DRAFT INDIVIDUAL ENVIRONMENTAL REPORT SUPPLEMENTAL

OUTFALL CANAL REMEDIATION ON THE 17th STREET, ORLEANS AVENUE AND LONDON AVENUE CANALS

Jefferson and Orleans Parish, Louisiana

IERS # 27.a

US Army Corps of Engineers®

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

1. INTRODUCTION

The U.S. Army Corps of Engineers (USACE), Mississippi Valley Division, New Orleans District (CEMVN), has prepared this Individual Environmental Report Supplemental # 27.a (IERS # 27.a) to evaluate the potential impacts associated with the proposed project modifications to the original IER #27 for the remediation of the canal walls on the London Avenue Outfall Canal. The proposed project modifications are located in Orleans Parish, Louisiana (figure 1). The London Avenue Outfall Canal is a man-made canal approximately 4.0 miles in length, with average bottom and top widths of 100 feet to 160 feet, respectively. Pumping Station No. 3 lies at the head of the canal near Broad Street. Pumping Station No. 4 is near Prentiss Avenue. The canal is paralleled by earthen levees topped with floodwalls or floodwalls alone from Pumping Station No. 3 to Leon C. Simon Boulevard on the east and to Robert E. Lee Boulevard on the west. From these two boulevards to Lakeshore Drive, there is an earthen levee on both sides of the canal (figure 2). Only those reaches associated with the proposed project modifications are discussed in this supplement and are referred to as the proposed action throughout this supplement from this point forward

On October 7, 2010, the District Commander signed the Decision Record for IER #27. IER #27 is hereby incorporated by reference into this supplemental document. Copies of the document and other supporting information are available upon request or at www.nolaenvironmental.gov. This supplemental document has been prepared to address proposed project modifications to the Government's approved plan analyzed in IER #27 and the approved Decision Record to IER 27.

Figure 2- Site Location

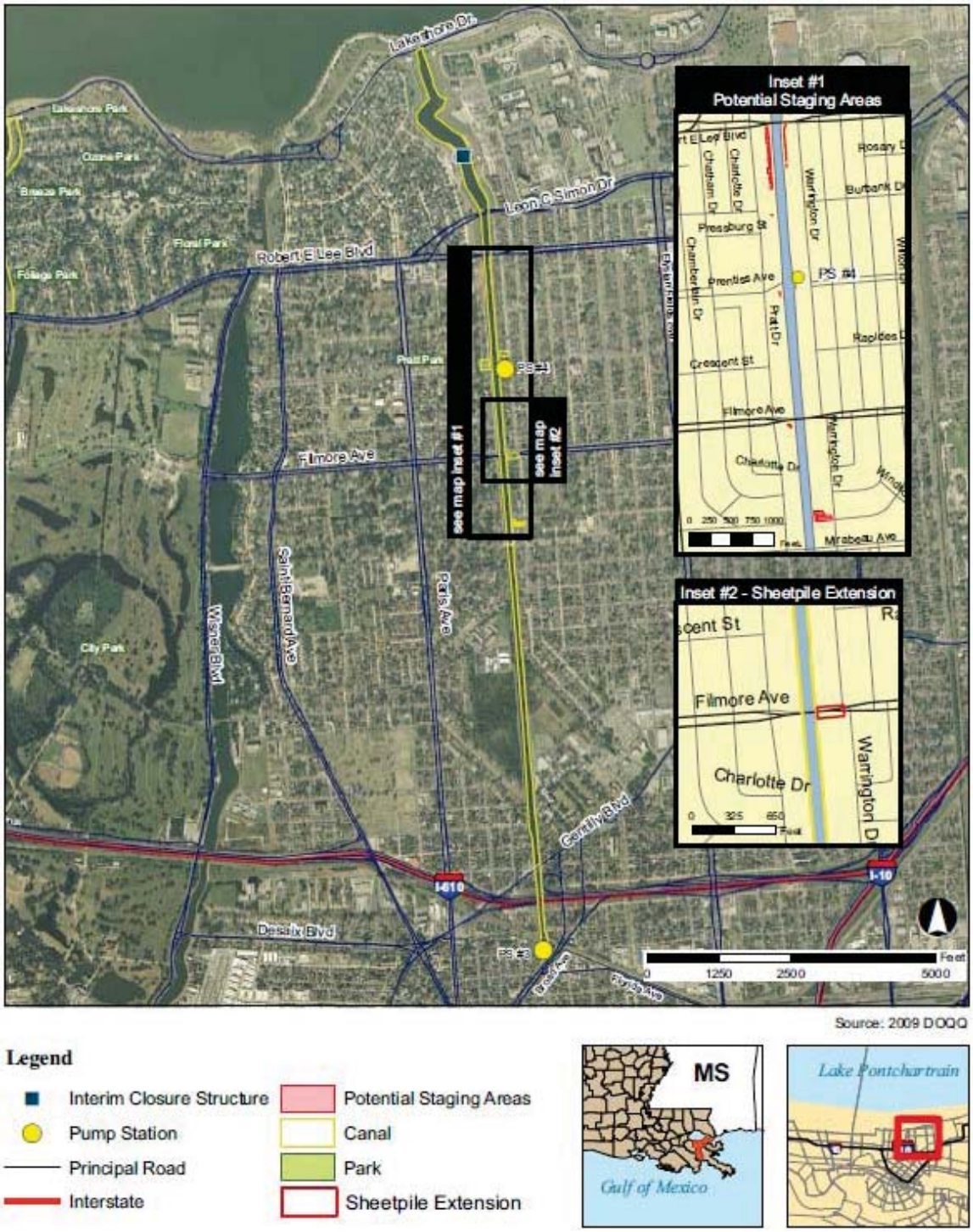

Figure 2 - London Avenue Canal with staging areas as described in IER #27.

1.1 PRIOR REPORTS

A number of studies and reports on water resources development in the proposed action area have been prepared by the USACE, other Federal, state, and local agencies, research institutes, and individuals. Pertinent studies, reports, and projects not previously discussed in IER #27 are summarized below:

- On 29 November 2010, the CEMVN Commander signed a Decision Record on Individual Environmental Report Supplemental (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.

