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

REPLY TO
ATTENTION OF

Regional Planning and
Environment Division, South
Coastal Environment Section

Decision Record
Individual Environmental Report Supplemental 2.a
Lake Pontchartrain and Vicinity, West Return Flood Wall,
Jefferson and Orleans Parishes, Louisiana
IERS 2.a

Description of Proposed Action. The New Orleans District, US Army Corps of Engineers (CEMVN) proposes to install a 24 to 36-inch drainline and four transfer lines for the purpose of conveying runoff from a 10-year rainfall event from the West Return Floodwall to the existing City of Kenner drainage system.

The proposed new drainline would tie into the existing City of Kenner drainage system via transfer lines that would be installed at Vintage Drive, West Esplanade Avenue, West 23rd Street, and the Parish Line Pump Station. Installation of the transfer lines would require the temporary rerouting of traffic on those streets for an approximate period of four months. The West Return Floodwall is part of the Hurricane and Storm Damage Risk Reduction System and is located on the parish line between Jefferson and St. Charles Parishes, Louisiana. to replace the existing floodwall with a new T-wall approximately 35-feet to the west of the current alignment, along the east embankment of the Parish Line Canal on the border of Jefferson and Orleans Parishes, Louisiana.

Draft IERS 2.a, which detailed the impacts of the proposed actions, was released for a 30-day agency and public review on December 21, 2011 through January 19, 2012.

Factors Considered in Determination. CEMVN has assessed the impacts of the proposed action on significant resources in the proposed project area, including wetlands, fisheries, essential fish habitat, wildlife, threatened and endangered species, cultural resources, recreational resources, aesthetic resources, air quality, noise, and transportation.

The impacts for the proposed action to LPV 03a, 03c (Jefferson Parish Western Return Floodwall) and LPV 13 (Recurve I-Wall North of Kenner) are as follows:

Lake Pontchartrain

LPV 03a, 03c and LPV 13 - No additional impacts beyond those described in IER 2

Parish Line Canal

LPV 03a, 03c and LPV 13 - No additional impacts to the canal beyond those described in IER 2

Misc. Drainageways/Canals

No adverse impacts to local drainageways and canals. Beneficial impacts to city drainage and reduced risk of flooding to area residences and local businesses along the West Return Floodwall alignment. Since this alternative would occur in locations previously impacted by both the West Return Floodwall and land uses determined by the City of Kenner, direct impacts to canals and drainageways resulting from the installation of the drainline would be expected to be minimal. The existing City of Kenner drainage system is designed and constructed to handle up to a 10-year rain event. Although the new drainline and transfer lines would transport additional water runoff into the City drainage system, the City's system is designed to accommodate the increased water levels thereby reducing the potential for flooding to residences and businesses along the West Return Floodwall alignment.

Fisheries

No adverse impacts to fisheries due to the proposed action

Essential Fish Habitat

No adverse impacts to essential fish habitat due to the proposed action

Wildlife

No adverse impacts to wildlife due to the proposed action

Threatened and Endangered Species

No adverse impacts to threatened and endangered species due to the proposed action

Cultural Resources

No impacts to cultural resources due to the proposed action

Recreation

Parish Line Pump Station – Minor impacts to a paved bicycle/walking path that runs parallel to the levee on its east side, 50 to 60-feet from the levee wall, extending 2.5-miles from Lake Pontchartrain to the Parish Line Canal Pump Station. The construction easement may block access to the paved path. This impact is expected to be minimal and temporary because there are other access points including West Esplanade Avenue and Vintage Drive. The impact would be approximately four months in duration.

Aesthetic (Visual) Resources

No impacts to aesthetics due to the proposed action

Air Quality

Temporary increases in air emissions along the levee/flood wall alignment area could be expected during the drainline installation. These emissions could include: 1) exhaust emissions from operations of material delivery/dump trucks and various 27 types of non-road construction

equipment such as loaders, excavators, cranes, etc. and 2) fugitive dust due to earth disturbance. The increase in the number of on-road trucks and private autos used to access the work area and the rerouting of traffic along West Esplanade Avenue and Vintage Drive could also contribute to construction phase air pollution in the project, temporarily increasing the impacts on air quality beyond those described in IER 2. Site-specific construction effects are temporary and dust emissions could be controlled using standard best management practices.

Noise

Noise impacts above 64 dBA are expected to occur and would have temporary impacts to those businesses and residents located within 500-feet of the project corridor. The opportunities for noise mitigation are limited because much of the construction activity would occur at locations close to residential areas. In addition to noise created by construction equipment, there would also be impacts from noise generated by construction vehicles and personal vehicles for laborers that could use public roads and highways for access to constructions sites. Following construction, noise levels would return to existing conditions.

Transportation

Direct, temporary effects on transportation including increased vehicular congestion along collector and local roads leading to and from the construction sites would be expected to occur as a result of the proposed action. The increased congestion would result in a reduction in the level of service on some local road segments. Indirect effects including vehicle emissions, decreases in level of service (e.g., longer waits at intersections), and decreases in road surface quality on other major and local roads in the study area would be expected. These impacts would be expected to be moderate, but temporary, lasting only as long as required to complete construction of the project.

Socioeconomic Resources

No additional impacts to socioeconomic resources

Environmental Justice

No impacts to environmental justice

Mitigation

Mitigation IERs will be prepared documenting and compiling the unavoidable impacts discussed in each IER. The mitigation IERs will implement compensatory mitigation as early as possible. All mitigation activities will be consistent with standards and policies established in the Clean Water Act Section 404 and the appropriate USACE policies and regulations governing this activity.

<u>Environmental Design Commitments:</u>

All comments made by US Fish and Wildlife Service (USFWS) have been incorporated into the IERS under Section 6.2. If any unrecorded cultural resources are determined to exist within the proposed project site, then no work will proceed in the area containing these cultural resources until a CEMVN staff archeologist has been notified and final coordination with the Louisiana

State Historic Preservation Officer and Tribal Historic Preservation Officer (SHPO) has been completed.

Agency & Public Involvement

Various governmental agencies, non-governmental organizations (NGO's), and citizens were engaged throughout the preparation of IERS 2.a. Agency staff from USFWS and Louisiana Department of Natural Resources (LADNR) were part of an interagency team that has and will continue to have input throughout the Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS) planning process (Appendix C).

There have been over 130 public meetings since March 2007 about proposed HSDRRS work. CEMVN sends out public notices in local and national newspapers, news releases (routinely picked up by television and newspapers in stories and scrolls), and mail notifications to stakeholders for each public meeting. In addition, www.nolaenvironmental.gov was set up to provide information to the public regarding proposed HSDRRS work.

Internal Scoping

Monthly interagency meetings were held with USFWS, the Louisiana Department of Natural Resources (LDNR) Louisiana Department of Environmental Quality, the National Park Service, the Louisiana Department of Wildlife and Fisheries, and the Environmental Protection Agency present to review ongoing and HSDRRS projects and discuss new issues that could result in environmental impacts. The drainline installation was discussed at the September 12, 2011 internal interagency meeting and input on the document scope was solicited from all Federal and state agencies. There were no objections to proceeding with the proposed action.

Project Specific Meetings

The CEMVN also hosts quarterly non-governmental organization meetings in which all NGO's are invited to receive updates on ongoing and proposed HSDRRS projects. Within these meetings, comments, concerns, document scopes, and other information are solicited from the NGO's. This drainline installation proposal was discussed at the November 14, 2011 NGO meeting.

Agency Coordination

Endangered Species Act Section 7 concluded (USFWS): January 25, 2012.

Coastal Zone Management Consistency Determination issued: October 31, 2011.

Section 106 of the National Historic Preservation Act, as amended, requires consultation with SHPO and Native American tribes. SHPO reviewed the original proposed action in the IER 2 project area and determined that it would not adversely affect any cultural resources by letter dated February 22, 2010. Since the proposed action in IER 2.a falls within the originally reviewed project area, there is no need to recoordinate with SHPO at this time. Eleven Federally recognized tribes that have an interest in the region were given the opportunity to review and comment on the proposed action. There were no responses from any of the tribes.

Comments/Correspondence

Draft IERS 2.a Public Review Period

1. Public Comments (Appendix B). No public comments received.

2. Agency Comments (Appendix C).

a. USFWS: Comment letter dated September 14, 2011 stated that the proposed action will have no effect on resources utilized by threatened and endangered species and is not likely to adversely affect those resources.

b. LDNR: Comment letter dated October 31, 2011 stated that the proposed action is consistent with the LCRP.

3. Decision. The CEMVN Environmental Planning and Compliance Branch has assessed the potential environmental impacts of the proposed action described in this IERS, and provided a 30-day public review period for Draft IERS 2.a, during which no public comments were received. All practicable means to avoid or minimize adverse environmental effects have been incorporated into the recommended plan.

The public interest will be best served by implementing the selected plan as described in IERS 2.a in accordance with the environmental design commitments discussed above.

4. CEMVN will prepare a Comprehensive Environmental Document (CED) that may contain additional information related to the IER 2 project area that becomes available after the execution of the Final IER Supplemental. The CED will provide a final mitigation plan, comprehensive cumulative impacts analysis, and any additional information that addresses outstanding data gaps in any of the IERs.

I have reviewed IERS 2.a, and have considered agency recommendations and comments received from the public during the comment period. I find the recommended plan fully addresses the objectives as set forth by the Administration and Congress in the 3rd, 4th, and 5th Supplemental Appropriations.

The plan is justified, in accordance with environmental statutes, and it is in the public interest to construct the actions as described in this document.

9 Feb 2012
Date

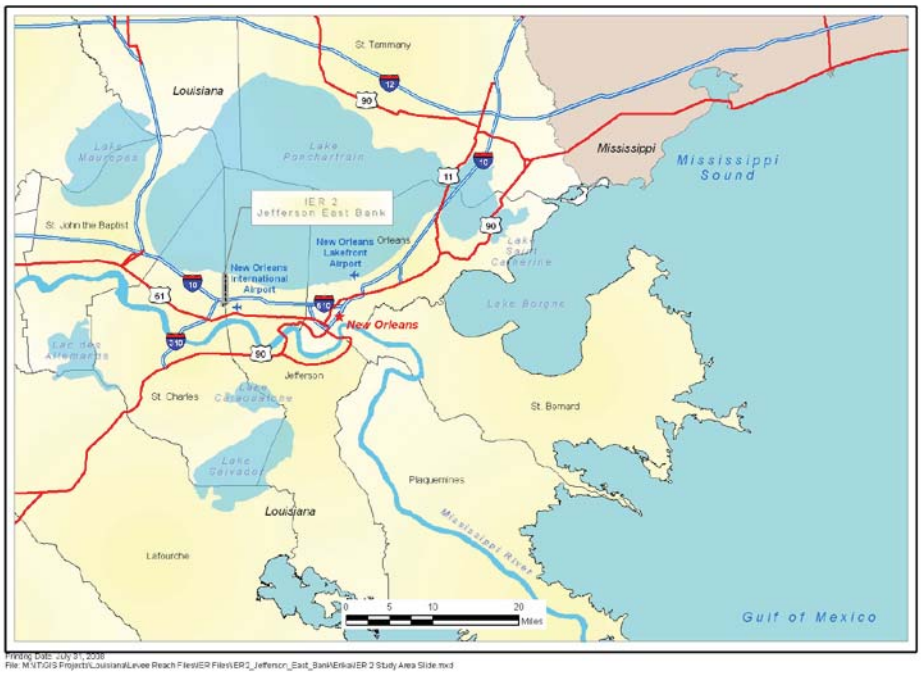
Edward R. Fleming
Colonel, US Army
District Commander

INDIVIDUAL ENVIRONMENTAL REPORT SUPPLEMENTAL

LAKE PONTCHARTRAIN AND VICINITY, WEST RETURN FLOODWALL

JEFFERSON AND ST. CHARLES PARISHES, LOUISIANA

IERS 2.a



US Army Corps of Engineers®

February 2012

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1.0 INTRODUCTION

The U.S. Army Corps of Engineers (USACE), Mississippi Valley Division, New Orleans District (CEMVN), has prepared this Individual Environmental Report Supplemental 2.a (IERS 2.a) to evaluate the potential impacts associated with the proposed project revisions to the original IER 2. The proposed action modifications are located on the parish line of Jefferson and St. Charles Parishes, Louisiana (figure 1). The purpose of the proposed action modification is to correct an existing drainage problem that was compounded by the construction of the new West Return Floodwall (WRFW). The proposed modification is the installation of a drainline that would collect the rainfall runoff from the floodwall and the areas just east of it. The rainfall would be collected through a series of drain inlets into a drainline. From the drainline, the water would be conveyed via several transfer lines to the existing City of Kenner drainage system. The new drainline would be capable of handling up to a 10-year rain event.

Figure 1: Lake Pontchartrain and Vicinity Map, West Return Floodwall Jefferson

On July 18, 2008, the District Commander signed the Decision Record for IER 2. IER 2 and its Decision Record are hereby incorporated by reference into this supplemental document. Copies of the original IER and other supporting information are available upon request or at www.nolaenvironmental.gov. This supplemental document has been prepared to address proposed changes in the Government's approved plan.

1.1 PRIOR REPORTS

A number of studies and reports in the proposed project area have been prepared by the USACE, other Federal, state, and local agencies, research institutes, and individuals. Pertinent studies, reports and projects since July 2008 are discussed below. All other relevant reports are listed in the original IER 2 and are incorporated herein by reference.

Lake Pontchartrain and Vicinity Hurricane Protection Projects:

- On 6 July 2011, The CEMVN Commander signed a decision record on IERS 1.b entitled, "La Branche Wetland Levee, LPV 04.2B Access Road and Ditch Relocation, St. Charles Parish, Louisiana". IERS 1.b addressed the relocation of a drainage ditch and portions of the Fox Lane access road outside of the Pontchartrain Levee District easement to a location approximately 15-50 feet to the west of its current location.

