

DOCUMENTATION OF  
PUBLIC MEETING

LAKE PONTCHARTRAIN, LOUISIANA  
AND VICINITY HURRICANE PROTECTION PROJECT

MEETING HELD

ON

APRIL 12, 1984

IN

NEW ORLEANS, LOUISIANA

AT THE

JOHN F. KENNEDY HIGH SCHOOL AUDITORIUM

## TABLE OF CONTENTS

- I NOTICE OF PUBLIC MEETING
- II MAILING LIST
- III AGENDA FOR PUBLIC MEETING
- IV RECORD OF PUBLIC MEETING
  - A. INTRODUCTION
  - B. LIST OF ATTENDEES
  - C. LIST OF SPEAKERS
  - D. TRANSCRIPT
- V WRITTEN STATEMENTS (EXHIBITS)
- VI SCENARIO PREPARED FOR PUBLIC MEETING

I. NOTICE OF PUBLIC MEETING



US Army Corps  
of Engineers  
New Orleans District

# **Announcement of Public Meeting**

**March 9, 1984**

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## **What for...**

**To discuss the Tentatively Selected Plan for the  
Lake Pontchartrain, Louisiana, and Vicinity  
Hurricane Protection project.**

## **When and Where...**

**Thursday, April 12, 1984                      7p.m.  
John F. Kennedy High School  
Wisner Boulevard  
New Orleans, Louisiana**

## **Who...**

**All interested individuals, groups, and agencies are  
invited to attend or to be represented at  
this meeting.**

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DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 80267  
NEW ORLEANS, LOUISIANA 70160

REPLY TO  
ATTENTION OF:

Planning Division  
Plan Formulation Branch

March 9, 1984

ANNOUNCEMENT OF PUBLIC MEETING  
TO DISCUSS  
THE TENTATIVELY SELECTED PLAN  
FOR HURRICANE PROTECTION TO  
THE NEW ORLEANS METROPOLITAN AREA

To Everyone Interested in the Lake Pontchartrain and Vicinity Area:

You are invited to attend a public meeting to discuss the tentatively selected plan for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project. The purpose of the plan is to provide hurricane protection to the Metropolitan New Orleans area including St. Charles, Jefferson, Orleans, and St. Bernard parishes. We urge you to attend the meeting to comment on the plan, make suggestions, and state your views. Information about the tentatively selected plan and the reevaluation study is included with this announcement. The draft report and draft supplement to the environmental impact statement are available at parish and university libraries throughout the study area.

The tentatively selected plan was previously presented to the public at a meeting on November 21, 1981 at the John F. Kennedy High School in New Orleans. At that time, the plan did not include any protection for St. Charles Parish. An economically feasible plan of protection for St. Charles has been developed and incorporated into the plan. This meeting is being held to apprise the public of the changes in the plan.

Any questions or concerns regarding the disposal of dredged material may also be addressed at this time. A separate notice has been sent to persons known to be interested in dredged material disposal.

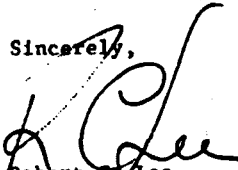
After we have had an opportunity to consider the information we receive at the public meeting, we will prepare our final report and EIS and submit them to the Division Engineer of the Lower Mississippi Valley Division in Vicksburg, Mississippi. The report will then be processed through Corps channels to the Office of the Chief of Engineers for action.

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At the public meeting, I ask that presentations be limited to no more than five minutes in order to give everyone a chance to speak. You may also submit a written statement at this meeting or mail a statement to me at the address above before the meeting or by May 12, 1984. We will give both oral and written statements equal consideration in making a final decision. After May 12, 1984, the record of the meeting will be closed.

We have scheduled the meeting at a place and time we hope will make it convenient for you to participate. I urge you to attend and give us your ideas and suggestions.

Sincerely,



Robert C. Lee  
Colonel, Corps of Engineers  
District Engineer

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## **TENTATIVELY SELECTED PLAN**

### **LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT**

#### **BACKGROUND INFORMATION**

##### **The Authorized Plan**

In 1965 Congress authorized the U. S. Army Corps of Engineers to begin construction of a plan of improvements designed to provide hurricane protection to the area surrounding Lake Pontchartrain. Construction has been underway since 1966. In addition to levees and floodwalls, the plan included three barrier structures. The structures were to be located at The Rigolets, Chef Menteur Pass, and the Inner Harbor Navigation Canal. The Barrier Plan is shown on Figure 1.

A hurricane approaching from the south drives water into Lake Pontchartrain causing the lake level to rise. As the storm passes, the lake tilts to the south resulting in increased flood stages along the south shore. The barrier structures would be closed as the hurricane approached preventing the filling process. This would result in a reduction of peak stages in the lake by about 3 feet; levee heights along the south shore could be reduced thus reducing the construction cost of the levees.

##### **Litigation**

In response to the National Environmental Policy Act, the New Orleans District filed an Environmental Impact Statement (EIS) in 1975 with the Council on Environmental Quality. Local environmental interests challenged the adequacy of the EIS in court. In 1977 the Federal District Court found that the EIS was inadequate in its treatment of the impacts of the barrier structures at The Rigolets and Chef Menteur Pass. Although the Corps was originally enjoined from any further construction on the project, the injunction was modified to include only the two barrier structures. Construction on the remainder of the project was allowed to continue. The Corps was directed to prepare a legally adequate EIS addressing the barrier structures and to further investigate alternative plans of protection.

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## ALTERNATIVE PLANS STUDY

The Draft Reevaluation Report and the Draft Supplement to the Environmental Impact Statement are the result of the court-ordered alternative plans study. Study findings indicated that the only alternative to a barrier plan was a high level plan. The High Level Plan would provide for building the levees fronting on Lake Pontchartrain high enough to contain the lake without the use of barrier structures. The two plans were compared to determine which plan was superior in terms of economic feasibility, social impacts, and environmental impacts.

### Alignments

Part of our reevaluation study included investigating the possibility of changing the levee alignments for the Barrier and the High Level plans from the authorized alignment. Changing the alignments may result in reductions in cost and environmental impacts. There are only two areas where it is possible to vary alignments--St. Charles Parish and New Orleans East.

Three levee alignments were analyzed for St. Charles Parish. The locations of these alignments are shown on Figure 2. The authorized lakefront alignment would be the most expensive to construct and would enclose the most wetland area. It would also impact Bayou LaBranche and Bayou Trepagnier, which have been designated as Natural and Scenic Streams by the State of Louisiana.

The north of Airline Highway alignment is the least expensive alternative, costing only one-fifth as much as the lakefront alignment. This alignment would leave 26,000 acres of wetlands, which would have been enclosed by the lakefront levee, open to natural tidal interchange. About 3,000 acres of wetlands south of Airline Highway would be enclosed, however. These wetlands are not subject to normal tidal exchange except through culverts under Airline Highway. Drainage structures would be provided in the hurricane protection levee to maintain the existing drainage patterns.

The south of Airline Highway alignment is 2.5 miles longer than the north alignment and approximately 20 to 25 percent more costly. Although this alternative excludes the wetland area, the environmental impacts are essentially the same as those of the

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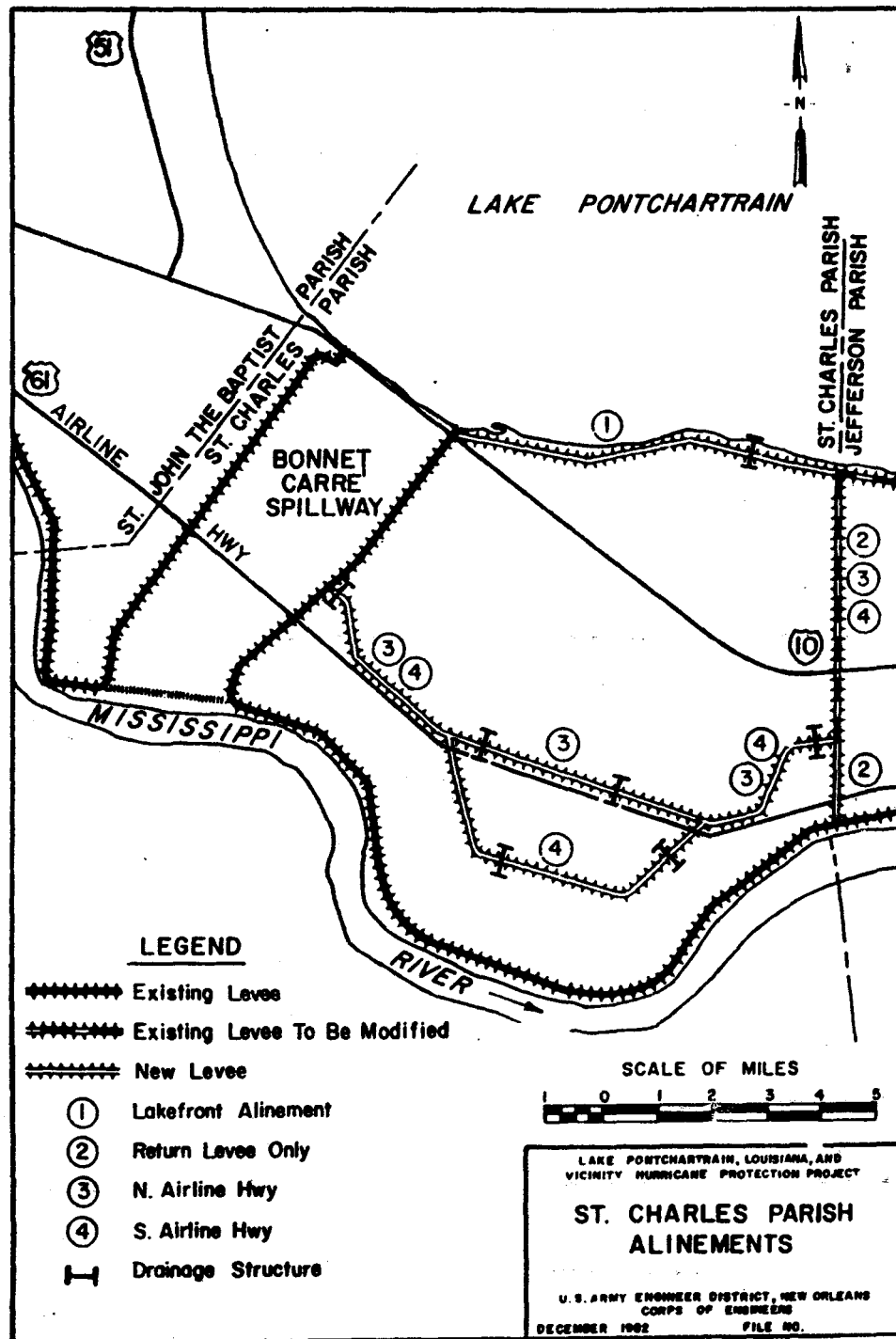


FIGURE 2

north alignment, which maintains the area's hydrology. The north of Airline Highway alignment was selected as the best alternative for both the Barrier and the High Level Plans.

Two alternatives were considered in New Orleans East--the authorized alignment and the Maxent Canal alignment shown on Figure 3. Using the authorized alignment would require upgrading an existing levee. Drainage structures will maintain the existing hydrology of the 13,000 acres of wetlands inside the levee. The Maxent Canal alignment would leave those wetlands outside the levee system. Although this alignment is shorter than the authorized alignment, it would be more expensive because it would require construction of a new levee rather than upgrading an existing levee. Because the two plans have similar construction-related environmental impacts and the authorized alignment would maintain existing drainage patterns, the authorized alignment was selected as the most economical alignment for both the Barrier and High Level Plans.

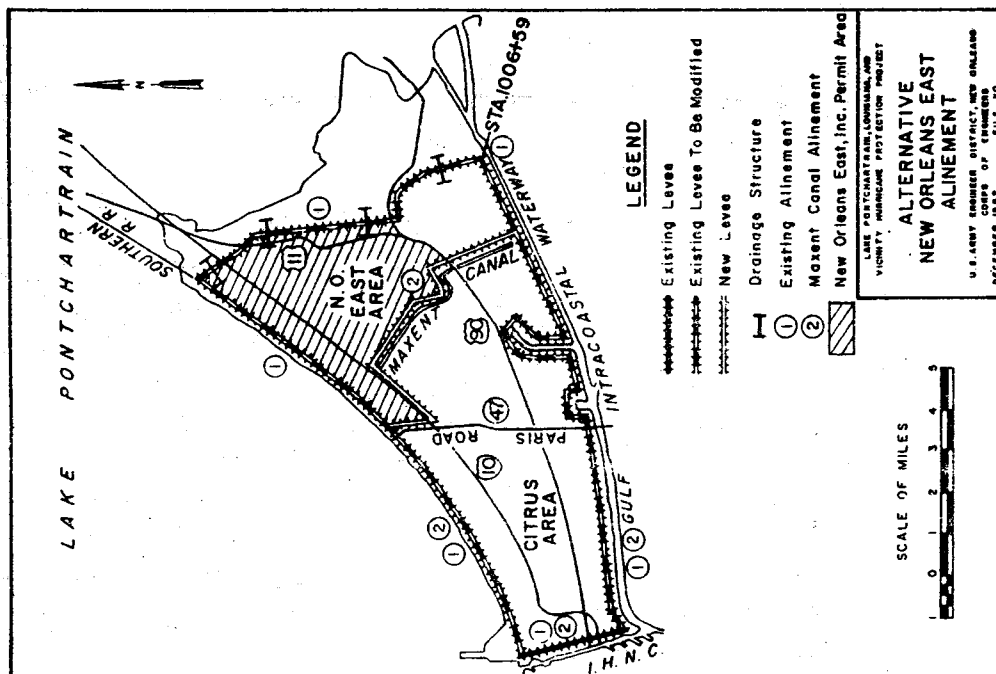


FIGURE 3

## Plan Comparison

After determining the best alignments and the best method of construction, the Barrier and High Level Plans were then compared in three categories--economics, social impacts, and environmental impacts. The High Level Plan was determined to be superior to the Barrier Plan in all categories. The cost of the High Level Plan is approximately \$125 million less than that of the Barrier Plan. The long term environmental and social impacts of the High Level Plan would be less severe than the impacts of the Barrier Plan. Therefore, we plan to recommend the authorized Barrier plan of protection be revised to the High Level plan.

### **THE HIGH LEVEL PLAN**

#### Features of the High Level Plan

The High Level Plan would provide for improving the existing hurricane protection levee systems in Orleans Parish and the east bank of Jefferson Parish, improving existing levees and constructing new ones in St. Bernard Parish, repairing and rehabilitating the Mandeville Seawall in St. Tammany Parish, building a new hurricane protection levee north of Airline Highway in St. Charles Parish, and raising and strengthening the existing levee along the Jefferson-St. Charles Parish boundary. The levee alignments would be generally as shown in Figure 4. The area enclosed by the levee system would be provided protection against tidal surge flooding from the Standard Project Hurricane (SPH). The SPH is defined as the most severe hurricane which can be reasonably expected to occur in the area.

#### Environmental and Social Impacts of the Plan

The High Level Plan will have short term adverse social impacts. During construction on the Jefferson and Orleans parishes lakefronts, there will be a temporary disruption of recreation activities and aesthetic values. There will not be any permanent adverse social impacts. Short term environmental impacts will occur primarily in Jefferson Parish. There will be an increase in turbidity levels in the lake along the Jefferson Parish lakefront during levee construction.

Direct loss of an estimated 54 acres of brackish-saline marsh, 411 acres of lake bottoms, 88 acres of scrub-shrub, and 105 acres of cypress-tupelo forest would occur as a result of levee

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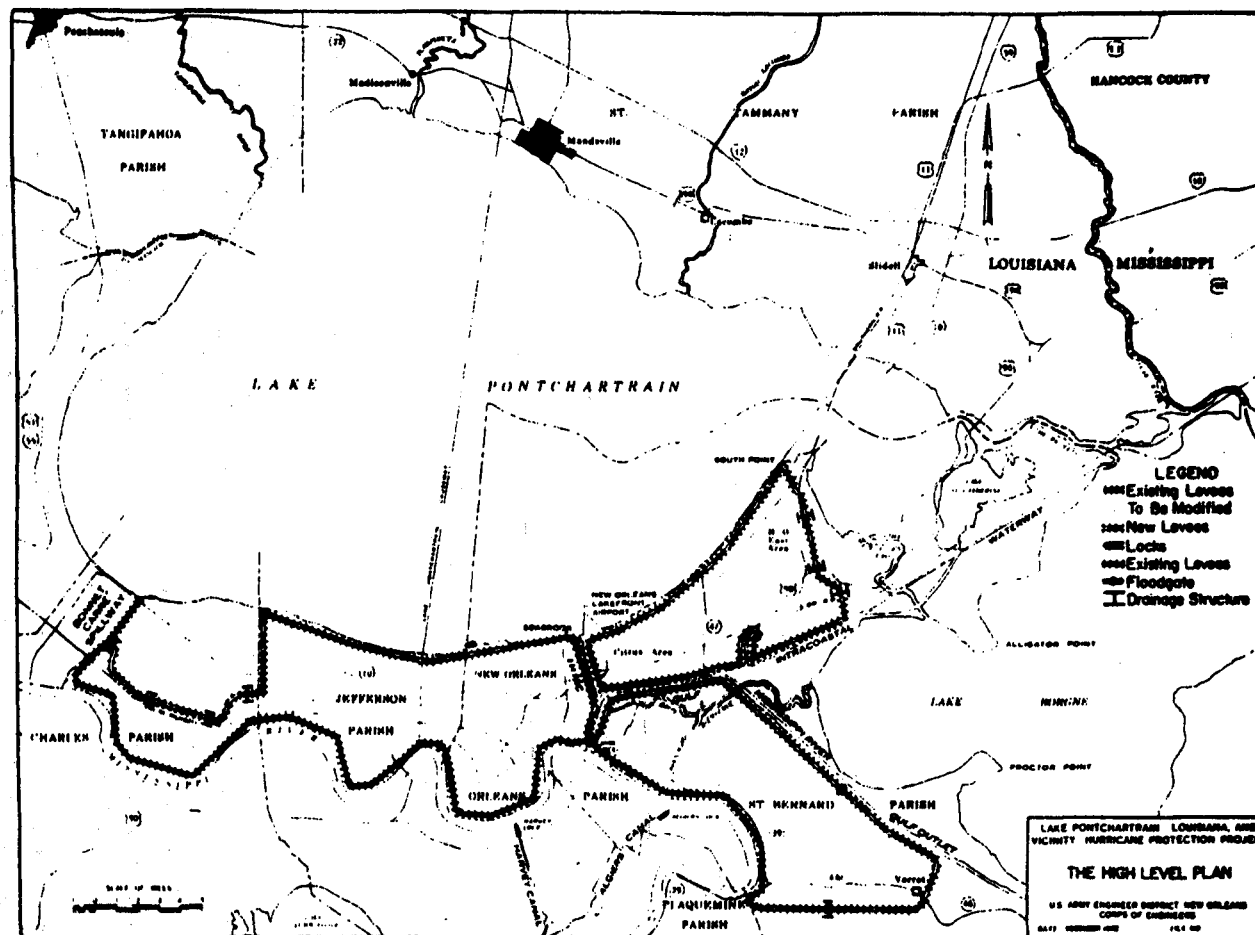


FIGURE 4

construction. An additional 573 acres of lake bottoms offshore of Jefferson Parish would be used for borrow material and deepened approximately 60 feet. Physical and chemical stratification of the water in these deep holes would probably occur. These areas may become unfavorable to aquatic life.

### Mitigation Plan

Plans are currently being developed to mitigate for construction-related environmental impacts for project features already completed under the Barrier Plan and for the proposed completion under the High Level Plan. Mitigation plans are being coordinated with the U. S. Fish and Wildlife Service and local agencies. The basic concepts presently being evaluated include marsh management and marsh restoration.

Mitigation by avoidance was incorporated into the design of the High Level Plan. Selection of the High Level Plan will eliminate the environmental damage associated with construction of the barriers in the tidal passes. Abandonment of the lakefront alignment in St. Charles Parish in favor of the north of Airline Highway alignment excludes 26,000 acres of marsh.

One mitigation feature has been constructed and is in operation. A borrow pit used in the construction of hurricane protection levees in St. Bernard Parish was modified for use as a freshwater impoundment. The freshwater will be released according to a management scenario beneficial to fish and wildlife productivity in the adjoining marshes.

Marsh restoration work has been completed at the Chef Menteur barrier structure site. Construction of the bypass channel had begun prior to the court order. Diked areas were opened and closures were built in floatation channels and borrow pits to restore natural drainage and tidal flow. The amount of environmental damage at this site requiring mitigation is being reevaluated in light of this restoration work.

The mitigation process will be closely coordinated with state, Federal, and local agencies as well as interested citizens groups. A scoping meeting will be held in June 1984. Public review of the draft mitigation report and environmental impact statement, including a public meeting, is scheduled for summer 1985. The mitigation plan could be completed by spring 1986.

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### Cost of the Plan

A great deal of construction work on this project has been accomplished since work began in 1966. A total of \$181 million has been expended through September 1983. We estimated only the cost to complete the project under the High Level Plan.

o Cost to complete	\$684,000,000
o Annual cost (Includes interest, amortization over 100 years, operation and maintenance and replacement costs.)	\$ 24,800,000
o Average annual benefits	\$104,000,000
o Benefit-cost ratio	4.2 to 1

### Implementing the High Level Plan

Authorization for this project requires non-Federal interests to provide 30 percent of the first cost. The non-Federal share consists of lands, easements, and rights-of-way and a cash contribution. Mitigation costs will be shared on the same basis as project costs. Assurances for the Barrier plan were obtained from a number of local sponsors including the State of Louisiana, Orleans Levee District, Lake Borgne Basin Levee District, Pontchartrain Levee District, St. Bernard Parish Police Jury, and the St. Tammany Parish Police Jury. Where necessary, amended assurances for the High Level Plan will be requested from these sponsors and also from the Jefferson Levee District.

Changing to the High Level Plan results in an overall decrease in the local sponsors' financial requirements except for the agency responsible for Jefferson Parish, where the cost will increase.

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## NOTES

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that records should be kept for a sufficient period of time to allow for a thorough review in the event of an audit or investigation.

2. The second part of the document outlines the specific requirements for record-keeping. It states that all transactions must be recorded in a clear and concise manner, and that the records must be kept in a secure and accessible location. The document also requires that records be kept for a minimum of five years, and that they be made available to the appropriate authorities upon request.

3. The third part of the document discusses the role of the auditor in ensuring the accuracy of the records. It states that the auditor must conduct a thorough review of the records to ensure that they are complete and accurate. The document also requires that the auditor provide a written report of the results of the audit, and that this report be made available to the appropriate authorities.

4. The fourth part of the document discusses the consequences of failing to comply with the requirements for record-keeping. It states that any individual or organization that fails to comply with these requirements may be subject to disciplinary action, including fines and imprisonment. The document also notes that failure to comply with these requirements may result in the loss of the individual's or organization's right to participate in the financial system.

5. The fifth part of the document discusses the importance of transparency in the financial system. It states that transparency is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that transparency is a key principle of the financial system, and that it must be maintained at all times.

6. The sixth part of the document discusses the importance of accountability in the financial system. It states that accountability is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that accountability is a key principle of the financial system, and that it must be maintained at all times.

7. The seventh part of the document discusses the importance of integrity in the financial system. It states that integrity is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that integrity is a key principle of the financial system, and that it must be maintained at all times.

8. The eighth part of the document discusses the importance of honesty in the financial system. It states that honesty is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that honesty is a key principle of the financial system, and that it must be maintained at all times.

9. The ninth part of the document discusses the importance of fairness in the financial system. It states that fairness is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that fairness is a key principle of the financial system, and that it must be maintained at all times.

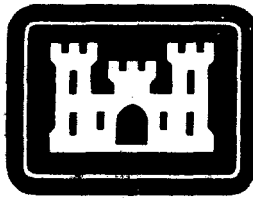
10. The tenth part of the document discusses the importance of respect in the financial system. It states that respect is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also notes that respect is a key principle of the financial system, and that it must be maintained at all times.

## NOTES

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**US Army Corps  
of Engineers**

New Orleans District

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

In reply refer to: LMNPD-F

II. MAILING LIST



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

MAILING LIST  
FOR  
LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY  
HURRICANE PROTECTION PROJECT

CONGRESSIONAL  
THE CONGRESS

Chairman  
Com. on Environment and Public Works  
United States Senate  
Washington, D. C. 20510

Chairman  
Com. on Public Works and Trans.  
House of Representatives  
Washington, D. C. 20515

U. S. SENATE  
LOUISIANA

Honorable Russell B. Long  
United States Senate #1  
Washington, D. C. 20510

Honorable Russell B. Long  
United States Senator #1  
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750 Florida Blvd.  
Baton Rouge, Louisiana 70821

Honorable J. Bennett Johnston  
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Mr. Morgan Walker  
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Alexandria, Louisiana 71301

Honorable J. Bennett Johnston  
7A12 New Federal Building #1  
500 Fannin Street  
Shreveport, Louisiana 71101

U. S. HOUSE OF REPRESENTATIVES  
LOUISIANA

Honorable John B. Breaux  
House Office Building #1  
Washington, D. C. 20515

Honorable John B. Breaux  
Representative in Congress #1  
301 Federal Building  
Lafayette, Louisiana 70501

Honorable Gillis W. Long  
House Office Building #1  
Washington, D. C. 20515

Honorable Gillis W. Long  
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Alexandria, Louisiana 71301

-----  
# Indicates number of lists furnished with notice.  
\* Indicates number of notices furnished.

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Honorable Jerry Huckaby  
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Honorable Robert L. Livingston  
1036 Longworth House Ofc. Bldg. #1  
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Honorable W. J. Tauzin  
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Honorable Charles Roemer  
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Washington, D. C. 20503

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US Army Engineer Division #3  
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Rockville, Maryland 20852

Assistant Surgeon General  
Chief, Sanitary Engineer Office  
USPHS/DHHS  
Washington, D. C. 20013

Water Resources Activity  
Vector Biology Control Division  
Bureau of Tropical Disease  
Center for Disease Control  
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\*4

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U. S. Dept. of HUD  
221 West Lancaster Avenue  
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Advisory Council on Hist. Pres.  
Interior Building  
Washington, D. C. 20240

#### COUNCIL ON ENVIRONMENTAL QUALITY

Chairman  
Council on Environmental Quality  
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Washington, D. C. 20006

#### ENVIRONMENTAL PROTECTION AGENCY

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Washington, D. C. 20460

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Mr. Sheppard N. Moore  
Chief, EIS Review Section  
Environmental Protection Agency, Region IV  
345 Courtland Street, N. E.  
Atlanta, Georgia 30365

#### OTHER FEDERAL INTERESTS

Chairman  
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## AGENDA

### REMARKS

#### OPENING REMARKS

Gaspar Chifici, Esquire  
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#### INTRODUCTORY REMARKS

Colonel Robert C. Lee  
District Engineer  
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Lynn Devaul, Civil Engineer  
U. S. Army Engineer District  
New Orleans

#### PUBLIC STATEMENTS

Interested Individuals

#### CLOSING REMARKS

Colonel Robert C. Lee

#### IV. RECORD OF PUBLIC MEETING



LAKE PONTCHARTRAIN, LOUISIANA  
AND VICINITY HURRICANE PROTECTION PROJECT

RECORD OF

PUBLIC MEETING

HELD ON

APRIL 12, 1984 AT 7:00 P.M.

JOHN F. KENNEDY HIGH SCHOOL

WISNER BOULEVARD

NEW ORLEANS, LOUISIANA

## CONTENTS

<u>ITEM</u>	<u>PAGE</u>
A. INTRODUCTION	1
B. LIST OF ATTENDEES	1
C. LIST OF SPEAKERS	10
D. TRANSCRIPT	11

LAKE PONTCHARTRAIN, LOUISIANA AND  
VICINITY, HURRICANE PROTECTION PROJECT

A. Introduction

A public meeting for the Lake Pontchartrain, Louisiana and Vicinity, Hurricane Protection Project was held at the John F. Kennedy High School in New Orleans, Louisiana, on April 12, 1984 at 7:00 P.M. The purpose of this meeting was to inform the public of the most recent findings in the study and to allow them to express their views on the tentatively selected plan.

Following a presentation by the study manager of the important recent developments in the study, comments were accepted from state and local agencies, organizations, and private citizens.

B. List of Attendees

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Hugh E. Wright	Chief, Plan Formulation Branch Planning Division
Lynn Devaul	Plan Formulation Branch Planning Division
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St. Charles Environmental Council

La Wildlife Federation, Inc.

LA Department of Wildlife & Fisheries

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C. LIST OF SPEAKERS

Donald Moore  
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Robert Strader  
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Moses Atalya

William Slayton  
Orleans Levee Board

Albert Plauche  
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Gerald Dyson  
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Harold Schaufler  
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Sherwood Gagliano

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Robert Hereford  
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Milton Duddenheffer  
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Alfred Hitter, Jr.  
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Moir Ford

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Charlotte Fremeaux  
League of Women Voters

Vivian Newman  
Orleans Audubon Society

Nancy Simoneaux

Joan Phillips  
Sierra Club

Julie Fotiedas

Stewart Phillips

David Mekarski  
St. Charles Parish

Glenn Mercadahl  
Clio Sportsman's League of N. O.

Edgar Villion  
Louisiana Wildlife Federation

D. Transcript of Public Meeting

1 (BEGIN TAPE 1, SIDE 1)

2 MR. CEFECI:

3 My name is Gasper Cefeci and I'm  
4 the District Engineer for the Office of  
5 Public Works of the New Orleans District of  
6 the Louisiana Department of Transportation  
7 and Development.

8 With me -- with me from my staff  
9 tonight is Geneva Grill. She's the  
10 Assistant District Engineer for Public  
11 Works.

12 Public Works is the state agency  
13 which is designated to represent our state  
14 in the review and coordination of water  
15 resources studies and projects in  
16 Louisiana.

17 Our purpose here this evening is  
18 to give you an opportunity to present your  
19 views on the tentatively selected plan for  
20 completing the ongoing Lake Pontchartrain,  
21 Louisiana, and vicinity hurricane  
22 protection project.

23 The Corps' present studies were  
24 begun as a result of lawsuits filed in 1975  
25 against the project and a resultant 1977

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1 court injunction against portions of the  
2 project. The goal of these studies is to  
3 determine the best plan of action to  
4 complete the hurricane protection project  
5 and legally document the plan by  
6 supplementing the existing environmental  
7 impact statement.

8 Please keep in mind that public  
9 meetings such as this one are held to  
10 obtain the views and opinions of those who  
11 may be affected by implementing this  
12 proposed plan.

13 At this time, I would like to  
14 introduce to you Colonel Robert Lee,  
15 District Engineer of the New Orleans  
16 District of the Corps of Engineers who will  
17 conduct the business portion of today's  
18 meeting.

19 Colonel Lee.

20 COLONEL LEE:

21 Thank you, Gasper. Ladies and  
22 gentlemen, as Gasper said, we are here this  
23 evening to present the details of our  
24 tentatively selected plan for providing  
25 hurricane protection at the earliest

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1 possible time for the people residing in  
2 the Greater New Orleans metropolitan area.  
3 This is the so-called high level or levees  
4 only plan.

5 As the project manager will  
6 explain shortly, we decided on a high level  
7 plan based on two major considerations.  
8 First, this plan will provide hurricane  
9 protection to the citizens of the Greater  
10 New Orleans area at the lowest cost. And,  
11 secondly, it will be less environmentally  
12 damaging than the previously proposed  
13 barrier plan.

14 We expect to provide significant  
15 protection to the majority of the area  
16 residents by 1990 with this plan.

17 This plan was presented to the  
18 public once before in November of 1981 in  
19 this auditorium. Since that time, the plan  
20 has been modified to include protection for  
21 the East Bank of St. Charles Parish. A  
22 draft environmental impact statement was  
23 prepared and was made available to the  
24 public in December of 1983 for review and  
25 comment.

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1                   We will consider written comments  
2 received on the environmental impact  
3 statement and statements made at this  
4 meeting in preparing the final  
5 environmental impact statement. When  
6 finalized, the environmental impact  
7 statement will be submitted to the  
8 Environmental Protection Agency as a  
9 supplement to the existing environmental  
10 impact statement.

11                   I'd like to briefly explain how  
12 we plan to proceed this evening. First, we  
13 will give you a presentation on our study  
14 findings. Following our presentation, we  
15 will receive comments by individuals  
16 beginning with elected and appointed  
17 officials and then working randomly through  
18 other people in the audience who would like  
19 to make a presentation.

20                   I'd like to just mention that  
21 there are several members of my staff here  
22 covering all areas of technical expertise  
23 required, and if any of you want to talk  
24 with them afterwards, they're sitting over  
25 on the right, or you can see Mr. Wagerhoff,

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1 the Chief of Planning in the New Orleans  
2 District.

3 At this time, I'd like our study  
4 manager, Lynn Deveau, to present our study  
5 findings. Lynn.

6 MS. DEVEAU:

7 The Lake Pontchartrain,  
8 Louisiana, and vicinity hurricane  
9 protection project as originally authorized  
10 consisted of levees and flood walls along  
11 Lake Pontchartrain and encircling the  
12 Chalmette area, as well as barrier  
13 complexes of the lake's main tidal passes  
14 at the Rigolets, Chef Menteur Pass and  
15 Seabrook.

