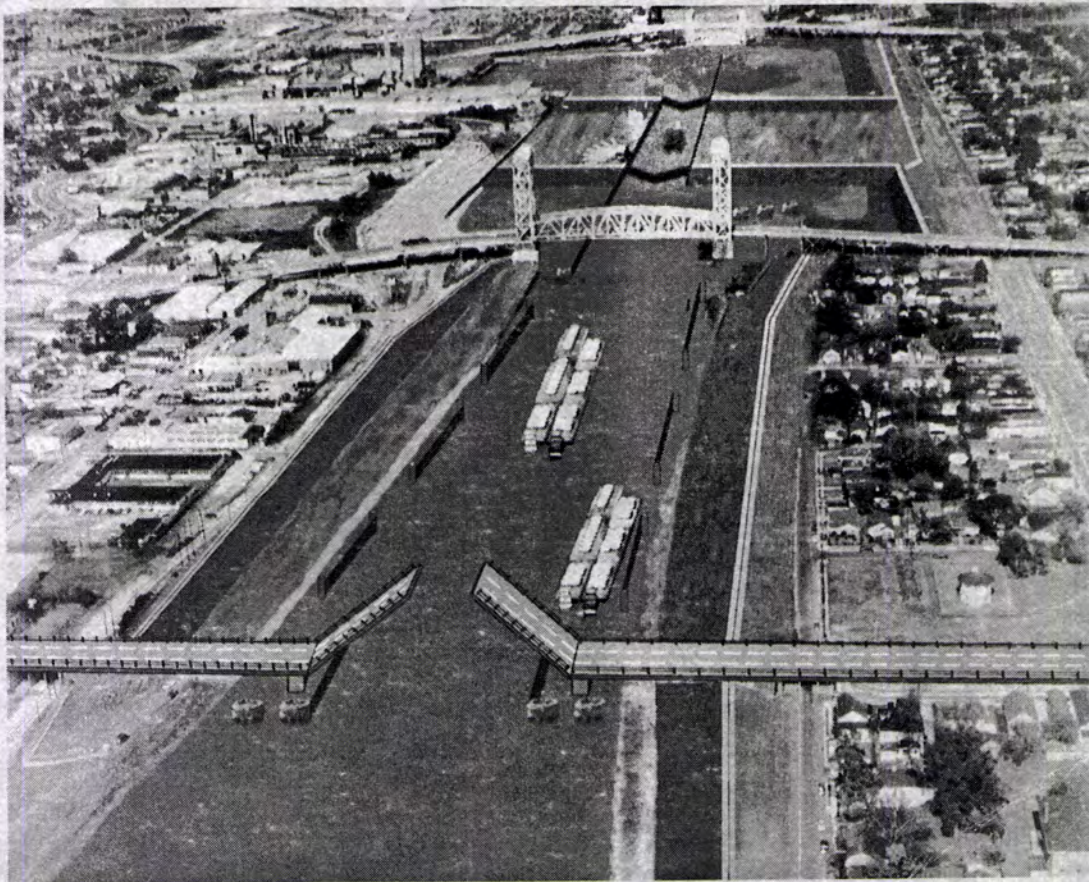




**US Army Corps
of Engineers.**
New Orleans District

Mississippi River - Gulf Outlet

New Lock and Connecting Channels



Evaluation Report Community Impact Mitigation Plan

**Volume 2 of 9
Appendix A
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Mississippi River - Gulf Outlet New Lock and Connecting Channels

Community Impact Mitigation Plan

Executive Summary

The U. S. Army Corps of Engineers proposes to replace the existing lock at the Inner Harbor Navigation Canal (IHNC) or Industrial Canal in New Orleans. The facility is located in the midst of a highly developed and densely populated part of the city. In fact, the areas adjacent to the IHNC are among the oldest and most established neighborhoods in New Orleans and include two nationally designated historic districts, Holy Cross and Bywater.

The magnitude of the project and the estimated duration of the implementation phase are such that it is likely to have a significant impact on the neighborhoods, historic resources, residents, and businesses located therein. This was recognized by not only the Corps but also the U.S. Congress when they provided specific guidance to the Corps in the FY91 Appropriations Act to address the impacts on the local community. In addition, Congress provided specific authorization in the Water Resources Development Act of 1996 for a comprehensive community impact mitigation plan that would address the direct and indirect impacts on the affected communities.

Construction activity associated with lock and bridge replacements generates both adverse and beneficial impacts to the neighborhoods in the area. Even with the innovative engineering of a new lock and the development of the tentatively selected plan north of Claiborne Avenue, there will still be significant impacts on the affected communities, although there will be no relocation of residents. While it is virtually impossible to eliminate all impacts associated with the construction of the lock project, it is possible to mitigate their effect on the community and its resources. The development and selection of the north of Claiborne Avenue plan including the community impact mitigation plan complies with both the spirit and intent of the Congressional guidance in the FY 91 Act and Congressional authorization in the FY96 Act.

The community impact mitigation plan being recommended as part of the lock project represents a departure from traditional Corps of Engineer environmental analysis and mitigation planning and was developed through a broad-based community participation process in the form of a neighborhood working group. Participants in the process from the community maintained their strong opposition to the project during the discussions, but still provided valuable input toward the formulation of the community impact mitigation plan. The plan insures that communities adjacent to the project remain complete, liveable neighborhoods during and after construction of the project. It also minimizes residential and business disruptions while meeting the goals of improving waterborne commerce.

The plan includes direct impact minimization actions that will be taken by the Corps in cooperation with local government, community groups, and residents. It also includes measures to indirectly compensate for those impacts which direct impact minimization cannot properly address.

The plan costs an estimated \$33,000,000 to implement. It addresses the impacts relating to noise, transportation, cultural resources, aesthetics, employment, community and regional growth, property values, and community cohesion. It also includes features intended to serve as compensation to the neighborhood for impacts that are not quantifiable. Implementation of the plan will begin prior to construction and will continue throughout the project construction period. The plan includes, in part, job training, business assistance programs, street and house improvements, community facilities, cultural and historical markers and displays, and new roadways.

Section 844 of the Water Resources Development Act of 1996, PL 104-303, dated October 12, 1996, authorized implementation of the community impact mitigation plan as follows:

"(c) Community Impact Mitigation Plan. -- Using funds made available under subsection (a), the Secretary shall implement a comprehensive community impact mitigation plan, as described in the evaluation report . . . that, to the maximum extent practicable, provides for mitigation or compensation or both, for the direct and indirect social and cultural impacts that the project described in subsection (a) will have on the affected areas referred to in subsection (b)."

This authorization reaffirms Congress' intent to mitigate project impacts on the community.

To adequately implement the plan and to ensure that all of the stakeholders are involved in the implementation process, we are proposing that a Partnering Agreement be entered into among all concerned residents, local interests, and officials. The agreement would commit all concerned to work together for the benefit of the community and to determine how the \$33 million would be expended. Details of this would be developed through continued discussions with all concerned once the project is approved for construction funding.

Some of the mitigation measures proposed herein will greatly assist to achieve the goals of the Holy Cross Neighborhood set forth in a report entitled "The Holy Cross Neighborhood: Planning for Community Development", prepared, in cooperation with the local residents of Holy Cross, by the College of Urban and Public Affairs at the University of New Orleans in 1995. The same is true for the Lower Ninth Ward Neighborhood, documented in a similar report in May 1996 entitled "Citizen Planning for Community Development in the Lower Ninth Ward" prepared in the same manner as the other report. The community improvements authorized with this project will definitely supplement the efforts by the locals to improve the quality of life in their neighborhoods. The executive summaries of these two reports are at Exhibits IX and X.

The above efforts indicate that the locals have initiated a community policy-making initiative that is required for the area to be designated an "Empowerment Zone", which could mean \$100 million in Federal grants and \$250 million in tax incentives for over 10 years. A project of the magnitude of the Industrial Canal Lock Replacement, which would create tremendous economic development and activity for the City of New Orleans, can only help to gain approval from Housing and Urban Development for these funds, which the City did not receive in the 1995 selection process. The neighborhoods affected by this project are included in what is called the New Orleans Enterprise Community, which is the designated area for possible use of these "Empowerment Zone" funds. The Clinton administration has recently asked Congress to approve another round of "Empowerment Zone" grants.

Based on our analysis, the recommended community impact mitigation plan complies with the spirit and intent of the specific Congressional guidance provided in conjunction with the FY 1991 Appropriations Act. The plan recognizes the historical nature of the area, avoids or minimizes adverse impacts upon the quality of the human environment to the extent that is practicable, and restores the quality of the human environment in the project area.

MR-GO, NEW LOCK AND CONNECTING CHANNELS

COMMUNITY IMPACT MITIGATION PLAN

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MR-GO, NEW LOCK AND CONNECTING CHANNELS

COMMUNITY IMPACT MITIGATION PLAN

INTRODUCTION

The existing lock, in service since 1923, is dimensionally obsolete and no longer able to meet the demands of waterborne traffic utilizing the Inner Harbor Navigational Canal (IHNC) and connecting channels. A new, larger, more efficient lock is required to meet the demands of increased traffic and larger vessels. The tentatively selected plan, as identified in the main report, is to replace the existing lock with a prefabricated, floated-in lock 110-feet x 1,200-feet x 36-feet deep. It will be located in the IHNC between Claiborne Avenue and Florida Avenue. The tentatively selected plan includes replacement of the St. Claude Avenue bridge with a new low-level bridge, replacement of the lift span and towers of the Claiborne Avenue bridge, construction of a temporary bypass bridge at St. Claude Avenue, construction of a temporary bypass channel around the new lock construction area and around the existing lock, tying in flood protection to the new lock, and implementing a community impact mitigation plan to help offset project impacts.

This community impact mitigation plan is designed to be an integral part of the proposed MR-GO, New Lock and Connecting Channels project, commonly referred to as the IHNC or Industrial Canal^{1/} Lock Replacement project, and was authorized as such by the Water Resources Development Act of 1996. Implementation of the mitigation plan is intended to mitigate for and /or compensate the community for the impacts and inconveniences associated with the construction of the lock, bridges, and other related project features. Therefore, the recommended plan, replacement of the IHNC Lock at the North of Claiborne Avenue location, includes the implementation of the mitigation features identified in this plan.

^{1/} IHNC and Industrial Canal will be used interchangeably throughout this appendix.

The mitigation plan evolved, over time, through a continuing dialog with representatives of the neighborhoods and other related community interests actively involved in an iterative planning process. Please note that these representatives participated in the process while still maintaining their opposition to the project throughout the process. The results of the process are presented in this appendix.

Before describing the processes used to develop the mitigation plan and the details of the mitigation plan, one needs to understand the composition and nature of the communities and residents that will be mostly impacted by this project. Even though the recommended plan will not physically relocate residences, it will still impact the communities and neighborhoods on each side of the IHNC. Knowing the opinions and having insight into the background of the residents will greatly assist in understanding why mitigation of impacts to the human environment is needed.

It should be stated that areas in St. Bernard Parish will also be impacted by this project, but to a lesser extent than the communities located along the Industrial Canal. St. Bernard Parish will be compensated for any impacts on their area, but the area will not be described in detail in the next section.

DESCRIPTION OF THE ADJACENT NEIGHBORHOODS

The Bywater and Holy Cross neighborhoods front on the Mississippi River and lie west and east, respectively, of the IHNC and generally south of St. Claude Avenue. The St. Claude and Lower Ninth Ward neighborhoods are to the north of St. Claude Avenue lying west and east, respectively, of the IHNC, and extending north to Florida Avenue. The eastern boundary of the Lower Ninth Ward and Holy Cross neighborhoods is the Orleans-St. Bernard Parish line. The western boundary of the Bywater and St. Claude neighborhoods is the Franklin-Almonaster corridor. Plate A-1 shows the neighborhoods relative to the IHNC.

Within the area are two designated National Register Historic Districts. The boundaries of the Bywater and Holy Cross Districts are very irregular as shown on Plate A-1. All of the Holy Cross district is south of St. Claude Avenue. Both of these have also been locally designated by the City of New Orleans as Historic Districts. The boundaries of the locally designated districts vary slightly from the two districts on the National Register of Historic Places. The Historic District designation covers about 60 percent of the area defined as the Holy Cross neighborhood. The Bywater Historic District covers virtually all of the area defined as the Bywater neighborhood and extends across St. Claude Avenue and, in one instance, across North Claiborne Avenue into the area

defined as the St. Claude neighborhood.

The St. Claude and Bywater neighborhoods, west of the IHNC, are the oldest of the neighborhoods. Approximately 46 percent of the housing stock in Bywater and 40 percent in St. Claude were built prior to 1940. That housing stock is now over 55 years old. In the Holy Cross neighborhood, more than 37 percent of the housing stock was built prior to 1940. In the lower Ninth Ward, only 15 percent was of this vintage.

The Holy Cross neighborhood was established in 1832 when Jackson Barracks was constructed as a US Army housing facility. In 1849, the Brothers of the Holy Cross came to New Orleans to operate St. Mary's Orphanage, and several years later they established St. Isadore's College which was later renamed Holy Cross.

After many years of constant decline in the quality of life and community cohesion and growth in these neighborhoods, through the efforts of the local residents and neighborhood leaders the areas have begun to reverse this downward trend. The already established neighborhood associations and the recently established community development corporations have worked vigorously to secure funds for improved conditions in their areas. Many areas have been cleaned up and improved. Numerous properties and houses have been renovated. Streets have been repaired. There is still a long way to go, but the residents need to be commended for their efforts, which can only be supplemented with the mitigation funds authorized for this project.

Neighborhood Characteristics. Social resources include population data, community and regional growth statistics, elements of community cohesion, and aesthetic and historic resources.

Prior demographic data collected for the IHNC area included the following characteristics by neighborhood: age, racial composition, educational achievement, households with female head of household, average number of persons per household, household income, and population density. Census data by tract has been used to present demographic data by neighborhood.

All population characteristics by neighborhood, with the exception of income and education, are derived from the 1990 census. The census tracts used for each neighborhood are as follows:

Holy Cross	7.02 and 8
Lower Ninth Ward	7.01, 9.01, 9.02, 9.03, and 9.04
Bywater	11 and 12
St. Claude	13.01, 13.02, 13.03, 13.04, 14.01, 14.02, 15, and 16

According to the Gregory C. Rigamer and Associates, Inc. (GCR) assessment of the area, published in a report dated Sept 1991 entitled "Socio-Economic Impact Analysis and Mitigation Plan", the

median years of education in the IHNC area was 11.1. Average household income (1985) in the neighborhoods was estimated to be \$13,291.

The following tables show 1990 population by age, percentage of households headed by females, population density and population for each neighborhood and for the total IHNC area:

Table 1
Population Comparison

<u>Neighborhood</u>	<u>1990 Census</u>	<u>1980 Census</u>	Change	
			<u>Number</u>	<u>Percent</u>
Lower 9th Ward	16,207	20,807	-4,600	-22.1%
Holy Cross	6,101	6,482	-381	-5.9%
Bywater	5,381	6,650	-1,269	-19.1%
<u>St. Claude</u>	<u>18,029</u>	<u>21,763</u>	<u>-3,734</u>	<u>-17.2%</u>
Total IHNC area	45,718	55,702	-9,984	-17.9%

Table 2
Population Characteristics (1990)
Age, Female Households, Density

Neighborhood	< 18 Yrs. Old	> 18 Yrs. Old	% Female Headed Household	Density
				Per Acre
Lower 9th Ward	31.9%	68.1%	49.0%	15.1
Holy Cross	30.6%	69.4%	46.2%	6.8
Bywater	27.8%	72.2%	44.9%	8.6
<u>St. Claude</u>	<u>35.1%</u>	<u>64.9%</u>	<u>52.0%</u>	<u>25.2</u>
Total IHNC area	32.5%	67.5%	49.3%	13.8

Table 3
Population By Race (1990)

<u>Neighborhood</u>	<u>Black</u>	<u>White</u>	<u>Other</u>
Lower 9th Ward	99.1%	0.7%	0.2%
Holy Cross	76.8%	21.8%	1.4%
Bywater	65.4%	32.0%	2.6%
<u>St. Claude</u>	<u>90.6%</u>	<u>08.5%</u>	<u>0.9%</u>
Total IHNC area	88.8%	10.3%	0.9%

Census data indicate that the population for the area adjacent to the IHNC, as a whole, declined approximately 18 percent between 1980 and 1990. The Lower Ninth Ward neighborhood experienced the most dramatic decrease in population, with a loss of 4,600 persons or 22.1 percent of its population. The Holy Cross neighborhood had the smallest change, losing only 381 people or 5.9 percent of its population. The percentage decreases of population in the Bywater and St. Claude were 19.1 percent and 17.2 percent, respectively. Based on population data, the Holy Cross neighborhood appears to be the most stable of the four neighborhoods in the IHNC area.

The overall population of the area continues to increase in age. The percentage of the population under 18 declined from 34.1 percent in 1985, as reported by the Regional Planning Commission, to 32.5 percent in 1990, as reported in the 1990 census. Bywater has the smallest percentage of persons under 18 (27.8 percent), and St. Claude has the largest percentage (35.1 percent).

In 1990, the black population reported by the Census represented 88.8 percent of the total population in the IHNC Lock area. The white population represented 10.3 percent of the total, and other races comprised the remaining 0.9 percent. The Lower Ninth Ward has the largest percentage of total population which is black with 99.1 percent. Bywater has the smallest percentage of black population with 65.4 percent.

Half of the households in the IHNC area are headed by females. This compares to 44 percent in Orleans Parish as a whole. The highest percentage of female heads of household is in the St. Claude neighborhood where 52 percent are in this category. In one Census tract within the St. Claude neighborhood, more than 90 percent of the heads of household are female.

Population densities have not changed significantly since the 1980 census. The area has an overall density of 13.8 persons per acre. In 1980 there were 14.5 persons per acre.

COMMUNITY CONCERNS

Throughout the history of this project there has been heated debate about the project impacts. There has been concern and opposition to almost every proposal ever advanced to replace or

improve the existing antiquated facilities. Within the community there has been a fear of the project because of the potential disruption and inconveniences that would be inflicted on the community.

The neighborhoods adjacent to the IHNC have openly expressed their concerns. As an example, the Bywater Neighborhood, in response to the scoping input request in 1988, indicated that they are "gravely concerned with any and all proposals that would cause increased vehicular traffic in our area, noise pollution, air pollution, litter, ground vibration, roadway deterioration, and greater levels of hazardous material transportation." They also pointed out the historic nature of their neighborhood and National Register listing.

The City of New Orleans, City Planning Commission went on record saying, "It is also important that all impacts be identified so that mitigating measures can be devised to address any negative impacts. Any mitigating measures should result in a net improvement to the neighborhood, not just a restoration to conditions that existed before the project." Their letter went on to say "While . . . there is a serious need for improvements to the MR-GO, . . . it is necessary that the interests of the neighborhood be kept in mind."

With the initiation of the Neighborhood Working Group (NWG) process in 1991 (explained in more detail later in this appendix), it quickly became evident that all of the neighborhoods did not favor the lock project. Among the opinions voiced was that many people thought there was a cloud hanging over the area since about 1960 when planning for a new lock began and the IHNC was targeted as a potential site. Some even look upon the lock replacement project to be like a cancer in remission; it keeps flaring up every once in a while but never goes away. It has been alleged that the periodic publicity about proposals being considered for the area has caused considerable damage in the communities to date (i.e. - decline in property values, increase in vacant and abandoned properties, the reluctance of lending institutions to extend maintenance and rehabilitation monies, the reluctance of businesses to locate in the area, etc.). In spite of this, it was generally agreed that we would discuss the project and work together to try to develop the best mitigation plan possible at the IHNC.

Using the GCR Report as a source document, the NWG discussed several categories of impacts. During the course of discussions a mutual respect developed among those within the working group. Numerous issues of concern to the neighborhoods quickly emerged. Some of these include the following:

- None wanted a mid- or high-level bridge at St. Claude. They voiced concerns that such a bridge would create safety problems in the neighborhood because of the schools located along or in close proximity to St. Claude. They expressed concern about the visual impact of such a structure being imposed in the area and mentioned the increased emissions potential and degradation of air quality.

- Noise from construction activity would be extremely disruptive to everyone, including schools.
- There were concerns about crime in the area and related police and emergency services.
- They wanted jobs and training.
- They expressed concern that the City and other levels of government had basically ignored their needs in the past.
- Transportation improvements was another item of concern.
- Concern about declining property values (Perception that the project will de-value their property).
- Concern about the duration of project construction.
- They requested that the Corps develop a plan for a new lock North of Claiborne Avenue.

At the request of the Port of New Orleans and local elected officials the working group effort was suspended while the north of Claiborne Avenue plan was being developed. The process resumed in 1994 with the Port serving as the lead agency. During the period when the working group efforts were held in abeyance, the Corps developed the North of Claiborne Avenue Plan and incorporated neighborhood concerns identified by the working group. It was recognized that to be effective, the mitigation plan must address the community needs, as well as the consequences associated with the project's construction activity. The proposed mitigation plan must compensate the community for the inconveniences associated with the construction of the project.

With a renewed working group effort, the more difficult task of identifying community needs and concerns was accomplished. After a series of heated meetings and much discussion, needs and concerns were identified which formed the basis for the mitigation plan that evolved. Even though the proposed lock replacement plan will not physically relocate residents, it still impacts the neighborhoods in the community on each side of the IHNC. From their perspective some of the potential problems that will be complicated by construction of the proposed new lock project are:

- inconveniences (loss of time and money) due to bridge operations and closures,
- isolation from the major part of the city for those on the east side of the canal,
- potential population loss, particularly of those who grew up in the Lower Ninth Ward, and
- difficulty in reaching medical services, especially in emergency situations.

In addition, there is a perception that construction of the project will contribute to increases in abandoned houses, decrease the possibility of occupancy in abandoned houses, along with decreases in property values and increases in crime, drug houses, and unemployment.

An understanding of the opinions and concerns of the neighborhood residents greatly assists in understanding why and what type of mitigation is needed. In addition to the NWG meetings, the Holy Cross Neighborhood Association submitted a

letter report in March 1994 detailing their recommendations related to the mitigation of the impacts of the proposed new lock project on their community. This letter is attached as Exhibit V. Their report reflects their sensitivity for the historic nature of their neighborhood, property values, neighborhood amenities, transportation, security, and the importance of the historic Holy Cross school as both the community's largest employer as well as its educational importance to the metropolitan area. Needs and concerns about other schools in the area were also identified. The working draft plan that has evolved into the project community impact mitigation plan incorporates many of their recommendations.

BASIS FOR MITIGATION PLANNING

Mitigation planning originated with the recognition of a range of severe adverse impacts that were associated with the previously proposed construction of a replacement lock 200 feet east of the existing lock structure on the IHNC. The acute, pervasive, and disruptive nature of these impacts required community involvement in mitigation planning.

Beginning in 1988, with responses to the scoping input request, the Corps became cognizant of the specific concerns of neighborhood residents in the vicinity of the IHNC. These have been discussed in the previous section.

Implementation of the 200-foot East plan, identified in 1990 as the tentatively selected plan, would have resulted in substantial residential relocation, exposure of the adjacent community to sustained, unacceptable levels of construction noise, and prolonged traffic congestion associated with the replacement of two vehicular bridges that span the canal.

Recognizing that lock construction at this location would greatly impact the neighboring community, the New Orleans District commissioned Gregory C. Rigamer and Associates, Inc. (GCR) to prepare a socio-economic impact evaluation and mitigation plan for the five (5) alternative locations being considered at the time. GCR assembled a study team comprised of members of its staff and supplemented with experts from the University of New Orleans (UNO) and Southern University New Orleans (SUNO). The team quickly concluded that the order of magnitude of the impacts associated with the alternative locations at the IHNC being considered were similar and that the area impacted varied with the location; however, the impact on the receptors was similar under all alternatives. GCR concluded that due to the duration and intensity of the project as proposed at that time, pre-project mitigation was warranted to improve the area and, thereby, prepare it to meet the consequences associated with the construction of the proposed facility. It was also their strong recommendation that consideration be given to the location in the IHNC between Florida Avenue and Claiborne Avenue because constructing the new lock at

this location would impact fewer area residents. GCR further concluded that a north of Claiborne Avenue location would reduce right-of-way requirements and enhance the ability to confine the project's construction activity to an isolated area. They also concluded that it was possible to mitigate the consequences associated with the construction of the new facility north of Claiborne Avenue and to improve the area through a comprehensive mitigation program, including pre-project mitigation.

CONGRESSIONAL DIRECTION

Both the U.S. House of Representatives and U.S. Senate Appropriations Committees recognized the potential impact of the lock replacement project. In their reports accompanying the Fiscal Year 1991 Appropriations Bill, they directed the Corps to establish a community participation process to involve all stakeholders in the plan formulation of this project. The committee reports specifically instructed the Corps to give maximum consideration to the selection of a construction site on the IHNC which would minimize adverse impacts to residences and businesses while meeting the goal of improving waterborne commerce.

National policy inherent in the National Environmental Policy Act and in 40 CFR Part 1500.2 Paragraph (f) which states "Use all practicable means, consistent with the requirements of the act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the human environment". Recognizing this and given the unique circumstances associated with this project, a shift in focus from the natural environment to the social environment required a corresponding departure from the traditional methods of environmental impact analysis and mitigation planning. In view of these circumstances and in accordance with guidance contained in the committee reports accompanying the FY-91 Appropriations Act, a broad based community participation process was established by the Corps to assist in the development of a general mitigation package as an integral part of the lock replacement plan.

Additionally, Congress further recognized the vital importance and need for a community impact mitigation plan by including authorization for such a plan in the Water Resources Development Act (WRDA) of 1996. The act stated ".... the Secretary shall implement a comprehensive community impact mitigation plan, as described in the evaluation report of the New Orleans District Engineer dated August 1995, that, to the maximum extent practicable, provides for mitigation or compensation, or both, for the direct and indirect social and cultural impacts that the project..... will have on the affected areas...."

EVOLUTION OF MITIGATION PLANNING

In response to the FY 91 Congressional guidance, the New Orleans District, in cooperation with the Port of New Orleans, established the Industrial Canal Lock Advisory Council. Membership of this council consisted of 15 members representing the affected neighborhoods (4), businesses (3), the maritime community (4), and elected officials (4). The purpose was to assure full participation by all elements of the affected community in the development of a comprehensive plan for the replacement of the existing Industrial Canal Lock.

Two contentious meetings were held in February and June 1991. Both meetings were attended by neighborhood residents that underscored the sensitivity of the neighborhoods to the lock project. They also expressed extreme displeasure with the makeup of the Council and the way they perceived they were being "railroaded". The lack of progress by the Council prompted the Corps to try a more direct approach in communicating with neighborhood people.

The District established a Neighborhood Working Group (NWG) comprised of representatives of the Corps, the Port of New Orleans, the local neighborhood and business associations, the City Planning Commission, the Historic Districts Landmarks Commission, and the Regional Planning Commission in order to exchange information, solicit community views, and advise the District Engineer on matters pertaining to the project.

Beginning in August of 1991 and continuing through the remainder of that year, the Corps conducted a series of meetings of the NWG. The NWG met every other week to discuss all aspects of the then tentatively selected plan (the 200-foot east site) and to identify and investigate the range of mitigation required as a prelude to the development of a project mitigation plan. A summary of the meetings is included in Exhibit I. The GCR report was used as a basis for discussion. The NWG discussed the potential for a mitigation plan that would include substantial, community-wide infrastructure enhancement as a form of pre-project, out-of-kind compensation for residual impacts which could not be directly mitigated. However, continued local opposition to the site precluded the development of a comprehensive community mitigation plan for the 200-foot East location. Utilizing the GCR Report as a basis for focusing discussion on mitigation, the leaders of the Holy Cross, Bywater, and Lower Ninth Ward neighborhood associations and the St. Claude Business Association repeatedly asked the Corps why a location in the Industrial Canal north of Claiborne Avenue, identified in the GCR report, was not presented as an alternative construction site since this had the potential to significantly reduce project related impacts on the community.

Although the Corps explained that previous design studies showed lock construction at this location would be more costly, and would have required closure of the Industrial Canal for up to 6 years, community representatives insisted that the North of

Claiborne Avenue site represented the least objectionable location from a community impact standpoint. *Please note, however, this did not constitute an endorsement of the project by the NWG, only a shift of focus to another location.* Community leaders also voiced strong opposition to a mid-level replacement bridge at St. Claude Avenue, asserting that only a project including a low-level St. Claude Avenue bridge could ever gain community acceptance.

As a result of these deliberations, the Corps agreed to further investigate the prospect of constructing a replacement lock north of Claiborne Avenue with a low-level replacement bridge at St. Claude Avenue.

FORMULATION OF A NEW NORTH OF CLAIBORNE AVENUE PLAN

Between January 1992 and August 1993, a period during which the NWG forum was in abeyance, the Corps developed a new plan for constructing a replacement lock at the north of Claiborne Avenue location (See Plate A-2). This new plan consisted of constructing a lock chamber that is prefabricated in sections at an off-site location, floating the lock to the site in sections, and placing it on a foundation. Originally the lock was a steel shell design but after review by Corps Headquarters in Washington (HQUSACE), the lock design was changed to a float-in concrete design. (A temporary bridge, to be built at St. Claude Avenue, was added to the project during the public comment period in early 1997.) A temporary bypass channel around the proposed new lock construction site will allow for continued use of the IHNC for navigation during construction. Also included in the project will be reconstruction of the flood protection (levees and floodwalls) to accommodate the higher Mississippi River stages, a new low-level bridge at St. Claude Avenue, and replacement of the towers and lift span on the Claiborne Avenue bridge. A temporary navigation bypass channel around the existing lock will be constructed to allow for continued use of the waterway during demolition of the existing lock. Mooring facilities will then be constructed in the channel where the old lock was situated.

The Corps determined that the impacts associated with the 200-foot east plan were not amenable to full, direct mitigation and that an extensive program of general mitigation would be insufficient to restore to the community a quality of life that prevailed prior to project construction. Therefore, the 200-foot plan was judged to be unimplementable because it no longer met the National Economic Development (NED) criteria. As a result, the North of Claiborne Avenue plan represented the only implementable construction alternative for a replacement lock on the Industrial Canal. These conclusions were documented in a mini-report entitled Mississippi River-Gulf Outlet, New Lock and Connecting Channels, Louisiana: Evaluation Study. This report, which was prepared as a part of a broader analysis, was completed in October 1992 and approved by HQUSACE in March 1993. The results of that "mini-

report" are included in Volume I, the Main Report and Environmental Impact Statement of this Evaluation Report.

The plan that was developed for the North of Claiborne Avenue location eliminates displacement of residents and substantially reduces some of the major project-related impacts in the area, such as construction related noise and traffic congestion. The Corps' decision to exclusively consider the North of Claiborne Avenue location, therefore, fulfilled the congressional mandate to give maximum consideration to lock replacement alternatives which minimizes residential and business disruption while meeting the goal of improving waterborne commerce.

MITIGATION PLANNING FOR THE NORTH OF CLAIBORNE AVENUE SITE

The remaining work for the NWG consisted of developing a comprehensive needs inventory that served as the framework for a plan to identify and mitigate an array of project impacts of reduced scope. For this purpose, the NWG meetings were resumed in August 1993.

Chaired by the Port of New Orleans, the local project sponsor, the neighborhood working group reconvened with a view to solicit ideas from community representatives for developing a comprehensive mitigation plan that would be based upon a revised set of project impacts that, in turn, would be identified by the working group. Exhibit II contains a list of the initial neighborhood working group members. These meetings have been opened to the public and many other individuals have attended the meetings at various times and expressed their views. Also, representatives of the different groups have changed over time.

During the course of the NWG efforts, both the Corps and Port listened and learned much about the concerns of the local residents. Again they stated their continued opposition to the project but were willing to talk. There were strong feelings among the local populace that the long period of planning for a lock replacement has, in itself, contributed to the stifled growth and/or re-development within the neighborhoods adjacent to the IHNC Lock. It is difficult, if not impossible, to ascertain just what impact the long, drawn-out processes have had on the area. What is certain is that the residents certainly perceive and believe that this has occurred.

Residents are sincere in their beliefs and are primarily concerned with the basics of survival in the contemporary local urban environment. Some of the needs identified by the group included housing improvements, jobs, improved public services (including police and fire protection), improved emergency and medical services, improved educational and training opportunities, improved recreation opportunities and facilities, street and drainage improvements, transportation improvements, etc.

With this in mind, there is still a very strong sense of community, particularly in the Holy Cross and Bywater

neighborhoods, where people have a keen sense and awareness of their historical heritage. Residents of these neighborhoods have indicated that they would like to preserve the historical and cultural attributes of their neighborhoods and further develop the potential of their historical heritage. In the Lower Ninth Ward there is also a sense of community pride with the recent completion of the new Martin Luther King Middle School for Science and Technology.

On the basis of the NWG meetings (See Exhibit III for meeting summaries), which included recommendations by the Holy Cross Neighborhood Association (See Exhibit V) and numerous other suggestions by NWG members and others, a working draft proposed mitigation plan for the IHNC Lock Replacement project was developed. (See Exhibit VI.) That draft proposal served as the basis upon which the Corps formulated a comprehensive community impact mitigation plan that incorporates many of the ideas, concerns, and desires of the local residents. The action by the Corps to not only consider, but to include the input from the working group in the preparation of a comprehensive plan complies with the guidance outlined in the FY 1991 reports of the House and Senate Appropriations Committees. Consequently, the selection of the North of Claiborne Avenue site, which was strongly suggested by the NWG as the only site that had potential for minimizing the community impacts, coupled with the process used to develop the project mitigation plan fulfilled the Congressional guidance.

In addition to the NWG, the Corps also established a navigation working group comprised of navigation interests. This working group included representatives of the American Waterways Operators, the Gulf Intracoastal Canal Association, the New Orleans Steamship Association, the U. S. Coast Guard, the industries along the impacted portion of the IHNC, the Governor's Task Force on Maritime Affairs, the Port of New Orleans, and others. Discussions with this group led to the development of by-pass channels around the new lock construction site and around the existing lock during the demolition phase. Feedback from this working group was critical in developing a plan north of Claiborne Avenue that was acceptable to navigation interests and significantly less disruptive to the surrounding community.

After the Draft Evaluation Report was released to the public for review and comments on 5 December 1996, a public meeting was held on 27 January 1997 at Holy Cross High School. Continued opposition to the proposed project and mitigation plan predominated the public statements made at the meeting. Major concerns raised included that the mitigation plan (\$33 million) was woefully inadequate to offset the devastating impacts this project will have on the area ("It is an insult to the community" was a quote from one of the speakers). Some suggested that a "Model Community" be established in the entire Ninth Ward Area with the mitigation funds from this project. Many others were concerned about the catastrophic impacts any bridge closure would have to businesses along St. Claude and Claiborne Avenues. Much concern was raised

about the unacceptable nature of floodwalls being put in areas where green levees presently exist. Some concerns were raised about our disposing of dredged material that they thought was contaminated. We also heard concerns about the high-rise bridge being proposed by the State of Louisiana at Florida Avenue and the devastating results of the construction of the MRGO channel some 30 years ago. More details of the public meeting, the comments made at the meeting, the comments received after the meeting and the responses to these comments are contained in Volume 9, Public Views and Comments.

In addition, a Town Hall meeting was called in St. Bernard Parish on February 19, 1997, by a member of the Parish Council. A presentation about this project was made to the approximately 100 attendees. The main theme of the meeting was that the residents in St. Bernard Parish deserve some of the mitigation dollars associated with impacts the project will have on them, such as traffic delays and lost revenues due to project construction. They also believe the Corps owes them for the construction of the MRGO channel that continues to significantly damage their parish. They object to the low-level bridge at St. Claude Avenue and don't like the so-called contaminated material being disposed of in their parish. They believe the expenditure of funds on the temporary bridges is not wise and could be put to better use if the funds were used to build the high-rise bridge at Florida Avenue. More details of this meeting are also contained in Volume 9, Public Views and Comments.

IHNC LOCK REPLACEMENT MITIGATION PLAN

The selection of the North of Claiborne Avenue site and the inclusion of a temporary bridge at St. Claude Avenue have reduced the scope of project impacts. Therefore, mitigation planning focused in the areas of minimization of the remaining direct impacts on the community and indirect compensation for the impacts on the community for which direct mitigation is not adequate. The implementation of the proposed construction plan that more effectively avoids the impacts, that were inevitable for the previously proposed 200-foot East plan, significantly enhances the effectiveness of the mitigation plan.

Construction measures and procedures will be undertaken by the Corps to avoid adverse impacts of the project. Even though these are technically mitigation measures because they avoid construction impacts, they represent prudent and innovative engineering design and construction practice. These are included in the project construction cost, but not considered part of the community impact mitigation plan. There being a technical limit to impact avoidance through normal procedures, measures for minimization of direct impacts are then required to render the remaining adverse project impacts less severe or to eliminate them where possible. Once impact avoidance measures and direct impact minimization measures

are applied, a set of residual impacts that cannot be avoided or minimized remain. At this point, these residual impacts must be identified, and a program of compensation measures be developed for the affected community on a scale commensurate with the level of residual impacts. This includes the inconveniences suffered by the community over the long period of project planning and construction. Many of the compensation measures are out-of-kind measures requiring a certain degree of empathy and judgment to ascertain reasonableness. The magnitude of the compensation for these impacts is scaled to the anticipated severity of the residual community impacts.

The North of Claiborne Avenue plan consists of constructing a lock chamber that is prefabricated at an off-site location, floating the lock chamber to the site in four sections, and placing it on a prepared foundation. A temporary bypass channel around the new lock site will allow for continued use of the IHNC for navigation. Also included in the project will be reconstruction of the flood protection (levees and floodwalls) to accommodate the higher Mississippi River stages, a new low-level bridge at St. Claude Avenue, and replacement of the towers and lift span on the Claiborne Avenue bridge. A temporary bypass bridge will be built at St. Claude Avenue and innovative construction methods will be used at Claiborne Avenue that will essentially eliminate any required closures of these major traffic arteries during project construction. A temporary navigation bypass channel around the existing lock will be constructed to allow for continued use of the waterway during demolition of the existing lock. Mooring facilities will then be constructed in the channel where the old lock was situated. This construction plan effectively addresses the three categories of project impacts that are of most concern to the affected community:

1. Residential Dislocation.

The North of Claiborne Avenue plan requires that **NO** residential structures be acquired for either lock or bridge construction. However, some residents directly adjacent to the St. Claude Avenue approach ramp may choose to be temporarily relocated during construction of that bridge.

2. Construction Noise.

Virtually all of the adjoining community, except for the areas directly adjacent to the St. Claude Avenue bridge approaches, will be spared the unacceptable levels of construction-related noise. Plate A-3 shows the potential noise impacts (worst case scenario). This is made possible by the following features of the construction plan:

- a. The prefabricated, float-in design of the lock will reduce on-site construction noise that is associated with the lock chamber

construction. The prefabrication technique also reduces the duration of on-site construction.

b. The concrete lock design will require constructing the lock on a pile foundation. However, noise will be significantly reduced by the use of new pile driving techniques (a vibratory hammer above the water surface and a hydro-hammer below the water surface where most of the pile driving will occur).

c. The location of the lock construction site on the Industrial Canal, north of Claiborne Avenue, will be sufficiently removed from residential areas so that, with additional noise-suppression measures on-site, most residents should not be exposed to unacceptable levels of construction-related noise. (The closest residence is about 1200 feet from the construction site.)

d. The Claiborne Avenue bridge will not be replaced under the tentatively selected plan. Instead, only the lift-span will be replaced and the towers will be raised. This avoids all pile driving associated with construction of new bridge approaches (See Volume 3, Engineering Investigations for more details).

e. Contractors have the technical capability thru noise suppressors and the contractual obligation to ensure that all construction noise does not exceed specific, measurable levels at identifiable distances from the construction site.

3. Traffic Congestion.

Traffic congestion will be experienced for a shorter period of time through the following features of the construction plan:

a. As a result of the public comment period, a temporary bypass bridge will be constructed at St. Claude Avenue to detour traffic during construction of the new bridge. It will be located adjacent to the existing bridge and will have the same lane capacity as the existing one (See volume 3, Engineering Investigations for more details). This, with the innovative construction methods being used at Claiborne Avenue that will reduce any closure to a couple of weeks, will essentially eliminate the need to close these two heavily traveled arteries which serve as commuter routes and hurricane evacuation routes for St. Bernard Parish. Some traffic impacts will remain, but the major impact, complete closure of these bridges for long periods of time, is eliminated.

b. The new bridge at St. Claude Avenue will be designed to accommodate light rail (streetcars) at some future point in time. The existing bridge did have them at one time, and there has been some discussion in recent years of reintroducing street cars in parts of the city where they once existed. This could be a

catalyst for redevelopment of improved, more efficient public transportation. It should be noted, however, that only rails will be provided on the bridge and approaches. Full implementation of streetcars across the IHNC, at St. Claude Avenue, is not part of the mitigation plan.

c. The location of the construction site north of Claiborne Avenue will allow the creation of a construction staging area on the west side of the Industrial Canal that is isolated from residential areas. Specific routes for construction-related traffic will be assigned; thus, traffic congestion within the adjacent community will be further reduced.

IMPACT AVOIDANCE

Impact avoidance refers to actions taken by the Corps that are designed to avoid adverse construction impacts and which represent prudent and innovative engineering design and construction practice. These actions are incorporated into the construction plan and are required because construction will be taking place in an urban environment.

