelopment Plan for the Naval Support Activity New Orleans East Bank*, herein referred to as the Reuse Plan (City of New Orleans 2009). The Reuse Plan was developed by the City of New Orleans through the New Orleans Advisory Task Force (NOATF) under the Office of Recovery and Redevelopment Administration (City of New Orleans

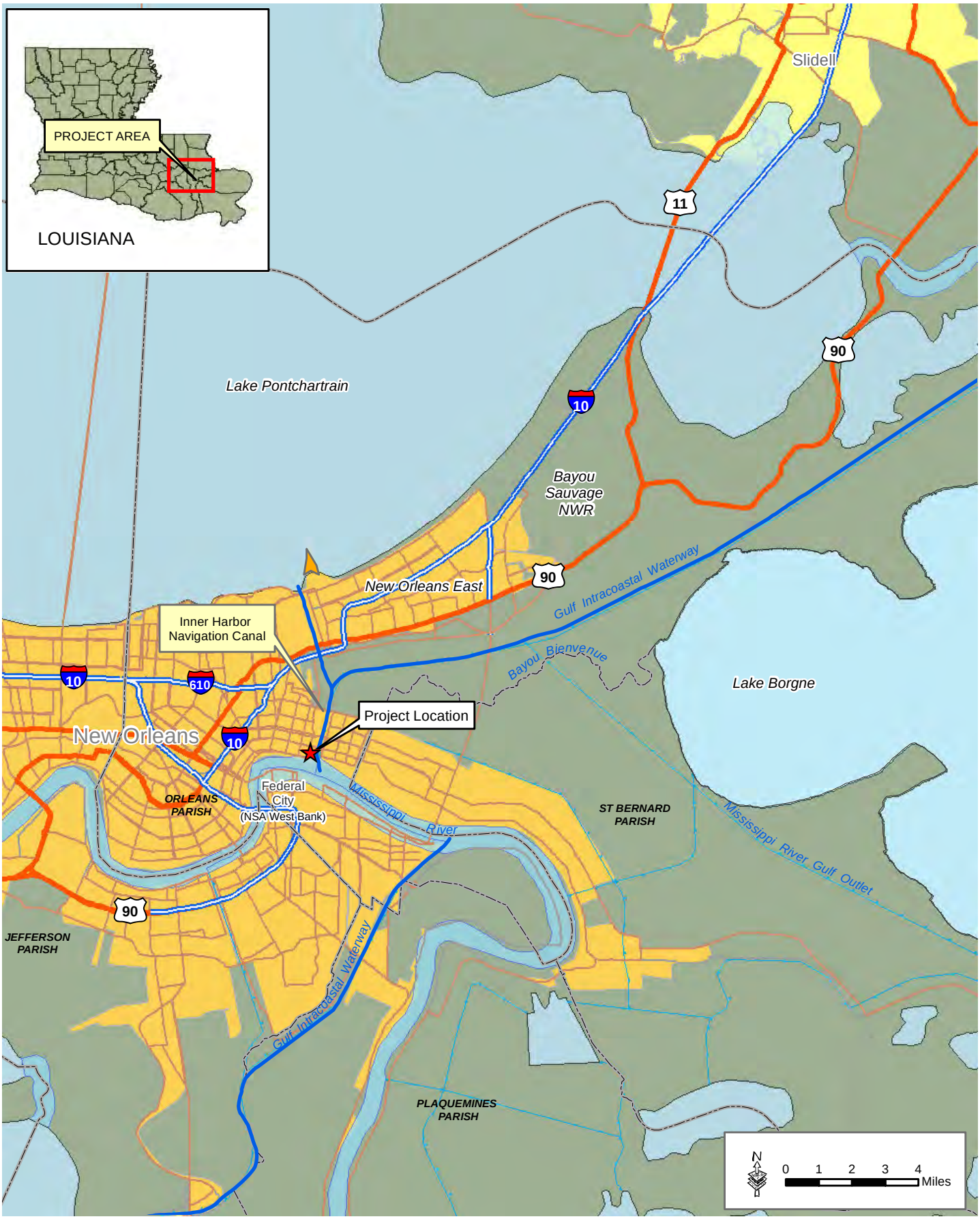



Figure 1-1: Vicinity Map

2009). Key issues and their potential impacts to be analyzed in this EA include the accommodation of any additional personnel, functions, and associated construction of new facilities and infrastructure at the NSA East Bank property, in support of NOATF's Reuse Plan. The EA provides an independent, unbiased analysis and comparison of various alternatives for the proposed Navy action. In addition, the EA would assist the BRAC Program Management Office (PMO) in deciding how best to implement the Proposed Action, determine all primary and secondary adverse environmental effects that may result from the Proposed Action, and identify any appropriate mitigation measures needed.

The EA sets forth the basis for required environmental documentation in accordance with the NEPA; the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508); Chief of Naval Operations (CNO) Naval Instruction (OPNAVINST) 5090.1C, Environmental and Natural Resources Protection Manual; CNO Supplemental Environmental Planning Policy letter N45/N4U732460 of September 23, 2004; DoN Base Realignment and Closure Implementation Guidance; and all appropriate Executive Orders (EO).

This EA is divided into 10 sections, including this introduction. Section 2 describes the alternatives to the Proposed Action that will be analyzed, and Section 3 describes the existing human and natural environment in the project area. Section 4 discusses the potential environmental consequences of implementing the Proposed Action and alternatives, and Section 5 describes the cumulative impacts. Section 6 describes the plans, permits, and environmental design measures for the Proposed Action. A list of preparers, contacts, references and applicable documents, and acronyms/abbreviations used in this EA are provided in Sections 7 through 10, respectively.

## 1.2 BACKGROUND

The NSA East Bank facility is located within the City of New Orleans in Orleans Parish, Louisiana. The site consists of 25.33 acres of land located near river mile 92.8 on the east bank of the Mississippi River (Figure 1-2). The facility is bordered by residential housing of the Bywater neighborhood on the north and the west, the Inner Harbor Navigation Canal (IHNC) on the east, and the Mississippi River on the south. According to the Navy, there are 51 structures or buildings within the site; however, the site is largely dominated by three 6-story buildings


Figure 1-2: Project Location Map

(Buildings 601, 602, and 603). The United States (U.S.) government, through the U.S. Department of Transportation, Maritime Administration, also owns and operates the Poland Street Wharf, which is located between the site and the Mississippi River and is adjacent to the NSA East Bank facility. The Poland Street Wharf has a 2,193-foot face and is used primarily by the Military Sealift Command/Ready Reserve Fleet, but is also partially leased to a private steamship corporation (Globalsecurity 2007).

The site has been used primarily as a military facility since 1919, when the land and three main buildings were constructed as a general depot during World War I for the U.S. Army Quartermaster Corps. The buildings were used by the Quartermaster Corps until 1931, when two of the three buildings were leased to the Port of New Orleans; however, during World War II the lease was cancelled and the entire site reverted back to use by the U.S. military. The official name of the facility became the New Orleans Port of Embarkation during World War II until 1955, when it became known as the New Orleans Army Terminal. In 1965, the name was changed again to the New Orleans Army Base; however, in June of 1966 the facility was transferred to the Navy. In July 1966, it was designated as the NSA. The 2005 BRAC action directed the realignment of the NSA New Orleans East Bank and West Bank properties. The NSA East Bank property is considered excess to the Navy's needs and will be disposed of in accordance with the BRAC manual guidance (DoN 2007).

## 1.3 PURPOSE AND NEED

The purpose and need of the Proposed Action is to implement the BRAC Commission's recommendation pertaining to the closure and disposal of NSA East Bank, consistent with the BRAC PMO's justification for the conveyance of the property to support the NOATF Reuse Plan. The Navy will use this EA to assist in making a decision as to the final deposition of the surplus Federal property at NSA East Bank. The Proposed Action would achieve the objectives Congress established in the BRAC 2005 process and improve the efficiency and operational capacities of the Department of Defense (DoD). By statute, the DoD had until December 15, 2007 (2 years from the date the President sent to Congress the BRAC Commission's final report) to begin closing and realigning the installations described in the final report. The BRAC closure and realignment process must be completed by September 15, 2011.

The Navy will dispose of the property in accordance with applicable laws and regulations, including the 2005 Amendment to the BRAC of 1990. The BRAC of 1990 requirements related to the disposal of surplus property include:

- Compliance with NEPA;
- Environmental restoration of the property;
- Consideration of the local community's reuse plan before the Navy disposes of the property; and
- Compliance with specific Federal property disposal laws and regulations.

## 1.4 PROPOSED ACTION

The Proposed Action, called the Recommended Reuse Plan by the NOATF, would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. The NSA East Bank facility is an ideal location for a Disaster Management Complex because of its proximity to the Mississippi River, its relatively high ground surface elevation on the natural levee of the Mississippi River, and its rail, street, and potential heliport access. In addition, the site is large enough to house Federal, state, and local agencies during a disaster, as well as storage and distribution facilities for vital supplies (City of New Orleans 2009). It would also provide temporary shelter for essential personnel and citizens unable to evacuate during a disaster. The Proposed Action also incorporates supported housing for disadvantaged individuals.

The Proposed Action reuse concept encompasses a range of redevelopment approaches for the creation of a unique community, including:

- Enhancing the local economy and increasing local taxes;
- Replacing and/or increasing civilian jobs and payroll;
- Preserving and protecting the unique character of the City of New Orleans;
- Embracing the guiding principles of the Unified New Orleans Plan and other recovery planning efforts;
- Building community support and excitement through an open planning process;
- Striving to be responsive to the social needs of the local community;
- Carrying out the planning process in a timely manner;
- Incorporating economic feasibility, financial feasibility, and appropriate environmental standards; and

- Capitalizing on opportunities and remaining flexible throughout the process (City of New Orleans 2009).

As shown in Figure 1-3, the Proposed Action would retain all three of the main NSA East Bank buildings (Buildings 601, 602, and 603), and their associated water towers (Buildings 618, 619, and 620) and would include the following components:

- Building 601
  - Floor 1 would house restricted non-cruise terminal parking
  - Floors 2 through 4 totaling 300,000 square feet (sq ft) would house a disaster management emergency operating center (EOC), with space allocated for necessary support services for emergency personnel
  - Floors 2 through 4 would also have the potential to accommodate essential personnel and special-needs individuals when in use as a temporary hurricane shelter and includes the storage of necessary supplies in the event of a disaster
  - Floors 5 and 6 (200,000 sq ft) would be used as above market-rate residential space
- Building 602 (500,000 sq ft)
  - Floor 1 would be utilized primarily as storage and cruise terminal parking for the adjacent proposed cruise terminal at Poland Avenue
  - Floor 2 would house EOC support and food support (e.g., cafeteria)
  - Floors 3 through 6 would be used as parking and storage
  - Floors 2 through 6 could be used as a shelter during a hurricane or other disaster
- Building 603
  - Floor 1 would house neighborhood-level retail and restricted non-cruise terminal parking
  - Floors 2 through 4 (300,000 sq ft) would be utilized as research and training technology service offices
  - Floors 5 and 6 would be used as disaster management support services and temporary shelter for special-needs individuals
- Construction of new supportive housing is detailed in the Reuse Plan as the UNITY of Greater New Orleans (UNITY GNO) Proposal (City of New Orleans 2009). The supportive housing would target the homeless with the construction of a stand-alone building located in the northernmost portion of the property. The new supportive housing building would incorporate 40 to 50 units for the homeless with 10,000 to 15,000 sq ft of administrative support space included in the new construction.
- Upgrades to existing pathways and roadways to accommodate traffic, bus circulation, and the integration and reestablishment of traffic flow, including:
  - Construction of a new road along the southern and eastern boundary of the site;
  - Reestablishment of Poland Avenue to Chartres Street and reintegration of the access entryway at Poland Avenue;


Figure 1-3: Proposed Action

- Construction of pedestrian pathways to and from the site east of Building 601 along the IHNC levee;
- Construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the New Orleans Public Belt (NOPB) railroad, and into the adjacent neighborhood.

- Construction of a rooftop heliport landing pad.
- Development of associated greenspace (approximately 10 to 12 acres scattered throughout the site) that could also be used as a backup heliport during disaster events.

Additionally, the Proposed Action would require facility access upgrades such as sewer system upgrades and improvements necessary for compliance with the Americans with Disabilities Act of 1990, as amended, including freight elevator repairs or improvements.

## 1.5 REGULATORY AND ADMINISTRATIVE SCOPE

Table 1-1 lists the laws, regulations, EOs, directives, and memoranda that provide guidance for the preparation of this EA.

## 1.6 PUBLIC INVOLVEMENT/AGENCY COORDINATION

Although public involvement is not required in the preparation of EAs for Navy BRAC actions, a public meeting/open house was held on March 16, 2011 to initiate the EA scoping period. Comments provided by the attendees (both written and transcribed during the meeting) are included in Appendix A. In addition, coordination letters were sent to Federal and state agencies and other interested parties. Initial responses to the coordination letters have been received from six agencies. Copies of the coordination letters, response letters, as well as other correspondence are provided in Appendix A. The U.S. Department of Housing and Urban Development (HUD) approved the City of New Orleans' Homeless Submission Assistance Plan, which allowed the City of New Orleans to move forward with the Economic Development Conveyance Application. This letter dated January 21, 2011 is also included in Appendix A.

**Table 1-1. Relevant Policy Documents, Invoking Action, Regulatory Requirements, and Status of Compliance***

| Policy Document | Administrative Authority | Invoking Action | Requirements for Compliance |
|---|---|---|---|
| Archaeological Resources Protection Act of 1979<br><br>16 United States Code (U.S.C.) § 470 et seq. | Department of Interior | Excavation, removal, damage, or other alteration or defacing; or attempt to excavate, remove, damage, or otherwise alter or deface any archaeological resource located on public lands.<br><br>43 Code Federal Regulations (CFR) 7.4 | Because no soil disturbance would occur, a permit would not be required. |
| Clean Air Act of 1963<br><br>16 U.S.C. § 470 et seq. | U.S. Environmental Protection Agency (USEPA) | Any Federal action where the total of direct and indirect emissions in a non-attainment area would equal or exceed the provided rates.<br><br>40 CFR 51 | Project emission levels are expected to be less than *de minimis* thresholds; therefore, a determination of conformity with applicable implementation plan is not required. |
| Coastal Zone Management Act of 1972<br><br>16 U.S.C. §1456 et seq. | National Oceanic and Atmospheric Administration (NOAA) | Any Federal action which may be in a coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of each state's coastal zone management program. | Consistency with the Louisiana Coastal Management Program. |
| Comprehensive, Environmental Response, Compensation, Liability Act of 1980<br><br>42 U.S.C. § 9601 et seq. | USEPA | Release or threatened release of a hazardous substance.<br><br>40 CFR 302 | Development of emergency response plans, notification, and cleanup. |
| Endangered Species Act (ESA) of 1973<br><br>16 U.S.C. § 1531 et seq. | U.S. Fish and Wildlife Service (USFWS) | All actions in which there is discretionary Federal involvement or control.<br><br>50 CFR 402.03 | Determination of no jeopardy to listed species and no destruction or adverse modification of critical habitat through consultation with the USFWS. |
| Farmland Protection Policy Act of 1981<br><br>7 U.S.C. § 9601 et seq. | Natural Resources Conservation Service | Any Federal action that would result in the loss of prime or unique farmlands.<br><br>7 CFR 658 | Identify and take into account the adverse effects on the protection of prime farmland. |
| Federal Water Pollution Control Act of 1977 (also known as Clean Water Act or CWA)<br><br>33 U.S.C. § 1251 et seq. | USEPA | Storage, use, or consumption of oil and oil products, which could discharge oil in quantities that could affect water quality standards, into or upon the navigable waters of the U.S.<br><br>40 CFR 112 | Preparation of a Spill Prevention, Control, and Countermeasure Plan (SPCCP). |
| | | Any Federal action that would result in the discharge of pollutants into a water source.<br><br>40 CFR 122 | Obtain a general National Pollutant Discharge Elimination System (NPDES) Permit. |

**Table 1-1, continued**

| Policy Document | Administrative Authority | Invoking Action | Requirements for Compliance |
|---|---|---|---|
| Migratory Bird Treaty Act of 1918<br><br>16 U.S.C. § 703 | USFWS | Any Federal action resulting in the take of any migratory bird, or the parts, nests, or eggs of such bird.<br><br>50 CFR 21.11 | Avoidance of take or application for relocation permit. |
| National Historic Preservation Act of 1966<br><br>16 U.S.C. § 470 et seq. | Advisory Council on Historic Preservation, State Historic Preservation Officer (SHPO) | Any undertaking by a Federal Agency with potential to impact historic properties.<br><br>36 CFR 800.3 | Assessment of effects through consultation with the Advisory Council on Historic Preservation and SHPO. |
| Occupational Health and Safety Act of 1970<br><br>29 U.S.C. § 651 et seq. | Occupational Safety and Health Administration, Department of Labor | Employments performed in a workplace.<br><br>29 CFR 1910.5 (a) | Adherence to occupational health and safety standards. |
| Resource Conservation Recovery Act of 1976<br><br>42 U.S.C. § 6901 et seq. | USEPA | Collection of residential, commercial, and institutional solid wastes and street wastes.<br><br>40 CFR 243 | Adherence to guidelines for waste storage and safety and collection equipment, frequency, and management. |
| | | Procurement of more than $10,000 annually of products containing recovered materials.<br><br>40 CFR 247 | Procure designated items composed of the highest percentage of recovered materials practicable. |
| | | Recovery of resources from solid waste through source separation.<br><br>40 CFR 246 | Recovery of high-grade paper, residential materials, and corrugated containers. |
| Resource Conservation Recovery Act of 1976<br><br>42 U.S.C. § 6901 et seq. | USEPA | Treatment, storage, or disposal of hazardous waste on-site.<br><br>40 CFR 262.10(c) | Determination of hazardous or non-hazardous nature of solid waste, obtain USEPA identification number, if necessary, properly accumulate hazardous waste, and maintain a record. |

**Table 1-1, continued**

| Policy Document | Administrative Authority | Invoking Action | Requirements for Compliance |
|---|---|---|---|
| Executive Order (EO) 11988: Floodplain Management<br><br>42 Federal Register (FR) 26,951 (May 24, 1997) | Water Resources Council, Federal Emergency Management Agency, Council on Environmental Quality | Acquisition and management of Federal lands; Federally undertaken, financed, or assisted construction; conducting Federal activities affecting land use. | Evaluate the potential effects of any actions in the floodplain. |
| EO 11990: Protection of Wetlands<br><br>42 FR 26,691 (May 24, 1977) | U.S. Army Corps of Engineers, USFWS | Acquisition and management of Federal lands; Federally undertaken, financed, or assisted construction; conducting Federal activities affecting land use. | Take action to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands. |
| EO 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations<br><br>59 FR 7629 (February 11, 1994) | USEPA | All programs or activities receiving Federal financial assistance that affect human health or the environment. | Analyze the environmental effects, including human health, economic and social effects, of CBP actions, including effects on minority communities and low-income communities. |
| EO 13045: Protection of Children From Environmental Health Risks and Safety Risks<br><br>62 FR 19883 (April 23, 1997) | USEPA | Any Federal action with potential to impact children. | Identify and assess environmental health risks and safety risks that may disproportionately affect children. |

*Not All Inclusive

# SECTION 2.0
# DESCRIPTION OF ALTERNATIVES

# 2.0 DESCRIPTION OF ALTERNATIVES

A full range of alternatives that meet the project's purpose and need has been developed and evaluated. Each alternative, as well as the No Action Alternative, will be evaluated based on the following operational and environmental factors. Operational factors are important design, location, and construction features that may affect the degree to which the Proposed Action can satisfy the project needs and objectives. Environmental factors are important issues or concerns recognized by regulatory agencies or those conditions that must be met to minimize potential impacts on the environment associated with the Proposed Action. The operational factors evaluated include development and siting constraints that may include, but that are not limited to, the Reuse Plan considerations, such as development density and siting of facilities, and the availability of supporting infrastructure, including roads and utilities. The environmental factors evaluated are land use, soils, biological resources, historic and cultural resources, air quality, water resources, solid and hazardous waste, noise, socioeconomics, and aesthetics.

## 2.1 ALTERNATIVES CONSIDERED FOR THE EA

The Proposed Action and alternatives would reuse and redevelop the 25.33-acre NSA East Bank facility. There are four action alternatives and a No Action Alternative carried forth for further evaluation in this EA. As shown in Figure 2-1, each of the alternatives would provide the following upgrades to integrate and reestablish traffic flow within the property and throughout the adjacent neighborhoods:

- upgrades to existing pathways and roads (including Dauphine and Chartres Streets) and the construction of a new road along the southern and eastern boundaries of the site to accommodate traffic and bus circulation
- reestablishment of Poland Avenue to Chartres Street and reintegration of the access entryway at Poland Avenue
- construction of pedestrian pathways to and from the site east of Building 601 along the IHNC levee
- construction of a new grade-separated access at the northeastern edge of the site between St. Claude Avenue over the railroad line and into the adjacent neighborhood

Currently, the main buildings (Building 601, 602, and 603) each contain over 500,000 sq ft of floor space. Square footages used in the alternative descriptions are approximate and


Figure 2-1: Road, Transit, and Pedestrian Improvements Common to all Reuse Alternatives

used for relational purposes only. Table 2-1 provides a comparison of the different alternatives for the NSA East Bank property.

Additionally, the 1994 BRAC Redevelopment Act has been modified to accommodate the needs of homeless individuals and families. The Reuse Plan meets this need by the incorporation of the UNITY GNO Proposal with the proposed development of supportive housing for the homeless through the construction of one new building (City of New Orleans 2009).

## 2.2 PROPOSED ACTION (ALTERNATIVE 1)

Alternative 1 is designated as the Proposed Action and is a refinement of the Recommended Reuse Plan with the site utilized as a Disaster Management Complex. Alternative 1 was detailed previously in Section 1.4.

## 2.3 ALTERNATIVE 2

Under Alternative 2 (Reuse Plan Option 1), as shown in Figure 2-2, all three existing main structures would be retained and provide over 1,700,000 sq ft of space, including the following components:

- Building 601
  - Floor 1 (100,000 sq ft) would house restricted non-cruise parking.
  - Floors 2 through 4 (300,000 sq ft) would be utilized as market-rate affordable subsidized housing.
  - Floors 5 and 6 (200,000 sq ft) would be used as above market-rate residential space.
- Building 602 (500,000 sq ft) would be utilized as cruise terminal parking.
- Building 603
  - Floor 1 would house neighborhood level retail (50,000 sq ft) and restricted non-cruise terminal parking (50,000 sq ft).
  - Floors 2 through 4 (300,000 sq ft) would be utilized as a research and training technology center.
  - Floors 5 and 6 (200,000 sq ft) would be used as an EOC and temporary hurricane shelter for special needs individuals.
- Associated greenspace (11 to 13 acres) would be scattered throughout the site.

**Table 2-1. Comparison of Redevelopment and Reuse Alternatives**

| Alternatives | Building 601 | Building 602 | Building 603 | Greenspace | New Construction | Roads |
|---|---|---|---|---|---|---|
| Proposed Action (Alternative 1) | - Non-cruise parking<br>- Housing<br>- Disaster Management Center<br>- EOC<br>- Shelter | - Storage<br>- Cruise terminal parking<br>- EOC support<br>- Non-cruise parking<br>- Shelter | - Retail<br>- Non-cruise parking<br>- Research & technology center<br>- Non-cruise parking<br>- EOC<br>- Shelter | - 10 to 12 acres | - Supportive housing<br>- Rooftop heliport | - Upgrades to existing pathways & roads<br>- New road at southeastern & eastern boundaries,<br>- Reestablishment & reintegration of Poland Avenue<br>- Construction of pedestrian pathways along IHNC<br>- Construction of new grade-separated access at St. Claude Avenue at railroad |
| Alternative 2 | - Non-cruise parking<br>- Housing | - Cruise terminal parking | - Retail<br>- Research & technology center<br>- Non-cruise parking<br>- EOC<br>- Shelter | - 11 to 13 acres | - None | - Same |
| Alternative 3 | - Non-cruise parking<br>- Housing | - Cruise terminal parking<br>- EOC<br>- Shelter | - Demolished | - 11 to 13 acres | - Supportive housing | - Same |
| Alternative 4 | - Demolished | - Demolished | - Demolished | - 10 to 12 acres | - Supportive housing | - Same |
| No Action Alternative (Alternative 5) | - No reuse<br>- Maintenance only | - No reuse<br>- Maintenance only | - No reuse<br>- Maintenance only | - No reuse<br>- Maintenance only | - None | - No reuse<br>- Maintenance only |


Source: City of New Orleans 2009

Figure 2-2: Alternative 2

## 2.4 ALTERNATIVE 3

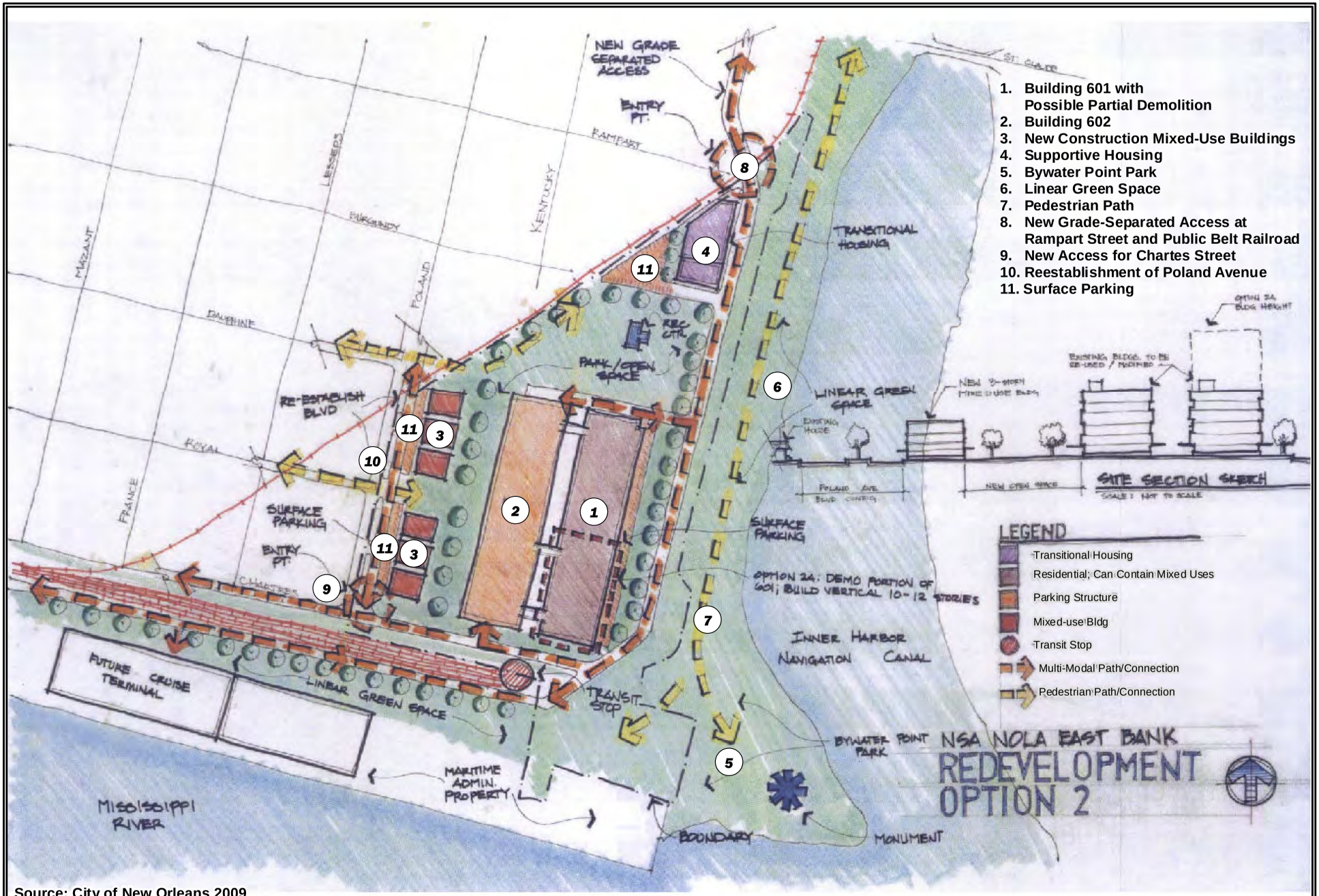
Alternative 3 (Reuse Plan Option 2), as illustrated in Figure 2-3, would maintain two of the three existing main structures; Building 603 would be demolished. Details for use of the remaining space are as follows:

- The proposed uses for Building 601 would be similar to those uses listed in Alternative 2. The building may be partially demolished and renovated with additional floors added to the remaining structure, which would provide 150,000 sq ft of above market-rate residential space:
    - Floor 1 would be utilized as retail (35,000 sq ft) and restricted non-cruise terminal parking (65,000 sq ft).
    - Floors 2 through 6 would be market-rate residential space (400,000 sq ft).
- Building 602 would house cruise terminal parking (500,000 sq ft) or Floors 5 and 6 would be used as an EOC and temporary hurricane shelter for special needs individuals (200,000 sq ft).
- Building 603 would be demolished. New development is proposed on the west side of the site and would be occupied by 180,000 sq ft of neighborhood-scale, mixed-use buildings, while the northeast corner of the site would be occupied by supportive housing (UNITY GNO proposal).
- Associated greenspace (11 to 13 acres) would be scattered throughout the site.

## 2.5 ALTERNATIVE 4

Alternative 4 (Reuse Plan Option 3), shown in Figure 2-4, would demolish all three existing structures. The main uses of the cleared space would be primarily residential and mixed-use with retail and office/commercial space. The space would be utilized as follows:

- The southeast corner of the site would contain new residential buildings (6 stories with 375,000 sq ft or 8 stories with 500,000 sq ft, and a research and training technology center (360,000 sq ft).
- The northeast corner of the site would consist of supportive housing in a separate building.
- The west side of the site would contain approximately 200 parking spaces (non-cruise) with mixed-use buildings:
    - Floor 1 would be utilized as neighborhood-scale retail
    - Floor 2 would be utilized as office/commercial to support the proposed research and training technology center
    - Floor 3 would be residential use
- Associated greenspace (10 to 12 acres) would be scattered throughout the site.




Source: City of New Orleans 2009

Figure 2-3: Alternative 3


Source: City of New Orleans 2009

Figure 2-4: Alternative 4

## 2.6 NO ACTION ALTERNATIVE (ALTERNATIVE 5)

As required by CEQ regulations, NEPA, and OPNAVINST 5090.1c, a No Action Alternative must be evaluated. Under the No Action Alternative, the NSA East Bank site would not be transferred out of Federal ownership, and the Navy would retain the property in caretaker status for overall maintenance of the property. No changes to the buildings would occur. The No Action Alternative is not a viable alternative but will serve as a baseline against which the impacts of the Proposed Action and alternatives can be evaluated.

## 2.7 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM CONSIDERATION

No other alternatives met the project's purpose and need; therefore, no other alternatives were evaluated.

## 2.8 COMPARISON OF ALTERNATIVES

Potential impacts associated with the implementation of the alternatives described above are summarized in Table 2-2.

**Table 2-2. Comparison of Proposed Alternatives' Environmental Consequences**

| Resource | Proposed Action (Alternative 1) | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 (No Action) |
|---|---|---|---|---|---|
| Land Use | Minimal impacts on land use would occur, as the site would change from Federal to city government jurisdiction and would not impact planned local zoning restrictions. | No significant impacts on planned local zoning restrictions would occur; however, the property would no longer remain under governmental jurisdiction. Therefore, minor impacts on land use would occur. | Impacts on planned local zoning restrictions and land use would be similar to Alternative 2. | Impacts on planned local zoning restrictions and land use would be similar to Alternative 2. | There would be no change in land use. |
| Soils and Prime Farmland | Although 25.33 acres of soils would be permanently impacted, these impacts would be minimal, as the soils have been previously disturbed. Temporary construction impacts would occur but would be minimized with the implementation of Environmental Design Measures (EDMs). | Permanent and temporary impacts on soils would be similar to the Proposed Action. | Permanent and temporary impacts on soils would be similar to the Proposed Action. | Permanent and temporary impacts on soils would be similar to the Proposed Action. However, temporary construction impacts would cause minor impacts on soils. | No soils would be impacted. |
| Biological Resources | Construction activities could cause impacts on small animals; however, they would most likely relocate to other nearby greenspace. No adverse impacts on rare, threatened, or endangered Federal or state-protected species would occur. Additionally, no adverse impacts on Gulf sturgeon critical habitat would occur. | Impacts on biological resources would be similar to the Proposed Action. | Impacts on biological resources would be similar to the Proposed Action. | Impacts on biological resources would be similar to the Proposed Action. | No impacts on biological resources would occur. |

**Table 2-2, continued**

| Resource | Proposed Action (Alternative 1) | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 (No Action) |
|---|---|---|---|---|---|
| Historic and Cultural Resources | Under the Proposed Action, transfer of the NSA East Bank site from Federal ownership is considered an adverse action. However, through the implementation of a new Programmatic Agreement or other legal instrument, potential adverse impacts would be mitigated. | Impacts on cultural resources would be the same as the Proposed Action. | The implementation of a new Programmatic Agreement or other legal instrument and the potential preparation of Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation would be required for the demolition of Building 620. Adverse impacts on historic resources would be mitigated. | Impacts on cultural resources would be similar to Alternative 3; although the HABS/HAER documentation would be required for Building 601 and 602, and all three main buildings' associated water towers (Buildings 618, 619, and 620). | No impacts would occur as the Navy would remain as long-term stewards of the property. |
| Air Quality | Proposed construction activities would cause temporary and minor increases in air emissions but these effects would be below *de minimis* levels. Additionally, new commuters and cruise ship customers parking on-site would not increase air emissions in the New Orleans Ozone Maintenance Area airshed. Green House Gas emissions (GHG) would not be significant with the implementation of the Proposed Action. The overall impacts on air quality from the implementation of the Proposed Action would be less than significant. | Impacts on air quality would be similar to the Proposed Action; however, GHG emissions would have a temporary impact on the regional greenhouse gas budget. | Impacts on air quality would be similar to Alternative 2. | Impacts on air quality would be similar to Alternative 2. | No impacts on air quality would occur. |

**Table 2-2, continued**

| Resource | Proposed Action (Alternative 1) | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 (No Action) |
|---|---|---|---|---|---|
| Water Resources | There would be minimal impacts on surface water and water quality with the Proposed Action; however, impacts would be minimized with the incorporation of a SWPPP and NPDES permits. No wetlands exist at the site; therefore, no wetlands would be impacted. A Coastal Zone Consistency Determination is required, although there would be insignificant impacts on the coastal zone. Additionally, an increase in greenspace would result in a beneficial impact on the local floodplains at the NSA East Bank site. | Impacts on water resources would be similar to the Proposed Action. | Impacts on water resources would be similar to the Proposed Action. | Temporary impacts on water resources due to construction and demolition activities would be greater; however, through the use of EDMs, these surface water and water quality impacts would be minimized. All other impacts on wetlands and floodplains would be similar to the Proposed Action. | No additional water resources impacts on the NSA East Bank site would occur. |
| Solid and Hazardous Materials and Waste | Demolition and construction activities could cause impacts due to hazardous material spills; however, any potential release would be mitigated through the use of EDM, and an SPCCP. Additionally, these activities could cause impacts due to the release of lead-based paint (LBP) and asbestos-containing material (ACM); however, upon the transfer of the property, the City of New Orleans will be required to follow Federal and state regulations and guidelines regarding LBP and ACM materials. | Impacts on the handling, storage, or use of solid and hazardous waste and materials would be similar to the Proposed Action. | Impacts on the handling, storage, or use of solid and hazardous waste and materials would be similar to the Proposed Action. | Impacts on the handling, storage, or use of solid and hazardous waste and materials would be similar to the Proposed Action. | No impacts on handling, storage, or use of solid and hazardous waste and materials would occur. |

**Table 2-2, continued**

| Resource | Proposed Action (Alternative 1) | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 (No Action) |
|---|---|---|---|---|---|
| Noise | Noise during construction would impact receptors in residential areas. The use of a construction entrance on the site's north side, curtailing work to daylight hours, and employing a noise mitigation plan, would reduce noise impacts and would result in minor, intermittent increases in noise levels.<br><br>The use of helicopters during disasters and disaster training exercises would be temporary and intermittent but would cause unacceptable noise levels to sensitive noise receptors. | Noise impacts would be similar to the Proposed Action. However, no helicopters would be used with this alternative; therefore, no noise impacts on sensitive receptors from helicopter use would occur. | Noise during demolition and construction would impact receptors in residential areas. The use of a construction entrance on the site's north side, curtailing work to daylight hours, and employing a noise mitigation plan, would reduce noise impacts and would result in minor, intermittent increases in noise levels. | Although longer in duration, the noise impacts under this alternative would be similar to Alternative 3. | No noise impacts would occur. |
| Socioeconomics | Overall, many beneficial impacts would occur as the result of the Proposed Action. No temporary or long-term negative impacts on socioeconomic resources would occur from the Proposed Action.<br><br>No adverse impacts would occur to environmental justice communities or children, although implementation of the homeless agreement could have a long-term beneficial impact on these individuals. | Socioeconomic effects would be similar to the Proposed Action, although no supportive housing for the homeless would occur. | Socioeconomic effects would be similar to the Proposed Action. | Socioeconomic effects would be similar to the Proposed Action. | Adverse impacts would occur due to a loss of employment, spending, and other business transactions. |
| Transportation | Permanent minor impacts on transportation would occur; however, the Proposed Action would fully integrate the site into the surrounding area through road realignments and upgrades, which would minimize these impacts. | Impacts on transportation would be similar to the Proposed Action. | Impacts on transportation would be similar to the Proposed Action. | Impacts on transportation would be similar to the Proposed Action. | No adverse or beneficial impacts on transportation would occur from the No Action Alternative. |

**Table 2-2, continued**

| Resource | Proposed Action (Alternative 1) | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 (No Action) |
|---|---|---|---|---|---|
| Aesthetic Resources | Temporary, minor impacts on aesthetics would occur; however, the overall visual resources of the project area would not differ substantially from the current NSA East Bank facility. No adverse permanent impacts would occur. | Impacts on aesthetic resources would be similar to the Proposed Action. | Although demolition of one of the main buildings would occur, overall impacts on aesthetic resources would be similar to the Proposed Action. | Impacts on aesthetic resources would be similar to the Alternative 3; however, all three main buildings would be demolished. | No impact on aesthetic resources would occur. |

# SECTION 3.0
# EXISTING CONDITIONS

# 3.0 EXISTING CONDITIONS

This section describes the existing environment that may be affected by the Proposed Action. The NSA East Bank site is located adjacent to the Mississippi River in a highly urbanized area of New Orleans in Orleans Parish, approximately 1.3 miles west of the Orleans/St. Bernard Parish line. The site lies completely within the Mississippi River Delta Plain, a low-lying area dissected by natural bayous and man-made canals. Directly to the east of the site is a man-made navigation channel, the IHNC, and to the west and north lies the Bywater neighborhood. Although the site lies within this low-lying delta plain, its slight elevation on the natural levee of the Mississippi River has prevented flooding throughout the life of the facility, including from Hurricane Katrina. However, the Bywater neighborhood and other nearby neighborhoods were more heavily impacted by Hurricane Katrina, and recovery in some of these neighborhoods has been slow. As a result, the neighborhoods are a mix of vacant lots, damaged and gutted houses, recently renovated homes, and homes in the process of being constructed or renovated. The NSA East Bank contains access to both a heavy rail line and a 2,193-foot (ft) pier, which connects the site to downtown New Orleans and other shipping areas.

The near-surface geology of the area surrounding the NSA East Bank is the result of a subsiding Mississippi River delta lobe that has been drained, diked, and filled with various types and vintages of dredged material derived from Lake Pontchartrain and adjacent drainage canals. The deepest formations investigated in the area are Pleistocene deposits, consisting of somewhat hardened fluvial sands, silts, and muds at a depth of 40 to 60 ft below ground surface (bgs) to depths around 180 ft bgs. These sediments were exposed and weathered during low sea level stands as a result of Pleistocene glaciation, resulting in relatively higher cohesive strengths than would normally be expected. Above the Pleistocene deposits, Holocene deposits are the result of gradual deposition of organic peat mixed with fluvial silt and mud deposited as overbank deposits and interdistributary bay deposits of the Mississippi River in cypress swamps around Lake Pontchartrain (Kolb et al. 1975).

There are no seismic hazards or faults that may affect development on the property. The near-surface groundwater table is connected to the water levels in Lake Pontchartrain and the Mississippi River. For this reason, numerous drainage canals and pumps are required to remove inflow and water from rainfall events and subsurface seepage.

The climate of New Orleans is considered humid subtropical with mild winters and hot, humid summers. The average July high temperature for New Orleans is 91.1° Fahrenheit, while the average January low temperature is 43.4° Fahrenheit (USACitiesOnline.com 2011). Tropical storms are relatively common occurrences in the Gulf of Mexico. Tropical storms typically produce the highest wind speeds and greatest rainfall events along the Gulf Coast. Between 1926 and 2005, a total of 10 hurricanes have struck Orleans Parish (National Hurricane Center 2007). The frequency of hurricanes is greatest between August and October; however, hurricane season extends from June through November (National Hurricane Center 2007). Prior to Hurricane Katrina in 2005, Hurricane Betsy made landfall on September 9, 1965 and was the most damaging tropical storm in Metropolitan New Orleans. Hurricane Betsy caused a storm surge of 10 feet, flooding large parts of the city, claiming 81 lives; and causing $1 billion (1965 dollars) in damage (NOAA 2007). The devastation of Hurricane Katrina, which made landfall in August 2005 south and east of New Orleans, has greatly altered the natural and human environment of the project area and is one of the largest natural disasters in modern U.S. history. On September 24, 2005, less than a month after Hurricane Katrina made landfall southeast of New Orleans, Hurricane Rita, a Category 5 storm, passed to the south of the New Orleans area making landfall along the Louisiana-Texas border. While wind damage was minor, temporary levees along the IHNC were overtopped by the storm surge in New Orleans.

Some topics are limited in scope due to the lack of direct or indirect effect from the proposed project on the resource, or because that particular resource is not located within the project area. Resources dismissed from further discussion are:

**Geologic Resources**

The proposed disposal, transfer, and reuse of the NSA East Bank property would neither affect nor be affected by geologic resources.

**Vegetation**

No natural vegetation communities or wetlands habitats occur at NSA East Bank, and the property is entirely paved, developed, or landscaped. The proposed disposal, transfer, and reuse of the NSA East Bank property would not affect vegetation.

**Wetlands**

The proposed disposal, transfer, and reuse of the NSA East Bank site would not affect any wetlands because no known wetlands exist within the project area.

The description of the existing conditions for all other resources is based upon a site visit conducted in November 2010 and a review of past studies and reports.

## 3.1 LAND USE

The NSA East Bank site covers 25.33 acres on the east bank of the Mississippi River and is dominated by three large, 6-story buildings. A fueling station and a recreational facility lie north and east of the large buildings, and almost all of the remaining space is paved. During most of the 20th century the site was under military use. It is currently zoned for light industrial (City of New Orleans 2011a) and experiences a mix of administrative, operations/training, supply/storage, and maintenance uses including an extensive server farm supporting Naval Facilities Engineering Command communications operations. The Unified New Orleans Master Plan anticipates the area would become a mixed-use high density district surrounded by predominantly residential and some light industrial use lands in the adjacent neighborhood (City of New Orleans 2009). Approximately 26 percent of the site is occupied by buildings. Greenspace, consisting of mowed grass, covers about 6 percent of the site (approximately 2 acres), and the remaining land is paved parking, recreational sports courts, or roads.

## 3.2 SOILS AND PRIME FARMLAND

### 3.2.1 Soils

The NSA East Bank site is almost entirely underlain by soils that have been disturbed or moved for construction of flood control levees. A soil map is shown in Figure 3-1. These soils are currently classified as urban land (approximately 8 percent of the site) on the protected sides of levees and as aquents, dredged, frequently flooded soils (approximately 18 percent of the site) on the flood-side of levees. Less than 1 percent of the site is Cancienne silt loam soils, which form on natural levee positions on the alluvial plain of the lower Mississippi River (US Department of Agriculture [USDA] 2011).

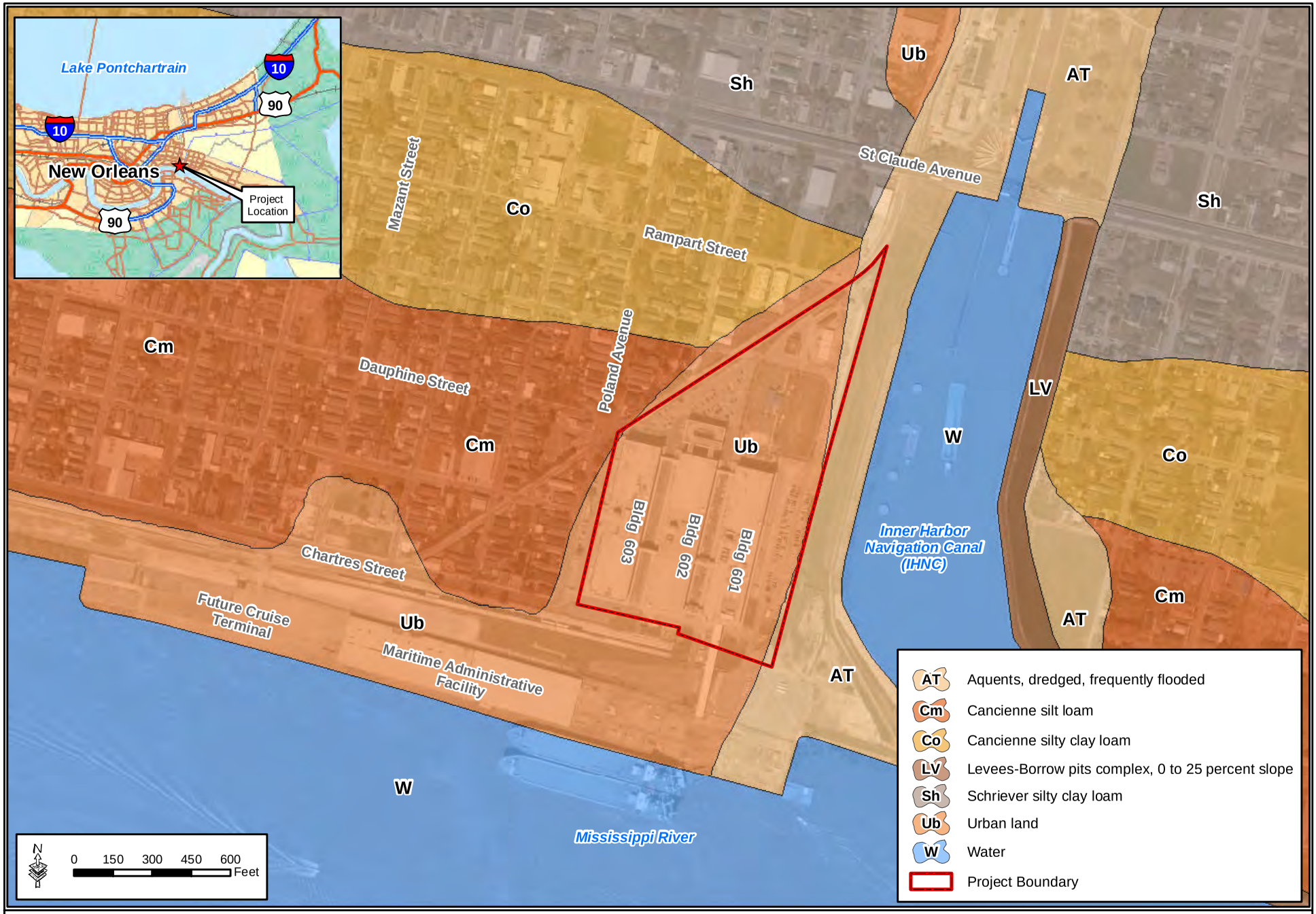



Figure 3-1: Soils Map

**Cancienne Silt Loam Soil**

Cancienne soils have slopes of 0 to 1 percent and are somewhat poorly drained, with a moderately high capacity for the most limiting layer to transmit water. The depth to the water table is typically about 18 to 48 inches with more than 80 inches depth to a restrictive feature. The available water capacity is very high, about 13.0 inches (USDA 2011). Cancienne silt loam can be considered prime farmland soil, but at the site it is heavily urbanized and not in agricultural use.

**Urban Land and Aquents, Dredged, Frequently Flooded Soils**

Urban land soils at the site were filled, leveled, or otherwise disturbed for development. Aquent soils are altered or disturbed by human activities at this site and are associated with the flood-side of constructed levees. They are very poorly drained and frequently flooded (USDA 2011).

### 3.2.2 Prime Farmland

Prime farmland is protected under the Farmland Protection Policy Act of 1980 and 1995 in order to minimize the extent to which Federal programs contribute to the unnecessary or irreversible conversion of farmland to non-agricultural use. As required by section 1541(b) of the Act, 7 USC 4202(b), Federal agencies are (a) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (b) to consider alternative actions, as appropriate, that could lessen adverse effects, and (c) to ensure that their programs, to the extent practicable, are compatible with state and local governments and private programs and policies to protect farmland. On the site, approximately 21.81 acres of soil are urban land, and 4.84 acres are aquents, dredged, frequently flooded. The remaining approximately 0.08 acres of the site are Cancienne silt loam soils, a type that is designated as prime farmland soils. However, theses soils are not in agricultural use and are already urbanized.