16 The barriers would provide  
17 protection from hurricanes along certain  
18 paths which tend to drive water into the  
19 lake. As the storm passes, the winds push  
20 the water against the south shore and into  
21 the city.

22 These barrier complexes, which  
23 would normally remain open, would be closed  
24 only when hurricanes approach Lake  
25 Pontchartrain in order to reduce the

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1 build up of water levels in the lake.

2 Construction of the barrier  
3 complexes would, therefore, reduce the  
4 height and cost of levee and flood wall  
5 construction along the south shore of Lake  
6 Pontchartrain.

7 The next three slides show an  
8 artist's drawing of these three barrier  
9 complexes. This was the Rigolets complex,  
10 the Chef Menteur complex, and the complex  
11 at Seabrook.

12 The remainder of the authorized  
13 plan's features consists of levees and  
14 flood walls.

15 Construction on this project was  
16 initiated in 1966. To date, the project is  
17 fifty-one percent complete. Excluding the  
18 barriers, the project is seventy-five  
19 percent complete. A total of one hundred  
20 and eighty-five million dollars has been  
21 spent on construction work so far.

22 There are only two portions of  
23 the project which have not been started;  
24 the St. Charles Parish levee, which was  
25 deferred for environmental reasons, and

1 the Mandeville sea walls.

2 In 1975, the New Orleans District  
3 completed an environmental impact statement  
4 on the project. Local environmental groups  
5 challenged the adequacy of the E.I.S. in  
6 court. And in 1977, the court found that  
7 the E.I.S. was inadequate in its assessment  
8 of the impact of two of the barrier  
9 structures. The court enjoined us from  
10 further work on the entire project until an  
11 adequate E.I.S. could be prepared.

12 After presentation of additional  
13 evidence by the Corps, the court modified  
14 the injunction in 1978 to include only the  
15 Rigolets and Chef Menteur barrier  
16 structures. We have been able to continue  
17 work on the levee and flood wall portions  
18 of the project.

19 In addition to preparing a  
20 supplement to the E.I.S., the court also  
21 directed us to investigate alternative  
22 plans of hurricane protection.

23 There are only two basic methods  
24 of providing protection to the city. One  
25 is to use barriers combined with levees

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1 and flood walls, as we did in the  
2 authorized barrier plan.

3 The other is to construct only  
4 levees and flood walls. This plan came to  
5 be known as the high level plans.

6 Under the high level plan, the  
7 levees along Lake Pontchartrain would be  
8 constructed high enough to contain the  
9 swollen lake without the use of barrier  
10 structures. The levees along the Gulf  
11 outlet, the inter-harbor navigation canal,  
12 and in Chalmette would be the same height  
13 under either plan.

14 Within each plan, we looked at  
15 different levee alignments and various  
16 construction methods to develop the best  
17 barrier plan and the best high level plan  
18 from both an economic and environmental  
19 standpoint.

20 Because of the extent of urban  
21 development and the degree of levee work  
22 already completed, it was only possible to  
23 vary alignments in two areas; New Orleans  
24 East and St. Charles Parish.

25 We studied two alignments in

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1 New Orleans East. The authorized levee  
2 alignment, which is shown in green here,  
3 would raise and strengthen the existing  
4 levees surrounding New Orleans East.

5 The existing drainage structures  
6 would be modified so that the drainage  
7 patterns in the enclosed area would remain  
8 unchanged.

9 In the New Orleans East area,  
10 concern has been expressed over the  
11 enclosure of thirteen thousand acres of  
12 wetlands by the authorized levee.  
13 Therefore, we studied an alternative levee  
14 alignment roughly paralleling Maxant Canal  
15 for both the barrier and the high level  
16 plan.

17 The Maxant Canal alignment, which  
18 is shown in pink, would exclude about  
19 thirteen thousand acres of wetlands from  
20 the protected area. Although this  
21 alignment is much shorter in length than  
22 the authorized alignment, it would require  
23 construction of a new levee rather than  
24 merely improving the existing levees.

25 For this reason, the Maxant

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1 Canal alignment would cost approximately  
2 seventy million dollars more than the  
3 authorized levee alignment for either the  
4 barrier or the high level plan.

5 The cost differential between  
6 these two alignments is actually greater  
7 than the seventy million dollars that we  
8 calculated for the report.

9 Construction work has continued  
10 on the authorized alignments since the time  
11 the cost estimates were prepared, so the  
12 cost to complete the authorized alignment  
13 is even less now.

14 The wetland area between the two  
15 levee alignments has been enclosed by  
16 locally built levees and railroad  
17 embankments since 1958. Control structures  
18 in the existing levee provide for one way  
19 drainage out of the area.

20 Since this area had been cut from  
21 normal tidal exchange prior to the Federal  
22 Hurricane Protection Project, selecting the  
23 authorized alignment would not change the  
24 existing drainage conditions. No new  
25 wetland areas are going to be enclosed

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1 by the authorized alignment.

2 Based on our assessment of  
3 environmental impacts, the selection of a  
4 Maxant Canal alignment for an additional  
5 seventy million dollars or more solely to  
6 exclude the wetlands already enclosed is  
7 not economically justified.

8 Concern has been expressed also  
9 that the wetlands inside the authorized  
10 alignment would be subject to drainage and  
11 development. The development of these  
12 wetlands would continue to be regulated  
13 under the authority of Section 404 of the  
14 Clean Water Act, which requires a permit  
15 from the Corps of Engineers to deposit  
16 dredge or fill material in wetlands.

17 These permit decisions are made  
18 based on the overall public interest. If a  
19 permit were issued for development in this  
20 area, the developer would be required to  
21 provide mitigation.

22 In addition, we did not claim any  
23 benefits for future development of these  
24 wetlands. Justification for the hurricane  
25 protection project does not depend on

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1 future development occurring in the New  
2 Orleans East wetlands.

3 We, therefore, chose the  
4 authorized levee alignment in this area for  
5 both the barrier and the high level plans  
6 because it is the most economical  
7 alternative and will not change the  
8 existing drainage patterns.

9 We then went on to look at levee  
10 alignments in St. Charles Parish. When we  
11 originally presented the hurricane  
12 protection plan at a public meeting in  
13 1981, the plan did not include any  
14 hurricane protection for the east bank of  
15 St. Charles Parish, because at that time  
16 none was found to be economically  
17 justified.

18 Field investigations made since  
19 that time, however, have determined that  
20 hurricane damages in St. Charles Parish  
21 would be greater than originally calculated  
22 and would be sufficient to justify  
23 providing protection.

24 In the St. Charles Parish area,  
25 we looked at three levee alignments;

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1 the authorized lakefront alignment,  
2 alignment north of Airline Highway, and a  
3 third alignment which jogs south of Airline  
4 Highway for a short portion.

5 The lakefront alignment, which is  
6 shown here with the big red bar, would be  
7 the most expensive of the three  
8 alternatives to construct. It would cost  
9 approximately two and one-half times as  
10 much as the cheapest alternative, or over  
11 eighty million dollars more.

12 This alignment would also have  
13 the most severe environmental impacts. It  
14 would restrict tidal exchange to a very  
15 valuable and productive wetland area. The  
16 levee would also impact Bayou LeBranch and  
17 Bayou Trapanier, which the State has  
18 designated as natural and scenic streams;  
19 therefore, we eliminated this alignment for  
20 both economic and environmental reasons.

21 The north of Airline Highway  
22 alignment, which is shown in green with the  
23 crosshatching over it, is the least  
24 expensive alternative. Culverts would be  
25 provided in the levee to maintain the

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1 existing drainage patterns in the wetlands  
2 which are south of Airline Highway. These  
3 wetlands currently receive flow through  
4 culverts underneath the Airline Highway  
5 road embankment.

6 This alignment would leave  
7 twenty-six thousand acres of valuable  
8 wetlands between the lake and the levee  
9 open to tidal interchange.

10 We also studied an alignment  
11 south of Airline Highway. This alignment  
12 follows the north alignment for a ways, and  
13 then dips behind and follows the path shown  
14 in pink.

15 This alignment swings behind a  
16 three thousand two hundred acre wetland  
17 area, however, since the drainage patterns  
18 for the north and south alignments would be  
19 identical through the use of culverts, the  
20 environmental impacts of the north and  
21 south alignments would be limited to those  
22 directly related to construction  
23 activities, and these impacts would be  
24 similar.

25 The south alignment is over two

1 miles longer than the north alignment and  
2 would cost twenty to twenty-five percent  
3 more, therefore, we selected the north  
4 alignment for both the barrier and high  
5 level plan on the basis of economic and  
6 environmental factors.

7 As in New Orleans East,  
8 uncontrolled development would not take  
9 place in the wetlands enclosed by the levee  
10 system. Development in this area would  
11 also remain subject to permitting by the  
12 Corps under Section 404 of the Clean Water  
13 Act.

14 In addition to analyzing levee  
15 alignments, we also looked at the best way  
16 to construct individual levee reaches.  
17 I'll summarize the analysis of construction  
18 methods for one reach only, the Jefferson  
19 Parish Lakefront area.

20 There are two general designs  
21 that could be used in this area, an all  
22 earthen levee or a levee with an eye wall  
23 on top.

24 The eye wall design could also  
25 include a wide barge berm on the lake

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1 side to prevent runaway barges from hitting  
2 and possibly damaging the eye wall.

3 Without the barge berm, though,  
4 the eye wall design would not have the same  
5 degree of integrity as the all earth  
6 levee.

7 This slide shows seven  
8 alternatives which we developed and their  
9 respective costs.

10 The selection was narrowed to the  
11 three alternatives with the first cost  
12 under two hundred million dollars. These  
13 alternatives include one all earthen levee  
14 constructed of hydraulic fill for a hundred  
15 and twenty-three million dollars, one eye  
16 wall on levee with barge berm alternative  
17 constructed of hydraulic fill for a hundred  
18 and fifty-six million dollars, and one eye  
19 wall on levee without the barge berm for a  
20 hundred and sixty-seven million dollars.

21 On the basis of cost and design  
22 integrity, we selected the all earth levee  
23 constructed on hydraulic fill.

24 We also considered the  
25 environmental impacts of this alternative.

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1 The levee will be constructed from material  
2 obtained from borrow pits with a total area  
3 of five hundred and seventy-three acres in  
4 Lake Pontchartrain offshore of Jefferson  
5 Parish.

6 The borrow pits will be up to  
7 sixty feet deep. Shallower borrow pits  
8 could not be economically used. The first  
9 forty feet of material is composed  
10 primarily of soft clay and muck and is not  
11 very suitable for levee building because of  
12 its high water content. If only this  
13 material were used, twice as much material  
14 would be needed and, subsequently, the  
15 surface area of the borrow pits would have  
16 to be much larger.

17 Also, because more material would  
18 be needed, the costs would also increase by  
19 about sixty percent.

20 The adverse environmental impacts  
21 of the borrow pits fall into two  
22 categories. The first would be the  
23 destruction of the benthic community in the  
24 area of the borrow pits.

25 Benthos are animals which live

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1 on or in the bottom of the lake such as  
2 worms, clams and shrimp.

3 The proposed borrow pits would  
4 destroy the benthos in the construction  
5 area and they would not be able to  
6 re-establish because of the depth of the  
7 hole; however, the area impacted represents  
8 only one-tenth of one percent of the total  
9 benthic habitat in the lake.

10 The second adverse impact  
11 associated with the borrow pits is the  
12 effect on water quality. More saline water  
13 could collect in the holes. Dissolved  
14 oxygen at the bottom of the holes could  
15 become too low to support aquatic life in a  
16 few months of the year; however, there  
17 would not be any significant mixing between  
18 the water at the bottom of the borrow pits  
19 and the surrounding water so that the water  
20 quality impacts would be confined to the  
21 area of the borrow pits themselves.

22 The adverse environmental impacts  
23 associated with the borrow pits in Lake  
24 Pontchartrain could be eliminated all  
25 together by using material hauled in

1 from another source, such as the Bonnet  
2 Carre Spillway.

3 The cheapest hauled material  
4 alternative is over one hundred million  
5 dollars more than the alternative selected.  
6 We do not believe that the environmental  
7 impacts to the lake are severe enough to  
8 warrant spending over one hundred million  
9 dollars to avoid them. We are continuing,  
10 however, to investigate ways to minimize  
11 the impacts of the holes at a reasonable  
12 cost.

13 Based on the results of our  
14 studies of alignments and construction  
15 methods, we formulated a best barrier plan  
16 and a best high level plan.

17 These plans use the same levee  
18 alignments. They differ only in the  
19 heights of the levees in the two plans and  
20 the presence or absence of the barrier  
21 structures.

22 We then went on to compare these  
23 two best plans to each other. The three  
24 categories of comparison which we used were  
25 economics, environmental impacts, and

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1 social impacts.

2 A comparison of the costs shows  
3 that the high level plan would cost  
4 approximately one hundred and fifteen  
5 million dollars less to complete than the  
6 barrier plan.

7 The net benefits, the difference  
8 between the annual cost and the annual  
9 benefits, are greater for the high level  
10 plan; seventy-three million dollars versus  
11 sixty-one million dollars.

12 The authorization for this  
13 project requires that non-federal interest  
14 contribute thirty percent of the cost of  
15 the project. The non-federal share  
16 consists of lands, relocations and cash or  
17 equivalent work.

18 The local sponsors for this  
19 project will include the State of  
20 Louisiana, several levee districts, and a  
21 parish police jury.

22 Selection of the high level plan  
23 would result in an overall decrease in the  
24 local sponsor's share except in Jefferson  
25 Parish where the cost would increase and

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1 in St. Bernard Parish where their share of  
2 the costs would not change.

3 The numbers shown on this slide  
4 are based on our estimates of construction  
5 costs and are used for comparison only.  
6 The final local share is based on the  
7 actual cost of construction.

8 The high level plan would have  
9 more severe short term social impacts than  
10 the barrier plan.

11 During construction of the  
12 levees, there would be a reduction of the  
13 aesthetic and recreation values along the  
14 Jefferson and Orleans Parish's lakefronts.

15 On a long term basis, however,  
16 there would be little or no adverse social  
17 impacts associated with the high level  
18 plan.

19 The barrier plan, on the other  
20 hand, would have long term adverse social  
21 impacts since the barriers could have an  
22 adverse effect on navigation through the  
23 Rigolets and Chef Menteur Pass.

24 The short term environmental  
25 impacts would be similar for the two

1 plans. In both cases, there would be an  
2 increase in turbidity levels at the  
3 construction sites.

4 For the barrier plan, turbidity  
5 would increase at the barrier locations;  
6 and for the high level plan, turbidity  
7 would increase primarily along the  
8 Jefferson Parish lakefront.

9 Long term environmental impacts  
10 were measured in terms of lost habitat  
11 units. On this basis, the impacts of the  
12 barrier plan are more severe.

13 In addition to the lost habitat,  
14 the barriers would have an additional  
15 unquantified effect on the nursery and  
16 biological values of Lake Pontchartrain  
17 because of the restrictions of the tidal  
18 passes.

19 We feel either plan is  
20 overwhelmingly justified. Both plans would  
21 make use of most of the construction work  
22 already done. Since only levee work has  
23 been done since the court injunction, this  
24 work has counted towards either the barrier  
25 or the high level plan.

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1           The high level plan would provide  
2 protection to the city a few years earlier.  
3 Most of the metropolitan area would be  
4 provided hurricane protection by 1990.

5           Our data indicates that of the  
6 two plans, the high level plan is superior,  
7 both economically and environmentally.

8           Therefore, we plan to recommend  
9 that the authorized plan of hurricane  
10 protection be modified from a barrier plan  
11 to the high level plan.

12           We have prepared a re-evaluation  
13 report and draft environmental impact  
14 statement on the high level plan.

15           Your written statements and  
16 comments made at this meeting will be  
17 considered in the preparation of our final  
18 report.

19           Since this project has already  
20 been authorized, we do not need to submit  
21 the report to Congress for authorization.  
22 Instead, the re-evaluation report  
23 documenting the reasons for design changes  
24 to an authorized project can be approved by  
25 General Bratton, the Chief of Engineers

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1 in Washington.

2 If approved by the end of  
3 September, we will be able to begin  
4 construction of elements of the high level  
5 plan next year. Because of the court  
6 injunction, we would soon experience a slow  
7 down in construction work and a  
8 corresponding delay in providing hurricane  
9 protection to the area without a change in  
10 plan.

11 We have also been working on a  
12 plan to mitigate for construction related  
13 damages. Since no mitigation was proposed  
14 for the authorized plan, we will have to  
15 submit a request for a post-authorization  
16 change to add mitigation to the project.

17 The mitigation plan will address  
18 not only the damages from the work required  
19 to complete the high level plan, but also  
20 for work already done under the authorized  
21 barrier plan.

22 An open, informal scoping meeting  
23 will be held this June to get public input  
24 on what form the mitigation should take.  
25 Workshops may also be scheduled at a

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1 later date with interested parties to work  
2 out the details of a mitigation plan.

3 We anticipate finalizing the  
4 mitigation plan and the environmental  
5 impact statement on that plan in two  
6 years.

7 I'd like to stress again that  
8 identifying your views and receiving your  
9 input is the reason for holding this  
10 meeting.

11 And now I'll turn the meeting  
12 back over to Colonel Lee.

13 COLONEL LEE:

14 Thank you, Lynn.

15 Do we have any Federal or State  
16 elected officials in the audience who would  
17 like to make a presentation or comments at  
18 this time? I have none on my cards.

19 (NO RESPONSE)

20 COLONEL LEE:

21 If not, then we will proceed with  
22 the Federal agencies, the State and the  
23 local agencies, and the organizations and  
24 private citizens.

25 And I would ask that in general.

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1 you limit your presentations to five  
2 minutes.

3 I also point out that if you have  
4 a written presentation, if you'd leave a  
5 copy of that --

6 (INAUDIBLE)

7 COLONEL LEE:

8 Okay. If you would -- if you  
9 would leave a written copy of your  
10 presentation in the front -- at the front  
11 desk here, then we'll ensure that it gets  
12 correctly inserted.

13 Also, if after several  
14 presentations have been made and you find  
15 out that your presentation is very similar  
16 and you'd like to just submit it in  
17 writing, it will be made a part of the  
18 report, will follow the report through its  
19 course to Washington just as if you make an  
20 oral presentation.

21 With that, the first name I have  
22 is Mr. Donald Moore, representing the  
23 National Marine Fisheries Service.

24 (INAUDIBLE)

25 MR. MOORE:

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1 Colonel Lee, ladies and  
2 gentlemen, I'm Donald Moore, area  
3 supervisor and environmental assessment,  
4 National Marine Fisheries Service out of  
5 Galveston, Texas, and I'm going to read a  
6 statement from our southeast region of the  
7 National Marine Fisheries Service.

8 On February 24th, '84, we  
9 responded to your December 16th request for  
10 our views and comments on the December  
11 draft main report.

12 This statement is to reiterate  
13 the views we submitted on February 28th on  
14 the plans presented in the draft main  
15 report as well as discuss some items of  
16 which we have recently become aware.

17 Two hurricane protection plans  
18 are presented in the draft main report; the  
19 barrier plan and the high level plan.

20 The tentatively selected high  
21 level plan determined by the Corps as the  
22 most feasible one would involve topping of  
23 existing levees and construction of a  
24 portion of a new levee in the St. Charles  
25 Parish area.

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1 Under this plan, that new levee  
2 in St. Charles Parish would also be  
3 realigned to just north of Airline Highway  
4 instead along the lakefront as originally  
5 authorized.

6 The barrier plan, which we  
7 commented on previously, is considered by  
8 the National Marine Fisheries Service as  
9 being much more detrimental to marine  
10 fishery resources and their habitats than  
11 the high level plan.

12 The barrier plan would have  
13 destroyed twenty-eight acres of bay bottom,  
14 twenty-three sixty-three acres of marsh,  
15 and caused extensive adverse impact to the  
16 estuarine dependent living marine resources  
17 that utilize Lake Pontchartrain.

18 In addition, the barrier plan,  
19 St. Charles Parish lakefront levee  
20 alignment, by providing hurricane flood  
21 protection to about forty square miles of  
22 undeveloped wetlands north of Airline  
23 Highway would have increased the  
24 probability of future drainage and/or land  
25 fill for subsequent development within

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1 those wetlands.

2 While the high level plan would  
3 be less damaging than the barrier plan, it  
4 would still adversely impact about  
5 fifty-four acres of saline brackish marsh  
6 and nine hundred and eighty-four acres of  
7 lake bottom.

8 Filling some of the open water in  
9 Lake Pontchartrain and the adjacent marsh  
10 would eliminate some nursery habitat and  
11 contributions of detrituscent nutrient to  
12 the marine food web.

13 Also, degradation through  
14 deepening of several hundred acres of lake  
15 bottom with the tentatively selected plan  
16 is of great concern to us since that plan  
17 calls for extensive deep dredging for  
18 borrow material along the lakefront.

19 The predicted resulting anoxic  
20 conditions of more than three hundred acres  
21 of deep borrow area in the lake along with  
22 subsequent accumulation of industrial and  
23 residential effluent could further degrade  
24 the previously shallow productive benthic  
25 habitat.

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Indicative of the Corps'

recognition of the value of this extensive lake bottom, this existing lake bottom near the shore is the fact that the Corps has not permitted shell dredging within one mile of the shore line.

Some of the above impacts from the tentatively selected plan could be further reduced by revising the proposed construction.

For instance, the wetland loss still anticipated in St. Charles Parish could be further reduced by realigning the levee now proposed to be parallel and slightly north of Airline Highway to be contiguous to that highway.

Also, alternative sources could be used for needed fill material which would reduce or eliminate a need for dredging material from the lake. Some suggested sources, levee material out of the Bonnet Carre Spillway area, the fresh water diversion canal adjacent to the north side of Bonnet Carre Spillway proposed in the tentatively selected plan for the

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1 Mississippi and Louisiana estuarine areas  
2 feasibility studies, the Mississippi River  
3 bottom and upland flat land sites.

4 Obtaining the needed borrow  
5 material without dredging the lake bottom  
6 could greatly reduce adverse impact.  
7 Reduction of the adverse impact would in  
8 turn reduce the amount of offsetting  
9 mitigation needed.

10 Mitigative projects such as St.  
11 Bernard Parish marsh management plan for  
12 the enhancement of those wetlands should be  
13 implemented.

14 Another project to be considered  
15 for mitigation to offset the adverse impact  
16 to marine fishery resources would be  
17 restoring to the greatest extent possible  
18 marsh and water circulation where the  
19 channel was dredged for the Gulf  
20 Intracoastal Waterway to bypass the tidal  
21 barrier that would have been constructed at  
22 Chef Menteur Pass under the barrier plan.

23 Also, should the Corps finally  
24 decide not to issue the permit requested  
25 by New Orleans East, the Maxant Canal

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1 alignment shown on plat six could be used  
2 instead of the proposed east levee and  
3 re-establishment of tidal exchange that  
4 undeveloped thirteen thousand acres of  
5 wetland habitat in the New Orleans East  
6 area could then be considered as mitigation  
7 to benefit estuarine fisheries in the high  
8 level plan.

9 Maxant Canal alignment was  
10 rejected by the Corps in favor of the  
11 present alignment due in part to existing  
12 levee and a request by New Orleans East to  
13 develop ninety-eight hundred acres of those  
14 wetlands.

15 Pending the final decision on the  
16 New Orleans permit request, Maxant Canal  
17 alignment should remain a viable  
18 alternative in the high level plan.

19 In addition, since we've recently  
20 been advised of accelerating marsh loss  
21 from shore line erosion and salt water  
22 intrusion in the St. Charles wetlands north  
23 of Interstate Highway 10, we also recommend  
24 consideration of mitigation measures to  
25 reduce these impacts.

1           Such measures could involve  
2 stabilizing the Lake Pontchartrain shore  
3 line between St. Rose Canal and Bayou  
4 LeBranch and plugging the canals draining  
5 into the drainage canal on the  
6 Jefferson-St. Charles Parishes boundary.

7           The major source of salt water  
8 intrusion appears to have been from the  
9 Mississippi River Gulf outlet by way of the  
10 inner-harbor navigation canal.

11           It is stated -- or, excuse me.  
12 The National Marine Fisheries Service feels  
13 the selection of the high level plan would  
14 be environmentally acceptable with regard  
15 to marine fishery resources provided the  
16 St. Charles reach is aligned contiguous to  
17 Airline Highway, the lakefront level built  
18 out of haul fill so that there would be  
19 little or no dredging in Lake  
20 Pontchartrain, and sufficient offsetting  
21 mitigation is implemented concurrently with  
22 project construction.

23           In view of the above, we concur  
24 with tentative selection of the high level  
25 plan rather than the barrier plan as the

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1 less damaging construction alternative;  
2 however, we recommend that detailed plans  
3 be developed to mitigate remaining adverse  
4 impacts that cannot be reduced through  
5 alternate borrow sources and/or levee  
6 alignments as suggested above.

7 The mitigative work should be  
8 done simultaneously with project  
9 construction of the high level plan. As  
10 mitigation is an integral part of the plan,  
11 the completed plans for the offsetting  
12 mitigations should be presented in the  
13 final main report which, I believe, you  
14 indicated you would.

15 The National Marine Fisheries  
16 Service would be pleased to coordinate with  
17 the Corps in development of the plans for  
18 mitigation.

19 Thank you for this opportunity to  
20 review and comment on this proposed  
21 project. Sincerely yours, and I signed for  
22 Richard J. Hogeland, chief of environmental  
23 assessment branch for southeast region,  
24 National Marine Fisheries Service. Thank  
25 you.

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1 COLONEL LEE:

2 Thank you, Mr. Moore.

3 Next, I'd like to ask Robert  
4 Strater from the U. S. Fish & Wildlife  
5 Service to make his presentation.

6 MR. STRATER:

7 Colonel Lee, distinguished  
8 guests, ladies and gentlemen, my name is  
9 Robert Strater. I am presenting this  
10 statement on behalf of James W. Pullium,  
11 Jr., regional director, U. S. Fish &  
12 Wildlife Service, Atlanta, Georgia.

13 My statement represents the views  
14 of the Fish & Wildlife Service on the  
15 tentatively selected plan to the Lake  
16 Pontchartrain, Louisiana, vicinity  
17 hurricane protection project.

18 Under the authority of the Fish &  
19 Wildlife Coordination Act, the National  
20 Environmental Policy Act, and other  
21 legislation, the Fish & Wildlife Service  
22 has been participating in the planning of  
23 this project since the 1950's.

24 Lake Pontchartrain is part of a  
25 highly productive estuarine (Inaudible) eco

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1 system. It supports a wide range of fish  
2 and wildlife species, some of which are  
3 considered by the Fish & Wildlife Service  
4 to be species of special emphasis on a  
5 national and regional basis.

6 These include the bald eagle,  
7 several species of migratory waterfowl,  
8 American woodcock, mourning dove, American  
9 alligator and numerous others.

10 The fishery resources of Lake  
11 Pontchartrain are extremely important from  
12 a commercial and recreational standpoint.  
13 Estuarine dependent shrimp, crabs and fin  
14 fishes utilize the low to moderate salinity  
15 waters of Lake Pontchartrain as nursery  
16 areas and move to more saline waters as  
17 they mature.

18 In our February 22nd, 1975,  
19 public hearing statement, the Fish &  
20 Wildlife Service indicated its concerns  
21 regarding the potential effects of the then  
22 proposed tidal barriers at Chef Menteur and  
23 Rigolets Passes on Lake Pontchartrain  
24 salinities and the movement of fish and  
25 shellfish through these passes.

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1                    Since that time, the impacts of  
2                    the high level plan and barrier plan have  
3                    been analyzed and compared. The results of  
4                    this analysis reported in our draft Fish &  
5                    Wildlife Coordination Act Report indicate  
6                    the completion of the high level plan would  
7                    be far less damaging to fish and wildlife  
8                    resources than the completion of the  
9                    barrier plan; therefore, the Fish &  
10                    Wildlife Service concurs with the Corps of  
11                    Engineers' selection of the high level plan  
12                    rather than the barrier plan as the  
13                    tentatively selected plan.

14                    In our January 28th, 1983  
15                    preliminary draft Fish & Wildlife  
16                    Coordination Act Report, and in our October  
17                    13th, 1983 draft Fish & Wildlife  
18                    Coordination Act Report, the Service made  
19                    the following recommendations to reduce  
20                    impacts on fish and wildlife resources:  
21                    One, eliminate the St. Charles Parish  
22                    alignment, or if this levee segment is  
23                    built, operate the proposed water control  
24                    structures to assure water circulation and  
25                    estuarine organism movement through the

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1 levee.

2 Two, purchase non-development and  
3 flowage easements over the nine thousand  
4 seven hundred acre wetland area in New  
5 Orleans East and modify the water control  
6 structures along the south point to Gulf  
7 Intracoastal Waterway levee segment to  
8 allow water and estuarine organism movement  
9 through the levee between the enclosed  
10 wetland area and the adjacent estuary.

11 Three, eliminate or reduce  
12 impacts associated with the proposed borrow  
13 holes in Lake Pontchartrain adjacent to the  
14 Jefferson Parish lakefront levee by either  
15 hauling levee material in from another area  
16 or developing a dredge method that will  
17 alleviate water quality or biological  
18 productivity problems caused by these  
19 holes.

20 Fourth, develop a mitigation plan  
21 that will fully compensate for all  
22 quantifiable project impacts to biological  
23 productivity resulting from past and future  
24 project work and that will be implemented  
25 simultaneously with construction of all

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1 project features.

2           Incorporation of a mitigation  
3 plan into the main report and supplement to  
4 the environmental impact statement is  
5 necessary if timely compensation of damages  
6 to fish and wildlife resources is to become  
7 an integral part of project funding and  
8 construction. The addition of a mitigation  
9 plan to these reports prior to their being  
10 forwarded to Washington for approval and  
11 funding will ensure full compliance with  
12 the Fish & Wildlife Coordination Act and  
13 the National Environmental Policy Act.

14           In the St. Charles Parish portion  
15 of the project area, the Service considers  
16 a levee with gated water control structures  
17 that follows an alignment immediately  
18 adjacent to Airline Highway rather than  
19 five hundred to a thousand feet north of  
20 the highway to be the least damaging viable  
21 alternative.

22           We voiced our support for such an  
23 alternative alignment during a recent  
24 meeting attended by members of your staff.

25           The Services recognizes that

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1 project modifications to date have  
2 significantly reduced project impacts to  
3 fish and wildlife resources. We stand  
4 ready to assist the Corps' engineers in  
5 refinement of measures to further mitigate  
6 these impacts. Thank you.

7 COLONEL LEE:

8 Thank you, sir.

9 Next, I'd like to ask Mr. William  
10 Slayton, Orleans Levee Board, to make his  
11 presentation or comments.

12 MR. SLAYTON:

13 Colonel Lee, ladies and  
14 gentlemen, I have a very brief statement  
15 that I would like to make.

16 The records will reflect that the  
17 Orleans Levee Board and its agreement -- is  
18 in agreement with the concept for the high  
19 level protection in lieu of the barrier  
20 concept.

21 We have also assured you that the  
22 Orleans Levee Board will do everything in  
23 its power to provide adequate supplements  
24 to the current assurances as may be  
25 required.

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1                   Because of the protracted delay  
2 in construction which was occasioned by the  
3 1977 environmental lawsuit, the Orleans  
4 Levee Board embarked on an interim  
5 protection plan in 1979 and has completed  
6 the raising of all levees along the  
7 lakefront to an interim grade of plus  
8 sixteen feet mean sea level.

9                   Realizing that there are several  
10 gaps still remaining, the Orleans Levee  
11 Board proposed and successfully extended an  
12 existing flood protection millage for an  
13 additional thirty years.

14                  And, by the way, that passed  
15 overwhelmingly, so I believe that shows  
16 that the people in Orleans Parish are  
17 serious about flood protection.

18                  We have awarded consultant  
19 engineering contracts for the design of  
20 interim protection at these locations and  
21 will coordinate these projects with your  
22 District in an effort to incorporate as  
23 much of the interim construction in the  
24 final plan as possible. It is our hope at  
25 this time to accomplish this work within

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1 three to four years.

2 The delay of final construction  
3 since 1977 has been most unfortunate. We  
4 have been very lucky that no major  
5 hurricane has hit the metropolitan area  
6 during that time. The process in which you  
7 were required to file it to satisfy the  
8 court's requirements has been very time  
9 consuming and frustrating to this Board.

10 You are, therefore, urged to take  
11 all necessary steps to expedite the  
12 implementation of the high level plan.  
13 Please be assured that we will do  
14 everything in our power to provide you with  
15 the necessary additional assurances. Thank  
16 you very much.

17 COLONEL LEE:

18 Thank you, sir.

19 Next, I'd like to call on Mr.  
20 Gerald Dyson from the Pontchartrain Levee  
21 District.

22 MR. DYSON:

23 Thank you. Mr. Cefeci, Colonel  
24 Lee and staff, it is certainly a pleasure  
25 for me to be here. I'm Gerald R. Dyson

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1 representing the Pontchartrain Levee  
2 District Board of Commissioners where I  
3 serve that levee district as the executive  
4 assisant.

