

## **ANNEX 4: National Historic Preservation Act (NHPA)**

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(currently in development)

**ANNEX 4.1:** October 5, 2000 Final Memorandum of Agreement

FY '01 (H<sub>2</sub>)



# DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT CORPS OF ENGINEERS

P.O. BOX 60267

NEW ORLEANS, LOUISIANA 70160-0267

March 8, 2001

REPLY TO  
ATTENTION OF:

Planning, Programs,  
and Project Management  
Environmental Planning  
and Compliance Branch

Ms. Gerri Hobdy  
State Historic Preservation Officer  
Department of Culture, Recreation and Tourism  
Department of Cultural Development  
P.O. Box 44247  
Baton Rouge, Louisiana 70804

Dear Ms. Hobdy:

I am enclosing your copy of the signed Memorandum of Agreement (MOA) for the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project. This MOA details historic preservation actions to be completed during the remainder of the project.

Thank you for your cooperation in developing the MOA for this important project. We greatly appreciate the assistance of Mr. Duke Rivet of your office in the consultation leading to the signed MOA.

The New Orleans District looks forward to working with you to implement the terms of the MOA. Please contact Dr. Edwin Lyon at (504) 862-2038 if you have any questions.

Sincerely,

A handwritten signature in blue ink, reading "David F. Carney", is written over a faint, larger version of the same signature.

David F. Carney  
Chief, Environmental Planning  
And Compliance Branch

Enclosure



## **MEMORANDUM OF AGREEMENT**

### **Inner Harbor Navigation Canal (IHNC) Lock Replacement Project**

**WHEREAS**, the U.S. Army Corps of Engineers (USACE), New Orleans District, has determined that the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project will have an adverse effect upon the Inner Harbor Navigation Canal Lock, the St. Claude Avenue Bridge, and the Galvez Street Wharf, properties eligible for inclusion in the National Register of Historic Places, and has consulted with the Port of New Orleans, the Louisiana State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, the USACE, New Orleans District, has determined that, due to the magnitude and duration of the IHNC Lock Replacement Project, it is likely to have significant social impacts upon the surrounding neighborhoods, which include the Holy Cross and Bywater Historic Districts, properties listed in the National Register of Historic Places, and has consulted with the Port of New Orleans, the Louisiana State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**NOW, THEREFORE**, the USACE, New Orleans District, the Port of New Orleans, the Louisiana SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

#### **Stipulations**

The USACE, New Orleans District, shall ensure that the following measures are carried out:

1. The USACE, New Orleans District, shall ensure that the Galvez Street Wharf is recorded in accordance with the standards of the Historic American Engineering Record (HAER). The USACE, New Orleans District, shall prepare Level II documentation of the Wharf and ensure that all documentation is completed prior to demolition, and that copies of this documentation are made available to appropriate local archives designated by the SHPO.
2. The USACE, New Orleans District, shall ensure that the Inner Harbor Navigation Canal Lock is recorded in accordance with the standards of the HAER. The USACE, New Orleans District, shall prepare Level II documentation of the Lock and ensure that all documentation is completed



prior to demolition, and that copies of this documentation are made available to appropriate local archives designated by the SHPO.

3. The USACE, New Orleans District, shall ensure that the following stipulations regarding the St. Claude Avenue Bridge are implemented:
  - a. Prior to its demolition, alteration, or removal and relocation, the Bridge will be documented for inclusion in the HAER. The USACE, New Orleans District, shall prepare Level II documentation and ensure that copies of this documentation are made available to appropriate state or local archives designated by the SHPO. Unless otherwise agreed to by the SHPO, the USACE, New Orleans District, shall ensure that all documentation is completed and accepted by the SHPO prior to the demolition, alteration, or removal and relocation of the bridge.
  - b. The Port of New Orleans shall make the bridge available to a state, local or private entity that will agree, in writing to maintain the bridge and the features that make it significant and assume legal and financial responsibility for the bridge. The proposed use of the bridge will be subject to the approval of the USACE, New Orleans District, the Port of New Orleans, and the SHPO. The method of advertisement shall be decided at a later date between the USACE, New Orleans District, the Port of New Orleans and the SHPO. The USACE, New Orleans District, will bear the cost of advertisement. A thirty-day (30) time period from the date of advertisement shall be allowed for interest to be expressed in the structure. If interest is expressed, 180 days will be allowed to present a detailed proposal for the bridge's relocation.
  - c. If qualified proposals for relocation of the bridge are received, the recipient(s) and relocation site(s) will be chosen by the USACE, New Orleans District, following review by the SHPO, and the Port of New Orleans. The USACE, New Orleans District, will bear the cost involved in dismantling (if necessary) and moving the bridge, without counterweight to its new location(s) within a reasonable distance in Louisiana up to the cost of removal less salvage. Recipient(s) will bear all other costs.
  - d. Within 90 days following the relocation, the SHPO will reevaluate the bridge based on its new location to determine its continued eligibility for inclusion in the National Register of Historic Places.
  - e. If a potential recipient cannot be identified within two (2) weeks following the close of the advertisement period, then the bridge may be demolished. Prior to demolition, the SHPO or his designee will be given an opportunity to select structural or other elements for curation or use in other projects. Items selected will be removed in a manner that minimizes damage, and will be delivered within a reasonable distance and at no cost to the SHPO