1.2 Data Gaps and Uncertainties

At the time of submission of this report, engineering evaluations were not complete for the proposed action and alternatives. Final selection and engineering details of the proposed action could vary based on final engineering reports. Substantial changes to the proposed action as identified in IER 27 and modified by this supplement that would result in further impact to the natural or human environment, would be addressed in additional supplements to the IER.

These data gaps affect the impacts analysis of some resource areas, including traffic and transportation, aesthetics, air and noise, land use and socioeconomics. These resource areas cannot be precisely analyzed without knowledge of specific engineering details; therefore, the impacts analysis was completed utilizing information currently available.

A study to determine the impacts related to the transportation of construction materials for the HSDRRS was completed March 2010 and published on Nolaenvironmental.com. It is the CEMVN's goal to publish a comprehensive write-up of the transportation impacts in the Comprehensive Environmental Document.

2. ALTERNATIVES

2.1 DESCRIPTION OF THE ALTERNATIVES

At the time of the completion of the original IER #27 report, engineering designs had not been finalized for all of the actions and alternatives. Since that time, engineering details of the action have been further developed and revised. Therefore, the changes to the action that could result in further impact to the natural or human environment are being addressed in this IER Supplemental.

No Action. Under the no action alternative, the Government-approved action as described in IER #27 would be constructed.

Proposed Action. Additional staging and access areas have been identified (shown in blue on figures 3-12). The proposed action to temporarily utilize these staging and access areas would be instrumental in providing 100-year level of risk reduction for Orleans Parish, Louisiana in a timely manner and minimize traffic impacts to the surrounding community.

Figure 3: Overview of Additional Staging areas north of Mirabeau Avenue

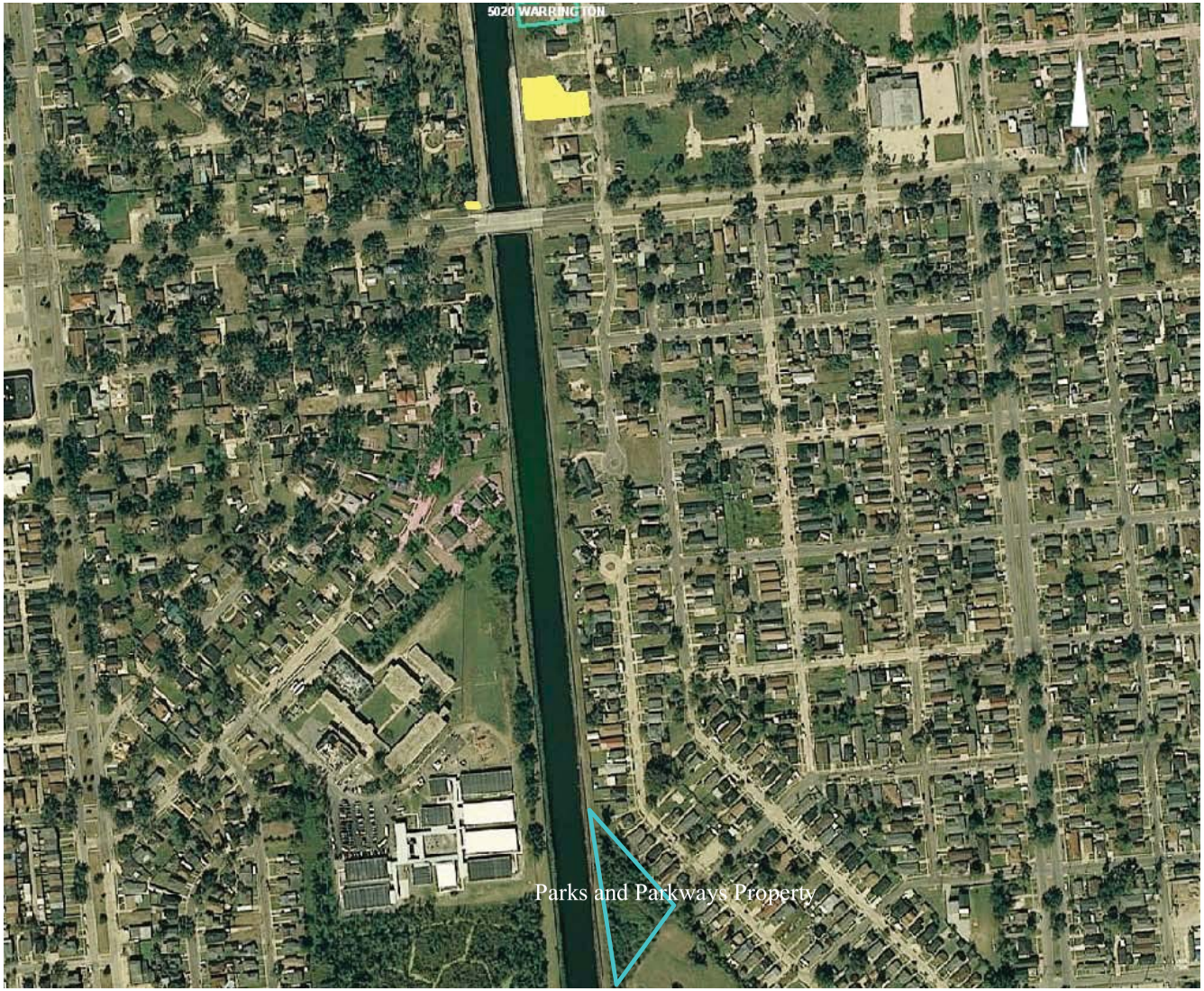

Figure 4: Proposed Parks and Parkways property shown in blue. Originally approved staging area shown in yellow.

Figure 5: Floodwall reaches and proposed additional staging areas between Robert E Lee and Pump Station 4 shown in blue. Originally approved staging areas shown in yellow.

Figure 6: Floodwall reaches and proposed additional staging areas between Pump Station 4 and Filmore Avenue shown in blue. Originally approved staging areas shown in yellow.