5 I have with me one of the  
6 attorneys with the levee district tonight,  
7 Mr. Donald Seaseth. He's back here in the  
8 audience. I'm delighted to have him.

9 The commissioners express their  
10 regret on not being able to be here  
11 tonight.

12 This statement that I've just  
13 handed to you is directed to the area that  
14 is currently under the jurisdiction of the  
15 Pontchartrain Levee District and does not  
16 include Jefferson Parish. When these  
17 original project assurances were granted by  
18 the Levee District, it did include  
19 Jefferson. So, tonight we are excluding  
20 Jefferson Parish. That will be addressed  
21 by the Jefferson Levee District.

22 I wish to summarize the statement  
23 and bring out only a couple of points,  
24 recognizing that there is probably a large  
25 number of people that wish to speak

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1 tonight. I will be very brief and request  
2 full consideration of every item contained  
3 in the written statement.

4 The board of commissioners for  
5 the Pontchartrain Levee District wishes to  
6 go on record in support of the most  
7 effective hurricane protection project  
8 available and recommends construction  
9 completion as soon as possible.

10 At the same time, there are deep  
11 abiding concerns that the recommended high  
12 level plan does not go far enough. The  
13 unprotected part of St. Charles and  
14 St. John Parishes, which is in the levee  
15 district, and part those -- part of those  
16 areas, the parts of those parishes adjacent  
17 to Lake Pontchartrain and to some lesser  
18 degree the immediate tributary areas  
19 thereto, all of this will be adversely  
20 affected by higher hurricane peak lake  
21 stages of longer durations, probably,  
22 resulting from protection works around the  
23 lake causing concentrated overflows in the  
24 Pontchartrain -- in the unprotected areas.

25 Nevertheless, the Pontchartrain

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1 Levee District wishes to move forward  
2 because we realize that the lakefront  
3 former location will probably never be  
4 built; therefore, project revisions become  
5 imperative if hurricane protection is to be  
6 a reality in the New Orleans

7  
8  
9 End Tape 1, Side 1  
(Transcript continues on next page)

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2  
3 (BEGIN TAPE 2, SIDE 1)

4 -- area and in the Pontchartrain Levee  
5 District.

6 And, Colonel Lee, this statement  
7 is built around the overriding  
8 recommendation that the board of  
9 commissioners for the Pontchartrain Levee  
10 District recommends that the Lake  
11 Pontchartrain hurricane protection project  
12 be revised from the barrier plan to the  
13 high level plan with the north of Airline  
14 Highway alignment in St. Charles Parish.

15 We will be glad to cooperate with  
16 you and your office and your district to  
17 the fullest extent.

18 Any questions?

19 COLONEL LEE:

20 Thank you.

21 MR. DYSON:

22 Do you have any questions?

23 COLONEL LEE:

24 I'd just like to add for the  
25 general public information that we do

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1 have funding for a study for hurricane  
2 protection for the western areas of Lake  
3 Pontchartrain, those areas that are not  
4 protected by this plan, and work is  
5 commencing on that at this time.

6 Next, I'd like to call on Mr.  
7 Allen Ensminger, and if I pronounce it  
8 wrong, please excuse me, from the Louisiana  
9 Department of Wildlife & Fisheries.

10 MR. ENSMINGER:

11 Thank you. Colonel Lee, you did  
12 a good job on Ensminger.

13 COLONEL LEE:

14 Thank you.

15 MR. ENSMINGER:

16 You can tell that you're not from  
17 Louisiana. These French people have a very  
18 hard time with that name.

19 I am here tonight representing  
20 the Louisiana Department of Wildlife &  
21 Fisheries. I am chief of the fur and  
22 refuge division of our department. And,  
23 the statement that I am presenting tonight  
24 will be followed by an official much more  
25 expanded statement with regard to the

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1 entire area.

2 Our statement tonight is  
3 basically addressed to that portion of the  
4 plan that encompasses the wetlands in  
5 St. Charles Parish.

6 In our statement on this matter  
7 delivered at a public hearing on February  
8 the 22nd, 1975, we discussed the levee  
9 alignment in St. Charles Parish and advised  
10 the U. S. Corps of Engineers that we were  
11 in agreement with the U. S. Highway 61  
12 alignment.

13 This advocacy was based upon  
14 several considerations that we thought  
15 paramount at that time. Those  
16 considerations have basically remained the  
17 same, however, conditions have changed in  
18 that area that now make us consider  
19 additional situations that have occurred.

20 Our approach to the impact  
21 analysis at that time was from an  
22 aquatic-eco system perspective; that is,  
23 the effect of the lake and its  
24 productivity.

25 The problems which have since

1     come to light affecting the terrestrial  
2     system in the area such as salt water  
3     intrusion and subsidence was either  
4     overlooked at that time or was not  
5     completely understood and the significance  
6     of it was not manifested to the extent it  
7     is today.

8                 We now find ourselves in a  
9     position of necessarily assessing potential  
10    impacts from both the aquatic and  
11    terrestrial perspective.

12                This degradation in these marshes  
13    in there are particularly noticeable with  
14    regard to the degradation of winter habitat  
15    for migratory water fowl.

16                The introduction of the alligator  
17    flea beetle into the United States by the  
18    Corps of Engineers has also had a very  
19    drastic impact on these marshes.

20                The removal of the alligator  
21    grass in this area has permitted a much  
22    more rapid interchange of water between the  
23    marshes and the swamp areas of this area  
24    and we feel has increased the significance  
25    of salt water intrusion.

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1                   The Illinois Gulf Central  
2 Railroad embankment has played a key role  
3 in the retarding of the degradation of  
4 these marshes out there and this is clearly  
5 manifested by the increase in the salt  
6 water tolerant plant communities that have  
7 established themselves on the Airline  
8 Highway side of the railroad. This has  
9 certainly been a clear manifestation of  
10 salt water intrusion in the area.

11                   The alarming edaphic changes that  
12 has occurred in the Cypress Swamp area, to  
13 the eastern part of this area, is also of  
14 deep concern to our department. This is  
15 the area where the southern bald eagle nest  
16 is located. And, each spring, we are  
17 seeing a fewer and fewer number of those  
18 cypress trees that fail to sprout out and  
19 leaf out in the springtime.

20                   The encroachment of the lake into  
21 the St. Charles Parish wetlands must be  
22 retarded or at least held in a status quo  
23 position. Now, that means that aquatic  
24 organisms must be permitted to move in and  
25 out of the area and to continue its

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NEW ORLEANS, LOUISIANA 70130



1 importance as a part of the Lake  
2 Pontchartrain estuarine system; however, we  
3 feel that shore line erosion cannot be  
4 tolerated and the degradation of those  
5 marshes out there should be abated at  
6 whatever method possible.

7 The only balance that -- that we  
8 feel can be accomplished here is through  
9 the construction and restoration of the  
10 shore line of Lake Pontchartrain from the  
11 Bonnet Carre Spillway to the Jefferson  
12 Parish boundary line.

13 It is essential that some work be  
14 accomplished along this part of the lake,  
15 we feel, in conjunction with the  
16 construction of the levee system in  
17 St. Charles Parish.

18 St. Charles Parish has a plan, a  
19 portion of which has already been  
20 implemented, which should be of benefit to  
21 this wetland project.

22 We ask that the Corps, as part of  
23 the mitigation package for this project,  
24 assist the Parish of St. Charles and the  
25 State of Louisiana in implementing that

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 project. These are projects that will be,  
2 hopefully, funded out of some of the  
3 coastal impact funds available to wetland  
4 restoration in Louisiana.

5 Unless some action is taken to  
6 maintain these wetlands and their  
7 ecological significance to Lake  
8 Pontchartrain, St. Charles, Jefferson and  
9 Orleans Parish, the Department of Wildlife  
10 & Fisheries cannot fully support the U. S.  
11 Highway 61 alignment despite the stand that  
12 we took several years ago.

13 And, as I've mentioned before,  
14 our department will submit a complete  
15 statement with Mr. Angiel's signature for  
16 the record. Thank you.

17 COLONEL LEE:

18 Thank you, sir.

19 And I do think that the  
20 protection of the St. Charles marshes is an  
21 excellent opportunity for mitigation in  
22 this project.

23 Next, I'd like to call on Oliver  
24 Haulk.

25 MR. HAULK:

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1                   Thank you. Colonel, ladies and  
2 gentlemen, as you know, the first cut at  
3 this project by the Corps of Engineers did  
4 not receive a very high grade. And the  
5 question tonight is how much better a job  
6 have you done.

7                   It's a terribly important  
8 question for New Orleans, because we're  
9 dealing with a project of enormous local  
10 and regional significance.

11                  This is the project that makes a  
12 castle of New Orleans, that sets up the  
13 rings in the outer perimeter. And what you  
14 wall in and what you wall out will  
15 determine where New Orleans grows, and will  
16 also determine what's out there to live in  
17 and live with; the quality of the life of  
18 this area, its natural life including the  
19 most important natural water body in the  
20 American south, Lake Pontchartrain.

21                  The beauty part of this, as they  
22 say in Louisiana, as I'm learning, is that  
23 this is a Corps project. That means that  
24 you're not dictated and held to the whims  
25 of a private applicant, what he owns,

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NEW ORLEANS, LOUISIANA 70130

1     what he wants to do. This is your project.  
2     And that gives you the latitude to do the  
3     best possible job you can, not only for  
4     hurricane protection for New Orleans but  
5     for the life quality of this part of the  
6     country.

7                     And with that in mind, what is  
8     the purpose of this project? Well, the  
9     purpose is to provide flood protection for  
10    the City of New Orleans; not the  
11    undeveloped wetlands of New Orleans East,  
12    not the undeveloped wetlands of St. Charles  
13    Parish.

14                    The Corps game at one time  
15    traditionally was to levee it off and open  
16    it up for development, but that game has  
17    changed by law, by regulations, by  
18    executive orders and by your own recent  
19    practice. And in that light, this project  
20    is something of a throw back.

21                    And in light of what you can do  
22    with this project, it's something of a  
23    disappointment.

24                    Item "A", the New Orleans East  
25    alignment. To take the position, as

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1 you did in your presentation, that this  
2 project does not induce development in the  
3 wetlands, I doubt there are two people in  
4 this audience who believe that. I doubt  
5 there's one developer who believes it. And  
6 I'm sure there's no one in the Federal  
7 Emergency Management Agency, F.E.M.A, which  
8 manages the flood insurance administra-  
9 tion's program, that would believe it or  
10 that would issue a policy out there now.  
11 But they will issue policies out there once  
12 the levee is in place. That's the  
13 inducement.

14 To claim that this project will  
15 not bring people out there, or to blame it  
16 on the people who come, is a little like  
17 blaming the effects of MISSRIGUL, the  
18 Mississippi River Gulf outlets, on the Gulf  
19 of Mexico for coming in. Once you've done  
20 it, they're coming. It's your  
21 responsibility.

22 To take the position that these  
23 wetlands are already cut off and isolated  
24 and, therefore, not your responsibility for  
25 cutting them off further is belied by

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1 your own statement, because your statement  
2 acknowledges that the existing levees out  
3 there are going to erode. And when the big  
4 storm that this project is designed to  
5 prevent comes, that storm will take a big  
6 chunk of those levees with them. And,  
7 then, those wetlands will be free with  
8 their interchange with the Lake  
9 Pontchartrain as they always were.

10 To rely on Section 404 to prevent  
11 development out there is to lie on a very  
12 slender reed. And, in fact, a reed so  
13 slender that in developing your Atchafalaya  
14 project, the rationale for the project and  
15 its acquisition was that 404 couldn't do  
16 the job and keep development out.

17 How in the world is 404 going to  
18 keep development out of New Orleans East?  
19 There's no way.

20 To turn it around then and to  
21 blame developers for coming into an area  
22 that you protect it with a high level levee  
23 is something like blaming junkies for using  
24 narcotics that somebody's brought into the  
25 country. You're bringing it in and it's

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NEW ORLEANS, LOUISIANA 70130

1 your responsibility.

2 Now, as for the reason for not  
3 taking the Maxant Canal alignment which  
4 would protect New Orleans East, the seventy  
5 million dollar differential, we've heard  
6 tonight to our astonishment that apparently  
7 you are still building; you are now  
8 building the high level plan around New  
9 Orleans East. So, that differential is  
10 increasing. Is that correct?

11 COLONEL LEE:

12 No --

13 MR. HAULK:

14 If it's not correct --

15 COLONEL LEE:

16 No.

17 MR. HAULK:

18 -- that's good news.

19 COLONEL LEE:

20 The barrier -- the barrier level  
21 levees are being built around New Orleans  
22 East at the present time.

23 MR. HAULK:

24 If that is the case, then are we  
25 evaluating the desirability of doing

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1 something that you are doing now?

2 COLONEL LEE:

3 No. There's a difference. The  
4 barrier level levees are --

5 MR. HAULK:

6 Are to be --

7 COLONEL LEE:

8 -- authorized to be built --

9 MR. HAULK:

10 Great.

11 COLONEL LEE:

12 -- and are being built and are  
13 nearly up to grade in the lakefront areas  
14 of New Orleans East.

15 MR. HAULK:

16 If that is the --

17 COLONEL LEE:

18 The high level levees are just a  
19 couple of feet higher.

20 MR. HAULK:

21 If that is the case, then the  
22 responsibility for the existing cutoff  
23 continues even more to be a Corps  
24 responsibility, if in fact you're operating  
25 on them now.



1 So much for New Orleans East.

2 As for Jefferson Parish, quickly,  
3 the fact that you're getting dredge from  
4 the lake as opposed to getting your fill  
5 elsewhere from an upland area seems to me,  
6 and it's got to seem to your lawyers, to be  
7 a rather flat contradiction of the 404-B-1  
8 guidelines of the E.P.A.

9 But, it's the St. Charles  
10 wetlands that are the other major concern.  
11 And in those wetlands, the Corps seems to  
12 be taking the position that having brought  
13 back its alignment to Airline Highway,  
14 you've eliminated enough of the impacts so  
15 that taking a few more wetlands on the  
16 river side of the highway doesn't make any  
17 difference.

18 There is enough wetlands acreage  
19 in there to make a great difference, and I  
20 suggest that you examine that opportunity  
21 while it still remains available to you.

22 You're not building levees out  
23 there now, as I understand, and that option  
24 still remains open to you.

25 The fact that Airline Highway

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NEW ORLEANS, LOUISIANA 70130

1 reduces flow into that area by no means  
2 means that people aren't going to move into  
3 that area. And that's the effect that your  
4 levee is going to have.

5 But, I must say that the surprise  
6 of the night was to hear the Louisiana  
7 Department of Wildlife & Fisheries speak to  
8 the desirability of leveeing off the St.  
9 Charles wetlands as the very plan that you  
10 have abandoned because of its disastrous  
11 environmental impacts.

12 I can't speak to the source of  
13 that, so I don't know all the rationales  
14 behind the proposal, of this department,  
15 but I would call to your attention -- bring  
16 to the attention of your record, and I will  
17 introduce into the record, a letter from  
18 one of the major landowners in the St.  
19 Charles wetlands, Bill Monteleone, dated  
20 March 1st to Mr. Allen Ensminger of the  
21 Louisiana State Wildlife & Fisheries, which  
22 concludes: With these facts before me and  
23 the deteriorating duck hunting, I have made  
24 a very unhappy decision. I personally feel  
25 that if the levee is to be placed along

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1 the Airline, it is incumbent upon me to  
2 recommend to the other owners of land  
3 syndicate that we should sell our land to  
4 the State and allow it to become a State  
5 refuge and, of course, make the marsh  
6 available to the general public. This  
7 resort is very distasteful to me because I,  
8 as well as all of you, have enjoyed the  
9 privacy of our marsh. Close quote.

10 Whether the department's position  
11 is being taken because of the privacy of  
12 its marsh or because of opposition to its  
13 public values acknowledged by the author of  
14 this letter, it's a question I hope the  
15 department can address in its formal  
16 comments to you.

17 In conclusion, I'd just like to  
18 point out again that the overall stakes  
19 here are terribly high. You have an  
20 enormous water resource in the largest  
21 metropolitan area of Louisiana, and you are  
22 spending twenty-five million dollars to  
23 reintroduce fresh water into this lake  
24 north of here. You will spend almost an  
25 equal amount in another proposed

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NEW ORLEANS, LOUISIANA 70130

1 reintroduction to the Lake  
2 Maurepas-Pontchartrain system.

3 To pump iron up in that arm and  
4 then to cut off New Orleans is a  
5 schizophrenic way to approach the  
6 restoration and long term maintenance of  
7 this resource. I think you can do it  
8 better. I think you can do it all and urge  
9 you to do it. Thank you.

10 COLONEL LEE:

11 Thank you, Oliver.

12 Gasper, did you have a question?

13 MR. CEFECI:

14 Unless Mr. Ensminger wants to  
15 address it himself.

16 COLONEL LEE:

17 Is Mr. Ensminger still here?

18 MR. ENSMINGER:

19 Yes.

20 COLONEL LEE:

21 Did Mr. Haulk have you properly  
22 represented there?

23 MR. ENSMINGER:

24 No comment.

25 COLONEL LEE:

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1                   Okay. Thank you.

2                   Next, I'd like to call on Moses  
3 Atalya, and I'm sure I got that wrong, and  
4 I apologize, sir.

5                   MR. ATALYA:

6                   I would like to withdraw any  
7 statement. I've heard my position  
8 discussed --

9                   COLONEL LEE:

10                  Okay.

11                  MR. ATALYA:

12                  -- and there's no need to repeat  
13 it. Thank you very much.

14                  COLONEL LEE:

15                  Thank you, sir.

16                  Albert Poche, Manchac Fishermen's  
17 Association.

18                  MR. PLAUCHE:

19                  Colonel Lee, your staff. I'm  
20 Albert Plauche, the president of the  
21 Manchac Fishermen's Association.

22                  Our organization geographically  
23 is located in between lakes Maurepas and  
24 Pontchartrain.

25                  The Manchac Fishermen's

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NEW ORLEANS, LOUISIANA 70130

1 Association is a coalition of sport and  
2 commercial fishermen with an interest and  
3 concern in the maintenance and preservation  
4 of clean and productive waters in the Lake  
5 Maurepas, Pass Manchac and Lake  
6 Pontchartrain area.

7 This is another example of the  
8 Corps of Engineers' lack of investigation  
9 into the full impact of a problem in our  
10 state.

11 The reknown biologists,  
12 Dr. Darnell of Texas A&M and Dr. Walter  
13 Socura of L.S.U. Center for Wetland  
14 Resources, have unequivocally stated that  
15 Lake Pontchartrain is on the verge of  
16 collapse and extinction as a viable eco  
17 system.

18 Does the Corps of Engineers make  
19 decisions on scientific study or political  
20 pressure?

21 I am -- I am a layman, but even I  
22 can understand that digging a hole in the  
23 middle of Lake Pontchartrain is not the  
24 answer to hurricane protection. Before  
25 adding to the demise of our lake,

1 material should be taken from alternate  
2 sources.

3 In Lake Pontchartrain, continuous  
4 dredging over the past fifty years has  
5 virtually eliminated large live clams from  
6 the open waters of the lake. The living  
7 clams are a major source of nutrition for  
8 many of the aquatic inhabitants of the lake  
9 such as the catfish, blue crab, croakers  
10 and white shrimp.

11 We are not opposed to hurricane  
12 protection, however, the members of the  
13 Manchac Fishermen's Association  
14 overwhelmingly agree that any further  
15 destruction of the water bottoms in Lake  
16 Pontchartrain will only exacerbate an  
17 already critical situation and, therefore,  
18 we're opposed to dredging in Lake  
19 Pontchartrain in any form. Thank you.

20 COLONEL LEE:

21 Thank you, sir. Appreciate it.

22 David Atchinson from the Sierra  
23 Club.

24 (INAUDIBLE)

25 COLONEL LEE:

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1 Thank you.

2 Frances Saltzman.

3 MS. SALTZMAN:

4 I'm Frances Saltzman and I live  
5 at 7212 Spring Lake, which is in the New  
6 Orleans East area.

7 As a concerned housewife and  
8 mother of two, I would like to express my  
9 concerns regarding hurricane protection for  
10 my family and that of -- and that of my  
11 friends and neighbors.

12 We have waited since 1965 for our  
13 congressional authorized protection. The  
14 Corps of Engineers and the levee boards  
15 have done a great deal of work and we are  
16 much better protected than we were when  
17 Betsy struck.

18 My family was one that left our  
19 home in Don Villa to go to a relative's  
20 home in the Ninth Ward and later had to be  
21 evacuated because of rising water on Alva  
22 Street. I returned to find my neighborhood  
23 flooded. We waded back in. And, so, I  
24 know of what I speak.

25 We appreciate the support of

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1 our congressional representatives, the  
2 dedicated workers of the Corps, the levee  
3 board and the local government.

4 We did not appreciate the actions  
5 of a few special interest groups who oppose  
6 the early completion of our flood control.  
7 They have used -- they have used the courts  
8 to delay the protection of life and  
9 property for their own selfish interest or  
10 pet hobbies. These same people will  
11 probably complain or oppose the proposed  
12 high levee plan, again for their own  
13 special selfish interest.

14 I sincerely hope the Corps of  
15 Engineers will put lives and property  
16 before the minor -- the minor environmental  
17 damage that might, just might be done in  
18 constructing higher levees. Let's get on  
19 with the higher levees protection.

20 Most of the speakers have made  
21 much of wetlands' losses, habitat losses  
22 and other fishery losses, but hardly a word  
23 on people losses or personal property  
24 losses or the loss of a home. Such  
25 compassion for human suffering is

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1 unbelievable. Let's get on with people  
2 protection. Thank you.

3 COLONEL LEE:

4 Thank you.

5 Harold Schaufler, Save Our Coast,  
6 Sierra Club.

7 MR. SCHAUFLE:

8 Colonel Lee. As president of the  
9 Save Our Coast and speaking for myself in  
10 that capacity and for the board of  
11 directors of that organization as well as  
12 wetlands chairman of the Sierra Club for  
13 the Delta Chapter, our group has a strong  
14 interest in this hurricane protection  
15 project and we generally favor the overall  
16 high level plan as outlined in the December  
17 1983 draft; however, we do have several  
18 concerns. They are the following.

19 The plan includes the building of  
20 a massive borrow pit in Lake Pontchartrain  
21 nine miles long, fifty to sixty feet deep,  
22 and five hundred feet wide. We are  
23 completely opposed to this pit as it would  
24 completely destroy close to six hundred  
25 acres of the lake bottom. This is well

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1 documented by your draft, page "C" six  
2 twenty-five and the U. S. Fish & Wildlife  
3 portion of the draft, pages thirty-five and  
4 thirty-six.

5 We would recommend a high land  
6 source of borrow material for this portion  
7 of the project.

8 We are concerned with the  
9 cumulative impacts of other activities such  
10 as shell dredging, other dredge activities  
11 on the lake, urban runoff, sewerage inflow  
12 and all other adverse impacts. We would  
13 like to see this point addressed especially  
14 as it relates to the borrow pit in the  
15 lake.

16 The water quality is of extreme  
17 importance if Lake Pontchartrain is ever to  
18 recover. The sink holes portion of the  
19 plan would seriously impact in a negative  
20 way water quality in the area surrounding  
21 the construction activity for a period of  
22 at least three years.

23 Worse case conditions have not  
24 been considered and should be thoroughly  
25 investigated before this plan is

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NEW ORLEANS, LOUISIANA 70130

1 implemented. Purchase of ten thousand  
2 acres of wetlands on the New Orleans East  
3 area should be considered as the loss of  
4 this area to development is almost certain  
5 once levee protection is provided.

6 We would recommend that the levee  
7 have gated openings so that water  
8 circulation and estuarine organism movement  
9 in the wetlands area will be maintained  
10 during non-hurricane periods.

11 A specific mitigation plan that  
12 compensates for all past and future damages  
13 to wetlands, fish, wildlife and water  
14 quality should be a part of any plan sent  
15 to Washington.

16 We trust that in the Corps  
17 infinite wisdom a resolution of these  
18 concerns can be -- can be brought about.  
19 Thank you, sir.

20 COLONEL LEE:

21 Thank you, sir.

22 And I'll just add, just in the  
23 last two weeks, because of our concern with  
24 the dredging in the lake that we've done  
25 additional surveys and are gathering

1 data, some we just received tonight. So,  
2 we are trying to address that. Thank  
3 you.

4 MR. SCHAUFLEER:

5 Thank you very much.

6 COLONEL LEE:

7 Donald Pavy from Save Our Coast,  
8 vice-president.

9 MR. PAVY:

10 Sir, my name is Dr. Donald Pavy.  
11 I'm a physician in Iberia Parish. I'm  
12 vice-president and a member of Save Our  
13 Coast, which is an aggressive organization  
14 to control coastal erosion.

15 We strongly favor a levee, as  
16 president Harold Schaufler has said, but no  
17 more dredging.

18 Save Our Coast is not, I repeat,  
19 not a member of the Corps of Engineers fan  
20 club. Save Our Coast is one of the groups  
21 now suing the Corps of Engineers in the  
22 Federal Court.

23 Does your commander in chief,  
24 President Reagan, know the massive  
25 destruction taken place in the Louisiana

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NEW ORLEANS, LOUISIANA 70130

1 coastal zone that has been permitted by the  
2 U. S. Corps of Engineers through the  
3 years?

4 Specifically, shell dredging in  
5 Lake Pontchartrain, Lake Maurepas and the  
6 central coast of Louisiana that is  
7 destroying marine habitat and barrier reefs  
8 for hurricane protection with great  
9 economic loss to the State for years to  
10 come; the New Orleans -- the New Orleans  
11 ship channel that has caused massive loss  
12 of wetlands and estuarine production; the  
13 many engineering mistakes made in our  
14 nearby Atchafalaya Basin. I say nearby  
15 because we're from New Iberia and  
16 Lafayette.

17 When the last shell is dredged  
18 from Louisiana waters and the last drop of  
19 oil is taken, our children will be forced  
20 to look for their economic base to  
21 forestry, agriculture -- agriculture and  
22 our great fisheries. Will we be leaving  
23 them an ace in the hole or will they be  
24 dealt a joker?

25 Save Our Coast is a citizens

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 group, with no vested interest, concerned  
2 about the erosion of our beautiful  
3 Louisiana coastal zone. We are not  
4 scientists, but interested enough to study  
5 and learn what authoritative documents  
6 teach us about that -- this problem.

7 Is it too much for America and  
8 Louisiana to ask this of the U. S. Corps of  
9 Engineers?

10 COLONEL LEE:

11 Thank you.

12 Francis Breaux.

13 (INAUDIBLE)

14 COLONEL LEE:

15 Thank you, sir.

16 I might add, at this time, in  
17 case anybody is going to leave, that the  
18 record closes on the 12th of May, so ensure  
19 that your statements are in our hands  
20 before the 12th, which is one month from  
21 now.

22 Milton Duddenheffer, and I'm  
23 sure I messed that up and I apologize,  
24 Milton.

25 MR. DUDDENHEFFER:

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226 CARONDELET STREET

NEW ORLEANS, LOUISIANA 70130

1 My name is Milton Duddenheffer,  
2 vice president, East Bank Commercial  
3 Fishermen's.

4 I'd like to just say simply that  
5 we've been opposed to the barrier plan when  
6 it first started to be a project, maybe  
7 five years ago, and the fact that any  
8 structure crossing a body of water  
9 between -- across the Rigolets and Chef  
10 Pass would definitely obstruct the tidal  
11 flow of the lake, and we kind of fear it's  
12 a possibility of interferring with the life  
13 of the lake. And, you know, we're kind of  
14 looking at a bad problem for us.

15 Pollution in the lake is at a  
16 pretty high level. And it's just the fact  
17 that we have a problem cf it could  
18 eventually kill the lake if we try to fool  
19 with the tidal flow at all.

20 As far as the -- as far as the --  
21 the high level plan, it seems to where this  
22 might not be such a bad plan. Seems there  
23 really needs to be a hurricane protection  
24 project.

25 And, as far as, like I said,

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NEW ORLEANS, LOUISIANA 70130



1 the level -- the level of the -- the  
2 pollution in the lake, I just would like to  
3 say that I really think possibly the high  
4 level plan might be a better plan and we  
5 definitely oppose the barrier plan. Thank  
6 you.

7 COLONEL LEE:

8 We appreciate your speaking.  
9 Thank you.

10 I'm going to step outside for  
11 just a minute, but Mr. Cletus Wagerhoff, my  
12 chief of planning, will carry on the  
13 hearing.

14 MR. WAGERHOFF:

15 What's the first name? I'm  
16 already in trouble. (Inaudible) Mr.  
17 Ford.

18 Well, I'm already in trouble and  
19 I haven't even said anything yet.

20 The last name is Ford. You'll  
21 forgive me if I can't recognize the first  
22 name on the card.

23 Miss Ford. Thank you. Please  
24 come forward.

25 I'm sorry. Thank you. I

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1 couldn't even quite make the words out.

2 MS. FORD:

3 My name is Moira Ford.

4 My major concern is the  
5 development of the optimum mitigation plan  
6 for the project.

7 The hearing announcement detailed  
8 close coordination with the appropriate  
9 agencies and citizen groups, but more  
10 importantly it seems to indicate that a  
11 plan will be developed in compliance with  
12 the emerging common law doctrine under the  
13 Fish & Wildlife Coordination Act.

14 Mitigation plans are required to  
15 be developed, authorized and implemented  
16 concurrently with other aspects of Federal  
17 project plans. The hearing announcement  
18 mentions that mitigation by avoidance is  
19 incorporated into the high level plan by  
20 its selection over the barrier plan.

21 I feel that the tentative  
22 selection of the high level plan represents  
23 a commendable decision on the part of the  
24 Corps and this hearing is obviously being  
25 held to air alternatives under the high

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1 level plan's scope; however, the mitigation  
2 that's required by law is for project  
3 induced impacts to fish and wildlife, and  
4 this must be assessed within the confines  
5 of the high level plan.

6 The duty to mitigate is not  
7 cancelled out or reduced by per se  
8 rejection of the barrier plan.

9 As a general policy, the concept  
10 of a mitigation by avoidance could be very  
11 vulnerable to abuse. A sham project with  
12 extreme environmental consequences could be  
13 proposed and then mitigated through  
14 avoidance down to what perhaps was the  
15 initial agency objective in the beginning.

16 And this is obviously not the  
17 case with the hurricane protection project,  
18 but I'm just saying that as a general  
19 policy, mitigation by avoidance and through  
20 avoidance could be subject to abuse.

21 The major problem I have with the  
22 project is its failure to demonstrate  
23 compliance with the two executive orders;  
24 the flood plain management and the wetlands  
25 protection order.

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1           These orders in strong language  
2 direct Federal agencies to avoid inducing  
3 development in flood plains and wetlands  
4 either through -- either directly or  
5 indirectly unless there's no practicable  
6 alternative.

7           Section two, part two, of the  
8 flood plain management executive order  
9 states the only practicable alternative in  
10 locating an action in a flood plain, under  
11 these circumstances, all practical measures  
12 to minimize harm, must be taken.

13           Throughout the draft main report,  
14 the Maxant Canal alignment is referred to  
15 as a reasonable alternative, and the fact  
16 that it's more costly, I don't think is the  
17 threshold inquiry.

18           The inquiry under the Corps  
19 policy and under law is, does a practical  
20 alternative exist. And the draft main  
21 report answers this affirmatively.

22           The Corps' own policy statement  
23 regarding these orders states that the key  
24 requirement is determining whether a  
25 practical alternative exists.

1                   Page seventy-five of the draft  
2 main report admits that there is potential  
3 for development by enclosing these wetlands  
4 at S.P.H. level of protection and it  
5 rationalizes that the existing option is a  
6 more flexible alternative in that it  
7 protects but does not preclude development  
8 of the wetlands.

9                   And, this to me, just contravenes  
10 the spirit of the Federal law, the policy  
11 and the Louisiana coastal resource program  
12 guidelines. Protection of wetlands means  
13 preclusion of development.

14                  The report states that we'd be  
15 regulated under the permanent authority of  
16 404, and that's -- the problems with that  
17 type of rationale have already been  
18 stated.

19                  The public needs more information  
20 on the actual cost that composes eighty  
21 million dollar figure. Without this  
22 information, no one can truly assess the  
23 options in terms of the construction  
24 methods.

25                  And I also was wondering, why

1 is there no consideration of a Maxant Canal  
2 levee that shoots straight to the north  
3 instead of that sharp veer to the west and  
4 then north? It seems that this would be  
5 significantly shorter and thus less  
6 costly.

7 The Maxant Canal alignment, in  
8 summation, should be authorized in some  
9 form in conjunction with the modification  
10 of the existing water control structures  
11 that have been mentioned. I just feel that  
12 the public relies on the Corps under law to  
13 provide leadership and to take action under  
14 the statutory language to restore these  
15 areas. The -- you know, it's a reliance on  
16 the Corps to update a twenty year old  
17 system.