- On 15 April 2011, the CEMVN Commander signed a Decision Record on the IER Supplemental 27.a entitled "Outfall Canal Remediation on the 17th Street, Orleans Avenue and London Avenue Canals, Jefferson and Orleans Parish, Louisiana". The document evaluates the potential impacts associated with changes to the design of work described in IER #27.

- On March 22, 2011, The CEMVN Commander signed a decision record on IERS 11.c entitled, "Improved Protection on the Inner Harbor Navigation Canal, Orleans and St. Bernard Parishes, Louisiana". IERS 11.c addressed the construction of approximately 13,000 feet (2.5 miles) of shoreline protection along the flood and protected side of an expanded construction access channel with a Toe Elevation at -5.0 feet NAVD 88. The expanded footprint included approximately 75 feet of additional right-of-way on the protected side and 150 feet of additional right-of-way on the flood side.

- On 29 November 2010, the CEMVN Commander signed a Decision Record on IERS 11.b entitled "Improved Protection on the Inner Harbor Navigation Canal, Orleans and St. Bernard Parishes, Louisiana". The document evaluates the potential effects associated with restoring and reinforcing 4.6 miles of levees and floodwalls along the Inner Harbor Navigation Canal (IHNC) to meet current Hurricane and Storm Damage Risk Reduction System (HSDRRS) design guidelines for seepage and stability.

- On 10 November 2010, the CEMVN Commander signed a Decision Record on IER 27 entitled "Outfall Canal Remediation on the 17th Street, Orleans Avenue and London Avenue Canals, Jefferson and Orleans Parish, Louisiana". The document evaluates the potential impacts associated with strengthening approximately 7 miles of floodwalls that have been examined for stability, seepage, settlement, and deflection along the 17th Street, London Avenue, and Orleans Avenue Canals in Orleans and Jefferson Parish, Louisiana.

- On 29 October 2010, the CEMVN Commander signed a Decision Record on IER 31 entitled, "Contractor-Furnished Borrow Material #7, East Baton Rouge, Jefferson, Lafourche, Plaquemines, St. Bernard, and St. Tammany Parishes, Louisiana, and Hancock County, Mississippi". The document was prepared to evaluate the potential impacts associated with the actions taken by commercial contractors as a result of excavating borrow areas for use in construction of the HSDRRS.

- On 3 May 2010, the CEMVN Commander signed a Decision Record on IERS 7 entitled "Lake Pontchartrain and Vicinity, New Orleans East Lakefront to Michoud Canal, Orleans Parish, Louisiana". The document was prepared to evaluate the potential impacts associated with construction changes to the IER 7 project area.

- On 1 April 2010, the CEMVN Commander signed a Decision Record on IER 11 Tier 2 Pontchartrain entitled "Improved Protection on the Inner Harbor Navigation Canal, Orleans and St. Bernard Parishes, Louisiana." The document was prepared to evaluate the potential impacts associated with the construction of a storm surge barrier in the Inner Harbor Navigation Canal 540 feet south of Seabrook Bridge.

- On 8 February 2010, the CEMVN Commander signed a Decision Record on IER 9 entitled "Caernarvon Floodwall, St. Bernard Parish, Louisiana". The document was prepared to evaluate the potential impacts associated with realignment of Caernarvon Floodwall to the west of the existing alignment.

- On 8 February 2010, the CEMVN Commander signed a Decision Record on IERS 6 entitled "East Citrus Lakefront Levee, Orleans Parish, Louisiana". The document was prepared to evaluate the potential impacts associated with the addition of a floodwall in lieu of raising the existing levee, which was evaluated in IER 6.

- On 22 January 2010, the CEMVN District Commander signed a Decision Record on IER 32 entitled "Contractor-Furnished Borrow Material #6, Ascension, Plaquemines, and St. Charles Parishes, Louisiana". The document evaluates the potential impacts associated with the actions taken by commercial contractors as a result of excavating contractor furnished borrow areas for use in construction of the HSDRRS.

- On 18 December 2009, the CEMVN Commander signed a Decision Record on IERS 3a entitled, "Jefferson East Bank, Jefferson Parish, Louisiana". The document was prepared to evaluate the impacts associated with construction of wave attenuation berms and foreshore protection along the Jefferson Parish lakefront and a T-wall, overpass bridge, and traffic detour lane bridge spans at the Causeway Bridge abutment.

- On 28 September 2009, the CEMVN District Commander signed a Decision Record on IER 30 entitled, "Contractor-Furnished Borrow Material #5, St. Bernard and St. James Parishes, Louisiana and Hancock County, Mississippi". The document evaluates the potential impacts associated with the action taken by commercial contractors as a result of excavating contractor furnished borrow areas for use in construction for HSDRRS.

- On 8 September 2009, the CEMVN Commander signed a Decision Record on IER 29 entitled "Pre-approved Contractor Furnished Borrow Material #4, Orleans, St. Charles, St. John the Baptist, and St. Tammany Parishes, Louisiana". The document was prepared to evaluate the potential impacts associated with the actions taken by commercial contractors as a result of excavating borrow areas for use in construction of the HSDRRS.

- On 31 July 2009, the CEMVN Commander signed a Decision Record on IER 28 entitled "Government-Furnished Borrow Material 4, Plaquemines, St. Bernard, and Jefferson Parishes, Louisiana" The document evaluates the potential impacts associated with approving government-furnished borrow areas and an access route for use in construction of the HSDRRS.

- On 30 June 2009, the CEMVN Commander signed a Decision Record on IER 5 entitled "Lake Pontchartrain and Vicinity, Permanent Protection System for the Outfall Canals

Project on 17th Street, Orleans Avenue, and London Avenue Canals, Jefferson and Orleans Parishes, Louisiana". The document evaluates the potential effects associated with the construction and maintenance of a permanent protection system for the 17th Street, Orleans Avenue, and London Avenue Canals.

- On 29 June 2009, the CEMVN signed a Decision Record on a supplemental to IER 1 (IERS 1) entitled "Lake Pontchartrain and Vicinity, La Branche Wetlands Levee, St. Charles Parish, Louisiana". The supplemental document evaluates the potential effects associated with the proposed project revisions to the original IER 1.

- On 25 June 2009, the CEMVN signed a Decision Record on IER 6 entitled "Lake Pontchartrain and Vicinity, New Orleans East Citrus Lakefront Levee, Orleans Parish, Louisiana". The document evaluates the potential effects associated with proposed improvements to three reaches of the East Orleans Hurricane Risk Reduction Levee that were originally constructed as part of the LPV project.

- On 23 June 2009, the CEMVN signed a Decision Record on IER 8 entitled "Lake Pontchartrain and Vicinity, Bayou Dupre Control Structure, St. Bernard Parish, Louisiana". The document evaluates the potential effects associated with the proposed improvement or replacement of a flood control structure on Bayou Dupre.

- On 19 June 2009, the CEMVN signed a Decision Record on IER 7 entitled "Lake Pontchartrain and Vicinity, New Orleans Lakefront to Michoud Canal, Orleans Parish, Louisiana". The document evaluates the potential effects associated with proposed improvements to three reaches of the East Orleans Hurricane Risk Reduction Levee that were originally constructed as part of the LPV project.

- On 26 May 2009, the CEMVN signed a Decision Record on IER 10 entitled "Lake Pontchartrain and Vicinity, Chalmette Loop Levee, St. Bernard Parish, Louisiana". The document evaluates the potential impacts associated with the proposed construction of a T-wall floodwall on top of the existing Chalmette Loop levee.

- On 13 March 2009, the CEMVN signed a Decision Record on IER 4 entitled "Lake Pontchartrain and Vicinity, Orleans East Bank, New Orleans Lakefront Levee, West of Inner Harbor Navigation Canal to East Bank of 17th Street Canal, Orleans Parish, Louisiana". The document was prepared to evaluate the potential impacts associated with improving the Orleans lakefront hurricane risk reduction features.

- On 3 February 2009, the CEMVN signed a Decision Record on IER 25 entitled "Government Furnished Borrow Material #3, Orleans, Jefferson, and Plaquemines Parishes, Louisiana". The document was prepared to evaluate the potential impacts associated with the possible excavation of four Government Furnished borrow areas.

- On 21 October 2008, the CEMVN signed a Decision Record on IER 11 Tier 2 Borgne entitled "Improved Protection on the Inner Harbor Navigation Canal, Tier 2 Borgne, Orleans and St. Bernard Parishes, Louisiana". The document was prepared to evaluate the potential impacts associated with constructing a surge barrier near Lake Borgne.

- On 20 October 2008, the CEMVN signed a Decision Record on IER 26 entitled "Pre-Approved Contractor Furnished Borrow Material #3, Jefferson, Plaquemines, and St. John the Baptist Parishes, Louisiana, and Hancock County, Mississippi". The document was prepared to evaluate the potential impacts associated with the actions taken by commercial contractors as a result of excavating borrow areas for use in construction of the HSDRRS.

- On 25 July 2008, the CEMVN Commander signed a Decision Record on IER 3, entitled "Lake Pontchartrain and Vicinity, Lakefront Levee, Jefferson Parish, Louisiana". The proposed action includes raising approximately 9.5 miles of earthen levees, completing upgrades to foreshore protection, replacing two floodgates, and completing fronting protection modifications to four existing pump stations in Jefferson Parish, Louisiana.

- On 18 July 2008, the CEMVN Commander signed a Decision Record on IER 2, entitled "LPV, West Return Floodwall, Jefferson and St. Charles Parishes, Louisiana". The proposed action includes replacing over 17,900 linear feet of floodwalls in Jefferson and St. Charles Parishes, Louisiana.

- On 9 June 2008, the CEMVN Commander signed a Decision Record on IER 1, entitled "Lake Pontchartrain and Vicinity, La Branche Wetlands Levee, St. Charles Parish, Louisiana". The proposed action includes raising approximately 9 miles of earthen levees, replacing over 3,000 feet of floodwalls, rebuilding or modifying four drainage structures, closing one drainage structure, and modifying one railroad gate in St. Charles Parish, Louisiana.

- On 30 May 2008, the CEMVN Commander signed a Decision Record on IER 22 entitled "Government-Furnished Borrow Material, Plaquemines and Jefferson Parishes, Louisiana". The document evaluates the potential impacts associated with approving government-furnished borrow areas for use in construction of the HSDRRS.

- On 6 May 2008, the CEMVN Commander signed a Decision Record on IER 23 entitled "Pre-Approved Contractor-Furnished Borrow Material #2, St. Bernard, St. Charles, Plaquemines Parishes, Louisiana, and Hancock County, Mississippi". The document evaluates the potential impacts associated with approving contractor-furnished borrow areas for use in construction of the HSDRRS.

- On 14 March 2008, the CEMVN Commander signed a Decision Record on IER 11 (Tier 1) entitled "Improved Protection on the Inner Harbor Navigation Canal, Orleans and St. Bernard Parishes, Louisiana". The document evaluates potential impacts associated with building navigable and structural barriers to prevent storm surge from entering the Inner Harbor Navigation Canal from Lake Pontchartrain and/or the Gulf Intracoastal Waterway-Mississippi River Gulf Outlet-Lake Borgne complex. Two Tier 2 documents discussing alignment alternatives and designs of the navigable and structural barriers, and the impacts associated with exact footprints, were being completed.

- On 21 February 2008, the CEMVN Commander signed a Decision Record on IER 18 entitled "Government-Furnished Borrow Material, Jefferson, Orleans, Plaquemines, St. Charles, and St. Bernard Parishes, Louisiana". The document evaluates the potential impacts associated with approving government-furnished borrow areas for use in construction of the HSDRRS.

- On 14 February 2008, the CEMVN Commander signed a Decision Record on IER 19 entitled "Pre-Approved Contractor-Furnished Borrow Material, Jefferson, Orleans, St. Bernard, Iberville, and Plaquemines Parishes, Louisiana, and Hancock County, Mississippi". The document evaluates the potential impacts associated with approving contractor-furnished borrow areas for use in construction of the HSDRRS.

- In July 2006, the CEMVN Commander signed a Finding of No Significant Impact (FONSI) on an EA 433 entitled, "USACE Response to Hurricanes Katrina & Rita in

Louisiana." The document evaluates the potential impacts associated with the actions taken by the USACE because of Hurricanes Katrina and Rita.

- On 30 October 1998, the CEMVN Commander signed a FONSI on EA 279 entitled "Lake Pontchartrain Lakefront, Breakwaters, Pump Stations 2 and 3". The report evaluates the impacts associated with providing fronting protection for outfall canals and pump stations. It was determined that the action would not significantly impact resources in the immediate area.

- On 2 October 1998, the CEMVN Commander signed a FONSI on EA 282 entitled "LPV, Jefferson Parish Lakefront Levee, Landside Runoff Control: Alternate Borrow". The report investigates the impacts of obtaining borrow material from an urban area in Jefferson Parish. No significant impacts to resources in the immediate area were expected.

- On 2 July 1992, the CEMVN Commander signed a FONSI on EA 169 entitled "LPV, Hurricane Protection Project, East Jefferson Parish Levee System, Jefferson Parish, Louisiana, Gap Closure". The report addresses the construction of a floodwall in Jefferson Parish to close a "gap" in the levee system. The area was previously leveed and under forced drainage, and it was determined that the action would not significantly impact the already disturbed area.

- On 22 February 1991, the CEMVN Commander signed a FONSI on EA 164 entitled "LPV Hurricane Protection – Alternate Borrow Area for the St. Charles Parish Reach". The report addresses the impacts associated with the use of borrow material from the Mississippi River on the left descending back in front of the Bonnet Carré Spillway Forebay for LPV construction.

- On 30 August 1990, the CEMVN Commander signed a FONSI on EA 163 entitled "LPV Hurricane Protection – Alternate Borrow Area for Jefferson Parish Lakefront Levee, Reach 3". The report addresses the impacts associated with the use of a borrow area in Jefferson Parish for LPV construction.