or his designee. The USACE, New Orleans District, will bear the cost of removal and delivery of the selected elements of the bridge.

4. In addition to HAER documentation, the USACE, New Orleans District shall develop and implement, in consultation with the Louisiana SHPO and interested members of the public, a public interpretive program for the Inner Harbor Navigation Canal Lock, the St. Claude Avenue Bridge, and the Galvez Street Wharf. The public interpretive program may include publication of popular history brochure(s) addressing historical features of the three properties and their significant relationship to the maritime history of New Orleans. The program may also include historical markers or plaques and could include salvage of historically significant components of the Lock, Bridge or Wharf. The details of the interpretive program will be developed following public and agency coordination and may be implemented after demolition of the three eligible properties.
5. In order to address the potential social impacts of the project on the surrounding neighborhoods, which include the Holy Cross and Bywater Historic Districts, the USACE, New Orleans District, shall implement the authorized Community Impact Mitigation Plan (CIMP) documented in Volume 2 of the March 1997 project evaluation report. The CIMP was developed through a broad-based community participation process. The plan includes direct and indirect impact mitigation measures that address project effects related to noise, transportation, cultural resources, aesthetics, employment, community and regional growth, and community cohesion. The USACE, New Orleans District has initiated a community involvement process that will develop CIMP recommendations, which will be implemented as part of the authorized project. This community involvement process includes appropriate representation from the historic neighborhoods of Holy Cross and Bywater, as well as the other affected communities of Lower Ninth Ward and St. Claude. Through its decision-making and mitigation implementation responsibilities, the USACE, New Orleans District shall ensure that this process will result in appropriate and sufficient mitigation measures for the Bywater and Holy Cross Historic Districts.

The following measures will be implemented by the USACE, New Orleans District to facilitate and guide the selection and implementation of community impact mitigation measures in the Bywater and Holy Cross Historic Districts:

- a. Within two years, the USACE, New Orleans District shall ensure that historic district conservation plans will be developed for each district in consultation with the SHPO, the New Orleans Historic District Landmarks Commission (HDLC) and community stakeholders. These conservation plans will include, at a minimum, the following elements:

- (1) a thorough survey to identify and assess the significance of each building in the districts, unifying design features, landscaping and streetscape elements, and setback characteristics;
  - (2) an analysis of the overall condition of each structure, based on readily obvious exterior features, and general recommendations on rehabilitation needs;
  - (3) an identification of current conditions that are undermining the economic and visual strengths of the district, such as abandonment, loss of commercial/retail services, deteriorating infrastructure and services, impediments to mobility, etc.;
  - (4) design guidelines for new construction and the rehabilitation of existing buildings, particular to the design characteristics of the historic district; and
  - (5) recommended preservation strategies to counter disinvestment, stabilize neighborhood cohesiveness, attract retail investment, and bolster property values.
- b. Every two years during the project construction period (estimated to be 10-12 years), the USACE, New Orleans District, shall consult with the SHPO, the New Orleans HDLC, the New Orleans City Planning Commission, and community stakeholders to review the implementation of CIMP measures in the Bywater and Holy Cross Historic Districts. Comments received during these bi-annual reviews will be utilized by the USACE, New Orleans District, to ensure that appropriate and sufficient mitigation measures are developed for the Bywater and Holy Cross Historic Districts. The USACE, New Orleans District, shall provide a summary report of the bi-annual consultations, including copies of comments received during the bi-annual reviews, to the SHPO, the New Orleans HDLC, and the Council.
- c. The USACE, New Orleans District, shall reserve funds in the amount of \$600,000 in the project's historic preservation account until year 8 of the project construction period. The purpose of these funds is to provide additional assurance that the Bywater and Holy Cross Historic Districts will receive appropriate mitigation benefits in the unlikely event that implementation of the CIMP does not adequately compensate these properties for project effects. Reservation of these funds will ensure that \$300,000 is available to establish an historic preservation revolving fund for each of the two historic districts, if needed. Should the results of the fourth bi-annual review of the CIMP measures (paragraph 5.b. of this agreement) indicate that sufficient mitigation measures have been implemented in the two historic districts, the USACE, New Orleans