## 3.3 BIOLOGICAL RESOURCES

### 3.3.1 Wildlife

Wildlife occurring at NSA East Bank would be those species typically found in an urban setting. These include mammals such as nutria (*Myocaster coypus*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), gray squirrel (*Sciurus carolinensis*), nine-banded armadillo (*Dasypus novemcinctus*), swamp rabbit (*Sylvilagus aquaticus*), and rats (*Rattus rattus* and *Rattus norvegicus*). Common resident and migratory bird species include house sparrow

(*Passer domesticus*), American robin (*Turdus migratorius*), common pigeon (*Columba livia*), cattle egret (*Bulbulcus ibis*), common grackle (*Quiscalus quiscula*), mourning dove (*Zenaida macroura*), laughing gull (*Larus atricilla*), Eurasian collared dove (*Streptopelia decaocto*), and American crow (*Corvus brachyrhynchos*). Reptiles and amphibians likely present in the project area include eastern box turtle (*Terrapene carolina*), green anole (*Anolis carolinensis*), five-lined skink (*Eumeces fasciatus*), rat snake (*Elaphe obsolete*), common kingsnake (*Lampropeltis getulus*), common garter snake (*Thamnophis sirtalis*), green treefrog (*Hyla cincerea*), and eastern narrow-mouthed toad (*Gastrophryne carolinensis).*

### 3.3.2 Threatened and Endangered Species

#### *3.3.2.1 Federal*

The Endangered Species Act (ESA) of 1973 was enacted to provide a program for the preservation of endangered and threatened species and to provide protection for the ecosystems upon which these species depend for their survival. All Federal agencies are required to implement management programs for species listed under the ESA and use their authorities to further the purposes of the ESA. The U.S. Fish and Wildlife Service (USFWS) has identified species that are listed as threatened or endangered, as well as candidates for listing as a result of identified threats to their continued existence. Although not protected by the ESA, candidate species may be protected under other Federal or state laws. Four Federally listed species are known or have the potential to occur in the vicinity of the project area (Table 3-1).

The brown pelican (*Pelecanus occidenetalis)* and bald eagle (*Haliaeetus leucocephalus*), occur in the project area, but are de-listed species. Two other species, the Arctic peregrine falcon (*Falco peregrines tundrius,* recovery population) and American black bear (*Ursus americanus*) are also known or believed to occur in Orleans Parish. However, due to the urban setting of the project area, their presence at this site is unlikely (USFWS 2011).

The IHNC represents poor quality habitat for pallid (*Scaphirhynchus albus*) and Gulf sturgeon (*Acipenser oxyrinchus desotoi*) due to the frequency of navigation traffic and the highly industrialized nature of the area. However, NSA East Bank is located on the Mississippi River, and both species are known to occur in the main channel of the Mississippi River. West Indian manatees (*Trichechus manatus*) graze on a variety of aquatic plants and are typically found in waters with dense submerged aquatic beds or floating vegetation. They occasionally enter

**Table 3-1. Federally-listed threatened and endangered species in Orleans Parish, Louisiana**

| Common Name | Scientific Name | Listing Status | Habitat | Potential to Occur at or Adjacent to Site |
|---|---|---|---|---|
| **Mammals** | | | | |
| Black bear | *Ursus americanus* | Threatened | Heavily wooded bottomland hardwoods and swamps. | No |
| West Indian manatee | *Trichechus manatus* | Endangered | Marine open water, bays, and rivers, generally restricted to rivers and estuaries although manatees may enter salt water when traveling from site to site; often found in waters with submerged aquatic beds or floating vegetation. | No |
| **Fishes** | | | | |
| Pallid sturgeon | *Scaphirhynchus albus* | Endangered | Large rivers in southeast U.S. including the Mississippi River; prefers the main channels of excessively turbid rivers in areas with strong currents over firm sandy bottom. | Yes, foraging and feeding habitat |
| Gulf sturgeon | *Acipenser oxyrinchus desotoi* | Threatened | All saltwater habitats, except during the spawning season when it is found in major rivers that empty into the Gulf of Mexico, including the Mississippi River. | Yes, foraging and feeding habitat |

Source: USFWS 2011, Louisiana Department of Environmental Quality (LDEQ) 2010.

Lake Pontchartrain and associated coastal waters from June through September and could pass through the project area or forage on nearby grass beds in Lake Pontchartrain. However, the likelihood of a manatee occurring in the project area is extremely low since it is outside of their normal range, and no aquatic plants suitable as a food source are located in the project area.

#### *3.3.2.2 Critical Habitat*

The ESA also calls for the conservation of critical habitat, defined as the areas of land, water, and air space that an endangered species needs for survival. Critical habitat also includes such things as food and water, breeding sites, cover or shelter, and sufficient habitat area to provide for normal population growth and behavior. The Gulf sturgeon is an anadromous fish that occurs in many rivers, streams, and estuarine waters along the northern Gulf coast between the Mississippi River and the Suwannee River, Florida. In Louisiana, Gulf sturgeons have been reported at Rigolets Pass, rivers, and lakes of the Pontchartrain Basin, and adjacent estuarine areas, including the Mississippi Gulf Intracoastal Waterway (MRGO) inland reach (USFWS 2003). The Gulf sturgeon critical habitat unit 8 includes the portion of Lake Pontchartrain east of the Causeway approximately 5.5 miles from the site, all of Little Lake, the Rigolets, Lake St. Catherine, Lake Borgne, and the Mississippi Sound; however, neither the IHNC nor the Mississippi River is included as critical habitat.

#### *3.3.2.3 State*

The State of Louisiana lists 10 animal species and seven plant species as rare, threatened, or endangered, which have the potential to occur in Orleans Parish (LDWF 2008, LDWF 2011) (Table 3-2).

The glossy ibis (*Plegadis falcinellus*), bald eagle, paddlefish (*Polyodon spathula*), pallid sturgeon, and Gulf sturgeon could potentially occur in the waters surrounding the project area and use the area for foraging and feeding. The occurrence of the remaining animal species is unlikely due to the highly urban setting of the NSA East Bank facility. Rare plant species are unlikely to occur at NSA East Bank because the property is landscaped and developed, and no natural vegetation communities occur.

**Table 3-2. State-listed rare, threatened, and endangered species in Orleans Parish, Louisiana**

| Common Name | Scientific Name | State Status | Habitat | Potential to Occur at or Adjacent to Site |
|---|---|---|---|---|
| **Birds** | | | | |
| Cooper's hawk | *Accipter cooperii* | Rare | Deciduous, mixed, and evergreen forests, as well as deciduous riparian habitat; suburban habitat. | Yes |
| Glossy ibis | *Plegadis falcinellus* | Rare | Found in flocks near in marshes; nests in shrubs and trees near water. | Yes, foraging and feeding habitat |
| Bald eagle | *Haliaeetus leucocephalus* | Delisted | Cypress swamps in coastal Louisiana; prefers to nest in sturdy cypress trees adjacent to open water where they forage for fish. | Yes, foraging and feeding habitat |
| **Mammals** | | | | |
| West Indian manatee | *Trichechus manatus* | Endangered | Marine open water, bays, and rivers, generally restricted to rivers and estuaries although manatees may enter salt water when traveling from site to site; often found in waters with submerged aquatic beds or floating vegetation. | No |
| Big brown bat | *Eptesicus fuscus* | Rare | Wooded areas, cities, and other semi-open habitats; roosts in buildings, hollow trees, and sewers. | Yes |
| **Reptiles and Amphibians** | | | | |
| Diamondback terrapin | *Malaclemys terrapin* | Rare; Restricted Harvest | Brackish marshes near salt marshes, estuaries and tidal creeks. | No |
| Ornate chorus frog | *Pseudacris ornate* | Rare | Longleaf pine forests, pine flatwoods, and cypress ponds. | No |
| **Fishes** | | | | |
| Paddlefish | *Polyodon spathula* | Rare, Prohibited | Large, free-flowing rivers; spawns in shallow, fast-moving waters above gravel bars. | Yes, foraging and feeding habitat |
| Pallid sturgeon | *Scaphirhynchus albus* | Endangered | Large rivers in southeast U.S. including the Mississippi River; prefers the main channels of excessively turbid rivers in areas with strong currents over firm sandy bottom. | Yes, foraging and feeding habitat |
| Gulf sturgeon | *Acipenser oxyrinchus desotoi* | Threatened | All saltwater habitats, except during the spawning season when it is found in major rivers that empty into the Gulf of Mexico, including the Mississippi River. | Yes, foraging and feeding habitat |
| **Plants** | | | | |
| River grass | *Echinochloa polystachya* | Rare | Freshwater marshes and mudflats. | No |
| Southern umbrella-sedge | *Fuirena scirpoidea* | Rare | Historic range on banks of Mississippi River; currently only on the edge of fresh to intermediate marsh near the Pearl River. | No |
| Southwest bedstraw | *Galium virgatum* | Rare | Railroad beds, weedy roadbanks, eroded areas. | No |

**Table 3-2, continued**

| Common Name | Scientific Name | State Status | Habitat | Potential to Occur at or Adjacent to Site |
|---|---|---|---|---|
| Small flower hemicarpha | *Lipocarpha micrantha* | Historical | Historical range on banks of Mississippi River. | No |
| Clasping-leaf pondweed | *Potamogenton perfoliatus* | Historical | Brackish lakes, including Lake Pontchartrain. | No |
| Sand rose-gentian | *Sabatia arenicola* | Rare | High energy Gulf beaches in the Deltaic Plain. | No |
| Saw palmetto | *Serenoa repens* | Rare | Remnant barrier islands and hummocks; uplands and sometimes in wetlands. | No |

Source: LDWF 2008, LDWF 2011

## 3.4 HISTORIC AND CULTURAL RESOURCES

### 3.4.1 Historic and Cultural Contexts

#### *3.4.1.1 Prehistoric Context*

**Paleoindian Period (15,000 to 10,000 Before Present [BP])**

It is uncertain when humans first entered the New World. Some researchers would place this event as early as 40,000 BP, but more conservative investigators would place the first Americans at no earlier than 12,000 BP. Whatever the case, evidence suggests that by 12,500 BP people were living in caves alongside the Straits of Magellan at the southern tip of South America, so that their entry into the American continents may have occurred several thousand years prior (Dillehay 2000; Neuman and Hawkins 1993). Since that period, sea level has risen and the avulsion of the Mississippi River has altered its course and the location of its outlet to the Gulf of Mexico periodically. Most of the land area that includes modern day Orleans Parish has been formed by the more recent alluvial deposition from fluctuations in the river's course in the last 5,000 years. The modern course of the Mississippi River was generally in place around New Orleans as early as 1,200 BP (Saucier 1994). As a result, the cultural manifestations that occurred during the Paleoindian Period (11,500 to 10,000 BP), and much of the Archaic Period (10,000 to 3,000 BP) that occurred elsewhere in Louisiana, pre-date the existence of the landscape in the current project area of Orleans Parish. Any expression of earlier habitation during periods of lower sea level would have likely become deeply buried in the alluvial formation of Orleans Parish.

**Archaic Period (10,000 BP to 2600 BP)**

The Archaic Period, also referred to as the Meso-Indian Period in Louisiana (Neuman and Hawkins 1993), has been differentiated from the preceding Paleoindian Period as being a shift from the exploitation of large game to a period of increased exploitation of wild plant foods and of smaller game, representing adaptation to an expanding boreal environment (Weinstein and Kelley 1984). With more recent interpretations of the Paleoindian Period adaptations as being more diversified, the distinction between the periods is less clear (Anderson 2001; Hill 2007). Further complicating the interpretation of what constitutes the Archaic as a period or adaptation and its distinction from other periods or adaptations is that the evidence used to define it is variable over time and space (Sassaman 2008). The initial part of this period, the Early Archaic (10,000 to 8,000 BP), is defined by a series of distinctive projectile points, and it has been suggested that social organization occurred at the band level and focused on a seasonal round

of hunting and gathering. The succeeding Middle Archaic Period (8,000 to 5,000 BP) was marked by widespread regional differentiation of cultures and a greater presence of ground stone tool technology, suggesting an increased reliance on plant materials (Anderson 2001; Weinstein and Kelley 1992).

The first appearance of mounds in Louisiana occurs during the terminal Middle Archaic Period (Saunders et al. 2005). Mound building continued to be practiced through the Late Archaic (5,000 to 3,000 BP), and numerous mound sites have been documented in Louisiana, including those associated with the Poverty Point Culture (3,500 to 2,500 BP), which included large permanent settlements and outlying communities linked through networks of trade spanning much of what is today the southeastern U.S. This culture was widespread throughout Louisiana, Arkansas, and Mississippi and was closely related to similar cultures in Missouri, Tennessee, Alabama, and Florida (Neuman 1984). The material culture of Poverty Point featured baked clay balls (Poverty Point Objects), microlithic and lapidary industries, and the construction of earthworks. The presence of pottery is debatable, although Webb (1982) discusses a number of cases in which ceramics have been found at Poverty Point locations. Early interpretations of the practice of moundbuilding had suggested a link with the advent of agriculture (Webb 1968); however, no evidence of agriculture occurs at Poverty Point sites, and it appears that hunting and gathering remained the primary mode of subsistence (Neuman 1984).

**Woodland Period (2,600 to 800 B.P.)**

By 2,600 BP the wane of the Poverty Point Cultures saw the rise of the Tchefuncte Culture ushering in the Woodland Period. The primary characteristic of the Woodland Period is the emergence of pottery. Though there were crude ceramic and stone bowls present at many of the Poverty Point sites, the Woodland Period is considered as the real beginning of the ceramic tradition in Louisiana. The Woodland Period in southern Louisiana is commonly divided into several different cultures: the Tchefuncte, Marksville, Troyville/Baytown, and Coles Creek cultures.

The successors of Poverty Point culture were the Tchefuncte people. The Tchefuncte people were hunter-gatherers who also possessed horticulture to some degree, cultivating squash and bottle gourd (Byrd 1974; Smith et al. 1983). A wide variety of animals were hunted, including deer (*Odocoileus virginianus*), raccoon (*Procyon lotor*), ducks (Family *Anatidae*), muskrat

(*Ondatra zibethicus*), otter (*Lontra canadensis)*, bear (*Ursus* spp.), gray fox (*Urocyon cinereoargenteus*), ocelot (*Leopardus pardalis*), and alligator (*Alligator mississippiensis*). The Tchefuncte culture is especially known for its shell middens, heaps of shells from the brackish water clam (*Rangia cuneata)* (Byrd 1977; Neuman 1984). Weinstein and Kelley (1992) suggest that the Tchefuncte people were mound builders. The lithic artifact inventory of Tchefuncte people included adzes, drills, hammerstones, knives, scrapers, and projectile points. Ground stone artifacts include abraders, atlatl weights, beads, cobble hammerstones, grooved plummets, mortars, and pitted stones. Baked clay objects continued to be made, but in less variety and in fewer numbers than at Poverty Point (Smith et al. 1983). Plain, stamped puntated and incised and tempered ceramics are also found among Tchefuncte sites (Jeter and Williams 1989).

The Marksville Culture was closely allied to the Hopewell culture of the Ohio and Illinois River valleys. The Marksville people constructed domed earthen mounds in which they buried their dead leaders, usually with funerary offerings (Neuman 1984). Marksville ceramics are finely made, with characteristic broadly incised lines and rocker stamping. The bird design is a frequent motif. Marksville ceramics are, in fact, often hard to distinguish from those made by Hopewellian peoples, leading to much speculation about the nature of the Marksville-Hopewell interaction. Toth (1988) felt that the main evidence for such an interaction derives from Marksville mortuary practices and the comparison of ceramic types. Other cultural practices, such as subsistence and settlement patterns, may not have been a part of whatever relationship existed between the two groups. It has been speculated that Marksville subsistence was based on hunting and the intensive gathering of wild foods, with little to no evidence for maize agriculture (Weinstein and Kelley 1992).

Baytown (or Troyville) is perhaps the most problematic culture in Louisiana prehistory. Partly this is due to the manner of its original definition (Gibson 1982; Belmont 1982). It is also true that the period has been dealt with differently by different authors. Neuman (1984), for instance, places it with Coles Creek, calling the two "Troyville-Coles Creek" with a longer duration (1,600 to 1,000 BP). Some authors, on the other hand, separate it as a distinct period between Tchefuncte and Coles Creek (Weinstein and Kelley 1992). Weinstein and Kelley (1992) suggest that the development of Baytown in the Lower Mississippi Valley is associated with the appearance of Quafalorma and Woodville painted pottery, along with Mulberry Creek Cordmarked, Salomon Brushed, and Alligator Incised ceramics.

The Coles Creek culture represents a cultural florescence in the Lower Mississippi Valley and adjacent regions. The settlement pattern involved hamlets and small villages, centered around one or more pyramidal earthen mounds. These mounds served as platforms for temples and the houses of leaders. Coles Creek culture was widespread in Louisiana and Mississippi and appears to have been related to the very similar Weeden Island culture of northwest Florida (Weinstein and Kelley 1992).

Coles Creek ceramic decoration includes incised, stamped and punctated designs that usually are restricted to a band around the rim of the vessel (Weinstein and Kelley 1992; Neuman 1984). The economic basis of Coles Creek society is not clear. It has been widely assumed that maize (*Zea mays)* was important to these people (Smith et al. 1983), but it has been impossible to demonstrate this due to a lack of maize in securely dated Coles Creek contexts (Weinstein and Kelley 1992).

**Mississippian Period (800 to 300 BP)**

The Mississippi period in the southeastern U.S. is a time when cultural influences from the Central Mississippi Valley increasingly influenced the indigenous cultures of the region. In Louisiana, this is reflected both in the Plaquemine culture, an outgrowth of the preceding Coles Creek, and the Mississippian culture proper. The latter are characterized by vast complexes of truncated earthen pyramids and the use of shell temper in ceramics, as well as in distinctive ceramic forms, such as effigy vessels. Mississippian culture sites were also frequently fortified (Stoltman 1978:725). During this period, social and political organization appears to have centered on chiefdom, and subsistence was based on the agricultural triad of maize, beans, and squash.

The nature of the relationship between Plaquemine and Mississippian culture is as yet unclear. Phillips (1970), for example, considered Plaquemine culture to have been evolved by about A.D. 1000 and to have thereafter been steadily influenced by the Mississippians until about A.D. 1400, when Mississippian groups actually displaced the indigenous Plaquemine peoples. Brain (1978), however, would place Coles Creek as lasting until approximately A.D. 1200, when it was influenced so heavily by Mississippian culture that it evolved into Plaquemine.

On the basis of information developed largely from ceramic analyses, three regional phases have been suggested for early Plaquemine culture, the Medora, Barataria, and Burk Hill phases.

It was also during early Plaquemine times that material relating to the "Southern Cult" appears. This term is used to denote a complex of traits that first appeared around A.D. 1000 BP and reached its zenith about 500 BP. This complex is associated especially with Mississippian culture proper, but it crossed cultural boundaries in the eastern U.S. (Neuman 1984). The complex focuses on an art style involving certain specific motifs, such as the cross enclosed by a circle, the sun, the hawk and hawkmen, a bilobed arrow, the forked eye, the open eye, the barred oval, the hand and eye, and death motifs (Neuman 1984).

**Early Exploration and Protohistoric Cultures and Groups**

The effects of the initial European exploration of the Americas were likely felt in the study area long before the first Europeans set foot in the area. Through the intricate trade networks in existence through the southeast of the continent, it is likely that news of the first encounters travelled throughout the region along with foreign communicable diseases and trade items. The initial period of European exploration of the region was sporadic with major periodic gaps in contact events. This intermittent period of European incursions into the region has come to be called the Protohistoric Period. Early European exploration of the region may have either directly or indirectly affected the local population, but the lack of permanent European settlement left native political entities to their own devices, and traditional life ways carried on. Documentation of native groups during the Protohistoric is patchy at best with many discontinuities likely compounded by the political and ethnic flux occurring between visits and inconsistencies among interpretive descriptions by multiple European observers.

The first Europeans to pass close to the region were the remnants of the ill-fated Narvaez expedition to Florida in 1528, which through a series of navigation miscalculations, storms, currents, failed diplomatic efforts, and wrecks passed by coastal Louisiana in their flight from Florida and became stranded somewhere near Galveston, Texas. Cabeza de Vaca's account of the expedition-gone-wrong describes a series of encounters with hostile coastal Indians leading up to their stranding and eventual capture and enslavement by the Indian people living along coastal Texas for nearly eight years. Cabeza de Vaca also reports travelling widely into the interior of the continent as a trader encountering numerous native people, prior to reuniting with other surviving members of the expedition and escaping westward seeking contact with Spanish settlements. It remains uncertain whether any of the Narvaez expedition, as recounted by Cabeza de Vaca, set foot in Louisiana (Cabeza de Vaca 1555; Schneider 2006).

The next European incursion to the region occurred approximately five years later with the De Soto entrada of 1541. Most of DeSoto's expedition took place farther to the north, but the remnants of his army passed through Louisiana on their way down the Mississippi River to the Gulf of Mexico following his death. It is not known if and where the Spanish force made landfall in the lower Mississippi delta. It is uncertain what cultural group they would have encountered if they had made landfall during their exodus from the region. An influx of Mississippian people or influence occurred in the coastal region during this period with ceramic stylistic resemblance to Yazoo Basin groups and the Pensacola complex of western Florida and west-central Alabama (Jeter and Williams 1989). This later Mississippian influence appears to have replaced the previous Plaquemine cultural tradition in some areas although the Deltaic Natchez, a Protohistoric Plaquemine manifestation may have persisted in the delta (Jeter and Williams 1989). Evidence for the presence of these groups is sparse and comes from neighboring areas outside of the study area.

Over 140 years would pass after the Desoto entrada until the next organized European foray into the region surrounding the study area. This time it was the French, led by Sieur La Salle in 1682. The La Salle-led expedition was a follow-up of earlier French exploration efforts down the Mississippi River from Canada where they had considerable control over the land. Previous exploration had reached as far south as Arkansas. The French were interested in securing fur trading relationships with the natives of the interior of the continent and cutting off Spanish expansion from Mexico and Florida (Williams 1989). The La Salle party faced starvation, disease, and the eventual murder of La Salle, but was still able to descend the Mississippi to the Gulf of Mexico and claimed the entire river valley in the name of King Louis XIV, henceforth called Louisiana (Williams 1989).

By the 1700s there were seven tribes known as the Muskogeans occupying the Florida parishes, and intermittently, the Mississippi River's banks from the Red River southward. These seven tribes included the Houma, Bayougoula, Acolapissa, Mugulasha, Okelousa, Quinapisa, and Tangipahoa (Kniffen et al. 1987). Though these tribes spoke Choctaw dialects, they were not part of the Choctaw confederacy (Kniffen et al. 1987). The Houma and Bayougoula were the largest tribal groups in the area and are the best known from historic accounts. Little is known of the other smaller tribes. All of these smaller tribes were constantly moving during historic times, fleeing from more powerful oppressors and eventually seeking refuge along the lower Mississippi River close to French towns. Eventually, they rapidly lost members, merged

with other existing tribal entities, and finally disappeared from the historic record (Kniffen et al. 1987). The Bayougoula, Acolapissa, Mugulasha, Chitimacha, Cawasha, and Washa all operated around Lake Ponchartrain and New Orleans (Kniffen et al. 1987).

#### *3.4.1.2 Historic Context*

***The French Part I***

In 1699, the Le Moyne brothers Iberville and Bienville led a French expedition to establish a settlement in Louisiana. They established Fort Maurepas in present day Ocean Springs, Mississippi. The fort was named for the Compte de Maurepas who approved funding for their expedition (Campanella 2006).

In March of 1699, Iberville traveled upriver from the mouth of the Mississippi River. He encountered several Indian villages as he moved upstream, and from them he learned of Bayou Manchac, which provided a convenient rear passage to the Gulf. He then followed Bayou Manchac to Lake Maurepas and into Lake Pontchartrain. Once in Lake Pontchartrain, the route turned south into Bayou St. John. From Bayou St. John, the Mississippi River was only a 2-mile journey across the relatively well-drained land of the natural levee that was created by the river's crescent curve. This alternate route avoided the dangerous trip down the Mississippi River and made the future location of New Orleans a strategic site for a settlement (McWilliams 1981; Campanella 2006).

In 1715, following the death of King Louis the XIV, Phillip duc d'Orleans was appointed regent of France for the young King Louis the XV. The following year, the King issued edict land grants in Louisiana and established the arpent system in Louisiana (one arpent equals 192 English ft), a system of land subdivision into long narrow lots along watercourses. These "French long lots" are prevalent in much of the landscape of present day southeastern Louisiana. They are particularly evident in the radiating network of streets observable in present day New Orleans (Works Projects Administration [WPA] 1941; Campanella 2006).

In an attempt by the French to actively promote settlement, Phillip duc d'Orleans contracted economist John Law to establish trade and colonize Louisiana. In 1717, Law acquired a monopoly charter for commercial enterprises; and Law's Company of the West granted land to willing settlers and investors.

Jean Baptiste La Moyne Sieur de Bienville established New Orleans as the capital of Louisiana in 1718. Several years later Adrian de Pauger, assistant to chief engineer of the colony of New France, Le Blond de Tour, arrived in New Orleans in 1721. Pauger adapted La Tours' designs for the new Biloxi capital for New Orleans, creating today's French Quarter. The plan with its central square, church, walls, and towers embodied the 18th-century Enlightenment ideal of the perfect city. The reality was otherwise. For many years, the walls were only straggling wooden palisades, the square was choked with weeds, and most buildings (including the church) were simple, wooden structures (Campanella 2006).

A hurricane in September of 1722 destroyed most of New Orleans. The elimination of most of the primitive structures allowed Pauger and de Tour to survey new blocks and streets. This gave the area streets the dimensions and names that they still bear today. That same year Pauger and de Tour began construction on the first man-made levees. This was the first attempt to control the Mississippi River. By 1727, the levees were 18 ft wide, 3 ft high and 1 mile long (Campanella 2006).

Pauger's plans for New Orleans were elaborate and impressive in theory, but until the end of the 1790s, the streets were full of water throughout most of the year. Drainage was non-existent, and the makeshift structures used as levees did little more than keep sewage and garbage trapped inside their walls. Disease was a severe threat to everyday living in 18th-century New Orleans. Mosquitoes, close living quarters, sanitation issues, dampness, and heat were obstacles New Orleans had to face before development could continue. These problems eventually spurred the yellow fever outbreak of 1796. Spread by mosquitoes, yellow fever would kill over 100,000 Louisianans over the next century (Campanella 2006; WPA 1941).

War between France and England occurred from 1754 until 1763, referred to in U.S. history as the French and Indian War. Initially the dispute began over claims in the Ohio valley and later expanded into Europe where the conflict is known as the Seven Years War. The British defeated the French, who in turn passed control of French North America, including Louisiana east of the Mississippi River, to England. Areas located west of the river, including New Orleans, avoided English possession (Campanella 2006), and in 1762, New Orleans was secretly ceded to Spain and King Carlos III. However, it took seven more years for New Orleans to officially change hands and publicly be in possession of the Spanish.

***The Spanish***

New Orleans was not really a "city" until well into the Spanish rule. The wooden structures built by the French were mostly destroyed by fire in 1788. The Spanish had hardly rebuilt the city when a series of three hurricanes and another fire, all in 1794, destroyed the few buildings that had escaped the 1788 disaster, as well as most of the new ones. As a result, the architecture of the Vieux Carre is representative of the Spanish rebuild, not French, and most of the existing structures date from 1795 or later (Campanella 2006; Toledano 1971).

***The French Part Two***

Emperor Napoleon Bonaparte had a vision of a renewed western empire for France that included the recapture of Louisiana from Spain. Control over this large territory would halt the westward expansion of the U.S. and would supply French colonies in the West Indies with the goods they needed. In 1800, Napoleon signed a secret Treaty of Ildefonso with Charles IV of Spain. The agreement stated that France would provide Spain with a kingdom for the son-in-law of Spain's king, if Spain would return Louisiana to France. Napoleon's plan collapsed when the 12-year revolt of slaves and free blacks in the French colony of Santo Domingo (present day Haiti) succeeded. French troops were forced to return to France, which prevented them from reaching their ultimate destination (Louisiana). As Napoleon's empire disintegrated, the loss of Santo Domingo made possession of Louisiana unnecessary (Barry 1973; Chidsey 1972).

The new nation of the U.S. had an interest in New Orleans, primarily to guarantee its right to sail down the Mississippi River through Spanish territory and use the port of the City of New Orleans for shipment of goods to the Atlantic coast and Europe. Additionally, possession of the entire territory of Louisiana would allow the new nation, with many settlers already moving into the region, to expand westward. By a treaty signed on April 30, 1803, the U.S. purchased the Louisiana Territory from France, which encompassed more than 800,000 square miles of territory extending from the Mississippi River to the Rocky Mountains. The price was 60 million francs, or about $15 million; with $11,250,000 to be paid directly to France and the remaining balance to be covered by the U.S. assumption of French debts to U.S. citizens (Barry 1973; Chidsey 1972).

***The Americans***

The first faubourg to be developed down river from the original City Of New Orleans was comprised of the plantation of Bernard de Marigny. A few years after the Louisiana Purchase,

Marigny decided to subdivide his plantation to accommodate the rapidly growing American city (Toledano 1974). In 1804, Daniel Clark purchased and surveyed a section of land along Bayou St. John for development with Barthelemy Lafon who designed a plan for the area in 1809, which resulted in 35 irregularly shaped blocks. In 1855, Esplanade Avenue was constructed, cutting through already established streets. Many historic houses were destroyed in its path. The Faubourg Bayou St. John is roughly bounded by Bayou St. John, St. Louis Street, Broad Street, Esplanade Avenue, and Moss Street (Greater New Orleans Community Data Center [GNOCDC] 2002). Between 1806 and 1810, Faubourgs Duplantier, Solet, La Course, L'Annunciation, and Tremé expanded New Orleans onto wide natural levees in the upriver direction.

***The Civil War and Reconstruction***

The election of Abraham Lincoln as President in November of 1860 and disputes over slavery in new western territories led to the secession of 11 southern states. South Carolina was the first state to secede from the Union on December 20, 1860. During the next two months, Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas followed. By February of 1861, the South formed the Confederate States of America led by their elected President Jefferson Davis. The war began shortly after, when Confederate forces attacked Fort Sumter, South Carolina on April 12, 1861 (Rickard 2007; Davis 1881).

During the Civil War, New Orleans was the largest city in the Confederacy and the capture of New Orleans was a strategic necessity for Union forces. Union control of the port city would effectively split the Confederacy in half and prevent supplies from moving east and west. The city's defenses were concentrated south of New Orleans, at Fort St. Philip and Fort Jackson (Davis 1881).

U.S. Navy officer David G. Farragut had the task of capturing the City of New Orleans for the Union. He established his base at Ship Island off the Coast of Mississippi. New Orleans Confederate defenses were controlled by Major General Mansfield Lovell. Farragut's plan was to defeat the forts with mortar fire and then advance up the river. At Head of Passes on April 18, 1862, Farragut's ships moved upriver toward the forts. The Confederates' River Defense Fleet consisted of 10 gunboats, as well as the ironclads C.S.S Louisiana and Manassas (Rickard 2007).

Fort Jackson caught fire on the first day of battle, but it was not destroyed. The siege of the forts lasted for five days and nights, but the batteries were not destroyed. On April 23, 1862, impatient with the battles results, Farragut planned to run his fleet past the forts. He ordered all Union ships to be draped with chains, iron plates, and other protective materials, in preparation for the coming actions (Davis 1881).

On April 24, 1862, the Union fleet moved upriver and cleared the forts quickly. Further upriver the Union Fleet encountered the Confederate River Defense Fleet and the ironclad C.S.S. Manassas. The C.S.S. Manassas attempted to ram the U.S.S. Pensacola and missed. Further downstream, the Manassas moved to strike the U.S.S. Brooklyn, but was unable to gain enough speed to strike a fatal blow. As a result, the C.S.S. Manassas was run aground where it was destroyed by Union fire (Davis 1881; Rickard 2007). The Union fleet was able to defeat the Confederate River Defense Fleet and continue upstream.

Union forces arrived in New Orleans on April 25, 1862 having suffered minimal losses. Forts Jackson and St. Philip were now effectively cut off from the city, and this led to their surrender. On May 1, 1862, Union troops under Major General Benjamin Butler arrived to officially take control of New Orleans (Davis 1881; Rickard 2007).

The Battle of New Orleans left the Union with a death toll of 37 and 149 wounded. With these minor casualties, Farragut succeeded in capturing the Confederacy's greatest port and center of trade. The fighting on the river cost Lovell and the Confederacy substantially more, as their death toll reached 782, as well as over 6,000 captured. After the fall of New Orleans, Farragut took control of most of the lower Mississippi and went on to capture Baton Rouge and Natchez (Rickard 2007).

The Civil War lasted more than four years, with over three million soldiers fighting. In the end, the war resulted in the loss of 620,000 lives. The Union eventually prevailed, which resulted in the restoration of the U.S. and the end of slavery. Even though the War had ended, a Federal presence remained in New Orleans for the next 15 years (Rickard 2007).

After the Civil War, New Orleans was again the capital of Louisiana, from 1865 to 1882. However, reconstruction years were difficult for the city. Many plantations in the city were destroyed during the war, which caused banks to fail. By 1874, the State had a debt of $53

million, bankrupting the city. The remaining plantation owners began recruiting workers from Sicily to replace emancipated slaves. Racial tensions led to violent riots between the Democratic White League and the predominantly black Republican Metropolitan Police. Elections during the reconstruction era were generally corrupt, with voter fraud running rampant (Campanella 2006; Crouere 2009).

New Orleans continued to grow after Reconstruction, and the boundaries of New Orleans were expanded when nearby swamp lands were drained. The economy of New Orleans continued to be dependent on the port, which increased in activity in 1879, when Captain James Eads constructed jetties at the South Pass of the Mississippi River. The jetties forced an increase in water speed and deepened the channel, which allowed ocean-going vessels to enter the river without waiting for optimal conditions. This new construction was coupled with the development of barges, growth of the local railroad network, and improved economic conditions (Campanella 2006; Crouere 2009).

***The Twentieth Century***

By 1900, there were 68,000 homes in New Orleans, but citizens still battled disease-carrying mosquitoes. More than 500 people died in the New Orleans yellow fever epidemic of 1905. A comprehensive drainage system, finished in 1915, eliminated this century-old health problem. This was the first major project of the newly formed Sewage and Water Board and cost over $27 million. The new drainage system dramatically altered the geography of New Orleans. By draining the low-lying backswamp, urban development was able to spread toward Lake Pontchartrain (Campanella 2006; Crouere 2009).

**Naval Station New Orleans**

Out of a need to strengthen the naval presence along the Mississippi River at New Orleans, the Federal government purchased a small area of land near Algiers Point on February 17, 1849. Development of the property was delayed from naval shore developments, outside of the southern areas as well as the Civil War and Redevelopment. In 1890, Congress approved a bill to develop a large dry dock at New Orleans, but plans were dropped due to high cost. In 1899, appropriations for the dry dock were finally received by New Orleans, which included purchases of additional land and construction of machine shops. The Navy's newest dry dock arrived in Algiers on November 6, 1901. The dry dock was able to aid both naval and commercial traffic, as it could repair merchant ships as well as naval ships. Between 1903 and 1906, the Naval

Station underwent extensive construction, including numerous buildings and a rail spur that connected the Southern Pacific Railroad to the station (Hardy, Heck, Moore, and Associates, Incorporated [HHM, Inc] 2004).

The station was closed in 1910 but was reopened again in 1915 as a repair center for gunboats, *New Orleans*-class cruisers, and other ships stationed for duty in the Gulf of Mexico. During World War I, the station was activated as a Receiving Station and Industrial Navy Yard performing a variety of repair and service functions, including the construction of submarine chasers, harbor tugs, and seaplane barges. During this period, Naval Station New Orleans was serving as the headquarters for the Eighth Naval District and was officially designated the location of the headquarters in 1921. After World War I, the station faced 20 years of inactivity and was eventually ordered closed by the Federal government in 1933 with only a skeleton crew remaining to keep the facility's buildings in repair. During that period, the Eighth Naval District left New Orleans for Charleston, South Carolina. Between 1935 and 1940, the station served as a transient camp for the Works Progress Administration (WPA) and as a youth training camp for the National Youth Administration. During this period, the station's dry dock was moved to Pearl Harbor (HHM, Inc. 2004).

The Coast Guard assumed command of the station by 1941 and the Navy established a receiving station for 1,000 men at the station. As part of the redevelopment of the base by the Navy, a headquarters for the Eighth Naval District was established. By July 1942, the station housed 3,003 enlisted Navy personnel and 1,243 Coast Guard trainees. With the start of World War II, the key mission of the station included the repair and outfit of naval vessels constructed in the Gulf of Mexico region, an armed guard training school, a firefighting school, a motor torpedo boat program, and a ship repair school. In September 1944, the New Orleans Naval Station and the Eighth Naval District Headquarters combined to create the U.S. Naval Repair Base, New Orleans. At the height of its operation in January 1945, the station had 80,000 enlisted personnel and 900 officers. By June 1945, the station had serviced 6,267 ships (HHM, Inc. 2004).

At the end of World War II, Naval Station New Orleans began the transition to a peacetime role. Since the station served as the headquarters for the Eighth Naval District, the station was very active in the immediate postwar period. The demobilization of personnel and equipment included the demobilizing of ships. Three hundred ships were designated as surplus and had to

be stripped of their armaments and prepared for disposal, and another 200 ships were classified for inactive status and were overhauled at the station. Other peacetime offices previously located at New Orleans Federal building moved to the station as war-focused activities vacated the buildings (HHM, Inc. 2004).

In March 1947, the station was designated as a U.S. Naval Station. The key role of the station was establishing a Naval Reserve force. To meet these new peacetime goals, Naval Station New Orleans constructed many training centers and facilities which served as meeting places for naval reservists and the formation of the Destroyer Squadron 16. In 1950, the Commandant of the Eighth Naval District introduced a new type of ship, the Patrol Crafts Experimental (PCE) vessel, which was smaller, less expensive, and ideal for service in open waters. The responsibilities of Naval Station New Orleans expanded in November 1949 with the creation of the Military Sea Transportation Service (MSTS). The MSTS was a system of merchant ships overseen by the Navy that was responsible for transporting military supplies, personnel, and equipment to areas across the globe in both wartime and peacetime (HHM, Inc. 2004).

With the start of the Korean War in 1950, members of the reserve force at Naval Station New Orleans were called to active duty, and five of the PCE vessels that belonged to the Destroyer Squadron 16 were sent to Korea to aid in the Naval efforts. In addition, the Supply and Fiscal Department at Naval Station New Orleans was responsible for "furnishing all activating materials and consumable supplies required in the operation" of ships used in the MSTS. During this period, in 1951, Naval Station New Orleans also acted as a partner in the U.S.-led program known as the Mutual Defense Assistance Program. This program was designed as an early Cold War institution to fight communism. The program provided North Atlantic Treaty Organization countries with ships to supplement their military and defense efforts. Naval Station New Orleans' role within the program was to outfit ships for service in foreign navies. This program would extend beyond the end of hostilities in Korea (HHM, Inc. 2004).

After the end of hostilities in Korea, the Eighth Naval District completed their move to offices on the New Orleans Naval Station from the Federal Building located in downtown New Orleans in January 1955. The Headquarters at the Eighth Naval District was responsible for overseeing the gradual reduction in the military bases and consolidating personnel and responsibilities through disestablishment or reductions. Military downsizing continued through the later part of the 1950s and reached its peak in 1961 when Naval Station New Orleans was included on a list

of 52 bases nationwide to be closed. As a result of the efforts of Congressman Felix Edward Hebert, a long-time supporter of the Naval Station New Orleans, U.S. Naval Station, New Orleans was disestablished on January 1, 1962, to be replaced by a new Headquarters Support Activity, with a primary mission of supporting the headquarters of the Eighth Naval District. The base grew through the mid-1960s and the three Army warehouses located on the East Bank of the Mississippi River were renamed Naval Support Activity, also known as NSA, in 1966. Through the end of the 1960s and into the 1970s, NSA, New Orleans established several different tenants in the offices of those buildings, including the consolidated command of the Naval Surface and Air Reserve Commands, which moved to the base on February 1, 1973. The new command at New Orleans included more than 200 military and civilian personnel and oversaw 129,000 Naval reservists. In September 1990, the Naval district system was disestablished by the Navy, resulting in the loss of the Eighth Naval District headquarters at NSA New Orleans. Despite of the loss of the headquarters, NSA New Orleans continued to thrive, largely the result of the consolidation of national reserve tenant commands at the facility. On September 8, 2005, the BRAC recommended the realignment of the NSA New Orleans (East and West Bank facilities). These recommendations were approved by the President on September 23, 2005 and forwarded to Congress. On November 23, 2005, the recommendations became law. The base is scheduled to be closed on September 15, 2011.

### 3.4.2 Previous Investigations and Recorded Resources

#### *3.4.2.1 Previously Conducted Investigations*

The 2005 *Final Integrated Cultural Resources Management Plan, Naval Support Activity, New Orleans, Louisiana* outlines several cultural resources investigations that have been conducted at the NSA East Bank facility beginning in 1986 (HHM, Inc 2004). Table 3-3 summarizes the studies conducted at the NSA East Bank facility.

**Table 3-3. Cultural Resources Studies Conducted at NSA East Bank**

| Date | Title | Reference |
|---|---|---|
| July 1986 | *Archaeological Monitoring of Three Floodwall Projects in the City of New Orleans* | Goodwin et al. 1986 |
| 1991 | *Naval Support Activity New Orleans, Preliminary Historic and Archaeological Resources Protection Plan* | n.a. 1991 |
| August 1992 | *An Historical and Architectural Assessment of the New Orleans Naval Support Activity (East Bank), New Orleans, Louisiana* | Geo-Marine 1992 |
| June 1998 | *Integrated Cultural Resources Management Plan (ICRMP) for Naval Support Activity New Orleans, Orleans Parish, Louisiana* | HHM, Inc. 1998 |
| June 2000 | *Integrated Cultural Resources Management Plan (ICRMP), Naval Support Activity, East Bank, New Orleans, Louisiana* | Hardlines Design Company 2000 |
| January 2001 | *Inventory of Heritage Assets at Selected NAVRESFOR Facilities* | HHM, Inc. 2001 |
| July 2004 | *Integrated Cultural Resources Management Plan, Naval Support Activity, New Orleans, Louisiana* | HHM, Inc. 2004 |

Source: HHM, Inc. 2004

Goodwin and Associates, Inc. conducted the earliest study on NSA East Bank property in 1986. This investigation consisted of archaeological monitoring of three floodwall alignments at the NSA New Orleans. The monitoring resulted in the recording of the only archaeological resource that is recorded within the NSA East Bank property. The site, 16OR107, was found buried 11 ft below the present ground surface and consisted of numerous cobbles recovered from disturbed contexts. Goodwin et al. (1986) interpreted these artifacts as possibly a paved street that was previously located in the site area. Goodwin et al. (1986) also suggest that the site may be the disturbed remains of a substantial structure, possibly a 19$^{th}$-century warehouse or sawmill. The site was determined to lack sufficient integrity for listing in the National Register of Historic Places (NRHP).

In 1991, a historic and archaeological resources protection plan was prepared for NSA New Orleans (n.a. 1991). The plan was formulated to provide management guidelines and standard operating procedures for historic and archaeological resources at the station. The plan recommended that comprehensive surveys be conducted at the base to identify resources that were potentially eligible for the NRHP.

An assessment of the historical and architectural resources located at the NSA New Orleans (East Bank) facility was performed in 1992 in response to a proposed Site Redevelopment Plan (Geo-Marine 1992). A total of 15 architectural resources were evaluated in the Area of Potential Effect. Of these structures, 10 were determined to be ineligible for inclusion in the NRHP. Buildings 601, 602, 603, 613 and the wharf/warehouse complex were determined to be eligible

for listing in the NRHP due to their early construction dates and because they serve as examples of national military building programs.

The first integrated cultural resources management plan (ICRMP) was produced in 1988 (HHM, Inc. 1988). Subsequent updates to the ICRMP were produced in 2000 and 2004 (HHM, Inc. 2000; HHM, Inc. 2004). The goal of the ICRMP was to provide specific guidance concerning the preservation of significant cultural resources at NSA New Orleans. The 1998 ICRMP focused primarily on Quarters A and Building 34, both of which are located on the NSA West Bank facility and are the only two buildings officially listed in the NRHP. Both NRHP-listed buildings and Section 106 consultation for the NSA New Orleans West Bank site were addressed in the West Bank Federal City EA completed in July 2008 (DoN 2008). The 2000 ICRMP focused primarily on the east bank of NSA New Orleans. In that ICRMP, six significant resources were identified within the NSA East Bank facility. These resources included one archaeological site (16OR107) and five historic architectural resources. The 2004 ICRMP also identifies the single archaeological site (16OR107) and records six structures (Buildings 601, 602, 613, 618, 619 and 620) as contributing elements to the NSA East Bank NRHP-eligible historic district. The ICRMPs produced recommend future monitoring in the vicinity of the known archaeological site, as well as guidance for further analysis and preservation of the architectural resources located within the NSA East Bank.

HHM, Inc. (2001) prepared an inventory of heritage assets located at NSA New Orleans (HHM, Inc. 2001). The report provided an inventory of archival materials and historic artifacts located at NSA New Orleans, Naval Air Station Joint Reserve Base New Orleans, and Naval Reserve Center New Orleans. The inventory included ship materials, ordnance, aviation material, awards, artwork, photographs, and published materials. The report shows a picture of each item and defines its location, description, and historic classification status.

#### *3.4.2.2 Previously Recorded Resources*

The 2004 *Final Integrated Cultural Resources Management Plan, Naval Support Activity, New Orleans, Louisiana* identifies one historic district, the East Bank Historic District, that is recommended eligible for listing in the NRHP within the NSA East Bank property (Figure 3-2). In 2000, as a result of recommendations made in the 2000 East Bank ICRMP, the Louisiana SHPO concluded that the East Bank Historic District was eligible for listing in the NRHP. The


Figure 3-2: Resources in the NSA New Orleans East Bank NRHP-Eligible Historic District

East Bank Historic District encompasses a grouping of buildings and structures that were originally associated with a building campaign initiated to redevelop the Port of New Orleans. The district's contributing resources include two former warehouses (Buildings 601 and 602), three water towers (Buildings 618, 619, and 620), and a cargo ramp (Building 613). These resources represent the last architecturally intact elements of the Original World War I-era Army Base Supply industrial complex and were erected from 1918 to 1919. Building 603, a third former warehouse erected within the district's boundaries in 1918, was determined to be a non-contributing resource because of extensive interior and exterior alterations to the building. Additional non-contributing resources include Buildings 625, 658, 659, 693, 694, 696, and 697. These buildings were built after the resource's period of significance and are, therefore, not associated with the original industrial complex. Table 3-4 summarizes the resources within the NSA New Orleans East Bank Historic District.

**Table 3-4. Resources in the NSA New Orleans East Bank Historic District**

| NSA New Orleans East Bank Historic District | | | |
|---|---|---|---|
| **Building No.** | **Current Name** | **Date** | **Classification** |
| 601 | Administrative Building | 1918 | Contributing |
| 602 | Parking Garage | 1918 | Contributing |
| 603 | Administrative Building | 1916 | Non-contributing |
| 613 | Cargo Ramp | 1919 | Contributing |
| 618 | Water Tower | 1918 | Contributing |
| 619 | Water Tower | 1918 | Contributing |
| 620 | Water Tower | 1918 | Contributing |
| 625 | Access Ramp to Parking Garage | 1918 | Non-contributing |
| 658 | Pedestrian Bridge | 1958 | Non-contributing |
| 659 | Pedestrian Bridge | 1958 | Non-contributing |
| 693 | Pedestrian Bridge | 1958 | Non-contributing |
| 694 | Pedestrian Bridge | 1958 | Non-contributing |
| 696 | Racquetball Court | 1975 | Non-contributing |
| 697 | Pedestrian Bridge | 1959 | Non-contributing |

Despite the alterations to the contributing structures of the East Bank Historic District, the district remains an excellent example of an early 20$^{th}$-century industrial complex and is significant at both a National and local level. The historic district is significant at a National level under Criterion A, because the Army Base Supply Complex was one of only three similar facilities the War Department erected as part of a larger nationwide building campaign initiated to improve port facilities, assist in war effort, and promote foreign trade in peacetime. It is also locally significant under Criterion A because the complex is associated with a building campaign that the City of New Orleans initiated to redevelop the Port of New Orleans. In addition, the complex housed the New Orleans Permanent International Trade Expedition in the 1920s and the

Federal Emergency Relief Administration and WPA during the Great Depression. Finally, the district is eligible for the NRHP under Criterion C because the primary resources (Buildings 601 and 602) are good, relatively intact examples of early 20th-century concrete-frame industrial warehouses.