- On 2 July 1991, the CEMVN Commander signed a FONSI on EA 133 entitled "LPV Hurricane Protection – Alternate Borrow at Highway 433, Slidell, Louisiana". The report addresses the impacts associated with the excavation of a borrow area in Slidell, Louisiana for LPV project construction.

- On 12 September 1990, the CEMVN Commander signed a FONSI on EA 105 entitled "LPV Hurricane Protection – South Point to Gulf Intracoastal Waterway, A. V. Keeler and Company Alternative Borrow Site". The report addresses the impacts associated with the excavation of a borrow area in Slidell, Louisiana for LPV project construction.

- On 12 March 1990, the CEMVN Commander signed a FONSI on EA 102 entitled "LPV Hurricane Protection – 17th Street Canal Hurricane Protection". The report addresses the use of alternative methods of providing flood protection for the 17th Street Outfall Canal in association with LPV activity. Impacts to resources were found to be minimal.

- On 4 August 1989, the CEMVN Commander signed a FONSI on EA 89 entitled "LPV Hurricane Protection, High Level Plan - Alternate Borrow Site 1C-2B". The report addresses the impacts associated with the excavation of a borrow area along Chef Menteur Highway, Orleans Parish for LPV construction. The material was used in the construction of a levee west of the Inner Harbor Navigation Canal.

- On 27 October 1988, the CEMVN Commander signed a FONSI on EA 79 entitled "LPV Hurricane Protection – London Avenue Outfall Canal". The report investigates the impacts of strengthening hurricane risk reduction at the London Avenue Outfall Canal.

- On 21 July 1988, the CEMVN Commander signed a FONSI on EA 76 entitled "LPV Hurricane Protection – Orleans Avenue Outfall Canal". The report investigates the impacts of strengthening hurricane risk reduction at the Orleans Avenue Outfall Canal.

- On 26 February 1986, the CEMVN Commander signed a FONSI on EA 52 entitled "LPV Hurricane Protection – Geohegan Canal". The report addresses the impacts associated with the excavation of borrow material from an extension of the Geohegan Canal for LPV construction.

- On 12 June 1987, the CEMVN Commander signed Supplemental Information Report (SIR) 25 entitled "LPV Hurricane Protection – Chalmette Area Plan, Alternate Borrow Area 1C-2A". The report addresses the use of an alternate contractor-furnished borrow area for LPV project construction.

- On 12 June 1987, the CEMVN signed SIR 27 entitled "LPV Hurricane Protection – Alternate Borrow Site for Chalmette Area Plan". The report addresses the use of an alternate contractor-furnished borrow area for LPV project construction.

- On 12 June 1987, the CEMVN Commander signed SIR 28 entitled "LPV Hurricane Protection – Alternate Borrow Site, Mayfield Pit". The report addresses the use of an alternate contractor-furnished borrow area for LPV project construction.

- On 12 June 1987, the CEMVN Commander signed SIR 29 entitled "LPV Hurricane Protection – South Point to GIWW Levee Enlargement". The report discusses the impacts associated with the enlargement of the GIWW.

- On 7 October 1987, the CEMVN signed SIR 30 entitled "LPV Hurricane Protection Project, Jefferson Lakefront Levee". The report investigates impacts associated with changes in Jefferson Parish LPV project levee design.

- On 30 April 1986, the CEMVN Commander signed SIR 17 entitled "LPV Hurricane Protection – New Orleans East Alternative Borrow, North of Chef Menteur Highway". The report addresses the use of an alternate contractor-furnished borrow area for LPV project construction.

- On 5 August 1986, the CEMVN signed SIR 22 entitled "LPV Hurricane Protection – Use of 17th Street Pumping Station Material for LPHP Levee". The report investigates the impacts of moving suitable borrow material from a levee at the 17th Street Canal in the construction of a stretch of levee from the Inner Harbor Navigation Canal to the London Avenue Canal.

- On 3 September 1985, the CEMVN Commander signed SIR 10 entitled "LPV Hurricane Protection, Bonnet Carré Spillway Borrow". The report evaluates the impacts associated with using the Bonnet Carré Spillway as a borrow source for LPV project construction, and found "no significant adverse effect on the human environment."

- In December 1984, an SIR to complement the Supplement to final EIS on the LPV project was filed with the U.S. Environmental Protection Agency (USEPA).

- The final EIS for the LPV project, dated August 1974. A Statement of Findings was signed by the CEMVN Commander on 2 December 1974. Final Supplement I to the EIS, dated July 1984, was followed by a Record of Decision (ROD), signed by the CEMVN Commander on 7 February1985. Final Supplement II to the EIS, dated August 1994, was followed by a ROD signed by the CEMVN Commander on 3 November 1994.

- A report entitled "Flood Control, Mississippi River and Tributaries," published as House Document No. 90, 70th Congress, 1st Session, submitted 18 December 1927, resulted in authorization of a project by the Flood Control Act of 1928. The project provided comprehensive flood control for the lower Mississippi Valley below Cairo, Illinois. The Flood Control Act of 1944 authorized the USACE to construct, operate, and maintain water resources development projects. The Flood Control Acts have had an important impact on water and land resources in the proposed project area.

2.0 ALTERNATIVES

At the time of completion of the original IER 2, engineering designs had not been finalized for all of the actions and alternatives. Since that time, engineering details of the action have been revised based on the final engineering reports. Therefore, the changes to the action that could result in further impact to the natural or human environment are being addressed in this IER 2a Supplemental.

For each reach addressed in this IER 2a Supplemental, the Government's action, as approved in IER 2 is described first as the No Action Alternative, and the proposed action is described as a second alternative.

2.1 DESCRIPTION OF THE ALTERNATIVES

No Action Alternative: Under the no action alternative, the drainline in the WRFW North (LPV 03B) and WRFW South (LPV 03A) reaches would not be installed and the Government approved action, as described in IER 2 and approved on 18 July 2008 would be constructed. Construction to replace the existing floodwall with a new T-wall alignment is currently 86 percent complete. The new floodwall was constructed approximately 35-ft to the west along the east embankment of the Parish Line Canal. The new T-wall north of I-10 was constructed to an elevation of 17.5-ft and the T-wall south of I-10 was constructed to an elevation of 16.5-ft. Based on construction restrictions under the I-10 bridge, the new T-wall elevation was constructed to approximately 13.5-ft. As of the date of this IER supplement, the old floodwall has been demolished to 2-inches below ground surface and the surrounding area has been regraded.

At the I-10 Bridge (LPV 03c) a rock breakwater was approved in IER 2 to be constructed on a geotextile fabric to provide further flood protection in that area. The breakwater was designed to an elevation of approximately 19.5 ft, 105-ftwidth and a 500-ft in length. However, during final engineering design it was determined that the rock breakwater would no longer be necessary to reduce the risk of flood damage in the vicinity of the bridge and it was not constructed.

Flood side and protected side berms were incorporated into the construction design. The berms were constructed to an elevation of 4.5-ft from the Louis Armstrong New Orleans International Airport to I-10 and at an elevation of 2.5-ft from I-10 to the lake front. Armoring with rock will be incorporated to protect against erosion and scour on the flood side of the floodwall. In

addition, the Parish Line Canal Pump Station discharge will be incorporated into the new T-wall, with no additional fronting protection.

With the no action alternative, the volume of water draining from the protected side surface of the levee/floodwall onto adjacent property during a rainfall event would increase as a result of the western shift in the WRFW alignment. The existing drainage facilities would be overwhelmed in both the northern and southern LPV reaches and flooding would be expected with greater frequency.

Proposed Action Alternative: The proposed action alternative would include the construction of a standard 24-in to 36-in rainwater drainline. The purpose of the drainline would be to transfer water collected from rain events to the existing parish canal system via West 23rd Street, Vintage Drive, West Esplanade Avenue and the Parish Line pump station (figures 3 through 7). The new drainline would tie into the existing City of Kenner drainage system and would be capable of handling a 10-year rain event.

The drainline would be installed parallel to the WRFW and would run the length of the wall. It would be constructed 25-ft west of the East Jefferson Levee District (EJLD) right of way (ROW); within the LPV 03b North and LPV 03a South reaches (figure 2), starting at the existing Parish Line Pump Station and extending approximately 13,000 linear feet to the Lakefront, where it would terminate before the existing levee drainage system.

In the northern portion of the WRFW, (LPV 3.2B), a landside rainfall runoff collection system would be constructed adjacent to the eastern edge of the existing levee/floodwall right of way. On the surface, the drainline would consist of a swale (a depression between slopes that provides for drainage) running parallel to the levee/floodwall alignment, separated from the eastern edge of the right of way by a low earthen dike and punctuated by steel grate covered drop inlets at roughly 200 foot intervals. In addition to the drainline, a small ridge, approximately 2-ft in height would be installed. The purpose of the ridge would be to direct the water flow from rainfall events into the proposed drainline inlet. The centerline of the swale would be sloped to drain to the drop inlets. Below the surface, a 24-in pipe and a 30-in pipe would collect water entering the drop inlets and convey it to 48-in diameter transfer pipes located at Vintage Drive and West Esplanade Avenue. The transfer pipes would further convey the water to Jefferson Parish's Canal No. 17 three blocks to the east of and parallel to the levee/floodwall ROW.

In the southern portion of the project (LPV 3.2A) the bulk of the added area will be sloped to drain to two ditches with a combined length of 900-ft, which were previously approved in IERS 2. The ditch would convey the runoff to a drop inlet near the eastern edge of the existing ROW and from that point it would be transported to the City of Kenner drainage system via an 12-in diameter pipe that would be connected to an existing subsurface drainline under 23rd Street (figure 3). The connecting pipeline will extend approximately 100-ft beyond the limits of the existing ROW.

Both the northern and southern portions of the construction area are located on the protected side of the WRFW in Jefferson Parish, Louisiana and would impact roadways located in a mixed use area that contain commercial and residential property as well as a recreational facility, located on West Esplanade Avenue, that contains maintained Bermuda grass.

Transfer lines would be placed beneath West 23rd Street, Vintage Drive and West Esplanade Avenue, which would require temporarily detouring traffic on these streets. The rerouting of traffic would last for approximately 4 months in order to perform the necessary transfer line installation. For both Vintage Drive and West Esplanade Avenue, which are 4 lane divided roads, one side of the road would be closed and the traffic would be re-routed to the other side making it two way traffic. The length of the detour segment would be 1,100-ft and 800-ft

respectively. For West 23rd Street, only the last 100-ft of the far west end of the road would be closed to traffic. The total impact of the rerouting of traffic is 2,000-ft, or .25 acres of impact located outside of previously approved ROW.

The construction activities for the drainline, the ridge, and the transfer lines would occur both within and outside of the previously approved project ROW. Installation of the transfer lines would impact approximately 6.94 acres of new ROW that is owned by the City of Kenner. Approval for construction within this ROW would be obtained through the East Jefferson Levee District (EJLD). Truck access to the project site would be via the previously approved access point on I-10 to Loyola Drive to either Veterans Memorial Boulevard, West Esplanade Avenue, or Vintage Drive, which were covered in IER 2. Once construction is complete the streets would be returned to preconstruction condition. Existing utilities in the area would be avoided during construction.

Construction of the proposed action could begin in early 2012 and would be expected to last for approximately 4 months. Construction equipment required to conduct the work would include, but is not limited to, generators, cranes, bulldozers, excavators, graders, tractors, front end loaders, dump trucks and pickup trucks. Per IER 2, construction hours for the West Return Floodwall are between 7am and 10pm with the exception of pile driving which is only allowed during daylight hours. This schedule would hold true for the installation of the drainline and ridge to ensure that there is no additional disturbance to any potentially affected residences or businesses. There is no pile driving involved with the installation of the drainline and construction of the transfer lines.

The proposed action alternative would be instrumental in providing 100-year level of risk reduction for Jefferson Parish, Louisiana. The recommended changes to the approved action in IER 2 were developed to ensure the most engineeringly feasible, least damaging, and cost effective alternative would be brought forward for construction.