Included in the construction cost of the project, but not in the community impact mitigation plan are the following impact avoidance measures, listed by impact:

1. Noise.

a. Conduct a pre-construction pile test using a variety of pile drivers at selected locations in order to measure noise levels and delineate the area exposed to an "unacceptable" level of noise which is defined as the 65 Ldn contour (or comparable level).

b. Include a provision in the contract specifications limiting noise to certain levels at given distances from the construction site.

The standard would generally allow no "unacceptable" noise levels attributable to lock or bridge construction to invade residential areas. With respect to the St. Claude Avenue bridge approaches, the standard would limit the exposure to high noise levels (above 65 Ldn or equivalent) to those structures adjacent to the construction site, if the total elimination of noise is not possible. While the contractor would be given discretion in the manner of compliance with the standard, the form of compliance would likely include the employment of specialized, quieter equipment, remote deployment or isolation of some equipment, and the placement of baffle walls or other sound absorption devices.

c. Include contract specifications to verify the containment of noise levels. Contractors would be required to use noise monitoring equipment to verify adherence to contract specifications

that limit the unacceptable levels of noise at given distances from construction sites.

d. Contract specifications will require the use of a vibratory hammer or other pile driving equipment that is designed to minimize noise emissions. This will depend somewhat on the results of the pile tests previously mentioned.

Recognizing the adverse impacts associated with pile driving with standard equipment within an urban environment, the construction industry and construction equipment manufacturers have, in recent years, modified pile driving technology. Specialized pile drivers significantly reduce noise, particularly for jobs that require relatively small piles as is typically required for the construction of floodwalls and bridge approaches.

e. Designate specific routes for construction-related traffic away from residential and commercial areas and designate locations for construction staging areas away from heavily populated areas.

2. Transportation.

a. Specific routes for construction-related traffic would be designated in order to avoid congestion. (See 1e above)

b. Repair damage to roads caused by any and all construction activities.

c. A temporary bridge at St. Claude Avenue will be constructed (See para 3a. in the preceding section).

d. Appropriate detour signage will be erected in order to preserve access to local streets during periods when individual streets may be closed due to utility relocations.

e. Interference with neighborhood traffic by construction employee-related traffic will be relieved. An area on the east side of the Industrial Canal (not yet specified) will be constructed for the construction workers associated with the levee and floodwall construction. This area will be fenced in and patrolled by security personnel. A shuttle service will be provided to transport workers from the parking area to the construction sites. A cleared area on the west side of the Industrial Canal at Galvez St. will serve as the dedicated parking area for the lock, bridge, and levee/floodwall construction on that side of the Canal. This area will also double as the staging area for the lock construction.

d. Contract specifications will require that as much material and equipment as possible be moved by barge. This will include demolition debris from the east side buildings, the Galvez Street Wharf, the U.S. Coast Guard Station, and the existing lock.

3. Aesthetics.

a. The area between the new lock and the existing levee protection system and between Claiborne Avenue and Florida Avenue will be backfilled after the navigation bypass channel is no longer needed. The backfilled area will be protected by tying the lock walls to the Claiborne Avenue and Florida Avenue bridges on the east side and the Claiborne Avenue bridge on the west side. This green space would add much needed open space to an area of dense urban development. Within a limited portion of the newly created area, open fields, ball fields, bike/walking paths, playground facilities, and tot lots are options available for possible development if an appropriate non-Federal agency is willing to operate and maintain such facilities. The specific plan for development of the area will be addressed in a future design document. Community and neighborhood interests will be consulted during the detailed planning for this open space. Landscaped areas with sidewalks, benches, and water fountains are ancillary facilities that can be developed to complement the primary development.

b. Improve or add lighting along designated detour routes, including both existing streets and new routes. This lighting will improve night time aesthetics and offer added safety and security for adjacent residents.

c. Areas around levees, floodwalls, and bridge approaches will be landscaped. Various species of trees, shrubs, and ground cover will be used. Flowering trees and shrubs will be planted in areas where structural elements such as bridge approaches and floodwalls are to be constructed. Vegetation will soften visual impacts associated with these construction elements within the neighborhoods.

d. Textured surfaces will be used on the exteriors of floodwalls, bridge approaches, and bridge piers. These textured surfaces will add visual appeal and interest to concrete surfaces viewed by neighborhood residents. Interesting shadow patterns and textured variety will improve aesthetic design quality.

4. Air Quality.

Contract specifications will include a requirement to comply with Federal and State Air Quality Standards and preserve air quality within specified levels.

The contractor will be required to monitor air quality levels in order to verify compliance. Measures to preserve air quality may include the wetting of levees and construction roads, mesh barriers, and other appropriate measures in order to reduce dust.

5. Safety.

Safety will be emphasized throughout construction of the project. The following specific measures will be included:

a. Media notices will be issued to ensure that local citizens are apprised of construction activities.

b. Lighting will be installed at all construction sites, as might be appropriate.

c. Signs, markers, and fences will be erected at construction sites.

d. Contract specifications will require that contractors arrange for barriers and /or evening security patrols in order to isolate potential hazards at the construction sites and to discourage theft and vandalism.

6. Cultural Resources.

A recordation program to document structures with historical significance will be accomplished in consultation with the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the New Orleans Historic Districts Landmarks Commission.

The IHNC Lock, the Galvez Street Wharf, and the St. Claude Avenue bridge are eligible for inclusion on the National Register of Historic Places. Mitigation for removal of these structures consists of preparing a permanent historical record of their structural and architectural features. The lock and bridge will be documented to meet standards of the Historic American Engineering Record (HAER). Consultation with the HAER has determined that the appropriate level of documentation is HAER Level II. HAER Level II documentation consists of engineering drawings, photographs of the structures, and written documentation of the structures and their history. The Galvez Street Wharf is also eligible for the National Register of Historic Places and will also be documented to HAER standards.

The tentative selection of the North of Claiborne Avenue plan effectively eliminates most of the project impacts on the Holy Cross and Bywater Historic Districts.

7. Structural Damage from Construction Activities

As with any large scale project, the possibility exists that damage may result from vibration caused by construction activities. To minimize claims to the Corps and to insure proper reimbursement for any damage that may occur to the residents, a video/photo documentation program will be implemented to establish existing

conditions at the beginning of the construction period. This will help prove if any claims resulting from construction activities are legitimate. All legitimate claims will be paid out of construction contingency funds.

DIRECT IMPACT MINIMIZATION

Direct impact minimization refers to actions taken by the Corps to minimize those adverse direct impacts which remain following the implementation of the impact avoidance procedures that are described in the previous section.

The direct impact minimization plan consists of the following measures, again listed by impact:

1. Noise.

Any residential or commercial structures that lie within high levels of noise (above 65 Ldn) will be soundproofed to the extent possible. It may not be possible to entirely eliminate all high noise levels under normal procedures. It is estimated that about 150 housing units would be impacted by noise from bridge construction. Soundproofing measures could include installing insulation where needed or adding air conditioning so houses will not have to be opened during construction.

The hours of pile driving and heavy truck hauling on designated routes will be restricted to no more than 10 hours per day and not at night.

Pile driving for the new low-level St. Claude Avenue bridge will be scheduled during the summer to minimize noise impacts on schools.

Temporary relocation of residents during periods of high noise related activities may be required. This will be optional for residents immediately adjacent to the construction activity, especially adjacent to the St. Claude Avenue bridge approaches.

2. Transportation.

a. Traffic signals will be synchronized to facilitate traffic movement across the Industrial Canal. In addition, a minimum of four computerized message boards, located on St. Claude and Claiborne Avenues on both sides of the canal, will be erected. These message boards will help inform commuters of problem areas before they encounter the minor congestion that is still expected because of the perception of the motorists that "temporary bypass" automatically means congestion.

b. An Incident Management Plan (IMP), which includes a police detail and two trucks that operate on standby during peak traffic hours for accident reporting and response, will be implemented. This plan will be in force during periods of the temporary bridge

usage at St. Claude Avenue and the short closure period at Claiborne Avenue for the same reason as described in paragraph a. above.

c. Local streets that will serve construction-related traffic will be resurfaced prior to initiation of project construction. Site specific plans will be determined during future studies. Maintenance of these streets during the project construction period will also be provided.

d. With a new, low level bridge at St. Claude Avenue and with the predicted increase in marine traffic with the project, one can expect that, in the long term, the new bridge will have to be in the open position for longer durations than the without-project condition. This would increase traffic delays, thereby increasing vehicular exhaust emissions and, therefore, increase air pollution in the area. To mitigate for this, the new bridge and approach ramps (Poland Avenue to Reynes Street) at St. Claude Avenue will include light rail for streetcar use. The Regional Transit Authority's (RTA) long term plans include providing street car lines to the Orleans-St. Bernard Parish Line along this roadway. The provision of streetcars and operation and maintenance thereof will be the sole responsibility of the RTA or some other agency.

e. We are replacing the existing center lift-span of the Claiborne Avenue bridge at the same elevation as the existing bridge. We are not building a new replacement bridge because that would require residential relocations. When the existing lock is demolished, Mississippi River levels will be experienced under that bridge. This will mean that the vertical clearance under that bridge will be less than existing conditions for many river conditions (an average of 5 feet less clearance). If marine traffic increases as predicted, the new bridge will be in the opened position a greater percentage of time than the without-project conditions. The closure of this roadway for 2-4 weeks during construction will also cause impacts to the vehicular traffic.

In addition, the St. Claude Avenue bridge was previously intended to be replaced with a mid-rise bridge. However, the immediate neighborhoods, Holy Cross and Bywater, were concerned about the negative impacts that would have resulted from the existence of an elevated roadway. For this reason, a low-level bridge was selected for the St. Claude replacement bridge. The local residents accepted the greater disruption of vehicular traffic for the avoidance of what they perceived as a blighting influence. Another group of bridge users commute across that bridge from St. Bernard Parish. They will not receive the aesthetic benefits from the low-level bridge, but they will be negatively impacted by the longer travel times resulting from the choice of the low-level bridge.

Finally, even though a temporary bridge will be provided at

St. Claude Avenue there still will be a 3-4 month period of reduced capacity (only 2 lanes instead of 4) at that location when the bridge approaches are tied-in to the existing approaches.

These three factors will cause varying degrees of traffic congestion during and after construction that will impact the vehicular traffic access across the Industrial Canal. For these reasons, linking West Judge Perez Drive and St. Bernard Highway in St. Bernard Parish to the new high-rise vehicular bridge at Florida Avenue (being proposed by the State of Louisiana, Parish of St. Bernard, and the City of New Orleans) with a new, permanent roadway through an undeveloped tract in St. Bernard Parish will be included in the mitigation plan. This will provide a more efficient plan for the dispersion of traffic across the Industrial Canal for the commuter traffic coming from St. Bernard Parish during and after the construction of this project. Also, a more effective hurricane evacuation route plan would be provided with this new roadway. The construction of this new roadway will help reduce traffic congestion in the Lower Ninth Ward area, especially along Caffin Avenue and Tupelo Street. These are major streets within residential areas that would probably be used as detours in lieu of the new roadway in St. Bernard Parish. If, in the future, funds are appropriated by the State of Louisiana or other Federal or Non-Federal sources for an elevated roadway along Florida Avenue connecting the new high-rise bridge at Florida Avenue to Paris Road (I-510) in St. Bernard Parish, and if this elevated roadway is constructed before the new roadway is built for this project, then the amount included in the mitigation plan for this new roadway could be used, at the discretion of the local interests in St. Bernard Parish, for the elevated roadway connection.

3. Cultural Resources.

a. One or more components of the lock and/or bridge will be salvaged. These components will be selected after study by a civil engineering historian of technology to determine which elements of the structures will serve as the best representation of historic character. The artifacts will be appropriately conserved to prevent deterioration. They will be displayed in an appropriate setting to display the history of the structures to visitors.

b. A brochure addressing various historical features of the existing lock and bridge as well as significant historical attributes of the surrounding community will be published. This brochure will be prepared by historians and technical writers. It will be illustrated to convey the history of the area to visitors. This brochure may be featured in a visitor information facility at the lock or at other suitable locations for distribution.

c. The existing lock and bridge will be commemorated with markers similar to those used at historic sites throughout the

United States. A display discussing the lock and bridge and illustrating important aspects of their history will be constructed at an appropriate location. That location could be the open space created by the project or another suitable area.

d. Oral histories of residents of the neighborhoods to preserve the history of the area around the IHNC will be prepared. Interviews will be conducted with knowledgeable residents of the area, transcribed, and deposited in repositories in the neighborhood.

e. The study entitled "The Holy Cross Neighborhood: Planning for Community Development" prepared by the College of Urban and Public Affairs at the University of New Orleans in 1995 identified a neighborhood goal and priority of developing a port or maritime museum in the neighborhood. While it is unlikely a museum can be built with this project, a large display concentrating on maritime history would be constructed in the area. The display would interpret the history of navigation in New Orleans and the south Louisiana area. It could incorporate some part of the mechanism of the existing IHNC Lock in the interpretive program.

4. Aesthetics.

a. An attempt will be made to transplant some of the better trees from the oak grove adjacent to the existing lock to nearby available public lands within the community. Due to the age, size, and condition of these trees, no guarantees of success in transplanting can be made. In addition, new plantings will be made to replace the trees removed from this area.

b. A walk/bike/jog path on or near the levee and/or in close proximity to the floodwalls will be constructed to replace lost opportunities. The existing levee currently enjoys significant use by joggers, walkers, and bicyclists. This path will have a 10-foot wide asphalt surface to promote two-way bicycle traffic. An additional 5-foot wide pedestrian lane or sidewalk will parallel the bikeway. Extending this path to Chalmette in St. Bernard Parish along the Mississippi River levee, with connections to existing paths where feasible, will also be included. Ancillary facilities such as benches, trash receptacles, and water fountains will be installed along the route. This corridor will be safely isolated from vehicular traffic by the use of bollards or plant materials in areas of possible conflict.

c. Observation decks on the floodwall (with interpretive displays) will be constructed to preserve current opportunities associated with the levee. These observation decks will be constructed on the top of the floodwalls. Benches will be installed at regular intervals giving users a place to sit or rest while watching waterborne activity.

d. Lighting will be provided and green space created for any additional vacant areas created by reconstruction of the St. Claude Avenue bridge approaches. The lighting will improve night time aesthetics and offer improved safety and security to residents.

e. Public rights-of-way along existing routes will be landscaped. This will beautify the area, serve as a visual buffer, and help dampen noise. Flowering trees and shrubs will be used to offer the maximum diversity and aesthetic benefits.

5. Employment.

Changes may occur in the level of employment for the two commercial enterprises that would be required to relinquish their leases from the Port of New Orleans for property located on the IHNC. Furthermore, even though contractors will be required to hire locally, if they are not properly trained, the local residents will not be hired. A program to expand the skilled labor workforce within the affected community will be established in order to meet the requirements of the Water Resources Development Act of 1986, which states that we make a maximum effort to assure full participation of locals in the construction of the project.

Citizens who meet local residency requirements would be eligible for tuition grants for training at existing vocational-technical or similar type schools in skills that will be required in project construction. Contractors would be required to give preference to hiring any fully-qualified residents within the community. Hiring preferences would replace quotas as the means to ensure inclusion of properly trained local residents in the project workforce.

6. Business and Industry.

Commercial establishments, schools, and landlords that experience an actual demonstrated decline in sales, tuitions, and/or rents during the period of bridge restrictions will be provided monetary compensation. Compensation will be determined on a case by case basis. The procedures and criteria for payment and settlement are to be established prior to initiation of construction.

7. Safety

Additional school crossing guards will be provided on each side of the canal, where required, to provide necessary safety for the students during the residual congestion and detoured traffic that will occur during bridge construction periods. In addition, traffic control officers will be provided to facilitate traffic flow through the bridge construction areas.

INDIRECT COMPENSATION OF IMPACTS

Indirect compensation of impacts refers to actions taken by the Corps, or the local project sponsor, in cooperation with local government, community groups, and residents to alleviate those adverse impacts which remain following the implementation of both the impact avoidance procedures and the direct impact minimization measures that were previously described. The intent of this category of mitigation measures is to make the neighborhood whole and able to withstand the impacts of project construction activity for the long duration of those activities. The major impacts are as follows:

1. Noise.

Very high levels of construction-related noise are limited to residents and businesses that are adjacent to the St. Claude Avenue bridge approaches. Under a worse case scenario, approximately 151 housing units in the vicinity of the St. Claude Avenue bridge approaches could still be impacted by high noise levels, even with soundproofing.

2. Transportation.

Most adverse impacts to the surrounding community will occur during periods of bridge construction. Delays to local and commuter traffic, public transportation, school traffic, and emergency vehicles will be created by this bridge construction. The extent of these delays are significantly diminished with the temporary bridge at St. Claude Avenue and the reduction of the closure at Claiborne Avenue to a couple of weeks by using innovative construction methods.

However, residual delays and congestion may still occur that will be caused by the perception of motorists that any construction area and/or "bypass" situation automatically means problems. They will still detour through neighborhoods causing traffic congestion in residential areas and at the many school locations in the area. Pedestrian traffic across the canal may still be restricted during construction at St. Claude Avenue. Detoured traffic during the bridges' construction will also reduce the extent to which

residents and motorists can access some local businesses and public/community facilities.

3. Aesthetics.

The replacement of the single bascule bridge with a double bascule bridge at St. Claude Avenue, the reconstruction of the bridge approaches on St. Claude Avenue, the raising of the towers on the Claiborne Avenue bridge, and the incorporation of floodwalls into the levee in some areas along the IHNC where there are no

levees at present will permanently alter the current aesthetic character of the neighborhoods within the study area. All project features will consider the appropriate use of textured surfaces, landscaping, appropriate paint selection, pedestrian circulation, and public use facilities. However, some consider change to the present aesthetic nature of the area is undesirable, so additional measures would be needed to compensate for this impact.

4. Community and Regional Growth.

Residual construction noise, some bridge restrictions during construction, and residual traffic delays coupled with the extended construction period could reduce the overall desirability of living in the affected neighborhoods. Again, the perception that construction activities and detour situations for the duration of the bridge construction will automatically mean undesirable, will also act as a deterrent to community growth. In general, these are considered short-term impacts.

Increased durations of the bridges being in the open position after construction, when navigation traffic increases, may have a more permanent impact to the growth in the area.

5. Property Values.

During the period of construction, the project may have a negative impact on property values in the study area, which is adjacent to the project area. In fact, during the NWG efforts and during the public comment period, it was pointed out by many people in the community that, over the long term period of planning for this new lock, dating back to the early 1960's, property values have already been adversely impacted. The precise effects of this project's impacts upon real estate prices is difficult to ascertain, if not impossible. Adverse impacts on real estate values will be most acute during periods of bridge construction where accessibility to various locations within the study area is hindered. Given the myriad of factors governing real estate values, we cannot expect owners, appraisers, or other real estate professionals to be able to quantify the negative effect that the project may have on the level of proceeds realized from a sale of property.

Even though traditional Corps of Engineers' Real Estate regulations do not allow compensation for decline in property values, under the authority of the Water Resources Development Act of 1996, we will attempt to compensate for this perceived and potential impact on areas adjacent to the project area.

6. Community Cohesion.

Bridge restrictions and residual noise from construction activities will probably disrupt some of the routine activities of

residents such as shopping, visiting with neighbors, walking in the area, and sitting on the front porch.

The residual project impacts indicated above cannot be avoided or mitigated in full and cannot be measured accurately. Therefore, a program of general compensation is required in order to restore to the community an equal level of well-being that existed prior to project construction. The Port of New Orleans, as the local project sponsor, will assist the Corps in implementation of the following elements of the compensation required for these residual impacts:

a. The Port will work with displaced lessees on the IHNC to encourage them to relocate in Orleans Parish. Incentives offered might include new leases on other Port-owned property on concessionary terms. This will help maintain tax revenues for the City of New Orleans, which could be used in the future for further improvements in the area.

b. A program of street resurfacing, and drainage improvements within an area, yet to be determined, on each side of the Industrial Canal will be implemented.

c. Seed money will be provided to establish a business assistance program in the area to serve as a stimulus for local business development. This program will help create new businesses, help existing businesses expand, provide high-tech educational facilities, create new jobs and preserve old ones, and help revitalize the neighborhoods adjacent to the project in the Ninth Ward. This will be implemented in conjunction with the City of New Orleans and/or one of the local universities, and any existing similar type programs.

d. Seed money will be provided to establish a Neighborhood Revitalization Program which will serve as a source of money for a program of housing rehabilitation and acquisition. The program would also sponsor programs for educating local residents on maintaining their housing. This program could be administered by already established local agencies such as the New Orleans Department of Community Development, neighborhood community development corporations, or other appropriate agencies. Existing programs such as "Rebuild New Orleans", "Habitat for Humanity", and "Christmas in October" are potential avenues that can be used for this purpose. Using these existing programs will help expedite the implementation of this mitigation measure. Also included in this item would be clearing of vacant lots and constructing new housing on those lots, lighting improvements throughout the area, especially under new and existing bridge approaches, and demolishing existing dilapidated housing and rebuilding on the site. This would help continue the efforts of the local interests to upgrade the quality of life in the area and maybe move toward a

"Model Community" concept that was suggested at the public meeting.

e. Community facilities, at appropriate locations within each of the neighborhoods, such as supervised playgrounds, community gardens, tot lots, and linear parks, will be provided in conjunction with existing local programs during the construction of the project. Facilities developed as part of this feature will be turned over to non-Federal interests for incorporation into existing programs. This will help offset some of the lost opportunities foregone as a result of the project and provide a safer supervised replacement.

f. Crime is of the utmost importance to all of the residents in the surrounding communities and increased police presence in these areas has proven to help reduce crime and improve the quality of life. The same can be said for emergency medical services. During project construction, the mitigation plan will provide funds to the City of New Orleans Police Department and local emergency medical providers so they can provide increased services to these areas. This would compensate for impacts to community cohesion, property values, and community growth.

PUBLIC COORDINATION OF THE MITIGATION PLAN

In an effort to disseminate information in the community, the Port of New Orleans in coordination with the Corps of Engineers, established a community presence in the project area with the opening and staffing of a project information office in the Sanchez Building, located on the corner of Caffin Avenue and Claiborne Avenue, in the Lower Ninth Ward. The purpose of the office was to afford residents of the affected community the opportunity to obtain pertinent information about the proposed project. This office also served as a repository for prior studies, reports, and other information about the lock replacement project. Every effort was made to have this office opened at times convenient to local residents, including nights and Saturdays. Exhibit VI contains an editorial that appeared in the Times Picayune (New Orleans' only major newspaper) on September 4, 1994, when the office became operational. In addition, an information display was established in the Alvar Street Branch Library on the west side of the canal.

The mitigation plan was presented to the community at large in January 1995. Approximately 25,000 brochures were mailed to local residents in an area from Elysian Fields to the Orleans-St. Bernard Parish line, announcing the two public meetings to discuss mitigation for the lock replacement project. The first meeting was held at the St. Vincent de Paul cafeteria on the west side of the IHNC on January 3, 1995. The second meeting was held at the Jackson Barracks Military Museum Auditorium on the east side of the IHNC on January 10, 1995. A total of about 250 people attended the two meetings. About 85 people attended the first meeting held at the St. Vincent dePaul Community Center, and about 165 people

attended the second meeting held at the Jackson Barracks Military Museum Auditorium.

In spite of the presentation of the construction sequence for the lock project and a presentation on the mitigation measures being considered, neighborhood residents who spoke at the meetings were strongly opposed to the lock replacement plan and offered only a limited number of pertinent concerns in the way of constructive criticism on the mitigation feature of the plan. Local elected officials also expressed their opposition to the overall project at these meetings. The key issues are summarized in Exhibit VIII. The article concerning the IHNC Lock meetings that appeared in the Times Picayune on January 11, 1995, is also included in Exhibit VIII following the key issues.

The community had another opportunity to voice their concerns when the draft evaluation report for the project was released to the public on December 5, 1996. At that time all stakeholders, including navigation, community, city and state interests, had the opportunity to be heard. A formal public meeting, held on January 27, 1997 and the subsequent public comment period, allowed concerned citizens and organizations the opportunity to express their views either orally or in writing. See Volume 9 for more details.

The Corps and Port will continue an information program within the community to ensure that local citizens will be kept apprised of project activities and status. Another project office will be established in the community before construction begins.

PLAN FLEXIBILITY

As with any large scale public works project spanning several years, flexibility is required to accommodate changes in conditions, particularly changes which cannot be anticipated. To accommodate changing conditions, the Corps and project sponsor are committed to allow maximum flexibility within the scope of the resources that are made available. It is intended that some of the programs initiated under auspices of the mitigation plan of the project could continue to exist even after the project is completed, with funding coming from other sources outside of the project. Funding sources could include other Federal, state, or

local programs. This is particularly true of programs implemented under the compensation features previously discussed.

It is also possible that even some of the items identified in this plan could change as conditions change. It is intended that given community support, some items might even be substituted for items currently proposed.

Coordination with local stakeholders will continue to occur during future design studies and throughout the construction phase. Funding of any newly identified mitigation features not currently identified would be from project contingencies. See subsequent

section entitled "IMPLEMENTATION" for description of a Partnering Agreement that will be used to achieve this continued coordination of the community impact mitigation plan.

MITIGATION PLAN COSTS

Authorized cost for the community impact mitigation plan, which is included in the overall cost for the recommended plan, is \$33,000,000. A breakdown by mitigation type is as follows:

Direct Impact Minimization	\$17,500,000
Indirect Compensation of Impacts	<u>15,500,000</u>
Total	\$33,000,000

Detailed impacts include noise, transportation, cultural resources, aesthetics, and employment. Other impacts that will be indirectly compensated for include property values, community and regional growth, business impacts, and community cohesion. The scope and costs for the individual items in the community impact mitigation plan were developed based on a qualitative comparison of the severity of the impact to the value of the mitigation measure. No definite comparison of the value of the impact to the cost of the specific mitigation measure can be accurately made. Historical data to use as a basis for determining the amount of mitigation required for impacts to the human environment is not available, as it is for mitigation of the impacts to the natural environment. Coordination with local trade schools, business development offices, city agencies/officials, and other agencies assisted in the determination of the estimated costs to use for those items about which the Corps has limited experience. A mitigation study was completed by Gregory C. Rigamer & Associates Inc. in 1991 was used as a source for determining the costs of the mitigation plan. Also taken into consideration was the fact that approval of the community impact mitigation plan had to be received from HQUSACE and the Congress before implementation can be accomplished.

Actual costs and scope of each mitigation item could differ from those shown depending on conditions prevailing at the time of project execution and in some cases actual demonstrated losses in revenue. A breakdown of costs by category is included on page 36 of this appendix. A future design memorandum will be prepared, with the assistance of the oversight committee and the Partnering Agreement discussed in the subsequent section entitled "IMPLEMENTATION", to further detail the features of this mitigation plan.

COST SHARING

Costs for mitigation features will be treated the same as other project construction costs for cost-sharing purposes. All of the mitigation features will be required no matter what type of lock is built. So all of the features will be allocated to the shallow draft increment and be shared 50-50 between the Corps and the Inland Waterway Trust Fund. Operation and maintenance of improvements resulting from the community impact mitigation plan will be the responsibility of an appropriate non-Federal interest, not necessarily the Port of New Orleans.

IMPLEMENTATION

The implementation of the proposed community impact mitigation plan will begin prior to actual construction of the project and continue during the construction period. Pre-project mitigation will be initiated after construction appropriations are approved. The intent here is to ensure that the neighborhoods adjacent to the project construction area remain viable during construction of the project. Elements of this mitigation plan such as the business assistance program, housing revitalization fund, and job training, would be implemented during the pre-construction period. Some of the indirect impact compensation elements could, depending on the availability of funds, continue even after the project is completed.

To ensure that the mitigation plan is effectively implemented with full consideration and coordination with the neighborhoods, a neighborhood oversight committee will be established to oversee implementation of the mitigation features. Representatives of the affected neighborhoods that reside in the area will serve on the committee. In addition, specialists and/or professionals working on specific community issues will also be invited to assist the committee as advisors. The New Orleans City Council members representing each side of the canal, city agencies, local elected officials, and representatives from St. Bernard Parish will also be invited to participate. This represents a framework of a process that could be used. Details of this committee will be finalized during future coordination that would continue through the design and construction phases of this project.

A Partnering Agreement will be entered into by this committee. This agreement will include a commitment by all on the committee to continue to work together for the benefit of all of the local stakeholders and to determine the best way of expending these community improvement funds recommended in this mitigation plan.

CONCLUSION

This appendix has demonstrated two important conclusions of the mitigation planning for this lock replacement project. First, the Corps' open planning process and resulting recommended plan complied with both the spirit and letter of the Congressional guidance provided in conjunction with the FY 1991 Appropriations Act. Compliance was demonstrated by the following actions:

1. Establishing a community participation mechanism that informed the community about the planning process and allowed the community to have a voice in that process;
2. Developing a community participation mechanism and proposing a Partnering Agreement that will continue to give the affected people a voice in the ultimate expenditure of the mitigation funds;
3. Developing a comprehensive plan to identify and mitigate, to the maximum extent practicable, any adverse social and cultural impacts of the project and ensuring that all of the communities affected by the project remain as complete, liveable neighborhoods during and after construction of the project;
4. Following Federal historic preservation policies in evaluating the impact of the lock replacement project;
5. Incorporating requirements in contract specifications which require "full participation of minority groups living in the affected areas" in constructing the lock project; and
6. Eliminating residential dislocations and minimizing business disruptions while meeting the goal of improving waterborne commerce.

The community impact mitigation plan, which is an integral part of the IHNC Lock Replacement Plan, represents a departure from traditional Corps of Engineer environmental analysis and mitigation planning, but it is required because of the unique urban environment in which this project is located. It is consistent with the requirements of NEPA (PL 91-190), Section 122 of the River and Harbor Act of 1970 (PL 91-611), and other essential considerations of national policy including Executive Order 12898 (Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations).

Second, the recommended mitigation plan restores and perhaps marginally enhances the quality of the human environment in the project area and minimizes and/or compensates for adverse impacts upon the quality of the human environment to the extent that is practicable.

The area most affected by construction of the replacement IHNC

Lock, encompassing the Holy Cross, Bywater, St. Claude and Lower Ninth Ward neighborhoods, is an old, historic area of the City of New Orleans. Construction of this project at the North of Claiborne Avenue site will not relocate any residential units in the area, but will still have impacts on this area. Implementation of an approximately \$500 million major civil works project like this will have impacts on any area, but will impact an area like the one being impacted by this project to an even greater extent because of the history of the area.

Construction of this project will take place in a 10-12 year period and that is bound to have impacts on two of the main strengths of the area, its strong neighborhood atmosphere and community cohesion. The magnitude of the impacts of this project on the affected areas may cause these strengths to become weaknesses. Implementation of this mitigation plan is essential to help prevent that from happening from the construction of the lock replacement project.

There has been a national effort to improve neglected urban areas in major metropolitan areas with the development and funding of programs such as the Community Development Corporations, Habitat for Humanity, and Empowerment Zones. Completion of this mitigation plan, in conjunction with the lock replacement, will assist that effort by doing things that could have been funded by these programs, thus freeing up those programs' funds to do more to improve the neighborhood.

In this regard, the Holy Cross and Lower Ninth Ward neighborhoods have established some goals for their communities to improve the quality of life for themselves. These goals are outlined in two separate reports prepared by the College of Urban and public Affairs at the University of New Orleans through citizen participation processes. These reports are: (the Executive Summaries of these are at Exhibits IX and X)

a. "Citizen Planning for Community Development in the lower Ninth Ward", dated May 1996; and

b. "The Holy Cross Neighborhood: Planning for Community Development", dated 1995.

We strongly believe that the project construction as presently planned will not inhibit these plans and that many of the mitigation items outlined in this appendix will assist these neighborhoods in achieving the goals they have set for themselves. Their participation in the community participation process and the Partnering Agreement proposed in this appendix will allow them to accomplish, in part, these improvements.

Furthermore, a project of this magnitude located within the City of New Orleans will create tremendous economic development and activity for the City. This can only help to gain approval from the Department of Housing and Urban Development for establishing "Empowerment Zones" in the City. This designation could mean up to

\$100 million in Federal grants and up to \$250 million in tax incentives for over 10 years coming to the City of New Orleans, which it did not receive in the 1995 selection process. The Clinton administration has recently asked Congress to approve another round of this type of grants.

The affected neighborhoods will bear the brunt of the inconveniences and disruptions to normal life styles and will not materially benefit from the completion of the lock replacement project. It is fairly certain that the construction of the project without mitigation would in all likelihood deal a significant blow to the possible resurgence of this historic part of the City of New Orleans. In accordance with the Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies, the mitigation plan, as presented, represents appropriate mitigation of the adverse impacts of the lock replacement project. The plan also fulfills the requirements of the specific Congressional guidance for this project.

**SUMMARY COST ESTIMATE
COMMUNITY IMPACT MITIGATION PLAN**

DIRECT IMPACT MINIMIZATION

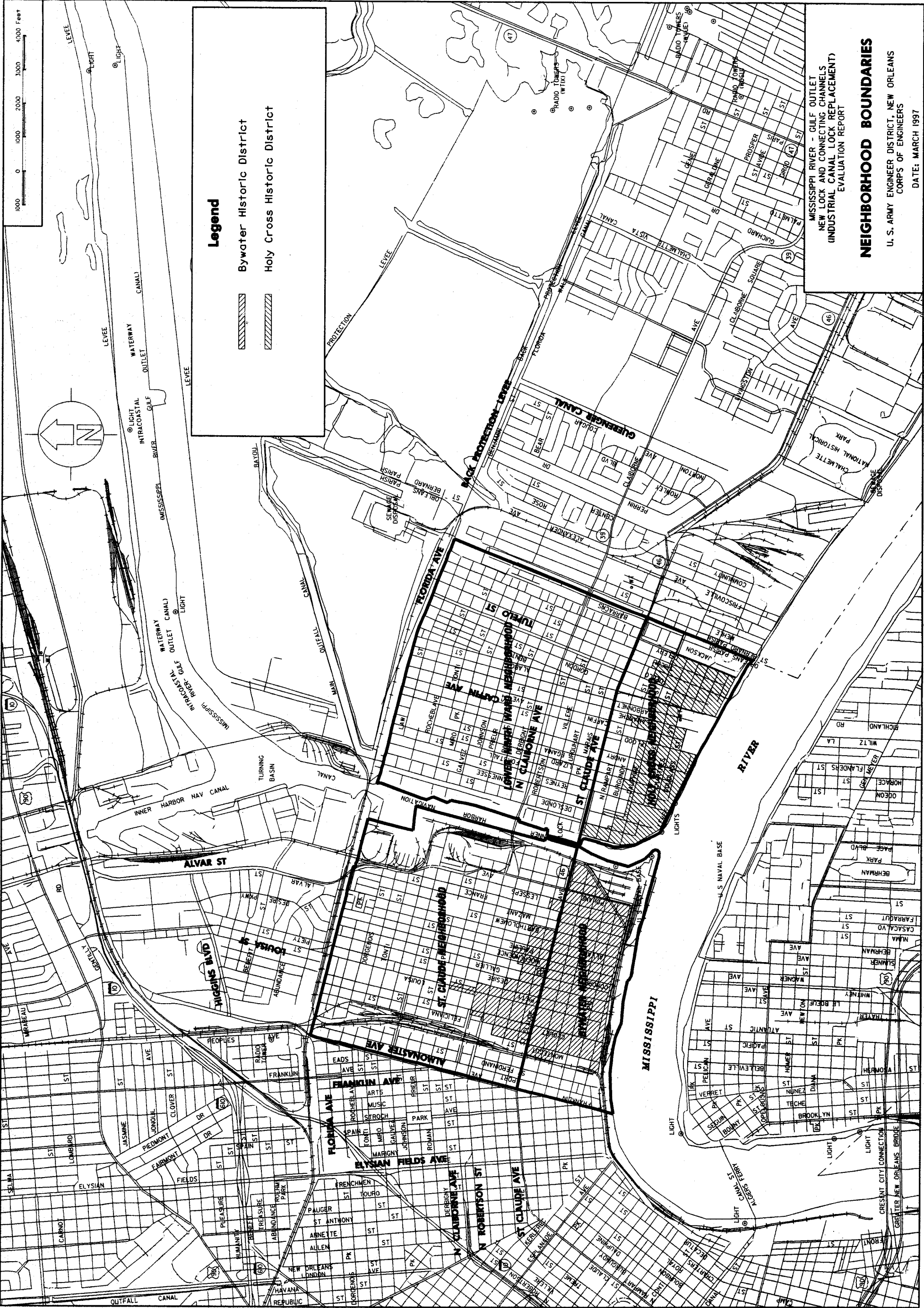
Soundproofing Residential Structures	\$1,336,000
Synchronized Traffic Signals	79,000
Computerized Highway Message Boards	375,000
Incident Management Plan	295,000
School Crossing Guards	41,000
Traffic Control Officers	286,000
Cultural Resources (Brochure Publication)	75,000
Salvaging and curation of Bridge/Lock component	156,000
Historical Markers (Includes street signs)	16,000
Cultural Display (Old Lock)	200,000
Temporary Relocation of Residents (St Claude Bridge)	70,000
Transplant oak trees from existing lock	300,000
Walk/Jog/Bike Path Along New Floodwall	500,000
Observation Decks, Displays, Comfort Stations and Drinking Fountains (3 each) on and along floodwalls	123,000
Training Assistance	1,500,000
Rail Line on St. Claude Bridge	100,000
New Roadway in St. Bernard Parish	8,548,000
Sub-total	\$14,000,000

INDIRECT COMPENSATION FOR IMPACTS

Lighting Improvements	\$ 100,000
Community Facilities	1,750,000
Street Resurfacing, Drainage Improvements, and Landscaping	8,500,000
Business Assistance Program	750,000
Neighborhood Revitalization Program	5,900,000
Additional Police/Emergency Medical Services	2,000,000
Sub-total	\$19,000,000

TOTAL	\$ 33,000,000
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PLATES



Legend

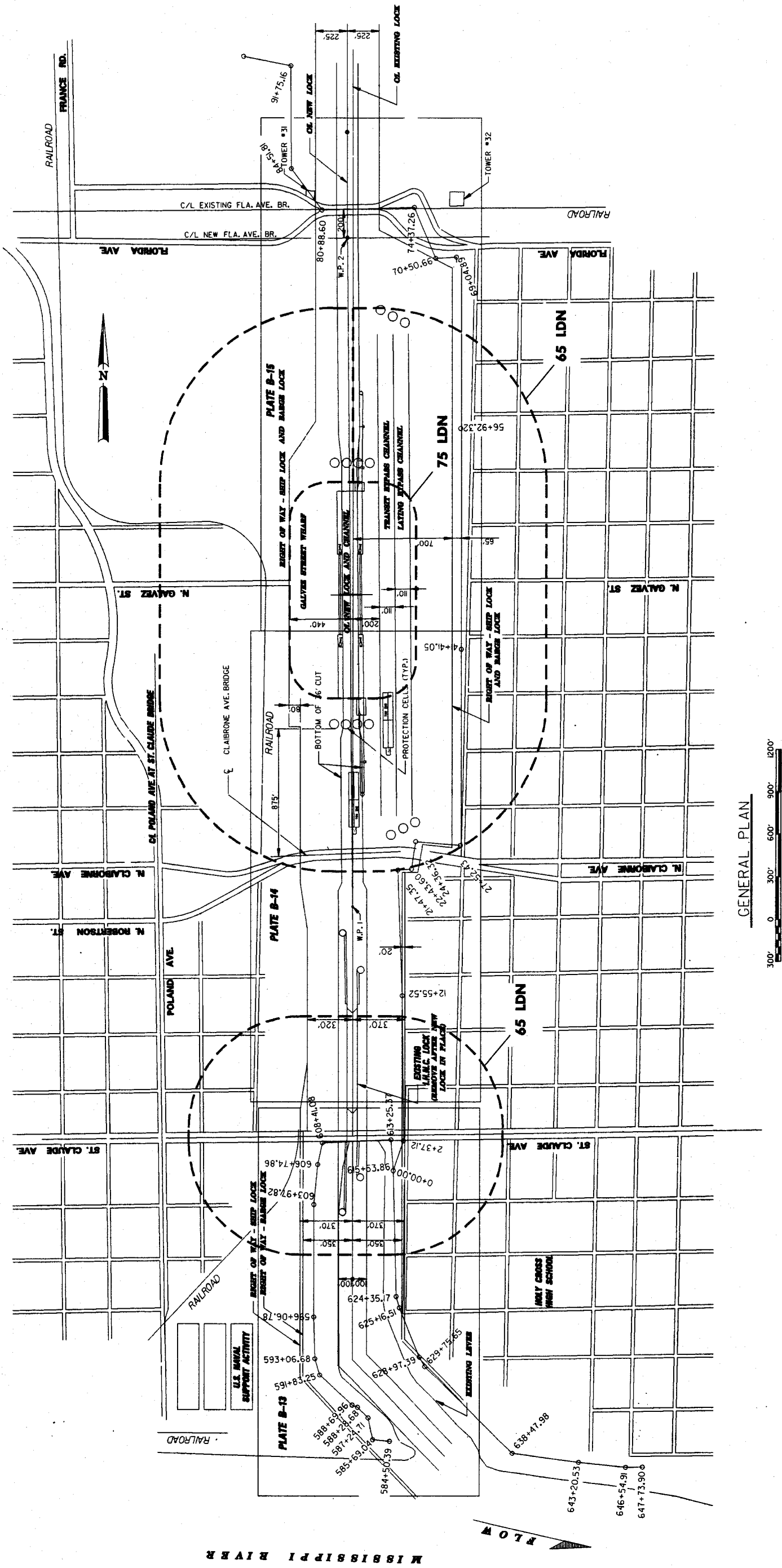
- Bywater Historic District
- Holy Cross Historic District

MISSISSIPPI RIVER - GULF OUTLET
NEW LOCK AND CONNECTING CHANNELS
(INDUSTRIAL CANAL LOCK REPLACEMENT)
EVALUATION REPORT

NEIGHBORHOOD BOUNDARIES

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS

DATE: MARCH 1997



GENERAL PLAN

300' 0 300' 600' 900' 1200'

MISSISSIPPI RIVER - GULF OUTLET
NEW LOCK AND CONNECTING CHANNELS
(INDUSTRIAL CANAL LOCK REPLACEMENT)
EVALUATION REPORT

POTENTIAL NOISE IMPACT AREAS
(Worse Case Scenario)

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS

DATE: MARCH 1997



Legend

-  New construction Mercaux Tract.
-  New Florida Ave. High Rise (LADOTD Project).