One archaeological site (16OR107) is located on the East Bank facility. The site was originally recorded by Goodwin and Associates during the archaeological monitoring of floodwall construction. The site was found 11 feet bgs and consists of a concentration of cobbles possibly representing a walkway or remains of a structure. The site is heavily disturbed and was recommended ineligible for listing in the NRHP. Since it is considered ineligible for listing in the NRHP, the 2004 ICRMP recommends that further management of the site is not warranted.

## 3.5 AIR QUALITY

### 3.5.1 Affected Environment

The U.S. Environmental Protection Agency (USEPA) established National Ambient Air Quality Standards (NAAQS) for specific pollutants determined to be of concern with respect to the health and welfare of the general public. Ambient air quality standards are classified as either "primary" or "secondary." The major pollutants of concern, or criteria pollutants, are carbon monoxide (CO), sulfur dioxide ($SO_2$), nitrogen dioxide ($NO_2$), ozone ($O_3$), particulate matter less than 10 microns (PM-10), particulate matter less than 2.5 microns (PM-2.5) and lead (Pb). NAAQS represent the maximum levels of background pollution that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The NAAQS are included in Table 3-5.

Areas that do not meet these NAAQS standards are called non-attainment areas; areas that meet both primary and secondary standards are known as attainment areas. The Federal Conformity Final Rule (40 Code of Federal Regulations [CFR] Parts 51 and 93) specifies criteria or requirements for conformity determinations for Federal projects. The Federal Conformity Rule was first promulgated in 1993 by the USEPA, following the passage of amendments to the Clean Air Act in 1990. The rule mandates that a conformity analysis must be performed when a Federal action generates air pollutants in a region that has been designated a non-attainment or maintenance area for one or more NAAQS.

**Table 3-5. National Ambient Air Quality Standards**

| Pollutant | Primary Standards | | Secondary Standards | |
|---|---|---|---|---|
| | Level | Averaging Time | Level | Averaging Times |
| Carbon Monoxide | 9 ppm (10 mg/$m^3$) | 8-hour [1] | None | |
| | 35 ppm (40 mg/$m^3$) | 1-hour [1] | | |
| Lead | 0.15 µg/$m^3$ [2] | Rolling 3-Month Average | Same as Primary | |
| | 1.5 µg/$m^3$ | Quarterly Average | Same as Primary | |
| Nitrogen Dioxide | 53 ppb [3] | Annual (Arithmetic Average) | Same as Primary | |
| | 100 ppb | 1-hour [4] | None | |
| Particulate Matter (PM-10) | 150 µg/$m^3$ | 24-hour [5] | Same as Primary | |
| Particulate Matter (PM-2.5) | 15.0 µg/$m^3$ | Annual [6] (Arithmetic Average) | Same as Primary | |
| | 35 µg/$m^3$ | 24-hour [7] | Same as Primary | |
| Ozone | 0.075 ppm (2008 std) | 8-hour [8] | Same as Primary | |
| | 0.08 ppm (1997 std) | 8-hour [9] | Same as Primary | |
| | 0.12 ppm | 1-hour [10] | Same as Primary | |
| Sulfur Dioxide | 0.03 ppm | Annual (Arithmetic Average) | 0.5 ppm | 3-hour [1] |
| | 0.14 ppm | 24-hour [1] | | |
| | 75 ppb [11] | 1-hour | None | |

Source: USEPA 2010a at http://www.epa.gov/air/criteria.html
Units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb - 1 part in 1,000,000,000) by volume, milligrams per cubic meter of air (mg/$m^3$), and micrograms per cubic meter of air (µg/$m^3$).
[1] Not to be exceeded more than once per year.
[2] Final rule signed October 15, 2008.
[3] The official level of the annual $NO_2$ standard is 0.053 ppm, equal to 53 ppb, which is shown here for the purpose of clearer comparison to the 1-hour standard
[4] To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective January 22, 2010).
[5] Not to be exceeded more than once per year on average over 3 years.
[6] To attain this standard, the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m3.
[7] To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m3 (effective December 17, 2006).
[8] To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. (effective May 27, 2008)
[9] (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm.
(b) The 1997 standard—and the implementation rules for that standard—will remain in place for implementation purposes as USEPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.
(c) USEPA is in the process of reconsidering these standards (set in March 2008).
[10] (a) USEPA revoked the 1-hour ozone standard in all areas, although some areas have continuing obligations under that standard ("anti-backsliding").
(b) The standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is $\leq$ 1.
[11] (a) Final rule signed June 2, 2010. To attain this standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 ppb.

A conformity analysis is the process used to determine whether a Federal action meets the requirements of the General Conformity Rule. It requires the responsible Federal agency to evaluate the nature of a proposed action and associated air pollutant emissions and calculate emissions as a result of the proposed action. If the emissions exceed established limits, known

as *de minimis* thresholds, the proponent is required to implement appropriate mitigation measures.

Orleans, Jefferson, Plaquemines, St. Charles, and St. Bernard parishes are in attainment for all NAAQS; however, the New Orleans Ozone Maintenance Area, which includes Orleans, Jefferson, Plaquemines, St. Charles, and St. Bernard Parishes, is a transportation maintenance area for $O_3$ (USEPA 2010b). The Federal actions in the New Orleans Ozone Maintenance Area require a transportation conformity determination. A transportation conformity determination applies to road construction projects and projects that increase the traffic in the maintenance area (USEPA 2010b). Transportation-associated emissions would consist of construction equipment used to build the roads and the daily commuting of new employees and residents on established roadways to and from the NSA East Bank facility.

Prior to the implementation of the BRAC, the NSA East Bank facility employed 3,922 civilian and military personnel and they commuted to the project site on a daily basis. In addition, the cruise ship parking terminal is presently located on Erato Street and Julia Street. Both of these locations, as well as the Poland Avenue site, are located in the New Orleans Ozone Maintenance Area.

**Asbestos**

Some buildings that would be renovated contain asbestos. For those structures that contain asbestos, an Asbestos Dust Mitigation Plan would be implemented to mitigate the exposure and migration of the asbestos. The mitigation of asbestos is discussed in more detail in Section 3.7.

**Greenhouse Gases and Climate Change**

Global climate change refers to a change in the average weather on the earth. Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. They include water vapor, carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), fluorinated gases including chlorofluorocarbons (CFC) and hydrofluorocarbons (HFC), halons, as well as ground-level $O_3$ (California Energy Commission 2007). The major GHG-producing sectors in society include transportation, utilities (e.g., coal and gas power plants), industry/manufacturing, agriculture, and residential. End-use sector sources of GHG emissions include transportation (41 percent), electricity generation (22 percent), industry (21 percent), agriculture and forestry (8 percent), and other (8 percent) (California Energy Commission 2007). The main sources of increased

concentrations of GHG due to human activity include the combustion of fossil fuels and deforestation (contributing $CO_2$), livestock and rice farming, land use and wetland depletions, landfill emissions (contributing $CH_4$), refrigeration system and fire suppression system use and manufacturing (contributing CFC), and agricultural activities, including the use of fertilizers (California Energy Commission 2007).

**Final Mandatory GHG Inventory Rule**

In response to the Consolidation Appropriations Act (House Resolution 2764; Public Law 110–161), USEPA has issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires large sources that emit 27,557 U.S. tons or more per year of GHG emissions to report GHG emissions in the U.S., collect accurate and timely emissions data to inform future policy decisions, and submit annual GHG reports to the USEPA. The final rule was signed by the USEPA administrator on September 22, 2009, published on October 30, 2009, and made effective December 29, 2009.

**Executive Order 13514**

EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance,* signed on October 5, 2009, directs Federal agencies to reduce GHG emissions and address climate change in NEPA analysis. It expands upon the energy reduction and environmental performance requirements of EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*. It identifies numerous energy goals in several areas, including GHG management, management of sustainable buildings and communities, and fleet and transportation management.

The GHGs covered by EO 13514 are $CO_2$, $CH_4$, $N_2O$, HFC, perfluorocarbons, and sulfur hexafluoride. These GHGs have varying heat-trapping abilities and atmospheric lifetimes. $CO_2$ equivalency ($CO_2e$) is a measuring methodology used to compare the heat-trapping impact from various GHGs relative to $CO_2$. Some gases have a greater global warming potential than others. Nitrous oxides ($NO_x$), for instance, have a global warming potential that is 310 times greater than an equivalent amount of $CO_2$, while $CH_4$ is 21 times greater than an equivalent amount of $CO_2$.

**GHG Threshold of Significance**

The CEQ provided draft guidelines for determining meaningful GHG decision-making analysis. The CEQ GHG guidance is currently undergoing public comment at this time; however, the draft guidance states that if the proposed action would be reasonably anticipated to cause direct emissions of 27,557 U.S. tons or more of GHG emissions on an annual basis, agencies should consider this an indicator that a quantitative and qualitative assessment may be meaningful to decision makers and the public. For long-term actions that have annual direct emissions of less than 27,557 U.S. tons of $CO_2$, CEQ encourages Federal agencies to consider whether the action's long-term emissions should receive similar analysis. CEQ does not propose this as an indicator of a threshold of significant effects, but rather as an indicator of a minimum level of GHG emissions that may warrant some description in the appropriate NEPA analysis for agency actions involving direct emissions of GHGs (CEQ 2010).

## 3.6 WATER RESOURCES

The project area is located at the confluence of the IHNC and Mississippi River. Major water bodies in the study area consist of the IHNC, Mississippi River, and Lake Pontchartrain. Smaller hydrologic features include a number of drainage canals and marshes. The most prominent water body is the Mississippi River, which is North America's longest and largest river, and the fifth largest river worldwide. The Mississippi River flows 2,333 miles from Lake Itasca in northern Minnesota to its delta in southeast Louisiana. The Mississippi River drainage basin is the world's second largest, draining 1.83 million square miles, including tributaries from 32 U.S. states and two Canadian provinces.

### 3.6.1 Surface Water and Water Quality

The Louisiana Department of Environmental Quality (LDEQ) has prescribed water quality standards for surface waters of the State of Louisiana in order to promote a healthy and productive aquatic system. Surface water standards are set to protect the quality of all waters of the state, including rivers, streams, bayous, lakes, reservoirs, wetlands, estuaries, and many other types of surface water. Standards apply to pH, temperature, bacterial density, dissolved oxygen (DO), chloride concentration, sulfate concentration, and total dissolved solids (TDS). Designated Uses are activities or conditions that water resources can sustain, such as Primary Contact Recreation, which includes swimming and water skiing, and Secondary Contact Recreation, which includes boating and sailing. Fish and Wildlife Propagation include ecological

conditions that are conducive to the propagation of aquatic organisms, and are measured by water quality parameters that effect the health of fish and wildlife, such as the concentration of DO, TDS, nutrients, etc. Additionally, there is a designated use for oyster propagation, which includes a standard for bacterial densities, and one for drinking water that sets criteria for levels of bacteria and a number of different metals and toxins (LDEQ 2009).

The project area is located in three LDEQ sub-watersheds: the LDEQ Mississippi 070301, IHNC 041501, and New Orleans drainage canals sub-watersheds 041302. The water quality concerns associated with these three watersheds are presented in Table 3-6.

**Table 3-6. List of LDEQ Sub-watersheds Found in the Project Study Area and Water Quality Attainment Status**

| Sub-watershed Name & LDEQ ID | Water Quality Attainment Status | Suspected Causes of Impairment | Suspected Sources of Impairment |
|---|---|---|---|
| Mississippi River 070301 | Fully meeting standards | NA | NA |
| IHNC 041501 | Fully meeting standards | NA | NA |
| New Orleans drainage canals 041302 | Not meeting primary and secondary contact | Fecal coliform | Municipal and urban runoff |

Source: LDEQ 2009. 303 (d) Water Quality Inventory Integrated Report List of Impaired Watersheds [303 (d) list]. NA – Not Applicable

New Orleans drainage canals sub-watershed 041302 does not meet Primary Contact Recreation and Secondary Contact Recreation attainment due to fecal coliform impairment. LDEQ suspected that the causes of fecal coliform impairment are from sanitary sewer overflows and runoff from urban municipal wastes during severe rain events (LDEQ 2009).

### 3.6.2 Floodplains

The NSA East Bank project site is located in the 100-year floodplain as determined by the Federal Emergency Management Agency (FEMA) (FEMA 2010). A floodplain is the area adjacent to a river, creek, lake, stream, or other open waterway that is subject to flooding when there is a significant rain. If an area is in the 100-year floodplain, there is a 1-in-100 chance in any given year that the area will flood. EO 11988 (*Floodplain Management*) (43 CFR 6030) was enacted on May 24, 1977, to "avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative".

EO 11988 directs all Federal agencies to "reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains". Additionally, where the only practicable alternative is to site in a floodplain, a specific step-by-step process must be followed to comply with EO 11988 as outlined in the FEMA document *Further Advice on EO 11988 Floodplain Management*. EO 11988, directs Federal agencies to avoid construction in the floodplain, and prescribes management of land use in floodplains to avoid uses that would increase the amount and rate at which flooding occurs or decrease the flood attenuation capacity of the floodplain.

### 3.6.3 Coastal Zone Consistency

The NSA East Bank site is located within the coastal zone, and a Coastal Zone Consistency Determination for the Proposed Action is required. The Navy shall ensure that its activities which affect any land or water use or natural resource of the coastal zone be consistent to the maximum extent practicable with the enforceable policies of federally approved state coastal management programs. The Navy's determination was submitted on May 10, 2011 to LDNR for consistency with the approved Louisiana Coastal Resource Program as required by Section 307 of the Coastal Zone Management Act (CZMA).

## 3.7 SOLID AND HAZARDOUS MATERIALS AND WASTES

The NSA East Bank site is not in the USEPA Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) database and is not identified by any Navy Installation Restoration Program, a program developed to investigate and manage environmental impacts on military bases. The NSA East Bank and West Bank facilities had various assessments reports, and surveys performed for the NSA New Orleans and include:

- An Environmental Quality Assessment, completed in March 2000 with an additional EQA completed in August 2003.
- An Environmental Compliance Evaluation Report, completed in August 2006.
- An Environmental Condition of Property (ECP) Report, completed in April 2007 (DoN 2007).

Based on these documents and communication with NSA East Bank staff, the following hazardous or potentially hazardous materials are not found or are found at extremely low levels within the NSA East Bank site (Wien 2011). These materials will not be addressed further in this EA:

- There is no known unexploded ordnance at NSA East Bank (DoN 2007 and Wien 2011).
- There are no underground storage tanks located at the site (DoN 2007 and Wien 2011).
- Radon is found at levels no greater than 4 pico Curies per liter within the NSA East Bank site (DoN 2007 and Wien 2011).
- No known storage of pesticides has occurred at the site. Pesticide application is performed by state-licensed, private contractor personnel. Based on the Pesticide Management Plan, pesticide application typically occurs on a bimonthly, monthly, quarterly, or as-needed basis and is focused at pest species of concern at the time of application. No known past pesticide impacts have been reported at NSA East Bank (DoN 2007 and Wien 2011).

Solid waste generated by NSA East Bank is collected and stored in dumpsters located throughout the facility. The containers are emptied and the waste taken to the River Birch Landfill in Jefferson Parish by a private contractor (DoN 2007). Recycling is ongoing at the facility, and the Environmental Department is responsible for collecting and transporting recyclables to the Recycling Center, where it is collected prior to sale to an off-site recyclable material handler (DoN 2007).

Other hazardous materials have been or are stored or generated at the NSA East Bank site and include:

- Radiological materials,
- Munitions and explosives of concern (MEC),
- Medical waste,
- Various hazardous materials, and
- Various hazardous wastes.

As noted in the ECP Report, there is one storage area for radiological materials on NSA East Bank (DoN 2007 and Wien 2011). The storage area is located inside a fenced enclosure on the south side of Building 602 and contains a portable storage building. The radiological source materials are tritium lens compasses that are maintained for use by the U.S. Marine Corps (DoN 2007 and Wien 2011). Small arms and small arms ammunition are handled and stored in Building 601 and are considered to be Navy MEC (Don 2007 and Wien 2011). NSA East Bank generates and temporarily stores medical waste at the Medical/ Dental Clinic located in Building 601. The waste is then transferred to a contractor for transportation to an off-site treatment/ disposal facility (DoN 2007).

Also, according to the 2007 ECP Report, various hazardous materials (e.g., paint, aerosols, lubricants, fuels, cleaners, and various other chemicals) are stored in multiple locations throughout the NSA East Bank (DoN 2007). Additionally, the site is a Small Quantity Generator of hazardous waste and maintains a USEPA Hazardous Waste Generator Identification Number (LA5213599314) for the East Bank facility, as required (DoN 2007 and Wien 2011). Other waste, called universal waste, is generated at NSA East Bank facility and would include such things as batteries and thermostats. This universal waste is accumulated and transported off-site for recycling by a contractor (DoN 2007 and Wien 2011).

There are numerous air emissions point sources located at the site; however, the NSA East Bank facility is considered a minor source and is not subject to Title V permitting requirements. Further discussions on air quality can be found in Section 3.5 of this document.

Multiple aboveground storage tanks (ASTs) are located throughout the NSA East Bank facility, as shown in Figure 3-3 (DoN 2007 and Wien 2011). Primarily, these are located in and around Building 601 (approximately seven of the 11 ASTs). Additionally, there are two ASTs with 12,000-gallon capacities which hold gasoline for the Naval Exchange (NEX) gas station at the northeastern portion of the property. There is currently a SPCCP in place at the NSA East Bank (DoN 2007). Prior to disposal and transfer of the NSA East Bank site, all ASTs will be removed (Wien 2011). The Navy is scheduled on June 1, 2011 to disconnect, clean, and close the two 10,000-gallon-capacity ASTs located on the NSA East Bank site. The two tanks are tentatively planned for reuse at the NSA Key West in Florida. Closure sampling analysis and a closure report will be sent to LDEQ by August 15, 2011, to verify no contamination or remediation is required.

There have been reported releases of diesel fuel from ASTs and/or associated piping at NSA East Bank (DoN 2007). On June 21, 2001 a diesel fuel spill occurred south of Building 602 when underground piping leaked beneath Third Street between Building 602 and two diesel fuel ASTs. After the spill, the area was removed of visible free product, the electrical vault was pressure washed, and in October 2001, excavation of contaminated soil was completed. In June of 2004, LDEQ determined that no further action was necessary for the spill (DoN 2007). Additionally, no spills of any material from the ASTs currently located at the NSA East Bank facility have occurred since the 2007 ECP report was completed (Wien 2011).


Figure 3-3: ASTs within the Project Boundary

All industrial and domestic wastewater from the NSA East Bank is discharged to sanitary sewer lines that are maintained by New Orleans Sewerage and Water Board (SWBNO), with treatment occurring at the City of New Orleans' East Bank Sewage Treatment Plant. In the past, medical and dental X-ray film processors were located on-site and included a silver reclamation unit which removed the silver from the wastewater prior to its discharge to the sanitary sewer system (DoN 2007). However, since most of the military tenants have left the site, the Navy removed the medical and dental X-ray film processors, and the silver reclamation unit is no longer on-site (Wien 2011).

According to the Navy, the station is exempt from stormwater permitting under Federal and state regulations (DoN 2007). The station at one time had a National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges, but it was terminated prior to 2000 (DoN 2007). However, although it is not required, a SWPPP has been developed for the station. The NSA East Bank's stormwater collection system discharges to the municipal storm drainage system which runs northward along Poland Avenue. The municipal system empties into a canal, proceeds to a nearby pump station, and is pumped to Lake Pontchartrain (DoN 2007).

A complete asbestos survey has not been performed for the entire NSA East Bank facility. Due to the age of many of the site buildings and structures (constructed prior to 1980), the presence of asbestos on-site is likely. Although a complete asbestos survey has not been performed, prior to any site buildings undergoing renovation or repairs in the past, the buildings have been inspected for asbestos, and asbestos has been confirmed to be present at many of the buildings (DoN 2007). Based on these as-needed inspections, three structures (Buildings 601, 602, and 603) have been confirmed to contain asbestos-containing material (ACM), one structure has suspected ACM from visual inspection (Building 692), and three other structures have been inspected and documented to have no ACM present (Buildings 688, 691, and 695). No documentation on ACM was available for the remaining structures. Additionally, no ACM abatement has occurred on-site (DoN 2007 and Wien 2011).

A complete lead-based paint (LBP) survey has not been performed for the entire NSA East Bank facility. Again, much like with the presence of asbestos, due to the age of many of the site buildings (constructed prior to 1980), the presence of LBP on-site is likely. Prior to site buildings undergoing renovation or repairs in the past, the buildings have been inspected for LBP, and

LBP has been confirmed to be present at many of the buildings (DoN 2007). Based on these as-needed inspections, of the 51 numbered structures at NSA East Bank, one structure has been confirmed to contain LBP (Building 601). Additionally, no LBP abatement has occurred on-site (DoN 2007 and Wien 2011).

## 3.8 NOISE

Noise is generally described as unwanted sound, which can be based either on objective effects (i.e., hearing loss, damage to structures, etc.) or subjective judgments (e.g., community annoyance). Sound is usually represented on a logarithmic scale with a unit called the decibel (dB). Sound on the decibel scale is referred to as sound level. The threshold of human hearing is approximately 3 dB, and the threshold of discomfort or pain is around 120 dB.

When measuring environmental noise, the characteristics of human hearing are taken into account by using the "A-weighted" (dBA) decibel scale, which de-emphasizes the very high and very low frequencies to approximate the human ear's low sensitivity to these frequencies. This weighting provides a good approximation of the response of the average human ear and correlates well with the average person's judgment of the relative loudness of a noise event.

Noise levels occurring at night generally produce a greater annoyance than do the same levels occurring during the day. It is generally agreed that citizens perceive intrusive noise at night as being 10 dB louder than the same level of intrusive noise during the day, at least in terms of its potential for causing community annoyance.

The Noise Control Act of 1972 (PL 92-574) and several other Federal laws require the Federal government to set and enforce uniform noise standards for aircraft and airports, interstate motor carriers and railroads, workplace activities, medium- and heavy-duty trucks, motorcycles and mopeds, portable air compressors, Federal highway projects, and Federal housing projects. The Noise Control Act also requires Federal agencies to comply with all Federal, state, and local noise requirements. Most Federal noise standards focus on preventing hearing loss by limiting exposure to sounds of 90 dbA and higher.

Noise levels are computed over a 24-hour period and adjusted for nighttime annoyances to produce the day-night average sound level (DNL). DNL is the community noise metric

recommended by the USEPA and has been adopted by most Federal agencies (USEPA 1974). Several examples of noise pressure levels in dBA are listed in Table 3-7. A DNL of 65 dBA is the level most commonly used for noise planning purposes and represents a compromise between community impact and the need for activities like construction. Areas exposed to a DNL above 65 dBA are generally not considered suitable for residential use. A DNL of 55 dBA was identified by USEPA, as a level below which there is no adverse impact (USEPA 1974).

**Table 3-7. A-Weighted (dBA) Sound Levels of Typical Noise Environments and Public Response**

| Public Reaction | Noise Level (dBA) | Common Noise Levels |
|---|---|---|
| Committee Legal Action | 100-110 | Jet Flyover at 1000 feet |
| Letters of Protest | 90-100 | Gas Lawn Mower at 50 feet |
| Complaints Likely | 80-90 | Food Blender at 3 feet |
| Complaints Possible | 70-80 | Leaf Blower at 50 feet |
| Complaints Rare | 60-70 | Heavy Traffic at 300 feet |
| | 50-60 | Large Business Office |
| Community Acceptance | 40-50 | Inside a Small Theater |
| | 30-40 | Inside a Library |
| | 10-30 | Quiet Rural Nighttime |
| | 0-10 | Threshold of Hearing |

Source: California State Department of Transportation 1980.

Major noise sources that contribute regionally and locally to ambient noise levels are generally transportation-related (mobile) sources, and include vehicular traffic, trains, aircraft overflights, and ship traffic. The project area is located adjacent to the intersection of the Mississippi River and the IHNC and the NOPB Railroad which is located along three sides of the NSA East Bank site. All of these natural and man-made structures transportation corridors would greatly contribute to the ambient noise levels in the project area. The adjacent residential areas are located as close as 44 to 110 feet from the site fenceline, but approximately 112 to 129 feet from Building 603.

As a general rule of thumb, noise generated by a stationary noise source, or “point source,” would decrease by approximately 6 dBA over hard surfaces and 9 dBA over soft surfaces for each doubling of the distance (California State Department of Transportation 1998). For example, if a noise source produces a noise level of 85 dBA at a reference distance of 50 feet over a hard surface, then the noise level would be 79 dBA at a distance of 100 feet from the

noise source, 73 dBA at a distance of 200 feet, and so on. To estimate the attenuation of the noise over a given distance of hard surface, the following relationship is utilized:

$$\text{Equation 1: } dBA_2 = dBA_1 - 20 \log^{(d2/d1)}$$

Where:

$dBA_2$ = dBA at distance 2 from source (predicted)
$dBA_1$ = dBA at distance 1 from source (measured)
$d_2$ = Distance to location 2 from the source
$d_1$ = Distance to location 1 from the source

## 3.9 SOCIOECONOMICS

### 3.9.1 Population

NSA East Bank is located in Orleans Parish, which is within the seven parishes of the Greater New Orleans Metropolitan Area. Prior to Hurricane Katrina, the 2005 population of Orleans Parish was 455,188. After Hurricane Katrina, a 54.1 percent decrease in the population occurred in Orleans Parish. According to the GNOCDC, the 2010 population of Orleans Parish was 343,829; this indicates a slight increase in the population since 2006 (GNOCDC 2011a). The population of Orleans Parish and the State of Louisiana for 2000 through 2009 is presented in Table 3-8.

**Table 3-8. Population Census 2000 to 2009**

| Geographic Region | 2000 | 2005 | 2006 | 2009 | Difference in population from 2005 – 2006 (percent) |
|---|---|---|---|---|---|
| Orleans Parish | 484,674 | 455,188 | 208,548 | 354,850 | - 54.1 |
| State of Louisiana | 4,468,979 | 4,497,691 | 4,240,327 | 4,492,076 | -5.7 |

Source: GNOCDC 2011a, U.S. Census Bureau 2009a and 2009b

According to the 2005 to 2009 U.S. Census Bureau American Community Survey, the racial mix of Orleans Parish consists predominantly of African Americans and Caucasians. The remainder is divided among Asians, people claiming to be two or more races, and Native Americans. A higher percentage of African Americans and Asians live in Orleans Parish than compared to the State of Louisiana (Table 3-9).

**Table 3-9. Racial Mix in Orleans Parish from 2005 to 2009**

| Region | Total Population | Race | | | | | |
|---|---|---|---|---|---|---|---|
| | | Caucasian (%) | African American (%) | Native American (%) | Asian (%) | Some Other Race (%) | Two or more Races (%) |
| Orleans Parish | 328,669 | 31.8 | 63 | 0.21 | 2.83 | 1.14 | 0.92 |
| State of Louisiana | 4,411,546 | 63.9 | 31.9 | 0.56 | 1.43 | 0.96 | 1.18 |

Sources: U.S. Census Bureau 2005a 2005b

### 3.9.2 Housing

The neighborhoods located closest to the NSA East Bank are the two neighborhoods of the Bywater District (Bywater and Holy Cross) and the Lower Ninth Ward District (St. Claude and Lower Ninth Ward) as seen in Illustration 3-1. The Lower Ninth Ward District neighborhoods are located to the east of the NSA East Bank facility across the IHNC. Table 3-10 outlines the effects Hurricane Katrina had on the population and housing of the four neighborhoods located closest to the East Bank area. In the wake of Hurricane Katrina, thousands of excess homes and commercial and institutional buildings were left abandoned. Housing in the St. Claude and Lower Ninth Ward neighborhoods was most affected by Hurricane Katrina. However, a less severe effect was seen in the Holy Cross and Bywater neighborhoods (GNOCDC 2011b).


**Illustration 3-1. Neighborhoods of Orleans Parish. Source: GNOCDC 2003**

**Table 3-10. Population, Total Housing Units, and Vacant Housing Units by Neighborhoods, 2000 and 2010**

| Neighborhood | 2000 Population | 2010 Population | 2000 Housing Units | 2010 Housing Units | 2000 Vacant Units | 2010 Vacant Units |
|---|---|---|---|---|---|---|
| Bywater | 5,096 | 3,337 | 2,725 | 2,498 | 462 | 735 |
| Holy Cross | 5,507 | 2,714 | 2,340 | 1,767 | 358 | 727 |
| Lower Ninth Ward | 14,008 | 2,842 | 5,601 | 2,039 | 781 | 978 |
| St. Claude | 11,721 | 6,820 | 4,894 | 4,446 | 780 | 1,733 |

Source: GNOCDC 2011b

According to the U.S. Census Bureau's 2009 American Community Survey Report, the total number of housing units in Orleans Parish was 167,572 (Table 3-11), of which 68 percent were occupied. The majority of these (51.1 percent) were owner-occupied. The total number of housing units for the State of Louisiana was 1,911,254. The majority of these (68.1 percent) units were also owner-occupied (U.S Census Bureau 2009c and 2009d).

**Table 3-11. Housing Units in Orleans Parish Louisiana**

| Location | Total Housing Units | Status | | |
|---|---|---|---|---|
| | | Occupied | | Vacant |
| | | Owned | Rented | |
| Orleans Parish | 167,572 | 58,276 | 55,659 | 40,331 |
| State of Louisiana | 1,911,254 | 1,120,844 | 523,250 | 267,160 |

Source: U.S. Census Bureau 2009c and 2009d

### 3.9.3 Income and Employment Trends

In 2008, Orleans Parish had a per capita personal income (PCPI) of $44,234, as shown in Table 3-12. This PCPI ranked 2nd in the state and was 123 percent of the state average ($36,091) and 110 percent of the National average ($40,166). In 1998, the PCPI of Orleans Parish was $25,043 and ranked 5th in the state. The 1998 to 2008 average annual growth rate of PCPI for Orleans Parish was 5.9 percent, while this growth rate for the state was 5.0 percent and 4.0 percent for the Nation (Bureau of Economic Analysis [BEA] 2010a). From 1998 to 2008, the average annual growth rate for Orleans Parish was higher than both the state and National average, which indicates that Orleans Parish experienced a loss of low-paying jobs during this 10-year period. Historically, this has been seen following a natural disaster or economic crisis when the loss of low-cost housing, childcare services, and commercial space occurs (Federal Reserve Bank of Minneapolis 2006).

**Table 3-12. Per Capita Personal Income (PCPI) in Orleans Parish Louisiana**

| | Per Capita Personal Income (PCPI) 2008 | State Rank | Percent State Average | Percent National Average | Average Annual Growth Rate 1998-2008 (%) |
|---|---|---|---|---|---|
| Orleans Parish | $44,234 | 2 | 123 | 110 | 5.9 |
| State of Louisiana (Average) | $36,091 | NA | 100 | 90 | 5.0 |
| Nation (Average) | $40,166 | NA | NA | 100 | 4.0 |

NA=Not Applicable
Source: BEA 2010a

Total personal income (TPI) includes net earnings by place of residence; dividends, interest, and rent; and personal current transfer receipts received by the residents of Orleans Parish. As seen in Table 3-13 in 2008, the TPI of Orleans Parish was $14,891,136. This TPI ranked 3rd in the state and accounted for 9.3 percent of the state's total. The 2008 TPI reflected an increase from the 1998 TPI of $12,166,175. In 1998, the TPI was ranked 1st in the state (BEA 2010a and BEA 2010b).

**Table 3-13. Total Personal Income in Orleans Parish Louisiana**

| Geographic Region | Total Personal Income | | 2008 State Rank | Percent State Total | Average Annual Growth Rate 1998-2008 (%) |
|---|---|---|---|---|---|
| | 1998 | 2008 | | | |
| Orleans Parish | $12,166,175 | $14,891,136 | 3 | 9.3 | 2.0 |
| State of Louisiana | $98,217,379 | $160,658,930 | NA | 100 | 5.0 |

NA=Not Applicable
Source: BEA 2010a and b

As shown in Table 3-14, according to the U.S. Bureau of Labor and Statistics, the total number of jobs in Orleans Parish in 2010 was approximately 171,000 (U.S. Bureau of Labor Statistics 2010). The number of jobs in Orleans Parish in 2010 decreased by 27.6 percent from the number of jobs in 2008 and by 26.7 percent from the number of jobs in 2000 (BEA 2010a and BEA 2010b). In 2007, the largest employment classification was professional, scientific and technical services; followed by retail trade and accommodation; food services and health care and social assistance (U.S. Census Bureau 2007). In the first part of 2010, Orleans Parish had the highest wage level among the seven largest parishes in Louisiana (Caddo, Calcasieu, East Baton Rouge, Jefferson, Lafayette, Orleans, and St. Tammany parishes) at $957 per week and was also above the National average ($889).

**Table 3-14. Total Number of Jobs in Orleans Parish Louisiana**

| Geographic Area | Total Number of Jobs | | | | |
|---|---|---|---|---|---|
| | 2000 | 2008 | 2010 | % Change from 1998-2008 | % Change from 2008-2010 |
| Orleans Parish | 322,081 | 236,080 | ~171,000 | -26.7 | -27.6* |
| State of Louisiana | 2,385,392 | 2,576,960 | ~1,827,000 | 8.03 | -29.1* |

Source: BEA 2010a and 2010b and U.S. Bureau of Labor Statistics 2010
* indicates approximate percentage

Employment rates in the parish were affected by Hurricane Katrina in 2005 and the Deepwater Horizon Oil Spill in 2010. The State of Louisiana was one of the four states (Louisiana, Texas, Alabama, and Mississippi) most affected by Hurricane Katrina. Within the State of Louisiana, 34 parishes were most affected; Orleans Parish was one of these parishes. In 2004, the unemployment rate was 5.5 percent; and in 2005, the unemployment rate increased to 6.2 percent. Unemployment trends continued to increase through 2006; and in 2010, the unemployment rate was estimated at 10.6 percent (Louisiana Department of Labor 2011).

### 3.9.4 Environmental Justice and Special Risks to Children

EO 12898 (*Environmental Justice*) requires all Federal agencies to identify and address disproportionately high and adverse effects of their programs, policies, and activities on minority and low-income populations. The majority of the population in Orleans Parish is African American, while 31.8 percent claim to be Caucasian and 2.83 percent claim to be Asian. Additionally, approximately 23.4 percent of the Orleans Parish population is considered to live below the poverty level (U.S. Census Bureau 2009e). Consequently, there is a potential for the NSA East Bank actions to encounter environmental justice issues adjacent to the project area.

EO 13045 (*Protection of Children*) requires each Federal agency "to identify and assess environmental health risks and safety risks that may disproportionately affect children" and "ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks." In Orleans Parish, about 7 percent of the population is 5 years old or less, and 18 percent are younger than 18 years (U.S. Census Bureau 2009f). LBP and ACM are known to occur in structures at the NSA East Bank facility. Furthermore, there are residential areas near the facility; thus, there is the potential for health or safety effects to occur on nearby children.

### 3.9.5 Homeless Assistance

PL103-421 (*Base Closure Community Redevelopment and Homeless Assistance Act of 1994)* provides a fair process that would result in the timely closure and realignment of military installations inside the U.S. The process begins when the military service in possession of the NSA East Bank facility alerts other DoD branches that the property is available. If a DoD branch determines that it requires the property and the Secretary of Defense concurs, the property is transferred. If no DoD branch requires the property or requests the property in a timely manner, then a notice of availability is sent to all other Federal agencies. Per PL 103-421, if no agency requests the property, if it is not requested in a timely manner, or if the request is not granted, the property is then determined to be surplus and the disposal process begins. As part of the disposal process, the Secretary of Defense is directed to publish a notice of the available property and to submit any information on that property to the Local Redevelopment Authority (LRA) (City of New Orleans 2009).

The City of New Orleans, through the NOATF, is the single entity responsible for identifying local redevelopment needs and preparing a redevelopment plan for the Navy to consider in the disposal of the NSA East Bank facility (City of New Orleans 2009). The NOATF is composed of members appointed by former Mayor C. Ray Nagin to provide the support necessary for the city to develop a community asset from the disposition of the NSA East Bank facility. The City of New Orleans is the entity responsible for developing the Reuse Plan and the city, by ordinance, directed implementation of the Reuse Plan by the NOATF. NOATF serves as the liaison between the DoD, NSA East Bank, the city, and Federal and state agencies for all base closure matters.

The Reuse Plan for the NSA East Bank site is required to meet the needs of the local community, per law (PL 103-421). One of these needs is assistance to homeless individuals and families. Based on the homeless solicitation, the NOATF was able to identify the homeless within the vicinity of the NSA East Bank area, consider notices of interest, explore legal binding agreements, and provide outreach within the local community. The City of New Orleans' homeless assistance plan was submitted to HUD and the Navy for review and approval. HUD's review of the base closure plans was subject to the expressed interest and requests of representatives of the homeless within the City of New Orleans. HUD determined that the plan appropriately balances the needs of the City of New Orleans for economic redevelopment and other development along with the needs of the homeless in the community. On January 21,

2011, HUD provided their approval to the Mayor of New Orleans allowing the public benefit conveyance to move forward. This letter can be found in Appendix A.

## 3.10 TRANSPORTATION

The Greater New Orleans Metropolitan Area is serviced by Louis Armstrong New Orleans International Airport in Kenner, Louisiana, as well as greyhound bus lines and Amtrak trains. Interstate 10 (I-10) runs through the city and comes within approximately 2 miles of the NSA East Bank site. Roadways around the site are laid out in a grid pattern that is bisected by the IHNC and Mississippi River as shown in Figure 3-4.

### 3.10.1 Cruise Terminal Parking and Operations

An increase in current traffic loads to the NSA East Bank site would be anticipated under the reuse of the NSA East Bank site; however, total traffic volumes would likely be less than during previous periods when the site was under active military use. Prior to Hurricane Katrina, which displaced many residents within the Greater New Orleans Metropolitan Area, traffic volumes were already decreasing on St. Claude Avenue and are now greatly reduced (City of New Orleans 2009).

The Reuse Plan and all action alternatives presented in this EA contain cruise ship terminal parking. The Port of New Orleans has proposed the use of Poland Street Wharf for additional cruise terminal berths. A cruise terminal traffic analysis was performed by Parsons Brinckerhoff for the Port of New Orleans in 2004, before Hurricane Katrina, and produced estimates for single-berth operations in 2005 and double-berth operations in 2010. It is not currently known when, or how many, cruise ships would operate from this new cruise terminal (Jumonville 2011). Cruise passenger traffic, arriving and debarking, typically occurs on Mondays, Thursdays, Saturdays, and Sundays. Passenger debarkation usually begins around 8:30 AM and ends about 11:00 AM, with peak debarkation (about 40 percent of passengers) between 9:00 and 10:00 AM. This hour would likely be the peak period of traffic generation related to cruise passengers. Service vehicles re-supplying the cruise ships generally arrive by 7:00 AM and can avoid local roadways by using a riverside access road that connects to city streets at Esplanade Avenue. New passengers and their luggage are screened and loaded onto the ship from about 1:00 PM to 4:00 PM. If cruise ship parking is provided on the NSA East Bank site, then traffic is expected during these times and would be accompanied by foot traffic between the dock,

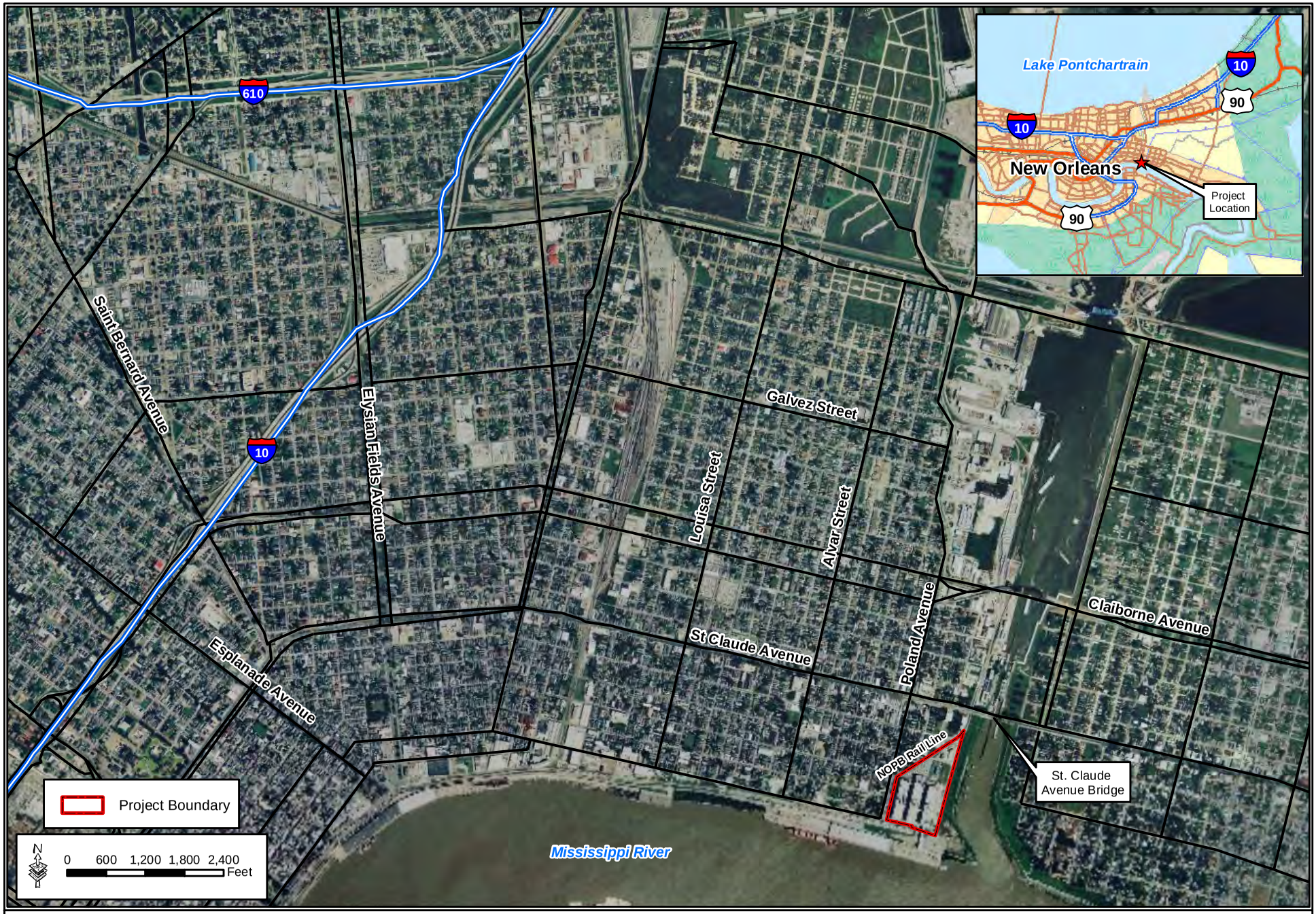



Figure 3-4: Major Transportation Routes in Project Area

parking spaces, and in the area in general. Passengers would also arrive via private shuttles and taxis, but public transport is not currently available and typical luggage loads make public transportation ill-suited for cruise passengers (Port of New Orleans 2004).

In estimates for a one-berth passenger terminal in 2005, debarkation was anticipated to generate traffic from 833 passenger vehicles, 17 to 23 tractor-trailer type vehicles, and 10 to 15 single-unit type delivery trucks, with a peak passenger vehicle hour from 9:00 AM to 10:00 AM and peak service vehicle hour around noon. A two-berth passenger terminal operation proposed in 2010 was anticipated to generate traffic from 1,547 passenger vehicles, with 34 to 46 tractor-trailer type trucks and 20 to 30 single-unit type delivery trucks. This was in excess of anticipated on-site parking and would require approximately three additional shuttle trips and two bus trips (Port of New Orleans 2004).

Analyses of traffic impacts from the cruise ship terminal focused on the peak debarkation hour, 9:00 to 10:00 AM, and were projected for 2005 and 2010, but without consideration of currently proposed roadway improvements at the NSA East Bank site, especially the grade-separated access allowing access from St. Claude Avenue to the docks without using Poland Avenue.

Traffic congestion at intersections is typically measured in terms of Level of Service (LOS), which is reported with letter designations A through F. A LOS from A to D is considered acceptable, while an E or F is deficient. The LOS predicted for 2005 at key intersections fell in an acceptable range of A-B. Analyses for double berths in 2010, made in 2004, predicted that under a two-berth operating scenario, key intersections would experience an unacceptable LOS of E of F (Port of New Orleans 2004). These analyses relied on Poland Avenue as the main access road.

### 3.10.2 Disasters

South Louisiana experiences major hurricanes which can drastically alter transportation needs as people evacuate and disaster management personnel and supplies are brought in. When a Category 3, 4, or 5 hurricane poses a direct threat to Louisiana, the state's evacuation plan goes into effect and residents south of I-10 are ordered to evacuate. In the City of New Orleans, there are currently no shelters of last resort, and all residents are expected to evacuate to northern Louisiana or nearby states. Residents are encouraged to evacuate themselves; however, anyone who needs help can secure a bus ride to a shelter outside the danger area as

part of the City-Assisted Evacuation Plan (City of New Orleans 2011b). The NSA East Bank site is not located directly on a major evacuation route, and residents of the Bywater neighborhood are expected to evacuate in the face of a major storm.

### 3.10.3 Road Access

A secure entrance off of Poland Avenue provides the only access point into the NSA East Bank site. Reaching I-10 requires approximately 2 miles of travel on local streets from Poland Avenue to North Claiborne Avenue, and access to Interstate 610 requires approximately 2.5 miles of travel on local streets from Poland Avenue to North Claiborne Avenue and Franklin Avenues. Rail lines and waterways congest traffic around the site. St. Claude Avenue crosses the IHNC at a 4-lane, mid-level bridge that opens to accommodate ship traffic on the IHNC. By Federal regulation, the St. Claude Avenue Bridge may not open for waterway traffic on weekdays between 6:30 AM and 8:30 AM or between 3:30 PM and 6:45 PM, except during legal holidays or in the event of an emergency (Port of New Orleans 2004).

Traffic volumes were decreasing on St. Claude Avenue prior to Hurricane Katrina and are now greatly reduced. Traffic volumes, according to the Regional Planning Commission for Orleans Parish (2011), are summarized in Table 3-15 (Regional Planning Commission 2011).

**Table 3-15. Traffic Volumes for Adjacent Roads in the NSA East Bank Site**

| Road | From | To | Average Daily Traffic |
|---|---|---|---|
| Poland Avenue | Chartres Street | St. Claude Avenue | 5420 |
| Poland Avenue | St. Claude Avenue | N. Robertson | 7086 |
| St. Claude Avenue | Franklin Avenue | Poland Avenue | 23,714 |
| St. Claude Avenue | Poland Avenue | Forstall | 11474 |

Source: Regional Planning Commission 2011

The LOS during peak hours for key signalized intersections near the site are provided in Table 3-16 (Port of New Orleans 2004).

**Table 3-16. Level of Service Scores for Adjacent Road Intersections**

| Intersection | LOS Score for AM Peak Period (delay per vehicle in seconds) | LOS Score for PM Peak Period (delay per vehicle in seconds) |
|---|---|---|
| St. Claude Avenue at Elysian Fields Avenue | B (10.1 to 20.0) | B (10.1 to 20.0) |
| St. Claude Avenue at St. Roch Avenue | B (10.1 to 20.0) | B (10.1 to 20.0) |
| St. Claude Avenue at Franklin Avenue | C (20.1 to 35.0) | B (10.1 to 20.0) |
| St. Claude Avenue at Desire Street | B (10.1 to 20.0) | A (<10.1) |
| St. Claude Avenue at Alvar Street | A (<10.1) | A (<10.1) |
| St. Claude Avenue at Poland Avenue | C (20.1 to 35.0) | C (20.1 to 35.0) |

Source: Port of New Orleans 2004.

### 3.10.4 Road Alignment

Roads in the Bywater area are laid out in a grid pattern originating at the Mississippi River. Some east-west roads align with travel corridors within the NSA East Bank site; however, continuation of several roads into the site is confounded by waterways, existing rail lines, security fence, and buildings (see Figure 3-4). The NSA East Bank site is bordered to the south and east by waterways that prevent road access and the site contains three large, 6-story buildings greater than one city block in length. Chartres Street is a 2-lane road with shared bike lanes that currently terminates at Poland Avenue at the southwestern edge of the site. Royal Street begins at the western edge of the site and is a 1-way, 2-lane road that travels west, and Dauphine Street is a 1-way, 2-lane road that travels east and crosses into the NSA East Bank site at Poland Avenue. Burgundy Street terminates at the edge of the project area where it meets the NOPB railroad tracks, and on the far side of those tracks, within the site boundaries, is paved parking. Burgundy Street is a 1-way, west-traveling road with two lanes. North Rampart Street is a 2-lane, east-running street that crosses the railroad tracks at the site and curves south to run between the parking areas and canal levees before terminating in a parking lot adjacent to the Mississippi River. All of the east-west streets are smaller roadways, with Poland Avenue being the largest with four lanes and divided by a median. North of the project site, St. Claude Avenue is the closest arterial road and also has four lanes divided by a median.