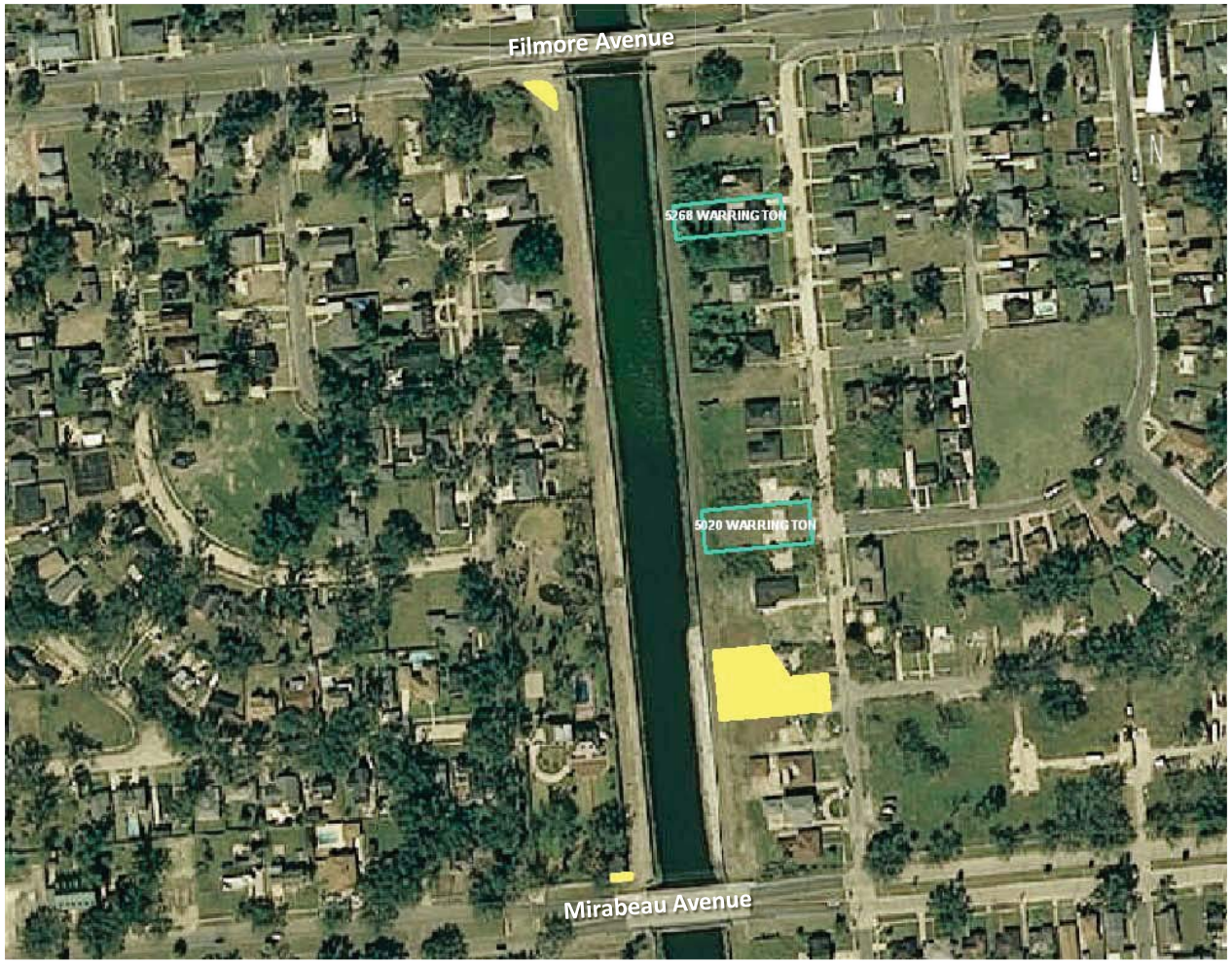

Figure 7: Floodwall reaches and proposed additional staging areas between Filmore Avenue and Veterans Boulevard shown in blue. Originally approved staging areas shown in yellow.

Figure 8: 5736 Warrington. Typical of other lots proposed for use. Tree protection zone would be established.

Figure 9: 5760 and 5764 Warrington: Typical of other lots proposed for use.

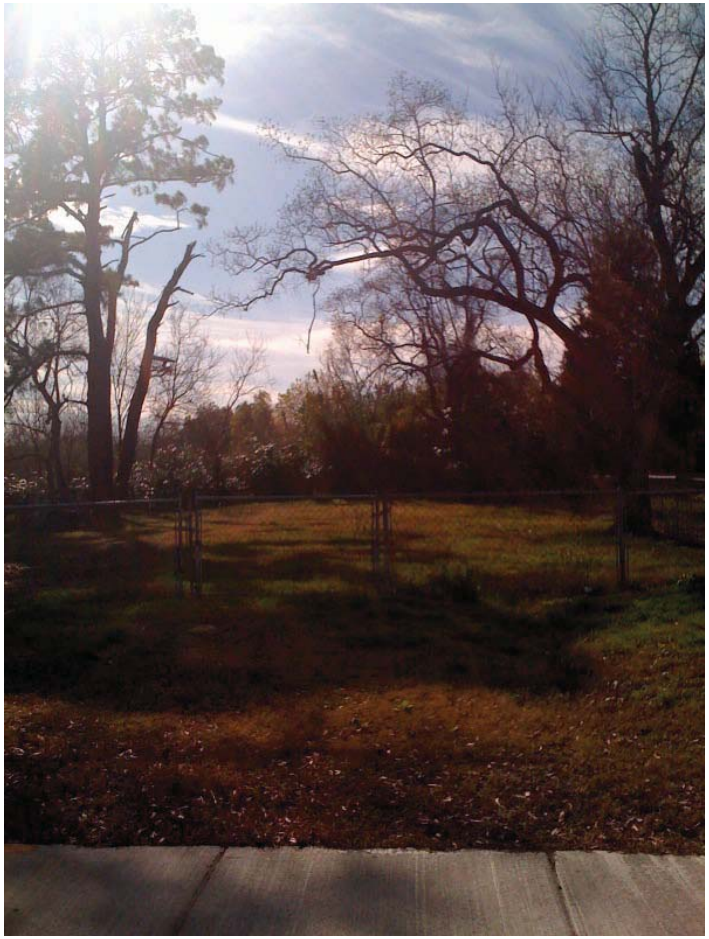

Figure 10: Lot to be used as entrance to Parks and Parkways material laydown area.