MISSISSIPPI RIVER - GULF OUTLET
NEW LOCK AND CONNECTING CHANNELS
(INDUSTRIAL CANAL LOCK REPLACEMENT)
EVALUATION REPORT

**NEW ROADWAY
IN ST. BERNARD PARISH**
U. S. ARMY
ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS

DATE: MARCH 1997

EXHIBITS

EXHIBIT I

Neighborhood Working Group

Meeting Summaries

August 1991 - December 1991

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

August 28, 1991

A G E N D A

WELCOME

INTRODUCTIONS

OVERVIEW OF THE OPEN PLANNING PROCESS

DISCUSSION OF THIS WORKING GROUP PROCESS/PROCEDURES

STATUS REPORT OF THE CORPS' STUDIES

IDENTIFICATION OF SIGNIFICANT NEIGHBORHOOD ISSUES

AGENDA FOR NEXT MEETING

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

AUGUST 28, 1991

SUMMARY

Joe Dicharry opened the meeting with a welcome to all attendees (list attached). After everyone introduced themselves, Joe gave an overview of the Opening Planning process including the Bogg's language and the establishment of the Advisory Council. He admitted that the Advisory Council approach is not working and this working group approach is another try at establishing an effective mechanism of communication with all the affected stakeholders. This new process is aimed at developing a comprehensive "win-win" solution for the project.

Mr. Dicharry then informed the group of the Corps' ideas on how this process will work. He said that it will not be directly associated with the Advisory Council, that the group would have regular scheduled meetings (every 2 or 3 weeks), set agendas, and meeting summaries and that the group would identify the issues, group them together, and then begin working towards a resolution. He then asked for comments from the various organizations about this process. In general, the group was well pleased with this process since it didn't involve any political leaders. The local neighborhood representatives were willing to talk about the real issues.

Many issues/concerns were raised at the meeting. The major ones are listed below:

- a. The intent of the Boggs' language in the FY 91 Appropriation Act needs to be clarified. The neighborhood leaders believed that the intent was to look at all alternative sites, including Violet. Rudy Muse had a letter from Mrs. Boggs stating that fact. The letter was written prior to the bill's passage. Joe Dicharry explained that it was the Corps' position that the bill language, which states ".....at the Industrial Canal site.....", is clear and that Violet is no longer under consideration primarily for environmental (ecological and biological) reasons. Much discussion followed including whether the new wetlands policy the Bush administration is pushing would change our position on the feasibility of the Violet site. The group finally concluded we could not resolve this issue at this meeting. Corps' representatives said they would pursue this issue further, whether it was through Congressional channels or the Corps' Washington-level offices and report on the progress at the group's next meeting.

b. John Wilson of the City Planning Commission explained the City's ongoing effort to define a physical master plan for the city. He stated that we need to tie the community improvement process associated with the lock into the City's process in an appropriate fashion. The city also has another 5 year plan to define public improvements needed that would enhance the quality of life.

c. Neighborhood representatives expressed their desire to settle the Violet site issue before talking at length about any possible "win-win" situation for a lock at the Industrial Canal.

d. Nick Constan, briefly explained the scope of services that our social impact analysis contractor has been working with. He asked the group to review the handout given and provide comments on whether the scope has included all social impact areas. We asked the group to review this in a "what if" scenerio, assuming that the Violet site or any other sites are eliminated and the Industrial Canal site is the only site. The next meeting was set as the target for getting their comments.

We agreed that the next meeting would be September 11 at 7:00 probably at the same place. Joe Dicharry said he would prepare a summary and send it and the attendance list to the entire group before the next meeting.


Gerald J. Dicharry, Jr.
Senior Project Manager



ATTENDANCE RECORD



DATE(S) 28 Aug 91	SPONSORING ORGANIZATION U.S. Army Corps of Engineers New Orleans District	LOCATION Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY- Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps of Engineers	862-1929
John Villan	City Planning Commission	565-7000
RON BODREAU	HISTORIC DISTRICT LANDMARKS COMMISSION	565-7440
RONALD R. ELMER	COE	862-2618
Harold Wilbert	Port of New Orleans	528-3338
STACY ROCKWOOD	Holy Cross Neighborhood	947-1402
MILO F. FAY	Corps of Engineers	862-1974
Ed Lyon	Corps of Engineers	862-2038
Alan Schulz	" " " Engineering Design	862-2652
ADA CHANEY	CORPS OF ENGS, REAL ESTATE DIV	862-1976
KENNETH L. MUSE	Holy Cross Assoc.	945-4888
Lloyd Brown	Lower 9th Neighborhood Council Inc.	241-1929
George Ethel Warner	Lower 9th W. Neighborhood Council Inc.	944-8507
William J. Jorgensen	St. Charles Bar Assoc.	948-8875
DAVID R. WURTZEL	CORPS OF ENGINEERS RELOCATIONS SEC	862-2628
NICK CORISTAN	CORPS OF ENG. ECONOMIC & SOCIAL ANALYSIS	862-1906
Ruby Calisto Sumlar	Brynwater Neighborhood Assn.	948-6491
JOHN ANDREWS	BYWATER NEIGHBORHOOD ASSN	945-6380
LEO WAGNER	Corps of Engineers (Planning Division)	862-2503

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

SEPTEMBER 11, 1991

A G E N D A

COMMENTS ON SUMMARY OF PREVIOUS MEETING

DISCUSSION OF THE VIOLET SITE ISSUE

COMMENTS ON SOCIAL IMPACT ANALYSIS CONTRACT, SCOPE OF SERVICES

IDENTIFICATION OF SIGNIFICANT NEIGHBORHOOD ISSUES

AGENDA FOR NEXT MEETING

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

SEPTEMBER 11, 1991

SUMMARY

The initial item of business was to solicit comments on the SUMMARY of the previous meeting. Rudy Muse said that two important issues were omitted. We agreed that by mentioning these issues in this SUMMARY would suffice. The two issues are as follows:

a. It is the consensus of opinion of all three neighborhood groups that they don't want the project.

b. There is existing law that allows projects dealing with waterborne commerce to be built in wetlands. Rudy passed out the attached news article in support of this issue.

No other comments were received on the SUMMARY.

Joe Dicharry then clarified the position of the Corps as it relates to the status of the Violet site alternative. He admitted that in previous meetings statements by him and other Corps representatives may have unintentionally mis-led the locals about the Violet site. Joe stated that the Violet site is not "dead and buried, never to be heard from again". We have been studying the Violet site for many years and we have completed all our studies at that site. We have determined the construction plan, the costs, the impacts, and the economics for that site. We are not going to do any further studies because we feel we have done enough for that site. He explained that the Violet site will be displayed in our Feasibility Report and in the EIS and will be compared with an Industrial Canal plan site during the evaluation process.

This group represents the stakeholders associated with the IHNC site who need to be involved in the development of a comprehensive plan for a lock that might be built at this site. We need to study this site in more detail so we can have an IHNC plan comparable to the plan at the Violet site. Maybe we need to do more at this site because of the complexities. If we were to study the Violet site further we would form a similar group to this but only with the stakeholders involved with that site.

Ethel Warren asked if the details of the Violet Plan could be given to the group. Joe Dicharry said that would be no problem but it may not be ready for the next meeting, probably by the following meeting. He stressed that the Violet facts and figures were for their information only and that the Violet Site is not on the table for discussion by the group.

Ruby Sumler asked who would make the final decision on whether to build the new lock at Violet or the Industrial Canal. It was explained that the ultimate decision is with Congress. Margaret Pahl asked if the Corps was going to make their final recommendation, after comparing the two sites, with the benefit of input from public hearings. The answer was yes.

Lloyd Brown expressed his concern about how this community has been burned in the past by major projects such as this and he doesn't trust the Corps when he hears "all of this rhetoric". Joe Dicharry said that we (the Corps) are attempting to build trust through this working group process, so give us a chance to do that.

Another point that was brought up by a number of people was the fact that the shipping industry stands to make a lot of money on this project at the expense of the community. 50,000 people would be impacted by the project for their benefit. Harold Wilbert pointed out that the shipping and navigation interests give quite a bit back to the community with jobs, etc. So if they are financially healthy, the general area's economy is healthy and the community benefits indirectly.

Other major issues that were brought up and will need answers to or resolution of in upcoming meetings are as follows:

- a. Impact of devaluation of personal property due to the continuing notoriety this project has received to date and will receive in the future.
- b. How has the \$1.1 million given to the Corps in the FY 91 Appropriations Act for this project been spent and by whom? How much minority participation?
- c. What is estimated total cost of project and who pays what? Which bodies pay for what costs?
- d. Is the lock construed as a direct government action project?
- e. Need legislative oversight of the area concerning projects such as this. More accountability to the public.

f. Higher bridges across the Canal will not be very conducive to the substantial pedestrian traffic across St. Claude.

g. Clarification of law of eminent domain. What triggers use of that law and would just compensation be guaranteed?

h. Why is the value of wetlands and wildlife considered more important than human environment?

There were no significant comments on the Scope of Services for the Social Impact Assessment. John Wilson stated he thought the scope was very comprehensive. Margaret Pahl asked when the group would get the final report. She also asked if this group found something that was left out, can it be included. She was informed that the report is a source document and it can be supplemented. The report is not the absolute final product.

Rudy Muse requested that a representative of the Corps legal staff be present at all meetings. Margaret Pahl suggested that maybe certain meetings could be set aside for legal questions and the legal staff would be invited to that meeting. The group agreed with that approach.

Marc Cooper inquired about the status of the Advisory Council. Is it dead or in a coma? Joe Dicharry said it was in a coma. The neighborhood representatives agreed that it should stay in that state.

Gerald J. Dicharry Jr.
Gerald J. Dicharry, Jr.
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
11 Sept 91	U.S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY - Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
LES WAGDESPACK	COE, Planning	862-2503
JOHN WILSON	CITY PLANNING COMMISSION	565-7000
KEVEN LOVETRO	COE, Economics	862-1917
Michael Stout	COE, Environmental Sec	862-2554
DAVID WURTZEL	COE, RELOCATIONS SEC	862-2628
GEORGE CARBO	UNO, CUPA	286-7105
HAROLD WILBERT	Port of New Orleans	528-3338
Robert Lacy	COE, PLNG Div.	862-1907
George Ethel Waver	Lower 9th W. N. C.	944-8507
Ruby G. Sumler	Bywater Neighborhood Association	948-6491
Walter L. Miller	HOLY CROSS	945-4888
TITAN FITHLEY	Corp of Eng.	862-1977
Lloyd Brown	Lower 9th ward High. Comm. Inc.	H. # 241-1929 OFF. 944-8275
WARREN DUPRE	SE Charles BUS Assoc - ^{united} Medical Center	948-8268
ADA CHANEY	COE, Real Estate	862-1976
Alan Schultz	COE, Engineering Design	862-2652
Ed LYON	COE, Planning	862-2038
RONALD ELMER	COE ENGR DIV.	862-2618
Marc Cooper	Bywater Neighborhood Association	945-8537
Margaret Paul	HOLY CROSS Neighborhood	277-5449
Joe Dicharry	Corps, Project Manager	862-1929

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

SEPTEMBER 25, 1991

A G E N D A

COMMENTS ON SUMMARY OF PREVIOUS MEETING

PRESENTATION OF THE PRELIMINARY LAYOUT DRAWINGS

DISCUSSION OF ISSUES RAISED AT THE PREVIOUS MEETING

IDENTIFICATION OF ADDITIONAL NEIGHBORHOOD ISSUES

AGENDA FOR NEXT MEETING

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

SEPTEMBER 25, 1991

SUMMARY

The initial item of business was to solicit comments on the SUMMARY of the previous meeting. Warren Dupre said that two important issues were omitted. We agreed that by mentioning these issues in this SUMMARY would suffice. The two issues are as follows:

a. Impact of closing the St. Claude Avenue bridge to the health care needs of the community as it relates specifically to the hospital on St. Claude Avenue.

b. Impact of major displacements of residents on the hospital's business and on the other local businesses in the area.

No other comments were received on the previous meeting's SUMMARY.

Joe Dicharry then began the presentation of the Corps' "preliminary" layout drawings of the proposed alternatives. He stated that the reason for this presentation was to clarify for the group the direct impact areas for a lock, if it is to be built at the Industrial Canal site. Many statements had been made in previous meetings to lead the Corps' team to believe that the neighborhood representatives believed that the project would require the displacement of 50,000 people. Also, Joe explained that these drawings represented our conceptual designs, that are going to be refined and updated as needed, but in any case represented the maximum extent to which the Corps would require property.

The alternative to build it on the downriver side of the existing lock was shown first. During the description of this alternative many questions were raised. Some were as follows:

a. What were the rights of the landowners who were going to be directly impacted by this project? Don Athey then briefly described the process as dictated by Federal regulations. He stated that once the plan is finalized, authorized, funded and the final right-of-way is approved, the Corps would have authority to begin acquisition. That would give us the right to exercise eminent domain if we needed to. Don then briefly explained what eminent domain means and what triggers it. If the landowners and the Corps cannot arrive at a mutually agreeable settlement, the issue of just compensation would be resolved in the Federal court.

b. What allowance could be given to the devaluation of the property in this area that as occurred because of the notoriety this project has had over the years? Don explained that our regs. allow for only the fair market value of the property, as determined by a recognized expert appraiser, at the time of the appraisal as governed by Federal law. Joe Dicharry explained that working through this process may identify other legislative authorities and other sources of funding that might be used to supplement the normal real estate allowances.

c. What can be done for those residents who live on the edge of the take lines and are not entitled to the benefits and rights associated with the normal right-of-way acquisition process? Joe stated that the Rigamer report addressed that issue and a resolution of this issue is an objective of this process.

d. What was the size of lock being studied and how does it relate to the article in the Times Picayune on September 19, 1991 where Ron Brinson said the Dock Board would like to see a lock that could accommodate Panamax ships? Joe explained that the Corps had to perform benefit analyses to determine the most economically feasible project. He informed the group that the largest size of lock the Corps is studying at this time, is a lock 36 feet deep by 110 feet wide by 900 feet long. The size of the existing lock is 31.5 feet deep by 75 feet wide by 640 feet long. As far as Mr. Brinson's statement, that may be his dream or wish, but we don't believe we can justify a lock to accommodate the Panamax ships on an incremental basis. The question was asked "what is the Dock Board/nav. interests goal about deep draft capability for the lock?"

Other issues and discussion that occurred during the description of the layout drawings (all plans were eventually shown to the group) included the following:

1) The bridge approaches and rights-of-way required for them were designed on using a 5% grade, as dictated by the La. DOTD. The Corps was re-looking at the bridge designs through the use of contractors (one being N.Y. and Associates) to study the impact of steeper grades on the approaches. The Corps also will be talking to the La DOTD about their criteria. Margaret Pahl said they may talk to DOTD also. Joe explained that these additional studies would also look at a low-level and tunnel option at St. Claude. Studies to-date were based on semi-high level (same as existing Claiborne Avenue Bridge) options.

2) Lloyd Brown expressed his concern that the block bounded by Poland, St. Claude, Lesseps and N. Rampart shown to be needed for the St. Claude approach was tied into the relocation of the 5th District Police Station. Corps representatives tried to explain that this right-of-way requirement was determined to be needed only this year, long after the plans for the 5th District Police Station were discussed and finalized.

3) There was concerns about where all of the businesses along the canal between Claiborne Avenue and Florida Avenue would go once they were relocated for this project. Would they just push the residents out by relocating along the new widened canal?

4) Rudy Muse suggested that an audio-visual presentation be prepared to show everyone what exactly we are proposing with this project. Computer graphics technology exists to develop this. The group agreed that we would further develop the plans, both community development and lock replacement, before this effort would be undertaken.

The Corps handed out copies of the Social Impact Assessment Report prepared by Gregory C. Rigamer and Associates. The report is an independent study of the impacts, both positive and negative, this project would have on the community. It does not represent the Corps recommended position, but a "shopping list" of proposed community development actions that may have to be funded through other sources and authorities. Marc Cooper asked how does the cost of these mitigation proposals get cranked into the total cost of the project. Joe Dicharry explained that the Boggs' language in the FY 91 Appropriations Act seems to say that any measures needed to compensate the neighborhoods for their inconvenience is justified. But, Joe stated that some in the Corps don't share that interpretation and we are trying to resolve that issue within the Corps.

Joe also handed out the two tables shown on the attachments and briefly explained what they meant. This was in response to questions asked at the previous meeting.

The group agreed that future meetings could be tape recorded so we can have accurate record of these meetings. Corps will provide the recorders.

Next meeting was scheduled for October 9, 1991, same time and place. Major discussion item will be the Rigamer report.


Gerald J. Dicharry, Jr.
Senior Project Manager

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

Breakdown of the FY 91 Appropriation
(\$1.157 million) for this Project

EBASCO Engineering Contract to develop "preliminary" designs of a "floating-in" construction scheme	\$191,000
Greg C. Rigamer Social Impact Analysis Contract 1/	208,000
Cultural Resources Contracts	88,000
(R. Christopher Goodwin)	(13,000)
(Earth Search, Inc.) 2/	(75,000)
Corps' In-house studies	607,000
	\$1,157,000

1/ Minority participation by subcontracts with two individuals
from Southern University of New Orleans, who were members of
the study team

2/ Woman-owned business

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

Example of Cost Sharing

"Estimated" Total Project Cost 1/ 2/	- \$456,000,000
Shallow Draft Portion(lock sized to accommodate only barge traffic)	- 405,000,000
Deep Draft Increment(additional cost to provide depth required for ships)	- 51,000,000

Shallow Draft Cost Sharing

50% paid from the regular Corps of Engineers appropriations from Congress	- 202,500,000
50% paid from the Inland Waterways Trust Fund. This fund is generated by collecting a fuel tax from all inland waterway users and is administered by a Board of reps. from these users. (authorized by the Water Resources Development Act of 1986)	- 202,500,000

Deep Draft Increment Cost Sharing

75% paid from the regular Corps of Engineers appropriations from Congress	- 38,250,000
25% paid from a cash contribution from a local sponsor, presently designated as the N.O. Dock Board	- 12,750,000

- 1/ Average cost of all alternatives
- 2/ Does not include any social mitigation costs



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
25 Sept 91	U.S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dikarry	Corps, Project Management	862-1929
Kevin Lovetro	CORPS, ECONOMICS BRANCH	862-1917
Ruby Caliste Simola	Bywater Neighborhood Association	948-6491
Mary Cooper	" " "	745-8537
Edison Lyon	Corps, Planning Division	862-2038
ITIN ATHEY	COE R/E	862-1974
DAVID R WURTZE	CORPS, RELOCATIONS SECTION	862-2628
THOMAS E. PHILLIPS	" STRUCTURAL DESIGN SET	862-2655
ALAN D. SCHULZ	" " " "	" - 2652
GEORGE CARBO	UNO	286-7105
Rudolph L. Mose	Holy Cross Association	945-4888
George Ethel Wanner	Lower 9th Ward Neighborhood C.	944-8507
Margaret Balzwahl	Holy Cross Neighborhood Assoc.	277-5449
HAROLD WILBERT	PORT OF NEW ORLEANS	528-3338
ADA CHANEY	Corps of Eng'rs Real Estate	862-1976
RONALD ELMER	COE ENGINEERING DIV.	862-2618
Warren Dwyer	St. Charles Business Assoc.	948-F268
Lloyd Brown	7471 Seven Oaks Rd. (Lower 9th ward neigh- hood Council)	241 1929 & 943-9118

Industrial Canal Lock Replacement Study
Neighborhood Working Group Meeting
October 9, 1991

SUMMARY

Joe Dicharry opened the meeting and reminded everyone that the meeting would be recorded as agreed to at the meeting on September 25, 1991.

The presence of both the print and television media created some confusion at the beginning of the meeting. Marc Cooper voiced his disagreement with having media or politicians present at our meetings. It was not his understanding that they would be allowed to attend our meetings and Marc left the meeting. Margaret Pahl indicated that she felt that the situation with the media violated the confidence of the group and the Corps.

After a brief discussion the print media representative left voluntarily followed by the cameraman from Channel 6 who left after filming about 1 minute of footage. Later on a Channel 4 cameraman and reporter showed up taped part of the meeting and interviewed Rudy Muse outside.

There was some discussion again about the Violet site. Joe Dicharry explained that the Corps has studied Violet over the years and had developed a lock plan at Violet. Summary information on Violet will be presented to the Work group at a future meeting

After much discussion about media presence and the nature of our discussions, the meeting continued and focused the primary concern about how information could be disseminated to the local people. Discussion about possibly having videos of the meetings to putting out newsletters followed. After much discussion it was agreed that the Corps would publish a newsletter and furnish it to the associations. They, in turn, would distribute them within the community.

There was a brief discussion about the Rigamer Report. It was explained that the report was intended to be a source document and a starting point for the work group to begin their discussions.

It was generally agreed by the neighborhood representatives that they feel uncomfortable in trying to convey information about the project to their association members and some of the residents think they are working in secret.

It was agreed that the Corps would have a draft of a newsletter available for review by the working group before the next meeting. The first newsletter should contain the purpose of the work group, the time frame for accomplishment of the work group's task, and provide general information about what is going on with the lock study.

Joe Dicharry also offered to have Corps representatives make presentations at meetings of the various associations if they wanted presentations. That way the Corps could respond directly to questions from the membership of the associations.

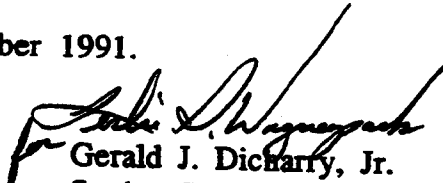
There was also a discussion about making videos of meetings or presentations. It was generally agreed that the Corps would make videos of certain presentations and make those videos available to the local organizations.

There was also some discussion about the draft letter that Colonel Diffley showed to Rudy Muse. Joe Dicharry explained that the colonel had decided not to send the letter. Joe also reiterated that the Corps was committed to this Work Group.

There was also a discussion about possible jobs and economic development that could be associated with construction of the lock. If the project does happen then the community would like to have first shot at jobs and economic development.

Margaret also indicated that she was intrigued by Rigamer's proposal for a lock north of Claiborne Avenue. There was a discussion about this alternative. Joe Dicharry pointed out that the alternative had been looked at in the early eighties and there were problems (both cost and engineering) in making it an acceptable solution.

The next meeting will be held on 23 October 1991.


Gerald J. Dicharry, Jr.
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
9 Oct 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps, Project Manager	862-1929
LES WAGUESPAK	" PLN DIV	862-2523
ADA CHANEY	" Real Estate	862-1976
RONALD R. ELMER	CORPS PROJECT ENGINEER	862-2618
Michael E. Stout	Corps - Archeologist/Historic Preservation	862-2554
GEORGE CARBO	UNIVERSITY OF NEW ORLEANS	282-7105
Harold Wilbert	Port of New Orleans	528-3338
R.B. Hughes	" " " "	528-3329
LARY HESDORFFER	HISTORIC DISTRICT LANDMARKS COMM.	565-7440
ALAN SCHULZ	CORPS OF ENGRS - DESIGN	862-2652
Elaine Reed	Lower Ninth Ward Neighborhood	944-7138
George Ethel Warner	Lower Ninth Ward Neighborhood Assn.	944-8567
JOHN H. WILSON	CITY PLANNING COMMISSION OF N.O.	565-7000
Rudolph L. Muse	Holy Cross	945-4889
William Dupre	St Claude River Assoc.	948-8268
Lloyd Brown	Lower Ninth Ward Neighborhood Council	241-1929
Ruby Gilbert Sumner	Bayou Area Neighborhood Assn.	948-6491
TIM FATHER	COE R/E	862-1974
MARGARET PAUL	Holy Cross	277-5449
DAVID R. WORTZEL	CORPS RELOCATIONS SECTION	862-2628
Heven Lovetro	ECONOMICS BRANCH	562-1917
THOMAS E. PHILLIPS	CORPS, STR. DESIGN	862-2655

**IHNCLOCK
WORK GROUP MEETING
22 OCTOBER 1991**

A G E N D A

- **REVIEW SUMMARY OF LAST MEETING**
(Discuss any changes or comments)
- **MENTION LOOKING AT NORTH OF CLAIBORNE AVENUE PLAN**
- **DISCUSS NEWSLETTER** (hand out draft of proposed text)
- **COMMENT ON LETTERS/MEDIA ATTENTION**
- **FOCUS ON RESOURCE DISCUSSIONS IN THE RIGAMER (GCR) REPORT**
- **CLOSING COMMENTS** (Set topics for next meeting)

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY NEIGHBORHOOD WORKING GROUP

Summary of Meeting 23 October 1991

Les Waguespack chaired the meeting in the absence of Joe Dicharry. The initial item of business was to solicit comments on the Summary of the previous meeting. Les mentioned that the Corps is planning to investigate the North of Claiborne Avenue alternative that was identified in the GCR Social Impact Assessment and briefly discussed at the end of the previous meeting.

The following comments relative to the last meeting were made:

a. Ruby Sumler reiterated for the record what she understood Joe Dicharry had said "that was if the people did not want it (the project), would the Corps recommend it?" and Joe had replied that the Corps would not recommend the IHNC site if the people do not want it. Les agreed that this is what Joe had said.

b. Rudy Muse expressed concern about how we involve the public in the debate. He said he thought we should focus on how we involve the publics get more public input.

Les pointed out that it was agreed that the newsletter, videos of selected presentations and presentations at meetings of the neighborhood associations would serve to involve the public and give them information about the lock plans.

Rudy reiterated his concern and quoted from the newsletter "... local community fully informed and have a voice in the process." He said he didn't feel the neighborhood associations should be responsible for distributing the newsletters and that the Corps should assume this responsibility. This was followed by extensive discussions about how best to distribute the newsletters in the neighborhoods.

Lary Hesdorffer pointed out that the representatives on the Work Group have a responsibility to serve and receive information. He pointed out that once the newsletter goes out there will probably be some people that want to observe the working group meetings. That should be allowed.

There were further discussions about distribution of the newsletter. The responsibility of the Corps to distribute the newsletter because they have a budget and the neighborhoods don't have the resources to accomplish that.

Dave Wurtzel said that we are there to ask the neighborhood association representatives how best to accomplish that.

There was a discussion on how to accomplish that. It included such means as mailing, house to house delivery, placing them in businesses and public places, putting them in churches, etc., It was pointed out that no system is perfect and there was no way to make sure we always get 100% coverage. After a five-minute break there was a discussion of content of the newsletter. Several suggestions were made including listing Corps and Port contacts, listing addresses for the organizations and listing phone numbers of those representatives desiring to have their numbers listed.

There were brief comments relative to the Advisory Council including the mishandling of information regarding its formation and meetings.

John Wilson commented about the informal process of the working group and suggested we structure the work group meetings more. Have an agenda and stick to it and establish a time frame to accomplish tasks in. It was agreed that this was needed.

It was then agreed that we need to begin discussing pertinent issues relative to the lock and neighborhoods.

Regarding distribution of the newsletters, Les indicated that the Corps would do its best in trying to develop a plan to distribute the newsletters. It was generally agreed that at the next meeting there would be an agenda, a revised newsletter and a plan for distributing it.

Marc Cooper requested that we put some graphics (a photo, or drawings of the bridges) in the newsletter.

Les introduced the GCR Social Impact Assessment which is intended to serve as a source document. He asked Keven Lovetro to give us a little background on the SIA.

Keven indicated that the contractor was given three tasks.

1. To describe the area as it exists now and how it would look in the future without our lock project.
2. To evaluate the elements of construction and how the community would fare during construction and after the project is completed, and
3. Recognize that a construction of the lock could create adverse impacts on the community. The contractor was asked to recommend alternative construction techniques and other ways to reduce the impacts to the community.

Keven indicated that the Corps asked the contractor to assess community needs and recommend measures to us. The contractor recommended improvements including some to be initiated prior to construction of the project to reduce impacts to the community. The information in the report was organized into 13 resource categories. Keven provided examples of several impacts and recommendations made by the

contractor Some observations and comments were made by some of the neighborhood representatives regarding some of the more obvious impacts.

Mrs Warren brought up the Violet site again and requested more information on the Violet site.

Margaret Pahl commented that the SIA was only a study of the social impacts and did not include the biological impacts. At Violet the biological impacts would be as voluminous as the social impacts at the IHNC.

Keven pointed out that the intent of the contract was to address the social impacts and mitigation measures at the IHNC site and to provide recommendations only for mitigation of social impacts at Violet, since the social impact assessment at Violet had already been conducted in 1989. That is why there is less treatment of Violet.

Les Waguespack reiterated the purpose of the working group is to develop a consensus plan for the IHNC site to compare to a plan for the Violet site in order for the Corps to make a recommendation. At present we have about a half-dozen plans at the IHNC site and need to determine which is the best plan. We established the working group to help us accomplish that.

Margaret Pahl suggested that we have a display available to help identify the various alternative plans and make things easier during our discussions.

Marc Cooper commented that he was not interested in the Violet plans and didn't want this group to become a site selection committee. He said he was interested in the IHNC plans and intrigued by the possibility of a north of Claiborne plan.

It was agreed that the next meeting would focus include a presentation on the various alternatives being considered at the IHNC that were evaluated in the SIA and that we would begin discussion of the issues and concerns related to the alternative plans.

Gerald J. Dicharry, Jr.
Gerald J. Dicharry, Jr.
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
23 Oct '91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
LES WAGUESPACK	Planning Div (PD-FG)	862-2503
KEVEN LOVETRO	COE - ECONOMICS BRANCH	862-1917
KUDOPH L. NUSE	Holy Cross	945-4800
JOHN H. WILSON, III	CITY PLANNING COMMISSION	555-7000
LARRY P. HESDORFFER	HISTORIC DISTRICT LANDMARKS COMMISSION	565-7440
Ed Lynn	NOD - Cultural Recreation Section	862-2038
HOWARD ELMER	NOD ENGR (PROJECT ENGINEER)	862-2618
ADA CHANEY	NOD Real Est	862-1976
R.B. Hughes	Port of New Orleans	528-3329
Lloyd Brown	Lower 9th ward Neighborhood Council	241-1929
WARREN DUPRE	St Claude Business Assoc.	948-8268
MARC COOPER	BYWATER NEIGHBORHOOD ASSOC.	945-8537
Kathy C. Hunter	Bywater Neighborhood Assoc.	948-6491
George Ethel Warner	Lower 9th ward Neighborhood Council	944-8507
THOMAS E. PHILLIPS	NOD - DESIGN BRANCH	862-2655
ILIN F. THEY	NOD R/E	862-1974
ALAN SCHULZ	CORPS - ENGINEERING DESIGN	862-2652
DAVID R. WURTZEL	CORPS - RELOCATIONS SECTION	862-2628
HAROLD WILBERT	PORT OF NEW ORLEANS	528-3338
MARGARET PAHL	Holy Cross	277-5449

**IHNC LOCK REPLACEMENT STUDY
NEIGHBORHOOD WORKING GROUP**

**SUMMARY OF MEETING
6 NOVEMBER 1991**

The initial item of business was to solicit comments on the Summary of the previous meeting (23 Oct 91). The following comments were made:

a. Rudy Muse commented that something was apparently missing in the statement attributed to him in paragraph 2b. The corrected statement should read, "He said he thought we should focus on how we involve the public *to* get more public input."

b. Margaret Pahl suggested that the second paragraph from the bottom of page one be changed to read "It will be the responsibility of the Corps..." She also suggested that the Corps keep a corrected file copy.

c. In response to a comment about what Marc Cooper said about Violet, Marc said the summary reflected what he said at the meeting.

The next item of business was the newsletter. A xerox copy of the newsletter was given to the working group members. After a brief discussion, it was agreed that the newsletter would be distributed after the election. The Corps would try to arrange for delivery on the 18th or 19th, if possible.

We then discussed a time frame for arriving at our consensus resolve. It was decided that the March-April time frame was what we would try to shoot for. That time frame would allow us to meet about 10-12 more times for discussion.

Marc Cooper talked about his concern and the concern of this neighborhood about the bridges and their impact on the community. He was especially concerned about any proposal for a mid-rise bridge at St. Claude Avenue. He stressed that the Corps needs to look at a low level bridge at St. Claude.

Joe responded that the Corps is getting ready to have two Architect-Engineer contractors look at St. Claude and Claiborne Avenue bridges. Tom Phillips added that these contractors will conduct line and grade studies to determine what the geometry of the bridges could look

like. This would give us a better idea of what is reasonable and where the bridges would actually touch down and the impact on the neighborhood.

Joe then explained why Claiborne Avenue bridge would have to be relocated under the various alternative scenarios.

Mike Stout briefly explained the historical significance of the St. Claude Avenue bridge and pointed out that significance does not mean that it can't be replaced. There are procedures to follow that allow for mitigation in the form of documentation of the structure. He also pointed out that the Claiborne Avenue bridge was not historically significant. The Florida Avenue bridge is a state project and not part of our lock plans. The state would be responsible for complying with the historic preservation statutes regarding their plans for replacing that bridge.

Joe pointed out that the GCR (Rigamer) evaluation in the SIA was based on the state of Louisiana's criteria of 5% grade for the bridges. He pointed out that we had a coordination meeting set up with them the scheduled for the next day (7 Nov 91) to discuss the bridge design criteria including grade requirements. This was followed by a discussion of traffic patterns, existing thru streets, construction time frames for the bridges, impacts of the bridges, etc.

Rudy Muse then displayed an article about the valuation of trees. One of his constituents asked if there was a way to receive compensation for trees that were planted over the years. It was pointed out that there is an evaluation methodology to determine values of trees but trees are not normally considered separately from property values when real estate is acquired for a project.

Joe then began his presentation of the alternatives. The alternatives presented included the following:

1. the 200' east plan,
2. the 200' west plan,
3. the insitu plan (floated in),
4. in-situ with floated in gate bays, and
5. floated in adjacent (on the east side).

The descriptions of each plan essentially were the same information as presented in the GCR report.

There was discussion as each alternative presented. Topics discussed included lock sizes, shutdown times of the various proposals, concerns over bridge impacts, demolition of the old lock and disposal of debris from the old lock, footprints of the various plans, where industries currently located along the canal might be relocated, time frames for construction activities, impacts to the neighborhoods, etc.

Joe then pointed out that the alternative north of Claiborne Avenue was not addressed in the SIA. Joe described the alternative as currently envisioned but pointed out that we have not conducted out reconnaissance investigation and preliminary information will not be available until the end of January. It was evident that this alternative has the potential of reducing social impacts, assuming we can make this alternative work. It was also pointed out that this alternative might afford the opportunity to create green space and a viewing facility.

There was a brief discussion about Florida Avenue which is being replaced by the State of Louisiana. Replacement of the railroad bridge is being pursued by the Port through the Coast Guard. They are attempting to use Truman Hobbs funds to replace the bridge because it is a hazard to navigation.

Rudy asked if there would be any opportunity for development of port related support facilities along the Canal. It was pointed out that most of the traffic now and in the future will be thru traffic and that opportunity would not be any greater after the lock is replaced than it is now.

Joe also mentioned that the Times Picayune is supposed to have an article on the Lock this coming Sunday. He later offered summary information on the Violet site and mentioned that if additional information is desired they should contact him and he would arrange to make it available.

After a brief discussion it was decided that we would discuss each alternative in detail and cover all resource areas. It was generally felt that this approach would be most beneficial to the working group. Alternative 1 will be discussed at the next meeting. The next meeting was scheduled for November 20, 1991.

Gerald J. Dicharry, Jr.
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
6 Nov 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps - Project Manager	862-1929
Michael Stout	Corps - Historic Properties / Archeology	862-2554
DAVID R WURTEL	CORPS- RELOCATIONS SECTION	862-2628
THOMAS E. PHILLIPS	" - STRUCTURAL DEFECT	862-2655
ALAN D. SCHULZ	" - " " " "	862-2652
JOHN P. PATEY	Real Estate	862-1974
Lloyd Brown	Lower 9th Ward Neighborhood Council Inc.	944-0731 241 1929
Edith Warren	Lower 9th Ward Neighborhood Inc.	944-8507
Marc Cooper	Bywater Neighborhood Assoc.	945-8537
WARREN DUPRE	St Claude Bus Assoc	948-8268
KUDY MUSP	HSC Cross	945-4000
Larry Heddinger	HISTORIC DISTRICT LANDMARKS COMM.	565-7440
GEORGE CARGO	UNO	286-7105
MATTHEW PHEL	HCNA	277-5449
Harold Wilbur	PORT OF NEW ORLEANS	528-3338
ADA CHANEY	COE - Real Estate Dir	862-1976
RONALD R. ELMER	COE - ENGINEERING	862-2618
KEVEN LOVETRO	COE - ECONOMICS BRANCH	862-1917
LES WAGUESPACK	COE - PLANNING DIVISION (PDE)	862-2503

INHC LOCK REPLACEMENT STUDY
NEIGHBORHOOD WORKING GROUP

SUMMARY OF MEETING
20 NOVEMBER 1991

Initially comments were made concerning the distribution of the newsletter. Both Marc Cooper and Margaret Pahl stated they did not receive a copy. Joe Dicharry explained that the delivery area was from Mazant Street on the west side of the lock to Lizardi Street on the east side of the lock and from the river to Florida Avenue. Neither one live in that area. We will make sure the next one gets delivered to them. Also, Ruby Sumler stated that some people on Poland Avenue did not get a copy. It seemed like the area did not get full and complete delivery. Some way of verifying delivery will be needed next time.

Joe Dicharry passed out copies of the previous meeting's summary and apologized that he was not able to mail it before the meeting. Also, Margaret Pahl said she failed to get a copy of the Violet site summary at the last meeting. Joe passed out copies of that to those who wanted one.

We then initiated discussion of the Rigamer report. Joe explained that the group had agreed at the last meeting that we would attempt to review the Rigamer report alternative by alternative.

Ruby Sumler had missed the previous meeting and did not receive the explanation of the N. Claiborne Ave. alternative. Joe then briefly described the alternative and its impacts. This prompted discussions about the bridges at St. Claude and Claiborne Avenues. Marc Cooper and Margaret Pahl expressed their wish that if a new bridge is required at St. Claude they would want a low level bridge. They want to keep the neighborhood as close to current conditions as possible. Joe explained that it would be hard to justify a low level bridge. Dave Wurtzel then explained that in lieu of the bridge approach ramps (cloverleaves), the existing city streets could be used to get the traffic off the bridge back to the major streets (Poland Ave.). We could develop a one way street plan to accommodate this additional traffic in the area. John Wilson said that he believed that was a better plan than any structural ramps.

Harold Wilbert pointed out that the low level bridge would have some impacts to the marine traffic. It was pointed out that a low level bridge would have an impact on the benefit cost ratio because of the additional delay to the traffic using the lock. Joe pointed out that if the Florida Ave. bridge is a high rise connecting to St. Bernard parish, most of the commuter traffic would be diverted to that artery and eliminate most of the traffic on St. Claude. This could eliminate the need for a curfew that would be a plus to the navigation traffic, even with a low level bridge.

Margaret Pahl expressed concern that the Rigamer report was very confusing to try to follow one alternative at a time. Others

expressed similar concerns. Maybe we cannot go through the report alternative by alternative. Maybe we can go through resource by resource. The group seemed to agree with that approach. One concern Margaret Pahl brought up was about noise abatement. She did not believe that insulating the houses would be enough because many houses do not have air conditioning and residents would have to leave their windows open. Would the mitigation also have to include air conditioning for those that need it. Another concern that Margaret brought up was the impact on renters. The report identified that many renters would leave the area because of the construction activities, but no compensation was offered to the property owners. Mrs. Warren asked the question who would be responsible for any medical problems that may occur to residents because of all the noise. Joe said he could not answer that.

Marc Cooper stated that the impacts of all alternatives would be devastating. Why waste time on discussing impacts. He also discussed impacts and mitigation for the Stallings Center. He did not believe the mitigation for that was adequate and may show a lack of knowledge of the area by the contractor. Joe said that our 6-8 week time frame imposed on them was probably contributing to that concern. We just wanted him to come up with something to start from, a basis for our discussions. There will be some "flaws" in the report.

Additional discussion took place concerning the bridges, specifically related to our meeting with the La. Department of Transportation and Development (DOTD). Issues discussed were: the type of low level bridge at St. Claude (double bascule similar to the old Danziger bridge); DOTD's reluctance to steepen the approaches from 5% to 7% because of safety problems; that a low-level bridge at St. Claude would have to go up and down more often and deter traffic from St. Claude (which would be good); whether DOTD would have final word about bridges (Joe said no); a curfew at St. Claude may be eliminated or reduced with a low level bridge and whether that would impact navigation traffic; touch down points at Claiborne Ave; and impacts of Florida Ave. plans on these bridges.