### 3.10.5 Public Transit

Bus service is available adjacent to the site through the New Orleans Regional Transit Authority. The #5 Marigny-Bywater route offers service from the French Quarter and Central Business District into the Bywater neighborhood. In the Bywater neighborhood, the bus travels east along Dauphine Street, turning north on Poland Avenue, at the western edge of the site, and terminates at transfer station #88 at St. Claude and Poland Avenues. The line then runs south on Poland Avenue and turns west onto Royal Street to return to the French Quarter. The #5

route uses a 30-foot passenger bus and runs 7 days a week. No streetcar service currently reaches the Bywater neighborhood area. An opportunity for improved transit service has been recognized, and the Regional Transit Authority has indicated that they intend to serve the NSA East Bank site in the future with smaller and more efficient transit vehicles. This would allow more frequent service and would potentially include two stops at the site (City of New Orleans 2009).

### 3.10.6 Rail Lines

Freight lines run east along the Mississippi River toward the NSA East Bank site. Some terminate immediately south of the site, adjacent to Building 602, and one line turns northeast at France Street, forming much of the western boundary of the site. Freight train crossings block traffic about once per hour at Rampart, Burgundy, Dauphine, Royal, and Chartes Streets (City of New Orleans 2009).

### 3.10.7 Waterborne Transportation

Louisiana contains one of the world's busiest port complexes (Port of New Orleans), and the Mississippi River and IHNC both border the site and are major shipping lanes. The IHNC contains locks that allow ships to travel between the Mississippi River and the Gulf Intracoastal Waterway (GIWW), and since the closure of the MRGO, the IHNC locks now provide the only access from the Mississippi River to the eastern GIWW. The Mississippi River handles large, deep-draft vessels, and the IHNC typically serves shallow-draft barge traffic, although a limited number of deep-draft vessels are accommodated. Since Hurricane Katrina, there has been a decrease in the barge traffic, total lockages, and total vessels using the IHNC (USACE 2009). A maritime administration wharf and administration facility is adjacent to the site on the river side, and potential docking for large ships is available.

### 3.10.8 Pedestrian Access

Pedestrian access into the site is currently restricted to the single access point off of Poland Avenue. Pedestrian and bicycle traffic crosses the IHNC at the St. Claude Avenue Bridge and Chartes Street is a dual-purpose, bike and car roadway.

## 3.11 AESTHETIC RESOURCES

Actions that cause the permanent loss of the characteristics that make an area visually unique or sensitive would be considered to be detrimental to the surrounding area. The NSA East Bank provides a landscape marked by 51 structures of various sizes, dominated by three 6-story buildings, and is within its own listed historic district, the East Bank Historic District (Photograph 3-1). The site is adjacent to the Bywater Historic District and is near the Historic French Quarter of the City of New Orleans.

**Photograph 3-1. Rear of Buildings 603 and 607**

The NSA East Bank area is surrounded by residential land use on the north and west, by the IHNC on the east, and the Mississippi River to the south (Photographs 3-2 and 3-3). Much of the Bywater Historic District experienced significant damage due to Hurricane Katrina. Some areas of the Bywater Historic District received 1 to 43 feet of floodwater causing destruction to buildings and homes. Due to the effects of Hurricane Katrina, the demolition and reconstruction of most homes is likely in the Bywater Historic District. Small areas of maintained greenspace exist on the periphery of the NSA East Bank site, primarily on the levee system that runs parallel to the IHNC (Photograph 3-4).

**Photographs 3-2. Surrounding Bywater neighborhood vista**

**Photographs 3-3. Example of surrounding Bywater housing**

**Photograph 3-4. View from Building 601 rooftop looking toward the floodwall and levee system**

The visual landscape of the areas adjacent to the NSA East Bank property is dominated by urban development and includes levees, floodwalls, and floodgates along the Mississippi River and IHNC. Included in the urban neighborhoods are a mix of commercial, residential, and public service structures. Additionally, greenspace used as walking paths currently exist on the levee of the IHNC to the east of the property.

# SECTION 4.0
# ENVIRONMENTAL CONSEQUENCES

# 4.0 ENVIRONMENTAL CONSEQUENCES

This section analyzes the potential impacts, beneficial and adverse, that may result from the implementation of the Proposed Action, three action alternatives, and the No Action Alternative. The potential impacts are described for each alternative by resource category. The discussions of impacts by resource are provided in the same sequential order as Section 3.0.

Impacts on the human and natural environment can be characterized as beneficial or adverse, and can be direct or indirect based upon the result of the action. Direct impacts are those effects that are caused by the action and occur at the same time and place (40 CFR 1508.8[a]). Indirect impacts are those effects that are caused by the action and are later in time or further removed in distance, but that are still reasonably foreseeable (40 CFR 1508.8[b]). The effects can be temporary or permanent. For purposes of this EA, temporary effects are defined as those that would last for the duration of the construction period; short-term impacts would last for up to 3 years. Long-term impacts are those impacts that would continue to affect resources from 3 to 10 years or more after construction. Permanent impacts indicate an irretrievable loss or alteration.

The impact analysis presented in this EA is based upon existing regulatory standards, scientific and environmental knowledge, and best professional opinions. The impacts on each resource are generally described as significant, moderate, minor (minimal), insignificant, or no impact. Significant impacts are those effects that would result in substantial changes to the environment (as defined by 40 CFR 1508.27). Minor impacts are effects that would slightly improve or degrade current conditions. Moderate impacts would be of greater magnitude than minor, but still below thresholds that would be considered to significantly improve or degrade current conditions. All impacts described are adverse unless otherwise noted. Additionally, a quantitative impact analysis was used to describe potential impacts when data were available for the given resource (e.g., soils).

Impact analysis for the Proposed Action and the three action alternatives assumes that approximately 1 year after the transfer and disposal of the NSA East Bank property, the City of New Orleans would initiate reuse renovations for the site. Due to the BRAC recommendation, since 2005 the number of military tenants on the NSA East Bank property has gradually

decreased from its full capacity of 3,922 tenants; therefore, for this EA, all alternatives were analyzed using this site capacity.

## 4.1 LAND USE

The NSA East Bank site is currently zoned for light industrial use and has been under Federal jurisdiction for all of the 20th century. The City of New Orleans Unified Plan anticipates that the site would become a mixed-use, high density district surrounded by predominantly residential and some light industrial use lands in the adjacent neighborhood (City of New Orleans 2009). All future reuse of the NSA East Bank site was evaluated by the NOATF and would remain consistent with the Unified Plan or would complement nearby adjacent land uses (City of New Orleans 2009).

### 4.1.1 Proposed Action (Alternative 1)

Under the Proposed Action, NSA East Bank site would change from Federal government to city government jurisdiction. The Proposed Action would provide additional greenspace, a partial repurposing of the three large buildings that dominate the site, and construction of new housing and a heliport. After implementation of the Proposed Action, the site would have 10 to 12 acres of greenspace, considerably more than the approximately 2 acres which currently exist. Paved areas immediately north of the three large buildings, as well as land in the southeast, would become parkland. Other paved areas along transportation corridors would also become linear greenspace. Existing roads would be improved, and some new roadways, as well as a grade separated access, would be added, as would pedestrian pathways along the IHNC. A heliport would be built on the roof of one of the three larger buildings, and greenspace could serve as a backup helipad during emergencies. In addition to current uses, the property would accommodate new supportive housing and the three large buildings would contain an EOC, parking/storage, a disaster shelter, housing and retail space, and a research and technology center.

All of the Proposed Action mixed-use concepts are consistent with the city's future land use plans and would change the land use from a Federal government facility to a city government facility. Therefore, under the Proposed Action, no significant impacts on local zoning restrictions would occur, and the property would remain under governmental jurisdiction (city) and have minimal impacts on land use.

### 4.1.2 Alternative 2

The site under Alternative 2 would have 11 to 13 acres of greenspace. The three large buildings would remain; however, there would be no new construction of a heliport or supportive housing. Additionally, Alternative 2 would have three more acres of greenspace than the Proposed Action.

The mixed-use concepts proposed in Alternative 2 are consistent with the city's future land use plans; however, in the long-term under this alternative, the NSA East Bank site would not remain under any governmental jurisdiction, Federal or state. Under Alternative 2, no significant impacts on local zoning restrictions would occur, but depending on if the City of New Orleans sales or leases the property, the potential exists that the site would no longer remain under governmental jurisdiction. Therefore, minor impacts on land use at the site would occur.

### 4.1.3 Alternative 3

Under Alternative 3, the site would have 11 to 13 acres of greenspace and new supportive housing, but no heliport, and one of the three large buildings would be demolished. Neighborhood-scale, mixed-use buildings with some additional greenspace would replace Building 603. The mixed-use concepts proposed in Alternative 3 are consistent with the city's future land use plans, although like Alternative 2, in the long-term, the NSA East Bank site would potentially not remain under any governmental jurisdiction, Federal or state. Ultimately, the impacts on planned local zoning restrictions and land use under Alternative 3 would be similar to those in Alternative 2.

### 4.1.4 Alternative 4

The site under Alternative 4 would have 10 to 12 acres of greenspace and newly constructed supportive housing, but no heliport. All three large buildings would be demolished and replaced with mixed-use residential, retail, and office/commercial space. The mixed-use concepts outlined in Alternative 4 are consistent with the city's future land use plans. Therefore, the impacts on planned local zoning restrictions and land use under Alternative 4 would be similar to those in Alternative 2.

### 4.1.5 Alternative 5 (No Action Alternative)

The No Action Alternative would not impact land use, as the property would remain as Federal property under a long-term stewardship program. Under this alternative, impacts on land use would be insignificant.

## 4.2 SOILS AND PRIME FARMLAND

### 4.2.1 Proposed Action (Alternative 1)

Impacts on soils under the Proposed Action would be minimal because soils at the site are already urbanized. No prime farmland would be impacted because the approximately 0.08 acres of Cancienne silt loam soil that is designated as prime farmland is not in agricultural use and is heavily urbanized. Construction activities from new construction of the supportive housing and upgrades and realignments to roads could result in temporarily increased erosion on exposed soils. A discussion of soil erosion impacts is found in Section 4.6.1 under Water Resources, and the EDMs listed in Section 6.4.1 will minimize the potential for soil erosion. Under the Proposed Action, impacts on soils would be minimal.

### 4.2.2 Alternative 2

Under this alternative, all three of the main structures would be retained; however, no new supportive housing would be constructed. Road upgrades and realignments would occur and, similar to the Proposed Action, would cause temporary impacts on soils; however, the lack of new building construction would lessen these construction activities impacts. Additionally, as in the Proposed Action, under Alternative 2, no prime farmland impacts would occur. Overall, the permanent impacts from implementation of Alternative 2 would be similar to those under the Proposed Action.

### 4.2.3 Alternative 3

Under Alternative 3, one of the three main buildings would be demolished, and that space would become neighborhood-scale, mixed-use buildings and housing. Additionally, road upgrades and realignments would occur, similar to the Proposed Action, which would cause temporary impacts on soils; however, the demolition and new construction from the new supportive housing and the new construction in the area of Building 603 would increase construction activities impacts. As in the Proposed Action, under Alternative 3, no prime farmland impacts

would occur. Overall, the permanent impacts from implementation of Alternative 3 would be similar to those under the Proposed Action.

### 4.2.4 Alternative 4

Under this alternative, all three of the main structures would be demolished and the cleared space would become primarily residential and mixed-use retail/commercial space. Road upgrades and realignments would occur, similar to the Proposed Action, and would cause temporary impacts on soils; however, the demolition of all three main buildings and subsequent new construction from the new mixed-use buildings, as well as the construction of the new supportive housing, would increase construction activities impacts.

As in the Proposed Action, under Alternative 4, no prime farmland impacts would occur, and the overall permanent impacts from the implementation of Alternative 4 would be similar to those under the Proposed Action. However, temporary impacts related to demolition and construction activities would increase the soil erosion potential. Although the use of EDMs would lessen the potential for soil erosion, the multiple activities proposed under Alternative 4 would cause minor temporary construction impacts on soils.

### 4.2.5 Alternative 5 (No Action Alternative)

No construction would occur under the No Action Alternative, so no direct impacts on soils would result.

## 4.3 BIOLOGICAL RESOURCES

### 4.3.1 Proposed Action (Alternative 1)

**Wildlife**

Under the Proposed Action, landscaped areas could be removed, moved, or added. There is the potential for small mammals and reptiles to be impacted by construction; however, much of the wildlife found at NSA East Bank site is acclimated to the urban environment and would likely relocate from one greenspace to another. Depending upon the type of vegetation and landscape materials (i.e., mulches, signage, irrigation, stone) selected to be used for re-vegetation and other landscape improvement of graded areas, some urban habitat for wildlife species could be created over time. After construction, urban wildlife would return to the project area. Under the Proposed Action, wildlife would experience minor, temporary impacts.

**Rare, Threatened and Endangered Species**

NSA East Bank and the surrounding area are urban and developed. The proposed reuse action does not affect the Mississippi River; therefore, no adverse impacts on rare, threatened, or endangered species are anticipated from the implementation of the Proposed Action. EDMs outlined in Section 6.4.2 would be implemented to protect the water quality in the surrounding waterways to reduce impacts on aquatic species, including rare, threatened, and endangered species that may use the area for foraging, feeding, or breeding habitat.

**Critical Habitat**

Critical habitat exists for the Gulf sturgeon in Lake Pontchartrain, approximately 5.5 miles from the intersection of the Mississippi River and the IHNC. However, no adverse impacts would occur from the implementation on the Proposed Action on Gulf sturgeon critical habitat.

The Navy has determined that the Proposed Action would not affect Federally listed species, and letters of concurrence with this determination were received from USFWS and LDWF (Appendix A).

### 4.3.2 Alternative 2

Impacts on wildlife, protected species, and critical habitat would be similar to those impacts listed for the Proposed Action.

### 4.3.3 Alternative 3

Under Alternative 3, impacts on wildlife, protected species, and critical habitat would be similar to those impacts listed for the Proposed Action.

### 4.3.4 Alternative 4

Impacts from the implementation of Alternative 4 on wildlife, protected species, and critical habitat would be similar to those impacts listed for the Proposed Action.

### 4.3.5 Alternative 5 (No Action Alternative)

Under the No Action Alternative, the NSA East Bank site would remain as is, with no new construction or demolition and, therefore, there would be no impact any biological resources, including protected species and critical habitat.

## 4.4 HISTORIC AND CULTURAL RESOURCES

### 4.4.1 Proposed Action (Alternative 1)

Under the Proposed Action the contributing elements of the NSA New Orleans East Bank NRHP-listed historic district would be transferred from Federal ownership to the City of New Orleans. This is considered an adverse impact on the historic district since the site would be out of Federal hands and would not be protected under Federal law. A programmatic agreement or other legal instrument (such as a protected covenant) is currently being investigated in order to mitigate the adverse effects on the historic district. The programmatic agreement or other legal instrument would outline preservation efforts needed for the historic district so that it would not be adversely affected in the future. Under the Proposed Action, all three of the main buildings of the historic district, Buildings 601, 602, and 603, would be retained and reused. If modifications to Buildings 601 and 602, and the three main buildings' associated water towers (Buildings 618, 619, and 620) are done in accordance with the programmatic agreement or other legal instrument, then no adverse effects on the historic district are anticipated.

### 4.4.2 Alternative 2

The effects on cultural resources under the Alternative 2 would be the same as those outlined under the Proposed Action.

### 4.4.3 Alternative 3

The impacts on cultural resources under Alternative 3 would be similar to those under the Proposed Action Alternative. A programmatic agreement or other legal instrument is currently being investigated to mitigate for the adverse effect of moving the structures from Federal ownership to the City of New Orleans. Unlike the Proposed Action and Alternative 2, under Alternative 3, Building 603 would be demolished. Though Building 603 is a non-contributing element to the NSA New Orleans East Bank Historic District, Building 620, a water tower and contributing element to the historic district, sits on top of Building 603 and would likely also be destroyed. The adverse effect on the historic district would need to be mitigated and may include preparation of Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation for the contributing element that would be destroyed.

### 4.4.4 Alternative 4

The impacts on cultural resources under Alterative 4 are similar to those under Alternative 3. A programmatic agreement or other legal instrument is currently being investigated to mitigate for the adverse effect of moving the structures from Federal ownership to the City of New Orleans. Unlike Alternative 3, under Alternative 4 all the contributing elements of the NSA New Orleans East Bank Historic District would be demolished. The adverse effect on the historic district would need to be mitigated and may include preparation of HABS/HAER documentation for the contributing elements that would be destroyed.

### 4.4.5 Alternative 5 (No Action Alternative)

Under the No Action Alternative, the Federal government would retain ownership of the NSA East Bank site and the property would be retained under caretaker status. No impacts on the historic resources located on the NSA East Bank facility are anticipated under the No Action Alternative.

## 4.5 AIR QUALITY

### 4.5.1 Proposed Action (Alternative 1)

The Proposed Action has the potential to affect air quality in the New Orleans Ozone Maintenance Area through the combustion emissions associated with construction activities, permanent employee, and residential commuter traffic, and vehicles that park at the cruise terminal parking. The number of employees and residents that would commute to the new offices, retail shops, and apartments presented in the Proposed Action is estimated to be 1,128. Prior to the implementation of the BRAC disposal and transfer, the NSA East Bank facility military tenants' employed 3,922 civilian and military personnel; however, the majority of the staff has been transferred to the Federal City (formerly the NSA West Bank facility) or Belle Chasse facilities which are within the New Orleans Ozone Maintenance Area. Thus, the implementation of the Proposed Action would increase air emissions associated with commuter traffic by approximately 1,128 automobiles.

The number of overall cruise ship customers should not change due to the implementation of the Proposed Action. All cruise ship terminal parking is presently located on Erato Street and Julia Street. Both of these locations, as well as the Poland Avenue site, are located in the New Orleans Ozone Maintenance Area. Whether the cruise ship customers park their cars near the

New Orleans Port Authority or on the NSA East Bank site would not affect the amount of air emissions being emitted in the New Orleans Ozone Maintenance Area airshed. The number of cars driving through the airshed would not increase because all cruise ship terminal parking is located in the same airshed.

**Construction Emissions**

Temporary and minor increases in air pollution would occur from the use of construction equipment and delivery trucks (combustible emissions) and the disturbance of soils (fugitive dust) during construction activities. The following paragraphs describe the air calculation methodologies utilized to estimate air emissions produced by the planned construction activities.

Fugitive dust emissions were calculated using the emission factor of 0.19 ton per acre per month (Midwest Research Institute 1996), which is a more current standard than the 1985 PM-10 emission factor of 1.2 tons per acre-month presented in AP-42 Section 13 Miscellaneous Sources 13.2.3.3 (USEPA 2001).

USEPA's NONROAD Model (USEPA 2005a) was used, as recommended by USEPA's *Procedures Document for National Emission Inventory, Criteria Air Pollutants, 1985-1999* (USEPA 2001), to calculate emissions from construction equipment. Combustible emission calculations were made for standard construction equipment, such as front-end loaders, backhoes, bulldozers, and cement trucks. Assumptions were made regarding the total number of days each piece of equipment will be used, and the number of hours per day each type of equipment would be used.

Construction workers would temporarily increase the combustible emissions in the airshed during their commutes to and from the project area. Emissions from delivery trucks would also contribute to the overall air emission budget. Emissions from delivery trucks and construction worker commuters traveling to the job site were calculated using the USEPA MOBILE6.2 Model (USEPA 2005a, 2005b and 2005c).

The total air quality emissions were calculated for the construction activities to compare to the General Conformity Rule. Summaries of the total emissions for the Proposed Action are presented in Table 4-1. Details of the analyses are presented in Appendix B.

Several sources of air pollutants would contribute to the overall air impacts of the construction project. The air results in Table 4-1 included emissions from:

1. Combustible engines of construction equipment
2. Construction workers' commute to and from job site
3. Supply trucks delivering materials to construction site
4. Fugitive dust from job-site ground disturbances

**Table 4-1. Total Air Emissions from Proposed Action Construction and Maintenance Activities versus the *de minimis* Threshold Levels**

| Pollutant | Total (tons/year) | *de minimis* Thresholds[1] (tons/year) |
|---|---|---|
| CO | 153.02 | NA |
| Volatile Organic Compounds (VOC) | 19.98 | 100 |
| Nitrous Oxides (NOx) | 58.37 | 100 |
| PM-10 | 32.44 | NA |
| PM-2.5 | 6.69 | NA |
| $SO_2$ | 5.53 | NA |
| $CO_2e$ | 26,668 | 27,557 |

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.
[1] Note that Orleans Parish is located in the New Orleans OZONE Maintenance Area which has *de minimis* thresholds for NOx and VOC (USEPA 2010c).

As can be seen from the table above, the proposed construction and maintenance activities do not exceed Federal *de minimis* thresholds and, thus, would not require a Conformity Determination. During the proposed construction activities, proper and routine maintenance of all vehicles and other construction equipment would be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods should be implemented to minimize fugitive dust. In particular, wetting solutions would be applied to construction areas to minimize the emissions of fugitive dust.

The GHGs emissions for the NSA East Bank BRAC construction and reuse activities are estimated to be 26,668 tons a year, which is slightly less than the CEQ guidelines that state that 27,557 U.S. tons is the threshold at which agencies should consider further quantitative and qualitative assessment of GHG emissions (CEQ 2010). As there are no violations of air quality standards and no conflicts with the state implementation plans (SIP), the impacts on air quality from the construction of the Proposed Action would be less than significant.

**Ongoing Commuter Traffic Emissions**

The Proposed Action would increase the number of workers and residents (1,128) commuting to work and daily activities in the New Orleans Ozone Maintenance Area. It was assumed that the

new commuters would be from areas outside of the New Orleans Ozone Maintenance Area, and therefore, the commuter air emissions generated by new residents' and workers' automobiles were calculated in this analysis. Table 4-2 presents estimated air emissions from automobiles of new agents and maintenance staff.

**Table 4-2. Total Air Emissions (tons/year) from Proposed Action Daily Auto Activities vs. the *de minimis* Levels**

| Pollutant | Total (tons/year) | *de minimis* Thresholds[1] (tons/year) |
|---|---|---|
| CO | 254.99 | NA |
| Volatile Organic Compounds (VOC) | 26.95 | 100 |
| Nitrous Oxides (NOx) | 19.69 | 100 |
| PM-10 | 0.11 | NA |
| PM-2.5 | 0.10 | NA |
| $SO_2$ | 0.00 | NA |
| $CO_2e$ | 14,783 | 27,557 |

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.
[1] Note that Orleans Parish is located in the New Orleans OZONE Maintenance Area which has *de minimis* thresholds for NOx and VOC (USEPA 2010c).

As there are no violations of air quality standards and no conflicts with the SIPs, the overall impacts on air quality resulting from the implementation of the Proposed Action would be less than significant.

### 4.5.2 Alternative 2

The number of employees and residents that would commute to the new offices, shops, and apartments presented in Alternative 2 is estimated to be 993. The implementation of Alternative 2 would increase air emissions associated with commuter traffic by approximately 993 automobiles.

**Construction Emissions**

Air emissions associated with construction activities would be similar to those described in the Proposed Action, but would be greater because the construction activities would require the use of more heavy construction equipment. The total air quality emissions were calculated for the construction activities associated with Alternative 2 to compare to the General Conformity Rule. Summaries of the total emissions for the Alternative 2 are presented in Table 4-3. Details of the analyses are presented in Appendix B.

**Table 4-3. Total Air Emissions from Alternative 2 Construction and Maintenance Activities versus the *de minimis* Threshold Levels**

| Pollutant | Total (tons/year) | *de minimis* Thresholds[1] (tons/year) |
|---|---|---|
| CO | 178.45 | NA |
| Volatile Organic Compounds (VOC) | 22.24 | 100 |
| Nitrous Oxides (NOx) | 59.08 | 100 |
| PM-10 | 32.94 | NA |
| PM-2.5 | 7.17 | NA |
| $SO_2$ | 5.46 | NA |
| $CO_2e$ | 27,781 | 27,557 |

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.
[1] Note that Orleans Parish is located in the New Orleans Ozone Maintenance Area which has *de minimis* thresholds for NOx and VOC (USEPA 2010c).

**Ongoing Commuter Traffic Emissions**

Alternative 2 would increase the number of workers and residents commuting to work and daily activities in the New Orleans Ozone Maintenance Area. Air emissions would be less than the air emissions calculated in the Ongoing Commuter Traffic Emissions section of the Proposed Action, which are well below *de minimis* thresholds for the New Orleans Ozone Maintenance Area. As there are no violations of air quality standards and no conflicts with the SIPs, the impacts on air quality resulting from the implementation of the Alternative 2 would be less than significant.

The GHG emissions for NSA East Bank disposal and reuse activities under Alternative 2 are estimated to be 27,781 tons a year, which is greater than the CEQ guidelines. The implementation of Alternative 2 would create a temporary impact on the regional greenhouse gas budget.

### 4.5.3 Alternative 3

**Construction Air Emissions**

Impacts on air quality in the region from the implementation of Alternative 3 would be higher, although similar to those described in the Proposed Action. The increase in air emissions under this alternative would be greater because the construction activities would require the use of more heavy construction equipment. The total air quality emissions were calculated for the construction activities associated with Alternative 3 to compare to the General Conformity Rule. Summaries of the total emissions for the Alternative 3 are presented in Table 4-4. Details of the analyses are presented in Appendix B.

The GHGs emissions for NSA East Bank disposal and reuse activities under this alternative are estimated to be 37,518 tons a year, which is slightly greater than the CEQ guidelines. The implementation of Alternative 3 would create a temporary impact on the regional greenhouse gas budget.

**Table 4-4. Total Air Emissions from Alternative 3 Construction and Maintenance Activities versus the *de minimis* Threshold Levels**

| Pollutant | Total (tons/year) | *de minimis* Thresholds[1] (tons/year) |
|---|---|---|
| CO | 193.29 | NA |
| Volatile Organic Compounds (VOC) | 24.80 | 100 |
| Nitrous Oxides (NOx) | 82.26 | 100 |
| PM-10 | 34.53 | NA |
| PM-2.5 | 8.72 | NA |
| $SO_2$ | 8.54 | NA |
| $CO_2e$ | 37,518 | 27,557 |

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.
[1] Note that Orleans Parish is located in the New Orleans Ozone Maintenance Area which has *de minimis* thresholds for NOx and VOC (USEPA 2010c).

**Ongoing Commuter Traffic Emissions**

Alternative 3 would increase the number of workers and residents commuting to work and daily activities in the New Orleans Ozone Maintenance Area. Air emissions would be less than the air emissions calculated in the Ongoing Commuter Traffic Emissions section of the Proposed Action which are well below *de minimis* thresholds for the New Orleans Ozone Maintenance Area. As there are no violations of air quality standards and no conflicts with the SIPs, the impacts on air quality resulting from the implementation of the Alternative 3 would be less than significant.

### 4.5.4 Alternative 4

The number of employees and residents that would commute to the new offices, shops and apartments presented in Alternative 4 is estimated to be 1,300. Prior to the implementation of the NSA East Bank disposal and reuse, the military tenants located at the site employed 3,922 civilian and military personnel. The implementation of the Alternative 4 would reduce air emissions associated with commuter traffic by more than half.

With the implementation of Alternative 4, the impacts on air quality in the region would be greater than those described in the Proposed Action. This alternative would require the most construction activities of the action alternatives and would require the use of more heavy

construction equipment. The total air quality emissions were calculated for the construction activities associated with Alternative 4 to compare to the General Conformity Rule. Summaries of the total emissions for the Alternative 4 are presented in Table 4-5. Details of the analyses are presented in Appendix B. The GHGs emissions for NSA East Bank site activities under Alternative 4 are estimated to be 46,639 tons a year, which is greater than the CEQ guidelines that state that 27,557 U.S. tons is the threshold at which agencies should consider further quantitative and qualitative assessment of GHG emissions (CEQ 2010). The implementation of Alternative 4 would create a short-term impact on the regional greenhouse gas budget.

**Table 4-5. Total Air Emissions from Alternative 4 Construction and Maintenance Activities versus the *de minimis* Threshold Levels**

| Pollutant | Total (tons/year) | *de minimis* Thresholds[1] (tons/year) |
|---|---|---|
| CO | 279.32 | NA |
| Volatile Organic Compounds (VOC) | 34.51 | 100 |
| Nitrous Oxides (NOx) | 99.36 | 100 |
| PM-10 | 35.72 | NA |
| PM-2.5 | 9.63 | NA |
| $SO_2$ | 9.92 | NA |
| $CO_2e$ | 46,639 | 27,557 |

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.
[1] Note that Orleans Parish is located in the New Orleans Ozone Maintenance Area which has *de minimis* thresholds for NOx and VOC (USEPA 2010c).

**Ongoing Commuter Traffic Emissions**

Alternative 4 would increase the number of workers and residents commuting to work and daily activities in the New Orleans Ozone Maintenance Area. Air emissions would be less than the air emissions calculated in the Ongoing Commuter Traffic Emissions section of the Proposed Action which are well below *de minimis* thresholds for the New Orleans Ozone Maintenance Area. As there are no violations of air quality standards and no conflicts with the SIPs, the impacts on air quality resulting from the implementation of the Alternative 4 would be less than significant.

### 4.5.5 Alternative 5 (No Action Alternative)

Implementation of the No Action Alternative would continue the status quo. Minor impacts on ambient air quality from miscellaneous construction and routine traffic would continue in the region.

## 4.6 WATER RESOURCES

### 4.6.1 Proposed Action (Alternative 1)

**Surface Water and Water Quality**

The Proposed Action would have fewer impacts on surface water quality than the other action alternatives proposed in this EA, since the Proposed Action renovates the existing structures and requires the least amount of demolition and new construction. Nevertheless, construction and modifications to local roads and landscape due to the Proposed Action would temporarily impact surface water quality. Short-term effects would include erosion and sedimentation during rain events while construction occurs. Disturbed soils and hazardous substances (i.e., anti-freeze, fuels, oils, lubricants) could directly impact water quality during construction activities. These effects would be minimized through the use of best management practices (BMPs) or EDMs. Once the construction project is complete, the project site would be re-vegetated with grasses and other vegetation which would stabilize surface soils and reduce soil erosion.

The construction activities would require a stormwater permit that incorporates the use of BMPs to reduce pollutants from leaving the construction site during rain events. As part of the NPDES permit process, a General Stormwater Permit is required prior to construction, and this would include a site-specific SWPPP and Notice of Intent (NOI). In addition, a site-specific SPCCP would be in place prior to the start of construction. BMPs outlined in these plans would reduce potential migration of soils, anti-freeze, fuels, oils, lubricants, and construction debris through the local watersheds.

During construction activities, water quality in adjacent waterbodies would be protected through the implementation of EDMs or BMPs, such as silt fences and minimal alteration to vegetative buffers, as specified in the SWPPP. With the use of suitable BMPs, impacts on surface water quality from construction activities and road and ground modifications associated with the Proposed Action would be less than significant.

**Floodplains**

Presently, there are only three acres of greenspaces at the NSA East Bank project site and 22 acres of impervious rooftops, sidewalks, and parking lots. The Proposed Action would increase the pervious area at the project site, which would increase the amount of evapotranspiration of

rainwater at the project site. The implementation of the Proposed Action would increase the pervious greenspaces at the project site from 3 to 13 acres, resulting in a beneficial impact on the local floodplains.

**Coastal Zone Consistency**

Since the project is located in the Louisiana coastal zone, a Coastal Zone Consistency Determination, required in accordance with the CZMA, was submitted to LDNR on May 10, 2011. The Navy has determined that the project is consistent with the Louisiana Coastal Resources Program, and concurrence is required from LDNR. The Proposed Action would have no significant impacts on the coastal zone. The LDNR Coastal Zone Consistency Determination submittal letter submitted to LDNR on May 10, 2011 can be found in Appendix C.

### 4.6.2 Alternative 2

**Surface Water and Water Quality**

The implementation of Alternative 2 would involve the construction of a new building (supportive housing) which would involve more heavy equipment activity than the Proposed Action. The probability of impacts on surface water quality would be greater due to more ground disturbances and transport of materials. Similar to the Proposed Action, the Alternative 2 construction plan would require implementation of a SWPPP and SPCCP. With the use of suitable BMPs, impacts on surface water quality from construction activities and road and ground modifications associated with Alternative 2 would be less than significant.

**Floodplains**

The implementation of Alternative 2 would increase the pervious greenspaces at the project site from 3 to 13 acres, and this would result in a beneficial impact on the local floodplains.

**Coastal Zone Consistency**

A Coastal Zone Consistency Determination would be required.

### 4.6.3 Alternative 3

**Surface Water and Water Quality**

The implementation of Alternative 3 would involve the construction of a new building and the demolition of Building 603 which would involve more heavy equipment activity than the Proposed Action and Alternative 2. The probability of impacts on surface water quality would be

greater due to more ground disturbances and transport of materials. Similar to the Proposed Action, the Alternative 3 construction plan would require implementation of a SWPPP and SPCCP. With the use of suitable BMPs, impacts on surface water quality from construction activities and road and ground modifications associated with Alternative 3 would be less than significant.

**Floodplains**

The implementation of Alternative 3 would increase the pervious greenspaces at the project site from 3 to 13 acres and this would result in a beneficial impact on the local floodplains.

**Coastal Zone Consistency**

A Coastal Zone Consistency Determination would be required.

### 4.6.4 Alternative 4

**Surface Water and Water Quality**

The implementation of Alternative 3 would involve the construction of three buildings and the demolition of three buildings which would involve more heavy equipment activity than the Proposed Action and Alternatives 2 and 3. The probability of impacts on surface water quality would be greater due to more ground disturbances and transport of materials. Similar to the Proposed Action and Alternatives 2 and 3, the Alternative 4 construction plan would require implementation of a SWPPP and SPCCP. With the use of suitable BMPs, impacts on surface water quality from construction activities and road and ground modifications associated with Alternative 4 would be less than significant.

**Floodplains**

The implementation of Alternative 4 would increase the pervious greenspaces at the project site from 3 to 12 acres, and this would result in a beneficial impact on the local floodplains.

**Coastal Zone Consistency**

A Coastal Zone Consistency Determination would be required.

### 4.6.5 Alternative 5 (No Action Alternative)

Under the No Action Alternative, impacts to floodplains, water quality, and surface water, from periodic construction and routine grounds maintenance would continue to be minor and less than significant.

## 4.7 SOLID AND HAZARDOUS MATERIALS AND WASTES

The Proposed Action and the action alternatives detailed in the NOATF Reuse Plan all include some form of reuse and redevelopment plans. To ensure that all hazardous materials, specifically LBP and ACM, are addressed, any redevelopment or demolition of existing structures will need to manage LBP and ACM in any structures based on their ultimate designated reuse. In addition, demolition activities require notification to LDEQ Permit Support Services Division. Should any existing structures be reused as residential housing, then a lead risk assessment by a Louisiana-accredited lead risk assessor would be required. A Louisiana-licensed asbestos abatement contractor would be required should any regulated ACM be removed or abated.

Additionally, the existing ASTs currently on-site at NSA East Bank would be removed prior to disposal and transfer of the property. All solid and hazardous materials or wastes would be removed upon disposal and transfer of the NSA East Bank property (Wein 2011).

### 4.7.1 Proposed Action (Alternative 1)

The potential exists for petroleum, oil, and lubricant (POL) storage at construction and demolition areas to maintain and refuel construction equipment during construction and demolition activities; however, the POL storage would include primary and secondary containment measures. Clean-up materials (e.g., oil mops) would also be maintained at the site to allow immediate action in case an accidental spill occurs. Drip pans would be provided for stationary equipment to capture any POL accidentally spilled during maintenance activities or leaks from the equipment. In addition, a SPCCP would be in place prior to the start of construction, and all personnel would be briefed on the implementation and responsibilities of this plan.

The Proposed Action would not result in a significant hazard to the public or environment regarding solid waste, hazardous materials, or hazardous wastes, as these materials would be

removed upon disposal and transfer of the NSA East Bank. However, the Navy would not remove any additional LBP or ACM currently present on the NSA East Bank site (Wein 2011). In order to minimize the risk of LBP and ACM material becoming airborne during renovation and any demolition activities, the City of New Orleans should perform complete LBP or ACM surveys on all structures within the NSA East Bank site. Additionally, upon transfer, the recipient of the property (transferee) would be required to follow Federal and state regulations and guidelines regarding LBP and ACM material. Under this alternative, no impacts from solid and hazardous waste and materials are anticipated.

### 4.7.2 Alternative 2

Impacts from solid and hazardous waste from Alternative 2 would be similar to the Proposed Action.

### 4.7.3 Alternative 3

Under Alternative 3 impacts from solid and hazardous waste would be similar to the Proposed Action.

### 4.7.4 Alternative 4

Impacts from solid and hazardous waste from Alternative 4 would be similar to the Proposed Action; although these impacts would be potentially greater due to the demolition of all structures on the NSA East Bank site under the implementation of Alternative 4.

### 4.7.5 No Action Alternative (Alternative 5)

No impacts due to the handling, storage, and disposal of solid and hazardous materials or wastes would occur as a result of the No Action Alternative because no transfer and reuse would occur at the NSA East Bank site.

## 4.8 NOISE

### 4.8.1 Proposed Action (Alternative 1)

#### *4.8.1.1 Construction Noise*

Implementation of the Proposed Action could begin in a very limited capacity soon after the transfer of the site. However, funding for the proposed Disaster Management Center could take many months to obtain, which could result in the Proposed Action renovations and construction

activities schedule to be fairly long. Additionally, the new occupants of the site could move in gradually as existing buildings are upgraded and renovated.

Table 4-6 describes noise emission levels for construction equipment expected to be used during the proposed construction activities. As can be seen from this table, the anticipated noise levels range from 76 dBA to 84 dBA at a distance of 50 feet based on data from the Federal Highway Administration [FHWA] (2007).

**Table 4-6. A-Weighted (dBA) Sound Levels of Construction Equipment and Modeled Attenuation at Various Distances[1]**

| Noise Source | 50 feet | 150 feet | 250 feet | 500 feet | 1000 feet |
|---|---|---|---|---|---|
| Auger drill rig | 84 | 74 | 70 | 64 | 58 |
| Backhoe | 78 | 68 | 64 | 58 | 52 |
| Bull dozer | 82 | 72 | 68 | 62 | 56 |
| Concrete mixer truck | 79 | 69 | 65 | 59 | 53 |
| Crane | 81 | 71 | 67 | 61 | 55 |
| Dump truck | 76 | 66 | 62 | 56 | 50 |
| Excavator | 81 | 71 | 67 | 61 | 55 |
| Front end loader | 79 | 69 | 65 | 59 | 53 |
| Generator | 81 | 71 | 67 | 61 | 55 |
| Pneumatic tools | 81 | 71 | 67 | 61 | 55 |

Source: FHWA 2007 and GSRC
[1] The dBA at 50 feet is a measured noise emission (FHWA 2007). The 100 to 1,000 foot results are modeled estimates.

Sensitive noise receptors, such as nearby residential neighborhoods' occupants, are located immediately adjacent to the north and west sides of the project area. Construction would involve the use of auger drills which have a noise emission level of 84 dBA at 50 feet from the source. Assuming the worst case scenario of 84 dBA for the Proposed Action, the noise model projected that noises levels of 84 dBA from the auger drill would have to travel 420 feet before they would be attenuated to acceptable levels of 65 dBA. To achieve an attenuation of 84 dBA to a normally unacceptable level of 75 dBA, the distance from the noise source to the receptor is 135 feet.

During daylight hours, approximately 80 single-family and multi-family residences may be exposed to intermittent noise sources as high as 76 dBA with construction noise sources possibly as close as 135 feet away from Building 603 activities. No other sensitive noise receptors, such as schools, hospitals, churches or parks, are within 135 feet. Per the city's noise ordinances, noise levels from 60 to 70 dBA are normally considered to be acceptable levels during the hours of 7:00 AM to 10:00 PM (City of New Orleans Noise Ordinances). It

should be noted, however, that should construction activities be staggered due to funding stream availability, occupants in the buildings that are able to be utilized sooner may be subjected to intermittent and unacceptable nose levels. Noise mitigation measures should be implemented during the construction activities to reduce noise impacts to acceptable levels in these renovated buildings. Additionally, the impact of construction noise emissions on the adjacent residential neighborhoods can be minimized by developing a transportation plan to limit construction traffic near these sensitive noise receptors. Utilizing a transportation plan which would require construction vehicles and construction worker vehicle traffic to access the site at the northern end of the property on Kentucky Street directly from St. Claude Avenue would limit the amount of residential noise receptors impacted by construction vehicular noise. Mitigation measures are provided in Section 6.4.7.

Under the Proposed Action, there would be temporary, intermittent impacts from construction noise on sensitive noise receptors, but these impacts could be mitigated.

#### *4.8.1.2 Heliport Operations Noise*

The location of heliport proposed in the Disaster Management Center would likely be on the rooftop of one of the three main buildings (Building 601, 602, or 603) with a backup heliport located in the greenspace behind Buildings 602 or 603. Noise generated by helicopters is largely dependent on the size and weight of the machine. Helicopter noise levels range from 90 dBA for small helicopters to 110 dBA for large helicopters within the immediate vicinity of take-off and landing areas (Federal Aviation Administration 2007). Assuming that an average helicopter is used, with a noise emission of 100 dBA, the noise model projected that noise emissions from a helicopter flying at 50 feet above ground and takeoff would have to travel 2,700 feet before they would attenuate to acceptable levels of 65 dBA. To achieve an attenuation of 100 dBA to a normally unacceptable level of 75 dBA, the distance from the noise source to the receptor is 900 feet. The closest sensitive noise receptor to the three main buildings is 205 ft away. The use of the heliport by helicopters would be intermittent, with its primary use occurring during disasters and disaster training exercises. During hurricane disasters, the City of New Orleans would potentially be under a city-wide mandatory evacuation which would reduce the number of sensitive receptors within the area. Thus, the impact on the noise environment by the helicopters used during disasters and disaster training exercises would be temporary and intermittent, and although infrequent, would cause unacceptable noise levels for sensitive noise receptors during these times of use.

### 4.8.2 Alternative 2

#### *4.8.2.1 Construction Noise*

Under Alternative 2, impacts from construction activities would be similar to the Proposed Action. Mitigation activities outlined in the Proposed Action and in Section 6.4.7 would lessen these impacts for Alternative 2 as well.

No heliport is proposed under this alternative; therefore, no noise impacts from helicopters would occur.

### 4.8.3 Alternative 3

#### *4.8.3.1 Construction Noise*

Under this alternative, Building 603, the closest building to the adjacent residential areas, would be demolished, and new construction of mixed-use buildings would occur in this area. As in the Proposed Action, under Alternative 3, during daylight hours, approximately 80 single-family and multi-family residences may be exposed to intermittent noise sources as high as 76 dBA with construction noise sources possibly as close as 135 feet away from Building 603 activities. No other sensitive noise receptors, such as schools, hospitals, churches or parks, are within 135 feet.

Utilizing a transportation plan, which would require construction vehicles and construction worker vehicle traffic to access the site at the northern end of the property on Kentucky Street directly from St. Claude Avenue, would limit the amount of residential noise receptors impacted by construction vehicular noise.

Under Alternative 3, there would be temporary, intermittent impacts from construction noise on sensitive noise receptors, but these impacts could be mitigated.

### 4.8.4 Alternative 4

#### *4.8.4.1 Construction Noise*

Impacts from Alternative 4 on sensitive noise receptors would be similar to Alternative 3, although under Alternative 4, all of the three main buildings would be demolished and new mixed-use buildings would be constructed in their footprints. The construction time frame, although still considered to be temporary, would be longer than in Alternative 3. Like the other

action alternatives, including the Proposed Action, the impacts on sensitive noise receptors from construction noise would be temporary and intermittent, but these impacts could be mitigated.

### 4.8.5 Alternative 5 (No Action Alternative)

The No Action Alternative would not create significant noise emissions or impact the sensitive noise receptors near the project site, as no construction activities would occur.

## 4.9 SOCIOECONOMICS

For the Proposed Action, approximately 1,718 temporary construction jobs and 758 permanent jobs would be created upon the completion of the reuse and redevelopment. Alternative 2 would eventually provide approximately 2,100 temporary construction jobs and 623 permanent jobs. Alternatives 3 and 4, upon final completion of the reuse and redevelopment of the site, would provide approximately 2,200 and 3,300 temporary construction jobs and 572 and 930 permanent jobs, respectively.

Overall community cohesion would potentially be increased through implementation of all the action alternatives, as the NSA East Bank site would become a more integrated part of the overall City of New Orleans. Although difficult to quantify, the reintegration of the site into the greater New Orleans community may beneficially affect a range of socioeconomic factors.

### 4.9.1 Proposed Action (Alternative 1)

Under the Proposed Action, activities involving construction and modifications to the exteriors and the interiors of the existing three main structures in the NSA East Bank project area would occur. Additionally, road work to reintegrate and upgrade the site into the surrounding neighborhood, as well as the new construction of supportive housing, would occur. The equipment, supplies, and personnel used during these construction activities would likely come from the surrounding area, providing a short-term beneficial impact from the creation of approximately 1,718 construction-related jobs.

In the long-term, 758 permanent jobs are expected to occur, which would result in a positive effect from the mixed-use and Disaster Management Center proposed for the NSA East Bank project area. Positive benefits would also occur from tax revenues generated from the reuse of the site, although some elements of the Proposed Action might be designated as tax-exempt by

the City of New Orleans. Persons taking up residence in the area would add to the local employment, population, tax base, retail activity, and housing demand. Increased employment and expenditures would generate additional indirect employment in the professional and retail-related sectors. Minor long-term economic development could result due to additional personnel relocating from other areas. Further, long-term improvement to traffic circulation within and surrounding the East Bank areas could increase revenue in the local economy because visitors and residents would be able to better navigate the area. Also, parking spaces and a terminal for cruise ship passengers would be located in the NSA East Bank project area. These cruise ship passengers would also potentially increase the retail activity in the immediate area.

Environmental justice would not be an issue as a result of the Proposed Action, as there would be no disproportionately high or adverse human health or environmental effects on minority or low-income populations. Under the Proposed Action, approximately 40 to 50 units would house the homeless in the area and provide a beneficial effect for lower income families and children (City of New Orleans 2009).

Additionally, the Proposed Action would not have adverse impacts on children in the area. Disposition of the site would not create emissions or the potential for release of toxic materials that would impact children in the area. As noted in Section 3.7, LBP and ACM would likely be found in buildings which would undergo renovations or modifications. These buildings would need to be surveyed by the City of New Orleans and LBP and ACM would be mitigated, if present, prior to renovations or modifications, as required by law.

Overall, many beneficial impacts would occur at the result of the Proposed Action. There would be no temporary or long-term negative impacts on socioeconomic resources from the implementation of the Proposed Action.

### 4.9.2 Alternative 2

Under this proposed alternative, activities involving renovations and modifications to the exteriors and interiors of the buildings would be similar to the Proposed Action. The equipment, supplies, and personnel used during construction or modification to the structure would likely come from the surrounding area, providing a short-term beneficial impact of approximately 2,100 construction-related jobs.

Long-term, 623 permanent jobs are expected to occur which would result in a positive effect from the mixed-use elements established in the structures in the NSA East Bank project area. Effects on local employment, population, and housing demand would be similar to the Proposed Action. Minor long-term and further beneficial long-term effects for this alternative would also be similar to the Proposed Action.

Under Alternative 2, there would not be temporary or long-term negative impacts on socioeconomic resources. Environmental justice for this alternative would be similar to the Proposed Action; however, there would be no supportive housing for the homeless.

### 4.9.3 Alternative 3

Under Alternative 3, one building would be demolished and another building could be partially demolished and renovated, and the third building would remain. Activities involving the demolition and construction at Building 603 would occur, while the remaining buildings would have renovations and modifications to the exteriors and interiors of Buildings 601 and 602, much like the Proposed Action. The equipment, supplies, and personnel used during construction or modification to the structure would likely come from the surrounding area, providing a short-term beneficial impact of approximately 2,200 construction-related jobs.

In the long-term, 572 permanent jobs are expected to occur, which would result in a positive effect from the mixed-use elements established in the structures in the NSA East Bank project area. Effects on local employment, population, and housing demand would be similar to the Proposed Action. Minor long-term and further long-term beneficial effects for this alternative would also be similar to the Proposed Action.

Environmental justice for this alternative is similar to the Proposed Action and, like the Proposed Action, Alternative 3 would construct 40 to 50 units in new construction which would house the homeless in the area and would have a beneficial effect for lower income families and children (City of New Orleans 2009).

### 4.9.4 Alternative 4

Under this proposed alternative, all three existing buildings would be demolished. The cleared space would primarily be used as residential and mixed-use with retail and office/commercial space. The equipment, supplies, and personnel used during construction or modification for the

structures would likely come from the surrounding area, providing a short-term beneficial impact of approximately 3,300 construction-related jobs.

In the long-term, 930 permanent jobs are expected to occur, which would result in a positive effect from the mixed-use elements established in the structures in the NSA East Bank project area. Impacts on local employment, population, and housing demand would be similar to the Proposed Action. Minor long-term and further long-term effects for this alternative will also be similar to the Proposed Action.

Environmental justice impacts for this alternative are similar to the Proposed Action. Under this alternative, there would not be temporary or long-term negative impacts on socioeconomic resources.

### 4.9.5 Alternative 5 (No Action Alternative)

The No Action Alternative would result in adverse socioeconomic impacts in the greater New Orleans area due to a reduction in employment, spending, and business transactions in the area.