Figure 2: Reaches and modifications associated with the IERS 2.a proposed action

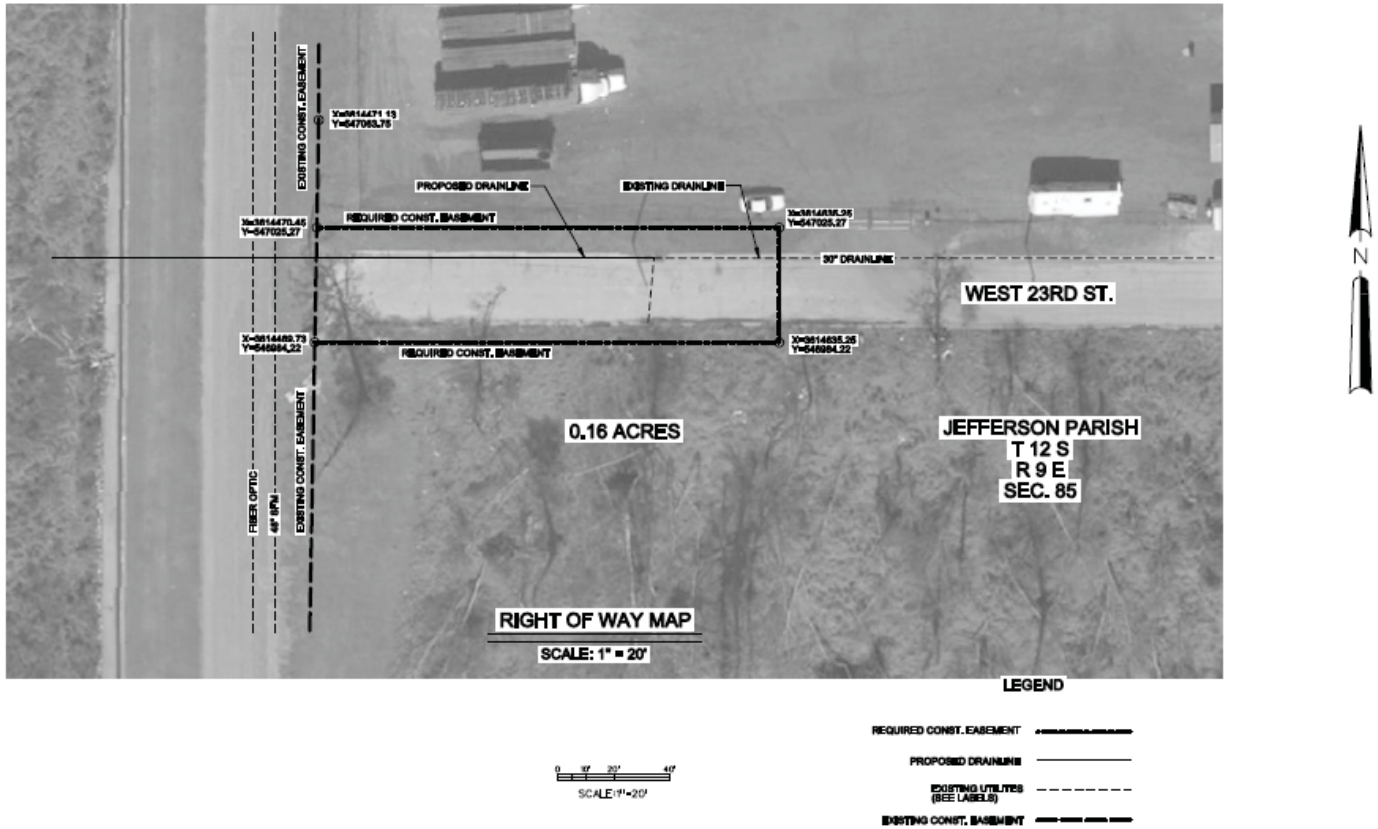

Figure 3: Construction footprint at West 23rd Street

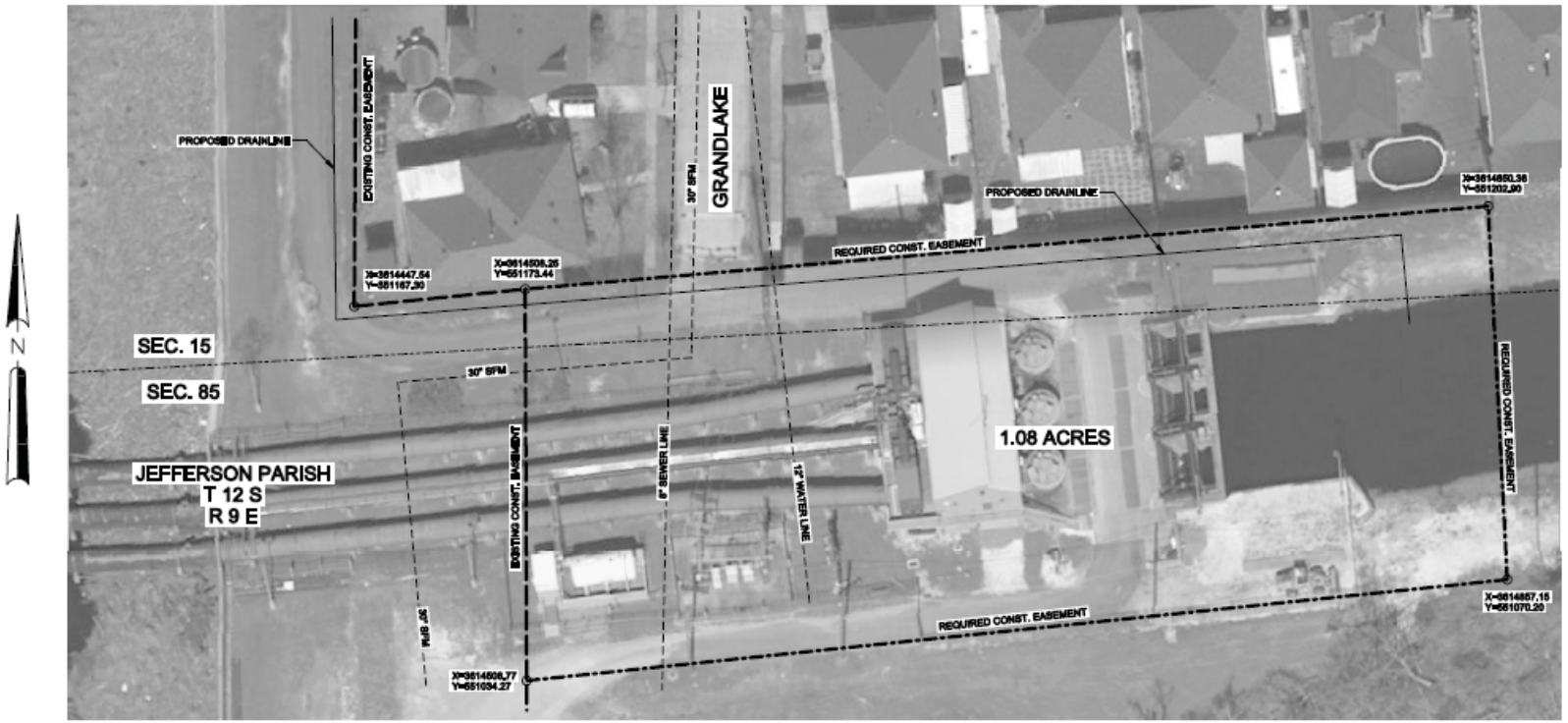

Figure 4: Construction footprint at Parish Pump Station

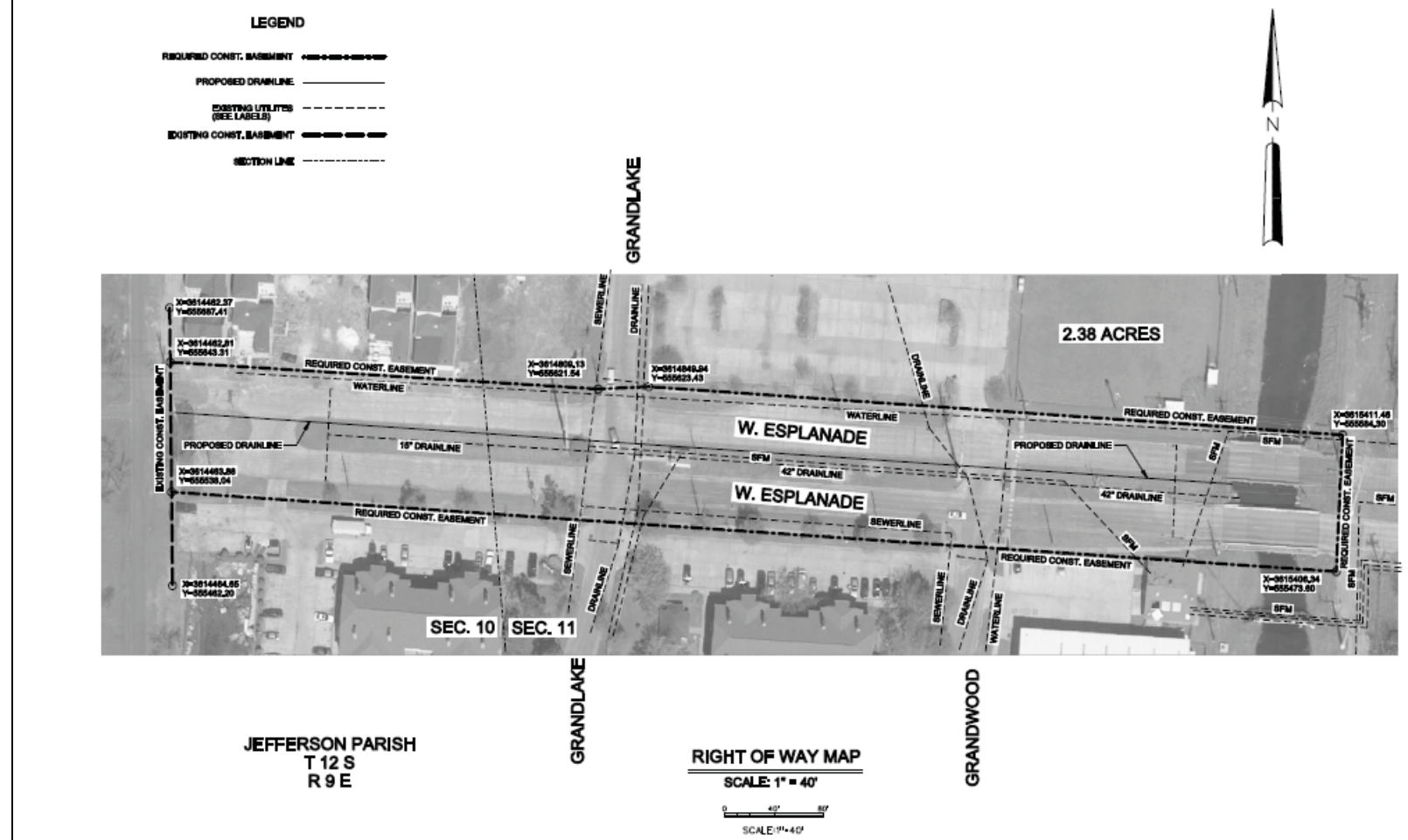

Figure 5: Construction footprint at West Esplanande

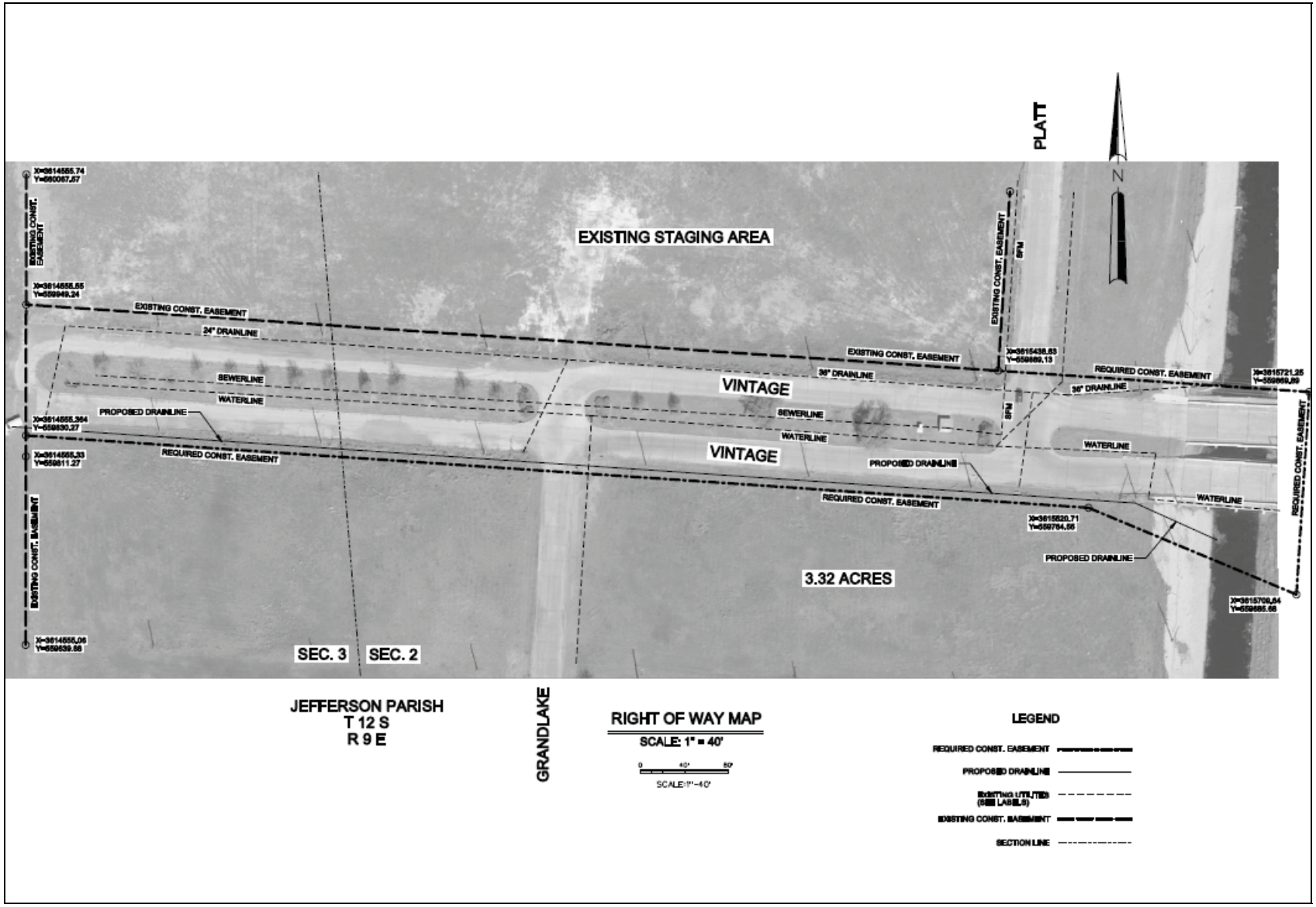

Figure 6: Construction footprint at Vintage

2.2 ALTERNATIVES TO THE PROPOSED ACTION

No Action Alternative

Without implementation of the proposed action, the Government's action, which was approved in IER 2, described as the no action alternative throughout, would be constructed. Please reference Section 2.1 for more detailed description of the Government's approved action as described in IER 2.

The water will pond at the southern portion of the WRFW and the northern section will experience lawn flooding with the potential to affect homes and businesses in the area.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3.1 ENVIRONMENTAL SETTING

IER 2 contains a complete discussion of the Environmental Setting for the project area and is incorporated by reference into this document. As such, no discussion of environmental setting will be made in this document.

Existing conditions for significant resources were discussed in IER 2 and are incorporated by reference. Discussion of impacts is provided only for those resources that are affected by the proposed project modification. All other resource impacts remain the same as described in IER 2 (table 1).