Figure 11: Vegetation to be cleared on Parks and Parkways property.

Figure 12: 5525 through 5501 Pratt to be used in lieu of the bridges to deliver barges and sheetpile to the canal. Tree protection zone would be established.

2.2 PROPOSED ACTION

Proposed change to approved plan: Fourteen empty lots have been identified for use as construction access or staging for the remediation of the floodwalls along the London Avenue Canal in Orleans Parish. The Contractor would utilize these lots as access for concrete delivery as well as delivery and stockpiling of construction materials. Use of these lots would expedite the construction schedule and prevent the temporary closures of the Leon C. Simon Drive and Robert E. Lee Boulevard bridges for delivery of construction materials. These lots would allow direct access to particular reaches of the floodwall. The contractor would utilize some of the lots as access points for concrete pumping trucks to reduce the pumping distances required to deliver concrete to the floodwall. This would eliminate the need to close the Robert E. Lee, Filmore and Mirabeau bridges to place barges in the canal and deliver construction materials. The use of these lots would eliminate the need to close bridges, but it is anticipated that the Filmore Avenue and Mirabeau bridges would be reduced to one lane periodically throughout the construction to deliver material and drive sheetpile adjacent to the bridge and floodwall. Remediation work on the outfall canals will be complete in June 2011.

Below is a listing of the addresses and how they would be utilized:

(1) 5020 Warrington Drive: A concrete truck would be driven across the empty lot on mats to the canal floodwall, from which concrete would be pumped to the construction locations along the canal.
(2) 5268 Warrington Drive: same use as 5020 Warrington Drive.
(3) 5332 Warrington Drive: same use as 5020 Warrington Drive.
(4) 5736, 5760, 5764, 5788 and 5784 Warrington Drive: Concrete trucks would be driven across these empty lots on mats to the canal floodwall, from which the concrete would be pumped to the construction locations along the wall. These lots would also be used for the stockpiling of approximately 150 cubic yards of borrow material.
(5) 5245 Pratt Drive: same as 5020 Warrington Drive.
(6) 5525, 5519, 5511, and 5501 Pratt Drive: These lots would be used in lieu of the bridges to deliver barges and sheetpile to the inside of the canal.
(7) City of New Orleans Park and Parkways lot (end of Steven Girard Avenue): this lot would be used for stockpiling of materials. Some vegetation would be cleared between the road and the floodwall to provide access.

2.3 ALTERNATIVES TO THE PROPOSED ACTION

No Action

The construction contractor would utilize the existing staging areas as described in IER #27. Because of ongoing construction for the South Louisiana Submerged Roads program, temporarily closing the Leon C. Simon Drive, Robert E. Lee Boulevard, Filmore Avenue, and Mirabeau Avenue bridges for construction access and staging is not currently available. Use of these bridges would not be allowed by the City of New Orleans until the South Louisiana Submerged Roads Program completes repairs in the project area, which would cause delay in execution of the actions described in IER #27 on London Avenue Canal.

3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3.1 ENVIRONMENTAL SETTING

IER #27 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.

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 or indirectly, by the alternatives. 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 discussed in section 4.

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. Further detail on the significance of each of these resources can be found by contacting the CEMVN, or on www.nolaenvironmental.gov, which offers information on the ecological and human value of these resources, as well as the laws and regulations governing each resource. Search for "Significant Resources Background Material" in the website's digital library for additional information. Table 1 shows those significant resources found within the project area, and notes whether they would be impacted by any of the alternatives analyzed in this IER.

Table 1. Significant Resources in Project Study Area

Significant Resource	Impacted	Not Impacted
Waters of the United States		X*
Wildlife	X	
Threatened and Endangered Species		X*
Cultural Resources		X*
Recreational Resources		X*
Noise	X	
Air Quality	X	
Water Quality		X*
Hydrology		X*
Traffic and Transportation	X	
Aesthetics	X	
Land Use	X	
Socioeconomics	X	

*= The proposed action poses no additional impacts above those described in IER #27, therefore these significant resources are not discussed in this document.

Existing conditions for the below resources were discussed in IER #27 and are incorporated by reference for each significant resource discussed in this document. Additional information regarding existing conditions for traffic and transportation is included in this supplemental IER due to changes in the existing condition since the signing of the Decision Record for IER #27.

3.2.1 Wildlife

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Wildlife

The impacts would be as described in IER #27. Construction activities in the project area could temporarily impact nesting of song birds, fishing and flyways; however, these impacts would be temporary and localized and would not be anticipated to impact the habitat or activities of the area wildlife. Species located within the project footprint may have temporary and localized dispersal during construction, but should return after completion of the project.

Bald eagles and brown pelicans have not been viewed in the project area and therefore impacts would not be anticipated with implementation of the proposed project features.

Cumulative Impacts to Wildlife

Cumulative impacts would occur along the southern shoreline of Lake Pontchartrain, particularly those areas encompassed by the proposed action, and by IERs #3, #4, #5, #6, #7 and #11. Temporary impacts to fisheries, wildlife and some avian species, in the form of displacement, could occur as a result of construction activities during other IER projects. Fish and wildlife species would be expected to return to these areas upon completion of these projects. The authorized action, as described in IER #27, would add a temporary minor cumulative impact to wildlife and avian species, but would not likely cumulatively add impacts to fisheries.

Proposed Action

Direct and Indirect Impacts to Wildlife

The impacts would be similar but greater to the no action because 14 additional lots along the London Avenue Canal would be utilized for access and staging. All of these lots, with the exception of the Parks and Parkways property, are well-maintained, unoccupied, and largely mowed lots. Any trees which could serve as wildlife habitat would be documented by a licensed arborist and a tree protection zone would be established around each tree. The vegetation to be cleared on the Parks and Parkways property consists of roseau cane and blackberry. Although these are wetland species, CEMVN regulatory has determined that the area to be cleared is not a jurisdictional wetland. This vegetation is similar to adjacent vegetation which would remain within this property, and the remaining vegetation could serve as habitat for species displaced by the limited clearing of this roseau cane and blackberry. Species located within the mowed vacant lots proposed staging and access areas may have temporary and localized dispersal during construction, but should return after completion of the project.