## 4.10 TRANSPORTATION

### 4.10.1 Proposed Action (Alternative 1)

The Proposed Action would increase access from the existing single entry point and create greater traffic and pedestrian circulation by adding/upgrading three entry points, one of which involves a grade-separated access that would eliminate delays due to passing NOPB rail train traffic. This would help diffuse flow into and around the project site and alleviate the need for travel on smaller local streets. As seen in a previous figure (see Figure 2-1), it involves construction of multimodal roads along the southern and eastern boundaries of the site, extending and connecting Chartres and North Rampart streets, connecting them with the proposed future cruise ship terminal and allowing traffic to flow around the perimeter of the site. It would also reintegrate the access entryway at Poland Avenue, extending Dauphine Avenue east into the site, and connecting it with North Rampart Street. The grade-separated access would allow traffic flow from interstates to St. Claude Avenue, a major arterial road, and into the site without using smaller local streets. Cruise ship parking would be provided in part of Building 602, and there is potential for two new transit stops. Pedestrian traffic could continue

eastbound from Chartres Street into the project site and access the newly proposed Bywater Point Park and future potential greenspace through a flood gate.

Prior to Hurricane Katrina, the NSA East Bank provided 3,922 jobs and the Proposed Action would provide for 758 permanent jobs, resulting in a decline of work commuter traffic over historic levels, especially during peak weekday hours. There would be 1,718 construction jobs under the Proposed Action, resulting in additional traffic during the construction phase. New residential units in the site would result in an estimated 370 additional cars.

Transportation impacts would arise from the addition of residential and commercial facilities, the installation of a Disaster Management Center, and also the possible addition of a terminal for cruise ships near the southern end of Poland Avenue. Although the new cruise terminal proposed by the Port of New Orleans is outside the project area, cruise ship passenger parking would be provided on-site, and passenger traffic would likely be routed along the eastern edge of the site. Estimates of traffic impacts from cruise passengers are difficult to develop because the number and frequency of potential berths is unknown and a previous traffic analysis did not incorporate roadway improvements currently proposed for the site. Currently no cruise ships use the Poland Avenue docks, and future plans for a cruise terminal do not include reliable estimates of the numbers of cruise calls, passengers, or vehicular traffic related to cruise lines.

However, despite these differences in the assumptions of the Port of New Orleans study, the Proposed Action would increase transportation impacts from the inclusion of cruise terminal parking and from the approximate addition of 1,128 residential and employment-related vehicles. Following a storm or other disaster, supplies and personnel could arrive via rail, boat, air, or vehicle and a Disaster Management Center as described in the Proposed Action would cause some traffic into the site, as well as provide a dormitory for workers and evacuees with special needs. Also, a rooftop heliport landing pad would be constructed on one of the three large buildings, and during disaster events, associated greenspace could be used as a backup heliport.

Beneficial impacts on pedestrian foot traffic would occur due to upgrades to the site from the implementation of the Proposed Action. Pedestrians traveling from the east would be able to cross the IHNC on the St. Claude Avenue Bridge, use the grade-separated access to reach

Rampart Street, then proceed on Chartres Streets which has dual-use lanes for cyclists and vehicles.

Overall, the Proposed Action would cause permanent minor impacts on transportation within and near the NSA East Bank site; however, road realignments and upgrades, including the grade-separated access, would minimize these impacts.

### 4.10.2 Alternative 2

Road improvements would be the same as those in the Proposed Action and would increase entry points and add a grade-separated entry to ease traffic flows on local streets and within the site. The entirety of Building 602 would be utilized as cruise terminal parking, slightly increasing the potential for cruise-related traffic through the site compared with the Proposed Action. Peak traffic times would be different for cruise, residential, and commercial commuters.

Alternative 2 is expected to provide 623 permanent jobs, far fewer than before Hurricane Katrina when the site was at peak activity and slightly fewer (18 percent less) jobs and commercial traffic than under the Proposed Action. This would result in less traffic congestion at the site than when the Navy operated it. Construction would generate 2,100 temporary jobs that would cause temporarily heightened traffic loads during the construction phase.

Transportation impacts from cruise passengers parking and residential and employment-related vehicular use would likely be similar to the Proposed Action.

### 4.10.3 Alternative 3

Street improvements would be the same as those in Proposed Action, and would increase entry points and add a grade-separated entry. Building 602 would be utilized as cruise terminal parking, or floors 5 through 6 would form part of the EOC and shelter. This could create more cruise parking than in the Proposed Action, although the number of berths or cruise passengers is uncertain at this time. Alternative 3 would create 572 permanent jobs, 25 percent fewer jobs than under the Proposed Action, resulting in fewer work-related commuters. However, during construction, 2,200 temporary jobs would temporarily increase traffic at the site.

Transportation impacts from cruise passengers parking and residential and employment-related vehicular use would likely be similar to the Proposed Alternative.

### 4.10.4 Alternative 4

Street improvements would be the same as those in the Proposed Action, and would increase entry points and add a grade-separated entry. Under Alternative 4, the three existing large buildings would be demolished. No cruise terminal parking would be provided; however, if the terminal is built, cruise passenger traffic would likely utilize the surrounding area. Approximately, 930 permanent jobs would be created, 19 percent more than under the Proposed Action, and would subsequently cause greater work-related traffic, though still less than pre-Hurricane Katrina levels when the Navy was operating the site. Because the demolition of the buildings would require 3,300 laborers (52 percent more than the Proposed Action), there would be substantially more traffic during the construction phase. However, these construction impacts on traffic would be temporary and traffic after completion of construction should revert back to pre-project conditions.

Transportation impacts from cruise passengers parking and residential and employment-related vehicular use would likely be similar to the Proposed Alternative.

### 4.10.5 Alternative 5 (No Action Alternative)

The Navy would maintain ownership under the No Action Alternative, but would not conduct operations from the site. Traffic to the site would be minimal; however, no new street connections or pedestrian access ways would be created. No adverse or beneficial impacts on transportation would occur from the No Action Alternative.

## 4.11 AESTHETIC RESOURCES

### 4.11.1 Proposed Action (Alternative 1)

Under the Proposed Action, there would be minimal activities involving renovations and modification to the exterior of the existing three structures in the NSA East Bank project area. The surrounding project area would be temporarily impacted by the construction activities associated with the improvement of pathways and roadways near the project area. The visual attributes of the project area's viewshed would be temporarily impacted by the construction activities and by the transport of equipment to and from the site. Under the Proposed Action, the three main buildings would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. Changes in the character and appearance of the buildings and area would result from the buildings becoming a mixed-use facility. Approximately

10 to 12 acres of scattered greenspace would be associated with the Proposed Action. Additionally, the removal of the boundary fence would have a beneficial impact on the overall aesthetic resources within the project area, as the site no longer would be a separate area of the city, but instead would become a visually and functionally integrated resource to the City of New Orleans.

Temporary, minor impacts on aesthetics would occur from construction activities. Overall, the visual resources of the project area would not differ substantially from what was described in the existing conditions. Therefore, no adverse permanent impacts would occur.

### 4.11.2 Alternative 2

Alternative 2 would be similar to the Proposed Action, as all three main buildings would be retained; however, new construction of the supportive housing would not occur. Additionally, approximately 11 to 13 acres of scatter greenspace would be associated with this alternative. This would include two linear greenspaces that would run parallel to the banks of the Mississippi River and the IHNC (see Figure 2-2). Two parks are also included in this alternative, one containing a monument similar to monuments in other parts of the City of New Orleans as shown in Illustration 4-1. Changes in the character and appearance of the buildings and area would result from the buildings becoming a mixed-use facility. Overall the impacts on aesthetic resources from Alternative 2 would be similar to the Proposed Action.

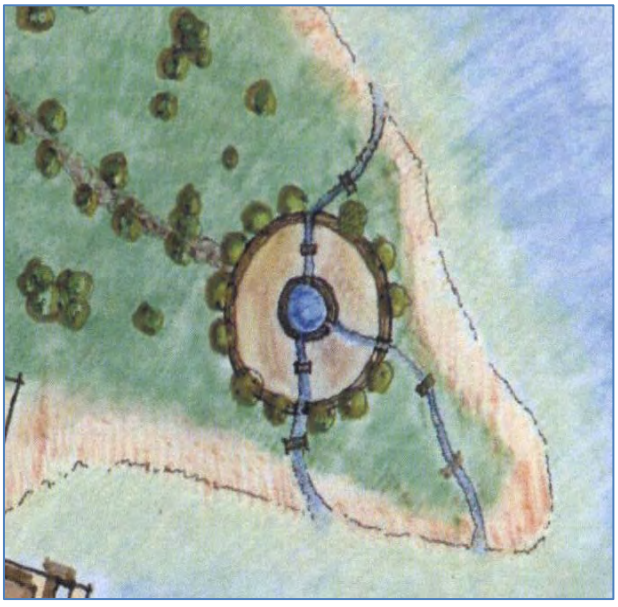
### 4.11.3 Alternative 3

Under Alternative 3, one building would be demolished, one building could be partially demolished and renovated, and the third building would remain. All three buildings would include mixed-use concept elements. Construction activities associated with the improvement of pathways and roadways near the project area would also occur under Alternative 3. Additionally, approximately, 11 to 13 acres of scattered greenspace would be associated with this alternative, similar to the Proposed Action. Although one building could increase in height with the addition of several floors and one building would be removed, the overall effects of the visual resources of the project area would not differ substantially from what originally was described in the existing conditions. The viewshed might be improved with the absence of one of the buildings. However, should larger retail or other less appealing buildings be placed in that

**Illustration 4-1. Proposed Monument Rendering and Photographs of Similar Monuments in the City of New Orleans**


**Examples of existing monuments in New Orleans, LA.**

**Rendering of monument location in the proposed Bywater Point Park, between the IHNC and the Mississippi River.**



area, methods to shield and better integrate the building into the surrounding neighborhood could occur as used in other parts of the City of New Orleans (Photograph 4-1).

**Photograph 4-1. Integration of large retail store within existing historic neighborhoods of the City of New Orleans.**

Changes in the character and appearance of the project area would result from the buildings becoming a mixed-use facility under Alternative 3. Despite the demolition of some buildings, impacts on aesthetic resources from Alternative 3 would be similar to the Proposed Action.

### 4.11.4 Alternative 4

Under Alternative 4, all three existing buildings would be demolished. The cleared space would primarily be used as residential and mixed-use with retail and office/commercial space. Approximately 10 to 12 acres of scattered greenspace would be associated with this alternative. Several open spaces or park-like areas are proposed with this alternative and would be located among the buildings and parallel to the Mississippi River, similar to the Proposed Action. Under this alternative, there would be moderate to heavy activities involving construction with the demolition of the three buildings and the subsequent construction of new buildings within these areas. These demolition and construction activities would cause temporary, minor impacts on aesthetics for Alternative 4.

The viewshed may increase with the absence of all three buildings and the construction of the two new buildings. Adverse impacts on aesthetics could occur, but could be minimized by building the new structures so that they intermingle with the already existing structures in the area, similar to Alternative 3.

### 4.11.5 Alternative 5 (No Action Alternative)

Under the No Action Alternative, the NSA East Bank site would not be transferred out of Federal ownership, and the Navy would retain the property in caretaker status for the overall maintenance of the property. Therefore, no changes to the buildings would occur, and no impacts on aesthetic resources would occur as a result of the No Action Alternative.

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# SECTION 5.0
# CUMULATIVE IMPACTS

# 5.0 CUMULATIVE IMPACTS

A cumulative impact is defined in 40 CFR 1508.7 as "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." By Memorandum dated June 24, 2005, from the Chairman of the CEQ to the Heads of Federal Agencies, entitled "Guidance on the Consideration of Past Actions in Cumulative Effects Analysis," CEQ made clear its interpretation that "generally, agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions" and that the "CEQ regulations do not require agencies to catalogue or exhaustively list and analyze all individual past actions."

## 5.1 PAST ACTIONS

The three main buildings and their associated water towers (Buildings 601, 602, 603, 618, 619, and 620) were built in the early 1900s (HHM 2004). In 1958 and 1959, five pedestrian bridges were built to accommodate foot traffic within the site (HHM 2004). In August 2005, during Hurricane Katrina, the station sustained wind and water damage to eight of the 51 buildings/structures (Table 5-1) within the NSA East Bank site (DoN 2007). The majority of the damage sustained was minor and resulted in roofing damage which subsequently caused interior water damage. As of 2007, all damage was temporarily repaired.

**Table 5-1. Hurricane Katrina Site Damage**

| Building Number | Damage Sustained |
|---|---|
| 601 | Water |
| 602 | Roofing/Interior |
| 603 | Roof/Flashing/Interior |
| 613 | Roof/Interior |
| 688 | Roof/Flashing |
| 692 | Flashing/Interior |
| 770 | Flashing/Roofing |
| 781 | Interior |

Source: DoN 2007

## 5.2 PRESENT AND PROPOSED ACTIONS

*BRAC NSA East Bank*

The 2005 BRAC action directed the closure of NSA East Bank, with the property considered excess to the Navy's needs and to be disposed of in accordance with the BRAC manual guidance (DoN 2007). The Proposed Action is partially based upon a conceptual plan submitted by the NOATF in September 2009. Also called the Recommended Reuse Plan by the NOATF, the site would have a specific end use classified as an Disaster Management Center (City of New Orleans 2009).

The Proposed Action would retain the three NRHP-eligible structures, and as of this time, the City of New Orleans has not determined which of the other 48 structures would remain at the facility site. A new building in the northeastern portion of the property would be built which would house approximately 40 to 50 units for the homeless. Additionally, surface road reintegration and upgrades would occur within the project site.

A list of the past, ongoing, and other proposed BRAC site projects within Louisiana is presented below:

*Other BRAC Sites near the Project Area (U.S. BRAC 2011)*

- New Orleans NSA (West Bank) – realignment of NSA New Orleans, Louisiana, to relocate and consolidate its units as follows: relocation of the Navy Reserve Personnel Command and the Enlisted Placement and Management Center from the East Bank facility and consolidation with the Navy Personnel Command at Naval Support Activity Mid-South, Millington, Tennessee; relocation of the Naval Reserve Recruiting Command from the East Bank facility and consolidation with the Navy Recruiting Command also at Naval Support Activity Mid-South; relocation of the Navy Reserve Command from the East Bank facility to Naval Support Activity Norfolk, Virginia, except for the installation management function, which would consolidate with Navy Region Southwest, Navy Region Northwest and Navy Region Midwest.

  The State of Louisiana commenced construction of the Federal City project for the NSA West Bank property on September 30, 2008; after construction was completed, the Headquarters of Marine Forces Reserve was relocated to Federal City.

Since 2005, following Hurricanes Katrina and Rita, a massive reconstruction and rebuilding effort has been underway throughout southeast Louisiana and along the Mississippi and Alabama Gulf Coast. Since that time, private property owners and insurance companies, financed by FEMA, demolished approximately 9,000 structures in the City of New Orleans. The

City of New Orleans estimates that 1,881 additional properties were demolished by late August of 2008 when FEMA discontinued funding for demolitions. The Insurance Information Institute (2007) has estimated that the total insured loss from Hurricane Katrina was $40.6 billion in six states, and in Louisiana, insured losses are estimated at $25.3 billion. Much of those insured losses will or have become a component of regional rebuilding efforts.

The Unified New Orleans Plan, which is a comprehensive post-Katrina planning effort, recommends specific prioritized projects for future implementation within the city. The plan primarily is focused on housing recovery, redevelopment of neighborhood parks and schools, a regional library, utility and transportation upgrades, and redevelopment of retail shopping complexes.

Although it is unknown how many structures will be rebuilt in Orleans Parish and throughout the Gulf Coast over the next 5 to 10 years, a large-scale rebuilding effort is underway and will continue for quite some time.

As this rebuilding and reconstruction effort is one of the largest ever faced in the Nation, not all efforts or plans that would affect the region's natural and human environment can be included in this document; however, some large-scale projects located near the NSA East Bank project area are discussed below.

*Other Projects within the Greater New Orleans Metropolitan Area*

- "Final Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock Replacement Project by the U.S. Army Corps of Engineers, New Orleans District." Record of Decision signed May 20, 2009.

  The current lock, built in 1921, is too small to accommodate modern day vessels. The planned replacement lock would provide a nearly three-fold increase in lock chamber capacity, easing transport through this high-traffic waterway. Based upon an analysis of impacts and costs of the alternative plans at the North of Claiborne IHNC Lock Site, the Float-in-place Plan was determined to be the new recommended plan. Although this plan is, for the most part, the same as the plan recommended in the 1997 EIS, additional evaluation on the location and design of the confined disposal facility, as well as the method for disposal of contaminated sediments, occurred in this document. Overall, the Float-in-place Plan has less construction-related impacts on the community than the Cast-in-place Plan. Although project modifications were made to minimize socioeconomic and noise impacts and alterations to traffic patterns during the lock and bridge construction, short-term adverse impacts are anticipated to occur on housing, business and industrial activity, community services, tax revenues, and vehicle transportation.

Additionally, long-term adverse impacts would occur on aesthetics and recreational resources from the IHNC Lock replacement project due to the modification of levees and floodwalls. Although the demographics of nearby neighborhoods have changed dramatically due to Hurricane Katrina, a community impact mitigation plan was implemented as part of the 1997 EIS Plan and would continue to provide $43 million in funding for numerous projects to avoid, minimize and compensate for adverse impacts on socioeconomic resources in the nearby neighborhoods.

- Damage from Hurricane Katrina to portions of the levees and floodwalls that comprise the hurricane protection system was immediately repaired by the USACE under the Task Force Guardian Program, whose mission was to restore pre-Katrina levels of risk reduction by June 1, 2006. All construction efforts for Task Force Guardian were completed by the end of November 2006. This effort included 1.3 miles of new floodwall and 6.8 miles of scour repair along the IHNC. An after-the-fact EA was completed entitled, "USACE Response to Hurricane Katrina & Rita in Louisiana" and a Finding of No Significant Impact was signed in July of 2006.
- The USACE is also implementing an extensive planning, design, and construction effort to raise levees, floodwalls, and floodgates, and construct new structures within all reaches of the Hurricane Storm Damage Risk Reduction System (HSDRRS) located in the Greater New Orleans Metropolitan Area to provide 100-year level of risk reduction. This includes modifications in various sub-basins or polders on the east and west banks of the Mississippi River, including in whole or portions of St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines parishes. Impacts from the HSDRRS component projects are being addressed in separate Individual Environmental Reports and collectively in a Comprehensive Environmental Document. Although the work is ongoing, the majority of this work is projected to be complete by June 2011.
- In July 2009, the USACE closed the MRGO at the Bayou La Loutre ridge, which stopped all maritime access (deep-draft and shallow-draft) in the MRGO to the Gulf of Mexico from the IHNC. The closure structure was constructed of rip rap and built to an elevation of +5 feet NAVD (after settling), connecting the historic Bayou La Loutre ridgeline. When completed, there would be no further access for maritime traffic between the Mississippi River, Breton Sound and Gulf of Mexico to the eastern leg of the GIWW except for the IHNC lock. USACE also investigating large-scale habitat restoration of areas impacted by the MRGO, which includes coastal marshes, bayous and upland ridges between the GIWW and Breton Sound.
- Jackson Barracks, the 100-acre headquarters for the Louisiana National Guard, is undergoing $200 million worth of restoration efforts. Community services, such as fire and police stations, a health center, and a Veterans Administration outreach program; are planned for the area. Below-ground utilities have been installed and armories and headquarters buildings have been constructed. Additionally, in 2009, FEMA funded the construction of 95 permanent alternative housing pilot programs structures (Louisiana Cottages). An EA was completed and a FONSI was signed in November of 2008, and a significant portion of the reconstruction has been completed as of late 2010.
- USACE, as well as other Federal agencies, participate in coastal restoration projects through the Coastal Wetlands Planning, Protection, and Restoration Act which are specific prioritized restoration projects implemented coast-wide by LDNR, Coastal Restoration Division in cooperation with Federal agencies. Within Lake Pontchartrain Basin, there are 14 projects proposed or constructed under the Coastal Wetlands Planning, Protection, and Restoration Act which are designed to restore, enhance or

build marsh habitat and prevent erosion of marsh habitat. Projects involve numerous protection and restoration methods, including rock armored shoreline protection breakwaters, dredge material marsh construction, marsh terracing and planting, fresh water and sediment diversion projects, and modification or management of existing structures.

- FEMA provided funding to various public agencies in the City of New Orleans for rebuilding efforts. These efforts included funding for street repairs on 6,000 city blocks within Orleans Parish, sidewalk repairs, repairs to damaged sewer and potable water infrastructure, and repairs or replacement of public buildings.
- LA 46 (St. Bernard Highway) overpass of the Norfolk-Southern Railroad near Mehle Street in St. Bernard Parish is proposed. This project would improve traffic flow in the LA 46 corridor via the construction of a 4-lane bridge that would make Almonaster Boulevard a continuous 4-lane roadway from Franklin Avenue to Interstate 510 and Old Gentilly Road in Eastern New Orleans. The Almonaster Bridge also serves as the crossing for the CSX Railroad between their intermodal yard just east of the IHNC and the NOPB system that serves the extensive port facilities and other Class I railroads in the region. The construction of a new bridge would make this crossing more reliable.
- The replacement of the I-10 Bridge across Lake Pontchartrain between New Orleans East and Slidell is currently under construction and is scheduled for completion in 2011.
- The New Orleans Regional Transit Authority has proposed the extension of the streetcar system from Canal Boulevard to Poland Avenue along the Desire Line, which would extend streetcar service along Rampart Boulevard between the French Quarter and Treme neighborhoods and continue along St. Claude Avenue between the Bywater and St. Roch/Florida neighborhoods to the IHNC. This extension would be 2.9 miles in length and would have 24 stops along the route.
- Bicycle lanes are proposed for many of the streets in the City of New Orleans, and bicycle lanes were added to St. Claude Avenue in 2008. These new bicycle lanes extend from the St. Bernard/Orleans Parish line west to Elysian Fields Boulevard.

## 5.3 CUMULATIVE IMPACTS OF THE PROPOSED ACTION

The overall reconstruction and rebuilding efforts within the region would cause cumulative impacts; however, these are difficult to quantify. Additionally, to not rebuild would potentially cause cumulative socioeconomic impacts, not just to the region, but to the Nation as a whole. However, it is anticipated that the disposal, transfer, and reuse of the NSA East Bank site would cause minimal adverse cumulative impacts on transportation and moderate adverse cumulative impacts on noise as a result of the implementation of the Proposed Action. Renovation and construction projects would have cumulative short-term impacts on water quality, air quality from combustible emissions, and noise from heavy equipment operation during construction activities; however, following the completion of construction projects, water quality and air quality, would return to pre-construction conditions. Should the IHNC Lock Replacement

Project construction activities occur concurrently with the proposed NSA East Bank construction activities, cumulative major temporary impacts on noise and traffic would occur adjacent to the project area. However, upon completion of these construction activities, noise and traffic should return to near pre-construction conditions.

Socioeconomics and transportation are integrally related in the reuse and redevelopment of the NSA East Bank site. Reuse and reintegration of the site into the surrounding Bywater neighborhood from the Proposed Action would provide a positive increase in socioeconomic indicators within an area that is undergoing a long-term revitalization effort since Hurricane Katrina. Coupled with this would be an increase in the service industry (e.g., retail, restaurants, dry cleaners, etc.) associated with greater employment. The Proposed Action follows the City of New Orleans Master Plan which allows an overall gradual improvement from these cumulative impacts, providing long-term sustainability in the region.

The project area is already subject to a higher noise regime due to the background noise levels from transportation activities such as the NOPB railroad, Mississippi River and IHNC-maritime vessels, and truck and passenger car use on the St. Claude roadway and bridge. The increase vessel traffic from the IHNC Lock replacement project and from the Proposed Action's intermittent helicopter use would potentially cause cumulative impacts from noise on sensitive noise receptors in and adjacent to the project region.

No cumulative impacts are anticipated for local and regional land use, biological resources, or solid and hazardous waste.

## 5.4 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS

Any construction of new buildings and renovation of existing buildings in support of the reuse alternatives for the disposal of the NSA East Bank BRAC action would require the commitment of various resources. Those resources would include the commitment of labor, capital, energy, biological resources, building materials, infrastructure, and land resources. Short-term commitments of labor, capital, and fossil fuels would result directly from construction, and indirectly from the services necessary with construction, as well as the renovation of the buildings at the NSA East Bank site. Long-term commitments of resources would result directly from the maintenance and occupancy of the buildings and facilities, and indirectly from the

provisions of water, sewage, electricity, gas, and solid waste services. Once any construction, renovation, or maintenance as a result of the Proposed Action has been accomplished, there would be an irreversible and irretrievable commitment of those resources.

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# SECTION 6.0
# PLANS, PERMITS, AND ENVIRONMENTAL DESIGN MEASURES

# 6.0 PLANS, PERMITS, AND ENVIRONMENTAL DESIGN MEASURES

The following is a list of plans, permits, and EDMs associated with the Proposed Action. The need for these requirements was developed through cooperation between the Navy and interested parties involved in the Proposed Action. These requirements are considered part of the Proposed Action and would be implemented through the Proposed Action initiation. The proponent is responsible for adherence to, and coordination with, the listed entities to complete the plans, permits, and EDMs.

## 6.1 PLANS

- SWPPP
- Stormwater management plans
- Noise mitigation plans (including construction traffic noise plans)
- SPCCP
- Louisiana Coastal Zone Consistency Determination

## 6.2 PERMITS

- General permit for stormwater discharge from construction activities (NPDES).
- A permit from the Orleans Levee District for any proposed project activities within 1,500 ft of a Federal flood control structure such as a levee or a floodwall. Copies of the permit application and proposed work must also be sent to the Operations Division, Operations Manager for Completed Works of the Corps of Engineers and to the Louisiana Department of Transportation and Development.

## 6.3 APPLICABLE REGULATIONS

### Clean Water Act (CWA)

The CWA, as amended, regulates discharges to the waters of the U.S. Compliance with applicable provisions of the CWA would be accomplished by coordination with the appropriate resource agencies, submittal of permit applications, if required, and response to agency review. Any point sources of pollution associated with the Proposed Action would comply with NPDES permit requirements. The CWA would also regulate stormwater discharges associated with industrial activity and those discharges originating from large and medium municipal separate storm sewer systems. Releases of stormwater runoff to area streams would adhere to state and local water quality requirements and permit conditions.

## 6.4 ENVIRONMENTAL DESIGN MEASURES

### 6.4.1 Soils

Construction would cause ground disturbance that could temporarily increase soil erosion and sedimentation. Developing a SWPPP, following the General Stormwater NPDES permit requirements for construction, and implementation of standard construction practices would reduce the potential for erosion and sedimentation resulting from construction activities.

Soil erosion can be greatly reduced with the use of EDMs such as placement of culverts at drainage crossings and silt retention structures. Temporarily disturbed areas or those that will become greenspace will be revegetated to minimize erosion and ensure long-term recovery.

### 6.4.2 Water Resources

Green building efforts, such as the adherence to Leadership in Energy and Environmental Design (LEED) standards, would be utilized in the reuse plan by the City of New Orleans which would allow for concepts such as the integration of stormwater management plans to be implemented and would include the development of a SWPPP for demolition and construction activities. The SWPPP would be required as part of the NPDES stormwater permit needed for on-site construction. In addition, the construction NPDES permit would be integrated into the overall stormwater management plan.

The use of green building as outlined in the LEED should be adhered to for all renovation and new construction. Additionally, water conservation measures are integral parts of the green building movement, so that, during renovations of existing buildings, the installation of low flow plumbing (i.e., low flow toilets, urinals, faucets) could be included.

### 6.4.3 Biological Resources

All landscape installations should include a component of landscape materials designed to enhance the wildlife value at the site. All connecting walkways and or streets should include breaks (i.e., bridges, culverts, or other raised areas) that allow for genetic drift and migration of small animals (i.e., lizards, frogs). Additionally, the Migratory Bird Treaty Act (MBTA) requires that Federal agencies coordinate with the USFWS if construction activity would result in the “take” of a migratory bird. All construction activities would comply with the MBTA.

BMPs would be implemented to protect the water quality in the surrounding waterways to reduce impacts on aquatic species, including rare, threatened, and endangered species that may use the area for foraging, feeding, or breeding habitat. BMPs, such as silt fences and vegetation buffers, would be used to reduce erosion and sedimentation during construction.

### 6.4.4 Cultural Resources

Negotiation of a final programmatic agreement or other legal instrument (e.g., protected covenant), pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, identifies standards, consultation requirements, mitigation measures, exempted activities, archaeological procedures, administrative requirements, and public participation requirements, and is underway. Signatories to this legal agreement are potentially the DoN, SHPO, City of New Orleans, the Bywater Neighborhood Association, and the Historic District Landmarks Commission. Upon its signing, the final programmatic agreement or other binding legal instrument will be found in an appendix in this document.

### 6.4.5 Solid and Hazardous Materials and Wastes

To minimize potential impacts from solid and hazardous materials and wastes during construction, all fuels, waste oils, and solvents will continue to be properly collected and stored in tanks or drums, as appropriate. All vehicles will have drip pans during storage to contain minor spills and drips. Although it would be unlikely for a major spill to occur, any spill of 5 gallons or more will be contained immediately with the application of an absorbent material (e.g., granular, pillow, sock). Any major spill of a hazardous or regulated substance will be reported immediately to the on-site environmental personnel, who would notify appropriate Federal and state agencies. A designated environmental advisor would be on-site during construction activities in case of such accidents. Furthermore, any spill of petroleum liquids (e.g., fuel) or material listed in 40 CFR 302 Table 302.4 of a reportable quantity must be cleaned up and reported to the appropriate Federal and state agencies. Reportable quantities of those substances listed on 40 CFR 302 Table 302.4 will be included as part of the SPCCP. A SPCCP will be in place prior to the start of construction, and all personnel will be briefed on the implementation and responsibilities of this plan.

To minimize any potential impacts from ACM on air quality and the health of children and nearby residents, the following requirements would be met should LDEQ-regulated asbestos material be disturbed:

- 10-day notification is required through the use of a Demolition and Renovation Notification Form (AAC-2) and an Asbestos Disposal Verification Form which can be found on the main LDEQ Asbestos webpage at: http://www.deq.louisiana.gov/portal/tabid/2883/Default.aspx.
- Use of a Louisiana licensed contractor.
- Use of accredited personnel, including workers, project contractor/ supervisors, and project designer.
- The use of wetting, leak-tight containers, solid waste transporters (required whether it is regulated or not), and proper disposal of the material (required whether it is regulated or not).
- The asbestos regulations in LAC 33:III.5151 and 27 can be found on the main LDEQ Asbestos webpage at: http://www.deq.louisiana.gov/portal/Default.aspx?tabid=1674.

All used oil and solvents would continue to be recycled if possible. All non-recyclable hazardous and regulated wastes will continue to be collected, characterized, labeled, stored, transported, and disposed of in accordance with all Federal, state, and local regulations, including proper waste manifesting procedures.

### 6.4.6 Air Quality

During the construction of the Proposed Action, proper and routine maintenance of all vehicles and other construction equipment should be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods should be implemented to minimize fugitive dust emissions. To minimize any potential impacts on air quality from ACM and LBP-dust, LDEQ regulations and guidelines would be utilized.

### 6.4.7 Noise

To minimize potential impacts on residential neighborhood from construction noise emissions, construction activities should:

- Be limited to daylight hours during the workweek, between 7:00 AM to 6:00 PM on Monday through Friday;
- Require the development of a transportation plan to limit construction traffic near the sensitive noise receptors; and
- Require a construction entrance and staging area at the northern end of the site.

Noise impacts on the sensitive receptors (residential housing) would be minor if this timing restriction and other actions outlined above are implemented.

The initially renovated buildings may be subjected to intermittent and unacceptable sound annoyances throughout the day due to the potential for a phased construction schedule. The project planners and engineers should include a noise mitigation plan as part of the construction plan. Therefore, the renovation of the three main buildings would include installation of noise insulation materials. A number of guidelines and acoustically designed materials are available to the developer to achieve noise reductions during the renovation of the historic buildings. The noise insulation options available, although subject to the requirements of the programmatic agreement, include:

- Replacing existing windows with specially fabricated sound-reducing windows and window frames;
- Adding good quality door seals and gaskets and replacing loose fitting doors with tight-fitting solid core doors with quiet closers; and
- Adding other materials and architectural designs to reduce sound.

Additionally, a wide range of noise insulation and abatement materials and guidelines are available for the new construction buildings. Other noise mitigation efforts could include limiting construction traffic on the western end of the site where the largest numbers of residences are located. Noise emission mitigation techniques include proper training in the use of construction equipment and routine maintenance of construction equipment.

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# SECTION 7.0
# LIST OF PREPARERS

## 7.0 LIST OF PREPARERS

The following people were primarily responsible for preparing this EA.

| Name | Agency or Organization | Area of Responsibility | Years of Experience |
|---|---|---|---|
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| Annie Howard | GSRC | Biological resources | 2 years natural resources |
| Steve Kolian | GSRC | Air quality and water resources | 12 years natural resources |
| Missy Singleton | GSRC | Aesthetics, socioeconomics, and environmental justice | 10 years natural resources |
| John Lindemuth | GSRC | Historic and cultural resources | 16 years of cultural resources |
| Rob Meyers | GSRC | Land use, soils, and transportation | 7 years natural resources |
| Chris Cothron | GSRC | GIS and graphics | 6 years GIS/graphics |
| Suna Knaus | GSRC | Technical review | 18 years natural resources |
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# SECTION 8.0
# LIST OF CONTACTS

## 8.0 LIST OF CONTACTS

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# SECTION 9.0
# REFERENCES AND APPLICABLE DOCUMENTS

## 9.0 REFERENCES AND APPLICABLE DOCUMENTS


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# SECTION 10.0
# ACRONYMS/ABBREVIATIONS

## 10.0 ACRONYMS/ABBREVIATIONS

ACM – asbestos-containing material
AST – above-ground storage tank
BEA – Bureau of Economic Analysis
Bgs – below ground surface
BMP – Best management practices
BP – Before present
BRAC Commission – Defense Base Closure and Realignment Commission
CEQ – Council on Environmental Quality
CERCLIS – Comprehensive Environmental Response, Compensation, and Liability Information System
CFC – chlorofluorocarbons
CFR – Code of Federal Regulations
$CH_4$ – methane
CNO – Chief of Naval Operations
CO – carbon monoxide
$CO_2$ – carbon dioxide
$CO_2e$ – carbon dioxide equivalency
CWA – Clean Water Act
dB – decibel
dBA – A-weighted decibel scale
DO – dissolved oxygen
DoD – Department of Defense
DoN – Department of the Navy
DNL – Day-night average sound level
EA – Environmental Assessment
ECP – Environmental Condition of Property
EDM – Environmental Design Measures
EFH – Essential Fish Habitat
EO – Executive Order
EOC – Emergency Operating Center
ESA – Endangered Species Act
EQA – Environmental Quality Assessment
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
FR – Federal Register
ft – foot
GHG – greenhouse gases
GIWW – Gulf Intracoastal Waterway
GNOCDC – Greater New Orleans Community Data Center
GSRC – Gulf South Research Corporation
HABS/HAER – Historic American Building Survey/Historic American Engineering Record
HFC – hydrochlorofluorocarbons
HHM – Hardy, Heck, Moore, and Associates
HUD – U.S. Department of Housing and Urban Development
ICRMP – Integrated Cultural Resources Management Plan
IHNC – Inner Harbor Navigation Canal
I-10 – Interstate 10
LBP – lead-based paint

LDEQ – Louisiana Department of Environmental Quality
LDNR – Louisiana Department of Natural Resources
LEED – Leadership in Energy & Environmental Design
LOS – level of service
LRA –Local Redevelopment Authority
$mg/m^3$ – milligrams per cubic meter of air
MBTA – Migratory Bird Treaty Act
MEC – Munitions and explosives of concern
MRGO – Mississippi River Gulf Outlet
MSTS – Military Sea Transport Service
NAAQS – National Ambient Air Quality Standards
Navy – Department of the Navy
NEPA – National Environmental Policy Act of 1969
NEX – Navy Exchange
NHPA – National Historic Preservation Act of 1966
$NO_x$ – nitrous oxides
$N_2O$ – nitrous oxide
$NO_2$ – nitrogen dioxide
NOAA – National Oceanic Atmospheric Administration
NOATF – New Orleans Advisory Task Force
NOPB – New Orleans Public Belt Railroad
NOI – Notice of intent
NPDES - National Pollutant Discharge Elimination System
NRHP – National Register of Historic Places
NSA – Naval Support Activity
$O_3$ – Ozone
OPNAVINST – Chief of Naval Operations Naval Instruction
PA – Programmatic Agreement
Pb – Lead
PCE – Patrol Crafts Experimental
PCPI – per capita personal income
PL – Public Law
PM-2.5 – particulate<2.5 micrometers
PM-10 – particulate<10 micrometers
PMO – BRAC Program Management Office
POL – petroleum, oil, and lubricant
ppm – parts per million
ppb– parts per billion
sq ft – square feet
$SO_2$ – sulfur dioxide
SHPO – State Historic Preservation Officer
SIP – State Implementation Plan
SPCCP – Spill Prevention, Control and Countermeasures Plan
SWPPP – Stormwater Pollution Prevention Plan
T – Threatened
TDS – total dissolved solids
TPI – total personal income
UNITY GNO – UNITY of Greater New Orleans
U.S. – United States
USACE – U.S. Army Corps of Engineers
USARC– U.S. Army Reserve Center

USC – United States Code
USDA – U.S. Department of Agriculture
USEPA – U.S. Environmental Protection Agency
USFWS – U.S. Fish and Wildlife Service
VOCs – volatile organic compounds
WPA– Work Projects Administration
$\mu g/m^3$ – micrograms per cubic meter of air
$^{o}$ F – degrees Fahrenheit

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# APPENDIX A
# CORRESPONDENCE

| | |
|---|---|
| From: | Beth Altazan-Dixon |
| To: | Denise Rousseau Ford; dale.johannesmeyer.ctr@navy.mil |
| Subject: | DEQ SOV 110330/0885 Dept. of the Navy-Property Disposal, Transfer and Reuse |
| Date: | Wednesday, April 27, 2011 1:43:04 PM |
| Attachments: | image001.png |

April 27, 2011

Thuane B. Fielding, Base Closure Manager
Department of the Navy
4130 Faber Place Drive, Suite 202
North Charleston, SC 29405
dford@gsrcorp.com
dale.johannesmeyer.ctr@navy.mil

| | |
|---|---|
| 110330/0885 | Dept. of the Navy-Property Disposal, Transfer and Reuse<br>Navy/BRAC Funding<br>Orleans Parish |

Dear Mr. Fielding:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-3181 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit application or Notice of Intent must be submitted no later than June 1, 2011. Additional information may be obtained on the LDEQ website at http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx or by contacting the LDEQ Water Permits Division at (225) 219- 3181.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is

required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Orleans Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3958 or by email at beth.dixon@la.gov.

Sincerely,

Beth Altazan-Dixon
Performance Management
LDEQ/Business and Community Outreach Division
Office of the Secretary
P.O. Box 4301 (602 N. 5th Street)
Baton Rouge, LA 70821-4301
Phone: 225-219-3958
Fx: 225-325-8148
Email: ***beth.dixon@la.gov***

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

REPLY TO
ATTENTION OF

APR 20 2011

Operations Division
Operations Manager,
Completed Works

Mr. Thuane Fielding
Department of the Navy
4130 Faber Place Drive
Suite 202
North Charleston, South Carolina 29405

Dear Mr. Fielding:

This is in response to the Solicitation of Views request dated March 23, 2011, concerning the dispose, transfer and reuse of the surplus property at the naval support activity, at New Orleans, Louisiana, in Orleans Parish.

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

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

Based on review of recent maps, aerial photography, and soils data, we have determined that this property is not in a wetland subject to Corps' jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will not be required for the deposition or redistribution of dredged or fill material on this site.

You are advised that you must obtain a permit from the Orleans Levee District for any work within 1500 feet of a federal flood control structure such as a levee/floodwall. Performance of all subsurface work within this area is usually restricted when the stage of the Mississippi River is above elevation +11.0 feet on the Carrollton gage, at New Orleans, Louisiana. As a consequence, subsurface work should be scheduled for performance during the low-water period (typically June through November) to avoid delays in performance of the proposed work. You must apply by letter to the Orleans Levee District including full-size construction plans, cross sections, and details of the proposed work. Concurrently with your application to the Orleans Levee District, you must also forward a copy of your letter and plans to Operations Division, Operations Manager for Completed Works of the Corps of Engineers and to the Louisiana Department of Transportation and Development (LA DOTD) in New Orleans for their review and comments concerning the proposed work. The Orleans Levee District will not issue a permit

for the work to proceed until they have obtained letters of no objection from both of these reviewing agencies. For further information regarding permit requests affecting federal flood control levees and structures, please contact Ms. Amy Powell, Operations Manager for Completed Works at (504) 862-2241.

Please be advised that this property is in the Louisiana Coastal Zone. For additional information regarding coastal use permit requirements, contact Ms. Christine Charrier, Coastal Management Division, Louisiana Department of Natural Resources at (225) 342-7953.

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

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

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

Future correspondence concerning this matter should reference our account number MVN-2011-00814-SB. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Karen L. Oberlies

Karen L. Oberlies
Solicitation of Views Manager

Please see page 3 for copies furnished.

Copy Furnished:

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

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

| | |
|---|---|
| ***Date*** | April 15, 2011 |
| ***Name*** | Denise Rousseau Ford |
| ***Company*** | GSRC |
| ***Street Address*** | 8081 GSRI Ave. |
| ***City, State, Zip*** | Baton Rouge, LA 70820 |
| ***Project*** | Proposed Disposal, Transfer & Reuse of the Surplus Property at the Naval Support Activity, New Orleans East Bank, New Orleans, LA |
| ***Project ID*** | 1762011 |
| ***Invoice Number*** | 11041503 |

Personnel of the Habitat Section of the Coastal & Non-Game Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

for Carla Mucha

Amity Bass, Coordinator
Natural Heritage Program

cc: Dale Johannesmeyer

BOBBY JINDAL
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

# State of Louisiana

## DEPARTMENT OF NATURAL RESOURCES

## OFFICE OF COASTAL MANAGEMENT

April 11, 2011

Thuane B. Fielding
Base Closure Manager
Dept. of the Navy
Program Management Office Southeast
4130 Faber Place Drive, Suite 202
North Charleston, SC 29405

RE: **C20110138, Solicitation of Views**
**Department of the Navy**
Direct Federal Action
Proposed disposal, transfer and reuse of the surplus property at the Naval Support Activity, New Orleans East Bank, New Orleans, **Orleans Parish, Louisiana**

Dear Mr. Fielding:

The above referenced project has been reviewed for consistency issues with the Louisiana Coastal Resources Program (LCRP) in accordance with Section 307 (c) of the Coastal Zone Management Act of 1972, as amended, and we have the following preliminary comments.

There appear to be some wetlands that could be directly affected by the proposed project activities along the Mississippi River and the Inner Harbor Navigation Canal. Also, land use changes induced by the project could also have some effect on the Louisiana Coastal Zone and wetlands. Thus, it would appear that you should prepare a Consistency Determination for the project in accordance with the LCRP. Alternatively, if you believe there will be no significant impacts on the Louisiana Coastal Zone, you may wish to submit a Negative Declaration for the proposed project. If you have any questions concerning these comments please contact Brian Marcks of the Consistency Section at (225) 342-7939 or 1-800-267-4019.

Sincerely,

Gregory J. DuCote
Administrator
Interagency Affairs/Field Services Division

GJD/JH/bgm

CC: Denise Rousseau Ford, GSRC
Charles Allen, Orleans Parish

From: Mick.Tamara@epamail.epa.gov
To: Denise Rousseau Ford
Subject: Fw: Surplus Property at Naval Support Activity
Date: Monday, April 04, 2011 10:59:44 AM

---

----- Forwarded by Tamara Mick/R6/USEPA/US on 04/04/2011 10:59 AM -----

From: Tamara Mick/R6/USEPA/US
To: dford@gsrcrp.com, David Dale <David.Dale@noaa.gov>, johannesmeyer.ctr@navy.mil
Date: 04/04/2011 10:57 AM
Subject: Surplus Property at Naval Support Activity

---

Dear Ms. Ford and Mr. Johannesmeyer:

Thank you for the letter dated March 23, 2011, requesting review and comments regarding the Proposed Disposal, Transfer, and Reuse of the Surplus Property at the Naval Support Activity, New Orleans East Bank, New Orleans, LA. Comments are provided relevant to the Clean Water Act, Section 404(b)(1) Guidelines:

At this time, EPA has no comments to provide for the proposed project, however, appreciate the opportunity to review and comment on the draft EPA.

Tamara Mick
US EPA Region 6
Wetlands Section
Dallas TX 75202
214-665-7134

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405



Ser BPMOSE dcj/0108
23 Mar 11

Mr. Jim Boggs
Field Supervisor
U.S. Fish and Wildlife Service
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506-4290

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LOUISIANA

Dear Mr. Boggs:

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

The NSA East Bank facility is located within the City of New Orleans in Orleans Parish, Louisiana (Figure 1). The site consists of 25.33 acres of land located near river mile 92.8 on the east bank of the Mississippi River (Figure 2). The facility is bordered by residential housing of the Bywater neighborhood on the north and the west, the Inner Harbor Navigation Canal (IHNC) on the east and the Mississippi River to the south. According to the Navy, there are 51 structures on the site; however, the site is largely dominated by three six-story buildings. The United States (U.S.) government, through the U.S. Department of Transportation, Maritime Administration, also owns and operates the Poland Street Wharf, which is adjacent to the NSA East Bank facility. The Poland Street Wharf has a 2,193-foot face and is used primarily by the Military Sealift Command/Ready Reserve Fleet, but is also partially leased to a private steamship corporation.

The Proposed Action would be based on the Final Reuse/Redevelopment Plan developed by the City of New Orleans, New Orleans Advisory Task Force (NOATF). The NOATF is designated as the Local Redevelopment Authority (LRA) for this BRAC action by the Department of Defense. The Proposed Action, called the Recommended Reuse Plan by the NOATF, would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. In addition, the site is proposed to house Federal, state, and local agencies during a disaster, as well as storage and distribution facilities for vital supplies. The Proposed Action would maintain the three six-story buildings (Building 601, 602, and 603). Details of the Proposed Action mixed-use concepts are outlined below.

- Building 601 would be utilized as a disaster management emergency operating center (EOC), restricted non-cruise parking, temporary hurricane shelter with storage of necessary supplies in the event of a disaster, and above market-rate residential space.
- Building 602 would be used as parking and storage, EOC support and food support (e.g., cafeteria), storage and cruise terminal parking for the adjacent proposed cruise terminal at Poland Street, and as a shelter area during a hurricane or other disaster.
- Building 603 is proposed as research and training technology service offices, neighborhood-level retail, restricted non-cruise parking, disaster management support services, and temporary hurricane shelter for special needs individuals.
- Construction of new supportive housing building would incorporate 40 to 50 housing units for the homeless, administrative support space, and would be located in the northernmost portion of the property.
- Upgrades to existing pathways and roadways to accommodate traffic, bus circulation, and the integration and re-establishment of traffic flow including: construction of a new road along the southern and eastern boundary of the site; re-establishment of Poland Avenue to Chartres Street and re-integration of the access entryway at Poland Avenue, construction of pedestrian pathways to and from the site east of Building 601 along the IHNC levee, and construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the railroad line, and into the Bywater neighborhood.
- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

A review of your office's website indicates a total of four species protected under the Endangered Species Act (ESA) which occur or have occurred within Orleans Parish: the endangered pallid sturgeon (*Scaphirhynchus albus*), endangered West Indian manatee (*Trichechus manatus*), the threatened Gulf sturgeon (*Acipenser oxyrinchus desotoi*) and

threatened black bear (*Ursus americanus*). Because the Proposed Action would occur within a previously developed or maintained area, which is lacking any natural or suitable habitat, the Navy has determined that the disposal and reuse of the surplus property would have no effect on any threatened or endangered species. If you concur with our determination, it is our understanding that this satisfies our responsibilities under Section 7 of the ESA at this time. If you do not concur, we look forward to consulting further with you on the Proposed Action.

We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
Email: dale.johannesmeyer.ctr@navy.mil

When complete, a copy of the draft EA will be sent to your office for review and comment. Thank you again for your cooperation in this important matter.

Sincerely,

Thuane B. Fielding

THUANE B. FIELDING
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
(X) Will have no effect on those resources
( ) Is not likely to adversely affect those resources.
This finding fulfills the requirements under Section 7(a)(2) of the Act.

Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

April 7, 2011
Date

JAY DARDENNE
LIEUTENANT GOVERNOR

# State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

April 5, 2011

Thuane B. Fielding
Base Closure Manager
Department of the Navy
Base Realignment and Closure
Program Management Office Southeast
4130 Faber Place Drive, Suite 202
North Charleston, SC 29405

Re: Environmental Assessment for the Disposal,
Transfer, and Reuse of the Naval Support
Activity, New Orleans East Bank (NSANOE)
New Orleans, Orleans Parish, LA

Dear Mr. Fielding:

Receipt is acknowledged for your letter of March 9, 2011, concerning the above-referenced undertaking. Your letter identifies thirteen structures located within the NSANOE historic district that are 50 years of age and older. Six are assessed by the Navy as being contributing elements of the historic district. In addition to the NSANOE historic properties, the base is located within the boundaries of Bywater Historic District, a district that is listed in the National Register of Historic Places. The proposed base realignment would not only have a direct effect on historic properties within the base historic district but direct and indirect effects on the Bywater Historic District as well.