Table 1: Impacts to Significant Resources in Project Study Area as Described in IER 2

Significant Resource	Impacted	Not Impacted
Water	X	
Lake Pontchartrain	X	
Parish Line Canal	X	
Wetlands and Misc. Drainageways/Canals	X	
Fisheries	X	
Essential Fish Habitat	X	
Wildlife	X	
Threatened or Endangered Species		X
Non-wet Uplands		X
Cultural Resources		X
Recreational Resources	X	
Aesthetic (Visual) Resources	X	
Air Quality		X
Noise	X	
Transportation	X	
Socioeconomic Resources Land Use/Population/Employment Environmental Justice	X	 X

3.2 SIGNIFICANT RESOURCES

This section contains a list of the significant resources located in the vicinity of the proposed action and describes in detail those resources that would be impacted, directly, indirectly or cumulatively, by the proposed action. Direct impacts are those that are caused by the action taken and occur at the same time and place (40 CFR 1508.8(a)). Indirect impacts are those that are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable (40 CFR 1508.8(b)). Cumulative impacts are the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR §1508.7). Cumulative impacts are discussed in conjunction with each resource and later in Section 4 of this document.

The resources described in this section are those recognized as significant by laws, executive orders, regulations, and other standards of national, state, or regional agencies and organizations; technical or scientific agencies, groups, or individuals; and the general public. Table 1 shows those significant resources found within the project area, and notes whether they would be impacted by the action described in IER 2. Detailed discussions regarding the impacts to these resources can be found in Section 3.2 of IER 2, which is incorporated by reference.

Table 2 lists the significant resources found in the project area and the impacts associated with the implementation of the proposed drainline installation.

Table 2: Significant Resources in Project Study Area

Significant Resource	Impacted	Not Impacted
Water		X*
Lake Pontchartrain		X*
Parish Line Canal		X*
Misc. Drainageways/Canals	X	
Fisheries		X*
Essential Fish Habitat		X*
Wildlife		X*
Threatened or Endangered Species		X*
Non-wet Uplands		X*
Cultural Resources		X*
Recreational Resources	X	
Aesthetic (Visual) Resources	X	
Air Quality	X	
Noise	X	
Transportation	X	
HTRW		X*
Socioeconomic Resources • Land Use, Population, Employment • Environmental Justice		X*

*Proposed action poses no or de minimus additional impacts from those described in IER 2 and as such are not discussed in this document. Impacts to those resources from the approved project were described in detail in IER 2.

3.2.1 Misc Drainageways/Canals

Existing Conditions

The protected side of the WRFW occurs between the newly constructed floodwall and a combination of developed (residential and commercial) and undeveloped land. The project area's topography is punctuated by drainage canals forming part of the City of Kenner's drainage system that divide land cleared for various uses. Land use in the area is heavily developed and urban with dense pockets of single-family and multi-family residential being the dominant use throughout.

Water quality within the Parish Line Canal on the floodside of the WRFW only partially supports the designated uses for this canal of "primary and secondary contact recreation" and "fish and wildlife propagation" (Louisiana Department of Environmental Quality [LDEQ] 2007). The surface water of the canal is suspected as impaired by organic enrichment/low dissolved oxygen and pathogens.

No Action Alternative

Without implementation of the proposed action, there would be no activities involving construction or installation of a drainline. Effects on the canals and drainageways in the project area would not differ substantially from those described in IER 2.

Proposed Action Alternative

Direct Impacts

Since this alternative would occur in locations previously impacted by both the WRFW and land uses determined by the City of Kenner, direct impacts to canals and drainageways resulting from the installation of the drainline would be expected to be minimal. The existing City of Kenner drainage system is designed and constructed to handle up to a 10-year rain event. Although the new drainline and transfer lines would conduct additional water into the City drainage system, which would increase water levels in the drainageways during rainfall events, the City's system of drainage canals is designed to accommodate such increased water levels. The new drainline would work in conjunction with the existing City drainage system, allowing rainfall runoff to be carried to that system and reduce the potential for flooding to those residences and businesses along the WRFW alignment.

No direct impacts to the floodside Parish Line Canal would be expected as the WRFW would block runoff from construction activities on the protected side of the WRFW.

Temporary direct impacts that would occur during the construction process would include an increase in the noise level throughout the project area, increased dust and debris in the air, and increased traffic volumes. However, it is expected the area would return to pre-construction conditions soon after completion of the project.

Indirect Impacts

There would be no adverse indirect impacts to the canals and drainageways within the project area under the proposed action.

Cumulative Impacts

Potential cumulative impacts on the lake from the proposed action would involve the combined effects from the multiple LPV flood control projects in the New Orleans area. Construction would occur along a WRFW berm within the existing footprint and ROW, with the exception of the transfer lines. Transportation of materials to this area by truck should be possible and best management practices should be able to successfully control sedimentation runoff during construction activities. Beneficial impacts include a potential reduced risk of flooding to area residences and local businesses along the West Return Floodwall alignment.

See Section 4.0 of IER 2 and also IERs 3, 4, 5, 6, 7, and 11 (and supplements) for additional discussions of potential cumulative impacts from HSDRRS construction and other foreseeable actions on Lake Pontchartrain. The discussions contained in those IERs are incorporated by reference.

3.2.2 Recreational Resources

This resource is institutionally important because of the Federal Water Project Recreation Act of 1965, as amended, and the Land and Water Conservation Fund Act of 1965, as amended. Recreational resources are technically important because of the high economic significance of these recreational activities and their contribution to local, state, and national economies. Recreational resources are publicly important because of the high value that the public places on fishing, hunting, and boating, as measured by the large number of fishing and hunting licenses sold in Louisiana, and the large per-capita number of recreational boat registrations.

Existing Conditions

West 23rd Street – There is no recreation development in the project area.

Vintage Drive – A paved bicycle/walking path runs parallel to the floodwall on its east side, 50 to 60-ft from the levee wall and extends from Lake Pontchartrain to the Parish Line Canal Pump Station, approximately 2.5 miles. Approximately ½ mile east of the project area is Kenner City Park. Facilities include a park pavilion that is available for rental, walking and jogging trail, and picnic areas. There is no other recreational development in the project area.

West Esplanade Avenue – Woodlake Park is located immediately adjacent to the project area. North of West Esplanade is a baseball field and football field. South of West Esplanade there is a gymnasium, one football field, playground/tot lot, and four baseball fields. The gymnasium includes six basketball courts and is used for cheerleading. A paved bicycle/walking path runs parallel to the floodwall on its east side, 50 – 60-ft from the levee wall and extends from Lake Pontchartrain to the Parish Line Canal Pump Station, approximately 2.5 miles.

Parish Line Pump Station –A paved bicycle/walking path runs parallel to the floodwall on its east side, 50 – 60-ft from the levee wall and extends from Lake Pontchartrain to the Parish Line Canal Pump Station, approximately 2.5 miles. There is no other recreational development in the project area.

No Action Alternative

Without implementation of the proposed action, the conditions within the recreational environment would continue as they have in the past and would be dictated by the natural land use patterns and processes that have dominated the area in the past. Recreation facilities such as Woodlake Park and Kenner City Park would remain vulnerable to floods.

Proposed Action Alternative

West 23rd Street – There would be no direct or indirect impacts to recreation. Recreation infrastructure would benefit from flood risk reduction.

Vintage Drive – There would be no direct or indirect impacts to recreation. A levee wall separates the project area from the paved bicycle/walking path. Recreation infrastructure would benefit from flood risk reduction.

West Esplanade Avenue – No direct or indirect impacts are expected to recreation. The project would stay within the existing easement. No loss of recreation land would occur to Woodlake Park. Sport activities occur in the fall (football) and summer (baseball). Construction is planned for the winter months (December 2011 – March 2012). Access would remain available to recreation facilities during construction. A levee wall separates the project area from the paved bicycle/walking path. Recreation infrastructure would benefit from flood risk reduction.

Parish Line Pump Station – A paved bicycle/walking path runs parallel to the levee on its east side, 50 to 60-ft from the levee wall and extends from Lake Pontchartrain to the Parish Line Canal Pump Station, approximately 2.5 miles. The construction easement may block access to the paved path. This impact is expected to be minimal because there are other access points including West Esplanade Avenue and Vintage Drive. The impact would be temporary and occur during construction which would be approximately four months in duration.

3.2.3 Aesthetic Resources

This resource is institutionally important because of the laws and policies that affect visual resources, most notably the 1969 National Environmental Policy Act (NEPA) and USACE ER 1105-2-100. Visual resources are technically important because of the high value placed on the preservation of unique geological, botanical, and cultural features. Aesthetic resources are publically important in that environmental organizations and the public support the preservation of natural pleasing vistas.

Existing Conditions

Vintage Drive – The proposed site currently features both the existing flood walls and the proposed HSDRRS flood walls, which are under construction. These features are located to the west and perpendicular to Vintage Drive. Other structures include a multi-family development to the south and construction trailers, staging and fencing for the HSDRRS projects currently taking place in the area.

West Esplanade – The proposed site currently features both existing flood walls and the proposed HSDRRS flood walls, which are under construction. These features are located to the west and perpendicular to West Esplanade. Other structures include multi-family development to the south, several single-family units to the north and Woodlake Park. The park features a community center and/ or indoor sports facility, three (3) ball fields (on both sides of the street), and a playground.

Parish Line Pump Station – The proposed site currently features both existing flood walls and the proposed HSDRRS flood walls, which are under construction. These features are located to the west and perpendicular to the Parish Line Pump Station. Other structures include seven single-family units immediately adjacent to the pump station, along its northern border. Smaller structures are located south of the pump station, and appear to be a part of its operating facilities.

West 23rd Street – The proposed site currently features both existing flood walls and the proposed HSDRRS flood walls, which are under construction. These features are located to the west and perpendicular to West 23rd Street. Other structures include fenced in vehicle storage yards, materials storage and some metal warehouses and industrial centers.

Water – The Louisiana Scenic Rivers Act of 1988 was established to preserve, protect, and enhance the wilderness qualities, scenic beauties, and ecological regimes of rivers and streams in the state. There are no known Scenic Rivers in or near the project area.

The primary water features of the area include Parish Line Canal, Drain Ditch NO. 7, Canal NO. 7, Canal NO. 13, Canal NO. 17 and Lake Pontchartrain.

Land Use – The dominant Eco-Regions (according to the State of Louisiana Eco-Region Map, ref. "Louisiana Speaks" and "USGS Eco-Region Map", Daigle, J.J., Griffith, G.E. Omernik, J.M., Faulker, P.L., McCulloh, R.P., Handley, L.R., Smith, L.M., and Chapman, S.S., 2006, Ecoregions of Louisiana color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,000,00) are Coastal Marshes and Southern Holocene Meander Belts. Coastal Marshes are typically flat terrain with minimal ridge development and home to a variety of plant material and soil types. Southern Holocene Meander Belts typically follow the Mississippi River and also feature flat terrain leading up to a natural levee system along the banks of the river. Other, nearby Eco-Regions include Inland Swamp which typically follow the watersheds of the Mississippi River and its major tributaries. All of these Eco-Regions are a part of the Mississippi Alluvial Plain.

The vicinity of the project area is characteristic of the Coastal Marshes, with a variety of vegetation present that includes open fields and vast tracks of wet and dry forest. Coastal Marshes also typically feature flat terrain lifting into low lying ridges and small hills, and in some cases, natural levee systems near major waterways.

Land use in the area is heavily developed and urban with dense pockets of single-family and multi-family residential being the dominant use throughout (with the exception of the West 23rd Street project site). Neighborhood pocket parks and ballfields dot the area along with a centralized general commercial located to the east, centered along West Esplanade. The West 23rd Street project site features heavy and light industrial uses ranging from metal fabrication to car repair.

Landform and Vegetation – Given the dense urban nature of all of the project sites, the surrounding habitat is composed primarily typical street tree vegetation, manicured lawns and shrubbery. There are some small pockets of natural forest, but they are few and far between. The landform is flat and relatively featureless

The overall landscape of the project areas is relatively scenic, but lacks those visual qualities and characteristics that make it memorable or unique. There are no known specifically identified protected trees or other plant materials in the immediate area.

Access – Access to the project sites are abundant, afterall, the project sites themselves (in most cases) are major thoroughfares. Visual access is open and, for the most part, uninhibited.

No Action Alternative

Without implementation of the proposed action, the project area and its respective landscape would remain as it is. Changes to the local environment would be dictated by future maintenance and land use practices. The most likely scenario would be that the landscape would evolve according to natural processes, over the course of time.

According to the Visual Resource Assessment Procedure (VRAP) institutional, technical, and public significance must be found in or near a project area(s) in order for a space to have visual significance and character, and be impacted by any proposed project.

Institutional significance would include those aspects such as parks, recreation areas, scenic rivers, scenic byways, or other state or nationally designated places. No such areas or facilities were identified in or near the project areas.

Technical significance would include aspects such as unique land features or elements of design that would make one place stand out over another. The Visual Resource Specialist would make the determination of scenic quality under technical significance based on the core design principles of form, line, shape, texture and color. In the case of this supplemental IER, there were no unique land features, landscapes, or design features that made these project areas stand out from one another or any other similar areas throughout the region.

Public significance would include those aspects that take the opinion of the public into consideration. If the public deems a site, tree or other feature scenic, then their opinions should be taken into consideration. In the case of this supplemental IER, no features have been identified by the public as visually significant.

Proposed Action Alternative

Direct Impacts

Direct impacts derived from the proposed action would be similar to those listed under the "No Action Alternative" listed above. The principles of scenic significance would come into play for analysis of the Proposed Action as well. Temporary impacts that would occur during the construction process would include an increase in the noise level throughout the neighborhood, increased dust and debris in the air, and increased traffic volumes. However, it is expected the area would return to pre-construction conditions soon after completion of the project.

Indirect Impacts

There would be no indirect impacts as a result of the proposed action alternative.

Cumulative Impacts

There would be no cumulative impacts as a result of the proposed action alternative.