Another question that was asked concerned the noise impacts of the N. Claiborne alternative. Joe explained that the noise impacts of that alternative on the neighborhoods would be less than other alternatives because the construction would take place farther away from the neighborhoods. Joe pointed out that the N. Claiborne Ave alternative would not involve as much community development\ improvement as the other alternatives. We also discussed the detour routes at Caffin and Tupelo and the pros and cons of these proposals.

The group agreed that we can eliminate cloverleaf ramps and attempt to develop a plan to get the traffic off the bridges and back to major streets using the local streets.

Finally, we agreed that at the next meeting we would discuss the noise impacts and impacts to streets and mitigative efforts thereof. We would discuss these generically so they would apply to any alternative. Most impacts are the same for all alternatives except some are of a greater magnitude than others. Next meeting would occur on 4 December 1991.

Gerald J. Dicharry Jr.
GERALD J. DICHARRY
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
20 Nov 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Project Manager	862-1929
Michael Stout	Corps Historic Properties / Archeology	862-2554
RON BOUDREAU	H.D.L.C.	565-7440
RONALD ELMER	COE ENGINEERING DIV.	862-2618
ADA CHANEY	R.L. Est Div COE	862-1976
MARGARET PAHL	HCNA	277-5449
MARC COOPER	Bywater Neighborhood Assn.	945-8537
JOHN WILSON	CITY PLANNING COMMISSION	565-7000
Warren Dwyer	St. Charles Parish Assn.	948-7268
George Phil Warner	Lower 9th Ward Neighborhood Council	944-8507
George Carter	UNO	286-7105
Harold Wilkett	PORT OF NEW ORLEANS	528-3338
Kathy C. Scudder	Bywater Neighborhood Assn.	948-6491
JOHN P. HAY	COE R/E	862-1974
ALAN SCHULZ	COE Engineering Design	862-2652
David Wurzel	COE ENGINEERING DIV.	862-2628
THOMAS F. PHILLIPS	" " "	862-2655
Shay Brown	Lower 9th Ward Neighborhood Council	941-1929

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

4 December 1991

A G E N D A

Comments on previous meeting's summary

Update of other meetings that are planned

Explanation of Sec 106 Coordination

Discussion of content of the next newsletter

Discussion of Noise impacts and mitigation

Discussion of Street impacts and mitigation

Agenda for next meeting

Next meeting, Dec. 17, Tuesday instead of Wednesday

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY
NEIGHBORHOOD WORKING GROUP

Summary of Meeting
4 December 1991
(REVISED)

Joe Dicharry opened the meeting and requested any comments on the previous meeting's summary. No comments were made.

He then gave the group a report on other meetings that are planned concerning this project. He told them of the first meeting with the Maritime Interests Working Group to be held on 17 December 1991 at 10:00 a.m. at the District's office. That group will be given a status report of the studies to date and will discuss project issues related to their interests, i.e. low level bridges at St. Claude, by-pass channel around construction site north of Claiborne Ave., etc. Also, Joe informed them of a meeting among the Corps, Dock Board and local elected officials on 12 December 1991 at the Dock Board's office. The purpose of this meeting will be to give them a briefing of the Rigamer report. As far as he knew, Joe said that Rep. Copeland, Sen. Johnson and Councilman Johnny Jackson were invited. The neighborhood leaders were very concerned that all local elected officials were not invited, like Jackie Clarkson, Michael Bagneris, Arthur Morel and others. Joe said he would try to get them invited by the Dock Board. If not, he would request Col. Diffley to host a separate meeting with other elected officials and give them the same information. Joe said he would give this group a report on these meetings at our next meeting on 17 December 1991.

Mike Stout then explained to the group the required Sec 106 consultation process with the State Historic Preservation Office and the Federal Advisory Council on Historic Preservation. He made available to the group handouts explaining this in more detail. He told them that these two agencies will be meeting with the Corps in January and he thought it would be a good idea for these agencies to attend one of our meetings to observe the public involvement process. The group agreed. Mike said that it would be a good idea for the neighborhood organizations to maybe meet with these agencies on their own while they are here. He also said they would want to take a tour of the area and maybe the neighborhood organizations would assist in that effort. We agreed that our meeting on 22 January 1992 would be the meeting these agencies would attend and the group would discuss the impacts to historic properties and appropriate mitigation plans at that meeting.

At this time Rudy Muse requested that he read into the record a short newspaper letter to the editor that he believes reflects the views of the area residents. That statement is as follows:

"Isn't it ironic that all of the sudden the environment is more important than people? And that is true in the case of the widening of the Industrial Canal locks on St. Claude Avenue.

"It seems that the fact that thousands of people would be affected in that areas is of no concern. Businesses would be dead in no time.

"It seems that historic designation doesn't mean a thing. There are two historical sections that would be affected, i.e., By-water (where I have lived for 50 years) and Holy Cross.

"I have seen recently that properties aren't being sold even though the homes are in beautiful condition because the tenants cared. Property and businesses would depreciate if the project goes through.

"Imagine the years it would take to construct new locks and bridges and approaches and the effect on the immediate communities!

"True, we need a new approach and locks away from family homes and businesses.

"It seems that no foresight has been used in planning for the future. We had the streetcars taken off in the 1960's (except for the St. Charles line). A group in the 1960's took petitions to keep them on. (I was one of the signers.) Now, it's suggested they bring them back.

"Even if I'm 81, I love New Orleans. I only wish I could do more."

Signed by Mrs. E.E. Lala.

We then discussed the content for the next newsletter. We agreed that details of the alternatives being studied and their impacts would be the subject matter. The concern was raised about the area of distribution for the newsletter. Rudy Muse said that the entire study area should be included. From the Rigamer report, Keven Levettro said that would involve about 19,000 households. Joe said he did not know if we could go that far, but he said we would extend the distribution area from what was used before (Mazant to Lizardi St and from the river to Florida Ave). We also discussed putting newsletters in certain businesses and other public facilities. Joe requested the neighborhood representatives to provide a list of these places at our next meeting. Joe also said that a newsletter would be mailed to each member of this working group and that he would have a draft of that newsletter for the group's review at our next meeting.

We then began discussing noise and dust impacts. First we discussed how dust could be controlled. We talked about possibly putting up netting, similar to that used for sand blasting on the bridges around the construction area or watering down of the construction site. Also, concern was raised about dust generated by trucks hauling dirt and equipment to and from the construction site. It was pointed out that a lot of the dirt, materials, and equipment could be hauled in and out of the construction site by barges which would considerably reduce the amount of dust.

Alan Shultz then discussed the different types of pile driving equipment that may be used to help control noise. He explained about a vibratory hammer, that could be used instead of a diesel impact hammer to produce less noise. He suggested that we might be able to have some test piles driven using the vibratory hammer to see what the noise really would be. Alan said that the piles would be steel H-piles rather than sheet piles. He also explained that steel pipe piles could also be used which may be less noisy. Joe

said that a project of this magnitude maybe deserves some kind of effort to test the noise impacts of different pile driving equipment. The construction activities and equipment used can be specified to reduce the noise to acceptable levels, but we will not be able to eliminate the noise altogether. Rudy Muse corrected Joe by saying that not building the lock at this site would eliminate the noise.

Joe asked for any ideas from the group on what else could be done about abating the noise. Marc Cooper suggested buying a Sony Walkman for all residents. Maybe just buy some earplugs for everyone. Margaret said that we need to address the stress associated with living next to this construction site. She said that insulating the houses would be another alternative, also maybe storm windows. We would have to air-condition many houses with the insulation. Maybe residents may not be able to afford electrical bills for the air-conditioning.

Keven Levettro pointed out that the existing levees and floodwalls would help abate some of the noise. He pointed out that many people being impacted by noise are related to bridge construction and if low level bridges are recommended the impacts would be less.

Marc Cooper pointed out that the Rigamer report did not address the impacts of the demolition of the old lock. How would that be done? Depending on the alternatives, varying degrees of demolition, probably by dynamite, would have to be done. Maybe only one wall would have to be demolished and for a barge lock maybe the lock floor could stay in-place.

Joe then summarized by saying that the group has come up with some good ideas for noise abatement/mitigation that could be investigated for inclusion in our mitigation plans. Margaret requested a commitment from the Corps about implementing the proposals from the reports concerning using barges for hauling materials and equipment to and from the construction site and eliminating haul roads through the neighborhood. Joe said those kinds of things can be handled easily by specifying in the contract documents that the contractor do these kinds of things.

Ruby Sumler asked if we could give her a list of the types of contracts to be used in the construction activities. She has had inquiries about the type of skills that could be developed by the unemployed for possible use later on. Joe said they could produce such a list. We then had a discussion about jobs that could be created from this project.

We then talked about streets impacts. Joe stated we can repair and/or replace roads that are directly used for construction activities, but also we might be able to go beyond the direct impact area. This would be part of the community development plan that would help keep the community usable and liveable during and after construction. The Bogg's legislation gives us the authority to do this. Maybe the project could buy a street sweeper to help keep the neighborhood streets clean.

We also discussed improvements to mass transit may be able to be done to help alleviate some of the traffic congestion problems. Also, transportation discount coupons were suggested. These types of things are not out of the realm of possibility of being included in this mitigation plan. Others would have to cooperate, like the City and RTA.

Next meeting will be Tuesday, 17 December 1991, instead of Wednesday, 18 December 1991. Joe will be giving the group a report on the upcoming other meetings and will discuss the draft newsletter. We will have a short Christmas party.

Joe Dicharry
Joe Dicharry

Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
4 Dec 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dikharry	Corps Project Manager	862-1929
LES WAGUESPACK	Plan Form. Br. (COE)	862-2503
Michael Stout	Corps - Historic Resources	862-2554
Keven Lovetro	Corps - Economic Analysis BR.	862-1917
HAROLD WILBERT	PORT OF NEW ORLEANS	528-3338
RONALD R. ELMER	CORPS - PROJECT ENGINEER-ENGR DIV	862-2618
ADA CHANEY	COE - Real Estate, Acq. BR.	862-1976
KUDY MUSE	H.C.N.A.	945-4818
Karen S. Hilton	City Planning Commission	565-7000
MARC COOPER	Bywater Neighborhood Ass'n / HDLC	945-8537
George Edith Waver	Lower Ninth Ward Neighborhood C.	944-8507
Ricky C. Sumler	Bywater Neighborhood Ass'n	948-6491
ILIN FITZGERALD	COE / RE	862-1974
ALAN SCHULZ	CORPS - Engineering Design	862-2652
T.F. PHILLIPS	" " "	862-2655
M. PAM (late)	HCNA	277-5449

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY
NEIGHBORHOOD WORKING GROUP

Summary of Meeting
17 December 1991

Joe Dicharry opened the meeting and requested any comments on the previous meeting's summary. Rudy Muse said that we forgot to put in a newspaper article he read into the record that he believes reflects the views of the neighborhoods in the area. Joe apologized and said he would revise the summary and send all another copy.

Rudy then asked about the overall time line for this process. Joe said that nothing has changed since the group agreed that we would attempt to develop a recommendation by March/April 1992 time frame. Ed Lyon stated that the coordination with the Federal Advisory Council on Historic Preservation and State Historic Preservation office would take place in February 1992 instead of January 1992 as previously scheduled.

Rudy then stated that it is his personal opinion (it does not represent the opinion of Holy Cross Neighborhood) that to date he has seen nothing that would convince him that any plan is workable. Joe pointed out that all the details of the North of Claiborne Avenue alternative have not been developed and maybe that would provide information that might change his opinion.

Joe then informed the group of the results of the recent meetings with the Maritime interests and with the elected officials. First, he told them that the meeting with the maritime interests went very well. They were brought up to date on the status of our studies, given a description of all alternatives being analyzed and asked for comments on a number of issues that pertain to them. These issues include the possibility of having a low-level bridge at St. Claude with a new lock and the inconveniences of having to use a by-pass channel around the North of Claiborne Avenue alternative construction site. Joe stated that all of the representatives seemed willing to compromise and work with us in developing this "Win-Win" solution.

Joe then informed the group about the meeting with the elected officials. He said that only Representative Sherman Copeland and Senator Jon Johnson attended the meeting. Ron Brinson, 3 Board Commissioners, 2 members of Brinson's staff, Col. Diffley, and 3 members of his staff (including Keven Lovettro and himself) were the other attendees. The major points discussed are as follows:

- a) Col. Diffley gave them a brief description of the Rigamer report and the proposed mitigation plan components (housing, streets, drainage, schools, public facilities, noise, community cohesion, etc).
- b) Copeland and Johnson were upset that we were meeting with the neighborhood leaders without their assistance and that they were not as informed about the project as the neighborhood leaders.
- c) Jon Johnson was upset that a newsletter was not delivered to his house on Deslonde Street (Harold Wilbert stated that a newsletter was mailed to all elected officials).
- d) Johnson and Copeland requested that we not meet with the neighborhood group until they are briefed more fully about the project and they (along with Johnry Jackson) meet and decide what part they will play in this public involvement process. Some form of the previous Advisory Council may be restarted.
- e) Col. Diffley said that we were just trying to gather information and public input with these meetings and not "cutting any final deals". It was his right and responsibility to do this and

they could not stop him from doing that. But he agreed to delay further meetings with the neighborhood working group until the elected officials had time to meet. He asked if 30 days was sufficient and they said O.K.

Joe explained that this delay would give us time to complete the studies on the North of Claiborne Avenue alternative which seems to be the alternative that has any chance of being recommended. He said he would still develop a "draft" newsletter and mail it to the group for comments during this delay, so it will be able to be mailed after this 30 day delay. Joe said he felt very good that we would again be meeting with this group after this 30 day delay.

There was a lot of discussion about the above mentioned points. The neighborhood leaders strongly expressed their opinions that these elected officials were not going to make decisions for them about their future concerning this project. As long as they would still have a voice in the process they would be satisfied. They did not want the elected officials in charge of the process. The group accepted the delay and we then had a Christmas party.


Joe Dicharry
Senior Project Manager



ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
17 Dec 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps, Project Manager	862-1929
Les Waguespack	" , Planning	
Kevin Lovetro	" , Economics	
Harold Wilbert	N.O. Dock Board	
Warren Dupre	St. Claude Business Assn.	
Ada Chaney	Corps, Real Estate	
Rudy Muse	Holy Cross Neighborhood Assn.	
Margaret Pahl	" " " "	
Ruby Sumler	By-water Neighborhood Assn.	
Don Athey	Corps, Real Estate	
Ed Lyon	" , Cultural Resources	
Alan Shultz	" , Design Br.	
Tom Phillips	" "	
Marc Cooper	By-water Neighborhood Assn.	

EXHIBIT II

Neighborhood Working Group

Members

Neighborhood Working Group

Bywater Neighborhood Association

Mr. Marc Cooper
3929 Chartres St
New Orleans, LA 70117
945-8537
Ms. Ruby Sumler
4123 Marais
New Orleans, LA 70117
948-6491

Lower 9th Ward Neighborhood Association

Mr. Lloyd Brown
7471 Seven Oaks Road
New Orleans, LA 70127
241-1929
Mrs. George-Ethel Warren
1836 Reynes
New Orleans, LA 70117
944-8507

Holy Cross Neighborhood Association

Ms. Vivienne Blair
P.O. Box 3417
New Orleans, LA 70177
945-5026
Reverend Lorenzo Gunn
4908 Dauphine Street
New Orleans, LA 70117
949-4973

Holy Cross Community Development Corp.

[4732 St. Claude, New Orleans, LA 70117]
Mr. John Koeferl
415 Tupelo
New Orleans, LA 70117
279-4885

St. Claude Businesses

Ms. Eva Benoit
United Medical Center
3419 St. Claude Avenue
New Orleans, LA 70117
948-8433

City Planning Commission

Ms. Kristina Ford
1300 Perdido Street
New Orleans, LA 70112
565-7000

Regional Planning Commission

Mr. Walter Brooks
Masonic Temple Building, Suite 1100
333 St. Charles Avenue
New Orleans, LA 70130
568-6611

Historic District Landmarks Commission

Mr. Larry Hendorffer
830 Julia Street
New Orleans, LA 70113
565-7440
Mrs. Laurentine Ernst
829 Jourdan Ave.
New Orleans, LA 70117
945-7410

Port of New Orleans

P.O. Box 60046
New Orleans, LA 70160

Mr. Patrick Gallwey
Mr. Cedric Grant
Mr. George Carbo
528-3333

U.S. Army Corps of Engineers

New Orleans District
P.O. Box 60267
New Orleans, LA 70160

Mr. Joe Dicharry
862-1929
Mr. Les Waguespack
862-2503

Government Officials

The Honorable Ellen Hazeur
Councilwoman District E
New Orleans City Council
1300 Perdido Street
New Orleans, LA 70112

The Honorable Sherman Copelin
Representative, District 99
107 Harbor Circle
New Orleans, LA 70126

The Honorable Jon D. Johnson
Senator, District #2
7240 Crowder Boulevard, Suite 405
New Orleans, LA 70127

EXHIBIT III

Neighborhood Working Group

Meeting Summaries

July 1993 - March 1994

Meeting Summary
Neighborhood Working Group Meeting - July 29, 1993

Members present:

Mr. Marc Cooper - Bywater
Mrs. George-Ethel Warren - Lower Ninth
Ms. Vivienne Blair - Holy Cross
Mr. John Koefel - HCCDC
Mr. Rudy Muse - HDCDC
Mr. Richard Allen - CPC
Mr. Walter Brooks - RPC
Mr. Joe Dicharry - Corps
Mr. Les Waguespack - Corps
Mr. Patrick Gallwey - PNO
Mr. Robert Hughes - PNO
Mr. Cedric Grant - PNO
Mr. George Carbo - PNO

Others present:

Ms. Chandler - Chandler Enterprises

Meeting Summary:

Mr. Gallwey opened the meeting by welcoming those present and having everyone introduce themselves. He explained that the past working group meetings led to changes in the lock location resulting in a site north of Claiborne with no residential relocations. He noted that the concerns of the neighborhood groups have been heard and will continue to be addressed.

Mr. Dicharry explained the engineering technology involved in locating the lock north of Claiborne. He presented a slide show of an artist's rendition of how the construction project may look. During the slide presentation, he commented on some of the benefits and negative impacts of the construction project. Questions were asked concerning where the Coast Guard would be moving and what would happen to the ships that use the Galvez Street Wharf. The replacement of the green space lost from along side of the current lock with new green space along side of the new lock was discussed. A comment was made that the people of the area want the issue settled of if the lock is going to be built.

Mr. Grant presented a proposed process for creating a community developed mitigation plan. Group discussion centered on the need for a project such as this to bring positive benefits to the communities it impacts. These positive benefits should benefit the community economically and socially. Discussion also focussed on the need to extend the process. It was determined that the proposed two month time-frame was not enough time to accomplish all that is needed, and the process would most probably need to be between three and six months. It was also suggested that the Port meet with the individual neighborhood groups to discuss the process on a one-on-one basis.

The next meeting was set for tuesday, August 17, 1993.

Meeting Summary
Neighborhood Working Group Meeting - August 17, 1993

Members present:

Mr. John Andrews - Bywater
Mr. Marc Cooper - Bywater
Mr. Lloyd Brown - Lower Ninth
Mrs. George-Ethel Warren - Lower Ninth
Ms. Vivienne Blair - Holy Cross
Mr. Rudy Muse - HDCDC
Mrs. Laurentine Ernst - HDLC
Ms. Kristina Ford - CPC
Ms. Elrhei Thibodeaux - CPC
Mr. Joe Dicharry - Corps
Mr. Les Waguespack - Corps
Mr. Kevin Lovetro - Corps
Mr. Cedric Grant - PNO
Mr. George Carbo - PNO

Others present:

Ms. M. R. Chandler - Chandler Enterprises

Meeting Summary:

The meeting was opened with those present identifying themselves and the organization they represented. Mr. Grant distributed a summary of the previous working group meeting. It was agreed that a more detailed summary of future meetings would be provided. The summaries will be prepared from tape recordings of the meetings. Mrs. Warren handed out a copy of a letter from her to Mr. Brinson requesting assistance in acquiring community resources she feels are needed in the community. Mrs. Warren requested a formal response to the request.

Mr. Muse commented that the issue of whether or not there will be a lock built at the IHNC site has not been resolved, and the project is still in the proposal stage. Mr. Dicharry stated that the North of Claiborne option is the only proposal being considered by the Corps.

For the benefit of those new to the working group, some of the highlights of the working group's previous series of meetings were explained.

The schedule for future meetings was reviewed and it was noted that the process could possibly take six months or longer with meetings held every two weeks. The group discussed the method in which they would proceed and decided that the one common base that everyone could use is the Rigamer report. It was determined that the group would use the Rigamer report as the base document for a

Meeting Summary - August 17, 1993

Page 2

comparative analysis of mitigation proposed for the options considered in the plan and the mitigation that would be needed with the North of Claiborne option.

The issue of who was to be involved in the process was discussed. The members of the working group determined that they did not wish to have closed meetings. An agenda would be prepared for each meeting and adhered to, with the focus being on one topic at a time.

The next meeting was set for Tuesday, August 31, 1993.

as a reference.

Discussion turned to the issues of how mitigation should be determined. Rev. Gunn expressed that the greatest amount of mitigation possible should be given to those most impacted. Mr. Cooper stated that the maritime industry must prove that damage to the communities caused by the project can be offset. He commented that any damage to the community must be minimized and compensated for. He expressed that if new bridges will bring increased traffic, it would be preferable to have the people out of cars and into an extended streetcar line. It was suggested that the group should discuss the impacts that would occur and then how to address them. It was commented that this project will be a golden opportunity to get public works projects focused in the area of the canal.

The need to disseminate information about the project (what is currently happening and what the impacts of construction will be) to the general community was stressed. A list was created on a flip-chart to display issues to be discussed in the future. The list included the following:

- 1) Field office
- 1a) Business information clearinghouse
- 2) Information dissemination grant
- 3) Streets improvements
- 4) Study cost (to community)
- 5) Economic impacts
- 6) Housing/land use
- 7) Public facilities
- 8) Transportation
- 9) Noise
- 10) Social

The next meeting was scheduled for 7 PM Monday, September 13, 1993 at the Alvar Library. A set day and time for future meetings will be discussed at the next meeting.

MEETING SUMMARY
NEIGHBORHOOD WORKING GROUP MEETING- AUGUST 31, 1993

Members Present:

Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mrs. George-Ethyl Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Mr. John Koefel - Holy Cross CDC
Ms. Laurentine Ernst - HDLC
Ms. Beverly Andry - HDLC
Mr. Walter Brooks - RPC
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Ms. M. R. Chandler - Chandler Enterprises

Meeting Summary:

The first topic of discussion was the day of the week to hold future meetings. There exists a conflict with holding the meetings at Jackson Barracks on some future Tuesdays, and members of the working group expressed conflicts with their own organizational meetings on several Tuesdays of the month. It appeared that there would be fewer conflicts with holding the meetings on Monday nights.

Mr. Grant explained to the group that at all working group meetings there would be afforded the opportunity to ask questions on the technical aspects of lock construction. He showed two maps of the canal area that demonstrated the physical impact of the proposals for lock replacement. Members of the group did not have questions at this time.

The definition of mitigation was discussed. Mr. Grant explained the process proposed by the group at its last meeting of examining the impacts of the proposed lock as listed in the Rigamer report and developing relevant impacts and mitigation for the north of Claiborne alternative. Mr. Dicharry explained the titles of the impact categories. Mrs. Warren noted that the Rigamer report made several mistakes because it had little local input. Others agreed with this observation, and it was recognized that the neighborhood working group was intended to correct that limitation. Ms. Chandler stated that she had a personal grievance against the Rigamer report and the entire process because she felt that it benefited only a select few and excluded the lower ninth ward. Some members of the working group had a problem with using the Rigamer report as a starting point because of its limitations and preferred to cite it as needed

DOCUMENT REQUEST
ATTENTION: MR. CEDRIC GRANT

1. LOUISIANA HIGHWAY TRUST FUND AND ALL AMENDMENTS SINCE INCEPTION. (WITH SPECIAL ATTENTION GIVEN TO 1985-PRESENT)
2. COPIES OF ALL LEASES CITED ON PAGE 40 OF THE GREGORY RIGAMER REPORT (PLEASE NOTE THIS IS THE THIRD REQUEST).
3. DOCKET #'S OF ALL FUNDING REQUESTS TO PUBLIC AGENCIES BY THE PORT OF NEW ORLEANS SINCE 1990.
(ADDITIONAL REQUESTS WILL BE MADE AFTER ATTEMPT TO RESEARCH NEIGHBORHOODS ECONOMIC PARTICIPATION REQUIREMENTS ARE ASCERTAINED)
4. *HAZARDOUS, TOXIC AND RADIOLOGICAL WASTE INVESTIGATION
5. **WHERE DOES THE MONEY COME FROM TO SUPPORT HISTORICAL LANDMARKS IN ACHIEVING THEIR GOALS?
6. INDEX OF ALL STUDIES COMPLETED, THEIR COSTS & WHERE ARCHIVED.

*REFERRED TO "SIGNIFICANT FACTS" HANDOUT BY MR. CEDRIC GRANT REGARDING THE AUGUST 31, 1993 WORKING GROUP MEETING
**SEE ADDITIONAL HANDOUT-HISTORICAL DISTRICT REQUEST FOR INFORMATION BY MRS. GEORGE-ETHYL WARREN

VICE-PRESIDENT LOWER NINTH WARD
NEIGHBORHOOD COUNCIL
RESIDENT LOWER NINTH WARD

THIS IS TO BE AN ONGOING STUDY ON BEHALF OF THE RESIDENTS OF THE AREA-ONE THAT I AM NOT BEING COMPENSATED FOR- IN CONTRAST TO THE GREGORY RIGAMER REPORT OF 1991 FOR WHICH HE HAS BEEN COMPENSATED AT THE RATE OF \$200,000.00 PLUS DOLLARS AS NO FIGURE HAS BEEN REVEALED AS TO WHAT THE REPORT ACTUALLY COST THE TAXPAYER'S. I, GEORGE-ETHYL WARREN AM NOT ASKING TO BE PAID, BUT I AM ASKING THAT YOU PROVIDE THE PUBLIC DOCUMENTATION AS REQUESTED THAT I AM ENTITLED TO AS A RESIDENT ACCORDING TO THE LAW. MY REASON FOR REQUESTING THIS IS THAT I HAVE HAD COUNSEL WITH AN ATTORNEY FRIEND THAT HAS ADVISED ME TO DO A THOROUGH RESEARCH OF EVERYTHING THAT I COULD THAT HAS TO DO WITH THE PORT OF NEW ORLEANS/CORPS OF ENGINEERS AND LOUISIANA PUBLIC HIGHWAY TRUST. MY COUNSEL ESPECIALLY MENTIONED THE HIGHWAY TRUST THAT GETS SOME FUNDING FROM THE GASOLINE TAX.

AND BY THE WAY MR. GRANT WOULD PROVIDE YOU THE DOCUMENTATION AS TO THE COST OF THE RIGAMER REPORT AND SUBMIT TO THE WORKING GROUP.

SINCERELY,
MRS. GEORGE-ETHYL WARREN
VICE PRESIDENT LOWER NINTH WARD NEIGHBORHOOD COUNCIL
RESIDENT/LOWER NINTH WARD
AUG 14, 1993

SIGNIFICANT FACTS HANDOUT/FROM THE DESK OF MR. CEDRIC GRANT

IN EARLY SEPTEMBER WE HAD AN INFORMAL DISCUSSION WITH
PRESIDENT LLOYD BROWN OF THE LOWER NINTH WARD NEIGHBOR
HOOD COUNCIL, VICE-PRESIDENT GEORGE-ETHYL WARREN AND
RESIDENT M. R. CHANDLER OF THE LOWER NINTH WARD &
THE HOLY CROSS HISTORIC DISTRICT.

IN ATTENDANCE.

THIS MEETING WAS CALLED BY MRS. GEORGE-ETHYL WARREN, A
MEMBER OF THE WORKING GROUP OF THE IHNC, TO POINT UP SOME
DISTURBING STATEMENTS IN HANDOUT.

POINT 1. (S.F.1)

REQUEST THAT MR. GRANT PROVIDE A COPY OF THE MINUTES OF
THE MEETING(S) WHICH LED ANY PUBLIC BODY TO CONCLUDE,
BASED ON PREVIOUS NEIGHBORHOOD WORKING GROUP MEETINGS,
THAT THIS PROJECT HAS BEEN RE-STUDIED AND RE-ENGINEERED TO
ADDRESS THE NEIGHBORHOOD CONCERNS.

- WHAT CONCERNS DID YOU HAVE REFERENCE TO?
- WHAT CONSTITUTES THE NEW STUDY?
- PLEASE PROVIDE COPY!

POINT 2. (S.F.2)

THAT NORTH OF CLAIBORNE AVENUE SITE IS THE ONLY SITE BEING
STUDIED BASED ON INPUT FROM PREVIOUS NEIGHBORHOOD WORKING
GROUP

- WHAT LED TO THIS CONCLUSION?
- WHAT MECHANISM WAS USED TO DETERMINE THIS?
- WHAT MINUTES OF THE PREVIOUS WORKING GROUP MEETING VOTED
FOR THAT ALTERNATIVE (N. CLAIBORNE-FLORIDA) AND WHEN WILL
THAT COME TO A VOTE BY THE RESIDENTS IN THE COMMUNITY.
- NO AUTHORITY HAS BEEN GIVEN TO ANY INDIVIDUAL AND/OR
ORGANIZATION TO ARBITRARILY ACT ON BEHALF OF THE
RESIDENTS OF THE COMMUNITY THAT I AM AWARE OF.
- HAVE THE RESIDENTS OF THE COMMUNITY HAD A CHANCE TO
DETERMINE THAT THIS IS WHAT THEY WANT?
- WHEN DO YOU PLAN TO PRESENT THESE SIGNIFICANT FACTS TO
THE RESIDENTS OF THE AFFECTED AREAS?

POINT 3. (S.F.#10)

IT IS REQUESTED THAT PRESIDENT BROWN REQUEST A COPY OF
THE HAZARDOUS, TOXIC AND RADIOLOGIC WASTE INVESTIGATION
WHICH HAS SHOWN THAT THERE ARE NO SIGNIFICANT PROBLEMS IN
THE AREA. (BECAUSE WE WOULD NOT LIKE TO SEE THE LOWER
NINTH WARD BECOME ANOTHER CANCER ALLEY)

MRS. GEORGE-ETHYL WARREN REQUESTED THAT HE AS PRESIDENT
PRESENT THESE CONCERNS TO THE WORKING GROUP: SO THAT THEY COULD
KNOW OUR THINKING. HE HAS NOT DONE IT AND
INSURE THAT IT IS PRESENTED. I'M PRESENTING IT NOW AS
VICE-PRESIDENT OF THE LOWER NINTH WARD NEIGHBORHOOD
COUNCIL, MEMBER OF THE WORKING GROUP AND RESIDENT OF THE
LOWER NINTH WARD.

WHAT IS THE TIMETABLE OF THE PORT OF N.O./LOCAL SPONSOR OF THE IHNC & THE CORPS OF ENGINEERS IN GIVING TO THE COMMUNITY TO MAKE THEIR DECISIONS AS TO WHETHER OR NOT THEY WANT THE EXPANSION OF THE INDUSTRIAL CANAL.

I WANT TO MAKE SURE WE ARE GIVEN THE SAME OPPORTUNITY, AS THE PEOPLE OF THE VIOLET AREA HAD TO COME UP WITH THE ANSWER THAT THEY DID NOT WANT THE LOCK IN THEIR COMMUNITY-(NIMBY)

THAT IS MY REASON FOR REQUESTING THE MINUTES OF THE VIOLET MEETINGS

MR.. GRANT, HAVE YOU MADE ANY PROGRESS IN SECURING THOSE MINUTES-PLEASE SUBMIT LETTERS OF REQUEST, ETC.

THE MINUTES OF THE VIOLET MEETINGS WILL HELP ME AND OTHERS DETERMINE HOW THE PEOPLE IN THE VIOLET COMMUNITY WERE ABLE TO DETERMINE WHETHER THEY WANTED THE LOCK EXPANSION THERE OR NOT.

THE FIRST MEETING WAS HELD AT THE ALVAR STREET LIBRARY

- MRS. M. R. CHANDLER CITED A CORRECTION OF THE TIMETABLE IN THE MINUTES FROM THE FIRST MEETING WITH MR. GRANT AT JACKSON BARRACKS

-THERE WAS NO CONCENSUS THAT ONLY 3-6 MONTHS WAS NECESSARY FOR THE REVIEW AND DISSEMINATION OF INFORMATION REGARDING THE PROJECT.

- THAT IS THE FAST TRACK CALENDER ISSUED AT THE FIRST ALVAR STREET LIBRARY MEETING BY MR. GRANT'S MINUTES.

- VIGOROUS DISCUSSION, OPPOSED EVEN 1-2 YEARS BASED ON THE LENGTH OF TIME ALLOCATED TO THE RESIDENTS OF THE VIOLET AREA.

- THAT CORRECTION HAS NOT SURFACED YET!

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR SEPTEMBER 13, 1993**

Members Present:

Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mrs. George-Ethyl Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Mr. John Andrews - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koeferl - Holy Cross CDC
Ms. Laurentine Ernst - HDLC
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Ms. M. R. Chandler - Chandler Enterprises
Ms. Magee - Ninth Ward Coalition

Summary:

Mr. Gallwey recapped the progress of the group. At the last meeting the group talked about the process of documenting what the members of the group, as community leaders, think the important issues are to the community in terms of mitigation or compensation. He reviewed the list of issues created at the previous working group meeting and brought forward the idea of combining some of those issues into the same category, while recognizing them as important parts of the issue. "Neighborhood street improvements" would be a sub-topic of "Transportation." "Business information clearing house" would be included under "Economic development issues," which is planned to be discussed tonight. The items to be discussed at future meetings are: economic impacts, housing and land use, public and community facilities, transportation (public transit, streets), noise, and social impacts. Mr. Gallwey commented that this list is not intended to be exhaustive, and things will be added onto the list by the group. He explained that the group would take the topics from the Rigamer report as issues to discuss, since everyone generally agreed that the report did not completely reflect the wishes and feelings of the neighborhoods. He clarified the point that it is not being said that the report had to be fully accepted, but using the topics was a way to stimulate conversation and ideas.

Mr. Gallwey discussed the issue of the field office. The issue of the field office was on the list as a goal to achieve, and once there is a construction project a field office will be established. The lock project has been in the planning stage for thirty-five years and an active project is needed before it can be established.

The topic of information dissemination was explored. Discussed last time was the concept of

creating a library or location for the studies and other information about the lock. Mr. Grant has discussed with Mr. Brown establishing a library for this information in the Lower Ninth Ward Neighborhood Council offices. The idea of setting one up in the Alvar library, so that the information is on both sides of the canal, is also being explored. The group has to tell the Port and the Corps what information on the lock project is needed for these locations. The Port's and Corps' staffs have already begun to gather some of the information needed. Mr. Grant commented that staff will be made available to answer question to the public at these location during certain hours. Mr. Dicharry noted that there is also the possibility of a display to visually show where the construction will actually occur. He asked for suggestions on how to go about this. Mr. Brown agreed that a display would be beneficial as long as it is established prior to any public forums.

Mr. Gallwey stated that the Port and Corps would like to be invited to the meetings of the various associations to make a presentation. This would help answer any questions others may have.

Mr. Gallwey restated the combining of certain issues on the list for the benefit of a couple of people who had entered the meeting late. Mrs. Warren questioned the use of the Lower Ninth Ward Neighborhood Council's office if rent is not paid to keep it open. She also stated that residents want to have the opportunity to know what is planned for the lock replacement. She commented that she will not stop commenting on the project until she sees where the people are going to benefit from the project.

Mrs. Warren raised the issue of contamination at a school in the Desire area (not related to the lock project). She expressed a desire to see the environmental reports done on the lock site. Mr. Dicharry stated that he plans on putting those types of reports in the library along with minutes from public meetings that have been held in the past. He noted that previously there were not working group type meetings with an ongoing exchange of information. He reiterated that whatever information is needed will be provided if available. Mr. Gallwey encouraged everyone to continue to suggest in the future what information is needed. Mr. Dicharry asked if a display board of the slides showing that the lock would all be within the channel would be helpful as a visual display. Mrs. Warren agreed that it would be helpful, but commented that other things are needed also. She stated she would like to know how funding comes from the highway trust fund for the bridges and how that would effect the neighborhood. She commented that she has personally collected a variety of information on how government operates. She raised the issue of Port leases in the area and wondered if there where any leases that members of the community could get to set up a business. She expressed that she was trying to find out all the information that she can, to bring it to the table. Mr. Gallwey stated that as much information as could be found would be made available.

Ms. Magee asked Mr. Gallwey to clarify if the Sanchez Center would be kept open on certain nights for the public to look at the documents. He replied that it would be worked out with the Lower Ninth Ward Neighborhood Council as to the hours it would be open. Mr. Brown noted that the center is not open normally on nights or the weekend. Mrs. Warren expressed that the City should keep the building open because it is paid for by the public. Ms. Chandler commented that keeping the center open one night a week is a joke. She expressed the desire

to have the building open four hours every night of the week with a staff member there one night a week for the next six months. She also stated her opinion that the meeting minutes have never been accurate and do not reflect what has happened in the meetings. She noted that a three to six month time frame was never agreed to by the working group. She stated that as a tax payer she intended to be notified of meetings. She challenged the minutes of the meetings.

Ms. Chandler commented that there is no budget for the working group. She stated that she had requested a copy of the highway trust fund and had not received it yet, and wants to know how the community fits into the different public funding and appropriations. She asserted that her community has not participated in the economic development of the Port of New Orleans. Ms. Chandler expressed confusion about the technical aspects of lock construction, and stated that the community is more concerned about employment.

Ms. Chandler stated that she is not privy to the information that led to the conclusion in the significant facts handout that, based on the meetings of the working group, the only site being considered is the north of Claiborne site. Mr. Dicharry explained to her that the previous series of meetings of the neighborhood working group, of which she was not involved, led to the Corps going back and looking at the north of Claiborne site. It was recognized that the working group did not say they favored that site, but that they encouraged that the north of Claiborne site be explored. Mr. Dicharry explained that the north of Claiborne site was not an alternative during that time. He commented that the group was intended to discuss the issues. Ms. Chandler questioned why Congress had not budgeted mitigation funds. Mr. Dicharry explained that Congress said to develop a community development program with the neighborhoods and then report back to them. He explained that there is a difference between study costs and authorized construction costs.

Ms. Chandler asked Mr. Dicharry about the mention of the north of Claiborne site in the Rigamer Report. Mr. Dicharry commented that it did not address the impacts of the north of Claiborne site because the details of the site had not been developed. Ms. Chandler claimed that the report ignored an entire segment of the community by not mentioning the Lower Ninth Ward Neighborhood Council. She asserted that the community was painted as being unstable. Mrs. Warren stated that the lower ninth ward is being left out of the City's improvements, and the residents want the opportunity to make a living.

Ms. Chandler again stated that she had corrections for the minutes. She restated that the group required a longer time then the originally proposed three to six months and asked that this be noted.

Ms. Chandler then expressed concern over the historic designation of the Holy Cross neighborhood and its impact on property development. It was explained to Ms. Chandler that there is a difference between the Holy Cross Neighborhood Association, the Historic District Landmark Commission, the Holy Cross Community Development Corporation and the area of the Holy Cross historic district. Mr. Koefel brought forward that concerns over being able to meet the building requirements of a historic district should be brought to the HDLC to educate the commission. The issue of a lack of funding for renovations was also discussed. Mr. Cooper offered to share his insights as a former member of the HDLC if people had specific questions.

He noted that a neighborhood can have itself removed from the historic designation if it feels that the designation is hurting them more than it is helping them. Mrs. Ernst commented that the Corps had hired Earth Search for an archeological study and they had shown the neighborhood to be historic. It was requested that this study be included in the library being established. This and other studies will be included.

The group encouraged that Community Development Block Grants be channeled to the lower ninth ward area, as there are currently none directed to the neighborhood.

Ms. Blair raised the issue of the need for emergency evacuation facilities, and a fully manned and equipped police station. Mrs. Warren suggested that if a shelter is built, it be permanent. It was noted that there are no medical facilities on the east side of the canal in Orleans Parish.

The creation of a housing trust was encouraged, with the recommendations made in the Rigamer report being used as minimum requirements. It was suggested that the community had the resources to manage a trust fund, and that local participation in the management of the trust was needed. Mr. Gallwey asked the group to clarify what was desired in a trust fund so that their wishes were correctly expressed. It is desired that a housing trust fund should be revolving for the neighborhood with local involvement in its management.

Ms. Chandler stated her desire to see port development in the lower ninth ward. She raised the concept of a business incubator. The group expressed that they would like to identify all possible funding sources for business development in the area. Ms. Chandler suggested that part of the license plate fees from the area be dedicated to the housing trust. Mrs. Warren suggested getting corporate sponsorships for projects in the area as a source of funding for projects. Mr. Cooper pointed out that if legislation was needed to dedicate public funding, it would involve talking with the legislator from the district.

Mr. Koefler raised the issue that businesses (banks and supermarkets) are needed in the community to provide services. The issues of stabilizing businesses and establishing new businesses were discussed. The issue of the tax structure's impact on businesses was examined.

The effect of the project on Holy Cross School was looked at with the school being viewed as a business. It was remarked that when looking at transportation issues, the access to the school for commuting children will be important to keeping the school operating.

Mr. Gallwey told the group of the Port's current project of adding additional safety rails on the St. Claude Bridge.

The next meeting was set for Monday, September 27, 1993 at the Alvar Library at 7:00 p.m.