Cumulative Impacts to Wildlife

Cumulative impacts would be similar to those described for the no action alternative. The proposed action would add a temporary minor cumulative impact to wildlife and avian species.

3.2.2 Noise

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Noise

Under the no action alternative, noise impacts would be as described in IER #27. Short-term increases in noise due to construction activities would be expected. Effects would be confined to those areas around the segments of the wall under construction. There would be no permanent or ongoing sources of noise from the proposed action. Noise would end with the construction completion. Therefore, there would be no long-term effects to the noise environment.

Cumulative Impacts to Noise

Upon completion of the remediation work as described in IER #27 there would be no cumulative noise impacts on the existing environment. However, other ongoing work within the project area would have a cumulative effect of combined noise with other HSDRRS projects in the area, but these impacts would be temporary and expected to end upon completion of these projects.

Proposed Action

Direct and Indirect Impacts

The impacts of equipment movement would be similar to the increased noise impacts described for the no action; however, because 14 additional lots along the London Avenue Canal would be utilized for access, this impact would occur at additional sites along Warrington and Pratt drives than those sites described in IER #27. Short-term increases in noise in the vicinity of these 14 vacant lots due to construction activities would be expected but would follow local noise regulations. Because some of these lots are adjacent to or in the vicinity of occupied homes, there would be increased noise experienced by some residents over the noise levels described in IER #27. There would also be minimal noise impacts from passing trucks and concrete mixing trucks to those adjacent homes which are currently occupied; however, these impacts would be restricted to daylight hours. There would be no permanent ongoing sources of noise from the proposed action. Noise would end with the construction completion in June 2011. Therefore, there would be no long-term effects to the noise environment.

Cumulative Impacts to Noise

Upon completion of the remediation work there would be no cumulative impacts on the existing noise environment. However, other ongoing work within the project area would have a cumulative effect of combined noise with other HSDRRS projects in the area, but these impacts would be temporary and expected to end upon completion of these projects.

3.2.3 Air Quality

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Air Quality

The direct, indirect, and cumulative impacts to air quality within the project area would be as described in IER #27. During construction of the proposed action, increases in emissions due to construction and remediation activities would have short-term effects on air quality. Primary emission sources would be from heavy construction equipment and concrete delivery trucks. Emissions would not exceed 100 tons per year of any criteria pollutant, exceed the Council on Environmental Quality Green House Gas (CEQ GHG) presumptive effects threshold, or contribute to a violation of air regulations.

Proposed Action

Direct and Indirect Impacts to Air Quality

Impacts to air quality would be similar to those described for the no action; however, 14 additional lots along the London Avenue Canal would be utilized for access instead of the Leon C. Simon Drive, Robert E. Lee Boulevard, Filmore Avenue, and Mirabeau Avenue bridges crossing London Avenue Canal.

Cumulative Impacts to Air Quality

The State of Louisiana takes into account the effects of all past, present, and reasonably foreseeable emissions during the development of the State Implementation Plan. The state accounts for all significant stationary, area, and mobile emission sources in the development of this plan. This includes the ongoing HSDRRS work in the area, and the post-Katrina repairs and new construction. Estimated emissions generated by the proposed action are not different than those described in IER #27, and would be *de minimis*. Therefore, the proposed action would not contribute significantly to adverse cumulative effects to air quality compared to IER #27.

3.2.4 Traffic and Transportation

Discussion of Impacts

Additional Information on Existing Conditions

Transportation in and around the metropolitan area is achieved mainly via air systems, rail routes, public transits, navigation channels, and road networks. There is ongoing recovery effort construction in the metropolitan area as part of the Louisiana Department of Transportation and Development South Louisiana Submerged Roads Program (http://www.pavinglaroads.com/schedules/). Currently repair work is ongoing and is scheduled to continue through October 2011 on Filmore Avenue from St. Bernard to Elysian Fields; on

Mirabeau Avenue from St. Bernard to Elysian Fields; on Leon C. Simon from the London Canal to Elysian Fields (figure 13).

Figure 13. Highlighted streets show ongoing repair work for the South Louisiana Submerged Roads Program. Streets highlighted in red cross the London Avenue Canal in the vicinity of the outfall canal remediation. (http://pavinglaroads.squarespace.com/storage/20081125-SRPmap.jpg?__SQUARESPACE_CACHEVERSION=1294683389657)

No Action

Direct, and Indirect Impacts to Traffic and Transportation

Direct and indirect and cumulative impacts to traffic and transportation would be as described in IER #27. The Traffic Control Plan was denied by the City of New Orleans to temporarily shut down the Leon C. Simon Drive, Robert E. Lee Boulevard, Filmore Avenue and Mirabeau Avenue bridges to load/unload equipment due to a severe hardship on the motoring public and heavy amounts of traffic through local streets. Therefore, the temporary closing of bridges crossing the London Avenue Canal including Leon C. Simon Drive, Robert E. Lee Boulevard, Filmore Avenue, and Mirabeau Avenue is not currently available

Proposed Action

Direct and Indirect Impacts to Traffic and Transportation

The direct and indirect impacts to traffic and transportation as a result of the proposed action would be similar to the no action alternative, except there would be no total bridge closures. Although the traffic impacts from bridge closure are being avoided, implementation of the proposed action would increase traffic to the local neighborhood streets Warrington Drive and Pratt Drive due to the concrete mixing trucks, construction vehicles and dump trucks using lots along these roadways as access points and stockpiling sites. The activities which could cause traffic congestion on local streets 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. These activities would not differ in type, duration or intensity from those described in IER #27; however they differ in how the construction is implemented and increases construction activities within the neighborhood and between homes.