18 They state that the fact that  
19 these -- that these wetlands in the east  
20 haven't been subject to normal tidal  
21 exchange for two decades. I think that  
22 that ignores the mandate under, you know,  
23 current awareness of the value of these  
24 areas to -- you know, to take this into  
25 effect and move to restore them.

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1           And, then I also support the  
2 alternative to purchase non-development and  
3 flowage easements in this area.

4           And then to avoid repetition, I  
5 just feel that the St. Charles alignment  
6 south of the road should be taken or that a  
7 clearly -- clearly designated alignment  
8 along the road should be taken, and that  
9 the borrow pit needs significant analysis  
10 in terms of the cost and the environmental  
11 infect -- impacts in terms of -- in terms  
12 of the total cumulative deterioration of  
13 the lake right now. Thank you.

14           MR. WAGERHOFF:

15           Thank you.

16           Charlotte Fremeaux, League of  
17 Women Voters of Louisiana.

18           MS. FREMEAUX:

19           The League of Women Voters of  
20 Louisiana, the League of Women Voters of  
21 New Orleans, and the League of Women Voters  
22 of Jefferson appreciate the opportunity to  
23 review at public hearing the Lake  
24 Pontchartrain hurricane protection project,  
25 also known as the high level plan.

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1                   The following statements  
2           represent basic League positions on the  
3           wetland protection, resource management and  
4           safeguard of water quality as they  
5           particularly relate to the proposed  
6           project.

7                   New Orleans East. We support the  
8           exclusion of the thirteen thousand acre  
9           wetland area from hurricane protection  
10          system. Soil and subsidence conditions  
11          favor opening these marshes to natural  
12          estuarine status providing valuable habitat  
13          in the basin and providing water recharge.  
14          Soil and subsidence conditions do not  
15          provide adequate stability for development  
16          unless costly safeguards are required.

17                   Frequently residents are faced  
18          with poor streets, drainage, et cetera. It  
19          is not clear if the cost of potential  
20          urbanization in a flood prone area is  
21          reflected in a benefit analysis.

22                   Executive Order 11880, protection  
23          of the wetlands, directs Federal agencies  
24          to avoid by all practicable measures and  
25          alternatives construction wetlands.

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1 The Maxant Canal levee appears to be an  
2 acceptable and less damaging alternative.

3 St. Charles Parish. We support  
4 protection of the three thousand acres of  
5 wetlands which the -- which the north of  
6 the Airline Highway alignment would  
7 enclose. This would require culverts to  
8 maintain the existing hydrology. It would  
9 open the area to the possibility of future  
10 development which the south of Airline  
11 Highway would have avoided.

12 The piecemeal destruction of  
13 viable habitat by seemingly separate  
14 parcels often prevents grasp of the event  
15 before it is too late.

16 Jefferson Parish. We view with  
17 concern the proposal to dredge material  
18 from Lake Pontchartrain, a shallow  
19 estuarine basin already impacted by a  
20 variety of stresses from development, salt  
21 water trusion (spelled phonetically), et  
22 cetera.

23 The size and depth of the dredge  
24 holes will result in significant  
25 degradation. The alternative use of

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1 levee material from nearby Bonnet Carre  
2 Spillway is urged, and further information  
3 as to this alternative will provide  
4 citizens with assurance that the long term  
5 protection of populations is coupled with  
6 an equally long term concern for the  
7 natural resources which support these  
8 populations.

9 Thank you for your  
10 consideration.

11 MR. WAGERHOFF:

12 Thank you, Miss Fremeaux. Thank  
13 you.

14 Sherwood Gagliano.

15 MR. GAGLIANO:

16 Mr. Chairman, I've decided to  
17 submit a written proposal.

18 MR. WAGERHOFF:

19 Thank you, sir. Thank you.  
20 We'll look forward to that.

21 Mr. Robert Hereford.

22 MR. HEREFORD:

23 My name is Bob Hereford. I'm  
24 with the Jefferson Rod & Gun Club.

25 As citizens of the New Orleans

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1 area, we are concerned about flood  
2 protection. But as a sportsman's  
3 organization, we've very concerned about  
4 the loss of wetlands in Louisiana.

5 We feel the levee alignment in  
6 St. Charles Parish should be immediately  
7 adjacent to Airline Highway.

8 The dredging of the fill from  
9 Lake Pontchartrain bottom will probably  
10 make traps to catch pollutions and settle  
11 in these holes and may cause dead spots.  
12 We suggest that an alternative source of  
13 fill be used. And the use of medicated  
14 (sic) funds may be used to stop the salt  
15 water intrusion and the erosion of the St.  
16 Charles Parish marshes.

17 We feel the Corps has made the  
18 correct decision in selecting the high  
19 level plan. Thank you.

20 MR. WAGERHOFF:

21 Thank you, sir.

22 Mr. Charles Thiblier.

23 MR. THIBLIER:

24 My name is Charles Thiblier. I  
25 don't represent anybody and I'd just like

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1 to say I'm completely opposed to the whole  
2 thing.

3 As far as building a higher  
4 levee, I'm all for it as long as they build  
5 it in existing -- where the levee is right  
6 now.

7 As far as building a levee out in  
8 the swamps and building another levee out  
9 in New Orleans East, I'm totally against  
10 it.

11 And, as far as dredging the lake,  
12 I'm against that. If they want to build a  
13 higher levee, I think they ought to get the  
14 material from somewhere else.

15 And, that's about it. Thank  
16 you.

17 MR. WAGERHOFF:

18 Okay. Fine. Thank you, sir.

19 Mr. Alfred Hitter, Jr.,  
20 representing Save Our Coast.

21 MR. HITTER:

22 Gentlemen. There was an  
23 environmental impact study made on this  
24 project but it did not fully address the  
25 fact that this is not an isolated problem

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1 for the lake, and in particular Lake  
2 Pontchartrain, but it adds to existing  
3 problems such as the shell dredging going  
4 on in this lake.

5 Save Our Coast supports the  
6 concept of hurricane protection, but if the  
7 Corps is sincerely interested in hurricane  
8 protection, we wonder why they dredged  
9 thirty miles of barrier reefs that afforded  
10 hurricane protection for central Louisiana  
11 coast line.

12 Save Our Coast will strongly  
13 suggest that the Corps of Engineers listen  
14 to the people, and in particular to the  
15 scientists as they present their evidence  
16 here tonight, and do not do as they have in  
17 the past when these public hearings  
18 amounted to nothing.

19 Save Our Coast is already  
20 involved in the suit against the Corps of  
21 Engineers for shell dredging permits in  
22 Lake Pontchartrain. It is the feeling that  
23 this dredging of a hole nine miles long by  
24 six hundred feet wide by over fifty feet  
25 deep represents a reckless activity that

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1 destroys marine habitat that would  
2 certainly warrant litigation if this is  
3 permitted by the Corps.

4 We would also hope that the Corps  
5 of Engineers makes an independent study of  
6 the environmental impacts discussed in the  
7 environmental assessments and the  
8 environmental impact studies instead of  
9 using other agencies as has been their  
10 practice in the past.

11 Scientific studies of this type  
12 of deep holes in a shallow lake such as  
13 Lake Pontchartrain results in a collection  
14 of toxic materials, high salinity levels,  
15 and low oxygen; the end result of which is  
16 another huge dead hole in the lake.

17 And, in closing, I would like to  
18 say that Save Our Coast is totally for  
19 hurricane protection, but we think that  
20 there is another way to build up these  
21 levees besides dredging this tremendous  
22 hole in the lake.

23 Thank you.

24 MR. WAGERHOFF:

25 Thank you, sir.

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James Larkin, please.

End Tape 2, Side 1  
(Transcript continues on next page)

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MR. LARKIN:

I'd like to thank you all for  
having a public hearing on this. I think  
that is of primary importance that you get  
the input from the people in the area.

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1 I'm a forty-one year old life  
2 long resident of the City of New Orleans  
3 except for a two year period in which I was  
4 up in east Tennessee. And the reason I  
5 mention this, I heard someone tonight  
6 saying that special interest groups don't  
7 want levees because of their hobbies; the  
8 inference being to the sportsmen, the  
9 fishermen, duck hunters, this type of  
10 people.

11 When I was in east Tennessee, I  
12 watched people belong to the local Ducks  
13 Unlimited chapter who were extremely  
14 affluent individuals who aren't lucky  
15 enough to have what we have down here.  
16 Their duck hunting was scattered here and  
17 there; so was their goose hunting. They  
18 didn't have the abundance of salt water  
19 fish. They didn't have the abundance of  
20 shrimp, crabs, et cetera, like we have.

21 These people would go out in a  
22 banding project in an attempt to find out  
23 what they could do to help get more ducks  
24 and geese in the impoundment areas and some  
25 of the flooded lands in east Tennessee.

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1                   And in this process, they'd have  
2                   to wear raincoats because of the fact that  
3                   when they cart geese when they banded them,  
4                   the geese would defecate all over them.  
5                   They really cared and they -- to a man --  
6                   there must have been twenty-five people in  
7                   that chapter. And to a man, when they  
8                   found out I was from south Louisiana, they  
9                   said, you really have something special  
10                  down there, you know. You can go out an  
11                  hour away from home and fish and hunt. You  
12                  can trawl and help feed your family. You  
13                  can crab and help feed your family. You  
14                  can fish and help feed your family.

15                 And I really feel that if the  
16                 plans of the Corps and the developers and  
17                 the politicians are not changed, that this  
18                 mad rush we have for putting up levees  
19                 where they shouldn't be, to enclose  
20                 wetlands that are vital to our fisheries,  
21                 are vital to our wildlife, if something's  
22                 not done to stop this, that heritage is  
23                 going to be gone.

24                 And, as someone earlier had  
25                 mentioned about the oil industry, once

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1 that oil industry is gone, we are going to  
2 have to have something to fall back on.

3 Educationally right now, we're  
4 having problems getting industry in here.  
5 The thing that most of the people down in  
6 the low lying areas, the Cajuns down in the  
7 south Louisiana marshes have fallen back on  
8 when the oil field jobs have gone down has  
9 been shrimping and outdoors. And because  
10 of the different types of depredation, the  
11 marshes are gone.

12 And I honestly feel that if we  
13 enclose marsh land and swamp land and  
14 hardwood bottom lands unnecessarily, that  
15 we're going to make this a waste land.

16 If people feel that they have  
17 to -- if they've moved down here and they  
18 have bought a home and they should enjoy  
19 this and they should enjoy that, if they've  
20 chosen to come into our area and live, then  
21 I think they should be willing to adapt to  
22 our lifestyle; and our lifestyle in south  
23 Louisiana is outdoors. That's what it's  
24 always been.

25 I find that too often we see

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1 projects that are done for political  
2 reasons, and the Corps has a little Dutch  
3 boy syndrome where they have to run around  
4 and keep building levees, or they have to  
5 keep dredging, or doing this or doing  
6 that.

7 We appreciate the control  
8 structures in the river to try to save New  
9 Orleans, the Port of New Orleans. We don't  
10 appreciate putting a levee around our  
11 lakeshore and taking in our marshes and  
12 putting slips for sailboats, because when  
13 people have these big fancy slips for  
14 sailboats and they go out into a lake  
15 that's nothing but a cesspool, they're not  
16 going to continue to use those slips. They  
17 are going to get tired of it. They are  
18 going to move some place else. Those are  
19 the people that have the mobility to do  
20 that.

21 The people here in Louisiana love  
22 Louisiana. It's one of the big things. If  
23 somebody marries somebody from Louisiana,  
24 they have to look at -- ninety percent of  
25 the time, they come home. They get some

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1 place else and they get tired of it and  
2 they end up coming home because it's just  
3 not the same.

4 I wish to express my agreement  
5 with the -- in St. Charles Parish with the  
6 plan three, which would be directly  
7 adjacent to the Airline Highway.

8 But in also saying, I think that  
9 the water control structures, the culverts,  
10 should be -- the control of those should be  
11 left in the hands of water fowl biologists  
12 or whoever may be qualified to keep those  
13 wet and wild.

14 I am unalterably opposed to  
15 dredging this trench in the lake. I've got  
16 children from twenty years down to two and  
17 a half, and I'd -- I'd like them to  
18 possibly have what I had when I was a  
19 child. And I think if you -- if you dig  
20 that trench, you're literally digging a  
21 grave for our Lake Pontchartrain.

22 I also would agree with the  
23 Maxant Canal plan in New Orleans East. I  
24 think that would be the optimum plan in  
25 that area.

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1           We have all -- all the people in  
2 here who are residents of New Orleans know  
3 what poor streets we have. And the primary  
4 reason why we have the poor streets is  
5 because of the land it was built on. It's  
6 just not suitable for development. Much of  
7 it is -- too much of it is not suitable to  
8 development.

9           The people in Chateau in Kenner  
10 are flooding. Their streets are going bad.  
11 Out in Lakeview, the streets are going bad.  
12 Any place in town, ninety percent of the  
13 streets in town are going bad because of  
14 soil subsidence.

15           And if the development in New  
16 Orleans East is allowed to continue, all  
17 that is going to happen out there is some  
18 fat cats from out of town are going to make  
19 a lot of money and the people that buy out  
20 there are going to suffer for it in the  
21 long run. Not only are they going to  
22 suffer because they bought a house and  
23 property that's a lemon, they're going to  
24 suffer for it because our culture is going  
25 to go down the tubes.

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1 And this is what we're asking,  
2 what most of the people here are asking, is  
3 to save our culture, save it for our  
4 children, save it for your children.

5 I've had people from Michigan  
6 that came down. I used to work at NASA.  
7 And they raved about the fact that they  
8 could get in a boat at Hopedale and in a  
9 half an hour be out duck hunting where when  
10 they lived in Detroit, they had to go five  
11 hours drive just to go duck hunting. And  
12 you all have taken that away from us.

13 The levee system that you have  
14 and the greed of the politicians and the big  
15 money people has taken that away from us  
16 out in New Orleans East.

17 We no longer have Canada geese in  
18 the State of Louisiana that migrate in in  
19 any manageable number. And it's -- it's  
20 not -- it's primarily that, plus some other  
21 things that the Federal Government has been  
22 involved in with short stopping, but  
23 that's -- that's a big thing. To me that's  
24 a big thing, and to a lot of people in  
25 here, it's a big thing.

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1           They look up in the sky in the  
2 winter and they don't see those geese  
3 coming like they used to. They don't see  
4 the ducks flying over.

5           And, I think that the wisest move  
6 that you can make, the wisest action you  
7 can make; yes, give us the protection. The  
8 lands that you've already developed, the  
9 lands that we've fought the good fight for  
10 and haven't been able to save; go ahead,  
11 develop that if you want. Put your levees  
12 around that higher. But, please, for the  
13 sake of my children and your children and  
14 for all the children in this country that  
15 want to see something that's unique, don't  
16 extend your levees any further than they  
17 already are. Thank you.

18           COLONEL LEE:

19           Thank you. I think all of you  
20 who listened to Lynn's presentation  
21 probably know that in New Orleans East,  
22 there's no extension of the levees  
23 proposed. And in St. Charles, the levee  
24 proposal that's tentatively selected is the  
25 one just north of Airline Highway and

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1 there's no difference in the water flows  
2 before or after.

3 Next, I'd like to call on Mr.  
4 James Larkin -- oh, I'm sorry, sir.

5 Vivian Newman from the Orleans  
6 Audubon Society.

7 MS. NEWMAN:

8 I'm representing the New Orleans  
9 Audubon Society which is to some people  
10 known as the bird people; however, it is  
11 made up of fifteen hundred members, most of  
12 whom are residents around the lake and St.  
13 Tammany Parish, Orleans, Jefferson, St.  
14 Charles, all the way around.

15 Only a few months ago it seems to  
16 me we were talking about a fresh water  
17 diversion project. And a lot of what we  
18 were talking about is the same thing we're  
19 talking about tonight that we've talked  
20 about many other nights, many other  
21 afternoons; degradation of the lake bottom  
22 by dredging, including shell dredging,  
23 degradation of the water quality of the  
24 lake by sewerage discharge, run offs, salt  
25 water intrusion, wetlands lost to

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 urbanization.

2 All of these things seemed, at  
3 least the last time around, to be  
4 ostensibly being addressed by the Corps in  
5 a way that seemed a little more  
6 productive.

7 I think our thinking is becoming  
8 a little more simple minded the more we go  
9 through these things, so I'm just going to  
10 say about five things that we want and have  
11 done with it.

12 We would like a halt to the  
13 squandering of the lake's bounty of its  
14 natural resources that are renewable.

15 We want a halt to the squandering  
16 of the time and the effort that is being  
17 put out on considering these projects one  
18 at a time, especially when they are being  
19 considered one at a time out of the total  
20 context.

21 We want a halt in furthering away  
22 your time and energy, our time and energy.  
23 We want a halt to the tax burdens that all  
24 these projects are proposing.

25 We're fed up to the back teeth.

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 with so-called mitigation for things that  
2 can no longer be mitigated.

3 We simply can't have any more  
4 destruction of the lake's entire system and  
5 go in for some kind of mitigation that is  
6 addressing something somewhere else.

7 We want the lake system treated  
8 with particular care through a special  
9 management area program and nothing to be  
10 even contemplated until that is underway.

11 Not to put too fine a point on  
12 this, we consider all of these steps right  
13 now to be rather dumb, circular reasoning,  
14 chasing our own tails until we really come  
15 to terms with the lake and the whole system  
16 and deal with it as a system. Thank you.

17 COLONEL LEE:

18 Thank you.

19 Joan Phillips from the Sierra  
20 Club.

21 MS. PHILLIPS:

22 Colonel Lee, people -- all of you  
23 of the Corps, again thank you for this  
24 opportunity of public hearing, your  
25 granting our request. I think a number

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226 CARONDELET STREET

NEW ORLEANS, LOUISIANA 70130

1 of our members, two thousand strong across  
2 the state, a thousand -- over fifteen  
3 hundred probably in this area, have shown  
4 their interest, as you know, a number of  
5 times or almost at every hearing, every  
6 issue on Lake Pontchartrain. We have been  
7 here to speak of this particular area, this  
8 area we hope will one day be an area of  
9 special concern in our coastal zone area.

10 The area is one, of course,  
11 that we're -- the whole question here, the  
12 activity, the health of the lake, is  
13 important to our group.

14 We have requested E.I.S.'s on  
15 the -- written on the lake whenever a  
16 project is significant, such as  
17 hurricane -- this hurricane protection  
18 levee project or shell dredging project.

19 We're anxious to hear, of course,  
20 of the suggestions of coastal environments  
21 who have been already hired by the State to  
22 look at Lake Pontchartrain as an area of  
23 special concern. And, we hope that we  
24 will not continue a piecemealing of the  
25 lake to its death, and that special

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 area status and a discussion of the area,  
2 the whole, will begin immediately.

3 Your request for comments on the  
4 hurricane protection does elicit before  
5 such an E.I.S. is completed some very  
6 pertinent remarks.

7 We do agree that the high level  
8 plan for hurricane protection is far less  
9 costly and less damaging to fish and  
10 wildlife than the barrier plan and will  
11 provide what we all want, and that is  
12 hurricane protection for this area.

13 Each of us live here and all of  
14 us realize that this is necessary, and I  
15 would hope that all people who listen to  
16 our remarks realize that is first and  
17 protection for people is what we're looking  
18 for.

19 I'd like to, as we talk about the  
20 beautification of this area, the beauty of  
21 this area, and the other parts of the area,  
22 certainly make everyone understand that  
23 hurricane protection is something that no  
24 one in the Sierra Club is saying we do not  
25 need.

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1           We do realize, though, that the  
2 water has to go somewhere when we put up  
3 levees. And, as you all have run into the  
4 problem over and over again on the  
5 Mississippi, if you levee one area, the  
6 water goes into another area.

7           And, in that respect, what we're  
8 asking is that what is an area that we can  
9 let our water go into. And one of the best  
10 uses we, and the values of the wetlands  
11 that we have is that the water can go into  
12 these areas and not cause damage. And we  
13 hope that some of the people who have  
14 spoken in their hurry to look for hurricane  
15 protection will realize that what we ask  
16 for those marshes to be left for is a place  
17 for the water to go, and it enhances that  
18 area and it also keeps our other areas from  
19 being flooded. If we will just have the  
20 foresight to leave some areas for water and  
21 for our wildlife and fisheries. I think we  
22 will find ourselves in much better shape.

23           We ask that every -- of course,  
24 every possibility for habitat be left for  
25 the area. And one of the reasons is

1 because the health of the lake again is  
2 important to those residents around the  
3 lake.

4 I don't think any of us want to  
5 build up a barrier, have ourselves  
6 protected behind this lake and then have to  
7 look at an area that -- that is -- that has  
8 algae on it, that is not a living -- a  
9 living body of water.

10 And, our piecemealing of this  
11 body of water, our continual degradation --  
12 if I can recall and ask you to remember  
13 that we just had a recent conference on the  
14 Gulf of Mexico where we talked about  
15 shallow water eco systems and their effect  
16 on our whole estuarine system in southern  
17 Louisiana. Res Darnell's, Department of  
18 Oceanography, Texas A&M, comments at our  
19 conference suggests -- and he reminds us  
20 the dead zones and environmental  
21 degradation of such a shallow water eco  
22 system like Lake Pontchartrain will -- they  
23 are caused by these varied activities such  
24 as leveeing and filling our marsh and  
25 dredging and disturbing the water

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 circulation patterns.

2 We -- you have heard from Fish &  
3 Wildlife Service, from U. S. Marine  
4 Fisheries, from the gentlemen that just  
5 spoke with such a loving care for our  
6 marshes, and I won't repeat some of the  
7 main considerations that we have for this  
8 area; that is, to protect people but not  
9 marsh. Leave our marshes to help protect  
10 those that already have homes, placing  
11 levees around the populated areas and  
12 leaving our recreation of natural areas wet  
13 and wild.

14 Our borrow pits, again we are  
15 very concerned about making holes in our  
16 lake that will -- will be dead holes that  
17 will stop flows -- flow of water and  
18 interrupt migrations across our lake.

19 Finally, the Sierra Club must  
20 insist according to the law that the Corps  
21 develop a specific mitigation for this  
22 project. The Corps should develop and  
23 incorporate a high level -- in the high  
24 level plan a specific plan that compensates  
25 for all past and future project damages

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130



1 to fish and wildlife. Mitigation must  
2 become a feature of any final hurricane  
3 protection plan.

4 We suggest as part of that  
5 mitigation plan a way that will help assure  
6 areas around the lake will remain wet.

7 We again suggest the plan for  
8 mitigation accepted by the Orleans Coastal  
9 Advisory Committee be implemented in the  
10 lake area as a whole.

11 This idea, which I propose to  
12 you, would include that any unit of -- and,  
13 again, we talk about water related  
14 development, must be compensated, and this  
15 was accepted by our advisory committee, by  
16 two units for preservation, which we could  
17 only revert to a developmental parcel if  
18 the original developed parcel is returned  
19 to its natural state.

20 Transfer of development rights is  
21 one of the things we -- that has been used  
22 in other areas and I would hope that  
23 some -- some unit is established for the  
24 development as a whole around the lake and  
25 that we may con -- may condense some of

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 our activities in one area or the other,  
2 but that we stick to that unit of  
3 development.

4 Areas which we would like to see  
5 preserved in this way would be the St.  
6 Charles Parish marsh.

7 I trust that you and all public  
8 officials, and I call on even our governor,  
9 Governor Edwards, and our State officials  
10 interested in coastal zone management will  
11 take these recommendations to heart and  
12 implement them to correct some of the  
13 faults of the Corps' plan at present and  
14 the lake's problem as a whole.

15 We also take this opportunity and  
16 to implore the Corps of Engineers, the  
17 governor -- and the governor to show strong  
18 leadership which will force the already  
19 established citizens advisory committee,  
20 local and State government officials and  
21 the C.Z.M. office to sit down together  
22 tomorrow and save this special area of our  
23 coastal zone.

24 We still feel that before any  
25 plan is implemented that a complete

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226 CARONDELET STREET

NEW ORLEANS, LOUISIANA 70130

1 E.I.S. must be implemented for the lake  
2 area which will assure a multi-purpose plan  
3 for the area which includes enough  
4 protection to save the health of the lake,  
5 the renewable resource features of the  
6 area, and the recreational nature of the  
7 area.

8 Thank you very much.

9 COLONEL LEE:

10 Thank you.

11 Stewart Phillips.

12 (INAUDIBLE)

13 COLONEL LEE:

14 Thank you.

15 Glenn Mercadahl, and I'm sure  
16 that's wrong, and I apologize, sir.

17 MR. MERCAD AHL:

18 My name is Glenn Mercadahl and  
19 I'm here representing the Khilo (spelled  
20 phonetically) Sportsman's League of New  
21 Orleans whose memberships come from  
22 surrounding parishes as well as New  
23 Orleans.

24 I would first like to thank  
25 Colonel Lee and the Corps for holding

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NEW ORLEANS, LOUISIANA 70130

1 this public meeting at a time when  
2 interested groups and individuals would be  
3 able to attend.

4 As we have done in the past, we  
5 would once again like to be put on record  
6 as opposing the construction of any barrier  
7 plan.

8 We would also like to be put on  
9 record as not being opposed to hurricane  
10 protection but being opposed to the  
11 protection of undeveloped private property  
12 at the expense of the public.

13 Too many times so-called  
14 hurricane protection has caused either  
15 directly or indirectly the development of  
16 acres upon acres of vital wetland habitat.

17 In St. Charles Parish, we favor  
18 levee alignment number three. This  
19 alignment would provide the maximum  
20 opportunity for hurricane protection with a  
21 minimum amount of habitat loss. This levee  
22 alignment, number three, should be  
23 immediately adjacent to the Airline Highway  
24 and only deviate to protect existing  
25 developments north of the Airline Highway.

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226 CARONDELET STREET

NEW ORLEANS, LOUISIANA 70130

1           Such a levee should have several  
2 gated structures, not drainage structures,  
3 so that water circulation can be  
4 maintained.

5           In Jefferson Parish, the idea of  
6 dredging Lake Pontchartrain for levee  
7 material is totally unacceptable.

8           The present trend seems to be  
9 finally shifting in the preservation of the  
10 lake, although suffering from shell  
11 dredging, salt water intrusion, sewerage  
12 and urban run off, steps such as limited  
13 dredging, new treatment plants and fresh  
14 water diversion structures are existing or  
15 in the plans to solve many of these  
16 problems.

17           A hole, as described for levee  
18 construction, would do nothing but harm.  
19 The Corps, themselves, even feel that  
20 physical and chemical stratification would  
21 occur and that such an area would become  
22 unfavorable to aquatic life.

23           In lieu of dredging the lake, the  
24 idea of hauling fill seems to me the most  
25 environmental favorable.

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NEW ORLEANS, LOUISIANA 70130

1 In New Orleans East, the  
2 situation exists which should have never  
3 happened in the first place, and is  
4 definitely a prime example of how so-called  
5 hurricane protection has caused the  
6 development of wetlands.

7 Although we tend to favor the  
8 Maxant Canal alignment, number two, such a  
9 levee would be inside an already existing  
10 levee. Since the chance of removing the  
11 existing levee is remote, the Maxant Canal  
12 alignment would be wasteful. This also  
13 seems to remove any real alternative to the  
14 existing levee alignment.

15 We, therefore, can only favor the  
16 existing levee alignment with adequate  
17 water control structures. Such structures  
18 should be in both the easternmost alignment  
19 and the alignment north of I-10. Efforts  
20 should be made to see that the area bounded  
21 by Paris Road, Highway 90, the easternmost  
22 levee alignment, and Lake Pontchartrain be  
23 maintained in a wetland status and  
24 development limited.

25 We would also like to point out

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 at this time that unsuspecting homeowners  
2 have had ongoing serious sinking problems  
3 as a result of development in New Orleans  
4 East.

5 The St. Bernard levee alignment  
6 is virtually in the same situation as New  
7 Orleans East. Since levees already exist,  
8 we can only recommend that improvements be  
9 made and that an adequate number of water  
10 control structures be installed.  
11 Development should be closely monitored and  
12 limited.

13 Mitigation is a very important  
14 aspect of this project. Although  
15 mentioned, there is no real specific plan.  
16 The Corps should recommend a specific plan  
17 which should offer compensation for all  
18 past and future project damages to fish,  
19 wildlife and their habitat.

20 A possible mitigation for New  
21 Orleans East would be the purchase of  
22 non-development rights and flow easements  
23 over such property.

24 No matter what mitigation plan is  
25 chosen, a key issue we would like to

1 stress is that mitigation must, and we  
2 repeat, must become a feature of any final  
3 plan before it being sent to Washington for  
4 funding.

5 In closing, we again thank  
6 Colonel Lee and the Corps for the  
7 opportunity to express our views and  
8 request that they be considered. Thank  
9 you.

10 COLONEL LEE:

11 Thank you, sir.

12 And I'll add, on a mitigation  
13 plan with the cooperation of all the  
14 agencies that are here and the groups, it's  
15 our intent to have a mitigation plan in  
16 Washington before we start any high level  
17 construction.

18 Edgar Villion, Louisiana Wildlife  
19 Federation.

20 MR. VILLION:

21 Colonel Lee, members of the  
22 staff, ladies and gentlemen. My name is  
23 Edgar Villion. My remarks this evening are  
24 in my capacity as co-chairman of the  
25 wetlands committee of the Louisiana

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NEW ORLEANS, LOUISIANA 70130



1 Wildlife Federation, Incorporated.

2 We would like to thank the Corps  
3 for granting our request for a public  
4 hearing on the draft main report and  
5 supplement to the environmental impact  
6 statement for the Lake Pontchartrain,  
7 Louisiana, and vicinity, hurricane  
8 protection project. We feel it was a wise  
9 decision.

10 The Louisiana Wildlife  
11 Federation, Incorporated is the largest  
12 citizen conservation organization in the  
13 State with approximately eighty affiliate  
14 sportsman's clubs and seven thousand  
15 members throughout Louisiana. Over three  
16 thousand of these members and twenty-five  
17 affiliates are domiciled within or  
18 immediately adjacent to the project area.

19 The Federation has had a  
20 longstanding interest in the fish and  
21 wildlife resources of the Pontchartrain  
22 Basin.

23 The proposed hurricane protection  
24 project has the potential to cause  
25 substantial degradation to the lake's

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NEW ORLEANS, LOUISIANA 70130

1       eco system if ample consideration is not  
2       given to resource protection in the project  
3       design and construction.

4               We believe the Corps has made the  
5       correct decision in opting for the high  
6       level plan over the barrier plan. The  
7       barrier plan was much too risky in our  
8       opinion in terms of engineering  
9       feasibility, safety and eco system  
10      preservation.

11              We feel that the high level plan,  
12      though also damaging to the environment, is  
13      more predictable in its effects and  
14      therefore measures to lessen the adverse  
15      impacts can be more precisely determined.

16              Our comments in response to the  
17      previous solicitation of public comment on  
18      this project by your agency in October of  
19      1981 emphasized our concern over the  
20      potential for the project to mislead  
21      citizens into the belief that once  
22      constructed, the project will sufficiently  
23      protect them from any hurricane that would  
24      hit the area.

25              As we stressed then and we

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NEW ORLEANS, LOUISIANA 70130

1 reiterate now, the only way to be safe from  
2 a hurricane is to get out of its way. We  
3 urge the Corps to include and emphasize  
4 development restrictions in high risk areas  
5 and evacuation contingencies as an integral  
6 part of this hurricane protection plan.  
7 Anything less is irresponsible and an  
8 invitation to disaster.

9 After thoroughly reviewing the  
10 draft supplement to the environmental  
11 impact statement for the T.S.P., we are  
12 concerned primarily with three issues.

13 First of all, the levee proposed  
14 for St. Charles Parish will encourage  
15 development of several thousand acres of  
16 wetlands. If the citizens of St. Charles  
17 Parish wish that such a levee be  
18 constructed, it is our recommendation that  
19 the levee be aligned immediately adjacent  
20 to Airline Highway and that culverts or  
21 other kinds of water exchange devices be  
22 built into the levee to ensure adequate  
23 drainage and nutrient transport through the  
24 levee.

25 The T.S.P. calls for pumping

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NEW ORLEANS, LOUISIANA 70130

1 fill from the bottom of Lake Pontchartrain  
2 to build the Jefferson Parish levee.

3 Excuse me.

4 Implementation of this plan would  
5 create several miles of deep trenches  
6 offshore from Jefferson Parish.

7 Lake Pontchartrain, as you know,  
8 is already beleaguered by pollution and  
9 other degradations and abuses. These  
10 trenches would further degrade the lake at  
11 a time when efforts are finally beginning  
12 to improve the lake.

13 We recommend that the Corps  
14 select an alternative that will avoid the  
15 creation of deep trenches in Lake  
16 Pontchartrain. Perhaps levee design might  
17 be streamlined to require less fill while  
18 still providing adequate protection, and a  
19 combination of hauled and pump fill could  
20 be used so as to minimize disruption and  
21 degradation of the lake bottom.

22 If no alternative to the proposed  
23 trenches can be found, a thorough  
24 evaluation of the impact that the holes  
25 will have on fisheries habitat should

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 be made so that adequate mitigation can be  
2 proposed to offset the damages.