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR SEPTEMBER 27, 1993

Members Present:

Mrs. George-Ethyl Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koeferl - Holy Cross CDC
Ms. Elaine Jackson - Holy Cross CDC
Ms. Laurentine Ernst - HDLC
Mr. Larry Hesdorffer - HDLC
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Ms. M. R. Chandler - Chandler Enterprises
Mr. Michael Fletcher - resident
Ms. Irma Magee - Ninth Ward Coalition
Mr. Rudy Muse - resident

Summary:

The meeting's primary topic for discussion was Housing. Mr. Grant and Mr. Dicharry presented Mrs. Warren with information she had requested. Because some of the discussion at the previous meeting had focussed on historic districts and their impact on the community, Mr. Hesdorffer of the HDLC was present to answer questions that had already been posed to him and any new questions that the group may have. Mr. Hesdorffer explained the different types of historic district designations (local and national), the complexity of defining what a historic district designation means, and how the historic designation can impact a community. He noted that historic district designations help exercise control over architectural changes within a district, akin to the way in which zoning and building codes regulate all land uses and buildings throughout the City.

Mrs. Warren commented that she wanted to see the whole community of the lower Ninth Ward benefit and not be splintered. She added that she desired to gather as much information as possible about possible funding sources for different projects for the community. Mrs. Warren stated that she is not interested in learning how the new lock will be built, but wishes to know what the community will get if a lock is built.

Mr. Muse commented on his view that the working group was charged with making the decision on whether or not the project will be done in the Industrial Canal. He stated that that decision

has not been made, and the working group process was to get to that question.

Mr. Hesdorffer continued with his answering of questions that had been posed to him. He discussed the issue of whether there is a prohibitive cost imposed on new construction or exterior rehabilitation of deteriorated housing stock because of a historic designation. He commented that nationwide, property values for historic districts increase over time because, as people maintain their properties, an area becomes more desirable. He replied to a question on what happens to those that do not maintain their property, that no one is required to restore their property, but noted that there are laws for the entire city requiring property owners to maintain their property to minimum code standards. He commented that the legal process to force a property owner to maintain their property is time consuming and difficult. Mr. Gallwey asked Mr. Hesdorffer to explain the HDLC's role in regulating the use of properties. Mr. Hesdorffer responded that the HDLC does not regulate the use of a property, which is regulated through the zoning ordinances. The processes of regulating conditional land use or changing the zoning of a property fall under the purview of the City Planning Commission, the Board of Zoning Adjustments and the City Council. The HDLC's job is to regulate architectural changes to those areas of buildings within a Historic District which are visible from a public right-of-way. Mr. Hesdorffer noted that the guidelines which the HDLC follows are published.

Mr. Muse remarked on the way the working group process was unfolding, and that resolution is needed to the question of if there will be a project in the Industrial Canal corridor. Mrs. Warren commented that there are many people in the lower Ninth Ward that do not know about the project, and that decisions cannot be made without knowing what is going to happen. Mr. Gallwey explained that the group had decided to set aside the issue of whether or not there will be a lock, and go through the process of discussing mitigation items. Mr. Muse responded that without a project there will be no mitigation. Mr. Gallwey, after asking the group to correct him if he was wrong, clarified that it was hoped to achieve a discussion of what the community wants in terms of programs, projects, public works and policies, so that it would be known what will have to be asked for from the state legislature and the federal government. Mr. Gallwey stated that after the previous series of neighborhood working group meetings it was clear that the residential displacement was unacceptable to the community, and now the group is at the point where it needs to begin discussing what else about the project is troubling the community and what can be done to offset those problems. He further stated that the group had decided to use the outline of the Rigamer report, come up with a plan, and hold a community forum to see if it is generally acceptable.

Mr. Hesdorffer summarized how a historic district designation impacts this project. The local district designation does not solve the problems, but the nature of a national historic district affects the project. He explained that his office does not provide funding for rehabilitation work, but is a regulatory body. He recognized that there are some programs through the Office of Housing and Urban Affairs (OHUA) that provide rehabilitation funds, but his office does not handle the programs and he does not know their regulations. He explained the composition of the HDLC. Mrs. Warren commented that she was concerned with only the historic landmarks in her community and how it affects her community. Mr. Hesdorffer discussed national historic district allowances for investment tax credits, facade easements, and tax abatement programs as means of benefitting a property owner. He explained the project review that takes place for

federal projects that impact a national historic districts.

Mrs. Warren stated that she would like to see the federal elected representatives invited to at least two of the working group meetings to see how they stand on supporting the project.

Mr. Gallwey asked Mr. Hesdorffer if he knew of any programs that could be used to improve the housing in the entire area. Mr. Hesdorffer responded that the City had a housing summit about a year before, but he does not know what projects came out of it. He commented that there are federal requirements for a minimum number of subsidized units, which could translate into rehabilitating existing buildings as a solution.

Mr. Cooper suggested that since transportation has proved historically to be an important factor in determining real estate value, improving the transportation to the lower Ninth Ward would have a positive impact on property values. He noted that the Federal Transit Administration has a program in place to expand existing rail lines, and the lock project may be able to provide a portion of the local matching funds needed. He suggested that extending the riverfront streetcar line across the canal from Bywater into the lower Ninth Ward would benefit everyone. Mrs. Warren supported Mr. Coopers efforts to benefit the whole community. She also suggested that establishing training programs for both young men and women would cut down on crime and promote development. She commented that the City has ignored the lower Ninth Ward in funding for the past three years.

Reverend Gunn reported that the Holy Cross Neighborhood Association had developed a list of needs for the community. They include:

1. Overcoming crime and drugs
2. A medical unit
3. Ditches removed (more green space)
4. Underground wiring
5. Historical markers
6. Improved street lighting
7. Ranger station on the levee
8. Federal guidelines preventing "real estate fraud"
9. Improved streets
10. Neighborhood pride
11. Grants specifically for this area
12. Playground.

Ms. Chandler asked Mr. Hesdorffer if his office received federal funds. He replied that they did not receive federal funding. Ms. Chandler questioned Mr. Hesdorffer on the operation of a business in the Holy Cross neighborhood and if it received federal, state or city dollars. Mr. Hesdorffer explained that his office is not involved in the operation of that building. Ms. Chandler requested Mr. Hesdorffer to explain what a local historic district means and commented that there was disagreement recorded in the National Register as to the value of Holy Cross as a historic district. Ms. Chandler asked from where the HDLC received its budget, and Mr. Hesdorffer replied that it is a part of the general fund of the City of New Orleans. She also

questioned what contracts the HDLC gives out.

Ms. Chandler commented on the Rigamer report's assessment of the neighborhoods, and expressed her belief that the project was a done deal and that the information being given to the community was deceptive. Ms. Chandler accused some members of the working group of being the great white hopes of transportation and community development who are serving only a portion of the community. Ms. Chandler informed Mr. Grant that in Mrs. Warren's request for information she wanted the document that created the entity for the Transportation Trust Fund and not the Revised Statute. Ms. Chandler stated that this is the time for the community to bring to the table what their needs are. She stated that the needs include dissemination of information, residency requirements for project related jobs, and mitigation dollars for a housing trust fund.

Mr. Cooper stated to Ms. Chandler: "I can't sit here without taking offense to your characterization ..."

Ms. Chandler: "I don't care if your offended."

Mr. Cooper: "Do you care if I finish my statement?"

Ms. Chandler: "Help yourself. And then I'll respond."

Mr. Cooper: "I can't sit here without taking offense to your portraying of racial overtones to what I'm trying to do. I personally am, as a representative of the neighborhood I live in, I take offense to your creating a racial overtone when you say I am, and I quote you, you play back any of these recorders it will have it on there, to say I am the 'Great White Hope of transportation' for this neighborhood. There was no need for you to put a color on what I'm doing for this neighborhood. I just want you to know that I resent that."

Ms. Chandler: "Good. Look, we are not here to discuss what hurts your feelings. What hurts my feelings is to see 15,000 people..."

Mr. Cooper: "Why would we discuss your feelings if were not going to discuss mine?"

Ms. Chandler: "...You know something...Let me say this to you sir. You represent Bywater. A black lady tried to put a television station in your area, and what support did you offer her?. To her?..."

Mr Cooper: "You want to discuss that issue. We'll discuss it after this meeting"

Ms. Chandler: "...What support did your organization offer her to sustain her having that business there?"

Mr. Cooper: "You wouldn't begin to know. I sat in meetings with Ms. Barbara Lamont."

Ms. Chandler: "Well, pull your minutes. Pull your minutes and let us see them, if you really want to defend that. But, you know what, I didn't make it a black white issue."

Mr. Cooper: "If you're calling me a racist, say it in front of everybody."

Ms. Chandler: "I did not say you're a racist sir. No sir."

Mr. Cooper: "You made a racial issue."

Ms. Chandler: "It is a racial issue. Look at this report."

Mr. Cooper: "I had nothing to do with that report."

Ms. Chandler: "Look. Well. Everybody here. If this is the only dialog we have established here."

Mr. Cooper: "You called me the 'Great White Hope'..."

Ms. Chandler: "Yea, of transportation. ..."

Mr. Cooper: "You are making racial..."

Ms. Chandler: "Yes, because it's racial. Like it or no, it is racial. I didn't make it racial. Rigamer made it racial. Prove to me that black people are ..."

Mr. Cooper: "Marc Cooper is not making a racial issue."

Ms. Chandler: "...participating in the economic development of any of these projects. Marc Cooper is making certain that the transportation conduit is, the entity to receive monies and dollars for the transportation, when the transportation monies come in place...."

Mr. Cooper: "I cannot receive monies. The Bywater Neighborhood Association cannot receive money."

Ms. Chandler: "Look. Look. Bywater Neighborhood Association is positioned to participate. That's all I'm saying. You are clearly positioned to participate. And you go on record at every meeting, you bring up transportation issues. At every meeting..."

Mr. Cooper: "At every meeting you make a racial issue out of..."

Ms. Chandler: "Well it is sir. I don't make it so. The facts bespeak it."

Mr. Cooper: "Do you think that the streetcar line that I propose will be for white people only?"

Ms. Chandler: "Oh, no. You don't care if we ride your streetcar. You don't care if we ride it. You just don't want to sit and administer the dollars that are going to come into that entity."

Mr. Cooper: "I have nothing to do with who administers the money. ..."

Ms. Chandler: "Well, we'll see. We will see. ..."

Mr. Cooper: "...The Regional Transit Authority does."

Ms. Chandler: "We will see. We will see. We will see."

Mr. Gallwey asked Mr. Dicharry to tell the group about the information dissemination program. Mr. Dicharry showed the group some of the reports planned to be placed in the Sanchez Center. Mr. Muse asked about an audio visual presentation which demonstrated the impacts on the community (that had been discussed during the previous series of working group meetings). Mr. Dicharry explained that this is an initial attempt to disseminate information and allow the public to understand what is happening so they can contribute their input. Mr. Muse expressed his belief that the process would end up in court because the government agencies have no interest in telling the public what is going on with this project.

Rev. Gunn asked that the group not forget that the meetings were about mitigation. He said they were designed by the Port and Corps to hear and listen to what the people feel about the lock replacement. He commented that this is a positive process trying to bring out the needs of the people who are greatly effected by the project. Mr. Gallwey supported Rev. Gunn's comments and stated that as leaders of their organizations the group can express issues of concern in the community. He explained that towards the end of this process a public meeting will be held. Mr. Gallwey restated that the Port and Corps will attend neighborhood organization meetings if asked. He asked if there were any other comments on the topic of housing.

Mrs. Warren stated that she will work with the people in the community to get their views.

Mr. Koefel told the group about the Holy Cross Community Development Corporation, an organization with a board composed of representatives from the neighborhood. He explained that his organization is not using public money, but that the Local Initiative Support Corporation

is helping them in getting bank financing to fix up abandoned and vacant property for low and moderate income families. The organization is non-profit. Mrs. Warren asked if the HCCDC was just for Holy Cross. Mr. Koeferl noted that his group was only for the Holy Cross area and another organization was being formed for the residents located north of St. Claude.

Mr. Koeferl commented that property values have declined tremendously over the past 35 years. He remarked that the neglect of industrial properties in the Holy Cross area, especially those of the Port, also hurts property values. He expressed a desire to see some of the neglected and vacant commercial properties converted to a better use. Mr. Koeferl stated that it was not desired to see heavy industrial expansion with its associated impacts in the Holy Cross neighborhood. He raised the topic of drainage for the area with the impacts of development on the residential areas. The question of hazardous chemicals crossing the wharves was raised. Mr. Gallwey explained that chemicals are shipped under federal regulations with documentation provided to the regulatory agencies and that the Port did not have the authority to deny access to companies transporting them.

Mrs. Ernst brought forward an idea that had been discussed outside of the working group of converting the old cotton press on Douglass into something else. Ms. Chandler pointed out that this was not a new idea and that it had been brought forward by Mrs. Warren and Ms. Chandler for their community. Mrs. Ernst stated that it was an excellent idea. It was noted that the building is operating as a public warehouse under private ownership but is currently for sale. Ms. Chandler stated that it had been discussed at past working group meetings of possibly using that building as a business incubator. There was discussion among the group on the issue of working together in supporting ideas of each other.

Mr. Fletcher questioned the low turnout of residents from the area. Mr. Cooper explained to him that the working group was for the leaders of the different neighborhood groups to get acquainted with the project, and not advertized to the public. Mr. Fletcher expressed his belief that there was a problem with the general community learning what was happening with the project. Mr. Fletcher suggested that the project should look at the community in a comprehensive manner for carrying out programs. He commented that problems were not limited by boundaries of the census tracts, and the solutions must cross the tracts also. Mr. Gallwey supported Mr. Fletcher's comments and stated that the working group was trying to document programs, improvements and suggestions that will benefit the whole community. Mr. Fletcher emphasized that the sociological and economic impacts of the communities cannot be separated by census tracts and that the neighborhood organizations had to work together in a comprehensive manner. He commented that there must be controls set into place to ensure that the programs will continue after the lock project is constructed. Mrs. Blair stated that the lower Ninth Ward/Holy Cross area has been neglected by the city. Mr. Koeferl expressed a desire for the neighborhoods to have the assistance of people who do comprehensive planning and are not connected to the Port or Corps. Mr. Fletcher stated that if the neighborhoods were to create a comprehensive plan, that the resources to implement it were needed or it would be a waste of time. Mr. Gallwey tried to summarize the comments for future discussion as the need for long-term implementation and comprehensive planning.

Mr. Gallwey requested that if anyone had corrections for the last meeting summary they be put

in writing. Ms. Blair requested that the list created on the flip charts be written down and included with the meeting summary.

(list created during Neighborhood Working Group meetings)

ISSUES TO DISCUSS

- 1. Field Office**
- 2. Information Dissemination Grant (\$100,000)**
- 3. Neighborhood Street Improvements**
- 4. Study Cost**
- 5. Economic Impacts**
- 6. Housing/Land Use**
- 7. Public/Community Facilities**
 - Police**
 - Medical**
- 8. Transportation**
- 9. Noise**
- 10. Social**
- 11. Historic Districts**
- 12. Emergency Facilities**

(list created during Neighborhood Working Group meetings)

HISTORIC DISTRICTS / NEIGHBORHOODS

- Landmarks Designation
- Property designated
- Policy of Exclusion
- Economic Hardship
- Economic assistance to renovate properties in Hist. Dist.
- Revolving Fund
- Earth Search Study
- Community development grants for housing
- Housing Trust / per Rigamer
 - No Homebuilders of America.
 - Administer in Community.
 - \$.50 from license plates for fund
- Census Tract
- Incubator Business (Mallory)
- Maritime Businesses - LPFA Funding
- Develop neighborhood businesses
 - Bank
 - Supermarket
 - Tax abatements during construction
 - Assistance to Private Schools
 - Traffic Plan
 - PR campaign
- Organized Labor
 - Training programs commitments
 - Equal opportunity
 - From the community
 - 200 jobs

(list created during Neighborhood Working Group meetings)

HOUSING

1. Improve transit - Riverfront Streetcar via St. Claude Bridge to east side of canal
2. Historic Districts Financing
 - Tax credits
 - Facade donations
3. Training
4. Trust Fund
 - Dollar amount
5. Improve Port area Alabo St. Wharf
 - Develop other uses in abandoned buildings
 - Cut grass
 - Drainage
6. Long Term Implementation
 - Comprehensive Planning
 - Funding

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR OCTOBER 18, 1993**

Members Present:

**Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koefel - Holy Cross CDC
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans**

Others Present:

**Ms. M. R. Chandler - Chandler Enterprises
Rev. Leroy Edwards - 9th Ward/Holy Cross
Ms. Bernadine Luke - resident
Ms. Irma Magee - Ninth Ward Coalition
Ms. Ramana Ross - resident
Mr. Frederick Ross - resident
Mr. Frazier Tompkins - resident and business owner
Mr. Lee Williams - Desire Community Development Corp./AMAN Inc**

Summary:

The meeting's primary topic for discussion was Public/Community Facilities and Services. Mr. Grant began the meeting by asking if there were any corrections for the previous meeting summary. Mrs. Warren commented that she had a correction for the last summary regarding the issue of toxic contamination. She stated that the connection between the contamination at the Desire school site and the lock project in that the residents want to know where any contamination is and the extent of it. She asked that the words "not related" be deleted.

Mr. Grant asked several guests of Mrs. Warren to introduce themselves and thanked them for attending. Mr. Grant recapped what had been covered at past meetings and reviewed the lists of issues discussed during past meetings. Mr. Gallwey commented on an article that appeared in the Times-Picayune concerning the lock project. Mr. Gallwey explained that the headline "Canal project is almost a lock" is misleading, and that it does not represent what Mr. Brinson actually said. Mr. Gallwey stated that Mr. Brinson's comments were not that the project was assured, and that there was optimism that project will proceed with a continued commitment to work with the community in developing the mitigation plan. Mrs. Warren stated that she received many phone calls about the article and that it was very confusing.

Mrs. Warren stated that she had had a chance to read the reports provided to her by the Corps. She wants to get to the point where the information can get to the general public. She expressed a desire to have trucks from the lower ninth ward area used for hauling dirt for the project. She stated she is interested in economic development by having the door of opportunity opened for the community. Mrs. Warren also stated that she wished to see the congressmen involved in meetings.

Mr. Grant reviewed the mitigation proposals put forth in the Rigamer report concerning public/community facilities, and noted that several of the impacts that were to be mitigated no longer exist. He stated that mitigation items still needed include shuttle service during bridge construction. Mr. Grant commented that he had previously discussed with Mrs. Warren the issue of a police substation and that there is a need to research what type of facility is required. Mrs. Warren acknowledged that they had discussed the issue and commented that an important aspect of this issue is the need for funding the facility.

Mr. Grant reported that in researching how housing trust funds are set up, he found literature that discovered 66 housing trust funds across the country, and he would distribute that information to the group tonight.

Mr. Grant stated that the issue of where a police station would be located is important. Ms. Chandler said that she would like to see it as a tenant in 5630 Douglas (the site proposed as a business incubator at past meetings). Mr. Grant noted that the response ability of a police station is important. He commented that the need for fire and medical service could possibly be located in the same building with the police office. Mrs. Warren stated that the need for ambulance service in the area was very important. The issue of a medical facility to serve the area was also discussed. Mr. Koefler suggested that during the construction period a contract for emergency transportation services was needed. Mrs. Warren requested that residents of the area be trained in emergency medical services. Mrs. Luke agreed that training the local community to provide the service was important, and noted that it required training in advance of the project for people to be qualified to perform the service. The group discussed the need for preventative-medical care. Mrs. Warren commented that she would like to see new local services formed and not have outside services come into community. Mr. Grant asked the group about the Rigamer report's suggestion for the use of medical facilities across the parish line. Ms. Chandler commented that the community needs a 24 hour medical facility.

Mr. Grant asked the group about the need for school bus shuttle service during the project. Mr. Tompkins commented that there was definitely a need for enhanced school bus service so that the children were not late for classes and missing their education.

Mr. Grant discussed the need for modifying the 911 address system so that emergency services can reach their destinations.

Mr. Grant asked the group what facilities were not mentioned and need to be discussed.

Mrs. Warren asked if there had ever been this kind of lock expansion in an urban area. Mr. Dicharry replied that this was the largest that the Corps had undertaken.

Ms. Chandler stated that the community still has not been given any money for establishing a field office. Mr. Grant replied that the field office would be part of the project when approved. Ms. Chandler commented that without money the community doesn't have the chance to respond. Mr. Grant stated that the information dissemination process was beginning. Ms. Chandler stated that she saw the minutes of the meetings on the Violet site and that it took time and money to accomplish that. She stated that since there is no money, there is no ability for the community to talk to one another. Mr. Gallwey commented that no money can just be given to her for a field office. He stated that once there is a project, there can be a field office. Mr. Gallwey explained that the process for disseminating information includes the working groups, the information that the group has asked be put into the Lower Ninth Ward Neighborhood Council office, keeping it open several nights a week, going to neighborhood meetings, and a public meeting at the end of this process. He stated that a check cannot be given to the neighborhood residents to do with as they will. Ms. Chandler expressed her opinion that the community is not being fully represented by their leadership. There was discussion of a previous confrontation between Mr. Brown and Ms. Chandler over how the process is unfolding. Mr. Williams asked that the community come together in a productive manner and not get personal.

Mr. Gallwey reviewed the list of mitigative issues discussed to this point of the meeting and asked for other issues. Mr. Grant asked about the new school and library being built in the lower ninth ward and the need for any expanded services. Mrs. Warren commented that the people need to know what has happened in the city. She stated that the community needed to be provided with learning resources that are accessible to all, such as cable access channels.

Mr. Grant asked about the community's need for playgrounds. Several members of the neighborhoods saw a need for supervised playgrounds and better maintenance of all playground facilities. Ms. Chandler expressed a desire to speak with someone in the Treasury Department to explain to the community how to access low interest bond funding to build recreational facilities.

Mr. Gallwey commented on a playground area that the Holy Cross Neighborhood Association is working with the New Orleans Recreation Department in establishing, which involves a small piece of property owned by the Port. Mr. Gallwey noted that the working group has been developing a list of what is desired, and that these recommendations will be packaged into a legislative program to be implemented. He remarked that these recommended projects must be built and operated by agencies responsible for those types of programs, such as the recreation department. Ms. Chandler stated that Mrs. Warren had requested all property owned by the Port in the area, and wanted to know why property being looked at for the playground was not included. Mr. Gallwey responded that Mrs. Warren had requested a copy of the Port's leases and they had been given to her. Mrs. Warren stated that what she was really looking for was land available in the area. Ms. Chandler stated her opinion that the issue of the playground points out that Holy Cross was being worked with, but good faith was not being shown in working with the entire community. Mr. Gallwey explained that he was trying to demonstrate that the playground is being proposed to and will be operated by the proper agency - the city Recreation Department. Ms. Chandler wanted to know what is on the table for her group. Mr. Gallwey commented that he was just trying to illustrate how an individual mitigation

project will be established, how it will work, how it will be funded, and how it will be maintained. Ms. Chandler said she understood that, but asserted that the Port was not taking steps to work with her group because of the policy of exclusion.

Mr. Williams asked what stage the working group was at in the process. Mr. Dicharry explained that the group was trying to formulate a mitigation plan and get details about how it will be implemented. He continued that the plan will be submitted for a request for the authority to proceed with the project. Mr. Williams asked if it is possible to receive the money first and then complete the planning. Mr. Dicharry replied that it was out of the ordinary for that to happen. He explained that the working group was to gather the leaders of the community groups to help formulate the ideas for the plan, and then the plan will be taken to the general public for their comments and input. He noted that the working group did not occur during the review of the Violet site, and the process went straight to the public meeting. Mr. Williams explained that in a project for Desire, the funding was provided for the community to call their own meetings. He asked that this be put on the list with the other items desired. Mr. Gallwey noted that it was already proposed in the form of an information dissemination grant.

Mr. Cooper expressed that the Bywater Neighborhood Association is not sure if they want to be given money for disseminating information because of the associated control and accountability that comes with it. He stated that since the project is being proposed by the maritime industry, they bear the burden to prove that it has been built at the Industrial Canal and that it can be done without negative impacts or the negative impacts can be fully mitigated. He stated that he does not want the job of selling the project. He commented that the best form of communication is talking with your neighbors, and he does not want to be paid for doing so. Mr. Williams commended Mr. Cooper's patriotism. Mrs. Warren stated that she does not want to be personally compensated for spreading information, but she does not have the money needed to put out a newsletter. She stated that the only thing she had asked for was a clerk to type and a place to print a newsletter, and she would volunteer her time. Ms. Chandler stated that there is a difference between Bywater and the Lower Ninth in that Bywater has a newsletter and her neighborhood does not. Mr. Dicharry offered to put out another newsletter about the lock project to the community if the group thought it was necessary. Ms. Chandler responded that she wanted people from the community to write the newsletter. She expressed that she wanted to see two people from the community trained to publish the newsletter. Rev. Gunn commented that Holy Cross has included information about the project in their newsletter and suggested that the other groups do the same. Mrs. Warren raised the issue that she does not live in Holy Cross, and therefore does not have a newsletter.

Mr. Koefel commented on the amount of divisiveness between the neighborhood groups and encouraged they work together for the benefit of the whole area. Mr. Cooper explained to everyone how Bywater joined together in their effort to save the Alvar Library and have been able to accomplish many things through working together. There was discussion about how the Lower Ninth also benefitted from the library and how the communities on both sides of the canal are interdependent.

Rev. Gunn stated that those most impacted should receive the most mitigation, and since the people closest to the lock will be effected the most, they should be compensated to the

degree in which they are impacted.

Mrs. Warren and Ms. Chandler emphasized that they do not want personal money from the project. Ms. Chandler stated that the Lower Ninth does not have the network or tools to get things done the way the other neighborhood groups do. Ms. Chandler stated her opinion that the working group does not represent the community. Mr. Dicharry commented that the group was trying to address as many issues as possible before bringing it before the whole community. Mr. Tompkins commented that there are organizational issues in the Lower Ninth Ward that have to be addressed.

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR NOVEMBER 8, 1993**

Members Present:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Mr. John Andrews - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koefed - Holy Cross CDC
Mr. Walter Brooks - Regional Planning Commission
Mr. Joe Dicharry - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Mr. Sal Doucette - Holy Cross CDC
Mr. Allen Marcelin - Accurate Construction Co.
Mr. Lee Williams - Desire Community Development Corp./AMAN Inc

Summary:

The meeting's primary topic for discussion was Transportation. Mr. Grant described the Industrial Canal as a transportation corridor for both water and roadway traffic. Because the lock is being proposed for north of Claiborne Avenue, the working group is taking a look at the impacts and mitigation listed in the Rigamer report to see if they are still valid and what new needs are to be added. Mr. Grant explained how changing the proposed location changes the way the project will impact the community. Mrs. Warren stated that if the project is done anywhere, it will have an impact.

The group discussed how the staging of construction equipment may effect transportation. Mrs. Warren commented that traffic patterns change all the time, especially with schools opening and closing. Mr. Brooks suggested that the alternate routing proposed for the construction period can be placed in operation before construction begins in order to give people a chance to get use to the routes. Mr. Brooks requested that the alternate routing be placed in the pre-construction mitigation plan.

Mr. Doucette asked if this is the first time a lock was constructed in an urban area, or if there was another project that shows what the impacts will be. Mrs. Warren explained that this project will be the largest of its kind within a city. Mr. Gallwey commented that there have been other projects such as the construction of the Crescent City Connection that offer an idea of what the impacts will be. Rev. Gunn asked about the psychological effects of the project on the residents.

Mr. Dicharry discussed how traffic will be directed during construction of the bridges. He explained that two bridges will always be open to vehicular traffic. Mr. Brooks commented that if the traffic routing plan is done correctly, it should not impact the neighborhood streets, but direct the main traffic onto the detour routes. Mrs. Warren commented that the people in the neighborhoods will have to cross all the way up or down neighborhood streets to get to the bridges.

Mr. Grant discussed the proposed mitigation measures for during construction. They include barging construction materials, resurfacing streets to be used as detour routes, adding pedestrian crossings, improving enforcement of speed limits, reconstructing the St. Claude Bridge as a low-rise bridge, rerouting transit vehicles to compensate for bridge closures, and installing radio controlled bus activated signals. Mrs. Warren commented that the streets need to be resurfaced correctly. She commented that there is currently a problem in the area of streets not holding up. Mr. Grant asked if there were other streets besides Caffin that needed marked crosswalks. Mrs. Warren stated that Tupelo will also need them if traffic is increased.

Ms. Blair had a question about the design of the St. Claude Bridge as to whether it would be constructed in the same style. Mr. Dicharry explained that it will still be a low level bascule bridge. Mrs. Warren expressed concern that traffic from the neighborhood side streets should be able to enter the main roads. There was discussion about the possibility of designing the St. Claude Bridge to be able to accommodate a rail line.

Mr. Grant raised the topic of providing shuttle services within the neighborhoods. Mrs. Warren stated that it should be looked at. She said she wants to make sure that everyone in the neighborhoods have access to the service. She explained that there had been a local bus service prior to NPSI busses in the area.

Rev. Gunn raised the issue for temporary health services in the lower ninth ward so that there is not the need for people to cross the canal. Ms. Blair commented that medical services have to be centralized so that all in the area can access the services. Mr. Doucette asked if the Corps would be able to work with agencies such as Tulane who can get Kellogg Foundation Grants. Mrs. Warren stated that she wanted to see residents of the area educated in providing medical services, and not have people from the outside come in and control the whole thing. Mr. Gallwey commented that there may be a way to join the two ideas. Mrs. Warren remarked that if anyone came into the area to provide medical services, she wants to see them teach the residents how to be self sustaining.

Mr. Grant discussed the Florida Avenue Bridges. He explained that there will be two bridges: a new high-rise bridge with 4 traffic lanes and a new rail bridge with 2 traffic lanes. Mrs. Warren questioned if the high-rise bridge was the same one that the state had been talking about for years. She was informed that it was the same.

Mr. Dicharry explained the detour routes that will be created, including building a new roadway in St. Bernard and linking it to Florida Avenue and the high-rise bridge to reduce potential traffic on Caffin and Tupelo. Mr. Cooper asked if the roadway would stay open after the project had ended. Mr. Dicharry responded that the roadway could become a parish

roadway. Mr. Cooper asked for information about the detour route on the west side of the canal. Mr. Dicharry stated the plan was to route the traffic along either Alvar or Louisa to Higgins, proceeding then to Almonaster. Mrs. Warren asked that it be made clear if St. Bernard would share in paying for improving the main roads.

Mr. Dicharry explained to the group that when the Claiborne Bridge had been closed recently, it was observed that many commuters from St. Bernard used Paris Road to get to Interstate. Mrs. Warren commented that the people close to the parish line will still travel through the lower ninth ward.

Discussion occurred concerning using either traffic light synchronization or point control of lights by the police. Mr. Galtway discussed the need for an incident management plan that will organize tow trucks and wreckers to be prepared in case an accident or breakdown occurs.

Mr. Cooper raised the issue of providing a St. Claude Streetcar to reduce the number of automobiles needing to cross the canal. Mr. Dicharry responded that the issue had been discussed before Mr. Cooper had arrived, and explained that the bridge can be designed to accommodate rail lines. Mr. Cooper commented that on a regional level, running a streetcar to the Chalmette Battle Field would help connect the National Park located there with the French Quarter and provide room for a park and ride for commuters. Mrs. Warren expressed that she would like to help the neighborhoods first, because they will be most effected by the project. Ms. Blair asked if the streetcar would only be for St. Bernard. Mr. Grant replied that it can benefit both New Orleans and St. Bernard. Mr. Cooper commented that getting traffic out of the neighborhoods by providing a park and ride station would help the neighborhood because traffic brings air pollution and noise. Mrs. Warren explained that she is not opposing the idea of a park and ride, but wants to help the neighborhood first. Rev. Gunn supported the idea of helping out those most effected by the project.

Mr. Grant handed out an outline of the Public Information and Dissemination Program. He explained that the proposed project is a lock to be located north of Claiborne Avenue, and that the mitigation plan will support the project. The two are intertwined and the mitigation plan will not occur without the lock project, and the lock project will not occur without a mitigation plan. Mr. Edwards asked if the Port was to disseminate the information. Mr. Grant explained that the information program will be performed with the community, and the Port's and Corps' technical staffs are for the community to use in helping explain the issues involved. Mr. Grant explained the program outline (attached to this summary). Mrs. Warren stated that things have to be explained plainly so that the residents can understand what will happen. Mr. Grant reported that after the project has been explained to most residents, the next step will be to go to the media to spread the word to the rest of the people. Mrs. Warren commented that the media will report what is going on in the community, and that the initial information provided has to be clear to the residents. Mr. Grant asked that the group look over the outline and comment back to him.

Ms. Blair asked when the public meeting to speak to the general public will occur. Mr. Grant responded that it will occur about a month after the visual display starts. Mr. Dicharry commented that releasing information should generate interest in the project. Ms. Blair

commented that the project will have to be explained plainly to many people, so the public meeting is needed.

Mr. Marcelin asked if there is a plan for providing opportunities to minority contractors. Ms. Blair stated that there may be the need for a list of local businesses first. Mr. Gallwey and Mr. Dicharry explained that there are federal requirements for disadvantaged businesses that will be in effect during this project. Mr. Gallwey also commented that there will be the opportunity for training of local residents.

Industrial Canal Lock Replacement Project

Public Information and Dissemination Program Outline

Purpose

To inform the communities surrounding the Industrial Canal Lock and the public at-large of the proposed project and mitigation plan.

Method

1. Information Dissemination
 - A. Public Displays and Resource Library
 - B. Project Newsletters
 - C. Public Meetings
 - D. Working Group Meetings
 - E. Neighborhood Group Meetings
2. Media Presentations
 - A. Radio/Television Talk Show Appearances
 - B. Project Video Presentation
 - C. Newspaper Interviews
 - D. Newspaper Articles and Supplements
 - D. Speaking Engagements

This program will be developed in conjunction with the Working Group and started immediately upon agreement on the scope of the program.

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR NOVEMBER 29, 1993

Participants:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Ruby Sumler - Bywater Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Rep. Sherman Copelin - State Representative
Mr. Willie Calhoun - Resident
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans

Summary:

The meeting began with Ms. Sumler distributing an outline of how a Ninth Ward Business Incubator can be organized (attached). Mr. Dicharry handed out a list of jobs identified by the Corps of Engineers which will be needed during the construction of the proposed lock (attached).

Ms. Sumler questioned placing the information library for the lock project in the Sanchez Center when access to the building is not always available to the general public and there is a charge by the City to use the building. Mr. Grant stated that it was planned for the building to be rented so that it will remain open after normal hours. Ms. Sumler suggested the use of the proposed incubator building as an alternative location. Mr. Grant explained that there is a need to get the information to the public as soon as possible. Ms. Sumler asked about notification to the people on the east side of the canal that information about the project is available. Mr. Grant explained that part of the information campaign will be to get the word out that the information is available at a central location, and that it will take time to establish the incubator before information can be placed there.

Ms. Sumler asked about the suggestion to use the property at Flood and Douglas as the site of the incubator. Mr. Grant commented that no commitment had been made to any location. Ms. Sumler noted that the building was recently purchased and that since the building will now be used, the people in the community may benefit from another building being used for the project. She also asked if there has been any commitment to anybody as to where the lock will be located. Mr. Dicharry replied that if a lock is built, the only place proposed is the north of Claiborne Avenue location. Mr. Dicharry explained that this location would not relocate houses, but would effect the businesses along the canal, the Galvez Street Wharf and the Coast Guard facility. Ms. Sumler commented that she understood that there is no definite yes that there will be a lock. Mr. Dicharry said that Congress has to make the final decision. Ms. Sumler asked if the redefining of the definition of wetlands would allow the project to move to St. Bernard.

Mr. Dicharry explained that even with the redefining of wetlands, the area in St. Bernard would still be considered wetlands. Mrs. Warren remarked that it is unlikely the project will occur in St. Bernard for several reasons. Mr. Gallwey commented on the effort to take away the negative impacts of the project and add more positive impacts. Mrs. Warren expressed that she is concerned that the local community should benefit from the project. Ms. Sumler commented that if the new lock becomes a reality, the incubator could allow every organization that represents everybody in the area to have a voice and benefit from the project. She said the incubator could provide a minority employment center for this project and stated that the programs that the incubator can provide are things that will benefit the community. Mr. Dicharry explained that the project is not just the lock, but construction of the new lock and community development. Ms. Sumler expressed that the community expects that whoever receives project contracts be mandated to hire and train people from the community as a part of the contract. Mr. Dicharry said that part of the specifications will include language regarding hiring practices. Ms. Sumler remarked that if it becomes a reality and people will benefit from jobs, and it is brought to the community, people should not be opposed to it.

Rev. Gunn commented on the negative feeling that is developing in the community that, since the lock is proposed and not definite, talking about it is just going through motions. Mrs. Warren noted that some people are also saying that it is a done deal and the people will not get anything out of the project. Ms. Sumler agreed that some people believe that the Corps and the Port have decided with the elected officials what will happen, but said the Corps and Port have told her that a deal has not been made. She explained that she will hold them to their word, and that she wants the people in the community to know what is going on and for feedback to occur. She said she would like to see a newsletter re-established. Mr. Dicharry explained that a newsletter has not been done because the entire plan has not yet been put together to present to the community for comment. Mr. Grant noted that the incubator concept for distributing information has been a central focus in all of the discussions. Mrs. Warren commented that she has been talking about the incubator for years.

Mr. Grant explained to Ms. Sumler that over the past few months the working group has pulled apart the Rigamer Report; gone section by section and discussed the issues with the community; and will put it back together as a new report that is representative of the working group meetings. Mr. Dicharry noted that the Rigamer Report did not address the north of Claiborne Avenue alternative and that the working group was focussing only on that proposed location. Mr. Grant stated that the end result will be the north of Claiborne construction option and the mitigation outline. He said the reason it is an "outline" is that the goal is to take it to the community in as many methods as possible to generate as much comment as possible.

There was group discussion about medical facilities being located on the east side of the canal. Ms. Sumler asked if the proposed Holy Cross and LISC medical center would be the same as the lock project's proposal for medical services, or if it would be a second medical center. Mr. Gallwey explained that previously discussed was the need for emergency response units in the area during construction and the need for an emergency clinic. He stated that he did not know the details of the LISC proposal.

Mr. Grant stated that it is almost time to develop the draft mitigation document, and that areas left to discuss at this meeting are remaining social issues and noise impacts. He said that a topic to be added for the next meeting is environmental issues, which will look at any contamination that may be along the canal and what the impact is on the community. Mr. Dicharry explained that the north of Claiborne lock option can be built without driving many piles, thereby reducing the negative noise impact but not eliminating it altogether. Mr. Grant asked the community representatives what noise they encountered during the recent construction work on the Claiborne Avenue Bridge. Mrs. Warren said some noise did occur. Rev. Gunn discussed the general noise that comes from the river and suggested that compensation be given to the residents for the impact of the canal just being there. Mr. Calhoun asked if no pilings would be driven. Mr. Dicharry replied that some pilings would still be driven, but the number would be greatly reduced from the originally planned 2,000 piles for the lock.

Ms. Sumler asked if the St. Claude Bridge would be a low level bridge. Mr. Dicharry responded that it would be a low level double bascule bridge, with the same footprint of the existing approaches and no new ramps.

Rev. Gunn discussed the impact of moisture from the river on his house. Ms. Sumler commented that moisture in a house has to do with where it was built and not with the lock replacement project. Rev. Gunn responded that having the canal in a residential area within the City caused the problem. Several members of the group pointed out that the canal was there before most of the houses were built. Rev. Gunn asked what can be done about the mental anguish of residents because of the canal. Mr. Dicharry said he did not know how it could be directly mitigated. Rev. Gunn asked that the option for compensation be left open for discussion.

Mrs. Warren asked if there would be more fog horns used with the new lock. Mr. Dicharry commented that the horns are used as warning signal, and that they may not have to use them as often with the improved lock system.

Mr. Grant reviewed the mitigation measures offered by the Rigamer Report for noise impacts. These include soundproofing homes within the 75Ldn noise contours, complete as much of the pile driving as possible before dewatering, barge construction materials, restrict truck hauling to exclusive roadways, restrict hours of truck hauling, develop a public information campaign to educate residents regarding construction techniques that will be used to minimize noise, and schedule pile operations for the bridge during the summer to minimize the noise impact on schools. Mr. Dicharry said that a quieter pile driving machine (hydraulic pile driver) will be used. The group discussed the impact of pile driving next to Warren Easton High School on Canal Street. Mr. Calhoun remarked that unless pile driving is done during the summer, the noise would impact Lawless School. Mr. Dicharry noted the mitigation effort to drive the piles during the summer. Mr. Dicharry also explained that the duration of pile driving will be lessened.

Mr. Grant discussed the impacts and mitigation proposed in the Rigamer report under the title of population. He noted that there are to be no residential displacements because of the

proposed lock. He stated mitigation has been recommended to give residents as much notification as possible of construction. Mrs. Warren requested that it be made sure that no land subsidence will occur because of the project. The group commented that some residents may still want to move even though their house will not be taken.

Mr. Grant mentioned that while it was suggested that public workshops be held for the purpose of informing residents of relocation benefits, the mitigative effort can be turned into holding periodic public workshops about the project. Mrs. Warren agreed with the idea because it would allow for people state their complaints. Ms. Sumler remarked that regularly scheduled meetings could be used to discuss unforeseen things. Mr. Brown asked when the first meeting would be held. Mr. Grant responded that these meetings would be for during construction. Mr. Brown asked when the first general public meeting would be held so that the public can be informed and feedback can be given. Mr. Grant explained that he was negotiating with those in charge of the Sanchez Center to set up the meeting.