As such, in addition to the Environmental Assessment document, we would need the following information in order to initiate our role in the Section 106 process:

- A copy of the *Final Reuse/Redevelopment Plan for the Naval Support Activity New Orleans East Bank.*
- A copy of the 2004 *Final Integrated Cultural Resources Management Plan, Naval Support Activity, New Orleans, Louisiana.*
- Current color photos of the thirteen resources 50 years of age and older listed in "Table 1" of your letter of March 9, 2011.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at mvarnado@crt.la.gov.

Thank you.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Officer

PB:MV:s

# PUBLIC Meeting
# WRITTEN COMMENT FORM AND INSTRUCTIONS

## Environmental Assessment for the Disposal and Reuse of the Naval Support Activity East Bank New Orleans, LA

Anyone wishing to provide comments, suggestions, or relevant information on the project may do so by leaving written comments at the registration table or by using only one of the following methods:

a) Written or oral comments at the meeting tonight.
b) Electronically through email to dford@gsrcorp.com by March 23, 2011 COB.

**Comment:** *(**Please print**;)*

~~Yes~~ When you say the facility will be net energy zero 0 and sustainable, will there be "green" jobs available? And parmanent?

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**Comment:** *(**Please print**;)*

The electronic maps (computerized) that I suggested earlier this evening for New Orleans could be expanded to WORLD disaster maps.

JS

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**Comment:** *(Please print;)*

I think the plan (ALTERNATIVE 1) is brilliant! I hope you are able to have housing for FIRST RESPONDERS, ETC.

Also, GROCERY STORE, DRY CLEANING DROP-OFF & PICK-UP, Banking kiosk (CAPITAL ONE HAS NO PRESENCE IN THE AREA!)

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**Comment:** *(**Please print**;)*

Why is all the planning for use only directed to Govern't involvement? Is this the only alternative to get funding for redevelopment? Why not a wonderful park which is sorely needed? Why not a retail center which is sorely needed?

Why is the govern't letting go of this only to become the sole funding agent for redevelopment?

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**Comment:** *(**Please print**;)*

- 27 acres of water front property will only bring in $250,000 annually in property tax -!- REALLY?

- I have been to almost all the presentations over the past 5-6 years. In my opinion they were "presentations" I never realized that our input was asked for. I never saw any where we could "vote" for what we wanted.

- If Alternative 1 & 2 are very similar then I like/prefer 2. Why do we need 1.5 million square feet for EOC support. How often to catastrophic events happen? This is 27 acres of prime land. Option 2 looks

**Name and Mailing Address:** *(Please print)*

closer to what other Defense Base Closures look like around the country. We deserve what they have.

Thanks for allowing our input.

750 - 1120 paying jobs — what is more than a livable age?

50 units for permanent housing for homeless — We have zero services here — no grocery store, no hospital etc — Wouldn't these people be better housed closer to those facilities?

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**Comment:** *(**Please print**;)*

PLEASE RETAIN & RE-USE THE BUILDINGS.

WOULD LIKE TO SEE AN OBSERVATION DECK ON ONE OF THE ROOFS.

LOVE THE STREET & PARK PLAN

# PUBLIC Meeting
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**Comment:** *(**Please print**;)*

WE HAVE LIVED IN THE 800 BLOCK OF LESSEPS FOR 38 YEARS AND OWN SEVERAL RENTAL PROPERTIES IN THE AREA. MY SON AND HIS FAMILY CURRENTLY LIVE IN THE 800 BLOCK OF POLAND AND IS BUILDING A NEW HOME AT 4317 DAUPHINE (AROUND THE CORNER) I WOULD LIKE TO SAY THAT WE ARE VERY MUCH IN FAVOR OF THE PROPOSED ALTERNATIVE 1 WITH THE DISASTER MANAGEMENT CENTER FOCUS. THIS WOULD BRING JOBS INTO THE NEIGHBORHOOD AS WELL AS SOME RESIDENTIAL UNITS AND RETAIL SPACE. WE THINK THAT IS A GREAT ALTERNATIVE AND FULLY SUPPORT IT. I HOPE THAT YOU CAN FIND THE MONEY FOR IT.

# PUBLIC Meeting
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**Comment:** *(Please print;)*

1- What is A APPROX Time Line for this PROJECT?

2- A Question WAS ASKED at this Meeting about a out Right Sale of this Property, Didn't We as New ORLEANS TRADE West Bank PROPERTY for the "Federal City" so the City Could TRADE ~~the West Bank~~ Property for the Naval Support Activity EAST BANK - Property?

3- CAN We Re-Route New Orleans Public Belt to ORIGINAL Route to - Behind Building? As it is NOW - If you HAVE A EMERGENCY - While the TRAIN is there - You CAN NOT get there - There is NO ACCESS IN - OR - OUT

**Name and Mailing Address:** *(Please print)*

PUBLIC MEETING for the
ENVIRONMENTAL ASSESSMENT for the
NAVAL SUPPORT ACTIVITY
EAST BANK
NEW ORLEANS, LOUISIANA
Wednesday, March 16, 2011

* * * * * *

The transcript of the Public Meeting for the Environmental Assessment for the Naval Support Activity East Bank, New Orleans, Louisiana, by Dorothy N. Gros, a Certified Court Reporter. The meeting was held at 3500 St. Claude Avenue, New Orleans, Louisiana, on Wednesday, March 16, 2011, beginning at 6:30 p.m.



MS. BELINDA LITTLE-WOOD:

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Good evening, everyone. My name is Belinda Little-Wood and I'm the executive director of the NSA New Orleans Advisory Task Force. That's a really long name to say that I'm in charge of the Redevelopment Project on the Poland Avenue Naval Base. And I work with the City. As many of you know we finished the Reuse Plan. We submitted it to HUD and the Department of Defense and we received final approval on the plan in January. As a result of that the next phase of the project includes the environmental assessment. And so we have the Navy BRAC project management office NEPA coordinator, the National -- what's it called? National Environmental Protection Act?

MR. DALE JOHANNESMEYER:

Policy Act.

MS. BELINDA LITTLE-WOOD:

Policy, excuse me, alright. But Dale Johannesmeyer is here tonight to give us an overview of the whole environmental assessment process and explain some of the steps that are going to be done. We also have Denise Ford who is with the firm that the Navy has hired



to actually do the work. So I'm not going to talk any more. This is the Navy's show. I'm going to turn it over to Dale.

MR. DALE JOHANNESMEYER:

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Thank you, Belinda. Again, welcome to the public meeting for the environmental assessment for the Naval Support Activity East Bank. A couple of logistical items we need to take care of: First though the purpose of tonight's meeting is basically to let you know what the Navy is proposing what's going to happen with the property and why these actions are being taken. Furthermore if you look at the end of this slide what we really want is your input because when we do this analysis we want you to tell us what you want us to consider with respect to this analysis. It will help us. The agenda obviously is -- I'm going to give a presentation initially on why we're here, why we're doing that, what is NEPA? National Environmental Policy Act. Why are we doing an environmental assessment. What environmental assessment and NEPA is all about. And then Denise Rousseau Ford is going to get into the specifics of this particular

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project and what we're looking at with this project. That being said, obviously we will take questions, obviously, on the process that we're talking about, but what we're really looking for is -- and I think most of you have seen this form in the back. We're looking for you to fill this in with a good question or

comment that then we will take as part of the analysis and we will consider addressing it along with everything else that we need to address in this process. It's very specific on filling it in. So I don't think you will have a problem in doing that. And then we'll collect these at the end. We will also allow, if you want to, for you to take the mic. And keeping it relatively short because we have a lot of people. I don't know how many questions we have. I know, I think we have a meeting after this also. But, you can go ahead and ask your question and make your comment using the mic also. We would prefer that you also write it down. You don't have to use the mic. We have a recorder here that will record your question if for some reason you don't write it down. But we do ask you to



keep it short at that time at the end of the presentation for questions. We will take that and you will have an opportunity then to ask questions or state your comments if you want to do that. Any comments at this point?

So, NEPA. What is the National Environmental Policy Act? It was established in 1969 and it established National Environmental Policy and Goals for the protection, maintenance and enhancement of the

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environment. It provides a process for implementing these goals within federal agencies. It also established what's called the Council of Environmental Quality, which puts out policy and guidelines with respect to NEPA. And it requires federal agencies to consider environmental impacts in their decision making process. So we look at the potential impacts and the proposed action and any alternative to that proposed action and we look at the environmental impacts of that proposed action. Why was this passed? Well innocently enough the Federal Government up until 1969 took a lot of major actions. And in those major actions sometimes without

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knowing it, there were environmental consequences. But the decision was already made and the environmental consequences were discovered by the action being implemented. All this said was, you know, before you make the final decision, before you take this action please consider any environmental consequences. We have to consider those so that in analyzing those environmental consequences and the impacts it can actually lead you to a better more refined decision and as part of the decision you'll have to mitigate actions within the decision that can

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mitigate some of the environmental consequences that the result -- the impact or the result of the action. And there's three different levels. Next slide. There's three different levels to NEPA documentation. The first is a categorical exclusion. Basically those are actions whereby definition there's not going to be any environmental impact. And so that's categorically excluded from going through NEPA documentation. There's a lot of them, but I'll give you one example. If we have a piece of federal property, say Navy

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property, and the Navy's not going to use it any more and they just transfer it to the Department of Energy to use all the commitments that the Navy, the federal government have made on that property will still be upheld by the agency that takes it over so there's not going to be environmental impact in the transfer. So that's categorically excluded from that. It's not in play with this one any way.

The second level is the environmental assessment. The environmental assessment basically determines whether or not a federal overtaking would significantly affect the environment. Traditionally when an environmental assessment is being done we

don't know if there is going to be a significant impact. We don't know if we need to go all the way to environmental assessment for an environmental impact statement. So we're going to do an environmental assessment to see if they're making a significant impact. If we know they're no significant impact it ends up with a signing of a FONSI, a finding of no significant impact. If during the

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environmental assessment it's determined that there may be significant impacts then we would move right into an environmental impact statement, which is a much more detailed comprehensive look at the impacts. The mitigated measures for the significant impacts and the end result then would be a record of decision by the Federal Agency head. It would be 'Okay. I've considered all the environmental impacts. We do have significant impacts here. There are mitigated measures, but this is the way we're going and here's my record of decision.' So, that's what an environmental impact statement is. In this case right now we're not anticipating significant impacts. So that's why we're calling this an environmental assessment. Until we find out different, we'll go right into an environmental impact statement. Those

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are the two levels of NEPA documentation.

The ABCs of NEPA. We develop a purpose and need statement. Why are we doing this? Why do we need it? We consider various course of actions, not just what we think we're going to do but other reasonable alternatives to

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what we think we're going to do. We evaluate the impacts of not only the proposed action and preferred alternative, but all alternatives. We confer with others. Other Federal Agencies may be involved like Fish and Wildlife or something like that. A State Agency might be involved or concerned with such as the State Preservation Act. And the public. We are very much encouraged to involve the public. What goes on in this case could very well impact you and you may have thoughts that others haven't considered that need to be considered in our analysis and so we want to involve the public.

And then we document the decision making process either through environmental assessment ending in a finding or an environmental impact statement that would end up with a rough. Thus assessed before choosing document.

So to start the NEPA process we need to define certain things. Like I said: The need,

why do we need to do this, why are we doing this? What objectives do we want to meet while doing this assessment. What the

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proposed action is, what are we going to do? What is the major federal action and results of that action that are going to happen as a result of the Federal action. And what are the alternatives to the proposed action. We need to figure those out. What are we going to assess the environmental impacts of? And then we identify the scope of the analysis, which we basically call a scope. How much do we need to look? What specific types of environmental impacts do we need to look at? And that leads us to coordination. And as we speak right now that is Federal Agencies and State Agencies are undertaking this NEPA process for the East Bank. And we're asking these agencies and interested parties: What do you want us to look at? What do you know about this site? What do you know about the area? What is it that's important that we should be looking at in this analysis? We develop a public involvement strategy which obviously involves this meeting here and how we're going to make full disclosure to the public on what we're doing. And when we integrate the requirements there are laws,

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there's the Clean Water Act, the Clean Air Act, the Endangered Species Act, Army and Protection Policy Act, Resource Conservation and Recovery, RCRA, National Historic Preservation Act. Are just a few of what -- of the acts that we will want to incorporate, integrate into our analysis as we're looking at the East Bank.

In the NEPA analysis basically we require some specific details in this case what construction and/or demolition might go on in the East Bank. You need to know that you look at the environmental impact. What infrastructure might you lose, utilities, residents, any changes there, any impacts? The timing. When do some of these things happen and how close together do they happen. The operations on the site and the workforce, there will be a change in the type of workforce. Right now the Navy and Marine Corps are there and they have certain operations that go on. That will change. What will -- what type of people will be working there? How many will be working there? Will it change? Any other connective

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actions or alternatives that are going on in the area that together with this particular action might change whether an impact is significant or not. The impact -- the basic extent from the specifics of the action it's a cause and effect. You do construction, there's an impact. You put in roads, there's an impact. We look at a full range of potential impact. Most people think along the lines of biological. Vegetation, wildlife, threatening endangered species, but there's also physical. Soil, water, air. It's historic culture resources that in this case there could very well be an impact. And also an economic impact on the neighborhood and the area, that needs to be considered. So in this case major Federal action -- the reason we're doing NEPA is the Federal Government is going to dispose of that site. Because they're disposing of that site there is going to be a reuse of that site. So because of the major Federal Acts on disposing the site and the change and reuse we're going to need the documentation and environmental assessment.

And, as Belinda said, the City has



done a great job of developing the reuse plan. What we will do in this analysis is we will give deference to that reuse plan basically as

we propose that and the preferred alternative. And, as you've seen on the posters back there, there are several other alternatives that we will analyze along with the reuse plan that the City has developed. To do this we have procured the services, the Navy has procured the services of an excellent firm out of Baton Rouge called Gulf South Researcher Corporation. I've worked with them a lot in the past especially with our project manager Denise Rousseau Ford and we're very happy to have them on board. They're familiar with the area, they've done a lot of work back here and so we expect that they'll do a great job analyzing this.

Schedule. We hope to have a drafted environmental assessment available for your review and others to review in May. A final environmental assessment, FONSI, in August. You know, we have to go with an extra consultation, but that could change. But, right now our goal is without an extra



consultation with another agency August seems like a good date. Of course, if we find a significant impact that date falls by the wayside because we have to go into a full blown environmental assessment. We don't really want to predetermine -- can't

predetermine where we think we may go with that.

As far as the closure of that facility on the East Bank and moving those people out of there that place is going to be vacant September 15th of this year. By law, the Navy and Marine Corps have to be out of there. It could be turned over to the City by then or it could just be in caretaker status at that point. September 15th is the maximum day that is allotted. There's no way around that, that's what's allotted. That being said is there any questions what so ever on the process itself?

UNIDENTIFIED SPEAKER:

Yes. Let's say the City wants to demolish one of the buildings and let's say the building is full of asbestos and then y'all are doing this environmental impact



thing, okay. So, before you give it to the City let's say the City, you know, gets this, y'all say 'Well, okay, it's got asbestos and that's an environmental impact.' Does the Government tell the City 'Okay. You guys got to pay it' or does the Federal Government say 'We're going to clean this up so that you all can demolish it' or am I going beyond the scope of what you're talking about?

MR. DALE JOHANNESMEYER:

Well, that's a little beyond the process, yeah. But it's a good question to ask to be considered. Yeah.

UNIDENTIFIED SPEAKER:

Can you take this (indicating)?

MR. DALE JOHANNESMEYER:

Yeah, I can take it. I wouldn't feel comfortable giving that answer myself, but thank you.

UNIDENTIFIED SPEAKER:

Okay. Thanks.

MS. DENISE ROUSSEAU FORD:

Alright. Can y'all hear me? Okay. As Dale mentioned, our company has been contracted by the Navy to do the NEPA



environmental document for the East Bank site. And I'm here today just to go over some of the specifics. My name, by the way, is Denise Rousseau Ford. Alright. Just starting with a historic overview. The project site has been around for quite some time, since the early 1900s. The three six story buildings were built -- constructed in 1918 and I believe finished in 1919. And the site has been primarily used as a military facility. Basically this was built as a general depot or warehouses for U.S. Army Quartermaster Corps

and was used by the Quartermaster Corps until around 1931. During the advent of after World War I ended and the Great Depression started, the buildings were no longer really needed, so two out of the three buildings was leased to the Port of New Orleans. Then once again things happened and World War II occurred and the lease was canceled and the entire site reverted back to military use and became known as the New Orleans Port of Embarkation. And then in 1955 was known as New Orleans Army Terminal. Two years later it became the New Orleans Army Base. And then in June of 1966



it transferred out of Army hands and went to the Navy. And in July of 1966 it was known then as the Naval Support Activity East and West Bank. Fast forward and in 2005 the Defense Base Closure and Realignment Commission or BRAC Commission the property, both the west bank and east bank properties, were determined to be in excess of what the Navy needed and so the property was to be disposed of according to BRAC manual guidance.

As Dale mentioned the NEPA process requires you to have a purpose and need. So the document that the Navy has determined will most likely be required as an environmental assessment. So you have to decide what's the

purpose and the need for this action. So to implement the BRAC's recommendation pertaining to the closure and the disposal of the East Bank property. And to do this consistent with the local Redevelopment Authority's Redevelopment Plan, which is actually this plan (indicating). I'm sure some of y'all have seen this before. This was completed in September of 2009 and a lot of work went into this. So this is what -- the data we'll be



using to help us in this decision making process. And the proposed action would be the objectives that Congress has determined in establishing the BRAC process. Overall the operational entity of the Department of Defense.

Per NEPA, we did have to decide on a purpose and need and now we have to have alternatives. In this case, we'll have five alternatives that will be analyzed. A no action alternative and then four action alternatives. The first that we're going to talk about today is the proposed action. And basically the local redevelopment plan that I showed you, that was the preferred alternative. The difference in that is that this has a disaster management center focus. So this is something that the New Orleans area

task force in the city have decided that, you know, a Regional Disaster Management Complex is something that would greatly benefit the city. And there's already been a precedent set I believe in this. Congress has been looking at these National Management Centers for this very reasons so that they'll have



these at military bases.

And in this particular case would be the proposed action or alternative one, as you might have noticed on the poster boards back there all three of the main buildings is three big six story buildings, building 601, 602 and 603 will be maintained. This will have a consistent mixed use redevelopment that the New Orleans Area Task Force has worked hard to determine what will be the best fit for the city and for the community. And it will involve a research and technology training center, an emergency operating center, a temporary hurricane shelter, support services for this regional disaster management complex. There will be some retail and some residential parking as well as terminal parking. All this will be -- except for the housing, will be focused really on this disaster management complex. There also will be some supportive housing that will be on the property and this

will be housing for low income individuals.

Also with this, as well as all the other alternatives, there will be upgrades to pathways, pedestrian pathways and the roadways

♀



within and around the east bank site.

The second alternative is basically the local Redevelopment Authority Reuse plan alterative option-1, which is very similar to the proposed action, it just does not have that disaster management center focus. And it still maintains the three buildings, 601, 602 and 603. It will also have that overall mixing concept. There will be retail, offices, some residential housing with market rating and subsidized housing. There will be offices commercial space. There will also be an emergency operating center proposed, as well as a temporary hurricane shelter for special needs individuals. And in the proposed action there will be upgrades to the paths, pedestrian paths and roadways to better integrate it into the community as well as getting people moving within the site itself.

Alternative-3 would be option number-2 for the reuse plan. This actually is a little bit different because only two of the three buildings would remain. Building 603, which is the building that is closest to Poland

Avenue would be demolished. And in it's place



there would be some housing and other buildings to support the over all mixed use reuse concept. And there is a potential in this particular alternative that 601, which is the six story building closest to the IHNC, would also be partially demolished. And there would be some new areas developed there. But overall still very similar in concept. We would still have an emergency operating center. We would still have supportive housing for low income and homeless individuals. There would be a temporary hurricane shelter and then upgrades to the pathways, the pedestrian pathways and roadways.

Alternative-4 is option-3 of the local reuse program. And this is vastly different from the others. This is demolition of all three main buildings. The three huge six story buildings would be gone, but it would still maintain that mixed use concept for use. So it has basically all the same reuse space requirements that the other alternatives have. So it would have retail, residential, both market rate and low income. It would have

office, commercial. There would not be an emergency operating center or a temporary hurricane shelter with this concept, with this alternative. But there would be supportive housing and, again, upgrades to the pedestrian pathways and roadways.

And then we come to the no action alternative, which is the last alternative that we'll discuss. And this is required by the Council of Environment Quality under NEPA. And it's used to better aid in NEPA analysis. It gives you something to compare it to. And in the no action Federal ownership would continue. The property would be maintained by the Navy in a caretaker status mode and there would be no changes in use or management of the property.

As Dale mentioned there is also consultation and coordination that goes on with the NEPA process. And these are currently -- the Navy currently has sent out letters to the SHPO, the State Historic Preservation Office, concerning the effects of any resources on the site. The three six story buildings and some other buildings are



considered eligible properties per the

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National Historic Preservation Act. So that will be an ongoing consultation that will occur through this process. We are just sending out letters to Fish and Wildlife Service concerning any effects to endangered species. So you don't have to think about any fish that might be endangered or threatened. We'll also -- there's also a ongoing consultation and coordination with the State Department of Natural Resources on coastal zone consistency determinations.

And since the flood wall is right in front of the property on the Mississippi and the levee, we'll have to work in close coordination with the U.S. Army Corps of Engineers New Orleans District.

And then the NEPA preparers or the BRAC public management office, which would some people that are here today, Jim Anderson, Thuane Fielding, David Criswell and Dale, who was speaking to us earlier. And then myself, I'm with the Gulf South Research Corporation, as Dale had mentioned. And Eric Webb, who's back there. He's the environmental resource



manager with our company. So we'll be undergoing this NEPA analysis for the Navy. That's really all I have to say. Does anybody have any questions? Yes.

UNIDENTIFIED SPEAKER:

I just have a quick question: Can you tell me the difference between alternative-1 and alternative-2?

MS. DENISE ROUSSEAU FORD:

Okay. I'm sorry.

UNIDENTIFIED SPEAKER:

What is the difference between the two?

MS. DENISE ROUSSEAU FORD:

Really the difference between the two is the alternative-1, which is the proposed action or preferred reuse plan is it has the disaster management center focus. So everything our office space except for the retail and the housing all have this focus on this disaster management process. So the space will be used for offices, support, supplies for disaster management, personnel.

UNIDENTIFIED SPEAKER:

(Inaudible)

MS. DENISE ROUSSEAU FORD:



Right. I guess we're into the answer and question period. Let me finish addressing that one comment real quick and that is there will be an emergency operating center in both alternative-1 and alternative-2. Alternative-2 does not have supportive house, alternative-1 does. But there will still be an EOC and a

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temporary hurricane shelter with alternative-
2. Does that clarify that?

UNIDENTIFIED SPEAKER:

(Inaudible)

MS. DENISE ROUSSEAU FORD:

Right. There's new construction. There's not -- The supportive housing for all these alternatives is new construction, a new construction building to the northeast portion of the property.

UNIDENTIFIED SPEAKER:

Right. But when you said support housing you said low income individuals, and something about the homeless?

MS. DENISE ROUSSEAU FORD:

It's the homeless.

UNIDENTIFIED SPEAKER:

So it's not all low income families.

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MS. DENISE ROUSSEAU FORD:

No, there is also going to be some subsidized housing as well.

UNIDENTIFIED SPEAKER:

(Inaudible)

MS. DENISE ROUSSEAU FORD:

Right. That wouldn't be the new supportive housing. New supportive housing I do believe is strictly for homeless individuals.

UNIDENTIFIED SPEAKER:

Right.

MS. DENISE ROUSSEAU FORD:

And there would be about 40 to 50 units in that building.

UNIDENTIFIED SPEAKER:

You said North --

MS. DENISE ROUSSEAU FORD:

Northwest corner.

UNIDENTIFIED SPEAKER:

Right. (Inaudible)

MS. DENISE ROUSSEAU FORD:

Correct, right. But there would be affordable housing --

UNIDENTIFIED SPEAKER:

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No. (Inaudible)

MS. DENISE ROUSSEAU FORD:

Okay. Well then that needs to be reflected --

MS. BELINDA LITTLE-WOOD:

The whole purpose of coming up with the reuse plan was to have a lot of flexibility in the plan. I don't really see a whole lot of difference between option-1 and option-2. That in option-2 we did have disaster management. It had a lot more mixed use components in it. In option -1, as she said, we have looked at concentrating all of the

office space and everything else to have a disaster management focus because you could have warehouse and essential supplies and equipment for disaster management. You have educational and training facilities. You have housing for essential personnel during a catastrophic event. All those components and then have some purposed retail on the first building facing Poland. The whole focus would be on disaster management and recovery. Keep in mind what recovery is. That's wetland restoration, rebuilding, sustainable growth.

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All of those components. That all -- it's not just preparing for a disaster and managing a disaster. It's recovery after because the recovery component is a long term component. And that gives us the ability to have tenants in there over the long term. Okay. Does that make sense? Did I make it clearer?

UNIDENTIFIED SPEAKER:

Yes.

MS. DENISE ROUSSEAU FORD:

Since we sort of jumped into the answer and question period let's go ahead and if you have a question let's go ahead and get you the microphone so that we can make sure the court reporter can get your information.

MR. DALE JOHANNESMEYER:

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In other words we won't address a comment unless you have a microphone in your hand.

UNIDENTIFIED SPEAKER:

I live directly across the street from the military installation on Poland Avenue. And I love the military installation. The buildings are beautiful. They've been a wonderful neighbor for many years. Everyone

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in the neighborhood has felt very safe over there. I thank them and hope that we continue to have that safety. I want to offer some suggestions that I didn't offer way back when I first started coming to these meetings. One of them is that the mitigation committee that has been going on for ten years and now it seems to be approaching fruition. This is going to be very brief, by the way. And there will be disbursement points for this huge enterprise with much money being turned out into our area and there needs to be supervision for these many sites. I would like to see in the military installation or the former military installation a large electronic map of New Orleans WiFi'd so that supervision could be done. Where money is involved you have to have supervision. I would also like to see fire and rescue use

this same board if possible if not their own board. And I would like to see fire engines parked in back and rescue trucks parked in the back as well. Now I understand that we do need to by federal regulations have some residents live there. I would like to see

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senior citizens given priority because typically senior citizens are quiet law abiding people. And there's one more point I would like to make and that is that there are already is a cafeteria over there. I would like to see a swimming pool over there also. Not just for the seniors who might live there, but for everyone in the community. I think this would be a great thing. I would summarize this for you, but I think you've heard my points. Thank you for the time.

UNIDENTIFIED SPEAKER:

Hello. In your research for the Gulf South Research Corporation, did you consider that this is an extremely valuable piece of river front property and that maybe it should be sold?

MS. DENISE ROUSSEAU FORD:

Dale, I'll let you take that.

MR. DALE JOHANNESMEYER:

We'll take that question. Again, to help you understand NEPA analysis we can

analyze the alternatives when given deference to what the New Orleans Area Task Force came up with as a preferred alternative and other

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alternatives. So our -- we analyzed the impacts and developed a plan. Understand that the plan is pretty well developed, we're analyzing the impacts.

MS. BELINDA LITTLE-WOOD:

Let me address that a little bit more in depth. We had -- there are various ways that property can be conveyed. Okay. And one of those ways is to put it up for public sale. If you put it up for public sale and the Navy conducts that sale, we don't. Okay. The City is the recognized local redevelopment authority. We're recognized by the Department of Defense as the local redevelopment authority regarding this project. If you took no action, the Navy would put this up for sale. In doing that we have no control who they send it to, who they sell it to nor what's done with it other than our normal city planning process. Okay. So if they sold it to someone we wouldn't be guaranteed that they would follow what we have proposed in the reuse plan. And that is one option. And there are several other options in terms of the conveyance that we could put the property

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in somebody else's hands, not the City's. So I just wanted to let you know that that's not something that they'll cover in this process. There are some options. Did that answer your question a little bit better? Okay.

UNIDENTIFIED SPEAKER:

Yes.

UNIDENTIFIED SPEAKER:

Thank you. This question is probably for Belinda. When the LRA came up with their prioritization of the alternatives one public session was held that directly contributed to that prioritization. And, is the BNA president the only Bywater representative on the LRA.

MS. BELINDA LITTLE-WOOD:

The BNA president or it's designee is on the task force. That task force is set up by an executive order in 2006 probably. Okay. That was all done before I came on board. So they have a representative on the task force. However the total reuse plan process took about two years. We had four public meetings, some of which were in this neighborhood, some in the Holy Cross District. We also did two

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full presentations before the City Council and before the City Council's Economic Development Committee. And those were rebroadcast. So we, you know, met the compliance under the base realignment closure process.

UNIDENTIFIED SPEAKER:

And those (inaudible)

MS. BELINDA LITTLE-WOOD:

Yes, yes. Because we put all that together and the task force provided -- you know, we took the comments and the task force decided to put them in the priority they were in.

UNIDENTIFIED SPEAKER:

So it's not the LRA or the BNA president's task force. Are there any Bywater representatives on the LRA and what's the difference between the two?

MS. BELINDA LITTLE-WOOD:

As I indicated earlier, the City of New Orleans is designated by the Department of Defense as the Local Redevelopment Authority, the LRA. As a result of that the mayor set up this task force that has the responsibility for overseeing the planning process and the



implementation process of the reuse plan. So the task force makes recommendations and those are approved by the City Council and the

mayor. That's how the process works.

UNIDENTIFIED SPEAKER:

The only real input then that the Bywater has directly had in this prioritization process was through the BNA president for whatever meetings they attended?

MS. BELINDA LITTLE-WOOD:

And the public process. We had public meetings too.

UNIDENTIFIED SPEAKER:

Okay.

MR. DALE JOHANNESMEYER:

And let me again state: Look at those alternatives because that's what we're assessing is the probable reuses of that site. Think about the impacts in your neighborhood that you might want us to address of those alternatives made public. That's what we're here for.

UNIDENTIFIED SPEAKER:

Where can I get a copy of the redevelopment plan? Your boards have more



detail than the hand-outs and I think we need more detailed information if we could on the different alternatives because there's apparently some confusion. So if we could get those alternatives laid out with as much detail as possible. And the third thing is:

Are there cost estimates associated with these alternatives yet?

MS. DENISE ROUSSEAU FORD:

And I think all of that is on the website.

MS. BELINDA LITTLE-WOOD:

Yes. The -- we didn't -- as a matter of a fact we had a limit to the amount of topics we could print. But it's on the city's website. If you go on the city's website and you type in NOATF, which is New Orleans Advisory Task Force. The page will come up and the reuse plan, there is a link for the reuse plan there. And then we also have another website that's www.nsaeb.com, that stands for Naval Support Activity East Bank.com. So there are two places that you can get that. For you guys we put the presentation down. The slides come on the



website, too. So you can have that and review that a little bit better. Cost estimates. It's really a guess right now, you know, because in the reuse plan we have -- the vision is to redevelop this property so that it is net zero energy efficient and totally sustainable. So, until we have a developer or someone that -- you know, I'm not a student coming up in the process. If I did it would

purely be a guess. But we also have to -- there's a few other things that have to be done. As I started mentioning earlier in the next few weeks we'll be putting out an RFP for consultants to work with us to do a pipeline analysis, an economic feasibility study, a market analysis, an infrastructure analysis, environmental quality assurance report. And all of that will go into a full blown business plan, which is required as part of the humane (phonetic) application. And that business plan will have to have some cost estimates. We'll have to have, you know, potential tenant mixes, I mean, it's a full blown business plan. So we need to kind of get some of that work done before we can get down into more

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specificity. But, you know, that's kind of where we are in the process. Okay. Did I answer all of the question?

UNIDENTIFIED SPEAKER:

The details on the different alternatives.

MS. BELINDA LITTLE-WOOD:

Denise can do that and it's on the website.

MS. DENISE ROUSSEAU FORD:

So basically if you look at your -- if you look at your hand-out it will say option-

1, option-2 next to the alternative or preferred views and that corresponds to what -- she actually has this on her website, so you can click on the website. And see what the alternatives are because we have five alternatives that we're analyzing in the environmental assessment. But the alternatives will say option-1, you go to option-1 and you can see the details.

UNIDENTIFIED SPEAKER:

But that does not have the focus, does it?

MS. DENISE ROUSSEAU FORD:

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It does not have the disaster management focus. There is a document on the New Orleans Area Task Force website that does have that disaster management plan.

UNIDENTIFIED SPEAKER:

Okay. Is there anything smaller than the poster board that has those short form details on it?

MS. DENISE ROUSSEAU FORD:

Well, the poster board will be 8« by 10 on the website. Yeah, it will be on the website. And if you do a search and say NFA and New Orleans it will come up, the New Orleans Area Task Force website.

UNIDENTIFIED SPEAKER:

You mentioned that you want to look at specifics that people in the neighborhood are concerned about. Okay. I went on several websites and there's an association with subsidized housing attracting elements that people in the neighborhood don't want to see their property values go down and we don't want to see like we're against poor people that are not rehabilitating. But you said you were going to study -- the city has a history



of not being -- maybe not the city, but as far a public housing ripping them down and trying to get a new one started. When I read these blog sites I see "Oh, great, they're going to put this in our neighborhood". I think it's going on on Esplanade Avenue. What can you do to hold the city's feet to the fire that whatever gets put there it's policed and properly supervised and that there's some kind of long term commitment? Okay. It goes in and it's nice for two years and five years down the road we have a cruise ship and we have a crime. Can you address that? Other than the asbestos being brought down.

MR. DALE JOHANNESMEYER:

If you write that down as an official comment we will address it.

UNIDENTIFIED SPEAKER:

Okay. Thank you.

UNIDENTIFIED SPEAKER:

First of all, I think y'all have done a great job in terms of the research and implementation of trying to make that property viable. In your research when you're doing the studies that affect the city and the



community, what is the tax consequence to the city in regard to the different plans? Is that -- and also, to first tax -- what is the tax basis and, you know, what's the city going to get out of it? And then the next thing is in reference to something -- I was in a meeting with some other people Bill and Terry and John and one of my questions was and concerns is that if we have people being -- people there during a hurricane as a shelter of last resort and so these people go there and 25,000 other people try to get in the door, where do they go? They went through all that to get there and then they can't get in. The question that came up and what I would like to see in the plan is how do you mitigate that? How do you mitigate for the neighborhood when what you're doing is you're bringing what people see -- I mean the good part of this that I love is that these people in this neighborhood want to help those

people. They're not people saying 'Don't help them.' Okay. But I believe there needs to be a conscious plan to mitigate those issues of how that happens. I don't know how to do it.

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Does it mean that you bring more security in during an emergency. And these people are doing research and hopefully they can come up with that. But it's a very important thing for the community because we all know what happens when people don't have anything to do and they don't have any place to get in they find a place to get in. And it's our community.

MR. DALE JOHANNESMEYER:

That's okay.

MS. BELINDA LITTLE-WOOD:

We have done some preliminary estimates that if we get this property back into the private sector hands the city can collect at a minimum about $250,000 a year in property tax. Again, that's just a guess. But, of course, the assessment would be based on improvements and we don't know what those are going to be at this point. Okay. We don't have a dollar figure. And what is being discussed right now -- because we're focusing on disaster management as the major component in this and there is a lot of federal funding associated

with that. But that funding goes from



governmental entity. It can't go from a governmental entity to a developer. And then there are a lot of tax credits that are available at this site too. You know, there's a new market tax credits, historic tax credits, any number of credits that are not available for a municipality to take advantage of. But for a developer, a project developer to take advantage of. So in a perfect world and we all know we don't live in a perfect world, but if we could manage to have some sort of joint venture entity between the city or, you know, a governmental entity and the developer then we could perhaps be able to attract investors from both worlds. That has not been finalized at this point, but that's the discussion right now. So now to your question about evacuees. We've had discussions with Government Office of Homeland Security in Emergency Preparedness. And, you know, right now the city has I want to say it's about 23,000 people that are signed up that would need assistance. Not everybody can go into this facility. And the way that they -- you know, the powers that be are talking

about managing that would be that there would be specific pick up areas that people could be picked up. And, depending upon their situation, could be brought to this facility or could be taken somewhere else. So this would not be everybody cramming into one place. Now, of course if this is a designated area, too, and we are prepared for that then the opportunity to have additional security and that sort of thing, you know, in place would be much easier than it was during Katrina because I don't think that anybody imagined that we would have the multitude of people that were coming. So it's not a perfect world, but all of those options are being discussed. You know, the original thought that we used was for essential personnel. Because if we have the emergency operation center there. Right now the city's emergency center is about 9,000 square feet. We've had a catastrophic event like for example the oil spill center was over 100,000 square feet. You need to be able to expand that and have that capability. So it's designed so that you can do that and you can



have all those people from all the various

agencies that have to be there because they have to have a place to stay. So, you know, this can potentially provide that opportunity. So I don't know if that answers your question, but I'm just telling you that these are the discussions that are being had right now. So we are trying to -- I'm not an expert in anything, but, you know, I'm learning a lot. So your questions are well intended and very good and the people smarter than me are trying to figure that out.

UNIDENTIFIED SPEAKER:

Thank you. I was wondering, I have not been involved up till now with the task force meeting nor am I familiar with the BRAC requirements. Were some of the elements that were incorporated into this plan, the proposed plan, are they required by BRAC?

MS. BELINDA LITTLE-WOOD:

One particular component is. For example with the Base Realignment Closure Act one of the first things that the local redevelopment project has to do is reach out to the homeless service providers within the



jurisdiction of the facility. And see if there are any proposals out there from those various agencies for any or all -- any part or all of the beds, that is as a result of the

McKinney Act. And there was a provision in the BRAC law I think in the '60's. Is that --

UNIDENTIFIED SPEAKER:

'95.

MS. BELINDA LITTLE-WOOD:

'95. Okay. Anyway, that is a very specific federal requirement. They submit the proposals which are very detailed and they have to show they have the capacity to do it and we don't provide any funding. That is reviewed and we have to determine if their proposal meets an unmet need in the consolidated plan which is published for the area for the homeless. So if their project meets or fits and meets an unmet need the homeless as outlined in the consolidated plan and continued care, we have to do it with due consideration. And we also have to make sure that it fits within the overall reuse plan. So it's not a real cut and dry kind of thing. But, yes, those are the requirements as a



result of that.

UNIDENTIFIED SPEAKER:

All of these options look great. Is there a pile of money sitting at the end of this and that's why you have to have this governmental stuff because that's where the money is? Because otherwise all this is plans

-- I mean, you know, what September 15th. I mean it's like a park along the river. It's going to get cut back, whittled down because there's no money.

MS. BELINDA LITTLE-WOOD:

This is going to be a very costly project regardless what happens. And that's the reason why we're, you know, discussing the opportunity of having some sort of joint venture so that we can take into consideration funding that can come from Home Land Security, FEMA and then take advantage of the tax credits. That's a good question. I can't answer that definitively right now. But, you know, we're looking at all the different options. It's going to take a lot of money to manage and maintain this property. So you've got to -- there's a very delicate balance.



And we're looking at using it as a Disaster Management Center during a catastrophic event, that's one thing. But we've got to have an income strain in between those catastrophic events to make it viable. So, you know, that is the reason why we were trying to focus on all those different components of disaster management and recovery. For example the BP Oil Spill Recovery Center that's in Houston. If there is ever funding for the Wetlands

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Restoration Projects, this would be a great facility for that to be located in because we're so close to the wetlands. You know, from a logistic standpoint, you know, the military knew what they were doing when they put it there. They have a railroad line out in front of the facility with the river on one side and you have the Industrial Canal on the other side. You have the ability to put heliports there. And the whole point of using it as a safe haven is not for a long term safe haven, but to provide an opportunity for people to come and stay and then be able -- if it's not a catastrophic event so people can go back to their homes within 24 hours. I'll

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give you an example: the Federal Government for Gustav, Gustav spent over $100,000,000 in evacuating about 9,000 people. So when you look at disaster economics, that's a new term, when you look at disaster economics and you look at the Federal money spent with that event to me that's a very powerful argument to say 'We can save you $100,000,000 in one event.' Okay. You know, it just doesn't make sense. Of course it doesn't mean the government will buy it. But, you know, that's the thought process and, you know, like I said it makes a lot of logical sense. But that's

kind of our approach to it. It's not a done deal, as you know, but once again that's the reason why we built a line of flexibility into the reuse plan. Because these guys have to review it based on all those scenarios. So if for some reason we feel that this is not going to work the way that we hoped, we have alternatives.

UNIDENTIFIED SPEAKER:

I think this presentation has been really helpful. I just want to know the time line on the mark up business plan because that



seems to be the key, so what's the time line and who would have to make the final decision?

UNIDENTIFIED SPEAKER:

I would think they would give more of a detailed of exactly what kind of data they're going to be collecting for the consultations with other Federal Agencies. I would like to hear a little bit more about that.

MS. DENISE ROUSSEAU FORD:

Well, first we're going to be looking at all the regulatory laws that apply and documents that the Navy has already prepared We're also going to be heavily, you know, looking at the reuse plan. That's where the alternatives would come into play. So they're based on the reuse plan. That's -- that's

what our targets are based on. And then of course we have the biological and physical properties, and all information (inaudible).

MS. BELINDA LITTLE-WOOD:

Okay. In response to your other questions the number-1 alternative that Denise pointed out with the disaster management component. That is our preferred plan. That was developed through the task force and the



planning process and all that. That will be the basis upon which these studies are completed. So if the studies come back and they tell us this is not economically feasible, you know, the market is not going to work we've got to go back to the drawing board. Okay. We'll have to go back and figure out how fast we can configure it by concentrating on disaster management. I've been working on this for a long time and I will tell you that the interest is very high with this. As a matter of fact we were approached by an architectural firm out of London that found out about this project. They came in -- they were coming into town this week to attend a conference the latter part of this week and they offered to come in and do a workshop with our key stakeholders and they feel that we might be able to get

funding from World Bank on this project because if we added international disaster management components to it. So it's gathering momentum. It's getting a lot of interest. But, you know, we're trying to build up momentum to get the buy in and to



provide for some, you know, level of security in it.

MS. DENISE ROUSSEAU FORD:

Well, I do want to say that the business plan that the New Orleans Area Task Force is working on is on a different schedule than the NEPA process.

UNIDENTIFIED SPEAKER:

(Inaudible)

MS. DENISE LITTLE-WOOD:

We have been mandated that we have to have this plan all that done, the conveyance application completed by September the 30th of this year. So we're on a pretty tight time line. We've got a lot of work to do. Okay.

MR. DALE JOHANNESMEYER:

Any other questions? Let me say again that we do have these sheets for you to fill out for any questions or concerns. Initially there was some questions asked and I'm not sure our recorder got them. It's nice to ask a question before the group and get an answer

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before the group. But really I think the way you want to do this and I see some of you doing this, which is good, write them down.

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Because if you write them down then the written question goes into the record. It's there to review, as well as the answer. Otherwise you've got a verbal question here and a verbal response. And it just dissipates into thin air. So I encourage you when we finish with these questions to look at the alternatives and write the questions and comments down so you can make sure it's part of the record and the response is part of the record.

UNIDENTIFIED SPEAKER:

This is very interesting and we did get here late. And I haven't been -- although I live right across the street from it I have no idea of what's going on, but has the cruise terminal been totally ousted?

MS. BELINDA LITTLE-WOOD:

The cruise terminal was never scheduled to be at this location. The wharfs where that will be are adjacent to this, to this site. However in the reuse plan we are leaving the middle building as a parking garage, which is currently a parking garage and has a cafeteria on the second floor. We're leaving that as a

parking garage to give us the opportunity should the port get the money for the cruise terminals next door and should they need parking for the cruise passengers, we have that availability. So we're trying to keep that, once again, the flexibility of the plan and being able to address those kinds of things and incorporate what is being planned and we also looked at reinventing the (inaudible) plan and try to take a look at if it would interfere with any of that plan, as well. So, like I said, we're looking at a lot of thought and a lot of work put into this. Now, you know, I'm sure there will be something that comes up that we think about, but, yes, we do have that flexibility and the opportunity to provide for it should that occur. I don't think the port has that money yet. So --

UNIDENTIFIED SPEAKER:

In the plan option-1 or the preferred plan it seems to talk about the possible job creation aspects of the facility. In the planning process is there a forward thinking thought about what the world needs in terms of

what New Orleans can provide for long term jobs versus those jobs and jobs that we could actually make something America needs elsewhere?

MS. BELINDA LITTLE-WOOD:

I'm glad you asked that question because whether we like it or not we have become the disaster management experts. And whether it's a hurricane related event or an oil spill in the Gulf we have become the experts. And the vision of having this center be a disaster management center is to be able to consolidate the information and knowledge of the past and give us the opportunity to export that knowledge. Okay. We have people come in from all over the world all the time to meet and find out, you know, how we do evacuations, how we management disasters, what we're doing to recover. Well, that's all information that we can export. Okay. With respect to the jobs, we are anticipating that we could create 750 to 1,000 permanent jobs and we'll have about 1500 or 1600 construction jobs during the period of time that it's under construction. Now these jobs will be



everything from janitorial jobs to hopefully researchers. So you could have, you know, a wide variety of combination job opportunities

and provide for more than a livable wage and career opportunities for the people in the community. So I'm glad you asked that question because that sometimes is forgotten. You get wrapped up in the concept and we don't talk about what it's really going to do for the community. So, thank you for asking that.

UNIDENTIFIED SPEAKER:

If you could get some press on and dispel some rumors, you know, the Hilton Hotel is going in up there and homeless people wandering the streets begging for a handout and raping and pillaging. That's just two of the really nice ones. So I don't know, but there are just huge misconceptions about what you all are proposing. So it would be helpful to see some press. It would be helpful.

MS. DENISE ROUSSEAU FORD:

I do want to say that you can see on the posterboard it doesn't go into detailed presentation, but the supportive housing for the homeless would be about -- and that's new



construction. And there's 40 to 50 units is what we're talking about.

MS. BELINDA LITTLE-WOOD:

Managing rumors in the press, if you can figure out how to do that let me know. By all means if you hear anybody that says -- has

a wild idea, will you tell them to give me a call? I'll be more than happy to dispel any rumors. If you go on the website my phone number's on there, I think my cell phone number's on there, my e-mail address. So I'll be more than happy to answer any questions. If I don't know the answer I'll get back to you. But you can expect me to give you a very direct and very honest answer because this is too important not to do so. Okay. Anything else?

MR. DALE JOHANNESMEYER:

Okay. Well, we thank you for coming down. It's really great to see a group of people like this that care about their community. It's very important that will help to keep a good community for you. Before you leave, again, if you haven't written your questions down please write them down and give



them to Denise or myself or leave them on the table back there. Please write them down so you can have them as a part of the record. Thank you again for coming and for your attention.

* * * * * *

(Whereupon, the meeting was concluded at 7:45 p.m.)

R E P O R T E R ' S  P A G E

I, DOROTHY N. GROS, Certified Court Reporter in and for the State of Louisiana, the officer, as defined in Rule 28 of the Federal Rules of Civil Procedure and/or Article 1434(B) of the Louisiana Code of Civil Procedure, before who this sworn testimony was taken, do hereby state on the Record:

That due to the interaction in the spontaneous discourse of this proceeding, dashes (--) have been used to indicate pauses, changes in thought, and/or talk overs; that

same is the proper method for a Court Reporter's transcription of proceeding, and that the dashes (--) do not indicate that words or phrases have been left out of this transcript;

That any words and/or names which could not be verified through references material have been denoted with the phrase "(phonetic)".

_____

DOROTHY N. GROS, CCR



C E R T I F I C A T E

I, Dorothy N. Gros, Certified Court Reporter, in and for the State of Louisiana, authorized by the laws of said State to administer oaths and to take the depositions of witnesses, hereby certify that the foregoing matter was taken before me at the time and place herein above stated; the matter being reported by me and thereafter transcribed under my supervision; that the foregoing pages contain a true and correct transcription of the matter as thus given to the best of my ability and understanding.

I further certify that I am not of counsel nor related to any of the parties to this cause, and that I am in no wise interested in the result of said cause.

_____



DOROTHY N. GROS, CCR

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
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Ser BPMOSEdcj/0089
23 Mar 11

John Paul Darden, Chairperson
Chitimacha Tribe Louisiana
P.O. Box 661
Charenton, LA 70523

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Darden,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

Ser BPMOSE dcj/0089
23 Mar 11

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We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
Email: dale.johannesmeyer.ctr@navy.mil

When complete, a copy of the draft EA will be sent to your office for review and comment. Thank you again for your cooperation in this important matter.

Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSEdcj/0090
23 Mar 11

Ms. Christine Norris, Principal Chief
Jena Band of Choctaw Indians
P.O. Box 14
Jena, LA 71342

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Ms. Norris,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

Ser BPMOSE dcj/0090
23 Mar 11

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Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
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Email: dale.johannesmeyer.ctr@navy.mil

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Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
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PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSEdcj/0091
23 Mar 11

Mr. Kevin Sickey, Chairperson
Coushatta Indian Tribe
P.O. Box 818
Elton, LA 70532

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Sickey,

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Ser BPMOSE dcj/0091
23 Mar 11

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Thuane B. Fielding

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Encls:
(1) Figure 1: Vicinity Map
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DEPARTMENT OF THE NAVY
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PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSEdcj/0092
23 Mar 11

Mr. Earl Barbry Sr., Chairperson
Tunica-Biloxi Tribe
151 Melacon Drive
P.O. Box 1589
Marksville, LA 71351

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Barbry,

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Ser BPMOSE dcj/0092
23 Mar 11

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Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

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(2) Figure 2: Location Map

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BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSEdcj/0093
23 Mar 11

Beasley Denson, Miko
Mississippi Band of Choctaw Indians
P.O. Box 6010
Choctaw, MS 39350

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Denson,

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Ser BPMOSE dcj/0093
23 Mar 11

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(2) Figure 2: Location Map

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BASE REALIGNMENT AND CLOSURE
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4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSEdcj/0094
23 Mar 11

Mr. Leonard Harjo, Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Harjo,

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Ser BPMOSE dcj/0094
23 Mar 11

In addition to compliance with the National Environmental Policy Act (NEPA), the Navy will comply with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800. The Navy is currently in the process of gathering the most current information available, any information that you can provide on any cultural resources that you believe may be affected by the Proposed Action would be greatly appreciated. This letter serves as project initiation in accordance with 36 CFR Part 800.3.

We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
Email: dale.johannesmeyer.ctr@navy.mil

When complete, a copy of the draft EA will be sent to your office for review and comment. Thank you again for your cooperation in this important matter.

Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0095
23 Mar 11

Mr. C. Elliott Perkins
Executive Director
New Orleans Historic District Landmarks Commission
1340 Poydras Street, Suite 1152
New Orleans, LA 70112

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Perkins,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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- Upgrades to existing pathways and roadways to accommodate traffic, bus circulation, and the integration and re-establishment of traffic flow including: construction of a new road along the southern and eastern boundary of the site; re-establishment of Poland Avenue to Chartres Street and re-integration of the access entryway at Poland Avenue, construction of pedestrian pathways to and from the site east of Building 601 along the IHNC levee, and construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the railroad line, and into the Bywater neighborhood.
- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

Ser BPMOSE dcj/0095
23 Mar 11

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GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
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Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

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(1) Figure 1: Vicinity Map
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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0096
23 Mar 11

Mr. Paul May
Floodplain Manager
Orleans Parish
1300 Perdido Street
City Hall, Room 7E07
New Orleans, LA 70112

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. May,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

Ser BPMOSE dcj/0096
23 Mar 11

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GSRC Project Manager
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Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
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Base Closure Manager

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(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0097
23 Mar 11

Ms. Wynecta Fisher
CZM Administrator
Office of Environmental Affairs, Local Coastal Program
City of New Orleans
1340 Poydras Street, 10th Floor
New Orleans, LA 70112

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Ms. Fisher,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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Ser BPMOSE dcj/0097
23 Mar 11

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Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
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Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0098
23 Mar 11

Ms. Diane Hewitt
Louisiana Department of Environmental Quality
Department of the Secretary
Community and Industry Relations
Business and Community Outreach Division
P.O. Box 4301
Baton Rouge, LA 70821-4301

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Ms. Hewitt,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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Ser BPMOSE dcj/0098
23 Mar 11

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GSRC Project Manager
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Thuane B. Fielding

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Base Closure Manager

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(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0099
23 Mar 11

Mr. Kyle Balkum
Louisiana Department of Wildlife and Fisheries
2000 Quail Drive
Baton Rouge, LA 70808

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Balkum,

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Ser BPMOSE dcj/0099
23 Mar 11

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PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0100
23 Mar 11

Mr. Michael Stack
Louisiana Department of Transportation and Development
District Engineer Administrator
Post Office Box 9180
Bridge City, LA 70096-9180

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Stack,

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Ser BPMOSE dcj/0100
23 Mar 11

We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
Email: dale.johannesmeyer.ctr@navy.mil

When complete, a copy of the draft EA will be sent to your office for review and comment. Thank you again for your cooperation in this important matter.

Sincerely,

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0101
23 Mar 11

Mr. Greg J. DuCote
Office of Coastal Management
P. O. Box 44487
Baton Rouge, Louisiana 70804-4487

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. DuCote,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

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Ser BPMOSE dcj/0101
23 Mar 11

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PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0102
23 Mar 11

Dr. Jane Watson
Associate Director
Ecosystems Protection Branch
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Dr. Watson,

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Ser BPMOSE dcj/0102
23 Mar 11

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PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0103
23 Mar 11

Mr. Richard Hartman
National Oceanic and Atmospheric Administration
NMFS CASC Route:Atmospheric Administration
C/O LSU Center for Wetland Research
Baton Rouge, LA 70803-7535

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Hartman,

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Ser BPMOSE dcj/0103
23 Mar 11

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4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0104
23 Mar 11

Ms. Karen L. Oberlies
Solicitation of Views Manager
Operations Division, Operations Manager
Completed Works
U.S. Army Corps of Engineers, New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Ms. Oberlies,

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Ser BPMOSE dcj/0104
23 Mar 11

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4130 FABER PLACE DRIVE
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NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0105
23 Mar 11

Mr. Ed Giering
Soil Conservationist
USDA, Natural Resource Conservation Services
3737 Government Street
Alexandria, LA 71302

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Mr. Giering,

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Ser BPMOSE dcj/0105
23 Mar 11

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NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0106
23 Mar 11

Mr. Mark Johnson
Deputy Assistant Secretary for Special Needs
US Department of Housing and Urban Development
Washington, DC 20410-7000

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

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Ser BPMOSE dcj/0106
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Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
Phone: (843) 743-2128
Email: dale.johannesmeyer.ctr@navy.mil

When complete, a copy of the draft EA will be sent to your office for review and comment. Thank you again for your cooperation in this important matter.

Sincerely,

Thuane B. Fielding

THUANE B. FIELDING,
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0107
23 Mar 11

Ms. Belinda Little-Wood
Executive Director, NSA New Orleans Advisory Task Force
1340 Poydras Street, 10th Floor
New Orleans, LA 70112

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LA

Dear Ms. Little-Wood,

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

The NSA East Bank facility is located within the City of New Orleans in Orleans Parish, Louisiana (Figure 1). The site consists of 25.33 acres of land located near river mile 92.8 on the east bank of the Mississippi River (Figure 2). The facility is bordered by residential housing of the Bywater neighborhood on the north and west, the Inner Harbor Navigation Canal (IHNC) on the east, and the Mississippi River to the south. Floodwalls, railway lines and wharves are located between the facility and the Mississippi River. According to the Navy, there are 51 structures on the site; however, the site is largely dominated by three six-story buildings. The United States (U.S.) government, through the U.S. Department of Transportation, Maritime Administration, also owns and operates the Poland Street Wharf, which is adjacent to the NSA East Bank facility. The Poland Street Wharf has a 2,193-foot river frontage and is used primarily by the Military Sealift Command/Ready Reserve Fleet, but is also partially leased to a private steamship corporation.

The Proposed Action would be based on the Final Reuse/Redevelopment Plan developed by the City of New Orleans, New Orleans Advisory Task Force (NOATF). The NOATF is designated as the Local Redevelopment Authority (LRA) for this BRAC action by the Department of Defense. The Proposed Action, called the Recommended Reuse Plan by the NOATF, would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. In addition, the site is proposed to house Federal, state, and local agencies during a disaster, as well as storage and distribution facilities for vital supplies. The Proposed Action would maintain the three six-story buildings (Building 601, 602, and 603). Details of the Proposed Action mixed-use concepts are outlined below.

- Building 601 would be utilized as a disaster management emergency operating center (EOC), restricted non-cruise parking, temporary hurricane shelter with storage of necessary supplies in the event of a disaster, and above market-rate residential space.
- Building 602 would be used as parking and storage, EOC support and food support (e.g., cafeteria), storage and cruise terminal parking for the adjacent proposed cruise terminal at Poland Street, and as a shelter area during a hurricane or other disaster.
- Building 603 is proposed as research and training technology service offices, neighborhood-level retail, restricted non-cruise parking, disaster management support services, and temporary hurricane shelter for special needs individuals.
- Construction of new supportive housing building would incorporate 40 to 50 housing units for the homeless, administrative support space, and would be located in the northernmost portion of the property.
- Upgrades to existing pathways and roadways to accommodate traffic, bus circulation, and the integration and re-establishment of traffic flow including: construction of a new road along the southern and eastern boundary of the site; re-establishment of Poland Avenue to Chartres Street and re-integration of the access entryway at Poland Avenue, construction of pedestrian pathways to and from the site east of Building 601 along the IHNC levee, and construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the railroad line, and into the Bywater neighborhood.
- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

Ser BPMOSE dcj/0107
23 Mar 11

We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
NEPA Coordinator
BRAC Program Management Office, SE
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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0108
23 Mar 11

Mr. Jim Boggs
Field Supervisor
U.S. Fish and Wildlife Service
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506-4290

Subj: PROPOSED DISPOSAL, TRANSFER AND REUSE OF THE SURPLUS PROPERTY AT THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LOUISIANA

Dear Mr. Boggs:

The Department of the Navy (DoN) is preparing an Environmental Assessment (EA) addressing the impacts of the disposal, transfer and probable reuses of the surplus property at the Naval Support Activity (NSA) New Orleans East Bank, Louisiana (NSA East Bank). The surplus property will be closed and transferred from Navy ownership in accordance with the 2005 BRAC decision to close NSA New Orleans (East and West Bank facilities). To prepare the EA, we have retained the services of Gulf South Research Corporation (GSRC). The objective of this effort is the collection, analysis, and portrayal of data in sufficient depth to allow an unbiased analysis of the natural and human environmental issues associated with the disposal of the property and the alternatives for its reuse.

The NSA East Bank facility is located within the City of New Orleans in Orleans Parish, Louisiana (Figure 1). The site consists of 25.33 acres of land located near river mile 92.8 on the east bank of the Mississippi River (Figure 2). The facility is bordered by residential housing of the Bywater neighborhood on the north and the west, the Inner Harbor Navigation Canal (IHNC) on the east and the Mississippi River to the south. According to the Navy, there are 51 structures on the site; however, the site is largely dominated by three six-story buildings. The United States (U.S.) government, through the U.S. Department of Transportation, Maritime Administration, also owns and operates the Poland Street Wharf, which is adjacent to the NSA East Bank facility. The Poland Street Wharf has a 2,193-foot face and is used primarily by the Military Sealift Command/Ready Reserve Fleet, but is also partially leased to a private steamship corporation.

The Proposed Action would be based on the Final Reuse/Redevelopment Plan developed by the City of New Orleans, New Orleans Advisory Task Force (NOATF). The NOATF is designated as the Local Redevelopment Authority (LRA) for this BRAC action by the Department of Defense. The Proposed Action, called the Recommended Reuse Plan by the NOATF, would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. In addition, the site is proposed to house Federal, state, and local agencies during a disaster, as well as storage and distribution facilities for vital supplies. The Proposed Action would maintain the three six-story buildings (Building 601, 602, and 603). Details of the Proposed Action mixed-use concepts are outlined below.

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- Construction of a rooftop heliport landing pad associated with the property's greenspace (approximately 10 to 12 acres scattered throughout the site) also utilized as a backup heliport during disaster events.

A review of your office's website indicates a total of four species protected under the Endangered Species Act (ESA) which occur or have occurred within Orleans Parish: the endangered pallid sturgeon (*Scaphirhynchus albus*), endangered West Indian manatee (*Trichechus manatus*), the threatened Gulf sturgeon (*Acipenser oxyrinchus desotoi*) and

threatened black bear (*Ursus americanus*). Because the Proposed Action would occur within a previously developed or maintained area, which is lacking any natural or suitable habitat, the Navy has determined that the disposal and reuse of the surplus property would have no effect on any threatened or endangered species. If you concur with our determination, it is our understanding that this satisfies our responsibilities under Section 7 of the ESA at this time. If you do not concur, we look forward to consulting further with you on the Proposed Action.

We value your comments and you are encouraged to provide input to the environmental review process. Any suggestions or information you may have will be of great assistance to our investigation and preparation on the EA. Please provide your response by April 25, 2011 to:

Ms. Denise Rousseau Ford
GSRC Project Manager
8081 GSRI Ave,
Baton Rouge, LA 70820
Email: dford@gsrcrp.com
Phone: (225) 757-8088

Mr. Dale Johannesmeyer
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Sincerely,

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Base Closure Manager

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(2) Figure 2: Location Map

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0079
09 Mar 11

Pam Breaux
Louisiana State Historic Preservation Officer
Louisiana Office of Cultural Development
P.O. Box 44247
Baton Rouge, LA 70804-44247

Subj: ENVIRONMENTAL ASSESSMENT FOR THE DISPOSAL, TRANSFER, AND REUSE OF THE NAVAL SUPPORT ACTIVITY, NEW ORLEANS EAST BANK, NEW ORLEANS, LOUISIANA

Dear Ms. Breaux:

On September 8, 2005, the Defense Base Closure and Realignment Commission (BRAC Commission) recommended closure of the Naval Support Activity (NSA) New Orleans (East and West Bank facilities) located in New Orleans, Louisiana. These recommendations were approved by the President on September 23, 2005, and forwarded to Congress. On November 23, 2005, the recommendations became law, and the BRAC Commission recommendations must now be implemented as provided for in the Defense Base Closure and Realignment Act of 1990, as amended (Public Law 101-510). The military commands and tenants will be relocated to other Federal facilities throughout the Nation. The relocation of these functions would remove the primary missions from NSA New Orleans and would either eliminate or move the entirety of the workforce.

The NSA East Bank facility is located within the City of New Orleans in Orleans Parish, Louisiana (Figure 1). The site consists of 25.33 acres of land located near river mile 92.8 on the east bank of the Mississippi River (Figure 2). The facility is bordered by residential housing of the Bywater neighborhood on the north and the west, the Inner Harbor Navigation Canal (IHNC) on the east and the Mississippi River to the south. According to the Navy there are 51 structures on the site; however, the site is largely dominated by three six-story buildings. The United States (U.S.) government, through the U.S. Department of Transportation, Maritime Administration, also owns and operates the Poland Street Wharf, which is adjacent to the NSA East Bank facility. The Poland Street Wharf has a 2,193-foot face and is used primarily by the Military Sealift Command/Ready Reserve Fleet, but is also partially leased to a private steamship corporation.

The site has been used primarily as a military facility since 1919, when the land was purchased and three main buildings were constructed as a general depot during World War I for the U.S. Army Quartermaster Corps. The buildings were used by the Quartermaster Corps until 1931, when two of the three buildings were leased to the Port of New Orleans; however, during World War II the lease was cancelled and the entire site reverted back to use by the U.S. military. The official name of the facility became the New Orleans Port of Embarkation during World War II until 1955, when it became known as the New Orleans Army Terminal. In 1965, the name was changed again to the New Orleans Army Base; however, in June of 1966 the facility was transferred to the Navy. In July 1966, it was designated as the NSA. The 2005 BRAC action directed the closure of the NSA New Orleans East Bank and West Bank properties because the properties were considered excess to the Navy's needs. The NSA East Bank property will be disposed of in accordance with the BRAC manual guidance.

On behalf of the Navy, Gulf South Research Corporation (GSRC) is preparing an Environmental Assessment (EA) for this BRAC 2005 action. The intent of the EA is to assess and disclose the known and potential environmental consequences, both beneficial and adverse, of the proposed reuse of the NSA East Bank as identified by the *Final Reuse/Redevelopment Plan for the Naval Support Activity New Orleans East Bank*, herein referred to as the Reuse Plan. The Reuse Plan was developed by the City of New Orleans through the New Orleans Advisory Task Force (NOATF) under the Office of Recovery and Redevelopment Administration. The NOATF Reuse Plan would transfer the property to the City of New Orleans through an Economic Development Conveyance. The recommended Reuse Plan would include mixed-use elements with a disaster management focus for the Proposed Action with similar mixed use elements for the other reuse alternatives.

The 2004 *Final Integrated Cultural Resources Management Plan, Naval Support Activity, New Orleans, Louisiana* identifies one historic district, the East Bank Historic District, that is recommended eligible for listing in the National Register of Historic Places (NRHP) within the NSA East Bank property (Figure 3). The East Bank Historic District encompasses a group of buildings and structures that were originally associated with a building campaign initiated to redevelop the Port of New Orleans. The district's contributing resources include two former warehouses, (Buildings 601 and 602), three water towers (Building 618, 619, and 620), and a cargo ramp (Building 613). These resources represent the last architecturally intact elements of the Original World War I-Era Army Base Supply industrial complex and were erected from 1918 to 1919. Building 603, a third former warehouse erected within the district's boundaries in 1918, was determined to be a Non-contributing resource because of extensive interior and exterior alterations to the building. Additional Non-contributing resources include Buildings 625, 658, 659, 693, 694, and 697. These buildings were built after the resource's period of significance and are therefore not

associated with the original industrial complex. Table 1 summarizes the resources within the NSA New Orleans East Bank Historic District.

**Table 1. Resources in the NSA New Orleans East Bank Historic District.**

| NSA New Orleans East Bank Historic District | | | |
|---|---|---|---|
| **Building No.** | **Current Name** | **Date** | **Classification** |
| 601 | Administrative Building | 1918 | Contributing |
| 602 | Parking Garage | 1918 | Contributing |
| 603 | Administrative Building | 1916 | Non-contributing |
| 613 | Cargo Ramp | 1919 | Contributing |
| 618 | Water Tower | 1918 | Contributing |
| 619 | Water Tower | 1918 | Contributing |
| 620 | Water Tower | 1918 | Contributing |
| 625 | Access Ramp to Parking Garage | 1918 | Non-contributing |
| 658 | Pedestrian Bridge | 1958 | Non-contributing |
| 659 | Pedestrian Bridge | 1958 | Non-contributing |
| 693 | Pedestrian Bridge | 1958 | Non-contributing |
| 694 | Pedestrian Bridge | 1958 | Non-contributing |
| 696 | Racquetball Court | 1975 | Non-contributing |
| 697 | Pedestrian Bridge | 1959 | Non-contributing |

The Department of Navy (DoN) has determined that the transfer, disposal and reuse of the NSA New Orleans East Bank facility in accordance with the Reuse Plan is an Undertaking, as defined in Sections 106 and 110 of the National Historic Preservation Act (NHPA) as amended, (16 United States Code [U.S.C]. 470 et. seq.) and the implementing regulations found at 36 Code of Federal Regulations (CFR) Part 800 (2000), that has the potential to adversely affect properties eligible for listing in the NRHP. This letter serves to initiate consultation with the Louisiana State Historic Preservation Officer under 36 CFR Part 800.3(c). We are currently in the process of gathering the most current information

available, in accordance with the National Environmental Policy Act and Section 106 of the NHPA. The DoN respectfully requests that you provide information on any cultural resources that you believe may be affected by the proposed transfer, disposal, and reuse of the NSA East Bank facility.

Your prompt attention to this request would be greatly appreciated. For information, please contact:

Mr. Dale Johannesmeyer
NEPA Coordinator, BRAC Program Management Office, Southeast
Email: dale.johannesmeyer.ctr@navy.mil
Phone: (843) 743-2128

If you require additional information or have any questions, please contact Denise Rousseau Ford at (225) 757-8088 or by email at: dford@gsrcorp.com.

Sincerely,

THUANE B. FIELDING
Base Closure Manager

Encls:
(1) Figure 1: Vicinity Map
(2) Figure 2: Location Map
(3) Figure 3: Resources in the NSA New Orleans East Bank NRHP-Eligible Historic District

# APPENDIX B
# AIR QUALITY CALCULATIONS

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC CONSTRUCTION

| Assumptions for Combustible Emissions | | | | | |
|---|---|---|---|---|---|
| Type of Construction Equipment | Num. of Units | HP Rated | Hrs/day | Days/yr | Total hp-hrs |
| Water Truck | 1 | 300 | 8 | 30 | 72000 |
| Diesel Road Compactors | 1 | 100 | 8 | 60 | 48000 |
| Diesel Dump Truck | 2 | 300 | 8 | 240 | 1152000 |
| Diesel Excavator | 0 | 300 | 8 | 0 | 0 |
| Diesel Hole Trenchers | 0 | 175 | 8 | 0 | 0 |
| Diesel Bore/Drill Rigs | 1 | 300 | 8 | 120 | 288000 |
| Diesel Cement & Mortar Mixers | 2 | 300 | 8 | 240 | 1152000 |
| Diesel Cranes | 3 | 175 | 8 | 240 | 1008000 |
| Diesel Graders | 1 | 300 | 8 | 15 | 36000 |
| Diesel Tractors/backhoe | 1 | 100 | 8 | 180 | 144000 |
| Diesel Bull Dozers | 1 | 300 | 8 | 15 | 36000 |
| Diesel Front End Loaders | 1 | 300 | 8 | 30 | 72000 |
| Diesel Fork Lifts | 6 | 100 | 8 | 240 | 1152000 |
| Diesel Generator Set | 2 | 40 | 8 | 240 | 153600 |

| Emission Factors | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC g/hp-hr | CO g/hp-hr | NOx g/hp-hr | PM-10 g/hp-hr | PM-2.5 g/hp-hr | SO2 g/hp-hr | CO2 g/hp-hr |
| Water Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Road Compactors | 0.370 | 1.480 | 4.900 | 0.340 | 0.330 | 0.740 | 536.200 |
| Diesel Dump Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Excavator | 0.340 | 1.300 | 4.600 | 0.320 | 0.310 | 0.740 | 536.300 |
| Diesel Trenchers | 0.510 | 2.440 | 5.810 | 0.460 | 0.440 | 0.740 | 535.800 |
| Diesel Bore/Drill Rigs | 0.600 | 2.290 | 7.150 | 0.500 | 0.490 | 0.730 | 529.700 |
| Diesel Cement & Mortar Mixers | 0.610 | 2.320 | 7.280 | 0.480 | 0.470 | 0.730 | 529.700 |
| Diesel Cranes | 0.440 | 1.300 | 5.720 | 0.340 | 0.330 | 0.730 | 530.200 |
| Diesel Graders | 0.350 | 1.360 | 4.730 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Tractors/backhoe | 1.850 | 8.210 | 7.220 | 1.370 | 1.330 | 0.950 | 691.100 |
| Diesel Bull Dozers | 0.360 | 1.380 | 4.760 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Front End Loaders | 0.380 | 1.550 | 5.000 | 0.350 | 0.340 | 0.740 | 536.200 |
| Diesel Fork Lifts | 1.980 | 7.760 | 8.560 | 1.390 | 1.350 | 0.950 | 690.800 |
| Diesel Generator Set | 1.210 | 3.760 | 5.970 | 0.730 | 0.710 | 0.810 | 587.300 |

# CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC CONSTRUCTION

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

| Emission Calculations | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC tons/yr | CO tons/yr | NOx tons/yr | PM-10 tons/yr | PM-2.5 tons/yr | SO2 tons/yr | CO2 tons/yr |
| Water Truck | 0.035 | 0.164 | 0.436 | 0.033 | 0.032 | 0.059 | 42.528 |
| Diesel Road Paver | 0.020 | 0.078 | 0.259 | 0.018 | 0.017 | 0.039 | 28.363 |
| Diesel Dump Truck | 0.559 | 2.628 | 6.970 | 0.520 | 0.508 | 0.939 | 680.454 |
| Diesel Excavator | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Hole Cleaners\Trenchers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Bore/Drill Rigs | 0.190 | 0.727 | 2.269 | 0.159 | 0.156 | 0.232 | 168.114 |
| Diesel Cement & Mortar Mixers | 0.774 | 2.945 | 9.242 | 0.609 | 0.597 | 0.927 | 672.456 |
| Diesel Cranes | 0.489 | 1.444 | 6.354 | 0.378 | 0.367 | 0.811 | 588.955 |
| Diesel Graders | 0.014 | 0.054 | 0.188 | 0.013 | 0.013 | 0.029 | 21.276 |
| Diesel Tractors/backhoe | 0.294 | 1.303 | 1.146 | 0.217 | 0.211 | 0.151 | 109.669 |
| Diesel Bull Dozers | 0.014 | 0.055 | 0.189 | 0.013 | 0.013 | 0.029 | 21.276 |
| Diesel Front End Loaders | 0.030 | 0.123 | 0.397 | 0.028 | 0.027 | 0.059 | 42.544 |
| Diesel Aerial Lifts | 2.514 | 9.851 | 10.867 | 1.765 | 1.714 | 1.206 | 876.973 |
| Diesel Generator Set | 0.205 | 0.636 | 1.011 | 0.124 | 0.120 | 0.137 | 99.411 |
| **Total Emissions** | **5.137** | **20.009** | **39.326** | **3.876** | **3.773** | **4.618** | **3352.020** |

| Conversion factors | |
|---|---|
| Grams to tons | 1.102E-06 |

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC CONSTRUCTION

| Construction and Maintenance Worker Personal Vehicle Commuting to Construction Site-Passenger and Light Duty Trucks | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of cars | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 20 | 240 | 859 | 859 | 6.18 | 7.32 | 13.49 |
| CO | 12.4 | 15.7 | 20 | 240 | 859 | 859 | 56.34 | 71.34 | 127.68 |
| NOx | 0.95 | 1.22 | 20 | 240 | 859 | 859 | 4.32 | 5.54 | 9.86 |
| PM-10 | 0.0052 | 0.0065 | 20 | 240 | 859 | 859 | 0.02 | 0.03 | 0.05 |
| PM 2.5 | 0.0049 | 0.006 | 20 | 240 | 859 | 859 | 0.02 | 0.03 | 0.05 |
| CO2 | 369 | 511 | 20 | 240 | 859 | 859 | 1,676.65 | 2321.86 | 3,998.51 |

| Heavy Duty Trucks Delivery Supply Trucks to Construction and Maintenance Site | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | 10,000-19,500 lb Delivery Truck | 33,000-60,000 lb semi trailer rig | Mile/day | Day/yr | Number of trucks | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 0.29 | 0.55 | 30 | 240 | 4 | 4 | 0.01 | 0.02 | 0.03 |
| CO | 1.32 | 3.21 | 30 | 240 | 4 | 4 | 0.04 | 0.10 | 0.14 |
| NOx | 4.97 | 12.6 | 30 | 240 | 4 | 4 | 0.16 | 0.40 | 0.56 |
| PM-10 | 0.12 | 0.33 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.01 |
| PM 2.5 | 0.13 | 0.36 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.02 |
| CO2 | 536 | 536 | 30 | 240 | 4 | 4 | 17.01 | 17.01 | 34.02 |
| Daily Commute New Staff Associated with Proposed Action | | | | | | | | | |
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of Cars | Number of trucks | Total Emissions cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 40 | 365 | 564 | 564 | 12.34 | 14.61 | 26.95 |
| CO | 12.4 | 15.7 | 40 | 365 | 564 | 564 | 112.52 | 142.47 | 254.99 |
| NOx | 0.95 | 1.22 | 40 | 365 | 564 | 564 | 8.62 | 11.07 | 19.69 |
| PM-10 | 0.0052 | 0.0065 | 40 | 365 | 564 | 564 | 0.05 | 0.06 | 0.11 |
| PM 2.5 | 0.0049 | 0.006 | 40 | 365 | 564 | 564 | 0.04 | 0.05 | 0.10 |
| CO2 | 369 | 511 | 40 | 365 | 564 | 564 | 3,348.42 | 4636.97 | 7,985.39 |

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC CONSTRUCTION

| Conversion factor: | gms to tons |
|---|---|
| | 0.000001102 |

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

**CARBON EQUIVALENTS**

| Construction Commuters | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 337.37 | |
| NOx | 311 | 9.86 | |
| Total | | 347.23 | 4,345.75 |

| Delivery Trucks | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 0.67 | |
| NOx | 311 | 173.42 | |
| Total | | 174.09 | 208.11 |

| Kirtland AFB staff and Students | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 673.77 | |
| NOx | 311 | 6,123.98 | |
| Total | | 6,797.75 | 14,783.14 |

## Construction Fugitive Dust Emissions

**Construction Fugitive Dust Emission Factors**

| | Emission Factor | Units | Source |
|---|---|---|---|
| General Construction Activities | 0.19 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |
| New Road Construction | 0.42 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |

**PM2.5 Emissions**

| | | | |
|---|---|---|---|
| PM2.5 Multiplier | 0.10 | (10% of PM10 emissions assumed to be PM2.5) | EPA 2001; EPA 2006 |
| **Control Efficiency** | 0.50 | (assume 50% control efficiency for PM10 and PM2.5 emissions) | EPA 2001; EPA 2006 |

### Project Assumptions

***Construction Area (0.19 ton PM10/acre-month)***

| | | | Conversion Factors | |
|---|---|---|---|---|
| Duration of Construction Project | 12 | months | 0.000022957 | acres per feet |
| Length | | miles | 5280 | feet per mile |
| Length (converted) | 0 | feet | | |
| Width | | feet | | |
| Area | 25.00 | acres | | |

***Staging Areas***

| | | |
|---|---|---|
| Duration of Construction Project | 12 | months |
| Length | | miles |
| Length (converted) | | feet |
| Width | | feet |
| Area | | acres |

| | Project Emissions (tons/year) | | | |
|---|---|---|---|---|
| | PM10 uncontrolled | PM10 controlled | PM2.5 uncontrolled | PM2.5 controlled |
| Construction Area (0.19 ton PM10/ac | 57.00 | 28.50 | 5.70 | 2.85 |
| Staging Areas | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **57.00** | **28.50** | **5.70** | **2.85** |

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

## Construction Fugitive Dust Emission Factors

**General Construction Activities Emission Factor**

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

**New Road Construction Emission Factor**

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

**PM2.5 Multiplier** **0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

**Control Efficiency for PM10 and PM2.5** **0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

CALCULATION SHEET-SUMMARY OF EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC CONSTRUCTION

| Alternative 1 Construction Emissions for Criteria Pollutants (tons per year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Source | VOC | CO | NOx | PM-10 | PM-2.5 | SO2 | CO2 | CO2 Equivalents | Total CO2 |
| Combustible Emissions | 5.14 | 20.01 | 39.33 | 3.88 | 3.77 | 4.62 | 3352.02 | 12358.77 | 15710.79 |
| Construction Site-Fugitive PM-10 | NA | NA | NA | 28.50 | 2.85 | NA | NA | NA | NA |
| Construction Workers Commuter & Trucking | 13.52 | 127.82 | 10.42 | 0.07 | 0.07 | NA | 3998.51 | 3577.92 | 7576.43 |
| **Total emissions-CONSTRUCTION** | **18.66** | **147.83** | **49.74** | **32.44** | **6.69** | **4.62** | **7,351** | **15,937** | **23,287** |
| **Ongoing Commuter Traffic Emissions** | **26.95** | **254.99** | **19.69** | **0.11** | **0.10** | **NA** | **7,985** | **6797.75** | **14,783** |
| De minimis Threshold (1) | 100 | NA | 100 | NA | NA | NA | NA | NA | 27,500 |

1. Orleans, Jefferson, Plaqueminnes, St. Charles and St Bernard Parish are in attainment for all NAAQS; however, Orleans, Jefferson, St Bernard and St, Charles are traffic maintenance areas for Ozone.

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

| Assumptions for Combustible Emissions | | | | | |
|---|---|---|---|---|---|
| Type of Construction Equipment | Num. of Units | HP Rated | Hrs/day | Days/yr | Total hp-hrs |
| Water Truck | 1 | 300 | 8 | 30 | 72000 |
| Diesel Road Compactors | 1 | 100 | 8 | 60 | 48000 |
| Diesel Dump Truck | 2 | 300 | 8 | 240 | 1152000 |
| Diesel Excavator | 0 | 300 | 8 | 0 | 0 |
| Diesel Hole Trenchers | 0 | 175 | 8 | 0 | 0 |
| Diesel Bore/Drill Rigs | 1 | 300 | 8 | 120 | 288000 |
| Diesel Cement & Mortar Mixers | 3 | 300 | 8 | 240 | 1728000 |
| Diesel Cranes | 3 | 175 | 8 | 240 | 1008000 |
| Diesel Graders | 1 | 300 | 8 | 30 | 72000 |
| Diesel Tractors/backhoe | 1 | 100 | 8 | 180 | 144000 |
| Diesel Bull Dozers | 2 | 300 | 8 | 45 | 216000 |
| Diesel Front End Loaders | 3 | 300 | 8 | 45 | 324000 |
| Diesel Fork Lifts | 6 | 100 | 8 | 240 | 1152000 |
| Diesel Generator Set | 2 | 40 | 8 | 240 | 153600 |

| Emission Factors | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC g/hp-hr | CO g/hp-hr | NOx g/hp-hr | PM-10 g/hp-hr | PM-2.5 g/hp-hr | SO2 g/hp-hr | CO2 g/hp-hr |
| Water Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Road Compactors | 0.370 | 1.480 | 4.900 | 0.340 | 0.330 | 0.740 | 536.200 |
| Diesel Dump Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Excavator | 0.340 | 1.300 | 4.600 | 0.320 | 0.310 | 0.740 | 536.300 |
| Diesel Trenchers | 0.510 | 2.440 | 5.810 | 0.460 | 0.440 | 0.740 | 535.800 |
| Diesel Bore/Drill Rigs | 0.600 | 2.290 | 7.150 | 0.500 | 0.490 | 0.730 | 529.700 |
| Diesel Cement & Mortar Mixers | 0.610 | 2.320 | 7.280 | 0.480 | 0.470 | 0.730 | 529.700 |
| Diesel Cranes | 0.440 | 1.300 | 5.720 | 0.340 | 0.330 | 0.730 | 530.200 |
| Diesel Graders | 0.350 | 1.360 | 4.730 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Tractors/backhoe | 1.850 | 8.210 | 7.220 | 1.370 | 1.330 | 0.950 | 691.100 |
| Diesel Bull Dozers | 0.360 | 1.380 | 4.760 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Front End Loaders | 0.380 | 1.550 | 5.000 | 0.350 | 0.340 | 0.740 | 536.200 |
| Diesel Fork Lifts | 1.980 | 7.760 | 8.560 | 1.390 | 1.350 | 0.950 | 690.800 |
| Diesel Generator Set | 1.210 | 3.760 | 5.970 | 0.730 | 0.710 | 0.810 | 587.300 |

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

| Emission Calculations | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC tons/yr | CO tons/yr | NOx tons/yr | PM-10 tons/yr | PM-2.5 tons/yr | SO2 tons/yr | CO2 tons/yr |
| Water Truck | 0.035 | 0.164 | 0.436 | 0.033 | 0.032 | 0.059 | 42.528 |
| Diesel Road Paver | 0.020 | 0.078 | 0.259 | 0.018 | 0.017 | 0.039 | 28.363 |
| Diesel Dump Truck | 0.559 | 2.628 | 6.970 | 0.520 | 0.508 | 0.939 | 680.454 |
| Diesel Excavator | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Hole Cleaners\Trenchers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Bore/Drill Rigs | 0.190 | 0.727 | 2.269 | 0.159 | 0.156 | 0.232 | 168.114 |
| Diesel Cement & Mortar Mixers | 1.162 | 4.418 | 13.863 | 0.914 | 0.895 | 1.390 | 1008.684 |
| Diesel Cranes | 0.489 | 1.444 | 6.354 | 0.378 | 0.367 | 0.811 | 588.955 |
| Diesel Graders | 0.028 | 0.108 | 0.375 | 0.026 | 0.025 | 0.059 | 42.552 |
| Diesel Tractors/backhoe | 0.294 | 1.303 | 1.146 | 0.217 | 0.211 | 0.151 | 109.669 |
| Diesel Bull Dozers | 0.086 | 0.328 | 1.133 | 0.079 | 0.076 | 0.176 | 127.657 |
| Diesel Front End Loaders | 0.136 | 0.553 | 1.785 | 0.125 | 0.121 | 0.264 | 191.449 |
| Diesel Aerial Lifts | 2.514 | 9.851 | 10.867 | 1.765 | 1.714 | 1.206 | 876.973 |
| Diesel Generator Set | 0.205 | 0.636 | 1.011 | 0.124 | 0.120 | 0.137 | 99.411 |
| **Total Emissions** | **5.715** | **22.240** | **46.467** | **4.357** | **4.242** | **5.463** | **3964.810** |

| Conversion factors | |
|---|---|
| Grams to tons | 1.102E-06 |

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

| Construction and Maintenance Worker Personal Vehicle Commuting to Construction Site-Passenger and Light Duty Trucks | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of cars | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 20 | 240 | 1050 | 1050 | 7.55 | 8.94 | 16.50 |
| CO | 12.4 | 15.7 | 20 | 240 | 1050 | 1050 | 68.87 | 87.20 | 156.07 |
| NOx | 0.95 | 1.22 | 20 | 240 | 1050 | 1050 | 5.28 | 6.78 | 12.05 |
| PM-10 | 0.0052 | 0.0065 | 20 | 240 | 1050 | 1050 | 0.03 | 0.04 | 0.06 |
| PM 2.5 | 0.0049 | 0.006 | 20 | 240 | 1050 | 1050 | 0.03 | 0.03 | 0.06 |
| CO2 | 369 | 511 | 20 | 240 | 1050 | 1050 | 2,049.46 | 2838.13 | 4,887.59 |

| Heavy Duty Trucks Delivery Supply Trucks to Construction and Maintenance Site | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | 10,000-19,500 lb Delivery Truck | 33,000-60,000 lb semi trailer rig | Mile/day | Day/yr | Number of trucks | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 0.29 | 0.55 | 30 | 240 | 4 | 4 | 0.01 | 0.02 | 0.03 |
| CO | 1.32 | 3.21 | 30 | 240 | 4 | 4 | 0.04 | 0.10 | 0.14 |
| NOx | 4.97 | 12.6 | 30 | 240 | 4 | 4 | 0.16 | 0.40 | 0.56 |
| PM-10 | 0.12 | 0.33 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.01 |
| PM 2.5 | 0.13 | 0.36 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.02 |
| CO2 | 536 | 536 | 30 | 240 | 4 | 4 | 17.01 | 17.01 | 34.02 |
| Daily Commute New Staff Associated with Proposed Action | | | | | | | | | |
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of Cars | Number of trucks | Total Emissions cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO | 12.4 | 15.7 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| NOx | 0.95 | 1.22 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM-10 | 0.0052 | 0.0065 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM 2.5 | 0.0049 | 0.006 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO2 | 369 | 511 | 40 | 365 | 0 | 0 | - | 0.00 | - |

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

| Conversion factor: | gms to tons |
|---|---|
| | 0.000001102 |

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

**CARBON EQUIVALENTS**

| Construction Commuters | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 412.39 | |
| NOx | 311 | 12.05 | |
| Total | | 424.44 | 5,312.03 |

| Delivery Trucks | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 0.67 | |
| NOx | 311 | 173.42 | |
| Total | | 174.09 | 208.11 |

| Kirtland AFB staff and Students | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | - | |
| NOx | 311 | - | |
| Total | | - | - |

CALCULATION SHEET-FUGITIVE DUST-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

## Construction Fugitive Dust Emissions

**Construction Fugitive Dust Emission Factors**

| | Emission Factor | Units | Source |
|---|---|---|---|
| General Construction Activities | 0.19 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |
| New Road Construction | 0.42 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |

**PM2.5 Emissions**

| | | | |
|---|---|---|---|
| PM2.5 Multiplier | 0.10 | (10% of PM10 emissions assumed to be PM2.5) | EPA 2001; EPA 2006 |
| **Control Efficiency** | 0.50 | (assume 50% control efficiency for PM10 and PM2.5 emissions) | EPA 2001; EPA 2006 |

### Project Assumptions

***Construction Area (0.19 ton PM10/acre-month)***

| | | | | |
|---|---|---|---|---|
| Duration of Construction Project | 12 | months | **Conversion Factors** | |
| Length | | miles | 0.000022957 | acres per feet |
| Length (converted) | 0 | feet | 5280 | feet per mile |
| Width | | feet | | |
| Area | 25.00 | acres | | |

***Staging Areas***

| | | |
|---|---|---|
| Duration of Construction Project | 12 | months |
| Length | | miles |
| Length (converted) | | feet |
| Width | | feet |
| Area | | acres |

| | Project Emissions (tons/year) | | | |
|---|---|---|---|---|
| | **PM10 uncontrolled** | **PM10 controlled** | **PM2.5 uncontrolled** | **PM2.5 controlled** |
| Construction Area (0.19 ton PM10/ac | 57.00 | 28.50 | 5.70 | 2.85 |
| Staging Areas | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **57.00** | **28.50** | **5.70** | **2.85** |

**References:**


EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

## Construction Fugitive Dust Emission Factors

**General Construction Activities Emission Factor**

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

**New Road Construction Emission Factor**

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

**PM2.5 Multiplier** **0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

**Control Efficiency for PM10 and PM2.5** **0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

CALCULATION SHEET-SUMMARY OF EMISSIONS-ALTERNATIVE 2 NEW ORLEANS BRAC CONSTRUCTION

| Alternative 1 Construction Emissions for Criteria Pollutants (tons per year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Source | VOC | CO | NOx | PM-10 | PM-2.5 | SO2 | CO2 | CO2 Equivalents | Total CO2 |
| Combustible Emissions | 5.71 | 22.24 | 46.47 | 4.36 | 4.24 | 5.46 | 3964.81 | 14594.18 | 18558.99 |
| Construction Site-Fugitive PM-10 | NA | NA | NA | 28.50 | 2.85 | NA | NA | NA | NA |
| Construction Workers Commuter & Trucking | 16.52 | 156.21 | 12.61 | 0.08 | 0.08 | NA | 4887.59 | 4334.76 | 9222.35 |
| **Total emissions-CONSTRUCTION** | **22.24** | **178.45** | **59.08** | **32.94** | **7.17** | **5.46** | **8,852** | **18,929** | **27,781** |
| De minimis Threshold (1) | 100 | NA | 100 | NA | NA | NA | NA | NA | 27,500 |

1. Orleans, Jefferson, Plaqueminnes, St. Charles and St Bernard Parish are in attainment for all NAAQS; however, Orleans, Jefferson, St Bernard and St, Charles are traffic maintenance areas for Ozone.

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

| Assumptions for Combustible Emissions | | | | | |
|---|---|---|---|---|---|
| Type of Construction Equipment | Num. of Units | HP Rated | Hrs/day | Days/yr | Total hp-hrs |
| Water Truck | 1 | 300 | 8 | 30 | 72000 |
| Diesel Road Compactors | 1 | 100 | 8 | 60 | 48000 |
| Diesel Dump Truck | 4 | 300 | 8 | 240 | 2304000 |
| Diesel Excavator | 0 | 300 | 8 | 0 | 0 |
| Diesel Hole Trenchers | 0 | 175 | 8 | 0 | 0 |
| Diesel Bore/Drill Rigs | 1 | 300 | 8 | 120 | 288000 |
| Diesel Cement & Mortar Mixers | 4 | 300 | 8 | 240 | 2304000 |
| Diesel Cranes | 3 | 175 | 8 | 240 | 1008000 |
| Diesel Graders | 1 | 300 | 8 | 30 | 72000 |
| Diesel Tractors/backhoe | 1 | 100 | 8 | 180 | 144000 |
| Diesel Bull Dozers | 3 | 300 | 8 | 180 | 1296000 |
| Diesel Front End Loaders | 3 | 300 | 8 | 180 | 1296000 |
| Diesel Fork Lifts | 6 | 100 | 8 | 240 | 1152000 |
| Diesel Generator Set | 2 | 40 | 8 | 240 | 153600 |

| Emission Factors | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC g/hp-hr | CO g/hp-hr | NOx g/hp-hr | PM-10 g/hp-hr | PM-2.5 g/hp-hr | SO2 g/hp-hr | CO2 g/hp-hr |
| Water Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Road Compactors | 0.370 | 1.480 | 4.900 | 0.340 | 0.330 | 0.740 | 536.200 |
| Diesel Dump Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Excavator | 0.340 | 1.300 | 4.600 | 0.320 | 0.310 | 0.740 | 536.300 |
| Diesel Trenchers | 0.510 | 2.440 | 5.810 | 0.460 | 0.440 | 0.740 | 535.800 |
| Diesel Bore/Drill Rigs | 0.600 | 2.290 | 7.150 | 0.500 | 0.490 | 0.730 | 529.700 |
| Diesel Cement & Mortar Mixers | 0.610 | 2.320 | 7.280 | 0.480 | 0.470 | 0.730 | 529.700 |
| Diesel Cranes | 0.440 | 1.300 | 5.720 | 0.340 | 0.330 | 0.730 | 530.200 |
| Diesel Graders | 0.350 | 1.360 | 4.730 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Tractors/backhoe | 1.850 | 8.210 | 7.220 | 1.370 | 1.330 | 0.950 | 691.100 |
| Diesel Bull Dozers | 0.360 | 1.380 | 4.760 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Front End Loaders | 0.380 | 1.550 | 5.000 | 0.350 | 0.340 | 0.740 | 536.200 |
| Diesel Fork Lifts | 1.980 | 7.760 | 8.560 | 1.390 | 1.350 | 0.950 | 690.800 |
| Diesel Generator Set | 1.210 | 3.760 | 5.970 | 0.730 | 0.710 | 0.810 | 587.300 |

# CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

| Emission Calculations | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC tons/yr | CO tons/yr | NOx tons/yr | PM-10 tons/yr | PM-2.5 tons/yr | SO2 tons/yr | CO2 tons/yr |
| Water Truck | 0.035 | 0.164 | 0.436 | 0.033 | 0.032 | 0.059 | 42.528 |
| Diesel Road Paver | 0.020 | 0.078 | 0.259 | 0.018 | 0.017 | 0.039 | 28.363 |
| Diesel Dump Truck | 1.117 | 5.256 | 13.939 | 1.041 | 1.016 | 1.879 | 1360.908 |
| Diesel Excavator | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Hole Cleaners\Trenchers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Bore/Drill Rigs | 0.190 | 0.727 | 2.269 | 0.159 | 0.156 | 0.232 | 168.114 |
| Diesel Cement & Mortar Mixers | 1.549 | 5.890 | 18.484 | 1.219 | 1.193 | 1.853 | 1344.913 |
| Diesel Cranes | 0.489 | 1.444 | 6.354 | 0.378 | 0.367 | 0.811 | 588.955 |
| Diesel Graders | 0.028 | 0.108 | 0.375 | 0.026 | 0.025 | 0.059 | 42.552 |
| Diesel Tractors/backhoe | 0.294 | 1.303 | 1.146 | 0.217 | 0.211 | 0.151 | 109.669 |
| Diesel Bull Dozers | 0.514 | 1.971 | 6.798 | 0.471 | 0.457 | 1.057 | 765.939 |
| Diesel Front End Loaders | 0.543 | 2.214 | 7.141 | 0.500 | 0.486 | 1.057 | 765.797 |
| Diesel Aerial Lifts | 2.514 | 9.851 | 10.867 | 1.765 | 1.714 | 1.206 | 876.973 |
| Diesel Generator Set | 0.205 | 0.636 | 1.011 | 0.124 | 0.120 | 0.137 | 99.411 |
| **Total Emissions** | **7.496** | **29.643** | **69.079** | **5.950** | **5.793** | **8.539** | **6194.122** |

| Conversion factors | |
|---|---|
| Grams to tons | 1.102E-06 |

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

| Construction and Maintenance Worker Personal Vehicle Commuting to Construction Site-Passenger and Light Duty Trucks | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of cars | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 20 | 240 | 1100 | 1100 | 7.91 | 9.37 | 17.28 |
| CO | 12.4 | 15.7 | 20 | 240 | 1100 | 1100 | 72.15 | 91.35 | 163.50 |
| NOx | 0.95 | 1.22 | 20 | 240 | 1100 | 1100 | 5.53 | 7.10 | 12.63 |
| PM-10 | 0.0052 | 0.0065 | 20 | 240 | 1100 | 1100 | 0.03 | 0.04 | 0.07 |
| PM 2.5 | 0.0049 | 0.006 | 20 | 240 | 1100 | 1100 | 0.03 | 0.03 | 0.06 |
| CO2 | 369 | 511 | 20 | 240 | 1100 | 1100 | 2,147.05 | 2973.28 | 5,120.33 |

| Heavy Duty Trucks Delivery Supply Trucks to Construction and Maintenance Site | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | 10,000-19,500 lb Delivery Truck | 33,000-60,000 lb semi trailer rig | Mile/day | Day/yr | Number of trucks | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 0.29 | 0.55 | 30 | 240 | 4 | 4 | 0.01 | 0.02 | 0.03 |
| CO | 1.32 | 3.21 | 30 | 240 | 4 | 4 | 0.04 | 0.10 | 0.14 |
| NOx | 4.97 | 12.6 | 30 | 240 | 4 | 4 | 0.16 | 0.40 | 0.56 |
| PM-10 | 0.12 | 0.33 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.01 |
| PM 2.5 | 0.13 | 0.36 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.02 |
| CO2 | 536 | 536 | 30 | 240 | 4 | 4 | 17.01 | 17.01 | 34.02 |
| Daily Commute New Staff Associated with Proposed Action | | | | | | | | | |
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of Cars | Number of trucks | Total Emissions cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO | 12.4 | 15.7 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| NOx | 0.95 | 1.22 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM-10 | 0.0052 | 0.0065 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM 2.5 | 0.0049 | 0.006 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO2 | 369 | 511 | 40 | 365 | 0 | 0 | - | 0.00 | - |

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

| Conversion factor: | gms to tons |
|---|---|
| | 0.000001102 |

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

**CARBON EQUIVALENTS**

| Construction Commuters | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 432.03 | |
| NOx | 311 | 12.63 | |
| Total | | 444.65 | 5,564.99 |

| Delivery Trucks | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 0.67 | |
| NOx | 311 | 173.42 | |
| Total | | 174.09 | 208.11 |

| Kirtland AFB staff and Students | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | - | |
| NOx | 311 | - | |
| Total | | - | - |

CALCULATION SHEET-FUGITIVE DUST-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

## Construction Fugitive Dust Emissions

**Construction Fugitive Dust Emission Factors**

| | Emission Factor | Units | Source |
|---|---|---|---|
| General Construction Activities | 0.19 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |
| New Road Construction | 0.42 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |

**PM2.5 Emissions**

| | | | |
|---|---|---|---|
| PM2.5 Multiplier | 0.10 | (10% of PM10 emissions assumed to be PM2.5) | EPA 2001; EPA 2006 |
| **Control Efficiency** | 0.50 | (assume 50% control efficiency for PM10 and PM2.5 emissions) | EPA 2001; EPA 2006 |

### Project Assumptions

***Construction Area (0.19 ton PM10/acre-month)***

| | | | Conversion Factors | |
|---|---|---|---|---|
| Duration of Construction Project | 12 | months | 0.000022957 | acres per feet |
| Length | | miles | 5280 | feet per mile |
| Length (converted) | 0 | feet | | |
| Width | | feet | | |
| Area | 25.00 | acres | | |

***Staging Areas***

| | | |
|---|---|---|
| Duration of Construction Project | 12 | months |
| Length | | miles |
| Length (converted) | | feet |
| Width | | feet |
| Area | | acres |

| | Project Emissions (tons/year) | | | |
|---|---|---|---|---|
| | PM10 uncontrolled | PM10 controlled | PM2.5 uncontrolled | PM2.5 controlled |
| Construction Area (0.19 ton PM10/ac | 57.00 | 28.50 | 5.70 | 2.85 |
| Staging Areas | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **57.00** | **28.50** | **5.70** | **2.85** |

**References:**


EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

## Construction Fugitive Dust Emission Factors

**General Construction Activities Emission Factor**

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

**New Road Construction Emission Factor**

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

**PM2.5 Multiplier** **0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

**Control Efficiency for PM10 and PM2.5** **0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

CALCULATION SHEET-SUMMARY OF EMISSIONS-ALTERNATIVE 3 NEW ORLEANS BRAC CONSTRUCTION

| Alternative 1 Construction Emissions for Criteria Pollutants (tons per year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Source | VOC | CO | NOx | PM-10 | PM-2.5 | SO2 | CO2 | CO2 Equivalents | Total CO2 |
| Combustible Emissions | 7.50 | 29.64 | 69.08 | 5.95 | 5.79 | 8.54 | 6194.12 | 21670.88 | 27865.00 |
| Construction Site-Fugitive PM-10 | NA | NA | NA | 28.50 | 2.85 | NA | NA | NA | NA |
| Construction Workers Commuter & Trucking | 17.31 | 163.65 | 13.18 | 0.08 | 0.08 | NA | 5120.33 | 4532.89 | 9653.22 |
| **Total emissions-CONSTRUCTION** | **24.80** | **193.29** | **82.26** | **34.53** | **8.72** | **8.54** | **11,314** | **26,204** | **37,518** |
| De minimis Threshold (1) | 100 | NA | 100 | NA | NA | NA | NA | NA | 27,500 |

1. Orleans, Jefferson, Plaqueminnes, St. Charles and St Bernard Parish are in attainment for all NAAQS; however, Orleans, Jefferson, St Bernard and St, Charles are traffic maintenance areas for Ozone.