3 Finally, on page thirty-one of  
4 the E.I.S., mitigation is discussed;  
5 however, no specific mitigation plan is  
6 offered even though a cost figure for  
7 mitigation is given on page one hundred and  
8 twenty-four of the main report.

9 We object to the implementation  
10 of this project unless a fully defined and  
11 adequate mitigation plan is developed and  
12 simultaneously funded and implemented.

13 You may want to consider the  
14 re-establishment of tidal exchange in the  
15 wetlands of New Orleans East, and the  
16 preservation of the wetlands in that area  
17 is potential mitigation for this project.

18 That concludes the Federation's  
19 comments on the hurricane levee project  
20 proposal.

21 Thank you for the opportunity to  
22 participate in development of the final  
23 report.

24 COLONEL LEE:

25 Thank you. I appreciate your

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NEW ORLEANS, LOUISIANA 70130

1        comments, sir.

2                Nancy Simoneaux.

3                MS. SIMONEAUX:

4                I represent the Lake Area Civil  
5        Council.

6                We have been concerned for a long  
7        time for the lack of -- thank you --  
8        hurricane protection in what I call the  
9        Elysian Fields corridor.

10               And, Mr. Slayton, I'm sorry, is  
11        gone, but he publicly -- publicly admitted  
12        on television that it was purely political  
13        that it hadn't been built all these years,  
14        exposing one-third of the city to  
15        flooding.

16               Now, I understand the Corps does  
17        have a plan to build a flood wall on what  
18        would be the south side of the parking lot  
19        of former Pontchartrain Beach. Is that  
20        correct?

21               A VOICE:

22               Is that right, Bob?

23               MS. SIMONEAUX:

24               All right.

25               COLONEL LEE:

1 Yes, you're right.

2 MS. SIMONEAUX:

3 The Lake Area Civic Council has  
4 publicly at the levee board meeting  
5 protested this arrangement.

6 I have been corresponding with  
7 several people in the Corps and our reasons  
8 are many; particularly, the possible loss  
9 of life.

10 Mr. Steven Caplo is proposing a  
11 condominium development for six hundrd or  
12 more, six hundred to nine hundred  
13 families.

14 The present plans would be -- the  
15 flood wall would be to the city side of  
16 this development, and the development would  
17 have absolutely no flood protection other  
18 than the original little sea wall that has  
19 been there for years.

20 In one of my letters to the  
21 Corps, when I suggested why did not the  
22 flood wall of preferably, of course, a mud  
23 levee, be put in front of the development,  
24 and the developer develop design with the  
25 levee in place; after all, the whole

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 sea wall has a levee up to U.N.O., then we  
2 have the break, and then we have again at  
3 Franklin a nice high levee, and we have  
4 this gap in between. It seemed to us the  
5 logical, the most economical thing would be  
6 for a mud levee to be there.

7 I realize politics has come into  
8 this decision of letting the development do  
9 what he wants, but we want to go on record  
10 protesting this.

11 We feel flood waters would come  
12 in if the tide rises, if the gates are  
13 closed on the levee on the flood wall. You  
14 might say people should evacuate. Many  
15 will evacuate if they're told to.

16 But, Mr. Caplo has been bragging  
17 his first floor is seventeen feet above sea  
18 level; you're going to be safe. And some  
19 people, particular people who are not  
20 familiar with hurricanes, will stay. Our  
21 concern is for them. They're going to be  
22 there when the water rises. The only way  
23 they can get out once the flood wall is  
24 closed is to walk up towards the lake where  
25 you have the tidal surge and all the waves

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130



1 and evacuate that way. Now, I'm talking  
2 about the water is up; it's waist high.  
3 That's obviously the wrong thing to do, to  
4 go towards the storm surge.

5 There is no way out for them in  
6 the back. They have a seven foot or an  
7 eight foot wall behind them.

8 When I suggested to the Corps  
9 that at least there should be a permanent  
10 ramp that the people could evacuate, I  
11 really got no answer. Somebody said, well,  
12 maybe they could climb a ladder to get over  
13 the wall. Well, we don't consider that  
14 sufficient.

15 It is illegal, as far as I know,  
16 from the coastal management plan to build a  
17 development there. Now, I don't know if  
18 you have any control over that, but it  
19 seems to me you do have the control of the  
20 placement of a levee, and I would hope you  
21 would really consider the safety for all  
22 these people.

23 I have been in a hurricane over  
24 on the coast where we were trapped by  
25 fences behind us, and the five or six

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226 CARONDELET STREET  
NEW ORLEANS, LOUISIANA 70130

1 of us would have drown except that the  
2 fence was a little weak fence and we were  
3 able to break it down. But, you're not  
4 going to be able to break the flood wall.

5 Now, another concern we have --  
6 when we said the flood wall should be  
7 nearer the lake, should I say Mr. Chatry, I  
8 don't know if he's here today, said that,  
9 and I'm quoting --

10 COLONEL LEE:

11 He's not here.

12 MS. SIMONEAUX:

13 I'm quoting, because of its close  
14 proximity to the lake, this flood wall  
15 would have been twelve feet high rather  
16 than eight feet high. Being closer to the  
17 lake would make the flood wall more  
18 susceptible to larger forces from wave  
19 action, imposing greater loads on both the  
20 wall and the foundations.

21 Well, now, if this is true about  
22 your strong flood wall, what is the tidal  
23 surge going to do to the development? And,  
24 the development is going to have first  
25 floor, restaurants, little gift shops,

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1 there will be cars parked there.

2 I mean, when people go -- live  
3 there, they're going to go away, the car's  
4 going to be there and they're not going to  
5 be able to move it.

6 What's going to happen with all  
7 the tidal surge, with the debris, the cars,  
8 when it comes against your flood wall  
9 that's further back?

10 We are very concerned about all  
11 these issues, and we really don't feel that  
12 the Corps has addressed them enough, and we  
13 would like a public hearing on it if you  
14 continue to want to put it where you have.

15 Thank you.

16 COLONEL LEE:

17 Thank you, ma'am.

18 Mr. Guidrick or Mr. Vantoler, do  
19 you want to discuss anything with her,  
20 either publicly or maybe chat with her  
21 separately?

22 (INAUDIBLE)

23 COLONEL LEE:

24 Ma'am, would you like to -- we  
25 have engineering and regulatory people

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1 here and maybe the three of you could get  
2 together and make sure we understand it  
3 here.

4 Okay. Thank you.

5 Julie Fotiediaz, and I'm sure I'm  
6 in bad shape on that one.

7 MS. FOTIEDIAZ:

8 Thank you. Colonel Lee, my  
9 family owns property on the Airline Highway  
10 in St. Charles Parish where the levee is  
11 supposed to be built, and we feel that the  
12 proposed levee is a little too close to  
13 Airline Highway. It's right on the  
14 Airline.

15 And, we went by the Corps of  
16 Engineers today to visit you, but you were  
17 out, and -- to check the huge maps that you  
18 all have, and we feel that we'd like for  
19 the levee to be a little further back, as  
20 far back as possible away from Airline  
21 Highway. And -- because it's commercial  
22 property and it's dry land.

23 There's not much of it; you know,  
24 there's very little dry land, and that' --  
25 it's just a small strip and it's right on

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1 Airline Highway, and it's commercial  
2 property. And, so, we'd like to develop  
3 it, so we'd like to put in that request.

4 COLONEL LEE:

5 Okay.

6 MS. FOTIEDIAZ:

7 Thank you.

8 COLONEL LEE:

9 Thank you.

10 And I think I can apologize for  
11 you being last.

12 But, I'll make a call. If  
13 there's anybody out there who filled out a  
14 card and somehow we've lost it or it didn't  
15 get to me.

16 A VOICE:

17 This gentleman here.

18 COLONEL LEE:

19 Yes, sir. Would you like to a  
20 comments (sic)? Please come forward.

21 A VOICE:

22 Ask him to state his name.

23 COLONEL LEE:

24 Would you state your name and  
25 address and if you represent anybody

1 because I don't have a card on you for the  
2 recorder.

3 MR. MCKARSKY:

4 Thank you, Colonel Lee. My name  
5 is David McKarsky. I'm the the coastal  
6 zone management administrator for St.  
7 Charles Parish.

8 Colonel Lee, I would just like to  
9 reiterate --

10 COLONEL LEE:

11 I recognize you now, Dave. I'm  
12 sorry.

13 MR. MCKARSKY:

14 Thank you.

15 Colonel Lee, I'd like to just  
16 reiterate the parish's policy, St. Charles  
17 Parish's policy on the tentatively selected  
18 plan for hurricane protection.

19 On 2-20-84, St. Charles Parish  
20 Council passed Resolution 2557 which  
21 resolved the following, and I would just  
22 read the resolves for the sake of time.

23 Now, therefore, be it resolved  
24 that the St. Charles Parish Council hereby  
25 give the support to the tentatively

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1 selected plan as proposed.

2 Be it further resolved that the  
3 Corps include a proposed mitigation plan as  
4 part of the main report and consider  
5 funding for implementation of management  
6 recommendations for the LeBranch wetlands  
7 north of the proposed levee alignment.

8 Colonel Lee, and ladies and  
9 gentlemen, the St. Charles Parish Council,  
10 local officials and its citizens advisory  
11 committee has made considerable effort to  
12 protect the area north of Airline Highway,  
13 the LeBranch wetlands.

14 LeBranch wetlands are the  
15 fourthmost productive estuarine area in the  
16 entire state and the most protection -- the  
17 most -- the productive estuarine area for  
18 the Pontchartrain Basin.

19 We do feel that mitigation,  
20 though, is required and should be made a  
21 part of the full report. We do wish that  
22 mitigation be spent in St. Charles Parish.  
23 We feel that a separation of the report,  
24 the mitigation report, from the main report  
25 would limit the chance of that study to

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1 be successfully implemented and funded.

2 St. Charles Parish just received  
3 a coastal energy impact grant from the --  
4 which was supported by the State and the  
5 Federal Government, and within six to  
6 twelve months the parish will have -- cite  
7 specific mitigation recommendations for  
8 north of Airline Highway.

9 We wish that the Corps consider  
10 those recommendations when they are  
11 finalizing their mitigation report.

12 Thank you.

13 COLONEL LEE:

14 Thank you.

15 I'd only encourage you to do that  
16 as rapidly as we can so that we can address  
17 those, review them for you. Thank you.

18 Is there anyone else who has not  
19 filled out a card who would like to make  
20 comments at this time?

21 (NO RESPONSE)

22 COLONEL LEE:

23 I'd like to remind everybody that  
24 the record will stay open through the 11th  
25 of May, so if anybody has additional

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1 comments, separate comments, they want to  
2 make part of the report, then please get  
3 them in to the New Orleans district, the  
4 planning division, before the close of  
5 business on the 11th of May, unless that's  
6 a holiday and it may very well be.

7 When is the 12th of May? That's  
8 when the fair opens, so we should know  
9 that, I guess.

10 As I said earlier, much of the  
11 staff which has worked on this report is  
12 sitting over here, so if you have specific  
13 questions in technical areas that you  
14 didn't bring up in the public meeting but  
15 you'd like to ask them, we'll remain here  
16 for a few minutes.

17 Thank you --

18 A VOICE:

19 May 12th is a Saturday.

20 COLONEL LEE:

21 May 12th is a Saturday, so the  
22 11th is a good day.

23 Thank you for coming. We  
24 appreciate your comments and input.

25 End Tape 1, Side 2  
(End of transcript)

V. WRITTEN STATEMENTS

(Exhibits)

## List of Exhibits

- A. Evelyn Fotiades Poulos  
Joan Fotiades  
Julie Fotiades
- B. M. L. Cambre, St. Charles Environmental Council
- C. Edgar F. Veillon, Louisiana Wildlife Federation, Inc.
- D. Charles Torres
- E. David Acheson III, Sierra Club, Delta Chapter  
Joan Phillips
- F. Oliver A. Houck  
Bill Monteleone
- G. (Similar Statements)  
Mary C. McNamara  
Michael Halle  
Sherman Brown M.D.  
E. Allen Bealer  
G. S. Hemandy  
A. Zighelbony  
L. Upton  
Danella Hero  
Chuck Blovin  
Lydia Guillot  
Marie Anderson  
A. Cutler  
Christopher Hicks  
Gloria Smith  
J. P. Sevenair  
R. Eddy III  
A. Byerly  
Catherine Graudin  
E. Metz  
Rosalie de Bessonnet  
W. King  
Ann Duffy  
Meredity Harnish  
Mary C. McNamara  
Mary Ellen Baker  
Nancy S. Bonsfield  
Janice G. Tramontana  
Cornell J. Tramontana  
A. Villais
- H. William Slatten, Orleans Levee District

- I. Aubrey J. LaPlace, Pontchartrain Levee District
- J. Charlotte Fremaux, League of Women Voters
- K. Richard J. Hoogland, National Marine Fisheries Service
- L. Harold Schoeffler, Save Our Coast  
Donald Parry  
A. Hitter
- M. Fish and Wildlife Service
- N. Clio Sportsman's League
- O. Sherwood M. Gagliano, Coastal Environments, Inc.
- P. Louisiana Department of Wildlife and Fisheries

EXHIBIT A

MRS. HARRY FOTIADES

1631 VALMONT STREET  
NEW ORLEANS, LA. 70115

May 12, 1984

Colonel Robert C. Lee  
Corps of Engineers  
Post Office Box 60267  
New Orleans, La. 70160

RE:Proposed Levee  
St. Charles Parish


Dear Colonel Lee,

We would like the levee to be as far from Airline Highway, and as close to the lake as possible.

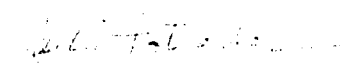
As property owners, we are requesting this in order to protect a larger area of our property.

Thank you for your consideration in this matter.

Sincerely,

  
Evelyn Fotiades Poulos

  
Joan Fotiades

  
Julie Fotiades

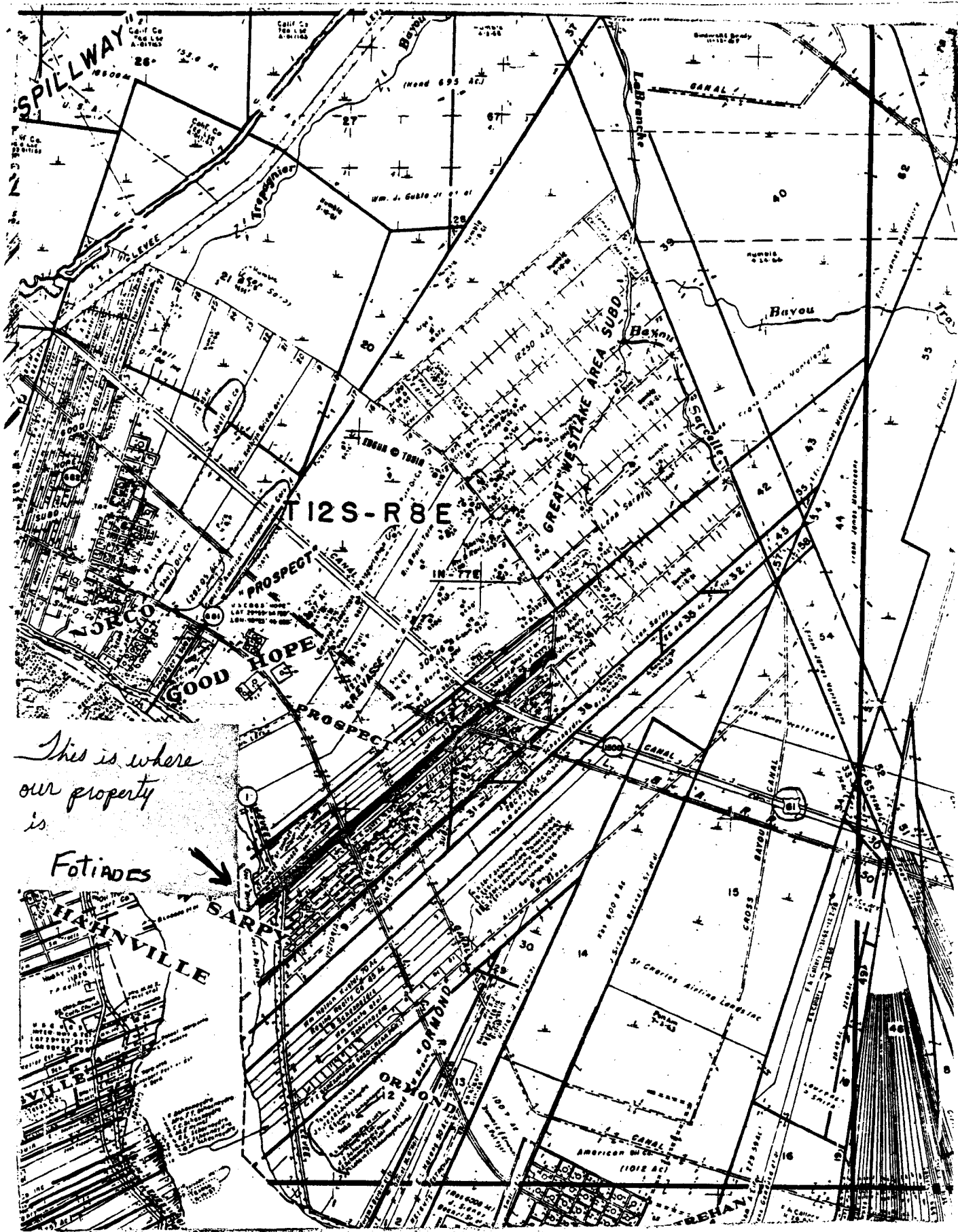


EXHIBIT B



ST. CHARLES ENVIROMENTAL COUNCIL  
402 Marino Dr.  
Norco, La.

May 9, 1984

Colonel Robert C. Lee  
District Engineer  
Corps of Engineers  
P. O. Box 60267  
New Orleans, LA. 70160

RE: Lake Pontchartrain & Vicinity  
Hurricane Protection Project

Dear Colonel Lee:


We would like to make the following recommendations concerning the selection of the High Level Plan for the Lake Pontchartrain & Vicinity Hurricane Protection Project. We concur with the high level plan and offer the following comments:

That the Corps build the levee for the New Orleans East levee along the Maxent Canal. Since developmental easements have not been considered on this tract, raising existing levees to protect these flood prone areas will almost certainly lead to development in the future eliminating important wetlands and storm buffer zones.

That alternative plans be taken to eliminate the deep borrow pits in Lake Pontchartrain for construction of the Jefferson Parish Levee. These deep pits will most certainly have an adverse impact on the lake. The pumping of sand from the Mississippi River should be considered to fill these pits if no suitable clays can readily be found to construct the levee.

That the St. Charles levee be built adjacent to U.S. 61 and given a high priority for early construction and that mitigation measures should be directed to St. Charles Parish. The Parish has recently received a federal grant for a marsh management plan. The Parish CZM committee has recommended several closures along Lake Pontchartrain and that shoreline erosion is a problem that needs immediate attention. We would like to see the Corps move rapidly on this project so that long rang planning necessary for a comprehensive drainage plan for the area South of the proposed levee alignment is begun.

Yours truly,

  
M. L. Cambre, President

**EXHIBIT C**



## *Louisiana Wildlife Federation, Inc.*

P.O. BOX 16089 LSU  
BATON ROUGE, LOUISIANA 70893  
504/355-1871

*April 12, 1984*

*Colonel Robert C. Lee  
District Engineer  
New Orleans District  
Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160*

*Re: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project*

*Dear Colonel Lee:*

*My name is Edgar F. Veillon and my remarks this evening are in my capacity as Co-Chairman of the Wetlands Committee of the Louisiana Wildlife Federation, Inc.. We would like to thank the Corps for granting our request for a public hearing on the Draft Main Report and Supplement to the Environmental Impact Statement for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project. We feel it was a wise decision.*

*The Louisiana Wildlife Federation, Inc. is the largest citizen conservation organization in the state with approximately 80 affiliate sportsmens clubs and 7,000 members throughout Louisiana. Over 3,000 of these members and 25 affiliates are domiciled within or immediately adjacent to the project area. The Federation has had a long-standing interest in the fish and wildlife resources of the Pontchartrain Basin. The proposed hurricane protection project has the potential to cause substantial degradation to the Lake's ecosystem if ample consideration is not given to resource protection in the project design and construction.*

*We believe the Corps has made the correct decision in opting for the High Level Plan over the barrier plan. The Barrier Plan was much to risky, in our opinion, in terms of engineering feasibility, safety and ecosystem preservation. We feel that the High Level Plan, though also damaging to the environment, is more predictable in its effects and therefore, measures to lessen the adverse impacts can be more precisely determined.*

*Our comments in response to the previous solicitation of public comment on this project by your agency in October of 1981 emphasized our concern over the potential for the project to mislead citizens into the belief that, once constructed, the project will sufficiently protect them from any hurricane that would hit the area.*



## *Louisiana Wildlife Federation, Inc.*

P.O. BOX 16089 LSU  
BATON ROUGE, LOUISIANA 70893  
504/355-1871

page 2

As we stressed then, and reiterate now, the only way to be safe from a hurricane is to get out of its way. We urge the Corps to include and emphasize development restrictions in high risk areas and evacuation contingencies as an integral part of this hurricane protection plan. Anything less is irresponsible and an invitation to disaster.

After thoroughly reviewing the Draft Supplement to the EIS for the TSP, we are concerned primarily with 3 issues. First of all, the levee proposed for St. Charles Parish will encourage development of several thousand acres of wetlands. If the citizens of St. Charles Parish wish that such a levee be constructed, it is our recommendation that the levee be aligned immediately adjacent to Airline Highway (U.S. 61) and that culverts or other kinds of water exchange devices be built into the levee to insure adequate drainage and nutrient transport through the levee.

The TSP calls for pumping fill from the bottom of Lake Pontchartrain to build the Jefferson Parish levee. Implementation of this plan would create several miles of deep trenches offshore from Jefferson Parish. Lake Pontchartrain, as you know, is already beleaguered by pollution and other degradations and abuses. These trenches would further degrade the Lake at a time when efforts are finally beginning to improve the Lake. We recommend that the Corps select an alternative that will avoid the creation of deep trenches in Lake Pontchartrain. Perhaps levee design might be streamlined to require less fill while still providing adequate protection, and a combination of hauled and pumped fill could be used so as to minimize disruption and degradation of the lake bottom. If no alternatives to the proposed trenches can be found, a thorough evaluation of the impact that the holes will have on fisheries habitat should be made so that adequate mitigation can be proposed to offset the damages.

On page 31 of the EIS mitigation is discussed, however no specific mitigation plan is offered even though a cost figure for mitigation is given on page 124 of the Main Report. We object to the implementation of this project unless a fully defined and adequate mitigation plan is developed and simultaneously funded and implemented. You may want to consider the reestablishment of tidal exchange to the wetlands of New Orleans East and the preservation of the wetlands in that area as potential mitigation for this project.

That concludes the Federation's comments on the hurricane levee project proposal. Thank you for the opportunity to participate in the development of the final report.

Sincerely,

*Edgar F. Veillon*

Edgar F. Veillon  
Co-Chairman  
Wetlands Committee  
LWF, Inc.



## *Louisiana Wildlife Federation, Inc.*

P.O. BOX 16089 LSU  
BATON ROUGE, LOUISIANA 70893  
504/355-1871

May 9, 1984

Colonel Robert C. Lee  
District Engineer  
New Orleans District  
Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Dear Colonel Lee:

On behalf of the Louisiana Wildlife Federation, I would again like to express my appreciation for your granting our request for a public hearing for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project. At the public hearing, virtually every speaker made at least one of the following four recommendations:

1. That the St. Charles Parish alignment be either south of Airline Highway (U.S. Highway 61) or immediately adjacent to the north side of the Airline Highway right-of-way and have gated openings that will be operated so that water circulation and movement of estuarine organisms in this area will be maintained during non-hurricane periods.
2. That the Jefferson Parish lakefront levee be made narrower and constructed with hauled clay fill.
3. That modifications to the existing gated water control structures in New Orleans East be made to re-establish usage of the 13,000-acre New Orleans East wetland area by estuarine organisms, and/or construct the Maxent Canal levee alignment rather than the authorized alignment.
4. That a specific mitigation plan be developed and implemented that will compensate for all past and future damages associated with this project and that mitigation be made a project feature of a final plan forwarded to Washington.

These recommendations appear to be the reasonable desires of several state and federal agencies, numerous organizations, and a number of individuals who were present at the public hearing. The Louisiana Wildlife Federation is interested in knowing how the Corps of Engineers plans to consider and/or implement the aforementioned recommendations. We are also interested in knowing the schedule for completion of the final main report and supplement to the environmental

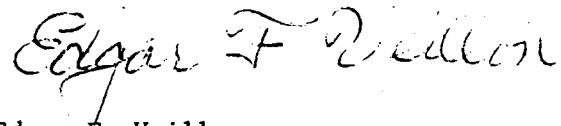


Colonel Robert C. Lee  
May 9, 1984  
Page 2

impact statement, i.e., the anticipated date of completion of these reports prior to their being forwarded for higher-level review, the date the change from the barrier to high-level plan is authorized, the target date for onset of construction, and an estimate of the date of completion. What is the anticipated schedule for developing and implementing a mitigation plan that will compensate for project-related losses to fish and wildlife? Finally, how does this mitigation schedule comply with the schedule set forth in the Fish and Wildlife Coordination Act and National Environmental Policy Act which require that mitigation be planned, funded, and constructed concurrent with other project features?

A response to these questions at your earliest convenience will be appreciated.

Sincerely,



Edgar F. Veillon  
Co-Chairman  
Wetlands Committee

EFV:sp

cc: Senator Russell Long  
Senator J. Bennett Johnston  
Representative Lindy Boggs  
Representative W.J. "Billy" Tauzin  
Representative Bob Livingston  
James T. B. Tripp, Environmental Defense Fund  
Oliver Houck

EXHIBIT D



May 10, 1984

COL. ROBERT LEE

NEW ORLEANS DISTRICT CORPS OF ENG.

P.O. Box 60267

NEW ORLEANS, LA. 70160

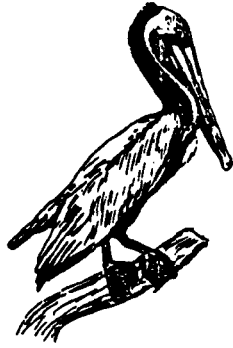
DEAR COL. LEE,

I WOULD LIKE TO REGISTER MY SUPPORT  
OF THE LEVEE ALIGNMENT, IN ST. CHARLES  
PARISH, IMMEDIATELY NORTH OF AIRLINE  
HIGHWAY. THE LAKESHORE ALIGNMENT  
WILL ONLY FOSTER A TAXPAYER FUNDED  
LAND DEVELOPMENT PROJECT.

THANK YOU FOR THE OPPORTUNITY  
TO COMMENT.

Charles Torres  
CHARLES TORRES  
327 MARINO DR,  
NORCO, LA. 70079

EXHIBIT E



## SIERRA CLUB, DELTA CHAPTER

May 4, 1984

1335 Gardena Dr.  
N.O., La. 70122

Department of the Army  
New Orleans District Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160  
attn: Planning Division-Plan Formation Branch

Dear Gentleman:

On behalf of the New Orleans Group Executive Committee of the Sierra Club, Delta Chapter, we wish to make a statement regarding the US Army Corps of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

We are very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, the new plans for the Project are favored by the club. We specifically favor 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles Parish wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

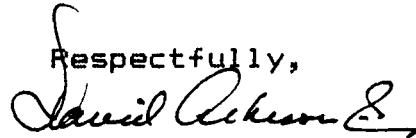
Not favored are the plans for the New Orleans East wetlands. We believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the



natural habitat of the wetlands, discourage drainage and development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater NO area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, we wish to thank you for considering our interests and again for holding the public hearing. We look forward to reviewing the mitigation plan in 1985.

Respectfully,

A handwritten signature in cursive script, appearing to read "David Acheson III".

David Acheson III  
Secretary-Executive Comm  
New Orleans Group of the



## SIERRA CLUB, DELTA CHAPTER

### SHALLOW WATER ECOSYSTEMS

Rezneat M. Darnell

Department of Oceanography, Texas A & M University  
College Station, Tx. 77843

Nowhere else in the world are the shallow water coastal ecosystems so extensive and so varied as those along the U.S. coast of the Gulf of Mexico. These ecosystems are made up of a series of interactive subsystems which include the following habitat types: fresh, brackish and saltwater marshes; mud and sand flats; tidal creeks; open water bays, estuaries, and lagoons; and barrier beaches. The food and energy which fuel the aquatic systems is derived from decomposition of marsh grass, open water phytoplankton, and microscopic algae which grow upon the mud and sand flats exposed at low tide. Of these three nutrient sources, the coastal marshes have been shown to be far and away the most important in determining the production of fishes, shrimp, crabs, and mollusks which make up the commercial harvest. Most of the scientific research which has demonstrated these facts has been carried out in coastal Louisiana, and especially in Lake Pontchartrain where the linkage of marsh-derived organic detritus and fishery production was first clearly demonstrated.

With the encroachment of civilization the shallow water ecosystems have been subjected to various forms of environmental deterioration. Among the most significant environmentally destructive agents are the following:

-Modification of natural water flow regimes. Upstream damming of rivers and water diversions have deprived coastal wetlands of normal water inputs, and they have modified the natural seasonal patterns of water flow.

-Leveeing and filling of marshlands. Much acreage of natural coastal marshland has been lost by direct levee and fill for industrial and residential developments.

-Leveeing of streams. Creation of extensive streambank levees has deprived many coastal wetlands of natural siltation from annual flooding. In a subsiding landscape the lack of annual silt nourishment has resulted in much wetland loss and has led to widespread saltwater intrusion.

-Canalization of marshlands. Natural drainage creeks through coastal marshlands follow tortuous dendritic patterns. Canals are deeper and follow straight line paths. They are often bounded by spoil banks which block sheet flow runoff through the marshes. Canal banks undergo slumping which leads to canal widening and more wetland loss. The encroaching saltwater brings into the marsh much sulfate which, in the organic-rich environment of the marsh, becomes chemically reduced to sulfide, and particularly to hydrogen sulfide. This extremely toxic gas is soluble in water and creates vast dead zones in the once habitable marshlands.

-Dredging activities. Although not all dredging is detrimental, in the worst cases it can result in channels and spoil banks in the water which interrupt natural circulation patterns, and spoil fill areas on the marshland which destroy valuable marsh habitat.

-Beach and dune destruction. Heavy human traffic and waterfront construction can destroy beaches and dunes. In addition, waterfront structures are highly vulnerable to damage from the force of storms and hurricanes.

-Construction of blind boat slips. Blind waterways show very poor water circulation, and this leads to anoxic conditions which become devoid of higher marine life.

-Chemical pollution. A vast array of chemical species is being dumped into the nation's

GULF OF MEXICO-TRENDS FOR THE 80's

7:2

waterways, and these are all eventually transported downstream into the coastal wetlands. Among the worst offenders is domestic sewage derived from irresponsible coastal communities. In addition to contamination by coliform bacteria, heavy loads of nitrogen and phosphorus cause over-fertilization or eutrophication of the coastal waters. This leads to changes in the phytoplankton: from beneficial diatoms to bluegreen algae and finally to noxious dinoflagellates. Under severe domestic pollution the bays and estuaries develop anoxic dead zones, as has already occurred in Tampa Bay and Lake Pontchartrain.



All of the above problems are now occurring in coastal Louisiana, and many are affecting the wetlands around the New Orleans area. Under pressure from increased population and industrial activity, such problems can be expected to become much worse very fast. To circumvent these problems before they become intolerable and much more expensive to remedy, the following immediate steps are recommended.

1. There must be an emergence of informed, vocal, and visible leadership in local environmental matters. Such organizations as the Sierra Club, Ecology Center, Nature Center and higher educational institutions must take the lead in public education, formulation of issues, and development of strong public support for environmental protection measures.

2. Immediate attention should focus upon the following specific issues:

a. Protection of the remaining wetlands associated with Lake Pontchartrain and Lake Borgne. All efforts to destroy marshlands (by levees, real estate and industrial development, canals, and related projects) must be vigorously opposed. This is especially true for marshland east of New Orleans proper, marshes north of the Lake, and the marshes of St. Bernard Parish south of Lake Borgne, all of which are extremely important in supporting the marine life of the area.

b. Creation of locks at the north end of the Industrial Canal to prevent the saltwater and extremely toxic industrial chemicals from entering Lake Pontchartrain. Once in the Lake, such pollutants are trapped, and throughout time they will continue to build up if remedial action is not taken.

c. Diversion of Jefferson Parish sewage from Lake Pontchartrain to the Mississippi River. The Lake simply cannot become a cesspool and local health hazard.

d. Diversion of New Orleans storm drain water from Lake Pontchartrain into the Industrial Canal (after locks are in place) or directly into the Mississippi River. A vast array of chemical pollutants derives from storm sewers including lead and oils from vehicular traffic, pesticides, and industrial chemicals. Although the City of New Orleans has traditionally pumped its storm drain waters into the Lake, this will become a progressively less viable option as the population and pollution levels increase. Delay will simply force the inevitable changeover to occur at a later time when the project will be far more costly to the community.