3.2.4 Air Quality

The USEPA, under the requirements of the Clean Air Act of 1963 (CAA), has established National Ambient Air Quality Standards (NAAQS) for seven contaminants, referred to as criteria pollutants (40 CFR 50). These are carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), lead (Pb), and sulfur dioxide (SO_2). The NAAQS standards include primary and secondary standards. The primary standards were established at levels sufficient to protect public health with an adequate margin of safety. The secondary standards were established to protect the public welfare from the adverse effects associated with pollutants in the ambient air. The primary and secondary standards are presented in Table 3.

Table 3: National Ambient Air Quality Standards

Pollutant and Averaging Time	Primary Standard		Secondary Standard	
	micrograms per cubic meters (μg/m3)	parts per million (ppm)	μg/m3	ppm
Carbon Monoxide				
8-hour concentration	10,0001	91	-	
1-hour concentration	40,0001	351	-	
Nitrogen Dioxide				
Annual Arithmetic Mean	100	0.053	Same as primary	
Ozone				
8-hour concentration	147	0.0752	Same as primary	
Particulate Matter				
PM2.5:				
Annual Arithmetic Mean	153	-		
24-hour Maximum	354	-	Same as primary	
PM10:				
24-hour concentration	1501	-		
Lead				
Quarterly Arithmetic Mean	1.5	-	Same as primary	
Sulfur Dioxide				
Annual Arithmetic Mean	80	0.03	-	-
24-hour concentration	3651	0.141	-	-
3-hour concentration	-	-	13001	0.501

Notes:
1 Not to be exceeded more than once per year.
2 3-year average of the fourth highest daily maximum 8-hour concentration must not exceed 0.075 ppm, effective as of May 27, 2008.
3 Based on 3-year average of annual averages.
4 Based on 3-year average of annual 98th percentile values.
Source: 40 CFR 50.

Areas that meet the NAAQS for a criteria pollutant are designated as being "in attainment;" areas where a criteria pollutant level exceeds the NAAQS are designated as being "in nonattainment." The proposed floodwall demolition and floodwall construction activities would occur in Jefferson Parish and St. Charles Parish, Louisiana, an area that is currently designated as in attainment for all criteria pollutants. Therefore, further requirements required by the CAA, general conformity rule (Section 176(c)) would not apply for the proposed federal action.

No Action Alternative

Under the no-action alternative, the proposed action would not take place and there would be no additional impacts to air quality beyond that associated with activities required to bring the existing floodwalls to the currently authorized heights. Therefore, with the no action alternative, there would be no direct, indirect, or cumulative impacts beyond those associated with the previously authorized actions and detailed in IER 2.

Proposed Action Alternative

Direct Impacts

During the construction of the proposed action, increases in air emissions along the levee/flood wall alignment area could be expected during the drainline installation. These emissions could include: 1) exhaust emissions from operations of material delivery/dump trucks and various

types of non-road construction equipment such as loaders, excavators, cranes, etc. and 2) fugitive dust due to earth disturbance. These emissions would be from mobile sources for which emissions performance standards are applicable to source manufacturers and they are not regulated under the CAA air permit regulations. Therefore, it is not necessary to quantify these emissions given the lack of ambient emissions thresholds that could be used to make the determination of air quality impact significance from these mobile sources.

The principal air quality concern associated with the proposed activities is emission of fugitive dust during the excavation process prior to installation of the drainline and the replacement of soil/sod once installation is complete. The increase in the number of on-road trucks and private autos used to access the work area and the rerouting of traffic along West Esplanade Avenue and Vintage Drive could also contribute to construction phase air pollution in the project, temporarily increasing the impacts on air quality beyond those described in IER 2.

Site-specific construction effects are temporary and dust emissions could be controlled using standard best management practices. For instance, application of water to control dust and periodic street sweeping and/or wetting down of paved surfaces could aid in preventing fugitive dust from becoming airborne. Subsequent impacts after the construction period are not anticipated.

Indirect Impacts

There would be no adverse indirect impacts to air quality within the project area under the proposed action.

Cumulative Impacts

Other likely HSDRRS activities creating dust emissions and occurring within the vicinity of the WRFW would be managed using standard best management practices. For instance, application of water to control dust and periodic street sweeping and/or wetting down of paved surfaces would aid in preventing fugitive dust from becoming airborne. Construction activities occurring during and within the vicinity of the WRFW would unlikely all occur at once, but would occur in increments through the estimated construction period. Construction activities would be similar to those activities that have already occurred in the area since Hurricane Katrina. Cumulative impacts to air quality in the project area due to the proposed action and other HSDRRS construction activities within the area that may be occurring concurrently would be temporary. After the construction period, there would be no incremental contribution to cumulative air quality impacts due to the proposed action.

3.2.5 Noise

Existing Conditions

Noise levels surrounding the project area are variable depending on the time of day and climatic conditions. Land use in this part of the Jefferson Parish East Bank is predominantly single family residential, with some multi-family, commercial, and institutional/government development. Non-residential land uses are concentrated near the southern end of the project area near the Louis Armstrong New Orleans International Airport and I-10.

No Action Alternative

Under the no-action alternative, the proposed action would not take place and noise receptors near the project corridor would not experience additional construction-related noise beyond that

associated with activities required to bring the existing floodwalls to the currently authorized heights. Therefore, with the no action alternative, there would be no direct, indirect, or cumulative impacts beyond those associated with the previously authorized actions and detailed in IER 2.

Proposed Action Alternative

Table 4 describes noise emission levels for construction equipment expected to be used during the proposed construction activities. As can be seen from this table, the anticipated noise levels at 50 ft range from 76 dBA to 84 dBA based on data from the Federal Highway Administration [FHWA] (2006).

Table 4: Weighted (dBA) Sound Levels of Construction Equipment and Modeled Attenuation at Various Discances[1]

Noise Source	50 ft	100 ft	200 ft	500 ft	1000 ft
Dump Truck	76	70	64	56	50
Compactor/Roller	83	77	71	63	57
Tractor	84	78	72	64	58
Front end loader	79	73	67	59	53
Concrete mixer / pump truck	79	73	67	59	53
Dozer	82	76	70	62	56
1. The dBA at 50 ft is a measured noise emission. The 100-to 1,000-foot results are modeled estimates. Source: FHWA 2006.					

Direct Impacts

Assuming the worst case scenario of use of equipment emitting 84 dBA at 50-ft, as would be the case during the excavation of organic material in order to place the drainline, all areas within 500-ft of the project corridor would experience noise levels exceeding 64 dBA. The currently approved hours of operation for use of construction equipment on the West Return Floodwall is 7am until 10pm with the exception of pile driving, which is limited to daylight hours. Installation of the drainline would adhere to the currently established construction schedule. There is no pile driving involved with the installation of the drainline.

The construction activities are expected to create temporary noise impacts above 64 dBA to those businesses and residents located within 500-ft of the project corridor. The opportunities for noise mitigation are limited because much of the construction activity would occur at locations close to residential areas. In addition to noise created by construction equipment, there would also be impacts from noise generated by construction vehicles and personal vehicles for laborers that could use public roads and highways for access to constructions sites. Following construction, noise levels would return to existing conditions.

Indirect Impacts

Indirect impacts from noise may be the avoidance of the area by wildlife and residents that could result from the noise levels in the area during construction. However, noise emission from construction activities on the protected side would be attenuated on the floodside to some degree

by the floodwall, thereby having a slightly lower impact on wildlife. Residents and businesses in the vicinity of the project area would experience noise levels over those described in IER 2. There would also be minimal increases in traffic noise experienced by those residents and businesses located along West Esplanade Avenue and Vintage Drive where traffic would be rerouted. However these impacts would be temporary in nature and restricted to daylight hours. Noise related to the drainline construction would end upon completion of the installation in mid 2012; therefore there would be no long term effects of noise upon the environment.

Cumulative Impacts

Noise resulting from ongoing and planned construction activities in the IER 2 project area as a result of GNOHSDRRS projects and rebuilding and restoration following Hurricanes Katrina and Rita would not likely cause levels in the project area to surpass the maximum levels of noise described above under the direct impacts. However, concurrent projects would likely extend the amount of time people are exposed to the increased noise levels resulting from construction activities. Efforts would be made to mitigate cumulative noise impacts to receptors (residents within 500-ft of construction) by limiting construction equipment operation between the hours of 7:00am until 10:00pm.

3.2.6 Socioeconomic Resources

Population and Housing

Existing Conditions

The study area is located at the western edge of Jefferson Parish, adjacent to the Jefferson Parish and St. Charles Parish boundary line, extending southward from the southern shore of Lake Pontchartrain to the Louis Armstrong New Orleans International Airport. The northern portion of the study area (north of I-10) in Jefferson Parish is predominantly single-family residential. According to U.S. Census data, this area had 23,916 residents and 9,787 housing units in 2010. Directly across from this area in St. Charles Parish are the LaBranche wetlands. It is an undeveloped area with no residents or housing units.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to population and housing under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the costs incurred for evacuation, clean-up, debris removal, residential repair, damaged vehicles, and reoccupation of homes as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on population and housing as residents would be more vulnerable to displacement and disruption of economic activity.

Proposed Action Alternative

Direct Impacts

Under the proposed action, there may be temporary, construction-related impacts to residents in the immediate vicinity of the areas along the West Return Floodwall. These may include increased noise levels, degraded air quality, increased congestion on neighborhood roadways, and a higher risk of vehicular accidents due to the additional volume of traffic and congestion.

Indirect Impacts

No adverse indirect impacts to population and housing are anticipated under the proposed action.

Cumulative Impacts

No adverse cumulative impacts to population and housing are anticipated under the proposed action. Residents would be at a reduced risk of permanent displacement due to the lowered risk of flooding as compared to the No Action alternative.

Employment, Businesses, and Industrial Activity

Existing Conditions

The study area in Jefferson Parish is almost entirely residential north of I-10. Non-residential land uses are located almost exclusively in the southern part of the study area. There is a large auto salvage operation between the airport and I-10 and a municipal wastewater treatment plant immediately north of I-10. There are no businesses located on the affected portions of W. Esplanade Avenue, Vintage Drive or W. 23rd Street.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to employment, businesses, and industrial activity under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the costs incurred for employee evacuation, clean-up, debris removal, building and infrastructure repair, damaged vehicles, and reoccupation of businesses as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on employment, businesses, and industrial activity as the area would be more vulnerable to displacement of population and disruption of economic activity.

Proposed Action Alternative

Direct Impacts

Temporary, direct impacts may occur to area businesses near the construction sites due to delays caused by increased traffic congestion. Customer avoidance may occur within the project vicinity due to congestion. However, these impacts would be expected to be moderate, but temporary, lasting only as long as required to complete construction of the project. There may be a temporary, minor increase in employment as a result of construction activity.

Indirect Impacts

No adverse indirect impacts to employment, businesses, or industrial activity would be expected to occur as a result of the project.

Cumulative Impacts

No adverse cumulative impacts to employment, businesses, or industrial activity would be expected to occur as a result of the project.

Public Facilities and Services

Existing Conditions

The St. Elizabeth Ann Seton School and St. Elizabeth Ann Seton Church are located within proximity to the proposed actions. Additionally, there are three schools and five churches that are not directly adjacent to the proposed actions, but are located within the nearby area. The Parish Line Canal Pump Station is also located within the study area. There are no public facilities located on the affected portions of W. Esplanade Avenue, Vintage Drive or W. 23rd Street.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to public facilities and services under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the costs incurred for evacuation, clean-up, debris removal; building and infrastructure repair, damaged vehicles, and increased demand for public assistance as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on public facilities and services as residents and infrastructure would remain vulnerable to flood events.

Proposed Action Alternative

Direct Impacts

Under the proposed action, there may be temporary, construction-related impacts to public facilities in the immediate vicinity of the proposed actions. These may include increased noise levels, degraded air quality, increased congestion on neighborhood roadways, and a higher risk of vehicular accidents due to the additional volume of traffic and congestion.

Indirect Impacts

No adverse indirect impacts would be expected to occur under the proposed project.

Cumulative Impacts

No adverse cumulative impacts would be expected to occur under the proposed project.

Transportation

Existing Conditions

Interstate Highway 10 is the only major east-west highway that crosses the study area. It connects the New Orleans Metropolitan area with Baton Rouge. Other arterials in the study area's vicinity are U.S. 90 to the south along the Mississippi, West 23rd Street, Veterans Memorial Blvd, West Esplanade Avenue, and Vintage Drive. The Louis Armstrong New Orleans International Airport, located just south of the study area, is the primary commercial airport for the New Orleans Metropolitan area and southeast Louisiana.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to transportation under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the costs incurred for infrastructure repairs as a result of ongoing flooding in the area. Evacuation during flood events would also be slower under this alternative as a result of standing water and the need for motorists to seek out alternate routes.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on transportation due to the ongoing costs associated with repairing the transportation infrastructure as a result of continued flooding in the area.

Proposed Action Alternative

Direct Impacts

The construction activities for drainline, transfer lines and the ridge would occur both within and outside of the previously approved project ROW. The ROW not previously approved in IER 2 is owned by the City of Kenner and approval for construction within this ROW would be obtained through the East Jefferson Levee District (EJLD). Truck access to the project site would be via the previously approved access points on I-10 to Loyola Drive to either Veterans Memorial Boulevard, West Esplanade Avenue, West 23rd Street or Vintage Drive, which were covered in IER 2.

Construction of the proposed action could begin in late 2011 and is expected to last for approximately 4 months. Equipment required to conduct the work would include the use of dump trucks, dozers and pickup trucks. Existing construction hours for the West Return Floodwall are 7am until 10pm. Efforts would be made to mitigate for increased traffic in the area by limiting transportation of materials to daylight hours.

For both Vintage Drive and West Esplanade Avenue, which are 4 lane divided roads, one side of the road would be closed and the traffic would be re-routed to the other side making it two way traffic. The length of the detour segment would be 1,100-ft and 800-ft respectively. For West 23rd Street, only the last 100-ft of the far west end of the road would be closed to traffic. The total impact of the rerouting of traffic is 2,000-ft, or .25 acres of impact located outside of previously approved ROW.