Mr. Grant explained the proposed mitigation efforts of shortening the construction period without extending the work day for pile driving, limiting how construction materials can be transported, and improving the enforcement of speed limits on neighborhood streets. The group discussed the potential impact of a completed project on the residential streets of the neighborhoods. Mr. Calhoun suggested that truck routes be designated and strictly enforced. Mr. Dicharry explained the proposed roadway along the parish line and Florida Avenue to keep through traffic off of Tupelo and Caffin. Mrs. Warren commented that a traffic light will be needed near the base of the Florida Avenue high-rise bridge to allow local traffic to enter Florida Avenue. The group discussed that the state's proposed trans-city or tri-parish expressway proposed to include Florida Avenue is not a part of the lock project. Mr. Gallwey explained that the State is building the new Florida Avenue high level bridge with State funds, and the Port is rebuilding the low level Florida Avenue bridge with both federal Truman-Hobbs funds and Port funds. The funding for these two bridges at Florida Avenue is separate from the lock project's funding, but the bridges will be used in rerouting traffic during construction. Mr. Brown commented that the State had promised the new bridge and expressway years before.

Mr. Brown asked if the decision to locate the lock north of Claiborne was finalized or if it was still just proposed. Mr. Gallwey replied that it is the proposed location. Ms. Sumler explained that she had been told during the meeting, before Mr. Brown arrived, that if the project is going to become a reality it will be at this location. Mr. Brown commented that the lock is no longer next to the Holy Cross area and the efforts are now concentrated farther up the canal. Mr. Gallwey and Mr. Dicharry noted that the bridge replacement at St. Claude and the removal of the old lock will still impact Holy Cross and Bywater as well as the area next to a new lock. Mr. Calhoun asked if the lock was definitely going to be replaced. Mr. Dicharry replied that it is proposed to be replaced. Mr. Gallwey responded that the group would not be together if it was not proposed for the lock to be rebuilt. Mr. Dicharry explained that when the project is talked about, it is both the lock replacement and the community development plan because one cannot be done without the other.

Mr. Calhoun said that he had heard that community politicians had asked for a specific dollar amount of mitigation money, and asked if mitigation money had been promised. Ms. Sumler asked if the Corps and Port had made any commitment to giving anybody mitigation money. Mr. Gallwey and Mr. Dicharry responded that no mitigation money had been given. Mr. Gallwey explained that the elected officials had been kept notified of the working group's proceedings. Ms. Sumler asked if the politicians are being met with separately from the working group meetings. Mr. Dicharry replied no. Ms. Sumler asked if the elected officials were invited to the working group meetings and choose not to come. Mr. Dicharry replied yes. Ms. Sumler explained that she had expressed some of her ideas on paper so that the politicians will know what happened at the table during this meeting, because people have said that the meeting summaries in the past have misrepresented what they said. Mr. Gallwey responded that copies of the summaries are sent to the working group members and if anyone has corrections or changes they are welcome to do it at any time. Mr. Gallwey said that if anybody is saying that the summaries are misrepresentative of what they said, they should speak up at the working group meetings and the correction will be made to reflect what they said. Ms. Sumler asked what happened when the Corps and Port met with the politicians in the past. Mrs. Warren asked if there were minutes from the meetings with the politicians. Mr. Dicharry explained that the Corps and Port had brought the elected officials up to date on the north of Claiborne Avenue site as a potentially good site which has less community impacts, less noise, less disruption and no residential relocations. Mr. Dicharry stated that the elected officials responded that it looked like a workable plan without endorsing it. Ms. Sumler commented on how the last series of working group meetings ended; and stated that when it comes to this project where the people need to have a voice, the politicians are not needed to say when the working group meetings should start or stop. Mr. Dicharry explained that the meetings had not restarted sooner because the Corps wanted to finish looking at the north of Claiborne Avenue site (finish all of the designs, make sure that there would be no residential relocations, make sure that a low level bridge could be built at St. Claude, and make sure that all of that was tied down) before starting up the meetings again. Ms. Sumler said that that was okay as long as the Corps is not asking the politicians' permission to meet with the residents. Mr. Gallwey explained that the representatives were notified as a matter of courtesy. Ms. Sumler said that time was lost because the meetings were stopped by the politicians. Mr. Cooper commented on who constitutes the elected officials. He acknowledged that Sen. Johnson, Rep. Copelin and Councilman Jackson had been mentioned; and recognized that Councilman Boissiere's district touches the west side of the canal, that the half of Bywater not touching the canal is represented by Rep. Morrell and Sen. Bagneris, and that Councilwoman Clarkson's district goes all the way to the canal. Mr. Cooper requested that those representatives receive future copies of the meeting summaries. Mr. Gallwey said it would be done. Ms. Sumler commented that before the last series of working group meetings had been shut down the same issue had been raised. Mr. Brown commented on the political events that had occurred in the past, and stated that the project should be brought to the general community. Mr. Brown expressed that the process is not a one man show and that the community should be a "we" working together as a unit.

Mr. Calhoun asked if the citizen advisory committee recognized in the Rigamer report was the neighborhood working group and not a previous committee. Mr. Dicharry responded

that the working group is an advisory group. Ms. Sumler explained to Mr. Calhoun that the working group was taking parts of the Rigamer report and revamping it.

Mr. Grant stated that the group almost has a skeleton of a mitigation plan developed by the working group. He continued that the goal is not to put a rubber stamp on the plan, but to take the plan to the community to get their feedback. Mr. Grant explained that the decision of how to take the information to the community will be made by the working group. Mr. Brown expressed that the community should have the opportunity to directly express their views and not have the working group members as messengers. Mr. Grant stated that the information will be taken directly to the community and that the working group will decide what method is used to reach them. Mr. Grant commented that the working group is more than a citizen's advisory committee, it is the leadership of the community organizations. Ms. Sumler noted that there are also other organizations in the community that will be represented when the entire community is involved.

Mr. Grant commented that the group had pulled the Rigamer report apart, gone through it to make it address community concerns, and will put it back together with those concerns. Ms. Sumler asked if when the community information office is opened, the information will be broken down for the community to understand. Mr. Grant responded yes. Ms. Sumler said that the community has to be given the opportunity to read what is proposed and provide feedback. Mr. Dicharry replied that it was planned to get written responses from the public and to answer questions they may have. Ms. Sumler stated that if people disagree with what is proposed, a meeting should be called with as many people as possible and then make the changes necessary.

Mr. Gallwey commented that it was written in the Rigamer report that there is a deterrent to community and regional growth from transportation constraints during construction and a decrease in desirability of living in the community during construction. He asked if the group agreed with that. Ms. Sumler said that it should be left in to let the people decide. Mr. Brown asked if a temporary road can be built on the canal side of the floodwall for construction truck traffic to separate it from normal traffic. Mr. Gallwey suggested that there may be a need for a public information program which reports traffic situations everyday, as is being done during the Crescent City Connection bridge construction. Mr. Dicharry explained that the construction equipment will be stored in the industrial area on the west side of the canal near the Galvez Street wharf. He continued that there still will be some truck traffic on the east side of the canal, but much of the construction will occur off-site and barged into the canal. Mr. Calhoun commented that the question is what can be done to make the neighborhood more desirable to live in during construction. Mr. Dicharry agreed and said that is where input is needed from the community such as improving the streets.

Rep. Copelin asked what the total construction budget is projected to be. Mr. Dicharry replied that the lock is in the area of \$450 million to \$500 million. Rep. Copelin asked the amount of the projected mitigation budget. Mr. Dicharry responded that a budget is not set. Ms. Sumler asked if \$1.2 million had been brought up in a previous meeting. Mr. Gallwey explained that a mitigation program had been previously proposed in the Rigamer report, and the

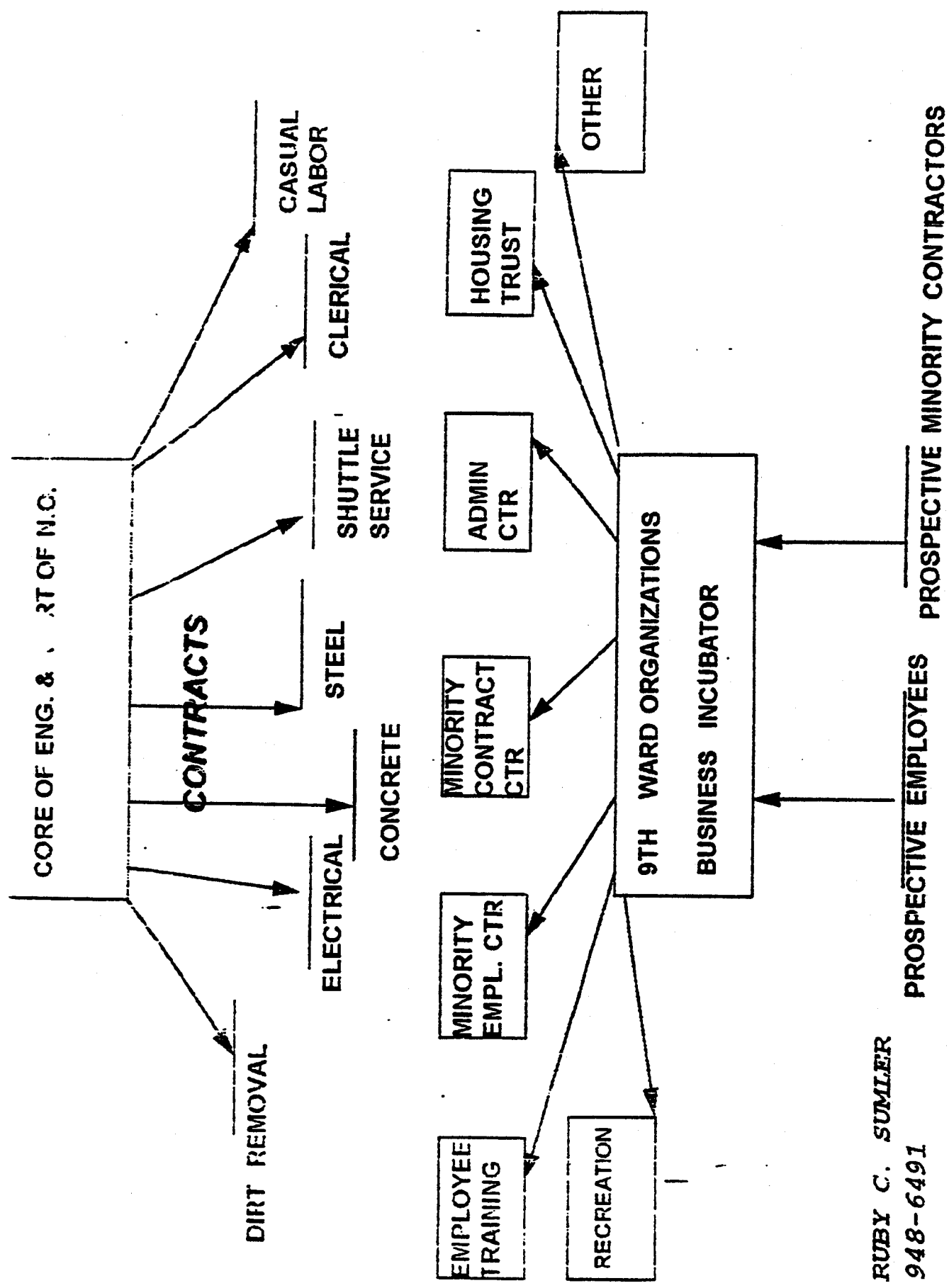
program has been torn apart and put on the table in front of the working group to get their response. Ms. Sumler asked if he was saying that what ever the community agrees upon will be the cost. Mr. Gallwey responded that the specific cost estimates have not been done, but the group has talked about traffic improvement programs, jobs training programs, health, safety, fire and police protection; and a plan has to be done that can be presented to various agencies of government to fund the programs and improvements. Ms. Sumler asked if it was being said that when the plan was in place a cost will have to be decided. Mr. Gallwey responded that the plan would be taken to wherever the money can be found. Ms. Sumler commented that if some of the programs are not guaranteed, the community will not approve the plan. Mr. Gallwey commented the other side of the coin is that without the lock project there is not much of a chance to get the funding for some of these programs. Rep. Copelin expressed that he thought the mitigation plan should be one package with guarantees. He said the mitigation program should probably be a percentage of the construction money. Ms. Sumler asked if the mitigation is part of the total package, including the money to fund it. Mr. Grant replied that once the whole package is together, the dollar amounts will be put into it. Mr. Grant stated that if there is to be a project, it sells much better as a comprehensive package.

Mr. Brown asked if there were minutes from meetings the Corps and Port had with the elected officials. Mr. Grant responded that they were informational meetings with no minutes.

Mr. Grant stated that the goal now is to go back and take all of the chapters that the group has gone through and bring back the new outline. The next working group meeting will be to discuss environmental issues and was tentatively set for December 13, 1993.

9TH WARD ECONOMIC DEVELOPMENT PLAN

- BUSINESS INCUBATOR
 - MINORITY EMPLOYMENT CENTER
 - MINORITY CONTRACT CENTER
 - EMPLOYEE TRAINING
 - ADMINISTRATIVE OFFICE
 - HOUSING TRUST
 - RECREATION
 - OTHER



RUBY C. SUMLER
948-6491

LIST OF JOBS REQUIRED FOR
INDUSTRIAL CANAL LOCK REPLACEMENT PROJECT

Equipment Operators

- Backhoe
- Bulldozer
- Grader
- Front-in Loader
- Cherry Picker
- Crane
- Pile Driver
- Paver
- Roller
- Tractor

Truck Drivers

- Earth Hauling
- Debris Removal

Construction Foreman and Superintendents

Electricians

Carpenters

Oilers

Cement Masons

Concrete Finishers

Iron Workers

Brick Layers

Welders

Painters

Surveyors

Tugboat Crews

General Laborers (skilled and unskilled)

Office Personnel

- Administrative
- Clerical
- Payroll/Accounting
- Computer Operators

Security Personnel at Construction Sites

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR MARCH 24, 1994

Participants:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Ruby Sumler - Bywater Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. Willie Calhoun - Resident
Mr. Chester M. Nevels, Sr. - Resident
Ms. Geneva Morris - St. Claude Business
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans

Summary:

The meeting began with Mr. Grant explaining that the Proposed Social Mitigation Plan, which had been sent to the members of the working group, was compiled from the past discussions of the Neighborhood Working Group. Mrs. Warren questioned the word "intensive" in describing the community participation program since it had not yet gone to the general public. Mr. Grant summarized the proposed plan. He explained that the format of the Rigamer report was kept in writing the proposed plan because the working group had used the format as a guide in their discussions, but that the final style of the plan could change if the group desired. Mr. Grant requested comments be returned to him on anything missing from the proposed plan or any misinterpretations of what members of the group had suggested.

Ms. Sumler asked about general public involvement for reviewing the proposed plan. Mr. Grant replied that it will be put out to the community and the feedback will be received before anything is finalized. Ms. Sumler expressed the need for the information dissemination program to reach residents on both sides of the canal. Mr. Grant noted that there will be a minimum of two public meetings to receive comments on the mitigation plan. Ms. Sumler stressed that a meeting must be held on each side of the canal.

Rev. Gunn read a political flier that warned the community of entering endless meetings with the government and he asked if anyone knew of the author. Mr. Grant responded that the author was formerly a congressional candidate. Mr. Grant remarked that the working group had been meeting not just to meet, but with the goal of putting together a mitigation plan that could be taken to the community. Ms. Sumler affirmed that the mitigation plan needs to be put to the public for comment.

Mr. Gallwey commented that the Port Authority would like to see the lock built, not at the old proposed location where it would take up homes, but at the north of Claiborne location without that effect. He remarked that the need for community based planning is evident and that the neighborhood working group and public meetings were being performed to fulfill that need. Ms. Morris stated that she lives in the area and has not heard about any meetings regarding the lock. Ms. Sumler said that, because not everyone has heard about the proposed mitigation plan, the proposal has to go to the general public. Mr. Calhoun commented that a proposal had to have been developed before going to the general public. Mr. Dicharry explained to Ms. Morris those organizations involved in the neighborhood working group and the meeting process. There was general discussion of the organization of the different neighborhoods - with the emphasis that the residents of all areas should be informed of the proposed social mitigation plan. There was discussion of placing information about the project in sites on both sides of the canal.

Mr. Grant distributed a copy of a letter from the Holy Cross Neighborhood Association to the Port which contains recommendations related to the mitigation plan. Mr. Gallwey requested that others submit written comments on the mitigation plan also. A question was asked if Holy Cross was trying to negotiate separately from the working group. Mr. Gallwey responded that they were not. He further explained that they submitted the letter as a part of the process and all are encouraged to do the same. Ms. Sumler commented that some of the things listed in the Holy Cross letter were not related to the lock project. There was discussion of the working group meeting to make sure that only items related to the lock project are in the mitigation plan. Mrs. Warren said that whatever does not fall under the mitigation plan should be taken out.

Mr. Calhoun asked when the Corps would start constructing the lock. Mr. Dicharry replied that the Corps is not authorized to construct the lock and that the process of developing a mitigation plan must first be finished. Mr. Calhoun asked how long after agreement is reached - if it is reached - will construction start. Mr. Dicharry responded that it would probably start around five years after the mitigation plan is formulated, if all runs smoothly in the final report going up the Corps' chain of command and to Congress. Mr. Dicharry then explained the process of how the lock report will be sent up the Corps' chain of command.

Mr. Gallwey distributed a copy of the Inland Waterways Users Board agenda for their meeting to be held in New Orleans on March 28-29. He explained that the Board is an advisory group concerned with navigable waterways. The working group was informed that Mr. Dicharry will brief the Users Board on the progress of the lock project. Mr. Dicharry related to the working group that the Inland Waterways Users Board advises the Federal government on what waterway projects should be funded by the Inland Waterways Trust Fund. Since the Users Board will make a recommendation regarding the lock project once all plans - including the mitigation plan - are completed, Mr. Dicharry will brief them on the progress of the project as one item on their agenda. Mr. Dicharry told the group that this will be just a briefing and that no final decisions on the lock project will be made at this time. Mr. Cooper asked what percentage of the project the Users Board will pay. Mr. Dicharry replied that the Trust Fund will fund 50 percent of a shallow draft (barge) lock. Mr. Cooper asked, since the Users Board

will be picking up 50 percent of the project, what would happen if they objected to parts of the mitigation plan. Mr. Dicharry replied they are an advisory board and that Congress will make the decisions. Mr. Waguespack added that the construction and mitigation plans will be packaged together as one project.

Mr. Dicharry explained the findings of the Hazardous, Toxic, and Radiological Waste environmental study performed by the Corps. The efforts of the study were concentrated on the east side of the canal between Claiborne Avenue and Florida Avenue where industries have been located. He reported that no hazardous, toxic or radiological wastes were found during their study. Mr. Dicharry noted that there was some levels of contamination found (oil and lead), and these levels are not considered hazardous according to EPA and Louisiana DEQ rules. He stated the report showed the contamination was isolated on the industrial sites and had not seeped to the residential side of the floodwall or into ground water. He informed the group that the Corps will be studying the Galvez Street Wharf site next. Mr. Dicharry repeated that while some contaminated soil was found on the industrial sites, none is considered hazardous according to EPA standards.

Mr. Cooper asked if any information was known about the oak trees that are dying along side of the lock. Mr. Waguespack responded that a slow leak from a Sewerage and Water Board line had effected the trees. Mr. Cooper asked for consideration to be given to transplant the oak trees instead of destroying them when lock construction begins.

Mr. Grant asked the working group to take two weeks to review and comment back to him on the Proposed Social Mitigation Plan.

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR MAY 2, 1995**

Participants:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Pam Dashiell - Holy Cross Neighborhood Association
Ms. Stacy Rockwood - Holy Cross Neighborhood Association
Mr. Sal Doucette - Holy Cross Community Development Corporation
Mr. John Koefel - Holy Cross Community Development Corporation
Mrs. Laurentine Ernst - Historic Districts Landmarks Commission
Mr. Larry Spencer - District 99 Enhancement Corp
Ms. Nilima Mwendo - Resident
Brother Stephen Walsh - Holy Cross School
Mr. Joe Dicharry - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Ms. Kathy Costanza - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Mr. Robert Hughes - Port of New Orleans
Ms. Lydia Jemison - Port of New Orleans
Ms. Gloria Johnson - IH-NC Lock Information Office

Summary:

The meeting was held in the Huddle Room of Holy Cross School. Mr. Dicharry started the meeting by discussing the working draft of the Mitigation Plan that is to be included as a part of the Corps' report on the lock replacement project. He explained that the purpose of this neighborhood working group meeting was to update the group on the status of the project in the Corps' review process. He stated that a preliminary draft of the entire report was sent to the regional office, where comments will be made and sent back to the local district for revision. After the report is revised, it will be sent to the regional office as a final draft where it will be reviewed and forwarded to Washington, D.C. for comment. Mr. Dicharry explained that after another revision, the entire report will be sent out for public review and a general public meeting will be held to allow everyone to comment on the project. He said that after the public hearing the District Engineer will make a recommendation on whether construction should occur. He remarked that this entire process will take months to be completed, and repeated that the report is currently only a preliminary draft.

Mr. Dicharry then stated that he would like to go through the mitigation plan with the working group and explain how it is organized. He said that comments from the community groups were included with the report in the form of the summaries of the Neighborhood Working Group meetings, the Proposed Mitigation Plan developed through the neighborhood working group, and the Holy Cross Neighborhood Association's recommendations. Mrs. Warren observed that her written comments were not included in the exhibits of the mitigation plan and asked that they be included. Mr. Dicharry went on to explain that the mitigation is broken into the three categories of normal, direct and general. He defined normal as avoiding the problem, direct as doing what is needed to minimize impacts and general as other things that are felt to be needed with the project such as jobs for the neighborhoods. Mrs. Warren commented that noise impacts occurred from trucks when Tennessee Street was recently repaired, and similar problems need to be avoided. Mr. Dicharry noted that they tried to eliminate much of the noise through less pile driving and bringing in materials by barge. Mrs. Warren added that slowing down the speed of trucks will also stop noise.

Mr. Dicharry stated that at the end of the mitigation plan a dollar figure has been placed on items that are included. He commented that there may be a hard time in gaining approval from Washington for the general mitigation items and local help may be needed. The group then proceeded to discuss the mitigation plan.

Questions regarding how the housing trust fund would be established were asked. Mr. Waguespack replied that there are several ways including the use of established foundations. Mrs. Warren expressed that community involvement is needed in the trust fund operation and that administrative costs have to be limited. She referred to past projects that have been failures because too much of the funding was used for administrative costs.

Ms. Dashiell commented that it was her understanding that one of the goals of the process was to find out how the community felt about the project. She stated that some residents say that the Corps and Port have said they would withdraw the project if the people are opposed to it. Mrs. Warren responded with the question of who is the community? Mrs. Warren said

that there are more people in the neighborhood than those that went to the public meetings in January. She added that some of the people who attended the public meetings do not even live in the area. Mr. Doucette remarked that you cannot always get the true feelings of people at a public meeting. Mr. Dicharry stated that the Corps' sent out 25,000 fliers and did not feel like they got a true response. He added that some people have told him that they did not say anything at the public meetings because they felt intimidated by others from the area.

Mr. Dicharry repeated the Corps' review process for the benefit of those who arrived late. Ms. Dashiell asked Mr. Dicharry to confirm that this was not the end of the community involvement process. He replied that the neighborhood working group will continue to meet to discuss the project.

Mr. Spencer commented that if 25,000 fliers were sent out for the public meetings in January, then a cross section of the community should have appeared. He continued by saying that he has not yet been to a meeting where the people were in favor of the widening of the lock. Mr. Dicharry responded that the purpose of the January meetings was not to get comments on the project, but the stated purpose was to comment on the proposed mitigation plan. Mr. Spencer said that the community put together a wish list for the mitigation plan and he felt like it was now being said that they are supporting the project because they cooperated. Mr. Dicharry assured him that cooperating on the mitigation plan was not being taken as support of the project. Ms. Dashiell stated that being on the neighborhood working group in no way meant that she endorses the project. Mr. Doucette commented that everyone had stated in the beginning that working on the mitigation plan does not mean consent for the project. Mr. Spencer again expressed his belief that the Corps was trying to call cooperation on the mitigation plan endorsement of the project. Mr. Dicharry responded that the Corps has always said that the mitigation plan is for if the project occurs and that letters from the neighborhoods state that cooperation is not support. Mr. Gallwey reminded the group that the public meetings in January were not called so that people could vote on the project, but to explain the project and the mitigation plan created by the working group. Mr. Gallwey remarked that other residents of the area still do not know as much about the project as the working group does.

Mrs. Ernst asked that the letters stating that the neighborhood organizations are not supporting the project by working on the mitigation plan be included with the mitigation plan. Mr. Koeferl commented that the Corps has engineers working full-time on the project while the residents have trouble making it to meetings.

Ms. Rockwood stated that the Holy Cross Neighborhood Association has been working with a group from UNO who have helped them better understand their neighborhood and they have discovered that the neighborhood has been holding its own through the years. She said that their ideas on what should be done as mitigation for the Holy Cross area have now changed because of the new knowledge of the neighborhood. Mr. Dicharry said that is why the mitigation plan is a living document and items can be added or taken out as needed. Ms. Rockwood noted that the lock project and working on the mitigation plan has helped pull the Holy Cross Neighborhood Association together. Mr. Gallwey said that the working group has been trying to put its finger on projects, betterments and improvements that will help make the community flourish and not just hold its own. He said that the major impact of the project on the neighborhoods is not from the lock construction but from replacing the bridges which are currently deteriorating.

Mr. Doucette asked how long the new lock would last. Mr. Dicharry replied it was being designed for a 50 year life-span.

Mr. Cooper noted that on page 17 of the mitigation plan it is stated that net improvements will not occur. He expressed that an improvement in the transportation across the bridges should be concentrated upon. Mr. Cooper observed that the idea of extending the streetcar across the St. Claude Bridge did not make it into the mitigation plan, and requested it be included as an example of mitigation that reduces pollution and helps the area aesthetically. Mr. Dicharry stated that it would have to be related to the lock project. Mr. Cooper responded that since building a new bridge would add more traffic to the area, extending the streetcar line would incorporate mass transit into the project.

Mr. Spencer asked what would happen if it was decided in Washington that the mitigation plan being proposed is not relative to the project. He commented that there are no assurances that items will not be scratched out of the plan. Ms. Mwendo stated that people view the mitigation plan as an opportunity to improve their neighborhood and offered the suggestion that a telephone survey could be used to find out if people want the project. She said that the community needs development and growth, and if the federal government wants to put the project through, it needs to offer extra mitigation measures. Mr. Spencer stated that he wanted to see shippers give guarantees for the mitigation plan by putting \$50 million in an escrow account. Mr. Gallwey noted that the maritime community is already contributing to the project through their share of the cost of the project coming from the waterway users trust fund. There was general discussion about guarantees for the mitigation plan and public input into the decision of whether the project should be constructed.

Brother Walsh commented that Holy Cross School is not a neighborhood school, as stated on page 14, but serves the metro region. He said that continued accessibility to the school is vital. He stated that the language throughout the mitigation plan is too vague and needs to be more concrete. He emphasized that the Corps and Port have to write the report and that the neighborhood groups should not have to write it for them. Ms. Mwendo said that it seems to her that no promises can be made about mitigation and the project is going to happen anyway. Mr. Dicharry stated that the Corps was trying to build consensus on a mitigation plan that would address the concerns of the area. He asked that the members of the working group review the working draft of the mitigation plan again and plan on discussing it further at another meeting to be set for June.

P. O. Box 3207
New Orleans, Louisiana 70177

June 21, 1995

Neighborhood Working Group
Port of New Orleans
Corps of Engineers

Greetings:

The following is a proposal to be added to the existing "Mississippi River-Gulf Outlet New Lock and Connecting Channels Mitigation Plan."

Besides direct and indirect mitigation to individuals and property (addressed in a number of publications, including the Draft Evaluation Report, Mitigation Plan, Working Draft, April 1995), consideration should be given to the general disruption of community life -- its present operation, maintenance and development -- that will be caused by the Inner Harbor Navigational Canal Lock Project (herein called Project).

The present location of the Canal and Lock have caused problems which have hindered growth and development (see attachment). Yet we have learned to cope with these problems without compensation. If implemented, the Project will further complicate these existing problems and add new ones (see attachment).

Some structure must be established that will, at least, maintain the present quality of life and, at best, improve it during and after this Project. I think that it is only fair that an industry which will profit so greatly from improvement to the Canal should compensate the community that will be so negatively affected as a result. Additionally, corporations are becoming more aware of their social responsibility to individuals and communities.

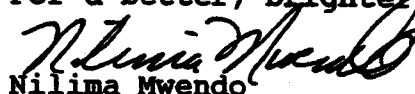
NOTE: This proposal is not to assume agreement or disagreement to the IHNCL Project. If the Division Engineer approves the project and it is implemented, I propose the following:

1. A toll will be collected from each vessel and water craft that uses the Lock and Canal (this is not a new practice; it existed when the Port owned the Locks). The tolls would be collected from the time the Project begins to the permanent close of the Canal and Lock.

2. A percentage of the money collected (no less than 50%) be given to the four neighborhoods that surround the Canal. Each neighborhood would receive a set percentage based on the degree of negative impact. The remaining 50% or less can be allocated to fund the establishment of this structure and to help pay for the Project, if deemed necessary.
3. The monies received by each neighborhood would be allocated to the following community issues in that neighborhood: health, education, housing, crime prevention, recreation and economic development.
4. A committee will be established in each of the four neighborhoods to suggest the best use of funds. A significant percentage of neighborhood residents must then approve the suggestions made by the committee.
5. Committee members will be primarily area residents. Specialists and/or professionals working in the above-stated community issues will sit on each committee as advisors.
6. A committee can also be established to make suggestions to the neighborhood committees from a city-wide perspective. Members will consist of a resident representative from each of the four neighborhood committees and a Councilperson representative.

I plan to submit this proposal, for revisions, if any, and approval, to the Holy Cross Neighborhood Association, Ms. Warren as representative of the Lower Ninth Ward Neighborhood Council, the Lower Ninth Ward Coalition, and to any other organization and/or organizational representative in the impacted areas who wish to have it.

For a better, brighter future,



Nilima Mwendo
Holy Cross Neighborhood Association
Lower Ninth Ward Coalition

Existing Problems and Future Problems Due to the Project

Some of the Existing Problems

1. Inconvenience (loss of time and money) due to bridge lifts throughout the day and night
2. Isolation from the larger New Orleans area
3. Population loss, particularly of young adults who grew up in the Lower Ninth Ward
4. Difficulty in reaching medical services, especially in emergency situations

Complication of Existing Problems and Introduction of New Ones

1. Major inconveniences, resulting in loss of time and money
2. Further isolation (particularly of the Lower 9th Ward residents)
3. Decreases in immediate health care accessibility
4. Further decreases in property values
5. Further population loss (those who choose to move out due to the Project)
6. Increases in abandoned houses
7. Decreases in the possibility of occupancy in existing abandoned houses
8. Many yet unforeseen problems

Compounded, these problems then lead to an increase in crime, drug houses, unemployment, etc.

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR JULY 19, 1995

Participants:

Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Mrs. Laurentine Ernst - Historic Districts Landmarks Commission
Ms. V. Lynn Flowers - Historic Districts Landmarks Commission
Mr. Mike Agnew - New Orleans City Planning Commission
Mr. Willie Calhoun - Resident
Mr. Charles McCray - Resident
Mr. Rudy Muse - Resident
Ms. Nilima Mwendo - Resident (Holy Cross Association/Lower Ninth Ward Coalition)
Ms. Marietta Williams - Resident
Mr. Joe Dicharry - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Ms. Kathy Costanza - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Ms. Lydia Jemison - Port of New Orleans
Ms. Gloria Johnson - IH-NC Lock Information Office

Summary:

The meeting was held at the site of the current lock. Prior to beginning the meeting, the participants had the opportunity to understand how the lock works by seeing a small ship travel through the lock. Mr. Dicharry started the meeting by stating that the meeting had no formal agenda and was open to general discussion about the lock replacement project. He stated that he wanted to make sure that the draft mitigation plan captured the issues the community had raised. He explained that the draft report for the project is being compiled, and will soon be sent to the Corps of Engineer's headquarters for comment. The report will then be revised and sent out to the general public. Mr. Dicharry explained that after the public has a chance to review the report, a general public hearing on the project will be held. He said this meeting will probably occur toward the end of the year and will help the District Engineer make a recommendation to Washington, D.C. regarding the project. He said that if the project is recommended by the District Engineer and then approved by Congress, the Corps will again start to meet with the community to work out details on the mitigation plan. Mrs. Warren said that she was interested in obtaining a copy of the entire report when it is released and not just

the main report and mitigation plan.

Mr. Muse asked the time frame for when the question of should the lock be built would go to Congress after all reports are done. Mr. Dicharry responded that if the public hearing is held at the end of this year and if a recommendation to build the project is made shortly after, all the reports could then be put together with the recommendation and it would probably reach Congress in late 1996.

Ms. Williams asked if notice of the public meeting would be wide-spread. Mr. Dicharry replied that it would be, and that the meeting would have to be held in a meeting room big enough to handle a large group. The group discussed where rooms large enough to possibly accommodate the public hearing are located. Ms. Williams asked if this working group meeting was the last time comments could be made on the mitigation plan. Mr. Dicharry assured her that although the meeting notification letter said this would be the last working group meeting before the draft report is sent to headquarters, the Corps will be glad to continue receiving comments on the project even while the draft report is being reviewed.

Mr. Gallwey told the group that the comments from previous meetings regarding Holy Cross School and the streetcar are being included in the draft mitigation plan. He stated that discussions with RTA have begun regarding the extension of the streetcar. He added that the report tries to include the strong feelings of neighborhood residents about the project.

Mr. Muse said he realized that the Corps is at a point in the study that is technical, and asked when a review of the legal process driving the project would be done. Mr. Dicharry responded that the legal process is reviewed throughout the review of the reports. Mr. Muse stated that the reason for his question is that there may be legal challenges if the project is approved. He said that there is a question of the legal basis for selecting the current site.

Mrs. Warren said that a vote was taken by the residents of Violet and she felt the same should happen for the current site. She explained that she had seen the book where people

signed whether they were for or against the project. Mr. Dicharry said that the Corps did not hold an election on the Violet site, and that Mrs. Warren was probably referring to something done by local people.

Mr. Cooper asked if Congress is prohibited from appropriating money for the project so that action could be taken as soon as a project is approved. Mr. Dicharry responded that Congress could probably appropriate money, but the Office of Management and the Budget (OMB) will not allocate it (allow it to be spent) until the Corps reporting process is complete. Ms. Flowers asked if the Corps was concerned that the project will get stuck in a Congressional committee. Mr. Dicharry said that there is always the chance that a project could be held up, but the Corps will not ask for funds until its reports are done. Mrs. Warren said that congressmen need to be invited to come to the table with the community. Mr. Gallwey commented that the project would be in the Administration's budget and would have to follow federal rules and guidelines before it could occur.

Mr. Cooper asked that the phrase "bridge and approaches" be used in the reports when referring to the construction of a streetcar line on the St. Claude bridge. He also commented that the best case scenario for the neighborhoods — having the streetcar extended through the neighborhoods — may not occur. He said that if the transportation problems associated with a new St. Claude Bridge are not solved, the neighborhoods would be better off with the no-build option. Mr. Cooper said that due to the lack of commitment for the extended streetcar line, he was not sure the mitigation plan has the solution. Mr. Dicharry said that the restoration of the old "Desire" streetcar line from Canal Street to the St. Bernard Parish line goes beyond the mitigation plan and will require the cooperation of agencies such as the Regional Transit Authority (RTA), and the City to become a reality. Mr. Gallwey stated that coordinating efforts with the RTA on extension of the streetcar had begun. A meeting with the RTA was conducted last week with the Corps and the Port concerning the inclusion of rail on the St. Claude Avenue Bridge. Mr. Cooper stated that he is not saying that the Corps should build the entire system, but wants a reasonable expectation that RTA will participate in the project and that the community will not be stuck with rails on the bridge that connect to nothing.

Mr. Brown said that the group has been concentrating on the riverfront, and wanted to know what was to be done with the current Florida Avenue bridge since the state was planning on building a new bridge there. Mr. Gallwey stated that the Port is trying to replace the railroad bridge that is currently located at Florida Avenue and that the project is separate from the high-rise bridge and the lock. He said the new low-level railroad bridge will have two roadway lanes on it, and will be located next to the state's high-rise bridge. Mr. Brown commented that he felt it does not make sense to build a bridge with only two lanes on it. Mr. Gallwey explained that the current bridge is to be replaced with federal money that will only pay for replacement of what is currently there. Ms. Williams asked if it would be possible to have information about the state high-rise bridge at the public meeting toward the end of the year. Mr. Dicharry said the state department of transportation has said there would be meetings regarding the bridge as that project progresses. There was general discussion among the group concerning the Florida Avenue bridges.

Mrs. Ernst asked if pedestrians will still be allowed to cross the new St. Claude bridge. Mr. Gallwey said a low-level bridge was being built which would allow people to walk across it.

Mr. Agnew commented that it is not completely clear in the community cohesion section of the draft mitigation plan when the seed money would be put into the neighborhood. Mr. Dicharry explained that the mitigation will be enacted in three phases: pre-construction, during construction and post-construction. He added that items such as the job training program would be included in the pre-construction phase. Mr. Agnew said that it seems like the seed money for projects would be wanted in the early steps of the project and that the report needs to be more specific.

Mr. Dicharry stated that the working group should not feel like this meeting is the last time to comment on the project. He said the Corps will be glad to meet with smaller groups concerning the project if requested, and will continue to receive comments while the draft report is being reviewed by headquarters.

EXHIBIT IV

RTA Comments on Lock

Replacement Plan



July 26, 1995

Mr. Joe Dicharry
Supervising Engineer
U.S. Army Corps of Engineers
District Headquarters
7500 Prytania Street
New Orleans, LA 70118

Dear Mr. Dicharry:

Attached are RTA's comments on the proposed MRGO
Lock Replacement Program.

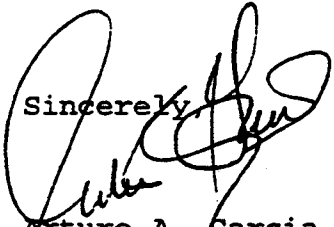
Regional

Transit

Authority

Please call Lou Costa at 243-3840 or Ed Bayer at
243-3832 if you have any questions or require
additional information.

Sincerely,


Arturo A. Garcia
Executive Director

Attachment

6700 Plaza Drive

New Orleans

Louisiana

70127-2677

cc: Dean P. Bell
William Deville
Herbert Burstein
Ed Bayer
Lou Costa

Administration

504-242-2600

Facsimile

504-243-3637

RTA's Comments on Army Corps of Engineers MRGO Lock Replacement Program

1. The RTA's Galvez, St. Claude, and Barracks Bus Lines will be directly affected. The Galvez Line operates on the Claiborne bridge, and the St. Claude Line on the St. Claude bridge (see attached maps). Given that only one bridge will be closed at a time, it will be possible to detour either line to one of the other bridges (i.e. Galvez to St. Claude bridge, and St. Claude to Claiborne bridge). Some changes in traffic signalization and/or signage will probably be necessary to effectuate the detours (i.e. rather than proceeding over the Claiborne bridge, the Galvez buses will run on Poland to St. Claude, over the St. Claude bridge, and on Forstall to North Claiborne. The buses will need to make left turns from Poland to St. Claude and from St. Claude to Forstall). Actual detour routes will be worked out by RTA during project engineering. These routes will give the Corps a clearer idea of the signalization and signage required.

While the Barracks Line is a circulator in the Lower Ninth Ward and does not cross the canal (see attached map), it may experience delays due to increased traffic congestion.

The detours to the St. Claude and Galvez Lines and delays in the operation of the Barracks Line will result in additional operating costs to RTA and may cause some losses in ridership. The St. Claude and Galvez are two of the most heavily used routes in the RTA system, as shown:

Line	Peak Headways (6-9 AM, 3-6PM)	Peak Vehicles	Daily Ridership
St. Claude	3 to 5 minutes	16 to 18	10,372
Galvez	4 to 6 minutes	18 to 22	7,697

Impacts to these routes will therefore be substantial.

The Barracks operates on a 15-17 minute peak headway with 2 vehicles.