The formula for a healthy environment, here as elsewhere, involves the effective union of scientific knowledge, environmental leadership, a sympathetic press, and an informed and active citizenry. This combination has been slow in coming in the New Orleans area, and the price has been a great and irretrievable loss of the local natural resource base. Are we now ready to get together?





## SIERRA CLUB, DELTA CHAPTER

922 Octavia Street  
New Orleans, LA 70115

April 12, 1984

Colonel Robert C. Lee  
District Engineer  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, LA 70160

RE: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project

Dear Colonel Lee,

Lake Pontchartrain is an area of special interest for the Sierra Club. Any activity effecting the health of the Lake is important to our group. We have requested an EIS be written on the Lake whenever there is a project which would have significant effects on the Lake, such as this hurricane protection levee or shell dredging. We are anxious to also hear of the suggestions by Coastal Environmentalists for Lake Pontchartrain as an Area of Special Concern. We must not continue to piecemeal the Lake to death so we ask, Special Area status and discussion for this area as a whole.

Your request for comments on the hurricane protection does illicit, even before such an ongoing EIS is complete, some very pertinent remarks. We agree that the High Level Plan, for hurricane protection is far less costly and less damaging to fish and wildlife than the Barrier Plan. Therefore, we can at this time, recommend that the High Level Plan be implemented over the Barrier Plan. It's also significant that your own data indicates that the health of the Lake is effected by this project. Why worry about the health of the Lake? Who will want to live behind these levees we are building if we have a smelly, algae filled body of water to look out at?

We ask that every possible alternative to loss of habitat be implemented. This is the only way we'll save the health of this Lake. Please remember and take heed of Dr. Rezneat M. Darnell's, Department of Oceanography, Texas A & M University comments at Tulane University during the Sierra Club's Conference of the Gulf of Mexico, which I submit as part of this record. He reminds us that dead zones and environmental degradation occur in Shallow Water Ecosystems, such as Lake Pontchartrain, by varied activities, including levying and filling of marsh and dredging which disturbs water circulation patterns.





## SIERRA CLUB, DELTA CHAPTER

922 Octavia Street  
New Orleans, LA 70115

April 12, 1984

Colonel Robert C. Lee  
District Engineer  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, LA 70160

RE: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project

Dear Colonel Lee,

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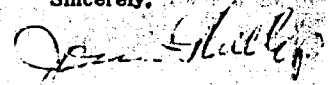
Suggestions for this project to save the wetlands in and around this Lake and avoiding water circulation disturbance.

1. We recommend the use of the alternative Maxent Canal Alignment in the New Orleans East area. This alignment would only protect existing development and keep wetland areas wet which are needed to preserve the health of the Lake.
2. In the St Charles Parish area, the levee should again only protect the existing development north of Airline Highway. The valued recreational and natural wildlife areas should be maintained. Water circulation must be continued during non-hurricane periods by having gated openings which can remain open.
3. The Jefferson Parish lakefront levee should be made narrower than proposed in this plan and its construction should be with hauled clay fill, not making dead holed barrow pits which will stop water flow.

Finally, the Sierra Club must insist, according to the law, that the Corps develop a specific mitigation for this project. The Corps should develop and incorporate in the High Level Plan, a specific plan that compensates for all past and future project damages to fish and wildlife. Mitigation must become a feature of any final hurricane protection plan. We suggest as part of that mitigation plan a way that will help assure areas around the Lake will remain wet. We again suggest the plan for mitigation accepted by the Orleans Coastal Zone Advisory Committee be implemented in the Lake area as a whole. This idea suggests that a unit of water related development must be compensated by two (2) units for preservation which can only revert to a developed parcel, if the original developed parcel is returned to it's natural state. Areas which we would like to see preserved include, the St Charles Parish Marsh.

I trust that you and all public officials, including Governor Edwards and state officials interested in Coastal Zone Management will take these recommendations to heart and implement them to correct: 1. some of the faults of the Corps plan for hurricane protection and 2. the Lake's problems as a whole. We also take this opportunity to implore the Corps and Governor Edwards to show strong leadership which will force the already established Citizens' Advisory Committee, local and state government offices and the CZM office to sit down together tomorrow and save this special area of the Coastal Zone. We still feel that before any plan is implemented that a complete EIS must be implemented for the Lake area which will assure a multi-purpose plan for the area which includes, enough protection to save the health of the area, the renewable resource features of the area and the recreational nature of the area.

Sincerely,



Joan Phillips  
N O Sierra Club  
Wetlands Chair



**EXHIBIT F**

# Tulane

Tulane Law School  
Joseph Merrick Jones Hall  
Tulane University  
New Orleans, Louisiana 70118

Faculty

April 16, 1984

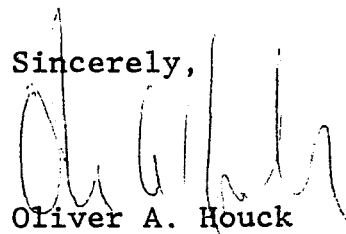
Colonel Robert C. Lee  
District Engineer  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, LA 70160

Re: Lake Pontchartrain Hurricane  
Protection Project: supplement  
to oral remarks at public  
hearing, April 13, 1984

Dear Colonel Lee:

Thank you for the opportunity to present testimony at the above-referenced hearing. At the hearing, following remarks by a representative of the Louisiana Department of Wildlife and Fisheries concerning the proposed location of the protection levee in St. Charles Parish, I read into the record a portion of a letter from a St. Charles landowner to the Department concerning the same levee alignment. I also indicated that I would supply the letter in full for your record. Please find that letter enclosed.

Sincerely,



Oliver A. Houck  
Professor of Law

OAH/rsr

cc: enclosure

A. Monteleone, President & Managing Director

William A. Monteleone, Jr., Vice-President

From the office of:  
William A. Monteleone,  
President and  
Managing Director



*The Monteleone*

Area Code 504  
Tel. 523-3341  
Zip Code 70140

214 Rue Royale • New Orleans, U. S. A.

March 1, 1984

Mr. Allan Ensminger  
Louisiana State Wild Life & Fisheries  
Post Office Box 15570  
Baton Rouge, Louisiana 70895

Dear Allan:

As of late, I have been attempting to bring myself up to date on the subject of the St. Charles Parish East Bank hurricane protection levee. To the best of my understanding, it appears that the location of this levee is proposed to run some minimal distance north of the Airline Highway, and parallel to same. With this information, some of the other landowners and myself, representing a majority of ownership of the St. Charles Land Syndicate, are hoping that you and some of the members of the Marsh Duck Club, might agree with us that the relocation of this proposed levee will be more advantageous for all duck hunters, and to the parish in general.

Our feeling is that the locating of the levee just north of the Airline will basically condemn our marsh to severe salt water intrusion for many, many years to come. I think we will all agree that this rapid movement of Lake Pontchartrain water back and forth into the marsh is destroying vegetation, and consequently each year our duck hunting seems to get poorer and poorer.

Now, it is my personal feeling that if the levee were located immediately on the lakeshore as it was once planned, and to replace the old Hammond Highway canal levee, as it was some 20 years ago, that we could contain a fine fresh water marsh as it was in the good old days. I feel that as suggested sometime ago, a flood gate system would be necessary. This of course, would mean keeping the brackish water out, and attempting to maintain a fresh water level within the whole marsh. We feel also that this approach is fully in accord with our State Constitution.

We hope that most of you will agree with this approach, and that together we, hopefully will be able to save our marsh.



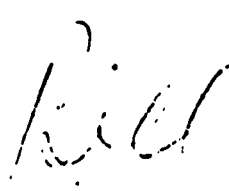
*Largest Hotel in the Fabulous French Quarter*

Now, if the levee is to be constructed just north of the Airline Highway, and the marsh is to become a fish hatchery, which has been noted by environmentalist, then the landowners must re-evaluate their position. The hunting leases, as you well know, produce very minimal income, and the trapping lease produces nothing, except that our friend, Mac Plaisance, attempts to catch as many nutria as possible, in an effort to keep them from destroying what little vegetation is left.

With these facts before me, and the deteriorating duck hunting, I have made a very unhappy decision. I personally feel again that if the levee is to be placed along the Airline, it is incumbent upon me to recommend to the other owners of Land Syndicate that we should sell our land to the State, and allow it to become a State refuge, and of course, make the marsh available to the general public. This resort is very distasteful to me because I, as well as all of you, have enjoyed the privacy of our marsh. Unfortunately, as times and conditions change, so must we.

Again, working together with the Parish, Corp of Engineers, etc., maybe we can salvage something.

Yours truly,



BILL MONTELEONE

WAM/mtb

COPY:

Edwin Edwards  
Clyde A. Gisclair  
Charles C. Wilson  
Kevin Frielou  
Emile St. Pierre  
A. H. Lewis  
Ralph Schexnayder  
Ira R. Landry  
Allan B. Carmouche  
Ed Lowrey

EXHIBIT G

Addresses:

Michael Halle  
520 Esplanade  
N. O. LA 70116

Sherman Brown, M. D.  
5524 Prytania St.  
N. O. LA 70115

E. Allen Bealer  
2827 Aubry St.  
N. O. LA 70119

G. S. Hemandy  
5607 Prytania St.  
N. O. LA 70115

A. Zighelbony  
1000 Adams  
N. O. LA 70118

L. Upton  
1817 Soniat St.  
N. O. LA 70115

Danella Hero  
4631 Prytania Apt. C  
N. O. LA 70115

Chuch Blouin  
520 A Esplanade  
N. O. LA 70116

J. G. Tramontana  
1439 Louisiana Ave. Apt. C  
N. O. LA 70115

Lydia Guillot  
310 Highway Drive  
Jefferson, LA 70121

Marie Anderson  
4132 Laire B  
Kenner, LA 70065

A. Cutler  
709 W. Esplanade  
Metairie, LA 70005

Christopher Hicks  
5911 Airline Hwy.  
Metairie, LA 70003

Gloria Smith  
118 Circle West Drive  
Westwego, LA 70094

J. P. Sevenair  
261 Jules #38  
Jefferson, LA 70121

R. Eddy III  
3201 St. Charles Ave.  
N. O. LA 70115

A. Byerly  
3550 Coliseum St. #21  
N. O. LA 70115

Cathering Gaudin  
7004 Marshall Foch  
N. O. LA 70124

Janice Framontana  
Cornell Framontana  
1439 Louisiana Ave.  
Apt. C  
N. O. LA 70115

E. Metz  
6648 Sheffield Ave.  
Baton Rouge, LA 70806

Rosalie de Bessonnet  
100 Rhodes Ave.  
N. O. LA 70114

W. King  
2118 Audubon St.  
N. O. LA 70118

Ann Duffy  
4732 Baccich St.  
N. O. LA 70122

Meredith Harnish  
2731 Clover St.  
N. O. LA 70122

Mary C. McNamara  
214 Central Ave.  
Jefferson, LA 70121

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

RE: LMNPD-F

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Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

A handwritten signature in cursive script, reading "Marie Anderson". The signature is written in dark ink and is positioned below the "Respectfully," text.



May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Mary Ellen Baker*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

E. Allen Beale

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Nancy S. Bausful*

May 6, 1984

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P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

A handwritten signature in cursive script, appearing to read "Sherman Brown". The signature is written in dark ink and is positioned below the "Respectfully," text.

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

RE:- LMNPD-F

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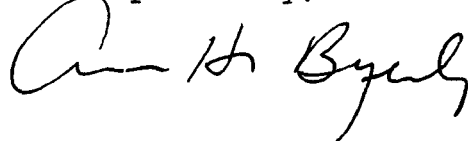
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A handwritten signature in cursive script, appearing to read "Ann H. Byrd".

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Ressie O. deBessonet*

May 6, 1984

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P.O. Box 60267  
New Orleans, LA 70160

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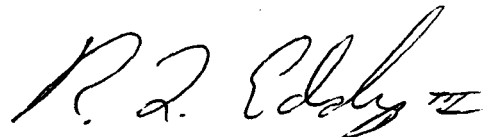
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Respectfully,

A handwritten signature in dark ink, appearing to read "R. J. Edley II". The signature is fluid and cursive, with a prominent "R" and "J" at the beginning and a stylized "II" at the end.

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Lydia Guillot*



May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Meredith Harnish*

May 6, 1984

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New Orleans, LA 70160

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Respectfully,

*Michael Halle*

520 Esplanade

N.O. 70116

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Donald R. DeLo*  
*1631 Pryor Ave, Apt C*  
*New Orleans LA*  
*70115*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

*Audrey Cullen*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

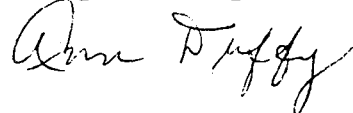
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Respectfully,

A handwritten signature in cursive script, appearing to read "Ann Duffy".

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Catherine Gaudin*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Shadis S. Hernandez*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

A handwritten signature in cursive script, appearing to read "Elizabeth Hunter".



May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Wendy E. King*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Edward R. Moly*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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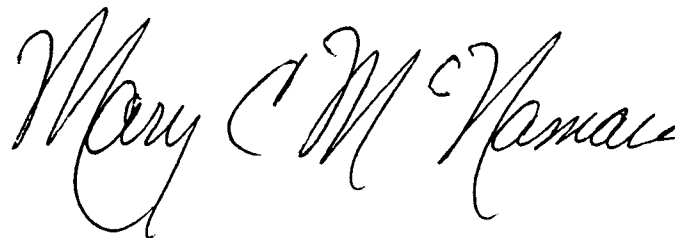
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Respectfully,

A handwritten signature in cursive script, reading "Mary C. McNamee". The signature is written in dark ink and is positioned below the "Respectfully," text.

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

John P. Sevenain

1439 Louisiana Ave. #  
New Orleans, La. 70113

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Janice B. Chantrelle*  
*Cornell J. Adamontang*

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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May 6, 1984

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P.O. Box 60267  
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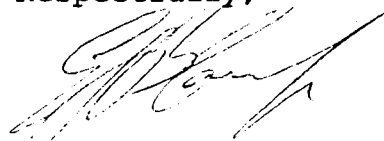
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Respectfully,

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May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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UNO ST# 167868



May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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Respectfully,

*Linda Upton*  
1817 S oriat St.  
N.O. La. 70115

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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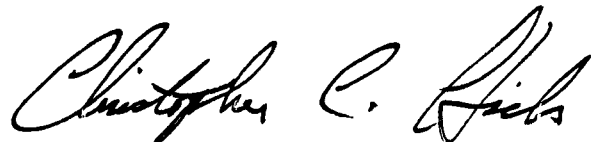
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A handwritten signature in black ink, reading "Christopher C. Rich". The signature is written in a cursive style with a large, stylized "C" at the beginning and a long, sweeping underline.

May 6, 1984

U.S. Army Corps Of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

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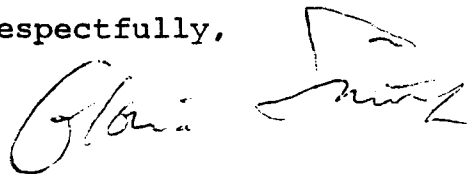
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Respectfully,

A handwritten signature in cursive script, appearing to read "Gloria", followed by a stylized flourish or mark.

**EXHIBIT H**

# The Board of Levee Commissioners

OF THE

## Orleans Levee District

SUITE 202 — ADMINISTRATION BUILDING  
NEW ORLEANS LAKEFRONT AIRPORT

New Orleans, La.

70126

PROTECTING YOU  
AND YOUR FAMILY



### STATEMENT PRESENTED AT

PUBLIC MEETING APRIL 12, 1984

### HURRICANE PROTECTION TO NEW ORLEANS METROPOLITAN AREA

This statement is presented in response to the public notice dated March 9, 1984, issued by the U.S. Army Corps of Engineers New Orleans District.

The records will reflect that the Orleans Levee Board is in agreement with the concept of the high level protection in lieu of the barrier concept. We have also assured you that the Orleans Levee Board will do everything in its power to provide adequate supplements to the current assurances as may be required.

Because of the protracted delay in construction which was occasioned by the 1977 environmental law suit the Orleans Levee Board embarked on an interim protection plan in 1979 and has completed the raising of all levees along the lakefront to an interim grade of plus sixteen feet mean sea level. Realizing that there are several gaps still remaining the Levee Board proposed and successfully extended an existing flood protection millage for thirty additional years.

**Board of Levee Commissioners  
Orleans Levee District**

**HURRICANE PROTECTION TO NEW ORLEANS  
METROPOLITAN AREA**

We have awarded consultant engineering contracts for the design of interim protection at these locations and will coordinate these projects with your district in an effort to incorporate as much of the interim construction into the final plan as possible. It is our hope at this time to accomplish this work within three to four years.

The delay of final construction since 1977 has been most unfortunate. We have been very lucky that no major hurricane has hit the metropolitan area during that time. The process in which you were required to follow to satisfy the courts' requirements has been very time consuming and frustrating to this Board. You are therefore urged to take all necessary steps to expedite the implementation of the high level plan.

Please be assured that we will do everything in our power to provide you with the necessary additional assurance.

# The Board of Levee Commissioners

OF THE

## Orleans Levee District

SUITE 202 — ADMINISTRATION BUILDING  
NEW ORLEANS LAKEFRONT AIRPORT

New Orleans, La.

70126

PROTECTING YOU  
AND YOUR FAMILY



April 24, 1984

Colonel Robert C. Lee  
District Engineer  
Department of the Army  
New Orleans District  
Corps of Engineers  
Post Office Box 60267  
New Orleans, Louisiana 70160

Re: Lake Pontchartrain & Vicinity  
Hurricane Protection Project

Dear Colonel Lee:

In addition to the written statement presented to you on April 12, 1984, we herewith present the following to be added to the official record.

1. We agree that the mitigation plan be developed concurrently with the construction of hurricane protection and are unalterably opposed to completion of a mitigation plan before any construction work is commenced.
2. We agree with the New Orleans East authorized levee alignment and not the Maxent Canal levee alignment. The Orleans Levee Board many years ago constructed the initial levee from South Point to G.I.W.W. and along the G.I.W.W. utilizing local funds. To abandon this alignment in lieu of the Maxent Canal alignment would not be in the best interest of this Board and the area to be protected.
3. Delays in establishing a levee alignment in St. Charles Parish and determining acceptable construction methods along the Jefferson Lakefront should not delay the approval of the Orleans portion of the plan.

**EXHIBIT I**



LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY  
HURRICANE PROTECTION PROJECT

STATEMENT PRESENTED TO  
COL. ROBERT C. LEE, DISTRICT ENGINEER  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

BY

BOARD OF COMMISSIONERS  
PONTCHARTRAIN LEVEE DISTRICT  
LUTCHER, LOUISIANA

APRIL 12, 1984



# The Board of Levee Commissioners OF THE Pontchartrain Levee District

148 ST. ALBERT STREET

**Lutcher, La.  
70071**

## COMMISSIONERS

STEPHEN CUPIT  
JOSEPH GAUTREAU  
DAVID LABORDE  
LEROY LABAT

PROTECTING YOU  
AND YOUR FAMILY

(504) 869-3562

(504) 869-3903

GERALD R. DYSON  
EXECUTIVE ASSISTANT

CHESTER DIEZ  
OPERATIONS SUPERVISOR

DONALD CICET  
R. RYLAND PERRY III  
SPECIAL COUNSEL

E. J. VERON  
SECRETARY

April 12, 1984

## LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT

### The Levee District Area

The Pontchartrain Levee District currently extends from a point about three-tenths of a mile downstream of the Interstate Highway 10 Bridge at Baton Rouge to Jefferson Parish, and includes those portions of East Baton Rouge, Iberville, Ascension, St. James, St. John the Baptist, and St. Charles Parishes east of the Mississippi River extending generally to the Amite River and along Lake Maurepas, Pass Manchac, and Lake Pontchartrain to the Jefferson-St. Charles Parish line. Previously, when local assurances were granted by the Levee District for the Barrier Protection Plan, Jefferson Parish east of the Mississippi River was included in the Pontchartrain Levee District. At this time, that same area, Jefferson Parish east of the Mississippi River, officially comprises the Jefferson Levee District. Therefore, this statement is directed to the area currently under administration of the Board of Commissioners, Pontchartrain Levee District.

### Project Involvement

Prior to this time, Project activities in the Pontchartrain Levee District have been confined to Jefferson Parish (no longer a part of the Pontchartrain Levee District) and St. Charles Parish. Facts and recommendations pertaining to Jefferson Parish will be addressed by others, and cooperation will be extended as appropriate regarding previous Project involvement by the Pontchartrain Levee District.

In St. Charles Parish, the authorized Hurricane Protection Levee was designated to follow the lakefront, as in Orleans and Jefferson Parishes. At the request of, and as specified by, the New Orleans District, Corps of Engineers, the Pontchartrain Levee District purchased lakefront properties for construction of levee and drainage improvements at a land acquisition cost of \$799,580.00. No project construction has been initiated in these rights-of-way extending from the Bonnet Carre Floodway to the St. Charles-Jefferson Parish line since purchase in March, 1971.

# **The Board of Levee Commissioners**

OF THE

## **Pontchartrain Levee District**

Page Two

April 12, 1984

### Discussion

The Board of Commissioners, Pontchartrain Levee District, wishes to go on record in support of the most effective hurricane protection project available and recommends construction completion as soon as possible. At the same time there are deep, abiding concerns that the recommended revised High Level Plan does not go far enough. The unprotected part of St. Charles and St. John Parishes adjacent to Lake Pontchartrain, and to some lesser degree the immediate tributary areas thereto, will be adversely affected by higher hurricane peak lake stages of longer durations resulting from protection works around the lake causing concentrated overflows in unprotected areas.

The local or non-federal cost in St. Charles Parish is reported to be about 23 million dollars for the barrier lakefront levee plan and approximately 17 million dollars for the north of Airline Highway location. This level of project financing can hopefully be a reality through mutual understanding and cooperation between the State, Levee District and local government.

The Board of Commissioners favors the lakefront levee alignment over the north of Airline Highway location in St. Charles Parish since protection would be provided to a larger area, it provides opportunities for water management and environmental improvements, and the Levee Board has agreed to local assurance requirements, in cooperation with the State of Louisiana, for the existing project. However, it is recognized that due to limitations and circumstances, the lakefront location would probably never be built. Therefore, project revisions become imperative if hurricane protection is to be a reality in the Pontchartrain Levee District.

### Recommendations

The Board of Commissioners, Pontchartrain Levee District, recommends:

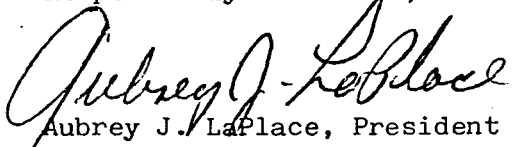
1. That the Lake Pontchartrain Hurricane Protection Project be revised from the Barrier Plan to the High Level Plan with the north of Airline Highway alignment in St. Charles Parish.
2. That the Pontchartrain Levee District be credited with contributions to the revised project equivalent to the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees,

**The Board of Levee Commissioners**  
OF THE  
**Pontchartrain Levee District**

Page Three  
April 12, 1984

3. That regarding a revised project, the Pontchartrain Levee District be given adequate opportunity to coordinate with state and local government authorities for full consideration of new, specific local assurance requirements, and
4. That every effort be made by the Corps of Engineers to achieve equitable improvements for the entire Lake Pontchartrain area, and not to improve one area at the expense of another.

Respectfully submitted,

  
Aubrey J. LaPlace, President  
Board of Commissioners  
Pontchartrain Levee District



# The Board of Levee Commissioners

OF THE

## Pontchartrain Levee District

148 ST. ALBERT STREET

### COMMISSIONERS

STEPHEN CURIT  
JOSEPH GAUTREAU  
DAVID LABOREE  
LEO LABAT

Lutcher, La.

70071

April 16, 1984

PROTECTING YOU  
AND YOUR FAMILY

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GERALD R. DYSON  
EXECUTIVE ASSISTANT

CHESTER DIRT  
OPERATIONS SUPERVISOR

DONALD CICET  
R. RYLAND PERRY III

SPECIAL COUNSEL

E. J. VERON  
SECRETARY

Colonel Robert C. Lee, District  
New Orleans District  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Re: Lake Pontchartrain and Vicinity  
Hurricane Protection Project.

Dear Colonel Lee:

This letter is submitted as an extension of the statement presented and filed by the Pontchartrain Levee District at the Public Meeting, April 12, 1984.

Recommendation Number 2, as submitted, requests " that the Pontchartrain Levee District be credited with contributions to the revised project equivalent to the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees". Actually it was intended that this recommendation include the condition for the credit to be issued in terms of current dollar values, and this important part was inadvertently omitted during last minute preparation of the statement.

Therefore it is requested that recommendation Number 2 be revised to read as follows:

2. That the Pontchartrain Levee District be credited with contributions to the revised project for the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees, in terms of dollar values compared to the date of the project revision.

Respectfully submitted,

*Aubrey J. LaPlace*  
Aubrey J. LaPlace,  
President

AJL/mrd

cc: A.R. Theis, Chief Engineer,  
Gasper Chifici, District Engineer,  
La. OPW

EXHIBIT J



# League of Women Voters of Louisiana

850 North 5th Street • Apt. 103 • Baton Rouge, Louisiana 70802 • (504) 344-3326

April 12, 1984

To: Colonel Robert C. Lee, U.S. Corps of Engineers  
District Engineer  
P.O. Box 60267  
New Orleans, LA 70160

From: League of Women Voters of Louisiana  
Bette Bornside, President Charlotte Fremaux, Natural Resources  
League of Women Voters of New Orleans  
League of Women Voters of Jefferson Parish

Re: Public Hearing: Draft Main Report and Draft Supplement to the Environmental Impact Statement (DSEIS) for the Lake Pontchartrain, LA, and Vicinity Hurricane Protection Project, Reevaluation Study.

Dear Colonel Lee:

The League of Women Voters of Louisiana, the League of Women Voters of New Orleans and the League of Women Voters of Jefferson Parish appreciate the opportunity to review at public hearing the Lake Pontchartrain Hurricane Protection Project also known as the High Level Plan.

The following statements represent basic League positions on wetland protection, resource management and safeguard of water quality as they particularly relate to the Proposed Project.

- New Orleans East: We support the exclusion of the 13,000 acre wetland area from the hurricane protection system. Soil and subsidence conditions favor opening these marshes to natural estuarine status providing valuable habitat in the basin and water recharge. Soil and subsidence conditions do not provide adequate stability for development unless costly safeguards are required. Frequently residents are faced with poor streets, drainage, etc. It is not clear if the cost of potential urbanization in a flood-prone area is reflected in the benefit analysis.

Executive Order 11880, Protection of the Wetlands, directs federal agencies to avoid by all practicable measures and alternatives construction in wetlands. The Maxent Canal Levee appears to be an acceptable and less damaging alternative.

- St. Charles Parish: We support protection of the 3,000 acres of wetlands which the north of Airline Highway alignment would enclose. This would require culverts to maintain the existing hydrology and would open the area to the possibility of future development which the south of the Airline Highway would have avoided. The piecemeal destruction of viable habitat by seemingly separate parcels often prevents grasp of the event before it is too late.
- Jefferson Parish: We view with concern the proposal to dredge material from Lake Pontchartrain, a shallow estuarine basin already impacted by a variety of stresses from development, salt water intrusion, etc. The size and depth of the dredge holes will result in significant degradation. The alternate use of levee material from the nearby Bonnet Carre Spillway is urged and further information as to this alternative will provide citizens with assurance that the long term protection of populations is coupled with an equally long term concern for the natural resources which support these populations.

Thank you for your consideration.

*Charlotte Fremaux*

EXHIBIT K





**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
Southeast Region  
9450 Koger Boulevard  
St. Petersburg, FL 33702

April 11, 1984 F/SER112/DM:gog  
409/766-3699

Colonel Robert C. Lee  
District Engineer, New Orleans District  
Department of the Army, Corps of Engineers  
P. O. Box 60267  
New Orleans, LA 70160

Dear Colonel Lee:

On February 24, 1984 we responded to your December 16, 1983 request for our views and comments on the December 1983 Draft Main Report (DMR) and Draft Supplemental Environmental Impact Statement (DSEIS) Lake Ponchartrain, Louisiana, and Vicinity Hurricane Protection Project. The National Marine Fisheries Service (NMFS) comments on the DSEIS were forwarded for inclusion in the Department of Commerce's comments submitted to the Corps of Engineers (Corps) under provisions of the National Environmental Policy Act of 1969. This statement is to reiterate the views we submitted on February 24, 1984 on the plans presented in the DMR, as well as discuss some items of which we have recently become aware. You have indicated that the purpose of the proposed and partly completed project is to provide hurricane flood protection to the metropolitan New Orleans area, including St. Charles, Jefferson, Orleans, and St. Bernard parishes.

Two hurricane protection plans are presented in the DMR (Syllabus page 1), (a) the use of barrier structures across tidal openings (Barrier Plan) and (b) raising the height of existing levees (High Level Plan). The Tentatively Selected (TS) High Level Plan, determined by the Corps as the most feasible one, would involve topping of existing levees and construction of a portion of new levee in the St. Charles Parish area. Under this TS plan, that new levee in St. Charles Parish would also be realigned to just north of Airline Highway instead of along the lakefront as originally authorized. The Barrier Plan, which we commented on previously (March 21, 1975, May 18, 1978, and June 27, 1978), is considered by the NMFS as being much more detrimental to marine fishery resources and their habitats than the TS High Level Plan. The Barrier Plan would have destroyed 28 acres of lake bottom, 2,363 acres of marsh and caused extensive adverse impacts to the estuarine-dependent living marine resources that utilize Lake Ponchartrain. In addition, the Barrier Plan's St. Charles Parish Lakefront Levee alignment by providing hurricane flood protection to about 40 square miles of undeveloped wetlands north of Airline Highway would have increased the probability of future drainage and/or landfill for subsequent development within those wetlands.

While the TS High Level Plan would be less damaging than the Barrier Plan, it would still adversely impact an estimated 54 acres of saline/brackish marsh and 984 acres of lake bottom. Filling some of the open water in Lake Ponchartrain and the adjacent marsh would eliminate some nursery habitat and contributions of detritus and nutrients to the marine food web. Also, the degrada-



tion through deepening of several hundred acres of the lake bottom with the TS plan is of great concern to us since that plan calls for extensive deep dredging for borrow material along the lakefront. The predicted resulting anoxic conditions of the more than 300 acres of deep borrow area in the lake along with subsequent accumulation of industrial and residential effluents could further degrade the previously shallow productive benthic habitat. Indicative of the Corps' recognition of the value of this existing lake bottom near the shore is the fact that the Corps has not permitted shell dredging within one mile of the shoreline.

Some of the above impacts from the TS plan could be further reduced by revising the proposed construction. For instance, the wetlands loss still anticipated in St. Charles Parish could be further reduced by realigning the levee, now proposed to be parallel and slightly north of Airline Highway, to be contiguous to that highway. Also, alternative sources could be used for needed fill material which would reduce or eliminate any need for dredging material from the lake. Some suggested sources for levee material are the Bonnet Carre' Spillway area, the freshwater diversion channel adjacent to the north side of the Bonnet Carre' Spillway proposed in the TS plan for the Mississippi and Louisiana Estuarine Areas feasibility study, the Mississippi River bottom and upland/fastland sites. Obtaining the needed borrow material without dredging the lake bottom could greatly reduce adverse impacts. Reduction of adverse impacts would, in turn, reduce the amount of offsetting mitigation needed.

Mitigative projects, such as the St. Bernard Parish Marsh Management Plan for enhancement of those wetlands, should be implemented. Another project to be considered for mitigation to offset the adverse impacts to marine fishery resources would be restoring, to the greatest extent possible, marsh and water circulation where the channel was dredged for the Gulf Intracoastal Waterway to by-pass the tidal barrier that would have been constructed at Chef Menteur Pass under the Barrier Plan. Also, should the Corps finally decide not to issue the permit requested by New Orleans East, Inc. (NOE), the Maxent Canal alignment shown on Plat 6 could be used instead of the proposed east levee and reestablishment of tidal exchange to that undeveloped 13,000 acres of wetland habitat in the NOE area could then be considered as mitigation to benefit estuarine fisheries in the High Level Plan. The Maxent Canal alignment was rejected by the Corps in favor of the present levee alignment due in part to the existing levee and a request by NOE to develop 9,800 acres of those wetlands. Pending the final decision on the NOE permit request, the Maxent Canal alignment should remain a viable alternative in the High Level Plan.

In addition, since we have recently been advised of accelerating marsh loss from shoreline erosion and salt water intrusion in the St. Charles wetlands north of Interstate Highway #10, we also recommend consideration of mitigation measures to reduce these impacts. Such measures could involve stabilizing the Lake Ponchartrain shoreline between St. Rose Canal and Bayou Labranche and plugging the canals draining into the drainage canal on the Jefferson - St. Charles Parishes' boundary. The major source of salt water intrusion appears to have been from the Mississippi River - Gulf Outlet by way of the Inner Harbor Navigation Canal.