Roads directly impacted by the proposed action at the London Avenue Canal would include Lakeshore Drive, Paris Avenue, Elysian Fields Avenue, Leon C. Simon Drive, Warrington Drive, Pratt Drive and I-10/I-610. Construction traffic would be diverted to utilize local roads to access the 14 additional staging areas mainly London Drive, Warrington Drive, and Pratt Drive. With implementation of the proposed project, temporary bridge closures along the Leon C. Simon Drive, Robert E. Lee Boulevard, Filmore Avenue, and Mirabeau Avenue bridges would not occur as described in IER #27, but temporary one-lane closures would still be necessary to transport construction materials. With implementation of this proposed action, the impacts anticipated from total bridge closures would not occur but there remain impacts to the local neighborhood from temporary lane closures. It is anticipated that local traffic would travel throughout the neighborhoods on adjacent streets to avoid the traffic congestion resulting from the lane closures. The impacts would be considered temporary, lasting only as long as the period necessary to complete the construction activity. Construction is anticipated to last no more than 4 months and once complete, the local road network would be expected to return to pre-construction condition.

Indirect Impacts to Traffic and Transportation
Indirect impacts would be contributing to further degradation of the local roadways beyond current conditions. .

Cumulative Impacts to Traffic and Transportation
Cumulative impacts for the proposed action would be similar to those impacts discussed in the no action alternative, but would be compounded by the work being done along the outfall canals.

3.2.5 Aesthetics

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Aesthetics

The direct, indirect, and cumulative impacts to aesthetics within the project area would be as described in IER #27. The visual resources of the project corridor would be temporarily impacted by construction activities related to remediating the floodwalls to raise the maximum operational level and by transport activities needed to move equipment and materials to and from the site. Green space in the project area being used as staging areas for construction will be temporarily impacted, but expected to return to normal after construction is completed.

Proposed Action

Direct, Indirect and Cumulative Impacts to Aesthetics

The direct, indirect, and cumulative impacts to aesthetics as result of the proposed action would be similar to those described for the no action. However the green space of the 14 vacant lots would be temporarily impacted by use of construction equipment for access. These 14 additional lots would be returned to preconstruction conditions once the project is complete. The long-term direct impacts on aesthetics resources would be minimal as the project area would be returned, as much as possible, to existing conditions after floodwall construction. Cumulative impacts for the proposed action will be similar to those impacts discussed in the no action alternative, but would be compounded due to work on the outfall canals. Upon completion of the remediation work stated in the proposed action, there would be no cumulative impact on the existing aesthetic resources.

3.2.6 Land Use

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Land Use

The direct, indirect, and cumulative impacts to land use would be as described in IER #27.

Proposed Action

Direct and Indirect Impacts to Land Use

Land use would be temporarily impacted by the 14 staging areas for the proposed action. For the London Avenue Canal, proposed staging areas are scattered in available vacant lots along the canal within the neighborhoods on both sides of the canal. These areas would temporarily be altered to light industrial during construction, but would be returned to their existing land use

after construction is complete. Majority of the land adjacent to and in the vicinity of the canals is classified as developed and would not be expected to change with implementation of the proposed alternative. Long-term, direct or indirect impacts would not be expected because these areas would return to their pre-construction condition after construction has been completed.

Cumulative Impacts

Cumulative permanent impacts to land use are not expected because the vacant lots would be returned to pre-construction conditions after construction is complete.

3.2.7 Socioeconomic Resources

Discussion of Impacts

No Action

Direct, Indirect and Cumulative Impacts to Socioeconomic Resources

The direct, indirect, and cumulative impacts to socioeconomic resources would be as described in IER #27.

Proposed Action

Direct, Indirect and Cumulative Impacts to Socioeconomic Resources

The direct, indirect, and cumulative impacts to socioeconomic resources as a result of the proposed action would be similar to those described in IER #27. Aside from impacts disclosed in IER #27, there is a marginal benefit to those living in the area resulting from moving the staging and access areas away from the bridges at Robert E. Lee and Filmore. As described in IER 27, these bridges were scheduled to be closed for staging purposes, whereas now there will only be temporary one lane closures as the staging areas have been relocated to unused parcels along the canal. Such action would improve commuting on both Robert E. Lee and Fillmore for those residents in the affected area, but such an impact is insignificant due to the proximity of several other additional routes. Although these bridges conveniently serve the surrounding neighborhoods, they are not major fairways and alternate routes can be taken. Additionally, this benefit is offset given that the traffic alleviated at the bridges due to the modification would result in an increase of traffic along both Pratt Dr. and Warrington Dr. This negative impact may hinder commuters within the residential area surrounding the newly proposed staging areas. Consequently, the relocation of staging areas is a tradeoff as traffic reduces in one area and increases in another. The result is a negligible net change in impacts. Therefore, any positive socioeconomic net aggregate impacts as a result of the staging area modification are insignificant.

This is also true for any safety risks associated with the increase in traffic and placement of construction equipment within the staging areas. Safety hazards decrease along the bridges and will increase along Pratt Dr. and Warrington Dr. Patrons and residents adjacent to Robert E. Lee and Fillmore would have a reduced risk from safety hazards, which is a positive impact. The newly proposed staging areas are located within unused parcels in between residential parcels, those patrons and residents adjacent to the staging areas would be negatively impacted by an

increase risk of safety hazards associated with the additional traffic and construction equipment. There are no other incremental impacts to any other socioeconomic resource categories to be expected beyond what has been described in IER #27.

4. CUMULATIVE IMPACTS

Aside from impacts disclosed in IER #27, the only additional impacts would be those associated with the temporary use of up to 14 additional vacant lots for construction staging and access to the London Avenue Canal. The use of these lots would add to the temporary increase in construction traffic on local roads such as Warrington Drive and Pratt Drive which are fed by principal roads. Conversely, local traffic impacts described in IER #27 related to bridge closure would be reduced since no bridges would be closed under the proposed action. This would reduce the cumulative impact to commuter delays on bridges in the project area given that other construction is ongoing throughout the project area. However, the traffic alleviated at the bridges due to the modification will result in an increase of traffic directly, thus hindering commuters within the residential area surrounding the newly proposed staging areas, resulting in a negligible net change.