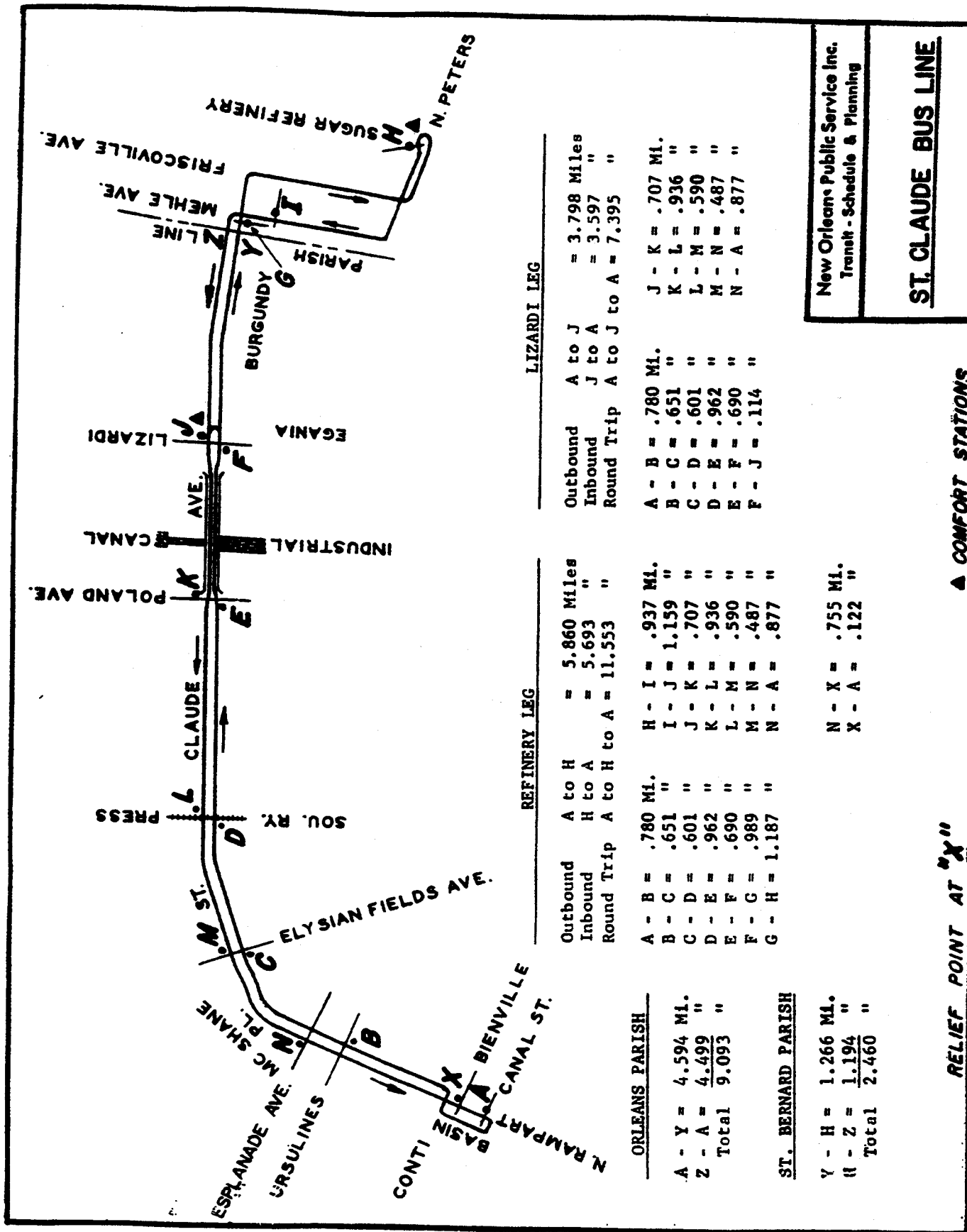
2. The raising of the water level under the Claiborne bridge will cause the Claiborne bridge to open more, thereby causing more delays in the operation of the Galvez Bus Line and resulting in additional operating costs to the RTA. This is unavoidable, but it is a long term impact from the project.

A suggestion is to keep in force the curfew policy during peak periods, to reduce the number of times either the St. Claude or Claiborne bridges is opened during peak periods. This will minimize the impact to the RTA and allow transit service to continue uninterrupted.

3. The creation of a new bridge at Florida Avenue and an access road from St. Bernard Parish to the Florida bridge is essential to ensure the success of the lock replacement project. One concern that RTA has is that the proposed high level bridge at Florida will dump high volumes of traffic on to local streets on the west side of the canal (i.e. Florida, Louisa, Piety, etc.) that are not capable of handling this traffic. This traffic must be channeled, through roadway improvements, to major arterials such as Franklin, Elysian Fields, or Interstate 10. One idea is to improve Florida Avenue from the bridge ramps (where the bridge comes down) to Interstate 10.

4. The RTA will be proceeding in FY96 with a Feasibility Study for the proposed Desire Streetcar Line. The Feasibility Study will examine a two-phased implementation: Phase I - from Canal Street to Poland Avenue and Phase II - from Poland and Dauphine, on Poland to St. Claude, over the new St. Claude bridge, and on St. Claude to the Orleans/St. Bernard Parish Line.

5. The RTA would be interested in operating, at the Corps' expense, the proposed shuttle bus service to improve circulation in the general area during construction. Development of the routings for these shuttle bus lines can be done in conjunction with community members during project engineering.



REFINERY LEG

Outbound	A to H	= 5.860 Miles
Inbound	H to A	= 5.693 "
Round Trip	A to H to A	= 11.553 "

ORLEANS PARISH

A - Y	= 4.594 MI.
Z - A	= 4.499 "
Total	9.093 "

ST. BERNARD PARISH

Y - H	= 1.266 MI.
H - Z	= 1.194 "
Total	2.460 "

LIZARDI LEG

Outbound	A to J	= 3.798 Miles
Inbound	J to A	= 3.597 "
Round Trip	A to J to A	= 7.395 "

LIZARDI LEG

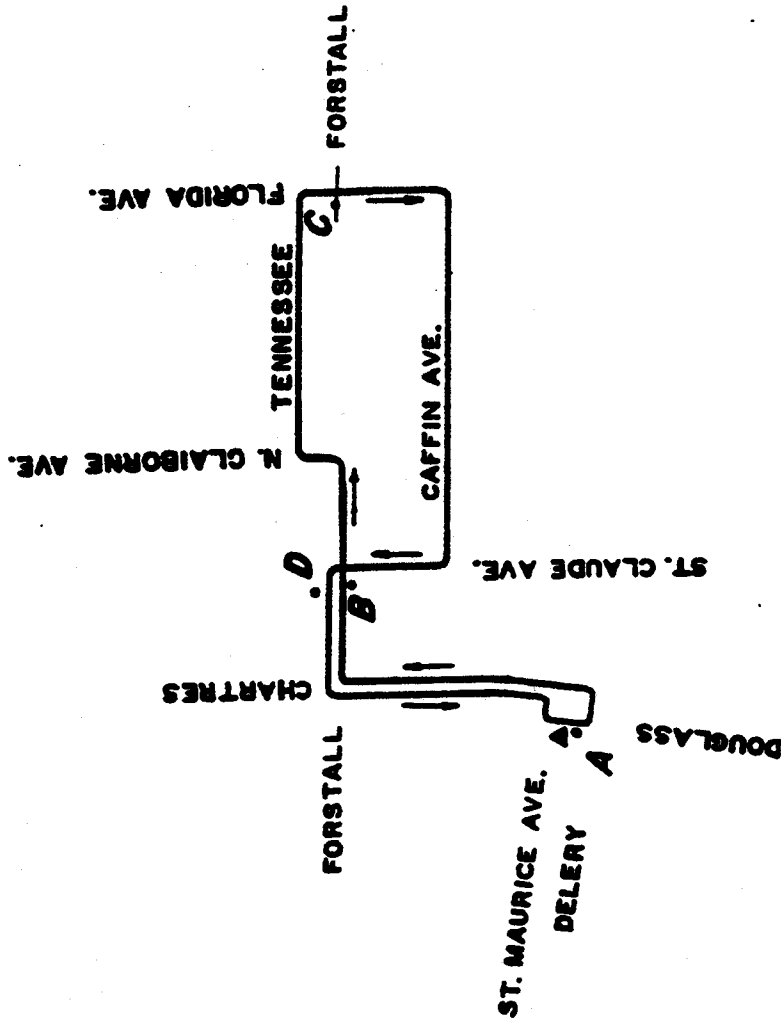
A - B	= .780 MI.
B - C	= .651 "
C - D	= .601 "
D - E	= .962 "
E - F	= .690 "
F - J	= .114 "

New Orleans Public Service Inc.
Transit - Schedule & Planning

ST. CLAUDE BUS LINE

RELIEF POINT AT "X"

▲ COMFORT STATIONS



Outbound	A to C	= 2.597 Miles
Inbound	C to A	= 3.049 "
Round Trip	A to C to A	= 5.646 "
A - B	= 1.202 Miles	C - D = 1.867 Miles
B - C	= 1.395 "	D - A = 1.182 "

RELIEF POINTS AT "B" & "D" ▲ COMFORT STATION

New Orleans Public Service Inc.
Transit - Schedule & Planning

BARRACKS BUS LINE

EXHIBIT V

Holy Cross Neighborhood Association

Mitigation Recommendations

THE HOLY CROSS SCHOOL

A COLLEGE PREPARATORY MIDDLE & HIGH SCHOOL FOR BOYS

Conducted by The Brothers of Holy Cross

OFFICE OF HEADMASTER



March 14, 1994

J. Ron Brinson
President and Chief Executive Officer
Port of New Orleans
P.O. Box 60046
New Orleans, La. 70160

Dear Mr. Brinson:

Enclosed please find a copy of a report prepared and approved by the Holy Cross Neighborhood Association. This report contains recommendations related to the mitigation of the impact of the proposed new lock construction project on the Industrial Canal.

As the chair of the subcommittee appointed by Vivienne Blair, President of our association, I can assure you that considerable time was spent over the past several months in the process which resulted in this report. Several draft copies were given close scrutiny and after a careful review by the Board of Directors a copy was sent to each member. The report was finally adopted at the regularly scheduled meeting on March 11, 1994.

After meeting with you and the members of your staff on November 8, 1993, I was reassured that the concerns of the Holy Cross Neighborhood Association would not fall on deaf ears. If there are any questions about this report, please direct them to either Vivienne Blair (945-5026) or to me (942 3169). We look forward to a response at your earliest convenience.

Sincerely,

Brother Stephen Walsh, C.S.C.
Brother Stephen Walsh, C.S.C.



To the Port of New Orleans
From the Holy Cross Neighborhood Association

**Recommendations Related to the Mitigation of the Impact
of the Proposed New Lock Construction Project on the
Industrial Canal**

Submitted: March 14, 1994

Introduction

In the fall of 1993, the Board of Directors of the Holy Cross Neighborhood Association created a committee charged with the responsibility to present a formal set of recommendations to mitigate the impact of the proposed construction for a new lock on the Industrial Canal. As approved by the membership during the regular meeting on March 10, 1994, the Board of Directors was further directed to formally submit these reflections and recommendations to the Port of New Orleans and US Corps of Army Engineers who are jointly responsible for this construction project.

Historical Background

The Holy Cross Historic District is a neighborhood created by the Industrial Canal which was first opened in 1923. In fact, there are residents still living in the neighborhood who remember being displaced by the original construction project. Just as individual lives have been inextricably bound to the canal, so too it is clear that the future of our neighborhood is destined to be affected by the proposed Industrial Canal lock improvements.

On March 28, 1990, an explosive front page article titled "Waterway Project Targets 9th Ward" appeared in the Times Picayune. In part, it read:

The Army Corps of Engineers said Tuesday it has scrapped Violet as a site for a new inland waterway and is focusing on cutting a swath through New Orleans 9th Ward to make room for a new lock in the Industrial Canal.

The project...would force about 625 people in 200 homes in the Holy Cross Historic District to move, corps officials said. Ten businesses also would be displaced....

Talk of building a new waterway to replace the Industrial Canal Lock has been kicked around since 1956. The 34-year interlude has lulled many people into believing construction would never begin.

But [Col Richard V.] Gorski...and the managing director of the Port of New Orleans, David A. Wagner, all say the new cut is inevitable. "I'm convinced it's going to become a reality," Gorski said. "The only question is how long will it take. The answer is probably seven years to get it off the ground."

Since this premature and unfortunate announcement, the Holy Cross Neighborhood has visibly declined. It has suffered from neglect by the city; suffered from a lack of confidence in the general population evidenced by the lack of home purchases and a notable slackening of historical renovation in the area, and suffered from the relocation of long standing residents who saw the neglect and fled. This has contributed to the increase of both the number of abandoned houses and neighborhood blight.

Those who have stayed have suffered from a significant drop in property values. By late 1992, even after significant changes had been adopted in the plans removing all risk of dislocation of homes and businesses, Col. Michael Diffley, Army Corps of Engineers chief in New Orleans was quoted in the *Times Picayune* (November 21, 1992), "Picture trying to sell your house during eight years of construction."

To remedy this situation caused by the premature release of information as to the destruction of 200 dwellings, and to the interruption of city utilities and services, the Holy Cross Neighborhood Association respectfully recommend that consideration be given by US Army Corps of Engineers/Port of New Orleans in their mitigation plans for projects which will directly enhance the neighborhood thereby attracting new home owners and rebuild public confidence even as construction begins.

The Enhancement of the Neighborhood to Improve and Sustain Property Values

From our "Blueprint for Neighborhood Enhancement" we submit the following projects for consideration:

All drainage ditches should be removed and replaced with subsurface drainage. Likewise the streets should be paved together with curbs and sidewalks installed.

Provision of funds to provide for adequate city personnel to be assigned to the neighborhoods affected by the canal construction. Specifically, there is a need for city inspectors to deal with abandoned housing, trash dumping, as well other health and safety issues.

Removal of all utility poles and placement of utility lines underground. While this would improve the appearance of the neighborhood, in practical terms it would facilitate the "infilling" of historical buildings from other parts of the city into the Holy Cross Historic District.

Attracting New Home Owners and Retaining Existing Home Owners
According to Patricia H. Gay, Executive Director of Preservation Resource Center of New Orleans, "The leading cause of unemployment, business closures and declining tax revenues for city services is population decline, especially decline of the middle class." (*Preservation in Print*, December, 1993, p. 4)

Residents of all income levels must be attracted by funding marketing campaigns that promote the livability of the neighborhood in general and specifically during the period of construction.

Working with the Preservation Resource Center, the neighborhood needs to consider mounting an aggressive campaign "Come Home" incentive program addressing the number of successful persons in the community who were raised in the neighborhood.

Addition of neighborhoods impacted by canal/bridge construction as a specific criterion for eligibility of existing HUD programs and the declaration of these neighborhoods as specific priority target areas for existing local, state and federal home improvement programs.

Presently, it is difficult to get insurance and mortgages for properties that cost less than \$50,000. It is also difficult for some elderly on fixed incomes to maintain their property to insurable standards. These realities impede neighborhood development and must be addressed to insure the rich diversity that has always been characteristic of the Holy Cross Historic District. In part, it calls for banks, lending institutions, and insurance companies to define policies which are sensitive. In part, it calls for broadening the eligibility criteria for certain federal programs administered locally.

In order to attract new home owners, we recommend the creation of an incentive program to encourage teachers, policemen, firemen, and city workers and employees of non profit corporations to purchase homes and to initiate renovation projects.

Residents in the immediate vicinity of the existing St. Claude Bridge who wish to move or sell during the construction process should receive assistance in relocating temporarily or permanently.

Sustaining Existing Small Businesses and Encouraging New Investment

"Attracting homeowners of all income levels...paving of streets and providing increased police protection will stimulate business and other economic development..." according to Patricia H. Gay,

Executive Director of Preservation Resource Center (op.cit., p.4) Small businesses on St. Claude Street will be particularly affected by the loss of traffic when the bridge is closed. It is this traffic which creates the threshold market necessary to survival.

Moreover, the general appearance of St. Claude Street defines the first impression of the neighborhood by new homeowners and prospective parents considering Holy Cross School. Encouraging economic development and the location of various public service agencies along this corridor would enhance the entire neighborhood.

We recommend that consideration be given for creating a "reduced tax zone" in which city sales and property taxes are reduced and/or subsidized by mitigation funds. A program of reduced property taxes might serve as an incentive to encourage new business development and relieve the burden for existing businesses. A modest reduction in the sales tax could help maintain the loyalty of old customers and attract new business.

Historical Identity As a Property Value

Because of the erosion of historical district renovation guidelines caused by the recurring exceptions made by city officials, there needs to be improvements made to enhance the historical identity of the neighborhood:

Provision of mitigation funds to insure adequate funding of the Historic District Landmarks Commission will insure a strong advocacy group which will benefit all residents in the neighborhoods potentially affected by canal construction.

Inclusion of representation of the Preservation Resource Center of New Orleans as well as the Historic District Landmarks Commission in whatever plan is implemented for the administration of mitigation funds.

Installation of street signs appropriate to an historical district for all streets including "Holy Cross Historical District" together with the street name.

Installation of improved street lighting appropriate to an historical district and done with subsurface wiring.

Provision of funds for the placement of historical signs on St. Claude Avenue at the beginning and end of the Holy Cross Historic District and on all homes listed in the National Historic Register.

Creation of a trolley car line from the Central Business District all way along St. Claude to Jackson Barracks and

the Chalmette National Battlefield for the purpose of accelerating revitalization.

Enhancement of the Levee as a Neighborhood Asset

Bounded to the west by the levee and the canal and to the south by the levee and the river, there is a new awareness that this is an attractive asset which we sometimes take for granted. The Holy Cross Neighborhood Association is committed to taking initiatives that would make this a more vital part of our community.

The formulation of a long range plan for the riverfront in the Holy Cross Neighborhood from the canal east to the parish line be conducted immediately to be facilitated by the Port of New Orleans including the neighborhood residents and appropriate local agencies.

The levee in the Holy Cross Neighborhood be declared part of the Jean Lafitte National Park System and given a permanent fully-staffed ranger station.

Construction of a jogging path and bicycle path along the levee with direct input and participation by the neighbors in both its design, implementation, and evaluation.

Install lighting near the river for security and protection so that the levee may also be used for recreation. Place trash receptacles and benches with a guaranteed permanent maintenance program.

Within our "Blueprint for Transportation," we remark upon the use of water taxis, river ferries, and the consideration of regular tour boat docking in order to visit the historical sites including Jackson Barracks in our neighborhood.

Neighborhood Security

A safe and secure neighborhood is the first priority consistently expressed by the members of the Holy Cross Neighborhood Association. It is of considerable concern to the residents that a situation which is already aggravated will only further deteriorate during the period of canal construction.

The Industrial Canal is both a real and psychological barrier which isolates the Lower 9th Ward and the Holy Cross Historic District neighborhood from ready and easy access to city services. In real terms, there is no health clinic to provide even emergency care nor is there any stationary ambulance service.

The neighborhood presently lies within the jurisdiction of the Fifth District Police Command whose boundaries stretch from Gentilly to the river and from Esplanade on the west to the St. Bernard Parish line on the east. The headquarters located west of the canal, receive from seven to ten thousand calls per month requesting assistance or police presence. In the fall of 1993, it was widely reported that the Fifth District Police Command had only four police cars that were operational.

With the flight of residents from the neighborhood and the increase of abandoned houses in last two or three years, long time residents have become aware of an increasingly visible drug problem in the Holy Cross Historic District.

In order to maintain a safe and secure neighborhood for the residents as well as attract new home owners, and restore public confidence in the area:

In the light of the present demands on the 5th District and given the long duration of the canal construction we believe that a strong case can be made to create a *new 9th District Police Command in the 9th Ward*. We strongly believe that the so called NOPD substation on Claiborne and Caffin should be replaced by this new police command as had been earlier projected to be built by the city.

It should be noted that the substation has never been fully equipped as a police command communication post. A police command with adequate vehicles and equipment dedicated solely to responding to the needs of citizens residing in the construction-impacted area would alleviate the anxiety about security in the future. Finally, we strongly recommend that during the entire period of construction, funds be provided by the mitigation plan to fully staff this police command with members of the NOPD on a twenty-four basis.

We believe that the use of *helicopters* should be incorporated into security planning to enhance police surveillance and to increase mobility of the police. Further, helicopters might also be available for medical evacuation.

We expect the Army Corps of Engineers and the Port of New Orleans to assume leadership in the definition and implementation of *clearly defined emergency procedures* which anticipate problems. We further expect that such plans would not only insure the continuation and enhancement of existing city of New Orleans support systems but that plans would be made for establishing formal cooperation between Orleans and St. Bernard police services and emergency support systems to the benefit of the entire Lower 9th Ward.

We expect the Army Corps of Engineers and the Port of New Orleans to assume leadership in the definition and implementation of emergency evacuation procedures both in terms of evacuation routes and emergency shelters for all the neighborhoods east of the canal during the period of construction. Our concern for clearly defined procedures primarily anticipates a natural disaster. However, those of us living on the river and in the vicinity of the canal are not entirely naive about the volatile nature of some of the cargoes which pass by our homes in barges and vessels.

Finally, attention is drawn to other sections of this report which focus on transportation and on education. In this regard we underscore the concern for *safety related to transporting students* to the various public schools (McDonough 19, Lawless Senior High School, Hardin School Edison School, and Lawless Elementary) together with St. David's Parochial School, Ephesus Academy and Holy Cross Middle School and High School. Furthermore, many secondary school students leave the neighborhood to attend schools located west of the Industrial Canal.

Transportation

Transportation to the CBD, uptown, and expressways will be severely affected with the widening of the canal and the proposed two year closure of the St. Claude Street Bridge.

In addressing this issue the Holy Cross Neighborhood Association brainstormed in an effort to create as many options as possible. Using this creative "no-holds-barred" approach produced a variety of ideas.

A comprehensive RTA transportation plan with smaller buses, shuttles, and "jitneys" providing frequent and additional routes to and from mainline buses on Claiborne, Florida, Galvez, Caffin, Forstall, Jourdan and Delery. Free or highly subsidized fares with transfers available.

Trolley Car to Jackson Barracks and Chalmette National Battlefield.

Consideration of rerouting the railroad spur which comes down the middle of St. Claude Street.

Possibility of temporary bridge paralleling the riverside of the St. Claude bridge.

An up and down river ferry from Holy Cross to Carrollton with stops at Bywater, Marigny, CBD, Jackson, Napoleon and Carrollton. There should be a mechanism, perhaps passes only during peak hours or subsidized fares to insure residents of the affected areas are guaranteed places. This

would be a benefit to school children who travel far uptown daily as commuters in the work force.

Water taxis: swift, flexible vessels which would operate on the same principle as the ferry except they run more frequently. Free or subsidized fares with transfers available.

Automobile Transportation:

A comprehensive plan preparing streets and main arteries for altered traffic patterns. This should include wide neighborhood consultation to identify those detour routes which neighbors actually use in times of temporary emergency often ignoring or bypassing the "official" detours.

Provision for frequent and continuous preventative maintenance and repair of all heavily traveled streets

Provision for maintenance/gas subsidies in the form of coupons because of delays and wear and tear. An alternative would be the creation of an incentive program to use public transportation, to car pool, or to use a park and ride option.

Provision of resources to adequately staff police for permanent traffic patrol during prime drive time.

Provision of alternate lanes to facilitate the flow of traffic uptown and to CBD in the morning and return flow in the evening.

Holy Cross Middle School and High School Transportation Program

Holy Cross School was founded in 1879 and remains today as the largest free enterprise employer and business in the neighborhood. To sustain its enrollment, the school has for nearly twenty years maintained a fleet of more than twenty buses which transport approximately 500 students a day from Metairie to Mandeville and from uptown to Terrytown. Excessive delays which cause additional travel time, interrupt attendance, or unduly extend the school day will only erode the confidence of families and contribute to their reluctance to consider Holy Cross School as a viable option for young men between the 4th and 12th grades. Therefore, planning must insure that Holy Cross is not adversely affected. Likewise, the rerouting of these buses onto already narrow and crowded neighborhood streets has the potential of aggravating the neighbors. Provision must be made preparing adequate corridors for a fleet of twenty buses who enter and leave the neighborhood all at approximately the same time.

Health, Safety and Welfare

The health, safety and welfare of our residents--particularly our children and our elderly--must be insured despite the disruptions anticipated by the widening of the canal and the replacement of the St. Claude bridge.

Some options for mitigating disruptions are:

Policies and procedures which provide for readily accessible *medical evacuation*, including helicopters and paramedics for emergencies. This may also be the opportunity to develop a formal cooperative arrangement with the various military installations in the immediate area of the construction to benefit the community health services.

Formal arrangements with St. Bernard Parish hospitals for treatment of our residents.

Establishment or enhancement of a *full-service clinic* east of the Industrial Canal. The clinic should include the following minimum services: a full laboratory, x-ray capacity, geriatric and family practices for these specific populations including case management, home health/homemaker services, family planning, counseling, screening and preventive health services, a subsidized pharmacy program, health career program for teens, an interface program with Lawless and Caffin clinics, twenty-four hour security and transportation when referral is necessary.

The clinic would accept all health insurance and would treat the uninsured. Any difference between the cost of service and ability to pay because of under-insurance or lack of insurance would be paid by the mitigation plan. Funds for special services would also be covered by mitigation funds.

The Tulane School of Public Health and neighborhood are in the process of establishing a partnership to improve health and health related projects in the neighborhood. This emerging partnership could be enhanced by the participation of the Port of New Orleans and Army Corps of Engineers.

The enhancement of New Orleans *fire fighting* equipment and personnel assigned permanently below the canal. Formal arrangements with St. Bernard Parish, military and commercial facilities should be strengthened or implemented.

The creation and dissemination of a viable emergency evacuation plan by Corps of Engineers, the Port of New Orleans, FEMA, and the city. It is expected that this process would solicit wide community participation.

Enhancement of Neighborhood Welfare

There should be integrated community services for elderly and families which complement the health services planning.

This would include transportation, home help, respite care, expanded "meals on wheels," consumer advocacy and education, entitlement assistance, adult day care all of which would directly service our senior residents.

Services for families would include family life education, case management, goal setting, employment and training assistance. A neighborhood center/settlement house which would provide substantive programs for teenagers and young mothers.

Of particular note are existing plans and efforts to create a playground within the Holy Cross Historic District. We are particularly encouraged that The Port of New Orleans has demonstrated a generous and willing spirit in presenting alternative sites for consideration.

Education and the Schools

There are no public schools located in the Holy Cross Historical District. However, the Holy Cross Neighborhood Association recognizes the fact the quality of public education "below the bridge" has a profound impact on everyone who lives and does business in the area.

There are serious problems associated with the construction phase of the canal project that must be addressed by the mitigation plan and of utmost importance is student health and safety in the event of a catastrophic emergency as well as the daily personal emergencies experienced in each school setting.

We recommend that each school in the area--both public and private--be funded through mitigation funds to hire a full time school nurse.

The curriculum in each school will be likewise impacted by canal construction and bridge closure in that students will be cut off from ready access to the nearest public library. General and much needed enrichment activities such as field trips, speakers, and cultural events will be difficult if not impossible to schedule since these activities require exact arrival and departure times. Consulting and support from the central office will be curtailed. For the schools without air conditioning the noise level during construction will seriously impact instruction.

Given the serious problems that will negatively impact learning, it must be noted that the students enrolled in the public schools located below the bridge are already rated among the lowest

achieving in the city. This is even more alarming when one considers that these schools are not public housing project schools.

Data to be included is currently being gathered for us by a member of the school board.

Name	Percentage of students scoring above 50th percentile on 1992 Calif Achievement Test	
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	Reading	Math
Hardin	28.7	31.6
Edison	30.3	33.1
Lawless	19.2	18.7
McDonough 19	21.0	21.5
System Wide Range Elementary	11.7/87.1	14.9/91.8
Lawless Middle	15.7	11.1
System Wide Middle School	5.9/92.5	7.8/93.5
Lawless Senior	17.5	16.9
System Wide Range High School	2.5/99	4.6/98.6

Admittedly, there are plans to build a new school, Martin Luther King, Jr. School, which will incorporate a public library. However, the citizens can not wait for the completion of this one school which may be delayed, as the sole answer to improving educational conditions in the Lower Ninth Ward.

We recommend that funds be designated for a full time librarian in each school with a generous budget for new library acquisitions.

We recommend that each school receive funds for cultural enrichment activities and for hiring consultants as needed.

Schools should receive funds to air condition all instructional space in the school.

Without dramatic and immediate attention to the educational issues we have defined, then other mitigation efforts will be seriously compromised. Strong schools are characteristic of strong neighborhoods.

Conclusion

We submit to the US Army Corps of Engineers and the Port of New Orleans that the public schools in this area have been neglected by the public school system in the same way that the area has been neglected by the city. Just as public confidence in the neighborhood has been eroded by the uncertainty surrounding this project, we believe that same ambiguity has adversely affected the confidence of public officials in the long term stability and future of our neighborhood.

We contend that since the March, 1990, announcement and despite changes in the plans we have already been adversely affected. For us reflection upon the proposed mitigation plan is not an hypothetical exercise. We have already experienced a loss of vitality and are anxious to get on with the project and see this as an opportunity to reinvigorate and renew our neighborhood.

Addendum: From the Director, Patricia H. Gay, Preservation in Print, December, 1993, p.4.

(This report was prepared by a subcommittee appointed by the President of the Holy Cross Neighborhood Association and chaired by Brother Stephen Walsh, C.S.C., Headmaster, Holy Cross School. The report underwent the close scrutiny of four drafts. A copy of the report was sent to each member of the Holy Cross Neighborhood Association prior to the regularly scheduled March 11, 1994 meeting of the Association. At that time it was approved to be submitted to the Port of New Orleans.)

From the DIRECTOR

Patricia H. Gay, Executive Director
Preservation Resource Center of New Orleans

Campaign Issues

The following is a partial summary of campaign issues as developed in meetings of the PRC Legislative Review Committee, chaired by Willard Hanson, and the PRC Preservation Council, chaired by Diane Hanson. PRC members are requested to ask mayoral and councilmanic candidates questions regarding these issues at every opportunity.

Crime

Public safety is absolutely essential. Adequate police protection must be provided to all citizens.

Vacant and Blighted Historic Properties

Vacant and blighted historic buildings that are not in danger of collapse should be protected and offered for sale to purchasers regardless of income who would renovate and occupy the properties.

Destroying properties because of crime does not solve the crime problem. Funding must be allocated for boarding up such properties and efficient and effective procedures established for accomplishing the sale and renovation of the properties.

Problems that impede the expropriation and tax adjudication process must be aggressively addressed. The expropriation process must be streamlined. The lengthy process currently discourages buyers.

An incentive must be developed for the purchase and renovation of blighted properties.

The Community Improvement Agency must be adequately funded to implement the expropriation process. Funding must be allocated for marketing properties on the Community Improvement Agency Blighted Property List. Funding for appraisals should be allocated at no cost to low-income persons interested in purchasing properties on the Blighted Property List.

When funds from any source are available to the city, blighted properties and historic neighborhood enhancements should be a priority over funding new development, by strengthening existing programs and creating new ones.

Urban Middle Class

The leading cause of unemployment, business closures and declining tax

revenues for city services is population decline, especially decline of the middle class. Elected officials must articulate this problem and generate community awareness that New Orleans must increase its urban middle class in order to be a functional and dynamic city, for the benefit of all citizens but especially the urban poor.

Residents of all income levels must be attracted by funding marketing campaigns that promote the livability of New Orleans.

Residents must be retained and attracted through policies that respect neighborhood needs and amenities in all city departments.

Residents of all economic, social, and racial backgrounds must feel welcome in our city and in any neighborhood.

Historic Preservation

Designation of historic districts and landmarks is the most effective tool immediately available for protecting historic neighborhoods and architecturally significant buildings; therefore adequate funding of the Vieux Carré Commission and the Historic District Landmarks Commission is essential.

The historic character of the city and its protection should be a priority of municipal government and a factor in all decisions.

The historic built environment of New Orleans defines the city; it has been declared the most unique in North America. Because it is the collection of buildings and the urban plan that make New Orleans special, and because historic preservation represents a commitment to the good of the community, elected officials must speak out for the protection of the historic built environment whenever necessary.

There should be a commitment to the preservation commissions to respect and uphold their decisions.

New Zoning Ordinance

The new zoning ordinance must reflect the strong commitment to New Orleans neighborhoods and historic architecture and ambience as put forth in the City Master Plan.

Appointments to Boards and Commissions

For government to function smoothly and efficiently and with the confidence of

all citizens, it is essential to appoint the most qualified people possible to all boards and commissions, in a timely manner. Recommendations from professional groups should be sought whenever possible. Residents must be adequately represented on any board or commission that affects their neighborhood.

Enforcement

A major and critical concern of citizens for several years has been failure to enforce the building and zoning codes, including the failure to enforce penalties. Success in revising and establishing legislation and ordinances that better serve needs of the city today are irrelevant if they are not enforced. Penalties should be devised to cover costs of effective enforcement citywide, so funding should not be an issue.

Cultural Tourism Marketing and Development

At a time when millions of dollars will be spent marketing casino gambling in New Orleans, it is more critical than ever to strengthen marketing of the city as a cultural tourism destination, and marketing cultural attractions.

Casino Gambling

Increased jobs and tax revenues from casino gambling must benefit the city in a meaningful way (for example, in Atlantic City after 15 years of increased jobs and tax revenues from casino gambling, there have been no significant improvements—the city suffers even more today from blight, homelessness and other problems). Specific efforts must be made to retain residents who benefit from employment through gambling and to attract new residents to our declining neighborhoods. Otherwise, blight and crime will continue to spread, negating any potential benefits from casino jobs and tax revenues.

Vieux Carré

The Vieux Carré, a national treasure, is the heart of our city. Its authenticity, unique character and viability as a mixed-use historic neighborhood must be protected from increasing commercialism, and residential use should be encouraged and supported by all governmental authorities.

The 25-year ban on new hotels in the Vieux Carré must be maintained.

Transportation Planning and Development

Peripheral parking must be developed for all casino gambling and the Vieux Carré.

Additional street car lines wherever they are placed will bring revitalization. Additional lines should be a major planning and development objective.

Extend riverfront street car up and down riverfront as much as possible.

The Canal streetcar must be a priority. Limit size and speed of buses through historic neighborhoods.

Do not plan major traffic corridors through historic neighbors, such as the Warehouse District.

Urban Planning and Design

New Orleans is possibly the best planned city in the United States, with all problems stemming from urban planning and development errors of recent decades. Efforts must be made to correct these errors through pro-active planning and design, and new proposals must be evaluated for their impact on the surviving aspects of the historic plan that has served the city so well.

The City Planning Department must be adequately funded as a priority, and must have security from year to year that needs will be met.

Additionally, since the appearance of the city is a factor in economic development and quality of life, adequate funding must be allocated to maintenance of parks, neutral grounds, sanitation, litter collection, and streets.

Major Inner-City Trouble Spots

In certain areas of the city there is major decline, disinvestment, deterioration and demolition. Solutions can be undertaken that build on the remaining historic architecture, inner-city location and convenience, and diversity. Attracting homeowners of all income levels, attracting major investment for residential development of all income levels, design review, paving of streets and providing increased police protection will stimulate business and other economic development in these areas.

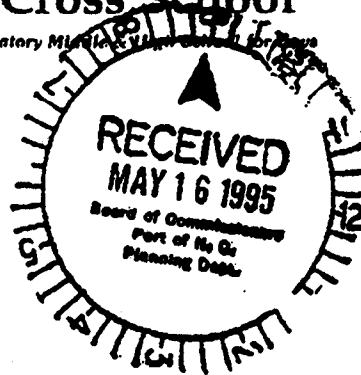
Holy Cross School

A College Preparatory Missionary School for Boys

OFFICE OF THE HEADMASTER

May 15, 1995

Lydia Z. Jemison
Planning Officer
Board of Commissioners of
the Port of New Orleans
P.O. Box 60046
New Orleans, La. 70160



Dear Ms. Jemison,

I should like to take this opportunity to respond to the *New Lock and Connecting Channels Draft Evaluation Report Mitigation Plan (April 1995)* which you sent under a cover letter of April 28, 1995 announcing a meeting on May 2, for the purpose of discussing this report. While I did attend that meeting, I should like to take this opportunity to formally share some observations.

First of all, a general reaction to some of the response of "Corps" or "Dock Board" personnel. To suggest that those of us unfortunate enough to live in close proximity to the Inner Harbor Navigational Canal have a narrow view of this project and in our concern for own needs are failing to see the global good of the American economy misses the mark entirely. Students of elementary psychology are aware that "food" and shelter are at the top of Maslow's hierarchy of needs. To put it frankly, you are messing with our homes and an improved GNP isn't going to necessarily put bread on our table.

My primary suggestion then is that your report demonstrate a real sensitivity to the concerns of my neighbors some of whom summed up their feelings after our recent meeting with the comment, "We don't count."

At the meeting we were encouraged to recommend improvements to the draft under discussion. Here are a few suggestions:

Put yourselves in our shoes.

In our meetings you keep telling us we are neighbors and partners but no where do you tell our story. From my point of view, your report lacks a rhetorical style that is calculated to persuade. If you don't care about us, how can we believe that anyone in Vicksburg or Washington, D.C. will care about us? While we are not the primary audience for this report, there seems to be little awareness of us at all. No where is there conveyed a sense of advocacy for the affected neighborhoods.

No where in the body of your report do you articulate solutions in response to our needs. For instance, if you were to admit that our primary concern is neighborhood security as well as admit to

CONDUCTED BY THE BROTHERS OF HOLY CROSS

4950 DAUPHINE STREET NEW ORLEANS, LA 70117 (504) 942-3100 FAX (504) 943-7674

our perception of mediocre police protection (less than 130 policemen assigned to the Fifth District with a population of 110,000, one of largest in the city) and that we might be justified in our concern that this construction project might further erode an already aggravated situation you would go a long way towards ameliorating our attitude. After all, our police department has been the subject of national news coverage.

However, when your report lacks such detail and never alludes to any formal communication with the Police Department why should we believe that you understand our concerns? A temporary police substation which already exists at the Sanchez Center is not the issue. The issue is that it is neither adequately equipped nor properly staffed. Provision of cars and manpower during the construction period could win you considerably more support.

Another example would be to make provision in the new St. Claude Bridge for trolley car tracks since it is quite possible that this might be more easily done in the initial construction than later on. Couching the case in the eloquent terms articulated by Mark Cooper at the May 2 meeting makes good sense and further "connecting" it to the historic Jackson Barracks strengthens the argument in terms of the federal audience. Your provision for tracks would be one less hurdle for the neighborhoods to jump in making their case locally for the restoration of the street cars.

Those of us who know the neighborhood know that some of the streets defined as official "detour" routes have adjacent and parallel streets in very poor repair. These adjacent streets are bound to become detours to the detours and shortcuts and the already deteriorating streets will fall into further disrepair.

Finally, there is not enough substantive detail in the report to lead one to accept your conclusion that you have developed "a comprehensive plan...insuring that the communities adjacent to the project remain as complete, liveable neighborhoods during and after construction of the project." Nowhere in the body of the report is there a concise description of the neighborhoods affected by this project. Finally, why can't the goal be to insure that these neighborhoods are marginally better off at the end of the project?

Nearly half of the proposed budget is allocated for improvements to the adjacent levee or bridges or to removal of debris by barge. Undoubtedly, these measures will soften the impact of the project. Nevertheless, isn't this simply the cost of doing the job right and might you understand why some may find it self-serving on your part to include these as mitigation rather than construction costs?

Take recent changes into consideration.

Most notably, you should be aware that the Holy Cross Neighborhood is undergoing a remarkable mood shift: from

powerlessness to a sense of empowerment. This is reflected by the vitality of the Holy Cross CDC, the HCNA participation in Christmas in October, and the completion of a sophisticated land use study for HCNA by the College of Urban and Public Affairs at UNO. Specifically, you might reference the emphasis placed on business development of St. Claude in our UNO study in terms of supporting the concept of the business incubator.

In some measure, the "locks project" has brought us together and in "fighting against" the locks we learned how to "work together." And in working together we have found that some of the aspirations articulated in our initial formal response (Exhibit IV of this report) have already been realized. Buying into some of our new agenda in terms of the use of the levee will strengthen your case.

Be more precise.

The report is precise in terms of engineering issues, eg. noise and traffic, and this is reflected in the budgeted line items, eg. \$202,500 for floodwalls and \$514,200 for pedestrian shuttles. It lacks corresponding detail calculated to convince when it comes to our issues and this is reinforced when one notes that in the budget amounts are rounded off, eg. Housing Trust Fund \$1 million and Training Assistance at \$500,000. An example could be to recast the Housing Trust Fund by clarifying eligibility and disbursement of funds.

I am frankly surprised that you didn't do a better job of highlighting with a specific budget line item a project that will directly benefit the neighborhoods, Eg. III, 7, b (page 19)-- improvement of lighting and drainage four blocks each side of canal.

Where detail is provided, Eg. item II, 2, f (school crossing guards), the amount seems modest (only \$40,000 allocated over several years) given the number of schools in the area and the soon to be opened public elementary school on Caffin and Claiborne/Judge Perez.

More convincing would be a proposal which provided schedules which allocated these funds out over several years thereby providing concrete detail.

Holy Cross School and Educational Opportunity

I should like to apply the three principles I have articulated: putting yourself in our shoes, taking recent changes into consideration, and being more precise to a situation I know something about.

More specifically, I should like to respond to item II, 2, k found on page 12 of your report. It alludes to the possible impact of the bridge closure on Holy Cross School. As written it

is too vague and it did not escape my attention that there is no specific line item in the proposed budget to support these eventualities.