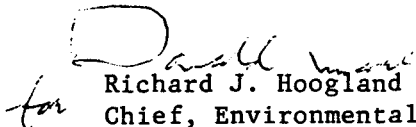
It is stated in the DMR (page 52) that "As far as practical, plans should be formulated to maximize the beneficial effects and minimize the adverse effects of the considered improvements." The DMR also states the plan should be environmentally acceptable. The NMFS feels that selection of the High Level Plan would be environmentally acceptable with regard to marine fishery resources provided (1) the St. Charles reach is aligned contiguous to Airline Highway, (2) the lakefront levee is built out of hauled fill so that there would be little or no dredging in Lake Ponchartrain and (3) sufficient offsetting mitigation

is implemented concurrently with the project construction.

In view of the above, we concur with tentative selection of the High Level Plan, rather than the Barrier Plan as the less damaging construction alternative. However, we recommend that detailed plans be developed to mitigate remaining adverse impacts that cannot be reduced through alternate borrow sources and/or levee alignments as suggested above. The mitigative work should be done simultaneously with project construction of the High Level Plan. As mitigation is an integral part of the plan and the DMR (page 52) states that "Federal participation in developments also should ensure that any plan is complete within itself, . . .", the completed plans for the offsetting mitigation should be presented in the Final Main Report.

The NMFS would be pleased to coordinate with the Corps in development of plans for mitigation. Thank you for this opportunity to review and comment on this proposed project.

Sincerely yours,

  
for Richard J. Hoogland  
Chief, Environmental Assessment  
Branch

**EXHIBIT L**



# SAVE OUR COAST

P. O. BOX 518  
NEW IBERIA, LOUISIANA 70560

"IN CONSERVATION IS THE  
PRESERVATION OF THE WORLD"  
A. P. HENRY

April 12, 1984

Col. Robert Lee, District Engineer  
U.S. Army Corps of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

Dear Sir,

As president of Save Our Coast I am speaking for myself in that capacity and for the board of directors of that organization.

Our group has a strong interest in this hurricane protection project and we generally favor the overall plan as outlined in the December 1983 draft. However we do have several concerns. They are the following:

1. The plan includes the building of a massive barrow pit in Lake Pontchartrain 9 miles long 50-60 feet deep and 500 feet wide. We are completely opposed to this pit as it would completely destroy close to 600 acres of the lake bottom. This is well documented by your draft, page C VI 25 and the U.S. Fish and Wildlife portion of the draft pages 35 and 36. We would recommend a highland source of barrow material for this portion of the project.
2. We are concerned with the cumulative impacts of other activities such as shell dredging, other dredge activities on the lake, urban runoff, sewerage in flow and all other adverse impacts. We would like to see this point addressed especially as it relates to the barrow pit in the lake.
3. Water quality is of extremes importance if Lake Pontchartrain is to ever recover. The sink holds portion of the plan would seriously impact in a negative way water quality in the area surrounding the construction activity for a period of at least three years.

(2)

4. Worst case conditions have not been considered and should be thoroughly investigated before this plan is implemented.
5. Purchase of ten thousand acres of wetlands on the New Orleans East Area should be considered as the loss of this area is almost certain once levee protection is provided.
6. We would recommend that the levee have gated openings so that water circulation and esturine organism movement in the wetlands area will be maintained during non-hurricane periods.
7. A specific mitigation plan that compensates for all past and future damages to wetlands, fish, wildlife, and water quality should be a part of any final plan sent to Washington.

We trust in <sup>the</sup> corps infinite wisdom to resolve these concerns.

Sincerely,



Harold J. Schoeffler  
President  
Save Our Coast

(1)

① This is another typical example of the Corps of Engineers's lack of investigation into the full impact of a problem in our state.

② There was an Environment Impact Study made on this project but it did not fully address the fact that this is not an isolated problem in this state — such as all the shell dredging going on in this ~~state~~ coastal zone

③ The renowned biologist Dr. Raymond of Texas A&M and Dr. Walter Siskow of LSU Center for Wetlands & Resource have unequivocally stated that Lake Pouchatrain is on the verge of extinction as a viable ~~eco~~ system.

④ Does the Corp of Engineers make decisions on scientific study or ~~on~~ <sup>from</sup> political pressure?

(5) I am a layman, but even I can understand that digging a hole in the middle of Lake Ponchartrain is obviously wrong. Before adding to the demise of the Lake, material could be taken from alternate sources, such as the Bonne Carre Spillway.

(6) Save Our Coast supports the concept of hurricane protection but if the Corps is sincerely interested in hurricane protection, then why has their stupidity allowed the dredging of 30 miles of barrier reefs that afforded hurricane protection for central Louisiana coastline?

(7) What good are these public hearings when the Corps of Engineers do as they damn please! They do not listen to the people or scientific evidence — as exhibited by the shell dredging hearings held here in New Orleans and New Iberia in 1982.



③ Save Our Coast is already involved in a suit against the Corps of Engineers for shell dredging permits in Lake Ponchartrain — it is our feeling that this dredging of a hole 9 miles long by 600 ft wide by 50 ft deep represents a reckless activity that destroys marine habitat that would certainly warrant litigation if permitted by the Corps.

④ Will Col. Lee and the Corps of Engineers make an independent study of the Environment impacts discussed in the Environmental Assessments and Environmental Impact Studies, or will they rely on other agencies as has been their practice in the past?

⑤ Fishing is getting worse in Lake Ponchartrain every year — what kind of impact will this foolish dredging of such a giant hole have on the fishing, crabbing, and shrimping in Lake Ponchartrain?

(11) Scientific studies of this type of deep hole in a shallow lake as Lake Ponchartrain results in a collection of toxic materials, high salinity levels, and low oxygen — the end result of which is another huge dead hole in our lake.

(12) At present, shell dredging has created great water quality problems, and this project will greatly add to this water quality. If this project goes on for three years as planned, complete water quality is gone for much longer than that.

Harold J. Schaffer  
Pres. Save Our Coast

Donald A. Pany M.D.  
Vice Pres Save Our Coast

Alfred Guttridge DIRECTOR



# SAVE OUR COAST

P. O. BOX 518  
NEW IBERIA, LOUISIANA 70560

"IN CONSERVATION IS THE  
PRESERVATION OF THE WORLD"  
A. P. HENRY

## NEWS RELEASE # 2

NOT FOR RELEASE UNTIL AFTER 10:00 P.M.  
THURSDAY APRIL 12, 1984  
SEARCH WIRE SERVICES

The entire leadership of Save Our Coast (S.O.C.) is to appear before the Corps of Engineers (C.O.E.) on Thursday April 12, 1984 at 7:00 P.M. at John F. Kennedy High School in New Orleans. This C.O.E. public hearing concerns the further destruction of Lake Ponchatrain by removal of an area of water bottom 9 miles long, 600 feet wide and 50 feet deep. This is to build a Hurricane levee for the New Orleans area..

S.O.C. supports a Hurricane levee, but strongly opposes the concept of further dredging in the lake. Alternatives such as material from the Bonnet Carre' Spillway could be better and even cheaper.

The following points emphasize the unscientific decisions, void of in depth study, that is becoming characteristic of the C.O.E..

- 1) Both LSU and Texas A & M scientists agree Lake Ponchatrain is almost a dead lake. Why does the C.O.E. permit any dredging?
- 2) Almost 40 miles of barrier reefs that represent our central coast has been dredged to oblivion under the very nose of the C.O.E..
- 3) Water quality problems have already caused a halt in shell dredging in Lake Maurepas. Why add more gas to the fire?
- 4) The authoritative study "Biological Implications of Dredge Holes" by Ralph C. Pisapia of the U.S. Fish and Wildlife Service clearly teaches of the damage done by dredging deep holes. Lack of flushing causes accumulation of toxic substances, decaying organic matter, anoxia, and other adverse effects.

Save Our Coast is a citizens group, with no vested interest, concerned about the erosion of our beautiful Louisiana Coastal Zone. We are not scientists but interested enough to study and learn what authoritative documents teach about this problem. Is it too much for America to ask this of the U.S. Corps of Engineers.

Sincerely,

*Harold J. Schayffler*

---

President, Save Our Coast

EXHIBIT M



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

POST OFFICE BOX 4305  
103 EAST CYPRESS STREET  
LAFAYETTE, LOUISIANA 70502

PUBLIC HEARING STATEMENT OF  
U.S. FISH AND WILDLIFE SERVICE  
ON THE LAKE PONTCHARTRAIN, LOUISIANA,  
AND VICINITY HURRICANE PROTECTION PROJECT  
PRESENTED APRIL 12, 1984

Colonel Lee, distinguished guests, ladies and gentlemen, my name is Robert Strader. I am presenting this statement on behalf of Mr. James W. Pulliam, Jr., Regional Director, U.S. Fish and Wildlife Service, Atlanta, Georgia. My statement represents the views of the Fish and Wildlife Service on the tentatively selected plan for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project.

Under the authority of the Fish and Wildlife Coordination Act, the National Environmental Policy Act, and other legislation, the Fish and Wildlife Service has been participating in the planning of this project since the 1950's. Lake Pontchartrain is part of a highly productive estuarine ecosystem; it supports a wide range of fish and wildlife species, some of which are considered by the Fish and Wildlife Service to be Species of Special Emphasis on a national or regional basis. These include the bald eagle, several species of migratory waterfowl, American woodcock, mourning dove, American alligator, and numerous others. The fishery resources of Lake Pontchartrain are extremely important from a commercial and recreational standpoint. Estuarine-dependent shrimp, crabs, and finfishes utilize the low-to-moderate salinity waters of Lake Pontchartrain as nursery areas and move to more saline waters as they mature.

In our February 22, 1975, public hearing statement, the Fish and Wildlife Service indicated its concerns regarding the potential effects of the then-proposed tidal barriers at Chef Menteur and the Rigolets Passes on Lake Pontchartrain salinities and the movement of fish and shellfish through those passes. Since that time, the impacts of the High-level Plan and Barrier Plan have been analyzed and compared. The results of this analysis, reported in our draft Fish and Wildlife Coordination Act report, indicate that completion of the High-level Plan would be far less damaging to fish and wildlife resources than completion of the Barrier Plan. Therefore, the Fish and Wildlife Service concurs with the Corps of Engineers' selection of the High-level Plan, rather than the Barrier Plan, as the tentatively selected plan.

In our January 28, 1983, preliminary draft Fish and Wildlife Coordination Act Report and in our October 13, 1983, draft Fish and Wildlife Coordination Act Report, the Service made the following recommendations to reduce impacts on fish and wildlife resources:

- 1) Eliminate the St. Charles Parish alignment, or, if this levee segment is built, operate the proposed water control structures to assure water circulation and estuarine organism movement through the levee.
- 2) Purchase non-development and flowage easements over the 9,700-acre wetland area in New Orleans East and modify the water control structures along the South Point to Gulf Intracoastal Waterway levee segment to allow water and estuarine organism movement through the levee, between the enclosed wetland area and the adjacent estuary.
- 3) Eliminate or reduce impacts associated with the proposed borrow holes in Lake Pontchartrain adjacent to the Jefferson Parish Lakefront levee by either hauling levee material from another area or developing a dredging method that will alleviate water quality or biological productivity problems caused by these holes.
- 4) Develop a mitigation plan that will fully compensate for all quantifiable project impacts to biological productivity resulting from past and future project work and that will be implemented simultaneously with construction of all project features.

Incorporation of a mitigation plan into the main report and supplement to the environmental impact statement is necessary if timely compensation of damages to fish and wildlife resources is to become an integral part of project funding and construction. The addition of a mitigation plan to these reports prior to their being forwarded to Washington for approval and funding will insure full compliance with the Fish and Wildlife Coordination Act and National Environmental Policy Act.

In the St. Charles Parish portion of the project area, the Service considers a levee with gated water-control structures that follows an alignment immediately adjacent to Airline Highway rather than 500 to 1,000 feet north of the highway to be the least damaging, viable alternative. We voiced our support for such an alternative alignment during a recent meeting attended by members of your staff.

The Service recognizes that project modifications to date have significantly reduced impacts to fish and wildlife resources. We stand ready to assist the Corps of Engineers in the refinement of measures to further mitigate those impacts.

Thank you.

**EXHIBIT N**





Address Reply To:

# CLIO Sportsman's LEAGUE



P. O. BOX 26353 • NEW ORLEANS, LA. 70186

4/12/84

My name is Glenn Mercadal and I'm here representing the Clio Sportsman's League of New Orleans whose membership comes from surrounding parishes as well as New Orleans.

I would first like to thank Colonel Lee and the Corps for holding this public meeting at a time when interested groups and individuals would be able to attend.

As we have done in the past, we would once again like to be put on record as opposing the construction of any barrier plan. We would also like to be put on record as not being opposed to hurricane protection but, being opposed to the protection of undeveloped private property at the expense of the public. Too many times so called "hurricane protection" has caused either directly or indirectly the development of acres upon acres of vital wetland habitat.

In St. Charles Parish we favor levee alignment #3. This alignment would provide the maximum opportunity for hurricane protection with a minimum amount of habitat loss.

This levee alignment, #3, should be immediately adjacent to the Airline highway and only deviate to protect existing developments north of the Airline highway. Such a levee should have several gated structures, not drainage structures, so that water circulation can be maintained.

In Jefferson Parish, the idea of dredging Lake Pontchartrain for levee material is totally unexceptable. The present trend seems to be finally shifting in the preservation of the lake. Although suffering from shell dredging, salt water intrusion, sewerage and urban runoff, steps such as limited dredging, new treatment plants and fresh water diversion structures are existing or in the plans to solve many of these problems.

A hole as described for levee construction would do nothing but harm. The Corps themselves even feel that physical and chemical stratification would occur and that such an area would become unfavorable to aquatic life. In lieu of dredging the lake the idea of hauling in fill seems the most environmentally favorable.

In New Orleans East a situation exists which should have never happened and is definitely a prime example of how so called "hurricane protection" has caused the development of wetlands.

Although we tend to favor the Maxent Canal alignment (#2) such a levee would be inside an already existing levee.

Since the chance of removing an existing levee is remote the Maxent Canal alignment would be wasteful. This also seems to remove any real alternative to the existing levee alignment. We therefore can only favor the existing levee alignment with adequate water control structures. Such structures should be in both the eastern most alignment and the alignment north of I-10. Efforts should be made to see that the area bounded by Paris road, Highway 90, the eastern most levee alignment and Lake Pontchartrain be maintained in a wetland status and development limited.

We would also like to point out that unsuspecting home owners have had on-going serious sinking problems as a result of development in New Orleans East.

The St. Bernard levee alignment is virtually in the same situation as New Orleans East. Since levees already exist we can only recommend that improvements be made and that an adequate number of water control structures be installed. Development should be closely monitored and limited.

Mitigation is a very important aspect of this project. Although mentioned, there is no real specific proposed plan. The Corps should recommend a specific plan which should offer compensation for all past and future project damages to fish, wildlife and their habitat.

A possible mitigation for New Orleans East would be the purchase

of non-development rights and flow easements over such property.

No matter what mitigation plan is chosen a key issue we would like to stress is that mitigation must, we repeat, must , become a feature of any final plan before being sent to Washington for funding.

In closing, we again thank Colonel Lee and the Corps for the opportunity to express our views and request that they be considered

EXHIBIT O



CERTIFIED - P-669-875-509

May 11, 1984

Colonel Robert C. Lee  
District Engineer  
New Orleans District  
Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160

Dear Colonel Lee:

Through this letter I wish to submit comments on the "Draft Main Report and Draft Supplement to the Environmental Impact Statement, Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project," dated December, 1983 (DEIS). These comments are submitted in behalf of New Orleans East, Inc., for whom our firm serves as environmental and planning consultant.

New Orleans East, Inc., is a major landowner in eastern Orleans Parish and owns approximately 28,000 acres of land that will be directly or indirectly affected by the proposed project. Of the Corporation's holdings, approximately 18,100 acres lie inside of the proposed levee alignments and approximately 9,900 acres lie outside of the alignments. Approximately 5500 acres of the Corporation's land inside of the proposed alignment is presently under development.

As indicated in the DEIS, New Orleans East, Inc., has applied for a permit to drain 9800 acres of land inside of the existing levee alignment in preparation for additional urban development. This proposed project is consistent with long-term land use plans of the Orleans Parish Planning Commission and the Orleans Parish Council. Such plans for drainage and development of this area have been approved and endorsed by the parish government since the 1950s. The project will result in an urban development that has minimal environmental impacts, provides protection against natural hazards, and which will provide major social and economic benefits to the City of New Orleans and the region. The plans for this project are subject to further public review and permit procedures and as indicated in the DEIS are a separate issue from the hurricane protection levee.

Two possible alignments for the high level plan are considered in the DEIS in the area of the New Orleans East, Inc., properties. The alignment tentatively selected by the Corps follows existing hurricane protection levees. The alternative in designated as the Maxent Canal alignment.

The Maxent Canal alternative alignment would require significant acreage of additional right-of-way through New Orleans East, Inc., property. It should also be pointed out that a segment of Interstate 10, one of the major hurricane evacuation routes for the City of New Orleans, is located within the area enclosed by the existing levee alignment. This section of I-10 was constructed on a low embankment with an average surface elevation of 5.2 feet above mean sea level. Its design was based upon the assumption that it would be within the confines of the hurricane protection levee

page 2  
Colonel Robert C. Lee  
May 11, 1984

system and that the area adjacent to the embankment would be drained. Abandonment of the existing levee alignment in favor of the Maxent Canal alignment may result in the need to increase the elevation of the roadbed and make other design changes along this segment of the interstate. It appears that these costs have not been considered in comparing the alternatives.

The Corporation favors the tentatively selected high level plan which follows the existing levee alignment in Orleans Parish. This plan will provide needed flood protection for areas currently under development, can be done for the least cost, will require the least amount of additional right-of-way, and will not foreclose options for future land use change that are consistent with good regional planning.

The "Announcement of Public Meeting" for the Hurricane Protection Project, dated March 9, 1984, mentions marsh restoration work at the Chef Menteur barrier structure site. Construction of a bypass channel of the Gulf Intracoastal Waterway around the structure site had begun prior to the court order that stopped the original barrier plan. Diked areas along the bypass channel have been opened and closures have been built in flotation channels and borrow pits to restore natural drainage and tidal flow. The announcement indicates that "the amount of environmental damage at this site requiring mitigation is being reevaluated in light of this restoration work." Since this damage affects New Orleans East, Inc., properties, the Corporation wishes to be kept fully apprised of all such reevaluations and proposals for restoration and/or mitigation in the vicinity of the barrier structure site as well as any other proposals for mitigation which may affect its properties.

It should also be noted that the long term plans for New Orleans East, Inc., for use of this strategically located property will be consistent with the approved plans of Orleans Parish, both in regard to areas designated for development, and for areas designated for conservation management. New Orleans East, Inc., has always been, and continues to be supportive of projects that represent a wise use of the land and its resources. It is the Corporation's intention to work in conjunction with public bodies in moving toward a long-term, multi-use plan for this strategically located property that will serve the people of the region in the best possible way.

Thank you for providing the opportunity to comment on this important project.

Sincerely yours,



Sherwood M. Gagliano, Ph.D.  
Agent for New Orleans East, Inc.

SMG/lid

cc: Nolan Marye  
New Orleans East, Inc.

EXHIBIT P



STATEMENT: LAKE PONTCHARTRAIN AND VICINITY HURRICANE PROTECTION LEVEE

IN OUR STATEMENT ON THIS MATTER DELIVERED AT A PUBLIC HEARING ON FEBRUARY 22, 1975, WE DISCUSSED THE LEVEE ALIGNMENT IN ST. CHARLES PARISH AND ADVOCATED THE U. S. HIGHWAY 61 ALIGNMENT. THIS ADVOCACY WAS BASED UPON SEVERAL CONSIDERATIONS THAT WE THOUGHT PARAMOUNT AT THAT TIME. THOSE CONSIDERATIONS INCLUDED THE ADVERSE IMPACT OF THE AUTHORIZED ALIGNMENT ON THE PRODUCTIVITY OF LAKE PONTCHARTRAIN, AND THE POTENTIAL FOR FURTHER ENCROACHMENT OF DEVELOPMENT INTO THE WETLANDS THAT WOULD HAVE BEEN ISOLATED BY THE HURRICANE PROTECTION LEVEE ALONG THE LAKESHORE. ON THESE TWO POINTS OUR VIEWS REMAIN BASICALLY UNCHANGED. ALTHOUGH WE REALIZE THAT 404 HAS ALTERED THE COMPLEXION OF THE DEVELOPMENT ISSUE, IT HAS NOT BEEN ALTERED SUBSTANTIALLY ENOUGH TO CAUSE US TO TOTALLY REVERSE OUR STANCE.

OUR APPROACH TO THE IMPACT ANALYSIS AT THAT TIME WAS FROM AN AQUATIC ECOSYSTEM PERSPECTIVE, I.E. THE EFFECTS ON THE LAKE AND ITS PRODUCTIVITY. THE PROBLEMS WHICH HAVE SINCE COME TO LIGHT AFFECTING THE TERRESTRIAL SYSTEM IN THE AREA SUCH AS SALTWATER INTRUSION AND SUBSIDENCE WERE EITHER OVERLOOKED OR NOT CONSIDERED SIGNIFICANT AT THE TIME.

WE NOW FIND OURSELVES IN A POSITION OF NECESSARILY ASSESSING THE POTENTIAL IMPACTS FROM BOTH THE AQUATIC AND TERRESTRIAL PERSPECTIVE. THE WETLANDS ARE NO LESS IMPORTANT TO THE LAKES PRODUCTIVITY TODAY THAN THEY WERE NINE YEARS AGO, HOWEVER THESE WETLANDS ARE BEING RAPIDLY DEGRADED, AND IN SOME CASES CONVERTED TO OPEN WATER, THUS LOWERING THEIR VALUE BOTH AS AN AQUATIC AND A TERRESTRIAL ECOSYSTEM. THIS DEGRADATION IS MOST NOTICEABLY MANIFESTED IN THE REDUCTION OF THE QUALITY OF WINTERING HABITAT FOR MIGRATORY WATERFOWL. THE INTRODUCTION

OF THE ALLIGATOR FLEA BEETLE INTO THE UNITED STATES BY THE CORPS OF ENGINEERS AND ITS EVENTUAL INVASION OF THE ST. CHARLES PARISH MARSHES ELIMINATED THIS IMPORTANT MARSH SEMI-AQUATIC PLANT. ITS REMOVAL PERMITTED AN ACCELERATED INTERCHANGE OF WATER FROM THE INTERIOR MARSHES AND SWAMPS. THE ILLINOIS GULF CENTRAL RAILROAD EMBANKMENT HAS PLAYED A KEY ROLE IN RETARDING THE DEGRADATION OF THESE MARSHES BY CONCENTRATING THE SALTWATER INTRUSION ALONG THE WATERWAYS LEADING TO THEIR TRESSELS. THIS IS CLEARLY SHOWN BY THE ESTABLISHMENT OF SALTWATER PLANT COMMUNITIES SUCH AS WIREGRASS ON THE RIVER SIDE OF THE RAILROAD EMBANKMENT ADJACENT TO THESE OPENINGS. THE ALARMING EDAPHIC CHANGES IN THESE MARSHES IS NOT ONLY LIMITED TO THE MARSHLAND BUT HAS BEGUN TO CLEARLY DEMONSTRATE ITSELF IN THE CYPRESS TUPELO SWAMP COMPLEX. EACH YEAR THERE IS AN INCREASING NUMBER OF CYPRESS WHICH FAIL TO LEAF OUT IN THE SPRINGTIME AND THE GENERAL HEALTH AND VIGOR OF THE SWAMP IN THE EASTERN PART OF THE AREA ARE CLEARLY SHOWING THE STRESS OF SALTWATER INTRUSION. THIS IS WHERE THE SOUTHERN BALD EAGLE NEST IS LOCATED AND SHOULD BE GIVEN HIGH PRIORITY AS CRITICAL HABITAT FOR THIS ENDANGERED SPECIES.

THE ENCROACHMENT OF THE LAKE INTO THE ST. CHARLES WETLANDS MUST BE RETARDED OR REVERSED, IF POSSIBLE, TO MAINTAIN THE BALANCE THAT HAS EXISTED HERE FOR SOME TIME. <sup>THAT</sup> ~~A~~ MEANS THAT AQUATIC ORGANISMS MUST STILL HAVE ACCESS TO THE WETLANDS AND THE SCENIC STREAMS MUST REMAIN INTACT, BUT THE WETLANDS, TO MAINTAIN THEIR IMPORTANCE TO THESE ORGANISMS MUST ALSO BE MAINTAINED.

THE ONLY WAY THAT THE BALANCE CAN BE PRESERVED IS TO PREVENT FURTHER EROSION AND SALTWATER INTRUSION INTO WETLANDS. THE PREVENTION OF THE TWO MENTIONED ACTIVITIES COULD BE ACCOMPLISHED BY BUILDING THE

LEVEE ON THE LAKE FRONT, BUT THAT WOULD NOT MAINTAIN THE BALANCE AND AGAIN RAISE THE FORMER OBJECTIONS. BUILDING THE LEVEE ALONG HIGHWAY 61 WILL NOT, BY ITSELF, PREVENT THE FURTHER DEGRADATION OF THESE IMPORTANT WETLANDS. THEREFORE, A COMBINATION OF METHODS MUST BE EMPLOYED TO PROVIDE BOTH HURRICANE PROTECTION FOR THE DEVELOPED AREAS WHILE MAINTAINING THE INTEGRITY OF THE WETLANDS AND THEIR RELATIONSHIP TO THE LAKE.

IT IS ESSENTIAL THAT SOME WORK BE ACCOMPLISHED ALONG THE LAKE-SHORE OF ST. CHARLES PARISH BETWEEN THE BONNET CARRE' AND THE JEFFERSON PARISH LINE. IF THIS IS NOT ACCOMPLISHED THEN THE MARSHES AND SWAMPS WILL CONTINUE TO CONVERT TO OPEN WATER EVENTUALLY RESULTING IN A LAKESHORE LEVEE ALIGNMENT BY DEFAULT. THAT IS THE LEVEE OR THE ILLINOIS GULF CENTRAL RAILROAD EMBANKMENT WILL BECOME THE LAKESHORE.

ST. CHARLES PARISH HAS A PLAN (A PORTION OF WHICH HAS BEEN IMPLEMENTED) WHICH SHOULD BE OF BENEFIT TO THE WETLANDS HERE. WE ASK THE CORPS, AS PART OF THE MITIGATION PACKAGE FOR THIS PROJECT, TO ASSIST AND ENCOURAGE ST. CHARLES PARISH AND THE STATE OF LOUISIANA IN FUNDING AND IMPLEMENTING THIS PLAN, AND/OR CONSTRUCT SUCH BARRIERS, WATER CONTROL STRUCTURES AND APPURTENANCES THAT ARE REQUIRED TO STABILIZE AND PRESERVE THE ST. CHARLES WETLANDS WHICH WILL BE IMPACTED BOTH DIRECTLY AND INDIRECTLY AS A RESULT OF THIS PROJECT.

UNLESS SOME ACTION IS TAKEN TO MAINTAIN THESE WETLANDS AND THEIR ECOLOGICAL SIGNIFICANCE TO LAKE PONTCHARTRAIN, ST. CHARLES, JEFFERSON AND ORLEANS PARISHES, THE DEPARTMENT OF WILDLIFE AND FISHERIES CANNOT FULLY SUPPORT THE U. S. 61 ALIGNMENT DESPITE THE STAND THAT WE HAVE TAKEN IN PAST YEARS.

VI. SCENARIO PREPARED FOR PUBLIC MEETING

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY

HURRICANE PROTECTION PROJECT

12 APRIL 1984

PUBLIC MEETING

OPENING REMARKS

THEIS: GOOD EVENING LADIES AND GENTLEMEN, WELCOME TO THIS MEETING. I AM ARTHUR THEIS, THE CHIEF ENGINEER FOR THE OFFICE OF PUBLIC WORKS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT. (INTRODUCES OPW STAFF) THE OFFICE OF PUBLIC WORKS IS A STATE AGENCY DESIGNATED TO REPRESENT OUR STATE IN THE REVIEW AND COORDINATION OF WATER RESOURCES STUDIES AND PROJECTS IN LOUISIANA. OUR PURPOSE HERE THIS EVENING IS TO GIVE YOU AN OPPORTUNITY TO PRESENT YOUR VIEWS ON THE TENTATIVELY SELECTED PLAN FOR COMPLETING THE ONGOING LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT.

THE CORPS' PRESENT STUDIES WERE BEGUN AS A RESULT OF LAWSUITS FILED IN 1975 AGAINST THE PROJECT AND A RESULTANT 1977 COURT INJUNCTION AGAINST PORTIONS OF THE PROJECT. THE GOAL OF THESE STUDIES IS TO DETERMINE THE BEST PLAN OF ACTION TO COMPLETE THE HURRICANE PROTECTION PROJECT AND LEGALLY DOCUMENT THE PLAN BY SUPPLEMENTING THE EXISTING ENVIRONMENTAL IMPACT STATEMENT.

PLEASE KEEP IN MIND THAT PUBLIC MEETINGS SUCH AS THIS ONE ARE HELD TO OBTAIN THE VIEWS AND OPINIONS OF THOSE OF YOU WHO MAY BE AFFECTED BY IMPLEMENTING THE PROPOSED PLAN.

AT THIS TIME I WOULD LIKE TO INTRODUCE TO YOU COLONEL ROBERT LEE, DISTRICT ENGINEER OF THE NEW ORLEANS DISTRICT OF THE CORPS OF ENGINEERS WHO WILL CONDUCT THE BUSINESS PORTION OF TODAY'S MEETING.

LEE: LADIES AND GENTLEMEN, AS MR. THEIS SAID, WE ARE HERE THIS EVENING TO PRESENT THE DETAILS OF OUR TENTATIVELY SELECTED PLAN FOR PROVIDING HURRICANE FLOOD PROTECTION AT THE EARLIEST POSSIBLE TIME FOR PEOPLE RESIDING IN THE GREATER NEW ORLEANS METROPOLITAN AREA. THIS IS THE "HIGH LEVEL" OR LEVEES ONLY PLAN. AS THE PROJECT MANAGER WILL EXPLAIN, WE DECIDED ON THE HIGH LEVEL PLAN BASED ON TWO MAJOR CONSIDERATIONS. FIRST, THIS PLAN WILL PROVIDE HURRICANE PROTECTION TO THE CITIZENS OF GREATER NEW ORLEANS AT THE LOWEST COST, AND SECONDLY, IT WILL BE LESS ENVIRONMENTALLY DAMAGING THAN THE PREVIOUSLY PROPOSED BARRIER PLAN. WE EXPECT TO PROVIDE SIGNIFICANT PROTECTION TO THE MAJORITY OF AREA RESIDENTS BY 1990 WITH THIS PLAN.

THIS PLAN WAS PRESENTED TO THE PUBLIC ONCE BEFORE IN NOVEMBER 1981 AT A MEETING HELD HERE. SINCE THAT TIME, THE PLAN HAS BEEN MODIFIED TO INCLUDE PROTECTION FOR THE EAST BANK OF ST. CHARLES PARISH. A DRAFT ENVIRONMENTAL IMPACT STATEMENT WAS PREPARED AND WAS MADE AVAILABLE TO THE PUBLIC IN DECEMBER 1983 FOR REVIEW AND COMMENT. WE WILL CONSIDER WRITTEN COMMENTS RECEIVED ON THE EIS AND STATEMENTS MADE AT THIS MEETING IN PREPARING THE FINAL EIS. WHEN FINALIZED, THE EIS WILL BE SUBMITTED TO THE ENVIRONMENTAL PROTECTION AGENCY AS A SUPPLEMENT TO THE EXISTING EIS.

I'D LIKE TO BRIEFLY EXPLAIN HOW WE PLAN TO PROCEED THIS EVENING. FIRST, WE'LL GIVE YOU A PRESENTATION ON OUR STUDY FINDINGS. FOLLOWING OUR PRESENTATION, WE'LL RECEIVE COMMENTS BY INDIVIDUALS BEGINNING WITH ELECTED AND APPOINTED OFFICIALS. WITH US TONIGHT ARE ... (RECOGNIZES MEMBERS OF CONGRESS AND IMPORTANT OFFICIALS).

I WOULD ALSO LIKE TO INTRODUCE SEVERAL MEMBERS OF MY STAFF WHO ARE WITH ME TODAY. THEY HAVE BEEN DIRECTLY INVOLVED IN THE LAKE PONTCHARTRAIN STUDY. (INTRODUCES STAFF). THESE FOLKS WILL BE AVAILABLE AFTER THE MEETING SHOULD YOU CARE TO SPEAK TO THEM ABOUT THE PROJECT.

AT THIS TIME I'LL HAVE THE STUDY MANAGER, LYNN DEVAUL PRESENT OUR STUDY FINDINGS.