District, shall release these funds from the historic preservation account for expenditure on other project features.

6. The USACE, New Orleans District, shall implement appropriate procedures to mitigate any adverse effects of the CIMP for the IHNC Lock Replacement Project on the Holy Cross and Bywater Historic Districts. Some of the mitigation features identified in this plan could possibly affect the historic character of the two National Register districts. At present, the CIMP is conceptual in nature and, therefore, the plan features identified in the March 1997 report are subject to revision depending on changed conditions or identified community needs. The USACE, New Orleans District will ensure that the recommendations from the community involvement process will be made available for review, pursuant to 36CFR Part 800, by the Louisiana SHPO prior to their implementation. If any of the mitigation features of the CIMP are found to have an adverse effect on the Holy Cross or Bywater Historic Districts, the USACE, New Orleans District, will consult with the Council and Louisiana SHPO to determine appropriate mitigation of those effects in a manner consistent with the applicable provisions of 36 CFR Part 800.
7. The USACE, New Orleans District, shall ensure that the design for construction of the new St. Claude Avenue Bridge and the Holy Cross Levee, between the St. Claude Avenue Bridge and the Mississippi River, are compatible with the historic and architectural qualities of the adjacent Holy Cross and Bywater Historic Districts in terms of scale, massing, color, and materials. The designs and specifications for these project features will be developed in consultation with the SHPO, the New Orleans HDLC, and interested members of the public.

#### **Administrative Stipulations**

1. At any time during implementation of the measures stipulated in this Memorandum of Agreement (MOA), should a reasonable objection to any measure or its manner of implementation be raised by a member of the public, the USACE, New Orleans District, shall take the objection into account and consult as needed with the objecting party, the SHPO, and the Council to resolve the objection.
2. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR Part 800.5(e) to consider such an amendment.
3. Any party to this MOA may terminate it by providing thirty (30) days notice to the other parties provided that the parties will consult during this period prior to termination to seek agreement on amendments or other actions that will avoid termination. In the event of termination, the USACE, New Orleans District, in consultation with the Council and SHPO will determine how to

August 2000

carry out the responsibilities under Section 106 in a manner consistent with applicable provisions of 36 CFR Part 800.

Execution of this Memorandum of Agreement and implementation of its terms evidence that USACE, New Orleans District has afforded the Council an opportunity to comment on the Inner Harbor Navigation Canal Lock Replacement Project and its effects on historic properties, and that USACE, New Orleans District, has taken into account the effects of the undertaking on historic properties.

**ADVISORY COUNCIL ON HISTORIC PRESERVATION**

By:  Date: 10/5/00  
John M. Fowler, Executive Director


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

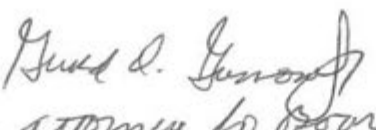
By:  Date: 30 Aug 00  
Thomas F. Julich, Colonel  
District Engineer

**LOUISIANA STATE HISTORIC PRESERVATION OFFICER**

By:  Date: 9/15/00  
Gerri Hobdy, SHPO

**PORT OF NEW ORLEANS**

By:  Date: 09/11/00  
J. Ron Brinson, President and Chief Executive Officer

Approved:   
attorney for Board

**ANNEX 4.2:** February 8, 2017 LA SHPO IHNC Request Letter



**BILLY NUNGESSER**  
LIEUTENANT GOVERNOR

**State of Louisiana**  
**OFFICE OF THE LIEUTENANT GOVERNOR**  
**DEPARTMENT OF CULTURE, RECREATION & TOURISM**  
**OFFICE OF CULTURAL DEVELOPMENT**