The proposed actions would have direct, temporary effects on transportation including increased vehicular congestion along collector and local roads leading to and from the construction sites. The increased congestion would result in a reduction in the level of service (LOS, a metric describing traffic volume relative to capacity) on some local road segments.

Indirect Impacts

Indirect effects including vehicle emissions, decreases in level of service (e.g., longer waits at intersections), and decreases in road surface quality on other major and local roads in the study area would be expected. These impacts would be expected to be moderate, but temporary, lasting only as long as required to complete construction of the project.

Cumulative Impacts

Cumulative impacts under the proposed project would include moderate to severe degradation of infrastructure as a result of wear and tear from transporting construction materials. These impacts would likely be greatest on local and feeder roads. Higher design characteristics for high capacity roads such as Interstate Highways are able to withstand wear much better than for lesser roads.

Tax Revenues and Property Values

Existing Conditions

The study area is located on the western border of Jefferson Parish. According to U.S. Census data, the average median value for specified owner-occupied housing units in Jefferson Parish in the 2005-2009 period was $170,000.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to tax revenues and property values under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include decreased tax revenues if displacement of population or businesses occurs as well as a decrease in property values if property is damaged as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on tax revenues and property values as residents would be more vulnerable to displacement and disruption of economic activity.

Proposed Action Alternative

Direct Impacts

Property values near the construction site itself may decrease temporarily due to the added traffic congestion and construction noise and dust. The impact, however, would be temporary, lasting only as long as the construction.

Indirect Impacts

There would be no significant indirect impacts on tax revenues or property values as a result of the proposed action.

Cumulative Impacts

There would be no significant cumulative impacts on tax revenues or property values as a result of the proposed action.

Community and Regional Growth

Existing Conditions

According to U.S. Census data from 2000 to the 2005-2009 period, the following trends were observed in Jefferson Parish: population declined from 455,466 to 440,134, per capita personal income increased from $19,953 to $25,196, and employment declined from 212,477 to 209,974. In St. Charles Parish, population increased from 48,072 to 51,410, per capita personal income increased from $19,054 to $25,216, and employment increased from 31,446 to 35,524.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to community and regional growth under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the costs incurred for evacuation, clean-up, debris removal, building and infrastructure repair, damaged vehicles, and reoccupation of homes and businesses as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on community and regional growth as the area would be more vulnerable to displacement of population and disruption of economic activity.

Proposed Action Alternative

Direct Impacts

The proposed actions would have no direct adverse effect on community and regional growth.

Indirect Impacts

Indirectly, increased protection from flooding could preserve and enhance community and regional growth.

Cumulative Impacts

The proposed actions would have no cumulative adverse effect on community and regional growth.

Community Cohesion

Existing Conditions

Community cohesion refers to the common vision and sense of belonging within a community that is created and sustained by the extensive development of individual relationships that are social, economic, cultural, and historical in nature. The degree to which these relationships are facilitated and made effective is contingent upon the physical and spatial configuration of the community itself: the functionality of the community owes much to the physical landscape within which it is set. The viability of community cohesion is compromised to the extent to which these physical features are exposed to interference from outside sources.

The areas of the proposed sites are currently settled communities with stable complements of churches, schools, businesses, and community interaction.

No Action Alternative

Direct Impacts

Under this alternative, there would be no activities involving installation of a rainwater drainline parallel to the West Return Floodwall. There would be no direct impacts to community cohesion under this alternative; however, the existing flood risk associated with urban drainage associated with rainfall events would persist.

Indirect Impacts

Indirect impacts under this alternative would include the strain placed on communities to assist residents with evacuation, clean-up, debris removal, building and infrastructure repair, damaged vehicles, and reoccupation of homes and businesses as a result of flood events.

Cumulative Impacts

This alternative would contribute to adverse cumulative impacts on community cohesion as residents would be more vulnerable to displacement and disruption of economic activity.

Proposed Action Alternative

Direct Impacts

The proposed action would have no direct adverse effect on community cohesion in the study area.

Indirect Impacts

Indirectly, increased protection from flooding could preserve and enhance the potential for community cohesion by avoiding the potential adverse impacts noted above.

Cumulative Impacts

The proposed action would have no cumulative adverse effect on community cohesion in the study area.

3.3 ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) is institutionally significant because of Executive Order 12898 of 1994 (E.O. 12898) and the Department of Defense's Strategy on Environmental Justice of 1995, which direct Federal agencies to identify and address any disproportionately high adverse human health or environmental effects of Federal actions to minority and/or low-income populations. Minority populations are those persons who identify themselves as Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander. A minority population exists where the percentage of minorities in an affected area either exceeds 50 percent or is meaningfully greater than in the general population. Low-income populations as of 2010 are those whose income are $22,050.00 for a family of four and are identified using the Census Bureau's statistical poverty threshold. The Census Bureau defines a "poverty area" as a Census tract with 20 percent or more of its residents below the poverty threshold and an "extreme poverty area" as one with 40 percent or more below the poverty level. This resource is technically significant because the social and economic welfare of minority and low-income populations may be positively or disproportionately impacted by the proposed actions. This

resource is publicly significant because of public concerns about the fair and equitable treatment (fair treatment and meaningful involvement) of all people with respect to environmental and human health consequences of Federal laws, regulations, policies, and actions.

A potential disproportionate impact may occur when the percent minority in the study area exceeds 50 percent and/or the percent low-income exceeds 20 percent of the population. Additionally, a disproportionate impact may occur when the percent minority and/or low-income in the study area are meaningfully greater than those in the reference community. For purposes of this analysis, the Census Block Groups within which the study area is located are defined as the EJ study area. For the purposes of this analysis, Jefferson Parish is considered the reference community of comparison.

The methodology, consistent with E.O. 12898, to accomplish this EJ analysis includes identifying low-income and minority populations within the study area using up-to-date economic statistics, aerial photographs, 2010 U.S. Census records, the 2005-2009 U.S. Census Bureau's American Community Survey (ACS) estimates, as well as conducting community outreach activities such as public meetings.

The 2010 U.S. decennial Census data will be used in the current analysis as the primary deciding variable to determine whether the study area exceeds the minority threshold and therefore potentially disproportionately impacts minority population groups. The U.S. Census Bureau is now only providing population (including minority status) and housing characteristics in the decennial censuses. Other social characteristics (e.g., low-income) will now be provided in the U.S. Census Bureau's American Community Survey (ACS). The ACS provides estimates of social characteristics based on data collected over five years. The 2005-2009 estimates represent the average characteristics over the 5-year period of time. For this reason, the current analysis uses the 2005-2009 ACS data to determine whether the study area exceeds the low-income threshold and therefore potentially disproportionately impacts low-income populations.

Existing Conditions

According to the 2010 decennial Census, Jefferson Parish had a minority population of 44.0 percent in 2010. The 2005-2009 ACS data indicate that Jefferson Parish had a low-income population of 13.8 percent during that period. Data from the 2010 decennial Census indicate that the minority population within proximity to the proposed actions was 41.2 percent, and according to the 2005-2009 ACS, the low-income population in the area was 18.8 percent.

Analyses of the above information show that the study area exceeds neither the 50 percent minority threshold nor the 20 percent low-income threshold and is therefore not considered an EJ study area.

No Action Alternative

Direct Impacts

The study area does not qualify as an EJ study area and therefore minority and/or low-income populations would not experience disproportionate adverse impacts under this alternative.

Indirect Impacts

The proposed action would have no indirect adverse effect on minority and/or low-income populations in the study area.

Cumulative Impacts

The proposed action would have no cumulative adverse effect on minority and/or low-income populations in the study area.

Proposed Action Alternative

Direct Impacts

The study area does not qualify as an EJ study area and therefore minority and/or low-income populations would not experience disproportionate adverse impacts under this alternative.

Indirect Impacts

The proposed action would have no indirect adverse effect on minority and/or low-income populations in the study area.

Cumulative Impacts

The proposed action would have no cumulative adverse effect on minority and/or low-income populations in the study area.

4.0 CUMULATIVE IMPACTS

NEPA requires a federal agency to consider not only the direct and indirect impacts of a proposed action, but also the cumulative impacts of the action. A cumulative impact is defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR 1508.7)." Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Cumulative impacts were addressed for each alternative and impacted resource in the preceding sections.

CEMVN is preparing a draft Comprehensive Environmental Document (CED) that will describe the work completed and the work remaining to be constructed. The purpose of the draft CED will be to document the work completed by the USACE on a system-wide scale. The draft CED will describe the integration of IERs and supplements into a systematic planning effort. Overall cumulative impacts, a finalized mitigation plan, and future operations and maintenance requirements will also be included. The discussion provided below describes an overview of other actions, projects, and occurrences that may contribute to the cumulative impacts previously discussed.

Negative effects associated with the implementation of the proposed action that could contribute cumulatively with the effects of other projects include impacts on transportation with the temporary rerouting of traffic on West Esplanade Avenue, Vintage Drive and West 23rd Street, construction related increases in truck traffic, and the accelerated wear of transportation infrastructure including roads, bridges and culverts. Impacts to noise and air quality would result from the noise and vibration of construction equipment and vehicle and equipment emissions.

5.0 SELECTION RATIONALE

The modifications proposed in this IER Supplemental were developed in order to reduce the risk of flooding as a result of runoff from the WRFW accumulating during rain events. The proposed action discussed in this IER Supplemental was proposed because at the time of completion of the original IER 2 report, engineering evaluations had not been completed for all of the approved actions and alternatives. Since that time, additional engineering details of the original approved action have been revised based on the final engineering reports. The proposed modifications to the Government approved action in IER 2 were brought forward to ensure the most reliable, time and cost effective and least environmentally damaging alternative was implemented.

6.0 COORDINATION AND CONSULTATION

6.1 AGENCY COORDINATION

Preparation of this IER Supplemental has been coordinated with appropriate federal, state, and local interests, as well as environmental groups and other interested parties. An interagency environmental team was established for this project in which federal and state agency staff played an integral part in the project planning and alternative analysis phases of the project. This interagency environmental team was integrated with the CEMVN PDT to assist in the planning of this project and to complete a mitigation determination of the potential direct and indirect impacts of the proposed action. Monthly meetings with resource agencies were also held concerning this IER Supplemental and other IER projects.

The USFWS reviewed the proposed action in relation to the original IER 2 to see if the proposed action would affect any threatened or endangered species or their critical habitat. In a letter dated 5 May 2008, the USFWS concurred with the CEMVN that the actions approved in IER 2 would not have adverse impacts on threatened or endangered species. The USFWS also reviewed the IER 2.a Supplemental proposed actions, and in a letter dated 14 September 2011, the USFWS concurred with the CEMVN that the proposed modifications would not have adverse impacts on threatened or endangered species (Appendix C).

NMFS Protected Species division was sent the CEMVN's determination of the effects that the action approved in IER 2 would have on threatened and endangered (T&E) species on 16 April 2008 and on EFH on 2 May 2008. No T&E species under NMFS jurisdiction or their critical habitat would be adversely affected by construction of the action approved in IER 2. NMFS concurred with this conclusion in a letter on 5 June 2008. CEMVN examined the potential T&E impacts for the IERS 2.a proposed action and determined that no T&E species under NMFS jurisdiction or their critical habitat would be impacted or adversely affected by construction of the proposed action described in this IER Supplemental.

The LADNR reviewed the action approved in IER 2 for consistency with the Louisiana Coastal Resource Program (LCRP). The action approved in IER 2 was found to be consistent with the LCRP, as per a letter dated 23 May 2008. The LADNR then reviewed the IER 2.a Supplemental proposed action for consistency with the LCRP, and the proposed action was found to be consistent with the LCRP, as per a letter dated 31 October 2011.

Section 106 of the National Historic Preservation Act (NHPA), as amended, requires consultation with the Louisiana SHPO and Native American tribes. Eleven federally recognized tribes that have an interest in the region were given the opportunity to review the proposed action in IER 2. For IER 2, the SHPO concurred with the CEMVN "no historic properties affected" finding in a letter dated 15 February 2008 and the Mississippi Band of Choctaw Indians, Tunic-

Biloxi Tribe of Louisiana, and the Choctaw Nation of Oklahoma concurred with the effect determination in an email dated 15 January 2008 and letters dated 9 January 2008 and 15 January 2008, respectively (See Appendix D within the original IER 2). No other Indian tribes responded to the requests for comment. No additional 106 consultation was required for this proposed action.

7.0 MITIGATION

The proposed action described in this IER Supplemental does not involve impacts that require compensatory mitigation. Mitigation for unavoidable impacts to the human and natural environment will be addressed in separate mitigation IERs. The CEMVN has partnered with federal and state resource agencies to form an interagency mitigation team that is working to assess and verify these impacts, and to look for potential mitigation sites in the appropriate hydrologic basin. This effort is occurring concurrently with the IER planning process in an effort to complete mitigation work and construct mitigation projects expeditiously. As with the planning process of all other IERs, the public will have the opportunity to give input about the proposed work. These mitigation IERs will be available for a 30-day public review and comment period.

These forthcoming mitigation IERs will implement compensatory mitigation as early as possible. All mitigation activities would be consistent with standards and policies established in the Clean Water Act Section 404 and the appropriate USACE policies and regulations governing this activity.

8.0 COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

Construction of the proposed action would not commence until the proposed action achieves environmental compliance with all applicable laws and regulations, as described below.

Environmental compliance for the proposed action will be achieved upon coordination of this IER Supplemental with appropriate agencies, organizations, and individuals for their review and comments; the USFWS confirmation that the proposed action would not be likely to adversely affect any endangered or threatened species; LADNR concurrence with the determination that the proposed action is consistent, to the maximum extent practicable, with the Louisiana Coastal Resources Program; and receipt and acceptance or resolution of all Fish and Wildlife Coordination Act recommendations documented in the IER Supplemental.