First, allow me to address the issue from the point of view of Holy Cross School which will be affected by the closure of the St. Claude Bridge. Allow me to make the following points:

1. The St. Claude Bridge is part of the mythology of Holy Cross School. Generations of Holy Cross men have used the excuse, "The bridge was up," to account for all sorts of lapses in their lives.
2. Holy Cross is a 117-year-old neighborhood and metropolitan school which draws its students from five civil parishes. In some measure this draw is due to the large number of students of legacy enrolled. Approximately ten (10) percent of the students are the fourth generation to enroll, another thirty (30) percent are the third generation and yet another forty (40) percent are the second generation to enroll. With nearly 9,000 alumni of record, Holy Cross can exercise considerable political clout should it chose to do so.
2. We have our own fleet of sixteen school buses which transport sixty (60) percent of our students. Adding fifteen or twenty minutes to an already hour long bus ride would discourage enrollment. Extending the school day would erode participation in after school athletics and extra curricular activities.
3. "Demonstrable losses of enrollment" in a school with grades 4 through 12 erodes income not just for the two years of bridge closure but could have a long term effect from four to six years.
4. Holy Cross is the major private enterprise and one of the largest employers in the neighborhood. A decreased enrollment means fewer jobs.
4. Twenty-five percent of our students come from the West Bank and another sixty (60) percent reside west of the canal. We need something imaginative like a cross river shuttle service (something like the Navy launch between the Navy Station and the Port of Embarkation) and a shuttle system from the Port of Embarkation to a temporary landing at Holy Cross. Our cross town buses could deposit students at an westside water shuttle stop and be ferried to the new Holy Cross landing.

Creating an imaginative solution like this would avoid the issue of possible "monetary compensation for demonstrable losses," and add to the sense of adventure of coming to Holy Cross: it might even increase enrollment. We'd might even change our bumper stickers from "It's worth the ride" to something like "only a boat ride away."

Additionally, there is the broader issue regarding of insuring

educational choice within the neighborhood:

1. There are students in the immediate area and certainly in St. Bernard Parish who have chosen to go other private girls' and boys' high schools throughout the city.
2. Additional time and distance caused by the closure of the bridge makes magnet schools less accessible and could limit educational opportunities for students residing east of the canal.

Conclusion

The working draft of the Mitigation Plan seems to have been written by engineers for engineers. The verb "to mitigate" is derived from the Latin word for soft, *mitis*. In its present form your report is for hard hats. It lacks heart.

It should come as no surprise to learn that an integral part of the legacy of Holy Cross School is the conviction "that we will not educate the mind at the expense of the heart."

Finally, it should be clear that this is my own personal response and does not represent any official stance on the part of any other group.

Sincerely,

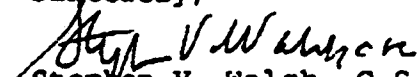

Stephen V. Walsh, C.S.C., Ph.D.
Headmaster

EXHIBIT VI

Neighborhood Working Group

Proposed Mitigation Plan

Proposed Project Mitigation Plan Inner-Harbor Navigation Canal Lock Replacement

Introduction

Enclosed in the following pages is a proposed social mitigation plan for the IHNC Lock North of Claiborne Replacement alternative. This plan is the result of an intensive community participation program that brought together community leaders from the neighborhoods adjacent to the canal to address project issues that would impact the community. Their charge was to develop a plan that spoke to what was really needed to maintain the viability and create the opportunity for renewal in these important neighborhoods in conjunction with this major public works project.

The intent of this plan is to provide a framework for greater community discussion. The feasibility of this plan is contingent on its recognition by the communities concerned that it represents their needs and interests. The plan will therefore be refined through a public hearing process that will allow for comment and refinement based on community input.

Based on community input the North of Claiborne site was developed as the primary site for consideration for this project. This alternative's key feature is that it requires no residential displacement in order to construct the lock. This alternative also calls for a low-level St. Claude Bridge replacement, and float-in lock construction that minimizes noise disruption to adjacent neighborhoods.

This mitigation plan is designed to be a integral part of the project. Therefore the replacement of the IHNC Lock at the North of Claiborne site includes the implementation of the final mitigation plan.

Evolution of the Community Planning Process

Recognizing that lock construction at the Industrial Canal site will have a significant impact on the surrounding community, both House and Senate Appropriations Committees, in their reports accompanying the 1991 Appropriations Bill, directed the Corps to establish a community involvement process to solicit community views and input on the project. After earlier efforts to bring the community leadership together proved problematic, the District Engineer established a neighborhood working group composed of representatives of the adjacent neighborhoods associations, business groups, local government representatives the Corps and local sponsor. The working group's function is to exchange information, solicit community views and advise the District Engineer on matters pertaining to the project.

Beginning in August 1991 and continuing through the remainder of the year, the Corps convened a series of meetings of the neighborhood working group to discuss the alternative construction plans that had been developed and to investigate the range of social mitigation requirements as a prelude to the development of a social mitigation plan. The working group discussed the potential for a mitigation plan that would include substantial, community-wide participation in infrastructure enhancement as a form of pre-project benefit for residual impacts which could not be directly mitigated. However, community opposition to the site alternatives presented precluded the development of a comprehensive community mitigation plan. Members of the working group asked the Corps why a location in the Industrial Canal North of Claiborne Avenue was not presented as an alternative construction site since it had the potential to significantly reduce project related impacts. The previous North of Claiborne design estimates showed lock construction at this location to be more costly and required a lengthy closure of the Industrial Canal to navigation. Community representatives felt that this alternative required further study since it might offer the least objectionable alternative. They also voiced objection to a mid-rise replacement bridge at St. Claude Avenue, asserting that only a project including a low-level St. Claude Avenue bridge could possibly gain community acceptance. As a result of these deliberations, the Corps agreed to further investigate the prospect of constructing a replacement lock north of Claiborne Avenue and a low-level replacement bridge at St. Claude Avenue.

The Corps undertook the design of the north of Claiborne option from January 1992 to June 1993. This new plan consist of a float-in lock design, a low-rise double bascule bridge at St. Claude Avenue and two bypass channels for navigation. Also during this design period the Corps determined that the social impacts associated with the previous construction alternative was not amenable to full direct mitigation and that even an extensive program of general mitigation would be insufficient to restore to the community a level of satisfaction and well-being that prevailed prior to construction. Therefore the previously considered option was judged to be un-implementable and no longer met National Economic Development (NED) criteria as a candidate plan. As a result, the North of Claiborne Avenue Plan represents the only plan with the potential for an implementable construction alternative for a replacement lock on the Industrial Canal. The construction plan that the Corps developed for the North of Claiborne Avenue site either eliminates or substantially reduces major project related impacts in the areas of displacement of people, construction-related noise and traffic congestion.

The outstanding component of the North of Claiborne option was to develop a comprehensive plan to identify and mitigate for a array of social and cultural impacts. This was the task the working group was asked to assist the Corps with. Meetings of the working group with this focus began in August 1993.

Developing the North of Claiborne Avenue Site Mitigation Plan

The previously developed social mitigation plan did not address the North of Claiborne site. It also lacked any community input. It was determined at an early stage in this planning process that community input was essential to any consensus plan. The methodology employed to develop the plan was to conduct a series of meetings to develop issues and dissect the previously developed mitigation plan. Each section of the previous plan was discussed and a new set of criteria established in each of the categories. This six month process' goal was to develop a draft mitigation plan, addressing community concerns, that could be presented to the greater community for review and comment.

The result of this process has been a mitigation plan that is more sensitive to community concerns and deals with the issues the community considers important. The plan follows the same format as the previous plan to insure that all of the developed issues were addresses as well as the new issues.

The primary construction related mitigation measures as stated earlier in this document are:

1. No Residential Displacement - This option does not require that any residential structures be acquired for lock or bridge construction.
2. Reduced Construction Noise - Construction noise will be reduced by employing the following construction techniques:
 - A. Prefabricated float-in lock design.
 - B. Soil-founded design that reduces the magnitude of pile driving.
 - C. Noise suppression measures on-site.
 - D. Limited pile driving for the Claiborne Avenue bridge upgrade.
 - E. Reducing pile driving associated with replacement of St. Claude low-level bridge.
 - F. Contractors will have contractual obligation to insure that construction noise does not exceed specific, measurable levels at identifiable distances from the construction site.

3. **Traffic Congestion** - The potential for traffic congestion is minimized through the following features of the construction plan:
- A. Minimize the duration of bridge closures during replacement by replacing the St. Claude bridge with a low-rise bridge and minimal time for reinforcing the Claiborne Avenue Bridge foundations.
 - B. Staging construction activity on the west side of the canal away from residential areas and assigning construction-related traffic to specific routes to minimize traffic congestion in adjacent communities.
 - C. Creating a commuter detour route along Florida Avenue corridor to minimize commuter traffic using streets in residential areas.
 - D. Implementation of a comprehensive traffic management plan that incorporates all traffic control measures to maintain to the maximum extent possible the current levels of service for public transportation, emergency service, school transportation, vehicles and pedestrians.

The scope of the social mitigation plan for the North of Claiborne Avenue option concentrates on the areas of concerns identified by the community. The format of the plan is similar to the previously developed plan in that it covers the same general topic areas. The major difference is that this plan was and is a product of community involvement and input. The plan elements are:

A. Social

1. Population

a. pre-construction

- direct mitigation towards those most impacted.
- take community development program to community in as many methods as possible to generate as much comment as possible.
- give residents as much notification as possible of construction.

b. during construction

- provide the opportunity for continued local input.
- restrict hours of truck hauling.
- store construction equipment in the industrial area on the west side of canal and not in residential areas.
- shorten the construction period without extending the work day for pile driving.

- construct low rise bridge at St. Claude and eliminate access loops to reduce displacement.
- for safety, use barges to transport construction materials; restrict truck hauling to roadways used exclusively to construction traffic.
- improve enforcement of speed limits on neighborhood streets.

c. post-construction

2. Community and Regional Growth

a. pre-construction

b. during construction

- channel Community Development Block Grants to lower ninth ward area (none currently).
- same as mitigation for population.

c. post-construction

3. Community Cohesion

a. pre-construction

- perform an information dissemination program with the community (what is currently happening and what the impacts of construction will be) and allow feedback to occur.
- create a library or location for studies, reports and other information about the lock with hours convenient to residents.
- notify residents that information about the project is available.
- community should have the opportunity to directly express their views in written and oral form.
- involve as many people as possible in public meetings.

b. during construction

- have neighborhood organizations invite Corps and Port to speak about the project at neighborhood organization meetings.
- provide a community newsletter concerning construction of the lock.
- hold periodic public workshops about the project.
- establish a public information program which reports traffic situations everyday.
- provide the community with access to learning resources that may be interrupted because of construction.
- provide funding for a clearinghouse office at a centrally-located community center to assist in scheduling of neighborhood activities, to involve community groups in information programs, and to sponsor regular community functions.
- offset disruption to community cohesion by creating pocket parks, open space areas and playgrounds for residents.

c. post-construction

4. Aesthetics

a. pre-construction

b. during construction

- replace green space lost from along old lock with new green space along side of the new lock.
- provide underground wiring where possible.
- improve street lighting in the area.
- encourage long range comprehensive planning for the area.
- during replacement of flood protection levee, provide alternate access to batture.
- construct parks, open space areas, and playgrounds in the neighborhoods to replace the visual amenities created by the removal of trees along current lock.
- rebuild an earthen levee to continue access to the batture.
- plant trees and shrubs along Caffin and Tupelo detour routes well in advance of the project to provide visual screening.
- produce popular histories or other interpretive materials to disseminate historical information gained during Corps-sponsored archeological research in the right-of-way corridors.

c. post-construction

B. Physical

1. Housing

a. pre-construction

- construct new lock without residential displacement .

b. during construction

- seek funding for owner-occupied residential renovations.
- establish a training program on how to maintain housing.
- create a locally managed revolving housing trust fund .
- assist in the development of a program to explain the designation of historic districts and landmarks, and the building requirements of historic districts.
- provide assistance in obtaining financing for the purchase of owner-occupied housing.

c. post-construction

2. Land Use

a. pre-construction

b. during construction

c. post-construction

3. Public/Community Facilities and Services

a. pre-construction

- get corporate sponsorships for projects in the area.

b. during construction

- assist in the establishment of a centralized medical services facility on the east

side of the canal.

- contract for emergency transportation services for the east side of the canal during the construction period.
- minimize the impacts of project on the neighborhood drainage system.
- provide supervised playgrounds and help in the maintenance of playgrounds.
- maintain accessibility to all public services and facilities. Where necessary provide shuttle service from neighborhoods to community facilities and services for routes that span the IHNC.
- increase the number of police patrol vehicles on the east side of the IHNC during bridge closures. A temporary police substation should be set up on east side of IHNC. A federal grant or other funding source will be required.
- obtain cooperation from hospitals on east side of IHNC to accept indigent patients in emergency situations.
- provide express school bus service from a park and ride/drop off lots on east and west side of the IHNC to private, parochial and public schools on the other side of IHNC.
- modify 911 address-based directory of emergency services to compensate for bridge closures.

c. post-construction

- provide a park ranger station on the levee.
- modify the 911 address-based directory of emergency services to compensate for bridge completions.

4. Transportation

a. pre-construction

- resurface streets to be used as detour routes.
- open alternate traffic route along parish line prior to start of construction to provide through traffic time to adjust to new patterns.
- investigate the possibility of designing the St. Claude Bridge to be able to accommodate a streetcar rail line (the Federal Transit Administration has a program to expand existing rail lines, and the lock may be able to provide a portion of the local matching funds needed for extending the riverfront streetcar into the lower ninth ward).

b. during construction

- designate and strictly enforce truck routes.
- complete as much of the construction as possible off-site and barged into the canal.
- barge all construction related material to site; direct all truck traffic to corridors outside of residential area.
- add pedestrian crossings with markings and flashing lights on Caffin and Tupelo for safety.
- improve enforcement of speed limits.
- reroute transit vehicles in the study area to compensate for bridge closures.

- install radio-controlled bus activated signals to give detour buses green signal.
 - provide park and ride station on the east side of the canal to reduce traffic and related air and noise pollution.
 - provide school bus shuttle service during the project.
 - provide shuttle service within the neighborhoods during bridge construction.
 - minimize the duration of bridge closures.
 - keep at least two bridges open to vehicular traffic at a time.
 - direct traffic to road along parish line to keep through traffic off of Tupelo and Caffin.
 - install a traffic light near base of Florida Avenue Bridge to allow local traffic to enter Florida Avenue.
 - provide intersections which allow traffic from the neighborhood side-streets to enter the main roads.
 - establish a public information program which reports traffic situations everyday (like CCC construction).
 - provide traffic light synchronization or point control of lights by police.
 - create an incident management plan that will organize tow trucks.
 - improve street lighting along detour routes.
- c. post-construction
- resurface roadways damaged because of use as detour routes.
 - encourage the continuation of park and ride stations.
 - restore four-way stop signs on Caffin and Tupelo that were removed during construction.
 - resurface roadways used to access both Claiborne and Florida Avenue bridges from affected neighborhoods when construction is complete.
 - maintain pedestrian bridge crossing over IHNC in St. Claude corridor.

5. Noise

- a. pre-construction
- pile driving noise test program to minimize noise.
- b. during construction
- use construction methods to construct lock with a reduced number of piles.
 - use pile driving machines that reduce the level of noise.
 - shorten construction period without extending work day for pile driving.
 - investigate use of the impact bored cast-in-place method of pile operations.
 - if construction related noise cannot be controlled, soundproof homes within 75Ldn noise contours.
 - barge all construction materials.
 - restrict truck hauling to exclusive roadways.
 - restrict hours of truck hauling.
 - develop a public information campaign to educate residents regarding construction techniques that will be used to minimize noise levels.
 - schedule pile operations for the bridge during the summer to minimize noise impact on schools.

c. post-construction

C. Economic Impacts

1. Business and Industrial Activity

a. pre-construction

- develop a Ninth Ward Business Incubator to provide local businesses the opportunity to be involved in the construction of the lock.
- identify all possible funding sources for business development in the area.
- help stabilize current businesses.
- relocate displaced IHNC industries to other areas of IHNC or MRGO.
- relocate Coast Guard Station to another area of IHNC.

b. during construction

- provide advance notice of bridge closures.
- maintain a field office for the active project at the business incubator.
- monitor the effect of the project on Holy Cross School, with school being viewed as a business.
- provide opportunities to minority contractors (federal requirements for disadvantaged businesses).
- create a directory of local businesses .
- hire trucks from the lower ninth ward area for hauling dirt for the project.
- assist business incubator in the formation new locally run services instead of relying on services from outside of the area.
- provide advance notice of any lock closure.
- sponsor an advertising campaign for St. Claude/Claiborne Avenue businesses affected by change in traffic patterns.
- assist the Port of New Orleans in reestablishing industries on IHNC and MRGO.

c. post-construction

2. Employment

a. pre-construction

- stress the availability of job training programs in the information dissemination program.
- provide equal opportunity employment.
- publish a listing of jobs needed for construction of lock.
- train residents of the area in emergency medical services to provide the community during construction.
- establish a training program in the neighborhood for residents of the study area, to teach construction skills. Investigate federal funding to subsidize program.
- require contractors to give employment preferences to students who successfully complete the above training program.

b. during construction

- include language regarding hiring practices in construction specifications.

- mandate project contracts to hire people from the community as a part of the contracts.
- noise mitigation will lessen nuisance level for employees in area.
- see above job training program.
- assist industries in relocating so that employees can retain jobs without drastically changing their commuting patterns.

c. post-construction

3. Property Values

a. pre-construction

- assist the community in finding replacement land uses for neglected and vacant commercial properties.

b. during construction

- same as mitigation for housing.

c. post-construction

4. Tax Revenues

a. pre-construction

- tax losses will be mitigated indirectly by relocating most residents, jobs, businesses and industries within the study area.

b. during construction

- same as mitigation for business and industrial activity.

c. post-construction

EXHIBIT VII

Times Picayune Editorial

Unlocking 9th Ward worry

By opening an information office in a neighborhood worried about the impact of work planned for the Industrial Canal, the Port of New Orleans and the Army Corps of Engineers have made a substantial addition to the bridge they have built between government and the people it serves.

The office, recently opened in the Sanchez Center in the Lower 9th Ward, will serve as a clearinghouse for information about the proposed replacement of the canal lock. That proposal, which once included the displacement of more than 600 residents, sparked vehement opposition from a range of people; among them residents, preservationists and politicians.

The lock, the busiest in the nation, is also the sight of frequent towboat traffic tieups. The maritime industry, which has wanted to replace the lock for more than 30 years, had produced a plan for reaching that goal with little input from the community that would be affected.

Opponents of the \$500 million project feared the obvious loss of neighbors and property and the potential demolition of historic parts of the city. The Port and Corps decided in 1990 to "go back to square one," as Port President J. Ron Brinson said then, organizing a task force of community representatives and asking for direction on how next to proceed.

Though that process produced a plan acceptable to many, the concerns for the neighborhood persist and rumors still fester about the pending demolition of homes and dis-

placement of hundreds. Thus, the new office.

"There are people who still think those things will happen," said Patrick Gallway, director of planning and engineering for the Port. "The office is here because the community recommended it. This is another step in trying to get information out."

The Caffin Avenue office, financed by the Port and the Corps of Engineers, also will be a sounding board for those who still wish to influence the lock project, which is years away from startup.

What project organizers most want to know is how residents think traffic and neighborhood services will be affected by the lock work, Mr. Gallway said. With that information, he said, officials can prepare plans to mitigate those problems, plans that will be needed when the time comes to ask Congress for money to do the work.

"We want to hear from the community what those things are," Mr. Gallman said.

The office also will be the site of more public hearings and will provide brochures and in the future, a video for those who still have questions about what will happen to their neighborhood, he said.

It's a valuable community service that goes beyond pure public relations. Port officials and the Corps of Engineers are not only constructing a good model for how to resolve conflict between people and progress, but a better model for how to reduce the chances that there will ever be conflict in the first place.

EXHIBIT VIII

Key Issues

and

Times Picayune Article

ISSUES SURFACED AT THE MEETINGS ON THE PROPOSED MR-GO, NEW LOCK AND CONNECTING CHANNELS PROJECT MITIGATION PLAN

The following is a list of key issues surfaced at the public meetings held on January 3 and 10, 1995 on the proposed mitigation plan for the IHNC lock replacement project.

- o Concern over the extensive length of construction.
- o Local elected officials position is that improvements listed in the mitigation plan can be accomplished at local and state levels and are not dependent on the lock replacement proceeding.
- o Better coordination of daily bridge operations, not having all bridges in the area raised at one time.
- o Provide medical services in the Lower 9th Ward, concern that the lock replacement project may impede or prevent residents from receiving services.
- o Uncertainty of Federal funding.
- o The economic impact of the project disproportionately benefits the shipping industry while impacting the immediate community.
- o A lot of misinformation about the lock project has surfaced, including a petition that was referenced but not submitted.
- o Concern about the impact of the new Florida Avenue Bridge on the proposed lock replacement project and on the neighborhoods of the 9th Ward, including hurricane evacuation.
- o Traffic improvements appear to be slanted in favor of St. Bernard residents.
- o Resurface Tupelo Street and add more lighting.
- o Specify proposed job training programs.
- o Provide signs on bridges to indicate when bridge is in the up position.

- o Encourage the location of a bank to provide financial services to 9th Ward residents on the east side of the IHNC.
- o Provide information and target job training for businesses slated for relocation.
- o Specify plans for relocation of the Coast Guard Station.
- o Include pedestrian access to bridges, emphasizing increased safety and security for pedestrians.
- o Resurface Tupelo Street and add more lighting.
- o Specify proposed job training programs.
- o Provide signs on bridges to indicate when bridge is in the up position.
- o Encourage the location of a bank to provide financial services to 9th Ward residents on the east side of the IHNC.
- o Provide information and target job training for businesses slated for relocation.
- o Specify plans for relocation of the Coast Guard Station.
- o Include pedestrian access to bridges, emphasizing increased safety and security for pedestrians.

Lock plan blasted

By COLEMAN WARNER
Staff writer

About 200 9th Ward residents listened patiently Tuesday evening as executives from the Army Corps of Engineers and the Port of New Orleans told them that a massive lock replacement project on the Industrial Canal would result in millions of dollars for neighborhood improvements.

The residents then one by one denounced the plan.

"You are being asked to pay for a superhighway for the rich and the super rich to get richer," one resident told the crowd at the Jackson Barracks Military Museum, drawing rousing applause.

The gathering, much like a similar hearing in Bywater last week, shows that federal and port officials face a daunting challenge in trying to convince neighborhood residents that a \$600 million construction project long needed by shipping interests also is in their best interest.

Facing stormy neighborhood opposition, the Corps of

See LOCK, next page

CONTINUED . . .

Lock: Residents rap plan

From B-1

Engineers years ago abandoned a construction plan that would have forced the removal of 200 households along the canal.

And in the latest phase of an effort to win neighborhood backing, the corps and port officials are discussing dozens of ideas on how to spend millions of dollars in "mitigation money."

The money could be used to improve parks and streets, give residents job training, upgrade aging houses and to improve police and firefighting services in the area, officials said.

Every effort would be made to funnel jobs created by the construction project to 9th Ward residents, officials said.

"These are things that are possible and should be looked at and will be looked at," said Pat Gallwey, planning director for the port.

Gallwey was joined at the meeting by Joe Dicharry, project manager for the corps. Dicharry emphasized that the lock project would use the latest construction technology to offset the impact

on the neighborhood. Major pieces of the new lock could be built off-site and floated into place, he said.

But neighborhood leaders rejected any discussion of what the government might do in return for a project that would bring extended bridge closures and could take 12 years to complete.

New Orleans City Councilwoman Ellen Hazeur-Distance, state Sen. Jon Johnson, D-New Orleans, and state Rep. Sherman Copelin, D-New Orleans, all said government planners should accept that 9th Ward residents want the project killed despite the promise of money for improvements.

"A lot of the things you're talking about, we're doing anyway," Hazeur-Distance said, noting that the city and neighborhood activists are making progress with plans to upgrade 9th Ward parks and to add a police substation east of the Industrial Canal. "I'm trying to understand, what is the benefit to the community. We don't own the ships that are going to be using that lock."

Some neighborhood represen-

I'm trying to understand what is the benefit to the community. We don't own the ships that are going to be using that lock.

City Councilwoman Ellen Hazeur-Distance

tatives said that even if a mitigation plan were created, they doubt Congress, now led by Republicans who want to cut spending, would back it up with money.

The Rev. Edmond Prevost, president of the Lower 9th Ward Initiative, said federal officials should go ahead and spend millions of dollars to ease poor living conditions in the 9th Ward.

"Take some of that money and help get the families back together," he said.

EXHIBIT IX

EXECUTIVE SUMMARY

HOLY CROSS COMMUNITY DEVELOPMENT PLAN

CUPA

College of Urban and Public Affairs

The Holy Cross Neighborhood: Planning for Community Development

Mickey Lauria

1995

COLLEGE OF URBAN AND PUBLIC AFFAIRS
UNIVERSITY OF NEW ORLEANS

EXECUTIVE SUMMARY

The Holy Cross Neighborhood formed a non-profit entity called the Holy Cross Community Development Corporation (HCCDC). It is composed of community activists and technical advisors. The HCCDC has succeeded in raising over \$500,000 in grants to target housing needs of the lower to middle class residents of Holy Cross. Community participation is required to formulate the direction that the HCCDC will take in order to make the best use of these limited funds. Dr. Mickey Lauria, an academic researcher and experienced guide in issues surrounding housing and community development, was approached by the Holy Cross Neighborhood Association (HCNA) to aid residents in the "process" of making goals and objectives to revitalize their neighborhood (See Appendix A). Dr. Lauria chose to involve the students of his spring 1995 Housing and Community Development course to utilize this unique opportunity as a critical learning activity for students of urban and public affairs. Students spent several weekends compiling a land use data base of Holy Cross which was, in turn, converted to spatially mapped attributes (GIS) by students Wendel Dufour and Patrick Haughey. These maps helped residents to visualize the past and current uses for the land in their neighborhood and to graphically see the changes which have taken place over the last 10 years. The maps were also key to visualizing future land uses as well. Social and economic development strategies were contemplated. The maps were utilized at the first community meeting of March 23, 1995.

The project seemed to be a success for the community as well as for the class. Students and residents worked together in determining the land uses and conditions

of virtually every building in the community. During a community planning session, students were available to answer any questions concerning the process of redevelopment. Additionally, the class held a planning session of its own in order to generate recommendations for the final report. These exercises were invaluable to the students, many of whom had not visited Holy Cross prior to the beginning of the project or participated in community development, especially with a group as dedicated to preserving their community. The exercises were also effective in educating residents on the basics of community-based planning and redevelopment. Residents said they felt armed by the data, report and maps we produced and provided to them, and they felt empowered by the planning process. This report is the culmination of hard work of all the participants. None of this would have been possible without the commitment of community residents, who are ultimately responsible for the redevelopment of Holy Cross.

The following community development planning recommendations were produced by the this process (see Planning Recommendation Maps in Appendix C).

NEIGHBORHOOD GOALS AND PRIORITIES

The Holy Cross Neighborhood Association should have a board meeting to brainstorm goals and objectives for the neighborhood. As a result of this meeting, a survey should be developed and administered to the neighborhood residents to prioritize the suggested goals. After the neighborhood surveys are received, another

HCNA board meeting should be held to interpret the results. Prioritized goals and objectives should be officially adopted by the HCNA board of directors. These prioritized goals and objectives should be used to direct the following strategies (See Action Plan section).

1. A Two-pronged Housing Strategy: targeted and dispersed.

The Targets:

Forstall and Lizardi street blocks should be targeted by rental rehabilitation and homeowner conversion dollars. It is important to note that this is the worst area in the neighborhood—in terms of housing conditions—and, at the same time, it is very important because of its neighborhood gateway function and its centrality to all the community development strategies recommended.

The Flood Street gateway from St. Claude to the neighborhood, particularly around Dauphine Street, is more suited for existing homeowner renovation.

The secondary targets recommended are the southeast corner of the neighborhood (the Bienvenue and Douglas Street area) and the northeast corner of the neighborhood near Dauphine Street. These areas showed slight decline in the 1980-1990 decade and contain a significant but lesser concentration of structurally damaged and blighted/abandoned properties.

Dispersion:

A dispersed approach is necessary to supplement the targeted approach. If all the renovation efforts were concentrated in the target areas, the neighborhood would miss significant opportunities to secure whole blocks, and possibly whole sections of the neighborhood, by renovating one or two structures. The HCCDC should set aside a portion of the renovation dollars (approx. 20 percent), analyze the housing condition map and target specific properties outside their target areas for renovation.

2. Transportation, Parking and Streets

Extension of the riverfront streetcar through the Holy Cross neighborhood. The streetcar was considered a strength for promoting tourism and business development. It also would provide another mode of transportation to connect residents to the central business district.

Improved RTA bus routes into the Holy Cross neighborhood, especially to the northeast corner.

Increased parking along and near the St. Claude corridor.

3. Recreation and Green space

Steps should be taken to include the levee in the Jean Laffite National Park system to protect it against commercialization and to preserve the green space. Secondly, a bike path should be developed along the ridge of the levee. This will provide for more varied uses, while not detracting from the current green space.

Community access to the old St. Maurice Parish gym should be provided and renovation considered.

A New Orleans Recreation Department playground and league with a baseball field, basketball courts, and track should be developed.

Some blighted structures should be torn down and the lots converted into permanent green space.

Community gardens should be located in vacant or blighted/converted lots throughout the neighborhood.

4. Commercial Development

Two areas within the neighborhood have the potential for increasing commercial development: along St. Claude Avenue and in small designated areas near the levee and River. The development along St. Claude should be primarily small retail businesses; the development along the levee should include office space, enterprises to encourage tourism and maritime-related development.

St. Claude Avenue

St. Claude Avenue presents opportunities for the development of small, primarily retail businesses. Certain steps are necessary to encourage business development and to ensure that this business development will enhance the neighborhood. One aspect is the overall beautification of St. Claude.

Businesses and institutions within the neighborhood should be encouraged to "adopt" a portion of the Avenue and the neutral ground, underwrite the cost of improvements and ensure its long-term maintenance.

To attract support for enhancement of the neutral ground and development of the gateways, urban design and landscape plans need to be developed, detailing the proposed improvements. UNO or the Parkway Partners Program might be able to facilitate the development of these plans.

Adequate parking must be provided as new businesses are developed. This could be addressed either through the dedication of some vacant lots for off-street parking or the development of landscaped parking along the neutral ground similar to Harrison Avenue. Given the impact that the Port's plans for improvements of the Industrial Canal and Lock have had on business development in the neighborhood, the Port's mitigation efforts should be directed toward economic development activities and to the renovation of houses that are near St. Claude.

Along the Levee

The River and levee should be utilized by businesses that would serve neighborhood residents. Non-residents (including tourists) should be encouraged to come into the neighborhood. Several ideas include:

- **opening a coffee house on either the northwest corner of Forstall or Chartres Streets (Block 119) or on the northeast corner of Forstall at the levee (Block 46);**
- **opening a bed and breakfast on the southeast corner of Reynes and the levee (Block 47);**
- **opening a snowball stand toward the levee end of Forstall Street;**
- **operating a bike and roller skate rental shop near the levee;**

- converting the Pilot Houses into museums and/or incorporating them into the Jean Lafitte Park system—some renovation may be necessary for such conversion;
- developing a port or maritime museum between Bienvenue and Alhambra and Flood and St. Maurice (Block 75);
- locating a restaurant or fish and chips business along the River. This restaurant would be located downriver of the Pilot Houses, closer to the Jackson Barracks and might be built on piers into the River;
- encouraging the location of art gallery and studio space in some of the vacant corner stores, with the possibility of developing living space for the artists on the second floor; and
- developing a farmer's market to sell produce grown in community gardens and other local farms.

EXHIBIT X

EXECUTIVE SUMMARY

LOWER NINTH WARD COMMUNITY DEVELOPMENT PLAN

CUPA

College of Urban and Public Affairs

Citizen Planning for Community Development in the Lower Ninth Ward

Mickey Lauria
Wendel Dufour
Patrick Haughey
Johnelle Lamarque

May 1996

COLLEGE OF URBAN AND PUBLIC AFFAIRS
UNIVERSITY OF NEW ORLEANS

Executive Summary

In the summer of 1995, Professor Mickey Lauria of the College of Urban and Public Affairs at the University of New Orleans (UNO) was contacted by representatives from All Congregations Together (ACT) and St. David's church about producing a community plan for a neighborhood in the Lower Ninth Ward. Dr. Lauria, Director of the Division of Urban Research and Policy Studies and a long-time advocate of community-based planning, enlisted the help of UNO research assistants Wendel Dufour and Patrick Haughey, who coordinated the mapping and database activities for a similar study of the Holy Cross Neighborhood. A series of meetings concentrating on the organizational and financial details of the project followed. Hibernia Bank agreed to finance the bulk of the project. St. David's contributed \$1,000 and Dr. Lauria secured a \$3,000 matching grant from the University of New Orleans.

The initial step was the creation of a land use and housing condition database using 'PicBase', an innovative picture/text database developed in the College of Urban and Public Affairs at the University of New Orleans. When installed at St. David's in early June, 1996, 'PicBase' will introduce a dynamic new weapon in the fight to revitalize the Lower Ninth Ward. Neighborhood organizations in the Lower Ninth Ward will have, on one computer, a high quality image of each of the 4,550 structures and vacant lots in their neighborhood, plus information on each structure's address, condition, land use, and vacancy status. This inventory will be invaluable in the revitalization of the neighborhood. Concurrent with the use of 'PicBase' was the creation of a geographic information system for spatial analysis and mapping of housing data from the U. S. Census.

Two community planning meetings were held allowing neighborhood residents and business, city, and institutional representatives an opportunity to come together to discuss current problems facing the neighborhood and their vision of the neighborhood for the next ten to twenty years. Both meetings were resounding successes, with more than 160 participants working together to plan their neighborhood twenty years into the future. Several student planners from UNO participated as moderators and note-takers during the small group discussions, then held a separate planning session to generate community planning recommendations for the neighborhood. The process culminated with Dr. Lauria returning to the neighborhood to present the results of the citizen planning process. This report was the basis for his presentation. This community now has a vision, but it is time for the leaders of this city to listen. As one resident said, "We can wish for these things. We can want these things..., but we need someone else to hear this." The following community development planning recommendations were produced by this process.

NEIGHBORHOOD GOALS AND PRIORITIES

A Community Development Corporation (CDC) strategy should be adopted to guide revitalization efforts. All community development organizations active in the Lower Ninth Ward should communicate and meet to brainstorm goals and objectives for the neighborhood. As a result of this meeting, a survey should be developed and administered to the neighborhood residents to prioritize the suggested goals. After the neighborhood surveys are received, another meeting should be held to interpret the

results. The prioritized goals and objectives should be officially adopted by the boards of all the locally active organizations in the Lower Ninth Ward.

Police Protection and Crime

A major concern voiced during the community planning meetings is the high crime level in the neighborhood. Residents identified several areas of the neighborhood as notorious for drug trafficking. **A community-wide committee of residents and business leaders should be formed to act as a liaison between the community and the Fifth District Police office to voice the concerns of the neighborhood.** Additionally, the following recommendations are made:

- **Maintain the Fifth District substation on a 24-hour basis;**
- **Investigate implementing a community policing program similar to those used in public housing; and**
- **Neighborhood Watch areas should be organized in the neighborhood, and weekly meetings held to keep residents updated on criminal activity in their area.**

Housing

In this neighborhood there are 363 abandoned structures, and another 464 identified as having major structural damage, many of which are occupied. Such a large number of deteriorated structures poses a tremendous challenge, organizationally and strategically, to those trying to improve the housing stock. **We recommend an organizational strategy utilizing Community Development Corporations to facilitate housing development.** As part of this strategy, St. David's should:

Coordinate their efforts with community development organizations active in the Lower Ninth Ward to ensure maximum efficiency in obtaining and

utilizing resources. The Lower Ninth Ward Community Plan will help continue the process of obtaining housing redevelopment funds from City, State, Federal, and private sector sources by demonstrating that the neighborhood has a unified vision and definite strategy to improve the housing stock.

A targeting approach is recommended to identify areas for housing development. Within identified target areas, micro-strategies should be employed to identify individual structures for different types of rehabilitation programs, i.e., acquisition and rehabilitation of abandoned properties, owner occupied rehabilitation, or investor rehabilitation programs. We recommend the following target areas:

Florida Avenue - St. Maurice Avenue - North Miro Street - Alabo Street

This area has one of the highest home ownership rates in the neighborhood, with a lower density of abandoned and dilapidated structures than is found in other areas. We recommend programs targeting owner occupied structures coupled with acquisition and rehabilitation of abandoned properties. Hardin Elementary School is located in this area and improving conditions could attract new homeowners with small children, further stabilizing this area.

North Galvez Street - Reynes Street - Tupelo Street - North Derbigny Street

This area is in the heart of the neighborhood, and includes a large concentration of abandoned and dilapidated structures. Residents identified this area as a 'hot spot' of criminal activity. A coordinated effort among community development organizations is needed to improve this area. Commercial revitalization of the Caffin Avenue/North Galvez Street intersection, coupled with housing rehabilitation is recommended.

Jourdan Avenue - Florida Avenue - Deslonde Street - Marais Street

This is a large corridor of abandoned and dilapidated homes near Tennessee Street, where some of the highest homeownership and housing values are found. The levee along Jourdan Avenue provides greenspace.

Jackson Barracks - Andry Street - North Robertson Street - Urquart Street

This area is unique because it is sandwiched between the two major vehicular arteries leading into and out of the neighborhood, St. Claude Avenue and North Claiborne Avenue, which are also the major commercial corridors serving the

neighborhood. These edges create a mini-neighborhood within the Lower Ninth Ward. Owner-occupied housing values are generally higher than in other areas of the neighborhood. The homeownership rate generally appears moderate, with high and low levels in some pockets. There are quite a number of abandoned and dilapidated structures. A strategy that combines owner-occupied rehabilitation with acquisition and rehabilitation of abandoned structures is recommended.

In addition to the organizational and targeting recommendations, we offer the following recommendations for on-going activities:

- Organize a housing committee to monitor the revitalization effort and disseminate information to residents about available housing programs;
- Obtain stricter code enforcement by the Office of Safety and Permits to bring some of the dilapidated properties into conformance with building codes; and
- Identify owners of all abandoned property, especially those living outside of the neighborhood or Orleans Parish.

Vacant Lots

Scattered throughout the neighborhood are 429 vacant lots and larger parcels of vacant land. In some respects, vacant lots are as big a problem as abandoned housing. Residents voiced numerous complaints about overgrown, trash-strewn lots throughout the neighborhood. While a problem, these lots create opportunity for infill development, increased open space, and larger lot sizes for property owners. The following recommendations are made to deal with this problem:

Infill Development

- Build new residential housing, both single and multi-family.

Increase Lot Sizes

- Cede ownership of vacant lots to adjacent property owners to increase the value of their property.

- Where possible, combine acquisition and rehabilitation of abandoned housing with adjacent vacant lots to create a more attractive sale property.

Increase Open Space

- Create community gardens, tot lots, or pocket parks throughout the neighborhood.
- Utilize large open tracts for large-scale community use. Open land on Florida Avenue is a potential site for a linear park, flea market, or gospel park. The levee along Jourdan Avenue has potential for open space development (contact Orleans Levee Board).

Commercial Development

A major need in the neighborhood is an increase in the number and scale of certain commercial and retail land uses. Currently, there is no large grocery servicing the neighborhood, which forces residents to drive across the canal or to St. Bernard to shop. This area lacks other commercial uses as well, such as chain restaurants, bank branches, and service sector retail. The following areas are recommended for increased commercial development:

North Claiborne Avenue

The area along North Claiborne Avenue is suited for large-scale commercial/retail development since the street is four-laned and can accommodate traffic associated with these types of uses. Currently, the area around North Claiborne Avenue and Lamanche Street is zoned commercial, and several blocks between Reynes and Lizardi Streets are zoned for business. A potential development is a mini strip mall anchored by a large supermarket.

Caffin Avenue Between North Prieur and North Tonti Streets

Caffin Avenue between North Prieur and North Tonti streets is currently zoned for business. This corridor is centrally located within the neighborhood and is bisected by the North Galvez Street bus line. We suggest service oriented small businesses such as a bank or credit union, laundromat, post office, coffee shop, or a small locally owned restaurant.

St. Claude Avenue

St. Claude Avenue is the major commercial/retail corridor in the area, and is zoned commercial between St. Bernard Parish and Tennessee Street. Public transportation makes this area accessible to outlying areas on the neighborhood's northern edge. Despite these advantages, St. Claude Avenue suffers from the uncertainty of the Port of New Orleans' expansion of the Inner Harbor Navigation Canal. This project could close the St. Claude Ave. Bridge for three years, or possibly longer. This closure could devastate commercial activity along St. Claude Avenue. These uncertainties make it difficult to attract larger commercial ventures to St. Claude Avenue. We recommend smaller commercial activities such as retail food outlets, or small retail/service activities.

Community Space

A concern of the residents is the lack of recreational facilities for children. One option is building a community center on the site of the old Lawless Elementary School. This center could serve as a recreational facility for children and adults, as well as a meeting space for neighborhood events. **In addition, we recommend forging an alliance between the neighborhood and the New Orleans Recreation Department to increase organized recreational activities in the area.**

Access to medical care is a problem in the neighborhood as well. Residents are not happy with the current hours or services available at the clinic located in the neighborhood, and there is no emergency medical facility on this side of the canal in Orleans Parish. The closest hospital is in St. Bernard Parish. **We recommend maintaining the clinic on a 24-hour basis and expanding the clinic's capacity to treat trauma cases.**

A needs assessment is recommended to determine the scope of other social service needs in the neighborhood.

Infrastructure

Many complaints were raised concerning problems with drainage, street conditions, and sidewalks. Specific drainage problems, along North Galvez Street for instance, were noted on some of the small group maps (see community map). Several recommendations are made to deal with these problems.

- Establish a committee of neighborhood residents to keep track of street and drainage problems in the neighborhood.
- Create a map detailing street and drainage conditions throughout the neighborhood.
- Meet with City Officials to discuss street and drainage conditions and a time frame for addressing these problems, and to give them a copy of the map detailing the problems.