DEVAUL: THANK YOU COL LEE

(SLIDE 1) THE LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT AS ORIGINALLY AUTHORIZED CONSISTED (SLIDE 2) OF LEVEES AND FLOODWALLS ALONG LAKE PONTCHARTRAIN AND ENCIRCLING THE CHALMETTE AREA AS WELL AS BARRIER COMPLEXES AT THE LAKE'S MAIN TIDAL PASSES AT THE RIGOLETS, CHEF MENTEUR PASS, AND SEABROOK. (SLIDE 3). THE BARRIERS WOULD PROVIDE PROTECTION FROM HURRICANES ALONG CERTAIN PATHS WHICH TEND TO DRIVE WATER INTO THE LAKE. AS THE STORM PASSES, THE WINDS PUSH THE WATER AGAINST THE SOUTH SHORE INTO THE CITY. THESE BARRIER COMPLEXES, WHICH WOULD NORMALLY REMAIN OPEN, WOULD BE CLOSED ONLY WHEN HURRICANES APPROACH LAKE PONTCHARTRAIN IN ORDER TO REDUCE THE BUILD-UP OF WATER LEVELS IN THE LAKE. CONSTRUCTION OF THE BARRIER COMPLEXES WOULD, THEREFORE, REDUCE THE HEIGHT AND COSTS OF LEVEE AND FLOODWALL CONSTRUCTION ALONG THE SOUTH SHORE OF LAKE PONTCHARTRAIN. (SLIDE 4) THE NEXT 3 SLIDES SHOW AN ARTIST'S DRAWING OF THE 3 BARRIER COMPLEXES. THE RIGOLETS, (SLIDE 5) CHEF MENTEUR, (SLIDE 6) SEABROOK.

(SLIDE 7) THE REMAINDER OF THE AUTHORIZED PLAN'S FEATURES CONSISTS OF LEVEES (SLIDE 8) AND FLOODWALLS. (SLIDE 9) CONSTRUCTION ON THIS PROJECT WAS INITIATED IN 1966. TO DATE THE PROJECT IS 51 PERCENT COMPLETE. EXCLUDING THE BARRIERS, THE PROJECT IS 75 PERCENT COMPLETE. A TOTAL OF \$185 MILLION HAS BEEN SPENT ON CONSTRUCTION WORK SO FAR. THERE ARE ONLY TWO PORTIONS OF THE PROJECT WHICH HAVE NOT BEEN STARTED--THE ST. CHARLES PARISH LEVEE WHICH WAS DEFERRED FOR ENVIRONMENTAL REASONS AND THE MANDEVILLE SEAWALL.



(SLIDE 10) IN 1975 THE NEW ORLEANS DISTRICT COMPLETED AN ENVIRONMENTAL IMPACT STATEMENT ON THE PROJECT. LOCAL ENVIRONMENTAL GROUPS CHALLENGED THE ADEQUACY OF THE EIS IN COURT AND IN 1977 THE COURT FOUND THAT THE EIS WAS INADEQUATE IN ITS ASSESSMENT OF THE IMPACTS OF TWO OF THE BARRIER STRUCTURES. THE COURT ENJOINED US FROM FURTHER WORK ON THE ENTIRE PROJECT UNTIL AN ADEQUATE EIS COULD BE PREPARED. (SLIDE 11) AFTER PRESENTATION OF ADDITIONAL EVIDENCE BY THE CORPS, THE INJUNCTION WAS MODIFIED IN 1978 TO INCLUDE ONLY THE RIGOLETS AND CHEF MENTEUR BARRIER STRUCTURES. WE HAVE BEEN ABLE TO CONTINUE WORK ON THE LEVEE AND FLOODWALL PORTIONS OF THE PROJECT.

(SLIDE 12) IN ADDITION TO PREPARING A SUPPLEMENT TO THE EIS, THE COURT DIRECTED THE CORPS TO INVESTIGATE ALTERNATIVE PLANS OF HURRICANE PROTECTION.

THERE ARE ONLY TWO METHODS OF PROTECTION--ONE IS TO USE BARRIERS COMBINED WITH LEVEES AND FLOODWALLS LIKE THE AUTHORIZED BARRIER PLAN. THE OTHER IS TO CONSTRUCT ONLY LEVEES AND FLOODWALLS. THIS PLAN CAME TO BE KNOWN AS THE HIGH LEVEL PLAN BECAUSE IT WOULD PROVIDE HIGHER LEVEES THAN THE BARRIER PLAN. UNDER THE HIGH LEVEL PLAN, THE LEVEES ALONG LAKE PONTCHARTRAIN WOULD BE CONSTRUCTED HIGH ENOUGH TO CONTAIN THE SWOLLEN LAKE WITHOUT THE USE OF BARRIER STRUCTURES. LEVEES ALONG THE GULF OUTLET, THE INNER HARBOR NAVIGATION CANAL, AND IN CHALMETTE WOULD BE THE SAME HEIGHT UNDER EITHER PLAN. WITHIN EACH PLAN, WE LOOKED AT DIFFERENT LEVEE ALIGNMENTS AND VARIOUS CONSTRUCTION METHODS TO DEVELOP THE BEST BARRIER PLAN AND THE BEST HIGH LEVEL PLAN BOTH ECONOMICALLY AND ENVIRONMENTALLY.

FIRST WE LOOKED AT VARYING LEVEE ALIGNMENTS AS A WAY OF REDUCING COSTS AND ENVIRONMENTAL IMPACTS. BECAUSE OF THE EXTENT OF EXISTING URBAN DEVELOPMENT AND THE DEGREE OF LEVEE WORK ALREADY COMPLETED, IT WAS ONLY POSSIBLE TO VARY ALIGNMENTS IN TWO AREAS, NEW ORLEANS EAST AND ST. CHARLES PARISH.

(SLIDE 13) TWO ALIGNMENTS WERE STUDIED IN NEW ORLEANS EAST.

THE AUTHORIZED LEVEE ALIGNMENT WOULD RAISE AND STRENGTHEN THE EXISTING LEVEES SURROUNDING NEW ORLEANS EAST. THE EXISTING DRAINAGE STRUCTURES WOULD BE MODIFIED SO THAT THE DRAINAGE PATTERNS IN THE ENCLOSED AREA WOULD REMAIN UNCHANGED.

IN THE NEW ORLEANS EAST AREA CONCERN HAS BEEN EXPRESSED OVER THE ENCLOSURE OF 13,000 ACRES OF WETLANDS BY THE AUTHORIZED ALIGNMENT. THEREFORE, WE STUDIED AN ALTERNATIVE LEVEE ALIGNMENT ROUGHLY PARALLELING MAXENT CANAL FOR BOTH BARRIER AND HIGH LEVEL PLAN. (SLIDE 14) THE MAXENT CANAL ALIGNMENT WOULD EXCLUDE ABOUT 13,000 ACRES OF WETLANDS. ALTHOUGH THIS ALIGNMENT IS MUCH SHORTER IN LENGTH THAN THE AUTHORIZED LEVEE ALIGNMENT IT WOULD REQUIRE CONSTRUCTION OF A BRAND NEW LEVEE RATHER THAN MERELY IMPROVING EXISTING LEVEES. FOR THIS REASON, THE MAXENT CANAL ALIGNMENT WOULD COST APPROXIMATELY \$70 MILLION MORE THAN THE AUTHORIZED LEVEE ALIGNMENT FOR EITHER THE BARRIER OR THE HIGH LEVEL PLAN.

THE COST DIFFERENTIAL BETWEEN THE TWO ALIGNMENTS IS ~~EVEN~~ <sup>ACTUALLY</sup> GREATER THAN THE \$70 MILLION THAT WAS ~~ORIGINALLY~~ <sup>CONTINUED</sup> CALCULATED FOR THE REPORT. CONSTRUCTION WORK HAS ~~BEEN ONGOING~~ ON THE AUTHORIZED ALIGNMENT SINCE THE TIME THESE COSTS ESTIMATES WERE PREPARED, SO THE COST TO COMPLETE THE AUTHORIZED ALIGNMENT IS NOW LESS.

(SLIDE 15) THE WETLAND AREA BETWEEN THE TWO LEVEE ALIGNMENTS HAS BEEN ENCLOSED BY LOCALLY-BUILT LEVEES AND RAILROAD EMBANKMENTS SINCE 1958. CONTROL STRUCTURES IN THE EXISTING LEVEE PROVIDE FOR ONE-WAY DRAINAGE OUT OF THE AREA. SINCE THIS AREA HAD BEEN CUT FROM NORMAL TIDAL EXCHANGE PRIOR TO THE FEDERAL HURRICANE PROTECTION PROJECT, SELECTING THE AUTHORIZED ALIGNMENT WOULD NOT CHANGE THE DRAINAGE CONDITIONS. NO NEW WETLAND AREAS ARE GOING TO BE ENCLOSED. BASED ON OUR ASSESSMENT OF ENVIRONMENTAL IMPACTS, THE SELECTION OF THE MAXENT CANAL ALIGNMENT FOR AN ADDITIONAL \$70 MILLION OR MORE SOLELY TO EXCLUDE THE ~~SE~~ WETLANDS, IS NOT ECONOMICALLY JUSTIFIED.

ALREADY ENCLOSED

CONCERN HAS BEEN EXPRESSED THAT THE WETLANDS INSIDE THE AUTHORIZED ALIGNMENT WOULD BE SUBJECT TO DRAINAGE AND DEVELOPMENT. THE DEVELOPMENT OF THESE WETLANDS WILL CONTINUE TO BE REGULATED UNDER THE AUTHORITY OF SECTION 404 OF THE CLEAN WATER ACT WHICH REQUIRES A PERMIT FROM THE CORPS OF ENGINEERS TO DEPOSIT DREDGE OR FILL MATERIAL IN WETLANDS. THESE PERMIT DECISIONS ARE MADE BASED ON THE OVERALL PUBLIC INTEREST. IF A PERMIT WERE ISSUED FOR DEVELOPMENT IN THIS AREA, THE DEVELOPER WOULD BE REQUIRED TO PROVIDE MITIGATION. (SLIDE 16) IN ADDITION, WE DID NOT CLAIM ANY BENEFITS FOR FUTURE DEVELOPMENT OF THESE WETLANDS. JUSTIFICATION FOR THE HURRICANE PROTECTION PROJECT DOES NOT DEPEND ON POTENTIAL FUTURE DEVELOPMENT IN THE NEW ORLEANS EAST WETLANDS. WE CHOSE THE AUTHORIZED LEVEE ALIGNMENT IN THIS AREA FOR BOTH THE BARRIER AND THE HIGH LEVEL PLANS BECAUSE IT IS THE MOST ECONOMICAL ALTERNATIVE AND WILL NOT CHANGE EXISTING DRAINAGE PATTERNS. ~~IF~~ WE THEN LOOKED AT LEVEE ALIGNMENTS IN ST. CHARLES PARISH.

THE PLAN PRESENTED AT THE PUBLIC MEETING HELD IN 1981 DID NOT INCLUDE HURRICANE PROTECTION FOR ST. CHARLES PARISH BECAUSE NONE WAS BELIEVED TO BE ECONOMICALLY JUSTIFIED. FIELD INVESTIGATIONS MADE SINCE THAT TIME HAVE INDICATED THAT HURRICANE DAMAGES IN ST. CHARLES PARISH WOULD BE GREATER THAN ORIGINALLY CALCULATED AND WOULD BE SUFFICIENT TO JUSTIFY PROVIDING PROTECTION.

(SLIDE 17) IN THE ST. CHARLES PARISH AREA, WE LOOKED AT THREE LEVEE ALIGNMENTS: THE AUTHORIZED LAKEFRONT ALIGNMENT, AN ALIGNMENT RUNNING NORTH OF AND GENERALLY PARALLEL TO THE AIRLINE HIGHWAY (THE NORTH OF AIRLINE HIGHWAY ALIGNMENT), AND A THIRD ALIGNMENT WHICH IS SIMILAR TO THE SECOND EXCEPT THAT A PORTION OF THE LEVEE WOULD JOG SOUTH OF AIRLINE HIGHWAY.

THE LAKEFRONT ALIGNMENT WOULD BE THE MOST-EXPENSIVE OF THE ALTERNATIVES TO CONSTRUCT. IT WOULD COST APPROXIMATELY  $2\frac{1}{2}$  TIMES AS MUCH AS THE CHEAPEST ALTERNATIVE OR OVER \$80 MILLION MORE. THIS ALIGNMENT WOULD ALSO HAVE THE MOST SEVERE ENVIRONMENTAL IMPACTS. (SLIDE 18) IT WOULD RESTRICT TIDAL EXCHANGE TO A VERY VALUABLE AND PRODUCTIVE WETLAND AREA. THE LEVEE WOULD ALSO IMPACT BAYOU LA BRANCHE AND BAYOU TREPAGNIER WHICH THE STATE HAS DESIGNATED AS NATURAL AND SCENIC STREAMS. THEREFORE, WE ELIMINATED THIS ALIGNMENT FOR BOTH ECONOMIC AND ENVIRONMENTAL REASONS. (SLIDE 19) THE NORTH OF AIRLINE HIGHWAY ALIGNMENT IS THE LEAST EXPENSIVE ALTERNATIVE. CULVERTS WOULD BE PROVIDED IN THE LEVEE TO MAINTAIN THE EXISTING DRAINAGE PATTERNS IN THE WETLANDS SOUTH OF AIRLINE. THESE WETLANDS CURRENTLY RECEIVE FLOW THROUGH CULVERTS UNDERNEATH THE AIRLINE HIGHWAY EMBANKMENT.

THIS ALIGNMENT WOULD LEAVE 26,000 ACRES OF VALUABLE WETLANDS BETWEEN THE LAKE AND THE LEVEE OPEN TO TIDAL INTERCHANGE.

(SLIDE 20) WE ALSO STUDIED AN ALIGNMENT SOUTH OF AIRLINE HIGHWAY. THIS ALIGNMENT WOULD SWING BEHIND A 3,200-ACRE WETLAND AREA. SINCE THE DRAINAGE PATTERNS FOR THE NORTH AND SOUTH ALIGNMENTS WOULD BE IDENTICAL, THE ENVIRONMENTAL IMPACTS OF THE NORTH AND SOUTH ALIGNMENTS WOULD BE LIMITED TO THOSE DIRECTLY RELATED TO CONSTRUCTION ACTIVITIES AND WOULD BE SIMILAR. THE SOUTH ALIGNMENT IS OVER 2 MILES LONGER THAN THE NORTH ALIGNMENT AND WOULD COST 20 TO 25 PERCENT MORE. WE SELECTED THE NORTH ALIGNMENT FOR BOTH THE BARRIER AND HIGH LEVEL PLANS ON THE BASIS OF ECONOMIC AND ENVIRONMENTAL FACTORS.

AS IN NEW ORLEANS EAST, UNCONTROLLED DEVELOPMENT WOULD NOT TAKE PLACE IN THE WETLANDS INCLOSED BY THE LEVEE SYSTEM. DEVELOPMENT IN THIS AREA WOULD REMAIN SUBJECT TO PERMITTING BY THE CORPS UNDER SECTION 404 OF THE CLEAN WATER ACT.

IN ADDITION TO ANALYZING LEVEE ALIGNMENTS, WE LOOKED AT THE BEST WAY TO CONSTRUCT INDIVIDUAL LEVEE REACHES. I WILL SUMMARIZE THE ANALYSIS OF CONSTRUCTION METHODS FOR ONE REACH ONLY-- JEFFERSON PARISH LAKEFRONT.

(SLIDE 21) THERE ARE TWO GENERAL DESIGNS THAT COULD BE USED, AN ALL EARTHEN LEVEE OR A LEVEE WITH AN I-WALL ON TOP. THE I-WALL DESIGN COULD ALSO INCLUDE A WIDE BARGE BERM ON THE LAKE SIDE TO PREVENT RUNAWAY BARGES FROM HITTING AND POSSIBLY DAMAGING THE I-WALL. WITHOUT THE BARGE BERM, THE I-WALL DESIGN WOULD NOT HAVE THE SAME DEGREE OF INTEGRITY AS THE ALL EARTH LEVEE.

THIS SLIDE SHOWS 7 ALTERNATIVES DEVELOPED AND THEIR RESPECTIVE COSTS. THE SELECTION WAS NARROWED TO THE THREE ALTERNATIVES WITH A FIRST COST UNDER \$200 MILLION. THESE ALTERNATIVES ARE THE ALL EARTHEN LEVEE HYDRAULIC FILL WITHOUT PONDING AREA, I-WALL ON LEVEE WITH BARGE BERM USING HYDRAULIC FILL WITHOUT PONDING AREA, AND I-WALL ON LEVEE WITHOUT BARGE BERM USING HAULED CLAY FILL. ON THE BASIS OF COST AND DESIGN INTEGRITY WE SELECTED THE ALL EARTH LEVEE CONSTRUCTED OF HYDRAULIC FILL WITHOUT PONDING AREA. WE ALSO CONSIDERED THE ENVIRONMENTAL IMPACTS OF THIS ALTERNATIVE.

THE LEVEE WILL BE CONSTRUCTED FROM MATERIAL OBTAINED FROM BORROW PITS WITH A TOTAL ACREAGE OF 573 ACRES IN LAKE PONTCHARTRAIN OFFSHORE OF JEFFERSON PARISH. THE BORROW PITS WILL BE UP TO 60 FEET DEEP. SHALLOWER BORROW PITS COULD NOT BE ECONOMICALLY USED. THE FIRST 40 FEET OF MATERIAL IS COMPOSED PRIMARILY OF SOFT CLAY AND MUCK AND IS NOT VERY SUITABLE FOR LEVEE BUILDING BECAUSE OF ITS HIGH WATER CONTENT. IF ONLY THIS MATERIAL WERE USED, TWICE AS MUCH MATERIAL WOULD BE NEEDED AND SUBSEQUENTLY THE SURFACE AREA OF THE BORROW PITS WOULD NEED TO BE MUCH LARGER. BECAUSE MORE MATERIAL WOULD BE NEEDED, THE COST WOULD ALSO INCREASE BY ABOUT 60 PERCENT.

THE ADVERSE ENVIRONMENTAL IMPACTS OF THE BORROW PITS FALL INTO TWO CATEGORIES. THE FIRST WOULD BE THE DESTRUCTION OF THE BENTHIC COMMUNITY IN THE AREA OF THE BORROW PITS. BENTHOS ARE ANIMALS WHICH LIVE ON OR IN THE BOTTOM OF THE LAKE SUCH AS WORMS; CLAMS, AND SHRIMP. THE PROPOSED BORROW PITS WOULD DESTROY THE BENTHOS IN THE CONSTRUCTION AREA, AND THEY WOULD NOT BE ABLE TO REESTABLISH BECAUSE OF THE DEPTH OF THE HOLE. HOWEVER, THE AREA IMPACTED REPRESENTS ONLY ONE TENTH OF ONE PERCENT OF THE TOTAL BENTHIC HABITAT IN THE LAKE.

THE SECOND ADVERSE IMPACT ASSOCIATED WITH THE BORROW PITS IS THE EFFECT ON WATER QUALITY. ~~BOLESTARS AND SALT~~ <sup>MORE SALINE</sup> WATER <sup>COULD</sup> ~~WOULD~~ ~~TEND TO~~ COLLECT IN THE HOLES. DISSOLVED OXYGEN AT THE BOTTOM OF THE HOLES COULD BECOME TOO LOW TO SUPPORT AQUATIC LIFE IN A FEW MONTHS OF THE YEAR. <sup>HOWEVER</sup> ~~NORMALLY~~, THERE WOULD NOT BE ANY SIGNIFICANT MIXING BETWEEN THE WATER AT THE BOTTOM OF THE BORROW PITS AND THE SURROUNDING WATER. ~~A SEVERE STORM COULD CAUSE ENOUGH TURBULENCE FOR MIXING.~~

THE ADVERSE ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE BORROW PITS IN LAKE PONTCHARTRAIN COULD BE ELIMINATED ALL TOGETHER BY USING MATERIAL HAULED IN FROM ANOTHER LOCATION SUCH AS THE BONNET CARRE SPILLWAY.

THE CHEAPEST HAULED MATERIAL ALTERNATIVE IS \$126 MILLION MORE THAN THE ALTERNATIVE SELECTED. WE DO NOT BELIEVE THAT THE ENVIRONMENTAL IMPACTS TO THE LAKE ARE SEVERE ENOUGH TO WARRANT SPENDING \$126 MILLION TO AVOID THEM. WE ARE CONTINUING TO INVESTIGATE WAYS TO MINIMIZE THE IMPACTS OF THE HOLES AT A REASONABLE COST.



BASED ON THE RESULTS OF OUR STUDIES OF ALIGNMENTS AND CONSTRUCTION METHODS, WE FORMULATED A "BEST" BARRIER PLAN AND A "BEST" HIGH LEVEL PLAN. (SLIDE 22) (SLIDE 23) THESE PLANS USE THE SAME ALIGNMENTS. THEY DIFFER ONLY IN THE LEVEE HEIGHTS AND THE USE OF THE BARRIER STRUCTURES.

THESE TWO BEST PLANS WERE THEN COMPARED TO EACH OTHER. THE THREE CATEGORIES OF COMPARISON USED WERE ECONOMICS (COSTS AND BENEFITS), ENVIRONMENTAL IMPACTS (BOTH SHORT TERM AND LONG TERM), AND SOCIAL IMPACTS.

(SLIDE 24) A COMPARISON OF COSTS SHOWS THAT THE HIGH LEVEL PLAN WOULD COST APPROXIMATELY \$115 MILLION LESS TO COMPLETE THAN THE BARRIER PLAN. THE NET BENEFITS, THE DIFFERENCE BETWEEN THE ANNUAL COST AND ANNUAL BENEFITS, ARE GREATER FOR THE HIGH LEVEL PLAN - \$73 MILLION VERSUS \$61 MILLION. THIS IS THE MAJOR CRITERION THE CORPS USES FOR ECONOMIC DECISION MAKING.

(SLIDE 25) THE AUTHORIZATION FOR THIS PROJECT REQUIRED THAT NON-FEDERAL INTERESTS CONTRIBUTE 30 PERCENT OF THE FIRST COST OF THE PROJECT. THE NON-FEDERAL SHARE CONSISTS OF LANDS, RELOCATIONS, AND CASH OR EQUIVALENT WORK. THE LOCAL SPONSORS FOR THIS PROJECT WILL INCLUDE THE STATE OF LOUISIANA, SEVERAL LEVEE DISTRICTS, AND A PARISH POLICE JURY.

(SLIDE 26) SELECTION OF THE HIGH LEVEL PLAN WOULD RESULT IN AN OVERALL DECREASE IN THE LOCAL SPONSORS' SHARE EXCEPT IN JEFFERSON PARISH WHERE THE COST WOULD INCREASE AND IN ST. BERNARD WHERE THE SHARE WOULD NOT CHANGE. THESE NUMBERS ARE BASED ON ESTIMATES OF CONSTRUCTION COST AND ARE FOR COMPARISON PURPOSES. THE FINAL LOCAL SHARE IS BASED ON THE ACTUAL CONSTRUCTION COST.

(SLIDE 27) THE HIGH LEVEL PLAN WOULD HAVE MORE SEVERE SHORT TERM SOCIAL IMPACTS THAN THE BARRIER PLAN. DURING CONSTRUCTION, THERE WOULD BE A REDUCTION OF THE ESTHETICS AND RECREATION VALUES ALONG THE JEFFERSON AND ORLEANS PARISHES LAKEFRONTS. ON A LONG TERM BASIS, HOWEVER, THERE WOULD BE LITTLE OR NO ADVERSE SOCIAL IMPACTS ASSOCIATED WITH THE HIGH LEVEL PLAN. THE BARRIER PLAN WOULD HAVE LONG TERM ADVERSE SOCIAL IMPACTS SINCE THE BARRIERS COULD HAVE AN ADVERSE IMPACT ON NAVIGATION THROUGH THE RIGOLETS AND CHEF MENTEUR PASS.

(SLIDE 28) THE SHORT TERM ENVIRONMENTAL IMPACTS WOULD BE SIMILAR FOR THE TWO PLANS. IN BOTH CASES THERE WOULD BE AN INCREASE IN TURBIDITY LEVELS AT THE CONSTRUCTION SITES. FOR THE BARRIER PLAN TURBIDITY WOULD INCREASE AT THE BARRIER LOCATIONS AND FOR THE HIGH LEVEL PLAN PRIMARILY ALONG THE JEFFERSON PARISH LAKEFRONT. LONG TERM ENVIRONMENTAL IMPACTS WERE MEASURED IN TERMS OF LOST HABITAT UNITS. ON THIS BASIS THE IMPACTS OF THE BARRIER PLAN ARE MORE SEVERE. IN ADDITION TO THE LOST HABITAT, THE BARRIERS WOULD HAVE AN ADDITIONAL UNQUANTIFIED EFFECT ON THE NURSERY AND BIOLOGICAL VALUES OF LAKE PONTCHARTRAIN BECAUSE OF RESTRICTING THE TIDAL PASSES.

LOCATION	1 % CHANCE		SPH	
	STAGE IN FEET NGVD		STAGE IN FEET NGVD	
REACH 8	PRE PROJ	+ 8.0	+ 9.3	
	EXISTING	+ 0.5	+ 4.0	
	PROJECT	- 4.0	- 4.0	

GROUND ELEV AT JFK HS IS ABOUT -2; ACROSS BAYOU ST. JOHN,  
THE GROUND RANGES FROM -4 TO -6 FEET NGVD.

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REACH 15	PRE PROJ	+ 8.0	+ 9.3
	EXISTING	+ 1.0	+ 2.0
	PROJECT	- 2.0	- 2.0

GROUND ELEV AT SUPERDOME IS ABOUT + 1; AT JEFFERSON DAVIS  
PARKWAY AND TULANE, ABOUT -3 FEET NGVD.

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REACH 16	PRE PROJ	+ 8.0	+ 9.3
	EXISTING	+ 1.0	+ 2.0
	CURRENT	- 2.0	- 2.0

GROUND ELEV AT AUDUBON PARK AND ST. CHARLES IS ABOUT + 7;  
AT CALHOUN AND CLAIBORNE ABOUT -3 FEET NGVD.

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REACH 5	PRE PROJ	+ 10.0	+10.5
	EXISTING	- 4.0	+ 2.5
	PROJECT	- 5.0	- 5.0

GROUND ELEV AVERAGES ABOUT - 6 FEET NGVD IN THE CITRUS AREA;  
AREAS NEAR THE LAKE AND CHEF HIGHWAY ARE SOMEWHAT HIGHER.

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AJG

WE FEEL EITHER PLAN IS OVERWHELMINGLY JUSTIFIED. BOTH PLANS WOULD MAKE USE OF MOST OF THE WORK ALREADY DONE. SINCE ONLY LEVEE WORK HAS BEEN DONE SINCE THE COURT INJUNCTION, THIS WORK COUNTED TOWARDS EITHER THE BARRIER OR HIGH LEVEL PLAN. THE HIGH LEVEL PLAN WOULD PROVIDE PROTECTION TO THE CITY A FEW YEARS EARLIER. MOST OF THE METROPOLITAN AREA WOULD BE PROVIDED HURRICANE PROTECTION BY 1990. OUR DATA INDICATE THAT OF THE TWO PLANS, THE HIGH LEVEL PLAN IS SUPERIOR BOTH ECONOMICALLY AND ENVIRONMENTALLY.

(SLIDE 29) THEREFORE, WE PLAN TO RECOMMEND THAT THE AUTHORIZED PLAN OF HURRICANE PROTECTION BE MODIFIED FROM A BARRIER PLAN TO A HIGH LEVEL PLAN. WE HAVE PREPARED A REEVALUATION REPORT AND DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE HIGH LEVEL PLAN. YOUR WRITTEN STATEMENTS AND COMMENTS FROM THIS MEETING WILL BE CONSIDERED IN THE PREPARATION OF OUR FINAL REPORT.

SINCE THIS PROJECT HAS ALREADY BEEN AUTHORIZED, WE DO NOT NEED TO SUBMIT THE REEVALUATION REPORT TO CONGRESS FOR AUTHORIZATION. THE REEVALUATION REPORT WHICH DOCUMENTS THE REASONS FOR DESIGN CHANGES TO AN AUTHORIZED PROJECT CAN BE APPROVED BY GENERAL BRATTON, THE CHIEF OF ENGINEERS, IN WASHINGTON. IF APPROVED BY THE END OF SEPTEMBER, WE WILL BE ABLE TO BEGIN CONSTRUCTION OF ELEMENTS OF THE HIGH LEVEL PLAN NEXT YEAR. BECAUSE OF THE COURT INJUNCTION WE WOULD SOON EXPERIENCE A SLOW DOWN IN CONSTRUCTION WORK AND A CORRESPONDING DELAY IN PROVIDING HURRICANE PROTECTION TO THE AREA WITHOUT A CHANGE IN PLANS.

WE HAVE ALSO BEEN WORKING ON A PLAN TO MITIGATE FOR CONSTRUCTION RELATED DAMAGES. SINCE NO MITIGATION WAS PROPOSED FOR THE AUTHORIZED PLAN, WE WILL HAVE TO SUBMIT A REQUEST FOR A POST-AUTHORIZATION CHANGE TO ADD MITIGATION TO THE PROJECT.

THE MITIGATION PLAN WILL ADDRESS NOT ONLY THE DAMAGES FROM THE WORK REQUIRED TO COMPLETE THE HIGH LEVEL PLAN BUT ALSO FOR WORK ALREADY DONE UNDER THE AUTHORIZED BARRIER PLAN.

AN OPEN SCOPING MEETING WILL BE HELD THIS JUNE TO GET PUBLIC INPUT ON WHAT FORM THE MITIGATION SHOULD TAKE. A SCOPING MEETING IS CONDUCTED ON A MORE INFORMAL BASIS THAN A MEETING SUCH AS THIS ONE. WORKSHOPS MAY ALSO BE SCHEDULED AT A LATER DATE WITH INTERESTED PARTIES TO WORK OUT THE DETAILS OF A MITIGATION PLAN.

WE ANTICIPATE FINALIZING THE MITIGATION PLAN AND THE ENVIRONMENTAL IMPACT STATEMENT ON THE PLAN IN TWO YEARS.

I WOULD LIKE TO STRESS AGAIN THAT IDENTIFYING YOUR VIEWS AND RECEIVING YOUR INPUT IS THE REASON FOR HOLDING THIS MEETING.

NOW I'LL TURN THE MEETING BACK OVER TO COLONEL LEE.

LEE: THANK YOU LYNN. AT THIS TIME, WE'LL HAVE A QUESTION AND ANSWER SESSION ON THE PRESENTATION.

#### QUESTIONS AND ANSWERS

I'M NOW GOING TO CALL ON THOSE PEOPLE WHO INDICATED ON THEIR REGISTRATION CARDS THAT THEY WISHED TO MAKE A STATEMENT. AFTER THAT, I'LL CALL ON ANYONE ELSE WHO WOULD LIKE TO SPEAK. PLEASE IDENTIFY YOURSELF BEFORE YOU SPEAK AND INDICATE WHAT GROUP YOU REPRESENT, IF ANY. WE ALSO ASK THAT YOU TRY AND LIMIT YOUR STATEMENTS TO 5 MINUTES.

IF YOU HAVE A WRITTEN STATEMENT WITH YOU NOW, WE ASK THAT YOU LEAVE A COPY OF IT WITH US.

.....(CALL NAMES -- ELECTED OFFICIALS, OTHERS)

THAT IS THE LAST SPEAKER WE HAVE ON OUR LIST. DOES ANYONE ELSE WISH TO SPEAK AT THIS TIME?

(AFTER LAST SPEAKER)

THANK YOU.

LEE: LADIES AND GENTLEMEN, THE RECORD FOR THIS PUBLIC MEETING WILL REMAIN OPEN UNTIL THE 12TH OF MAY TO GIVE YOU THE OPPORTUNITY TO SUBMIT ANY WRITTEN STATEMENTS FOR INCLUSION IN THE RECORD. WE WILL ALSO PREPARE A SUMMARY OF THE MEETING. COPIES SHOULD BE AVAILABLE ABOUT 8 WEEKS AFTER THE RECORD CLOSES AT THE COST OF REPRODUCTION. WE THANK YOU VERY MUCH FOR COMING HERE TONIGHT AND PARTICIPATING IN THIS MEETING. WE WILL TAKE INTO CONSIDERATION THE INFORMATION THAT YOU'VE GIVEN US TONIGHT AS WE COMPLETE OUR STUDY.

## LIST OF SLIDES

1. TITLE SLIDE
2. AUTHORIZED PROJECT
3. SWOLLEN LAKE
4. RIGOLETS COMPLEX
5. CHEF MENTEUR COMPLEX
6. SEABROOK COMPLEX
7. LEVEES
8. FLOODWALLS
9. CONSTRUCTION STATUS
10. LITIGATION
11. ENJOINED FEATURES
12. ALTERNATIVE PLANS
13. NEW ORLEAND EAST - 2 ALIGNMENTS
14. NEW ORLEANS EAST MAXENT CANAL
15. NEW ORLEANS EAST WETLANDS
16. NEW ORLEAND EAST - ALIGNMENTS
17. ST. CHARLES - LAKEFRONT
18. ST. CHARLES WETLANDS
19. ST. CHARLES - NORTH
20. ST. CHARLES - SOUTH
21. JEFF - COSTS
22. BEST BARRIER
23. BEST HIGH-LEVEL
24. COST COMPARISON
25. LOCAL SPONSOR
26. COST SHARING
27. SOCIAL IMPACT
28. ENVIRONMENTAL IMPACTS
29. HIGH LEVEL PLAN