Agency / Organization	Date Responded
Endangered Species Act Section 7 concluded (USFWS):	Sept 14, 2011
Endangered Species Act Section 7 concluded (NMFS):	No Effect
Coastal Zone Management Consistency Determination:	Oct 31, 2011
Clean Water Act Section 401 Water Quality Certification:	N/A
USFWS Draft Coordination Act Report:	Jan 25, 2011
National Historic Preservation Act Sect. 106 (SHPO and/or ACHP):	Feb 15, 2009
Federal tribes with vested interests (that responded):	
Mississippi Band of Choctaw Indians	Jan 15, 2009
Tunic-Biloxi Tribe of Louisiana	Jan 9, 2009
Choctaw Nation of Oklahoma	Jan 15, 2009
MPRSA Section 103 Evaluation:	N/A
Clean Air Act:	June 26, 2008

Clean Water Act Section 404(b)(1) signed:	N/A
USFWS Final Coordination Act Report:	Jan 25, 2011

9.0 CONCLUSIONS

9.1 PROPOSED DECISION

The proposed action for the LPV 03a and 03c West Return Floodwall was developed in order to assist in transporting the protected side runoff from the floodwall to the Jefferson Parish drainage canals.

The CEMVN has assessed the environmental impacts of the proposed action and has determined that the proposed action would have the following impacts:

Parish Line Canal

- No additional impacts.

Wetlands

- No habitat loss.

Fisheries

- No additional impacts.

EFH

- No habitat loss.

Wildlife

- No additional impacts.

Endangered or Threatened Species

- No adverse impacts to T&E species due to the proposed action.

Cultural Resources

- No additional impacts.

Recreation

- No additional impacts.

Aesthetic (Visual) Resources

- No additional impacts.

Air Quality

- During the construction of the proposed action, increases in air emissions along the levee/flood wall alignment area could be expected during the drainline installation. The principal air quality concern associated with the proposed activities is emission of fugitive dust during the excavation process prior to installation of the drainline and the replacement of soil/sod once installation is complete. The increase in the number of on-road trucks and private autos used to access the work area and the rerouting of traffic along West Esplanade Avenue and Vintage Drive could also contribute to construction phase air pollution in the project, temporarily increasing the impacts on air quality beyond those described in IER 2. Air quality would be expected to return to normal upon completion of construction.

Noise

- The construction activities are expected to create temporary noise impacts above 65 dBA. Residents and businesses in the vicinity of the project area (within 1,000-ft) would experience noise levels over those described in IER 2. There would also be minimal increases in traffic noise experienced by those residents and businesses located along West Esplanade Avenue and Vintage Drive where traffic would be rerouted. However these impacts will be temporary in nature and restricted to daylight hours. Noise related to the drainline construction would end upon completion of the installation in mid 2012; therefore there would be no expectation of long term effects of noise upon the environment.

Transportation

- Implementation of the proposed action would cause a temporary increase in traffic congestion as a result of construction vehicles and personal vehicles for laborers using public roads and highways for access to constructions sites. The activities would include the daily arrival and departure of construction labor personnel, the delivery of construction materials to the project site, the mobilization and demobilization of construction equipment to and from the site as needed, the removal of waste materials or construction debris, the transfer of materials and equipment within the project site and the manipulation of earthwork materials around the site and transport to off-site locations. The closure of portions of and the rerouting of traffic on West 23rd Street, Vintage Drive and West Esplanade Avenue would cause minor delays to the local commuters and residents in the area immediately surrounding the construction site. Traffic would be expected to return to normal upon the completion of construction.

Socioeconomic Resources

- Under the proposed action, there may be temporary, construction related impacts to residents and businesses in the immediate vicinity of the areas along the WRWF. These may include increased noise levels, degraded air quality, increased congestion on neighborhood roadways, and a higher risk of vehicular accidents due to the additional volume of traffic, congestion and the rerouting of traffic on West Esplanade Avenue and Vintage Drive. No adverse, indirect or cumulative impacts to population and housing are anticipated under the proposed action. Residents would be at a reduced risk of permanent displacement due to the lowered risk of flooding as compared to the No Action alternative.

Environmental Justice

- No additional impacts.

9.2 PREPARED BY

The point of contact for this IER 2.a Supplemental is Ms. Patricia S. Leroux, USACE, US Army Corps of Engineers, New Orleans District; Regional Planning Division South, CEMVN-PDN-CEP; P.O. Box 60267; New Orleans, Louisiana 70160-0267. Table 5 lists the preparers of relevant sections of this report.

Table 5: IER Preparation Team

IER Section	Team Member
Environmental Team Leader	Sandra Stiles, USACE
Environmental Manager	Patricia Leroux, USACE
Cultural Resources	Paul Hughbanks, USACE
HTRW	Christopher Brown, USACE
Recreation	Debra Wright, USACE
Aesthetics	Kelley Mccaffrey, USACE
Cultural Resources	Michael Swanda, USACE
Socioeconomics/Environmental Justice	Kayla Fontenot, USACE
Technical Editor	Jennifer Darville, USACE
Internal Technical Review	Thomas Keevin, USACE

APPENDIX A

LIST OF ABBREVIATIONS AND ACRONYMS

$\mu g/m^3$	micrograms per cubic meter
AAHU	average annual habitat unit
ADT	average daily traffic
ASTM	American Society for Testing and Materials
°C	degree Celsius
CAA	Clean Air Act
CAR	Coordination Act Report
CED	Comprehensive Environmental Document
CEMVN	Corps of Engineers, Mississippi Valley Division, New Orleans District
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CWPPRA	Coastal Wetlands Planning, Protection, and Restoration Act
cy	cubic yard
dB	decibel
dBA	A-weighted decibel
DDT	dichloro-diphenyl-trichloroethane
DNL	day-night average sound level
EA	Environmental Assessment
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EJ	Environmental Justice
ER	Engineering Regulation
ESA	Endangered Species Act
ESRI	Environmental Systems Research Institute
°F	degree Fahrenheit
ft	feet
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMC	Fishery Management Council
FMP	Fishery Management Plan
FONSI	Finding of No Significant Impact
GMFMC	Gulf of Mexico Fishery Management Council
GNOHSDRRS	Greater New Orleans Hurricane and Storm Damage Risk Reduction System
HPS	Hurricane Protection System
HSI	habitat suitability index
HTRW	hazardous, toxic, and radioactive waste
HU	habitat unit
I-10	Interstate 10
I-310	Interstate 310
IER	Individual Environmental Report

IHNC	Inner Harbor Navigation Canal
III	Insurance Information Institute
IPCC	Intergovernmental Panel on Climate Change
LADOTD	Louisiana Department of Transportation and Development
LCRP	Louisiana Coastal Resource Program
LCWCRTF	Louisiana Coastal Wetlands Conservation and Restoration Task Force
LaDEQ	Louisiana Department of Environmental Quality
LaDNR	Louisiana Department of Natural Resources
LaDOL	Louisiana Department of Labor
Lft	linear feet
LNHP	Louisiana Natural Heritage Program
LaDWF	Louisiana Department of Wildlife and Fisheries
LOS	level of service
LPV	Lake Pontchartrain and Vicinity
Mi^2	square mile
mph	miles per hour
MRGO	Mississippi River Gulf Outlet
MSA	Magnuson-Stevens Fishery Conservation and Management Act
NAAQS	National Ambient Air Quality Standard
NAVD88	North American Vertical Datum of 1988
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NRC	National Research Council
NRCS	Natural Resources Conservation Service
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NWUS	Navigable Waters of the United States
O_3	ozone
OMRR&R	Operation, Maintenance, Repair, Replacement and Rehabilitation
PA	Programmatic Agreement
Pb	lead
PDT	Project Delivery Team
PL	Public Law
PM	particulate matter
PPA	Project Partnering Agreements
ppm	parts per million
ppt	parts per thousand
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
ROD	Record of Decision
ROW	right-of-way
SAV	submerged aquatic vegetation
SHPO	State Historic Preservation Officer
SIR	Supplemental Information Report

SO_2	sulfur dioxide
sq ft	square feet
STWAVE	steady-state spectral wave
T&E	threatened and endangered
TRB	Transportation Research Board
U.S.	United States
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
vlf	volume per linear foot
vpd	vehicles per day
WCRA	Wetlands Conservation and Restoration Authority
WRDA	Water Resources Development Act
WVA	wetland value assessment

APPENDIX B

PUBLIC COMMENTS

No comments were received during the public review period

APPENDIX C

INTERAGENCY CORRESPONDENCE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

January 25, 2012

Colonel Edward R. Fleming
District Commander
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Fleming:

Please reference the supplemental Individual Environmental Report (IER) Lake Pontchartrain and Vicinity (LPV), Jefferson and St. Charles Parishes, Louisiana" (IER 2a). That study was conducted in response to Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4). That law authorized the Corps of Engineers (Corps) to upgrade some existing hurricane protection projects to provide protection against a 100-year hurricane event.

The Corps has recently modified the IER 2 project. The U.S. Fish and Wildlife Service (Service) provided recommendations on the previously proposed IER 2 project to the Corps in our July 2008 and September 2009 Fish and Wildlife Coordination Act Reports. This letter report supplements those reports and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (FWCA; 48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and constitutes the report of the Secretary of the Interior as required by Section 2(b) of that Act. This report has been provided to the National Marine Fisheries Service and the Louisiana Department of Wildlife and Fisheries; their comments on this report will be forwarded to the Corps.

A description of the study area and a discussion of the significant fish and wildlife resources (including habitats) that occur within that study area are contained in our previous reports. For brevity, that information and discussion is incorporated by reference herein. Modifications to the approved action in IER 2 were proposed in order to address protected-side flooding along the West Return Floodwall during heavy rain events. To help alleviate that flooding the Corps is proposing to install approximately 13,000 linear-feet of drain line (24 to 36 inch diameter) from the West Return Floodwall to the existing Parish Line Pump Station.

The proposed drain line is located on the protected side of the levee which has undergone dewatering via pumping for flood control and residential and commercial development. Those activities have significantly reduced the habitat of the project area to fish and wildlife resources.

The Service does not object to the proposed modifications in IER 2a because no significant impacts to fish and wildlife resources are anticipated due to the location of the proposed project.

TAKE PRIDE IN AMERICA

We recommend that the Corps continue to coordinate project modifications with the natural resource agencies. We also appreciate the opportunity to provide comments on the proposed project. If you or your staff have further questions please contact David Walther of this office at (337) 291-3122.

Sincerely,

Brad Rieck
Acting Supervisor
Louisiana Ecological Services Office

cc: Environmental Protection Agency, Dallas, TX
National Marine Fisheries Service, Baton Rouge, LA
Natural Resources Conservation Service, Alexandria, LA
LA Dept. of Wildlife and Fisheries, Baton Rouge, LA
LA Dept. of Natural Resources (CMD), Baton Rouge, LA
OCPR, Baton Rouge, LA

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

REPLY TO
ATTENTION OF

Regional Planning and
Environment Division, South
Coastal Environment Section

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

David Walther 14 Sept 2011

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

Mr. James F. Boggs
Field Supervisor
US Fish and Wildlife Service
646 Cajundome Blvd - Suite 400
Lafayette, LA 70506

Dear Mr. Boggs:

Please reference the "Lake Pontchartrain and Vicinity, West Return Floodwall, Jefferson and St. Charles Parishes, Louisiana" Project as described in Individual Environmental Report 2 (IER 2). A supplemental to IER 2 is in progress to evaluate the potential impacts of installing a drainline and ridge parallel to the West Return Floodwall.

The purpose of the proposed action as described in IER 2 is to provide a 100-year level of flood protection for Jefferson and St. Charles Parishes. The proposed action results from a defined need to reduce flood risk and storm damage to residences, businesses, and other infrastructure from hurricanes (100-year storm events) and other high water events. The elevations of the existing drainage structures and the Lake Pontchartrain and Vicinity (LPV) project levee tie-ins are currently below the 100-year design elevation.

Prior to construction taking place along the West Return Floodwall, businesses and residence in the area experienced minor flooding, (standing water in the streets) during heavy rain events. Construction activities along the West Return Floodwall have contributed to the standing water events caused by an increase in the landside runoff during these rain events. In order to address the increase in flooding, CEMVN is proposing to install a drainline parallel to the West Return Floodwall, with four connection points that will tie the drainline into the existing drainage canals and the Jefferson Parish drainage system.

The proposed action is located in Jefferson and St. Charles Parishes in the state of Louisiana. CEMVN does not foresee any new impacts to important resources from this proposed action however, CEMVN wishes to coordinate with you on our determination that this proposed work has no effect on [redacted] ect location.

OPTIONAL FORM 99 (7-90)
FAX TRANSMITTAL # of pages ▶ 2

To Patricia Leroux	From David Walther
Dept./Agency	Phone #
Fax #	Fax #

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

BOBBY JINDAL
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

State of Louisiana

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL MANAGEMENT

October 31, 2011

Joan Exnicios
Chief, Environmental Planning and Compliance Branch
Department of the Army
New Orleans District, Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160-0267

RE: **C20080223 Mod 3** Coastal Zone Consistency Modification
COE-NOD
Direct Federal Action
IER 2: West Return Floodwall, Lake Pontchartrain and Vicinity Hurricane Storm Damage Risk Reduction System; modification to install a drainline parallel to the West Return Floodwall with 4 connection points extending to drainage canals, **Jefferson Parish, Louisiana**

Dear Ms. Exnicios:

The above referenced modification has been reviewed for consistency with the approved Louisiana Coastal Resource Program (LCRP) as required by Section 307 of the Coastal Zone Management Act of 1972, as amended. The modification, as proposed in the application, is consistent with the LCRP. If you have any questions concerning this determination, please contact Brian Marcks of the Consistency Section at (225) 342-7939 or 1-800-267-4019.

Sincerely,

Keith Lovell
Administrator
Interagency Affairs/Field Services Division
KL/JDH/bgm

cc: Patricia Leroux, COE-NOD – em 363
Dave Butler, LDWF
Jason Smith, Jefferson Parish
Frank Cole, IA/FSD FI

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