5. SELECTION RATIONALE

Under the no action alternative, closure of these bridges was denied by the City of New Orleans until the South Louisiana Submerged Roads Program completes repairs in the project area. Waiting for the submerged roads program to complete their work would result in a delay of the actions described in IER #27 on London Avenue Canal. Under the proposed action, utilizing the 14 empty house lots would expedite the construction schedule and minimize bridge closures for material delivery. These lots would allow greater access to particular reaches of floodwall. Use of some of the lots would allow for concrete to be pumped directly to the floodwall eliminating the need to close Robert E. Lee, Filmore and Mirabeau bridges to load construction equipment in the. The use of the lots would eliminate the need to completely close any bridge.

6. COORDINATION AND CONSULTATION

6.1 AGENCY COORDINATION

Preparation of this IER Supplement 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 (members of this team are listed in appendix C). This interagency environmental team was integrated with the CEMVN Project Delivery Team 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 held concerning this and other IER projects.

Section 106 of the National Historic Preservation Act, as amended, requires consultation with the Louisiana State Historic Preservation Office (SHPO) and Native American tribes. The SHPO concurred with the CEMVN "no historic properties affected" finding in a letter dated September 2, 2010. No Federally recognized Indian tribes responded to our request for comments. Consultation under Section 106 of the National Historic Preservation Act is concluded. However, if any unrecorded cultural resources are determined to exist within the proposed project action boundaries, then no work will proceed in the area containing these cultural resources until a CEMVN archaeologist has been notified and final coordination with the SHPO and Indian Tribes has been completed.

The U.S. Fish and Wildlife Service (USFWS) reviewed the proposed action to see if it would affect any Federally listed Threatened & Endangered (T&E) species, or their critical habitat. The USFWS concurred with the CEMVN in a fax dated January 7, 2011 that the proposed action would have no effect on those resources.

The Louisiana Department of Natural Resources reviewed this modification to Coastal Zone Management Consistency Determination C20100164 for IER #27. The proposed action was found to be consistent with the Louisiana Coastal Restoration Plan (LCPR), as per email correspondence dated January 10, 2011. The USFWS provided a draft Fish and Wildlife Coordination Act Report (CAR) on March 2, 2011 stating that the USWFS does not object to proposed project provided that they have the opportunity to review and submit recommendations on the draft plans and specifications for all work addressed in IER #27. Additionally, any change in the proposed project features, locations or plans or to features associated with IER #27 and this supplement would be coordinated in advance with the USFWS, National Marine Fishery Service, Louisiana Department of Wildlife and Fisheries, and Louisiana Department of Natural Resources. Finally, if the proposed project has not been constructed within 1 year or if changes are made to the proposed project, the Corps should re-initiate Endangered Species Act consultation with USFWS to ensure that the proposed project would not adversely affect any federally listed threatened or endangered species or their habitat.

7. MITIGATION

No new wetland impacts are anticipated from the proposed action. The compensatory mitigation discussed in IER #27 remains valid.

8. COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

Construction of the proposed action would not commence until environmental compliance is achieved with all applicable laws and regulations as described below:

Environmental compliance for the proposed action will be achieved upon coordination of this IER with appropriate agencies, organizations, and individuals for review and comment; USFWS confirmation that the proposed action would not be likely to adversely affect and threatened and endangered species, or completion of the Endangered Species Act Section 7 consultation; LDNR concurrence with the determination that the proposed action is consistent, to the maximum extent

practicable, with the Louisiana Coastal Resources Program; coordination with the Louisiana State Historic Preservation Office; receipt and acceptance or resolution of all LDEQ comments on water quality and air quality impact analysis documented in the IER.

9. CONCLUSIONS

9.1 DRAFT DECISION

Additional staging and access areas shown in figures 3-12 would be used during the construction activities described for London Avenue Canal in IER #27. The CEMVN has assessed the environmental impacts of the proposed action and has determined that the proposed action would have the following impacts:

Wildlife
The impacts would be similar to but greater than the no action because 14 additional lots along the London Avenue Canal would be utilized for access and staging. Species located within the mowed vacant lots proposed staging and access areas may have temporary and localized dispersal during construction, but should return after completion of the project. Species located within vegetation to be cleared on the Parks and Parkways Property may have temporary and localized dispersal during construction, but could utilize similar adjacent habitat.

Noise
Short-term temporary increases in noise in the vicinity of these 14 vacant lots due to construction activities would be expected. There would be minimal noise impacts from passing trucks and concrete mixing trucks to those adjacent homes which are currently occupied; however, these impacts would be restricted to daylight hours.

Air Quality
During construction of the proposed action, increases in emissions due to construction and remediation activities would have short-term effects on air quality.

Traffic and Transportation
The direct and indirect impacts to traffic and transportation as a result of the proposed action would be similar to the no action alternative, except there would be no bridge closures.

Aesthetics
The green space of the 14 vacant lots would be temporarily impacted by use of construction equipment for access. The long-term direct impacts on aesthetics resources would be minimal as the project area would be returned, as much as possible, to existing conditions after floodwall construction.

Land Use
These proposed staging and access areas would temporarily be altered to light industrial during construction, but would be returned to their existing land use after construction is complete.

Socioeconomics
The direct, indirect, and cumulative impacts to socioeconomic resources as a result of the proposed action would be similar to those described in IER #27.

9.2 PREPARED BY

The point of contact for this IER Supplemental is Ms. Patricia Leroux, USACE, Environmental Branch. Table 2 lists the preparers of relevant sections of this report. Ms. Leroux can be reached at the U.S. Army Corps of Engineers, New Orleans District; CEMVN, P.O. Box 60267, New Orleans, Louisiana 70118.