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 4 NEW ORLEANS BRAC CONSTRUCTION

| Assumptions for Combustible Emissions | | | | | |
|---|---|---|---|---|---|
| Type of Construction Equipment | Num. of Units | HP Rated | Hrs/day | Days/yr | Total hp-hrs |
| Water Truck | 1 | 300 | 8 | 30 | 72000 |
| Diesel Road Compactors | 1 | 100 | 8 | 60 | 48000 |
| Diesel Dump Truck | 4 | 300 | 8 | 240 | 2304000 |
| Diesel Excavator | 0 | 300 | 8 | 0 | 0 |
| Diesel Hole Trenchers | 0 | 175 | 8 | 0 | 0 |
| Diesel Bore/Drill Rigs | 1 | 300 | 8 | 120 | 288000 |
| Diesel Cement & Mortar Mixers | 5 | 300 | 8 | 240 | 2880000 |
| Diesel Cranes | 3 | 175 | 8 | 240 | 1008000 |
| Diesel Graders | 2 | 300 | 8 | 30 | 144000 |
| Diesel Tractors/backhoe | 2 | 100 | 8 | 180 | 288000 |
| Diesel Bull Dozers | 4 | 300 | 8 | 180 | 1728000 |
| Diesel Front End Loaders | 4 | 300 | 8 | 180 | 1728000 |
| Diesel Fork Lifts | 6 | 100 | 8 | 240 | 1152000 |
| Diesel Generator Set | 2 | 40 | 8 | 240 | 153600 |

| Emission Factors | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC g/hp-hr | CO g/hp-hr | NOx g/hp-hr | PM-10 g/hp-hr | PM-2.5 g/hp-hr | SO2 g/hp-hr | CO2 g/hp-hr |
| Water Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Road Compactors | 0.370 | 1.480 | 4.900 | 0.340 | 0.330 | 0.740 | 536.200 |
| Diesel Dump Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Excavator | 0.340 | 1.300 | 4.600 | 0.320 | 0.310 | 0.740 | 536.300 |
| Diesel Trenchers | 0.510 | 2.440 | 5.810 | 0.460 | 0.440 | 0.740 | 535.800 |
| Diesel Bore/Drill Rigs | 0.600 | 2.290 | 7.150 | 0.500 | 0.490 | 0.730 | 529.700 |
| Diesel Cement & Mortar Mixers | 0.610 | 2.320 | 7.280 | 0.480 | 0.470 | 0.730 | 529.700 |
| Diesel Cranes | 0.440 | 1.300 | 5.720 | 0.340 | 0.330 | 0.730 | 530.200 |
| Diesel Graders | 0.350 | 1.360 | 4.730 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Tractors/backhoe | 1.850 | 8.210 | 7.220 | 1.370 | 1.330 | 0.950 | 691.100 |
| Diesel Bull Dozers | 0.360 | 1.380 | 4.760 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Front End Loaders | 0.380 | 1.550 | 5.000 | 0.350 | 0.340 | 0.740 | 536.200 |
| Diesel Fork Lifts | 1.980 | 7.760 | 8.560 | 1.390 | 1.350 | 0.950 | 690.800 |
| Diesel Generator Set | 1.210 | 3.760 | 5.970 | 0.730 | 0.710 | 0.810 | 587.300 |

# CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 4 NEW ORLEANS BRAC CONSTRUCTION

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

| Emission Calculations | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC tons/yr | CO tons/yr | NOx tons/yr | PM-10 tons/yr | PM-2.5 tons/yr | SO2 tons/yr | CO2 tons/yr |
| Water Truck | 0.035 | 0.164 | 0.436 | 0.033 | 0.032 | 0.059 | 42.528 |
| Diesel Road Paver | 0.020 | 0.078 | 0.259 | 0.018 | 0.017 | 0.039 | 28.363 |
| Diesel Dump Truck | 1.117 | 5.256 | 13.939 | 1.041 | 1.016 | 1.879 | 1360.908 |
| Diesel Excavator | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Hole Cleaners\Trenchers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Bore/Drill Rigs | 0.190 | 0.727 | 2.269 | 0.159 | 0.156 | 0.232 | 168.114 |
| Diesel Cement & Mortar Mixers | 1.936 | 7.363 | 23.105 | 1.523 | 1.492 | 2.317 | 1681.141 |
| Diesel Cranes | 0.489 | 1.444 | 6.354 | 0.378 | 0.367 | 0.811 | 588.955 |
| Diesel Graders | 0.056 | 0.216 | 0.751 | 0.052 | 0.051 | 0.117 | 85.104 |
| Diesel Tractors/backhoe | 0.587 | 2.606 | 2.291 | 0.435 | 0.422 | 0.302 | 219.339 |
| Diesel Bull Dozers | 0.686 | 2.628 | 9.064 | 0.628 | 0.609 | 1.409 | 1021.252 |
| Diesel Front End Loaders | 0.724 | 2.952 | 9.521 | 0.666 | 0.647 | 1.409 | 1021.062 |
| Diesel Aerial Lifts | 2.514 | 9.851 | 10.867 | 1.765 | 1.714 | 1.206 | 876.973 |
| Diesel Generator Set | 0.205 | 0.636 | 1.011 | 0.124 | 0.120 | 0.137 | 99.411 |
| **Total Emissions** | **8.557** | **33.921** | **79.867** | **6.822** | **6.642** | **9.917** | **7193.150** |

| Conversion factors | |
|---|---|
| Grams to tons | 1.102E-06 |

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 4 NEW ORLEANS BRAC CONSTRUCTION

| Construction and Maintenance Worker Personal Vehicle Commuting to Construction Site-Passenger and Light Duty Trucks | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of cars | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 20 | 240 | 1650 | 1650 | 11.87 | 14.05 | 25.92 |
| CO | 12.4 | 15.7 | 20 | 240 | 1650 | 1650 | 108.23 | 137.03 | 245.25 |
| NOx | 0.95 | 1.22 | 20 | 240 | 1650 | 1650 | 8.29 | 10.65 | 18.94 |
| PM-10 | 0.0052 | 0.0065 | 20 | 240 | 1650 | 1650 | 0.05 | 0.06 | 0.10 |
| PM 2.5 | 0.0049 | 0.006 | 20 | 240 | 1650 | 1650 | 0.04 | 0.05 | 0.10 |
| CO2 | 369 | 511 | 20 | 240 | 1650 | 1650 | 3,220.57 | 4459.93 | 7,680.50 |

| Heavy Duty Trucks Delivery Supply Trucks to Construction and Maintenance Site | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | 10,000-19,500 lb Delivery Truck | 33,000-60,000 lb semi trailer rig | Mile/day | Day/yr | Number of trucks | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 0.29 | 0.55 | 30 | 240 | 4 | 4 | 0.01 | 0.02 | 0.03 |
| CO | 1.32 | 3.21 | 30 | 240 | 4 | 4 | 0.04 | 0.10 | 0.14 |
| NOx | 4.97 | 12.6 | 30 | 240 | 4 | 4 | 0.16 | 0.40 | 0.56 |
| PM-10 | 0.12 | 0.33 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.01 |
| PM 2.5 | 0.13 | 0.36 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.02 |
| CO2 | 536 | 536 | 30 | 240 | 4 | 4 | 17.01 | 17.01 | 34.02 |
| Daily Commute New Staff Associated with Proposed Action | | | | | | | | | |
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of Cars | Number of trucks | Total Emissions cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO | 12.4 | 15.7 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| NOx | 0.95 | 1.22 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM-10 | 0.0052 | 0.0065 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| PM 2.5 | 0.0049 | 0.006 | 40 | 365 | 0 | 0 | - | 0.00 | - |
| CO2 | 369 | 511 | 40 | 365 | 0 | 0 | - | 0.00 | - |

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 4 NEW ORLEANS BRAC CONSTRUCTION

| Conversion factor: | gms to tons |
|---|---|
| | 0.000001102 |

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

**CARBON EQUIVALENTS**

| Construction Commuters | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 648.04 | |
| NOx | 311 | 18.94 | |
| Total | | 666.98 | 8,347.48 |

| Delivery Trucks | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 0.67 | |
| NOx | 311 | 173.42 | |
| Total | | 174.09 | 208.11 |

| Kirtland AFB staff and Students | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | - | |
| NOx | 311 | - | |
| Total | | - | - |

CALCULATION SHEET-FUGITIVE DUST-ALTERNATIVE 4 NEW ORLEANS BRAC CONSTRUCTION

## Construction Fugitive Dust Emissions

**Construction Fugitive Dust Emission Factors**

| | Emission Factor | Units | Source |
|---|---|---|---|
| General Construction Activities | 0.19 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |
| New Road Construction | 0.42 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |

**PM2.5 Emissions**

| | | | |
|---|---|---|---|
| PM2.5 Multiplier | 0.10 | (10% of PM10 emissions assumed to be PM2.5) | EPA 2001; EPA 2006 |
| **Control Efficiency** | 0.50 | (assume 50% control efficiency for PM10 and PM2.5 emissions) | EPA 2001; EPA 2006 |

**Project Assumptions**

***Construction Area (0.19 ton PM10/acre-month)***

| | | | Conversion Factors | |
|---|---|---|---|---|
| Duration of Construction Project | 12 | months | 0.000022957 | acres per feet |
| Length | | miles | 5280 | feet per mile |
| Length (converted) | 0 | feet | | |
| Width | | feet | | |
| Area | 25.00 | acres | | |

***Staging Areas***

| | | |
|---|---|---|
| Duration of Construction Project | 12 | months |
| Length | | miles |
| Length (converted) | | feet |
| Width | | feet |
| Area | 3.00 | acres |

| | Project Emissions (tons/year) | | | |
|---|---|---|---|---|
| | PM10 uncontrolled | PM10 controlled | PM2.5 uncontrolled | PM2.5 controlled |
| Construction Area (0.19 ton PM10/ac | 57.00 | 28.50 | 5.70 | 2.85 |
| Staging Areas | 0.57 | 0.29 | 0.06 | 0.03 |
| **Total** | **57.57** | **28.79** | **5.76** | **2.88** |

**References:**


EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

## Construction Fugitive Dust Emission Factors

**General Construction Activities Emission Factor**

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

**New Road Construction Emission Factor**

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

**PM2.5 Multiplier** **0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

**Control Efficiency for PM10 and PM2.5** **0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

CALCULATION SHEET-SUMMARY OF EMISSIONS-ALTERNATIVE 4
NEW ORLEANS BRAC CONSTRUCTION

| Alternative 1 Construction Emissions for Criteria Pollutants (tons per year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Source | VOC | CO | NOx | PM-10 | PM-2.5 | SO2 | CO2 | CO2 Equivalents | Total CO2 |
| Combustible Emissions | 8.56 | 33.92 | 79.87 | 6.82 | 6.64 | 9.92 | 7193.15 | 25052.59 | 32245.74 |
| Construction Site-Fugitive PM-10 | NA | NA | NA | 28.79 | 2.88 | NA | NA | NA | NA |
| Construction Workers Commuter & Trucking | 25.95 | 245.40 | 19.50 | 0.12 | 0.11 | NA | 7680.50 | 6712.29 | 14392.79 |
| **Total emissions-CONSTRUCTION** | **34.51** | **279.32** | **99.36** | **35.72** | **9.63** | **9.92** | **14,874** | **31,765** | **46,639** |
| De minimis Threshold (1) | 100 | NA | 100 | NA | NA | NA | NA | NA | 27,500 |

1. Orleans, Jefferson, Plaqueminnes, St. Charles and St Bernard Parish are in attainment for all NAAQS; however, Orleans, Jefferson, St Bernard and St, Charles are traffic maintenance areas for Ozone.

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks;
http://www.epa.gov/climatechange/emissions/usinventoryreport.html

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

| Assumptions for Combustible Emissions | | | | | |
|---|---|---|---|---|---|
| Type of Construction Equipment | Num. of Units | HP Rated | Hrs/day | Days/yr | Total hp-hrs |
| Water Truck | 0 | 300 | 8 | 30 | 0 |
| Diesel Road Compactors | 0 | 100 | 8 | 60 | 0 |
| Diesel Dump Truck | 0 | 300 | 8 | 240 | 0 |
| Diesel Excavator | 0 | 300 | 8 | 0 | 0 |
| Diesel Hole Trenchers | 0 | 175 | 8 | 0 | 0 |
| Diesel Bore/Drill Rigs | 0 | 300 | 8 | 120 | 0 |
| Diesel Cement & Mortar Mixers | 0 | 300 | 8 | 240 | 0 |
| Diesel Cranes | 0 | 175 | 8 | 240 | 0 |
| Diesel Graders | 0 | 300 | 8 | 15 | 0 |
| Diesel Tractors/backhoe | 1 | 100 | 8 | 240 | 192000 |
| Diesel Bull Dozers | 0 | 300 | 8 | 15 | 0 |
| Diesel Front End Loaders | 0 | 300 | 8 | 30 | 0 |
| Diesel Fork Lifts | 0 | 100 | 8 | 240 | 0 |
| Diesel Generator Set | 2 | 40 | 8 | 240 | 153600 |

| Emission Factors | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC g/hp-hr | CO g/hp-hr | NOx g/hp-hr | PM-10 g/hp-hr | PM-2.5 g/hp-hr | SO2 g/hp-hr | CO2 g/hp-hr |
| Water Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Road Compactors | 0.370 | 1.480 | 4.900 | 0.340 | 0.330 | 0.740 | 536.200 |
| Diesel Dump Truck | 0.440 | 2.070 | 5.490 | 0.410 | 0.400 | 0.740 | 536.000 |
| Diesel Excavator | 0.340 | 1.300 | 4.600 | 0.320 | 0.310 | 0.740 | 536.300 |
| Diesel Trenchers | 0.510 | 2.440 | 5.810 | 0.460 | 0.440 | 0.740 | 535.800 |
| Diesel Bore/Drill Rigs | 0.600 | 2.290 | 7.150 | 0.500 | 0.490 | 0.730 | 529.700 |
| Diesel Cement & Mortar Mixers | 0.610 | 2.320 | 7.280 | 0.480 | 0.470 | 0.730 | 529.700 |
| Diesel Cranes | 0.440 | 1.300 | 5.720 | 0.340 | 0.330 | 0.730 | 530.200 |
| Diesel Graders | 0.350 | 1.360 | 4.730 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Tractors/backhoe | 1.850 | 8.210 | 7.220 | 1.370 | 1.330 | 0.950 | 691.100 |
| Diesel Bull Dozers | 0.360 | 1.380 | 4.760 | 0.330 | 0.320 | 0.740 | 536.300 |
| Diesel Front End Loaders | 0.380 | 1.550 | 5.000 | 0.350 | 0.340 | 0.740 | 536.200 |
| Diesel Fork Lifts | 1.980 | 7.760 | 8.560 | 1.390 | 1.350 | 0.950 | 690.800 |
| Diesel Generator Set | 1.210 | 3.760 | 5.970 | 0.730 | 0.710 | 0.810 | 587.300 |

CALCULATION SHEET-COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

| Emission Calculations | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of Construction Equipment | VOC tons/yr | CO tons/yr | NOx tons/yr | PM-10 tons/yr | PM-2.5 tons/yr | SO2 tons/yr | CO2 tons/yr |
| Water Truck | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Road Paver | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Dump Truck | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Excavator | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Hole Cleaners\Trenchers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Bore/Drill Rigs | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Cement & Mortar Mixers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Cranes | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Graders | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Tractors/backhoe | 0.391 | 1.737 | 1.528 | 0.290 | 0.281 | 0.201 | 146.226 |
| Diesel Bull Dozers | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Front End Loaders | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Aerial Lifts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Diesel Generator Set | 0.205 | 0.636 | 1.011 | 0.124 | 0.120 | 0.137 | 99.411 |
| **Total Emissions** | **0.596** | **2.374** | **2.538** | **0.413** | **0.402** | **0.338** | **245.636** |

| Conversion factors | |
|---|---|
| Grams to tons | 1.102E-06 |

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

| Daily Vehicle Use of New Residents Living in Apartments -Passenger and Light Duty Trucks | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of cars | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 20 | 240 | 185 | 185 | 1.33 | 1.58 | 2.91 |
| CO | 12.4 | 15.7 | 20 | 240 | 185 | 185 | 12.13 | 15.36 | 27.50 |
| NOx | 0.95 | 1.22 | 20 | 240 | 185 | 185 | 0.93 | 1.19 | 2.12 |
| PM-10 | 0.0052 | 0.0065 | 20 | 240 | 185 | 185 | 0.01 | 0.01 | 0.01 |
| PM 2.5 | 0.0049 | 0.006 | 20 | 240 | 185 | 185 | 0.00 | 0.01 | 0.01 |
| CO2 | 369 | 511 | 20 | 240 | 185 | 185 | 361.09 | 500.05 | 861.15 |

| Heavy Duty Trucks Delivery Supply Trucks to Businesses at Site | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | 10,000-19,500 lb Delivery Truck | 33,000-60,000 lb semi trailer rig | Mile/day | Day/yr | Number of trucks | Number of trucks | Total Emissions Cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 0.29 | 0.55 | 30 | 240 | 4 | 4 | 0.01 | 0.02 | 0.03 |
| CO | 1.32 | 3.21 | 30 | 240 | 4 | 4 | 0.04 | 0.10 | 0.14 |
| NOx | 4.97 | 12.6 | 30 | 240 | 4 | 4 | 0.16 | 0.40 | 0.56 |
| PM-10 | 0.12 | 0.33 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.01 |
| PM 2.5 | 0.13 | 0.36 | 30 | 240 | 4 | 4 | 0.00 | 0.01 | 0.02 |
| CO2 | 536 | 536 | 30 | 240 | 4 | 4 | 17.01 | 17.01 | 34.02 |
| Daily Commute New Staff Associated with Proposed Action | | | | | | | | | |
| | Emission Factors | | Assumptions | | | | Results by Pollutant | | |
| Pollutants | Passenger Cars g/mile | Pick-up Trucks, SUVs g/mile | Mile/day | Day/yr | Number of Cars | Number of trucks | Total Emissions cars tns/yr | Total Emissions Trucks tns/yr | Total tns/yr |
| VOCs | 1.36 | 1.61 | 40 | 240 | 379 | 379 | 5.45 | 6.46 | 11.91 |
| CO | 12.4 | 15.7 | 40 | 240 | 379 | 379 | 49.72 | 62.95 | 112.67 |
| NOx | 0.95 | 1.22 | 40 | 240 | 379 | 379 | 3.81 | 4.89 | 8.70 |
| PM-10 | 0.0052 | 0.0065 | 40 | 240 | 379 | 379 | 0.02 | 0.03 | 0.05 |
| PM 2.5 | 0.0049 | 0.006 | 40 | 240 | 379 | 379 | 0.02 | 0.02 | 0.04 |
| CO2 | 369 | 511 | 40 | 240 | 379 | 379 | 1,479.51 | 2048.86 | 3,528.37 |

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

| Conversion factor: | gms to tons |
|---|---|
| | 0.000001102 |

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

**CARBON EQUIVALENTS**

| Construction Commuters | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 72.66 | |
| NOx | 311 | 2.12 | |
| Total | | 74.78 | 935.93 |

| Delivery Trucks | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 0.67 | |
| NOx | 311 | 173.42 | |
| Total | | 174.09 | 208.11 |

| Kirtland AFB staff and Students | Conversion | Emissions CO2 tons/yr | Total CO2 |
|---|---|---|---|
| VOCs | 25 | 297.71 | |
| NOx | 311 | 2,705.90 | |
| Total | | 3,003.61 | 6,531.98 |

CALCULATION SHEET-FUGITIVE DUST-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

## Construction Fugitive Dust Emissions

**Construction Fugitive Dust Emission Factors**

| | Emission Factor | Units | Source |
|---|---|---|---|
| General Construction Activities | 0.19 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |
| New Road Construction | 0.42 | ton PM10/acre-month | MRI 1996; EPA 2001; EPA 2006 |

**PM2.5 Emissions**

| | | | |
|---|---|---|---|
| PM2.5 Multiplier | 0.10 | (10% of PM10 emissions assumed to be PM2.5) | EPA 2001; EPA 2006 |
| **Control Efficiency** | 0.50 | (assume 50% control efficiency for PM10 and PM2.5 emissions) | EPA 2001; EPA 2006 |

### Project Assumptions

***Construction Area (0.19 ton PM10/acre-month)***

| | | | Conversion Factors | |
|---|---|---|---|---|
| Duration of Construction Project | 12 | months | 0.000022957 | acres per feet |
| Length | | miles | 5280 | feet per mile |
| Length (converted) | 0 | feet | | |
| Width | | feet | | |
| Area | 16.00 | acres | | |

***Staging Areas***

| | | |
|---|---|---|
| Duration of Construction Project | 12 | months |
| Length | | miles |
| Length (converted) | | feet |
| Width | | feet |
| Area | 3.00 | acres |

| | Project Emissions (tons/year) | | | |
|---|---|---|---|---|
| | PM10 uncontrolled | PM10 controlled | PM2.5 uncontrolled | PM2.5 controlled |
| Construction Area (0.19 ton PM10/ac | 36.48 | 18.24 | 3.65 | 1.82 |
| Staging Areas | 0.57 | 0.29 | 0.06 | 0.03 |
| **Total** | **37.05** | **18.53** | **3.71** | **1.85** |

**References:**


EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

## Construction Fugitive Dust Emission Factors

**General Construction Activities Emission Factor**

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

**New Road Construction Emission Factor**

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

**PM2.5 Multiplier** **0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

**Control Efficiency for PM10 and PM2.5** **0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

**References:**

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999.* EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants.* Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1).* Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

CALCULATION SHEET-SUMMARY OF EMISSIONS-ALTERNATIVE 1 NEW ORLEANS BRAC PERMANENT RESIDENTS AND EMPLOYEES

| Alternative 1 Construction Emissions for Criteria Pollutants (tons per year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Source | VOC | CO | NOx | PM-10 | PM-2.5 | SO2 | CO2 | CO2 Equivalents | Total CO2 |
| Combustible Emissions | 0.60 | 2.37 | 2.54 | 0.41 | 0.40 | 0.34 | 245.64 | 804.27 | 1049.91 |
| Construction Site-Fugitive PM-10 | NA | NA | NA | 18.53 | 1.85 | NA | NA | NA | NA |
| Construction Workers Commuter & Trucking | 2.93 | 27.64 | 2.68 | 0.03 | 0.03 | NA | 861.15 | 907.16 | 1768.31 |
| New Residents and Employees Commuter Traffic | 14.84 | 140.31 | 11.38 | 0.07 | 0.07 | NA | 4423.54 | 3910.77 | 8334.31 |
| **Total emissions-CONSTRUCTION** | **18.37** | **170.32** | **16.60** | **19.04** | **2.35** | **0.34** | **5530.33** | **5622.20** | **11152.53** |
| De minimis Threshold (1) | 100 | NA | 100 | NA | NA | NA | NA | NA | 27,500 |

1. Orleans, Jefferson, Plaqueminnes, St. Charles and St Bernard Parish are in attainment for all NAAQS; however, Orleans, Jefferson, St Bernard and St, Charles are traffic maintenance areas for Ozone.

| **Carbon Equivalents** | Conversion Factor |
|---|---|
| N2O or NOx | 311 |
| Methane or VOCs | 25 |

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks; http://www.epa.gov/climatechange/emissions/usinventoryreport.html

# APPENDIX C
# COASTAL ZONE CONSISTENCY DETERMINATION

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE SOUTHEAST
4130 FABER PLACE DRIVE
SUITE 202
NORTH CHARLESTON, SC 29405

Ser BPMOSE dcj/0124
10 May 11

Mr. Gregory J. DuCote
Louisiana Department of Natural Resources
Coastal Management Division
Interagency Affairs Program
P.O. Box 44487
Baton Rouge, LA 70804-4487

Subj: CONSISTENCY DETERMINATION, NAVAL SUPPORT ACTIVITY NEW ORLEANS EAST BANK, NEW ORLEANS, LOUISIANA

Dear Mr. DuCote:

The Department of the Navy is submitting this Consistency Determination per Section 307 of the Coastal Zone Management Act of 1972, 16 United States Code (U.S.C.) 1456, which requires that "each federal agency conducting or supporting activities directly affecting the coastal zone shall conduct or support those activities in a manner which is, to the maximum extent practicable, consistent with approved state management programs." In accordance with Section 307, a Consistency Determination has been prepared for the proposed disposal, transfer, and reuse of the Naval Support Activity (NSA) New Orleans East Bank, located in Orleans Parish, Louisiana.

This letter and attachments provides the State of Louisiana with the U.S. Navy's Federal Consistency Determination for activities described pursuant to Section 307 of the Coastal Zone Management Act, 16 U.S.C. § 1456, as amended, and its implementing regulations at 15 Code of Federal Regulations Part 930. Coastal Use Guidelines were addressed in the attached document and were written to implement the policies and goals of the Louisiana Coastal Resources Program and to serve as a set of performance standards for evaluating projects. Compliance with the Louisiana Coastal Resources Program, and therefore Section 307, requires compliance with applicable Coastal Use Guidelines.

The purpose of the Proposed Action is to implement the Defense Base Closure and Realignment Commission's (BRAC) recommendation pertaining to the closure and disposal of NSA East Bank, consistent with the BRAC Program Management Office's (PMO) justification for the conveyance of the property to support the City of New Orleans' *Final Reuse/Redevelopment Plan for the Naval Support Activity New Orleans East Bank.*

The Proposed Action, also called the Recommended Reuse Plan by the New Orleans Advisory Task Force (NOATF), would include mixed-use elements with a disaster management focus for the majority of the reuse concepts. The Proposed Action would retain all three of the main NSA East Bank buildings (Buildings 601, 602, and 603) and would include a mix of the following components within the main buildings:

- a disaster management emergency operating center (EOC)
- space for support services for emergency personnel
- a temporary hurricane shelter and the storage space for necessary supplies in the event of a disaster
- above market-rate residential space
- EOC support and food support (e.g., cafeteria)
- a shelter during a hurricane or other disaster
- neighborhood-level retail
- research and training technology service offices (focused on disaster management)
- cruise terminal parking for the adjacent proposed cruise terminal at Poland Street
- restricted non-cruise terminal parking

In addition, the Proposed Action would also include:

- construction of new supportive housing which would consist of 40 to 50 units for the homeless, with 10,000 to 15,000 square feet (sq ft) of administrative support space;
- construction of a rooftop heliport landing pad;
- development of associated greenspace (approximately 10 to 12 acres scattered throughout the site) that could also be used as a backup heliport during disaster events; and
- upgrades of existing pathways and roadways to accommodate traffic, bus circulation, and the integration and reestablishment of traffic flow including:construction of a new road along the southern and eastern boundary of the site;
- reestablishment of Poland Avenue to Chartres Street and reintegration of the access entryway at Poland Avenue;
- construction of pedestrian pathways to and from the site east of Building 601 along the Inner Harbor Navigation Canal (IHNC) levee; and
- construction of a new grade-separated access at the northeastern edge of the neighborhood between St. Claude Street, over the New Orleans Public Belt (NOPB) railroad, and into the adjacent neighborhood.

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The Navy is obligated to ensure that its activities directly affecting or conducted in the coastal zone will be carried out in a manner which is, to the maximum extent practicable, consistent with approved Coastal Zone Management programs. Based on this evaluation and the attached Coastal Use Guidelines, the Navy has determined that implementation of the Proposed Action would be consistent, to the maximum extent practicable, with the Louisiana Coastal Zone Management Plan. We request your concurrence.

If you have any questions regarding this determination or require additional information, please contact Mr. Dale Johannesmeyer via e-mail at dale.johannesmeyer.ctr@navy.mil, or by telephone at (843) 743-2128.

Sincerely,

R. DAVID CRISWELL, P. E.
Deputy Base Closure Manager

Encls:
Encl: (1) Figure 1. Project Location Map
Encl: (2) Figure 2. Proposed Action Map
Encl: (3) Coastal Use Guidelines and Responses


Figure 1: Project Location Map

Encl: (1)


Figure 2: Proposed Action

Encl: (2)

## COASTAL USE GUIDELINES

### 1. Guidelines Applicable to All Uses

**Guideline 1.1:** The guidelines must be read in their entirety. Any proposed use may be subject to the requirements of more than one guideline or section of guidelines and all applicable guidelines must be complied with.

**Response:** Guideline 1.1 acknowledged.

**Guideline 1.2:** Conformance with applicable water and air quality laws, standards, and regulations, and with those other laws, standards and regulations which have been incorporated into the Coastal Resources Program shall be deemed in conformance with the program except to the extent that these guidelines would impose additional requirements.

**Response:** Guideline 1.2 acknowledged.

**Guideline 1.3:** The guidelines include both general provisions applicable to all uses and specific provisions applicable only to certain types of uses. The general guidelines apply in all situations. The specific guidelines apply only to situations they address. Specific and general guidelines should be interpreted to be consistent with each other. In the event there is an inconsistency, the specific should prevail.

**Response:** Guideline 1.3 acknowledged.

**Guideline 1.4:** These guidelines are not intended to nor shall they be interpreted so as to result in an involuntary acquisition or taking of property.

**Response:** Guideline 1.4 acknowledged.

**Guideline 1.5:** No use or activity shall be carried out or conducted in such a manner as to constitute a violation of the terms of a grant or donation of any lands or waterbottoms to the State or any subdivision thereof. Revocations of such grants and donations shall be avoided.

**Response:** The Proposed Action would not cause violations or revocations of such grants or donations.

**Guideline 1.6:** Information regarding the following general factors shall be utilized by the permitting authority in evaluating whether the proposed use is in compliance with the guidelines.

a) Type, nature, and location of use.

b) Elevation, soil, and water conditions and flood and storm hazard characteristics of site.

c) Techniques and materials used in construction, operation, and maintenance of use.

d) Existing drainage patterns and water regimes of surrounding area including flow, circulation, quality, quantity, and salinity; and impacts on them.

e) Availability of feasible alternative sites or methods for implementing the use.

f) Designation of the area for certain uses as part of a local program.

g) Economic need for use and extent of impacts of use on economy of locality.

h) Extent of resulting public and private benefits.

i) Extent of coastal water dependency of the use.

j) Existence of necessary infrastructure to support the use and public costs resulting from the use.

k) Extent of impacts on existing and traditional uses of the area and on future uses for which the area is suited.

l) Proximity to and extent of impacts on important natural features such as beaches, barrier islands, tidal passes, wildlife and aquatic habitats, and forest lands.

m) The extent to which regional, state, and national interests are served including the national interest in resources and the siting of facilities in the coastal zones as identified in the coastal resources program.

n) Proximity to and extent of impacts on, special areas, particular areas, or other areas of particular concern of the state program or local programs.

o) Likelihood of, and extent of impacts of, resulting secondary impacts and cumulative impacts.

p) Proximity to and extent of impacts on public lands or works, or historic, recreational or cultural resources.

q) Extent of impacts on navigation, fishing, public access, and recreational opportunities.

r) Extent of compatibility with natural and cultural setting.

s) Extent of long-term benefits or adverse impacts.

**Response:** Guideline 1.6 acknowledged.

**Guideline 1.7:** It is the policy of the coastal resources program to avoid the following adverse impacts. To this end, all users and activities shall be planned, sited, designed, and constructed, operated, and maintained to avoid to the maximum extent practicable significant:

a) reductions in the natural supply of sediment and nutrients to the coastal system by alterations of freshwater flow.

**Response:** The Proposed Action would neither alter freshwater flows nor change the natural supply of sediments to the coastal system.

b) adverse economic impacts on the locality of the use and affected governmental bodies.

**Response:** There are no adverse economic impacts on the locality of the use and affected governmental bodies.

c) detrimental discharges of inorganic nutrient compounds into coastal waters.

**Response:** No detrimental discharges of inorganic nutrient compounds would occur.

d) alterations in the natural concentration of oxygen in coastal waters.

**Response:** No impacts on waters of the U.S. are anticipated under the Proposed Action.

e) destruction or adverse alterations of streams, wetland, tidal passes, inshore waters and waterbottoms, beaches, dunes, barrier islands, and other natural biologically valuable areas or protective coastal features.

**Response:** There are no known wetlands within the NSA East Bank site, therefore the Proposed Action would not impact wetlands. No tidal passes, beaches, dunes, barrier islands, or protective coastal features would be affected.

f) adverse disruption of existing social patterns.

**Response:** No adverse disruption of existing social patterns is expected to occur.

g) alterations of the natural temperature regime of coastal waters.

**Response:** Project construction and operation would not cause a measurable change in the natural temperature regime of coastal waters.

h) detrimental changes in existing salinity regimes.

**Response:** No measurable change in existing salinity regimes would occur.

i) detrimental changes in littoral and sediment transport processes.

**Response:** The Proposed Action would not affect littoral or sediment transport processes.

j) adverse effects of cumulative impacts.

**Response:** No cumulative impacts are expected to occur.

k) detrimental discharges of suspended solids into coastal waters, including turbidity resulting from dredging.

**Response:** No detrimental discharge of suspended solids into coastal waters is expected to occur.

l) reductions or blockage of water flow or natural circulation patterns within or into an estuarine system or wetland forest.

**Response:** The Proposed Action would not affect water flow or natural circulation patterns within or into an estuarine system or wetland forest.

m) discharges of pathogens or toxic substances into coastal waters.

**Response:** No pathogens or toxic substances would be discharged.

n) adverse alteration or destruction of archaeological, historical, or other cultural resources.

**Response:** No effects on historic and cultural resources are anticipated; Section 106 consultation from the Louisiana State Historic Preservation Officer (SHPO) has been initiated and will be completed prior to land transfer.

o) fostering of detrimental secondary impacts in undisturbed or biologically highly productive wetland areas.

**Response:** No detrimental secondary impacts are anticipated to undisturbed or biologically highly productive

wetlands, due to the fact that no known wetlands exist within the NSA East Bank site.

p) adverse alteration or destruction of unique or valuable habitats, critical habitat for endangered species, important wildlife or fishery breeding or nursery areas, designated wildlife management or sanctuary areas, or forest lands.

**Response:** The Proposed Action would not cause adverse alteration or destruction of unique or valuable habitats, critical habitat for endangered species, important wildlife or fishery breeding or nursery areas, designated wildlife management or sanctuary areas, or forest lands.

q) adverse alteration or destruction of public parks, shoreline access points, public works, designated recreation areas, scenic rivers, or other areas of public use and concern.

**Response:** The Proposed Action would increase greenspace; however, no adverse alteration or destruction of public parks, shoreline access points, public works, designated recreation areas, scenic rivers, or other areas of public use and concern would occur under the Proposed Action.

r) adverse disruptions of coastal wildlife and fishery migratory patterns.

**Response:** No adverse disruptions of wildlife and fisheries migratory patterns would occur.

s) land loss, erosion, and subsidence.

**Response:** The proposed project would not cause land loss, erosion, or subsidence.

t) increases in the potential for flood, hurricane, or other storm damage, or increases in the likelihood that damage will occur from such hazards.

**Response:** There is no increase in the potential for flood, hurricane, or other storm damage, or increases in the likelihood that damage will occur from such hazards.

u) reductions in the long-term biological productivity of the coastal ecosystem.

**Response:** The Proposed Action would not result in long-term loss of biological productivity.

**Guideline 1.8:** In those in which the modifier "maximum extent practicable" is used, the proposed use is in compliance with the guideline if the standard modified by the term is complied with. If the modified standard is not complied with, the use will be in compliance with the guideline if the permitting authority finds, after a systematic consideration of all pertinent information regarding the use, the site, and the impacts of the use as set forth in Guideline 1.6, and a balancing of their relative significance, that the benefits resulting from the proposed use would clearly outweigh the adverse impacts resulting from noncompliance with the modified standard and there are no feasible and practical alternative locations, methods, and practices for the use that are in compliance with the modified standard and:

a) significant public benefits will result from the use, or;
b) the use would serve important regional, state, or national interests, including the national interest in resources and the siting of facilities in the coastal zone identified in the coastal resources program, or;
c) the use is coastal water dependent.

The systematic consideration process shall also result in a determination of those conditions necessary for the use to be in compliance with the guideline. Those conditions shall assure that the use is carried out utilizing those locations, methods, and practices which maximize conformance to the modified standard; are technically, economically,

environmentally, socially, and legally feasible and practical and minimize or offset those adverse impacts listed in guideline 1.7 and in the guideline at issue.

**Response:** Guideline 1.8 acknowledged.

**Guideline 1.9:** Uses shall, to the maximum extent practicable, be designed and carried out to permit multiple concurrent uses which are appropriate for the location and to avoid unnecessary conflicts with other uses of the vicinity.

**Response:** The Proposed Action reuse of the NSA East Bank site would remain consistent with the City of New Orleans Master Plan and would complement nearby adjacent land uses.

**Guideline 1.10:** These guidelines are not intended to be, nor shall they be, interpreted to allow expansion of governmental authority beyond that established by La. R.S. 49:213.1 through 213.21, as amended; nor shall these guidelines be interpreted so as to require permits for specific uses legally commenced or established prior to the effective date of the coastal use permit program nor to normal maintenance or repair of such uses.

**Response:** Guideline 1.10 acknowledged.

**2. Guidelines for Levees**

**Response:** Not applicable

**3. Guidelines for Linear Facilities**

**Guideline 3.1:** Linear use alignments shall be planned to avoid adverse impacts on areas of high biological productivity or irreplaceable resource areas.

**Response:** Proposed realigned and upgraded roadways will not affect areas of high biological productivity or irreplaceable resource areas.

**Guideline 3.2:** Linear facilities involving the use of dredging or filling shall be avoided in wetland and estuarine areas to the maximum extent practicable.

**Response:** Proposed realigned and upgraded roadways will not affect wetland and estuarine areas.

**Guideline 3.3:** Linear facilities involving dredging shall be of the minimum size and length.

**Response:** Not applicable.

**Guideline 3.4:** To the maximum extent practicable, pipelines shall be installed through the "push ditch" method and the ditch backfilled.

**Response:** Not applicable.

**Guideline 3.5:** Existing corridors, right-of-way, canals, and streams shall be utilized to the maximum extent practicable for linear facilities.

**Response:** Proposed realigned and upgraded roadways will utilize existing corridors and right-of-way.

**Guideline 3.6:** Linear facilities and alignments shall be, to the maximum extent practicable, designed and constructed to permit multiple uses consistent with the nature of the facility.

**Response:** Proposed realigned and upgraded roadways will be designed and constructed to permit multiple uses within the NSA East Bank property.

**Guideline 3.7:** Linear facilities involving dredging shall not traverse or adversely affect any barrier island.

**Response:** Not applicable.

**Guideline 3.8:** Linear facilities involving dredging shall not traverse beaches, tidal passes, protective reefs or other natural gulf shoreline unless no other alternative exists. If a beach, tidal pass, reef or other natural gulf shoreline must be traversed for a non-navigation canal, they shall be restored at least to their natural condition immediately upon completion of construction. Tidal passes shall not be permanently widened or deepened except when necessary to conduct the use. The best available restoration techniques which improve the traversed area's ability to serve as a shoreline shall be used.

**Response:** Not applicable.

**Guideline 3.9:** Linear facilities shall be planned, designed, located, and built using the best practical techniques to minimize disruption of natural hydrologic and sediment transport patterns, sheet flow, and water quality, and to minimize adverse impacts on wetlands.

**Response:** The NSA East Bank proposed realigned and upgraded roadways will be designed, located, and built using the best practical techniques to minimize disruption of natural hydrologic and sediment transport patterns, sheet flow, and water quality.

**Guideline 3.10:** Linear facilities shall be planned, designed, and built using the best practical techniques to prevent bank slumping and erosion, saltwater intrusion, and to minimize the potential for inland movement of storm-generated surges. Consideration shall be given to the use of locks in navigation canals and channels which connect more saline areas with fresher areas.

**Response:** Not applicable.

## 4. Guidelines for Dredged Spoil Deposition

**Response:** Not applicable

## 5. Guidelines for Shoreline Modification

**Response:** Not applicable

## 6. Guidelines for Surface Alterations

**Guideline 6.1:** Industrial, commercial, urban, residential and recreational uses are necessary to provide adequate economic growth and development. To this end, such uses will be encouraged in those areas of the coastal zone that are suitable for development. Those uses shall be consistent with the other guidelines and shall, to the maximum extent practicable, take place only:

a) on lands five feet or more above sea level or within fast lands; or
b) on lands which have foundation conditions sufficiently stable to support the use, and where flood and storm hazards are minimal or where protection from these hazards can be reasonably endangered; and
    1) the land is already in high intensity of development use, or
    2) there is adequate supporting infrastructure, or
    3) the vicinity has a tradition of use for similar habitation or development.

**Response:** The project area is within the Greater New Orleans Hurricane and Storm Damage Risk Reduction System and has an extensive levee system that protects the land from flooding. The Proposed Action would occur on former Navy owned property within fast lands; the soil conditions are suitable for development and there is adequate supporting infrastructure.

**Guideline 6.2:** Public and private works projects such as levees, drainage improvements, roads, airports, ports, and public utilities are necessary to protect and support needed development and shall be encouraged. Such projects shall, to the maximum extent practicable, take place only when:

a) they protect or serve those areas suitable for development pursuant to Guideline 6.1; and
b) they are consistent with other guidelines; and
c) they are consistent with all relevant adopted state, local, and regional plans.

**Response:** Not applicable.

**Guideline 6.3:** Blank (Deleted).

**Guideline 6.4:** To the maximum extent practicable, wetland areas shall not be drained or filled. Any approved drain or fill project shall be designed and constructed using best practical techniques to minimize present and future property damage and adverse environmental impacts.

**Response:** Not applicable.

**Guideline 6.5:** Coastal water-dependent uses shall be given special consideration in permitting because of their reduced choice of alternatives.

**Response:** Not applicable.

**Guideline 6.6:** Areas modified by surface alteration activities shall, to the maximum extent practicable, be revegetated, refilled, cleaned, and restored to their pre-development condition upon termination of the use.

**Response:** Under the Proposed Action the construction of a new supportive housing building containing 40 to 50 units would occur. All temporarily disturbed areas would be revegetated following construction.

**Guideline 6.7:** Site clearing shall, to the maximum extent practicable, be limited to those areas immediately required for physical development.

**Response:** The Proposed Action is located in previously disturbed and developed areas. Site clearing will be limited to those areas immediately required for physical development.

**Guideline 6.8:** Surface alterations shall, to the maximum extent practicable, be located away from critical wildlife areas and vegetation areas. Alterations in wildlife preserves and management areas shall be conducted in strict accord with the requirements of the wildlife management body.

**Response:** No critical wildlife or vegetation areas would be impacted by the Proposed Action. No alterations of wildlife preserves or management areas would occur.

**Guideline 6.9:** Surface alterations which have high adverse impacts on natural functions shall not occur, to the maximum extent practicable, on barrier islands and beaches, isolated cheniers, isolated natural ridges or levees, or in wildlife and aquatic species breeding or spawning areas, or in important migratory routes.

**Response:** The Proposed Action will not occur on barrier islands and beaches, isolated cheniers, isolated natural ridges or levees, or in wildlife and aquatic species breeding or spawning areas, or in important migratory routes.

**Guideline 6.10:** The creation of low dissolved oxygen conditions in the water or traps for heavy metals shall be avoided to the maximum extent practicable,

**Response:** Not applicable.

**Guideline 6.11:** Surface mining and shell dredging shall be carried out utilizing the best practical techniques to minimize adverse environmental impacts.

**Response:** Not applicable.

**Guideline 6:12:** The creation of underwater obstructions which adversely affect fishing or navigation shall be avoided to the maximum extent practicable.

**Response:** Not applicable.

**Guideline 6.13:** Surface alteration sites and facilities shall be designed, constructed, and operated using the best practical techniques to prevent the release of pollutants or toxic substances into the environment and minimize other adverse impacts.

**Response:** Surface alteration sites and facilities for the Proposed Action would be designed, constructed, and operated using the best practical techniques to prevent the release of pollutants or toxic substances into the environment and minimize other adverse impacts. This includes implementing a Storm Water Pollution Prevention Plan (SWPPP) for stormwater discharges and a Spill Prevention, Control and Countermeasures Plan (SPCCP).

**Guideline 6.14:** To the maximum extent practicable, only material that is free of contaminants and compatible with the environmental setting shall be used as fill.

**Response:** All fill material would be free of contaminants and compatible with the environmental setting. Any material used from a borrow source would meet all state and Federal criteria for fill material.

**7. Guidelines for Hydrologic and Sediment Transport Modifications**

**Response:** Not applicable.

**8. Guidelines for the Disposal of Wastes**

**Response:** Not applicable.

**9. Guidelines for Uses That Result in the Alteration of Waters Draining into Coastal Waters**

**Guideline 9.1:** Upland and upstream water management programs which affect coastal waters and wetlands shall be designed and constructed to preserve or enhance existing water quality, volume, and rate of flow to the maximum extent practicable.

**Response:** Not applicable.

**Guideline 9.2:** Runoff from developed areas shall to the maximum extent practicable be managed to simulate natural water patterns, quantity, quality and rate of flow.

**Response:** Runoff from the proposed project area would be managed through the implementation of a SWPPP.

**Guideline 9.3:** Runoff and erosion from agricultural lands would be minimized through the best practical techniques.

**Response:** Not applicable.

**10. Guidelines for Oil, Gas, and Other Mineral Activities**

**Response:** Not applicable.