Table 2 IER Preparation Team	
HPO Environmental Coordinator	Laura Lee Wilkinson, USACE
HPO Environmental Project Manager	Lee Walker, Evans-Graves Engineers
Cultural Resources	Michael Swanda, USACE Dr. Paul Hughbanks, USACE
RPEDS HSDRRS Technical Review	Sandra Stiles-Estis, USACE
Socioeconomic Resources	Keven Lovetro, USACE Crystal Braun, USACE
Agency Technical Review	Thomas Keevin, USACE
Legal Review	Robert Northey, USACE

APPENDIX A: LIST OF ACRONYMS AND DEFINITIONS OF COMMON TERMS

CEMVN	U.S. Army Corps of Engineers, New Orleans District
CAR	Coordination Act Report
CFR	Code of Federal Regulations
CPE	Corrugated Polyethylene Pipe
cy	cubic yards
EFH	Essential Fish Habitat
ft	Feet
FWCA	Fish and Wildlife Coordination Act
GIWW	Gulf Intracoastal Waterway
HSDRRS	Hurricane and Storm Damage Risk Reduction System
I-10	Interstate 10
IER	Individual Environmental Report
IHNC	Inner Harbor Navigation Canal
LCRP	Louisiana Coastal Restoration Plan
LPV	Lake Pontchartrain and Vicinity
MRGO	Mississippi River Gulf Outlet
NAVD88	North American Vertical Datum (2204/65)
NEPA	National Environmental Policy Act
ROW	Right of Way
T & E	Threatened and Endangered
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

APPENDIX B: PUBLIC COMMENT

(TO BE INCLUDED AFTER 30-DAY PUBLIC COMMENT PERIOD)

APPENDIX C: MEMBERS OF INTERAGENCY ENVIRONMENTAL TEAM

Kyle Balkum	Louisiana Dept. of Wildlife and Fisheries
Catherine Breaux	U.S. Fish and Wildlife Service
David Castellanos	U.S. Fish and Wildlife Service
Frank Cole	Louisiana Department of Natural Resources
John Ettinger	U.S. Environmental Protection Agency
Jeff Harris	Louisiana Department of Natural Resources
Richard Hartman	NOAA National Marine Fisheries Service
Christina Hunnicutt	U.S. Geologic Survey
Barbara Keeler	U.S. Environmental Protection Agency
Kirk Kilgen	Louisiana Department of Natural Resources
Tim Killeen	Louisiana Department of Natural Resources
Brian Lezina	Louisiana Dept. of Wildlife and Fisheries
David Muth	U.S. National Park Service
Jamie Phillippe	Louisiana Dept. of Environmental Quality
Heather Finley	Louisiana Dept. of Wildlife and Fisheries
Reneé Sanders	Louisiana Department of Natural Resources
Angela Trahan	U.S. Fish and Wildlife Service
David Walther	U.S. Fish and Wildlife Service
Patrick Williams	NOAA National Marine Fisheries Service
Ismail Merhi	Office of Coastal Protection and Restoration

APPENDIX D: INTERAGENCY CORRESPONDENCE

United States Department of the Interior

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

March 2, 2011

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 additional work needed for features of the 17th Street, Orleans Avenue and London Avenue Canals to ensure adequate access and staging areas. The proposed project was addressed in Individual Environmental Report (IER) 27, Proposed Outfall Canal Remediation on the 17th Street, Orleans Avenue and London Avenue Canals, Jefferson and Orleans parishes, Louisiana dated September 2010. That IER was prepared the under the approval of the Council on Environmental Quality (CEQ) to obtain compliance with the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321- 4347) and is authorized Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4), and Public Law 110-28, U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (5th Supplemental). Those laws authorized the Corps of Engineers (Corps) to upgrade two existing hurricane protection projects (i.e., Westbank and Vicinity of New Orleans and Lake Pontchartrain and Vicinity) in the Greater New Orleans area in southeast Louisiana to provide 100-year hurricane protection.

The U.S. Fish and Wildlife Service (Service) provided a November 26, 2007, Draft Programmatic Fish and Wildlife Coordination Act (FWCA; 48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) report that addresses the hurricane protection improvements authorized in Supplemental 4 and a October 1, 2010, report on IER 27. Since those reports the Corps has identified additional access routes and staging areas needed to accomplish previously described project features. This report does not constitutes the report of the Secretary of the Interior as required by Section 2(b) of the FWCA and has been provided to the Louisiana Department of Wildlife and Fisheries and the National Marine Fisheries Service; their comments, if any, have be incorporated into this final report.

The study area is located in Jefferson and Orleans parishes within the Mississippi River Deltaic Plain of the Lower Mississippi River Ecosystem. Higher elevations occur on the natural levees of the Mississippi River and its distributaries. Developed lands are primarily associated with natural levees, but extensive wetlands have been leveed and drained to accommodate residential, commercial, and agricultural development. Federal, State, and local levees have been installed

for flood protection purposes, often with negative effects on adjacent wetlands. The Mississippi River and Lake Pontchartrain are prominent landscape features, as are channels and canals utilized for urban flood control. Extensive wetlands and open waters dominate the landscape outside the flood control levees.

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 previously mentioned reports. For brevity, that information and discussion is incorporated by reference herein. The proposed access routes and staging area are allocated within a highly urbanized area; wildlife habitat value for those areas is considered to be low.

SERVICE POSITION AND RECOMMENDATIONS

Because the proposed changes will not impact high quality fish and wildlife habitat they do not require mitigation. Therefore, the Service does not object to the construction of the proposed project provided the following fish and wildlife conservation recommendations are implemented concurrently with project implementation:

1. The Service shall be provided an opportunity to review and submit recommendations on the draft plans and specifications for all work addressed in this report.

2. Any proposed change in the proposed project features, locations or plans or to features associated with IER 5 or IER 27 shall be coordinated in advance with the Service, NMFS, LDWF, and LDNR.

3. If the proposed project has not been constructed within 1 year or if changes are made to the proposed project, the Corps should re-initiate Endangered Species Act consultation with the Service to ensure that the proposed project would not adversely affect any federally listed threatened or endangered species or their habitat.

Sincerely,

Bard Rieck
Acting Supervisor
Louisiana Field Office

cc: Hurricane Protection Office, New Orleans District, New Orleans, LA
National Marine Fisheries Service, Baton Rouge, LA
EPA, Dallas, TX
LA Dept. of Wildlife and Fisheries, Baton Rouge, LA
LA Dept. of Natural Resources, CMD, Baton Rouge, LA
OCPR, Baton Rouge, LA