**RENNIE S. BURAS, II**  
DEPUTY SECRETARY

**PHIL BOGGAN**  
ASSISTANT SECRETARY

February 8, 2017

Edward P. Lambert, Chief  
Environmental Compliance Branch  
Attn: Mark Lahare  
Department of the Army  
Corps of Engineers, New Orleans District  
7400 Leake Avenue  
New Orleans, LA 70118

Re: Section 106 Review  
Integrated Draft General Reevaluation Report (GRR) and  
Supplemental Environmental Impact Statement (SEIS) for the  
Mississippi River-Outlet, Louisiana, New Industrial Canal Lock and  
Connecting Channels Project  
New Orleans, Orleans Parish, LA

Dear Mr. Lambert:

Thank you for your letter of January 4, 2017, concerning the above referenced GRR and SEIS documents. In the fall of 2000, the United States Corps of Engineers, New Orleans District (NOUSACE), the Advisory Council on Historic Preservation, the Port of New Orleans, and the Louisiana State Historic Preservation Officer executed a Memorandum of Agreement regarding the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project (MOA) per 36CFR800 to address the Adverse Effects caused by the proposed replacement of the Inner Harbor Navigation Canal Lock, the St. Claude Avenue Bridge, and the Galvez Street Wharf, properties eligible for listing in the National Register of Historic Places. In order to comment per 36CFR800 on the above-referenced undertaking, we would need NOUSACE to address the following issues as they pertain to the current MOA:

1. Is the above-referenced undertaking the same as the undertaking addressed in the aforementioned MOA?
2. If the undertaking is the same, does the MOA require amendment addressing signatories, consulting parties, Adverse Effect mitigation, and MOA terms of administration?
3. Have any of the MOA mitigation stipulations been met, if not what is the current status of those mitigation stipulations?

Edward P. Lambert  
February 8, 2017  
Page 2

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596.

Sincerely,



Phil Boggan  
State Historic Preservation Officer

PB:MV:s

C by email: Mark Lahare, NOUSACE  
Trent Stockton, NOUSACE



**ANNEX 4.3:** March 10, 2017 CEMVN IHNC Response Letter to SHPO



**DEPARTMENT OF THE ARMY**  
**CORPS OF ENGINEERS, NEW ORLEANS DISTRICT**  
**7400 LEAKE AVENUE**  
**NEW ORLEANS, LOUISIANA 70118**

REPLY TO  
ATTENTION OF

Regional Planning and  
Environment Division South  
Environmental Compliance Branch

March 10, 2017

Mr. Phil Boggan  
State Historic Preservation Officer  
LA Office of Cultural Development  
P.O. Box 44247  
Baton Rouge, LA 70804-4247

Dear Mr. Boggan:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN), has received your office's letter dated February 8, 2017, regarding a 2000 Memorandum of Agreement (MOA) for the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project executed between the CEMVN, the Advisory Council on Historic Preservation, the Port of New Orleans, and the Louisiana State Historic Preservation Officer. Per 36 CFR 800, the MOA was completed to address the adverse effects of the IHNC Lock Replacement Project on structures determined eligible for listing in the National Register of Historic Places, including the IHNC Lock, the St. Claude Avenue Bridge, and the Galvez Street Wharf, and properties eligible for listing in the National Register of Historic Places.

As requested in your letter, CEMVN has provided the following responses to your questions:

1. Is the above-referenced undertaking the same as the undertaking addressed in the aforementioned MOA?

CEMVN Response: The project purpose remains to construct a replacement of the existing IHNC navigation lock. There are several design and other changes in the proposed Tentatively Selected Plan including hydraulic elevation changes, raised lock sill elevation changed from deep to shallow draft, cast-in-place concrete construction methodology instead of prefabricating lock modules off-site and floating to the lock site thereby reducing the Area of Potential Effect (APE), and the elimination of Claiborne Avenue bridge modification, among others.

2. If the undertaking is the same, does the MOA require amendment addressing signatories, consulting parties, Adverse Effect mitigation, and MOA terms of administration?

CEMVN Response: The MOA will require amendment and that process has begun and is expected to be complete before the completion of the final General Reevaluation Report and Supplemental Environmental Impact Statement.

3. Have any of the MOA mitigation stipulations been met, if not what is the current status of those mitigation stipulations?

CEMVN Response: The MOA for this project deals with 5 different historic properties. The Galvez Street Wharf has been directly affected through demolition. The Inner Harbor Navigation Canal Lock and the St. Claude Avenue Bridge will be directly affected through demolition during project construction. The Holy Cross NR-Historic District and the Bywater Historic District will be indirectly affected. The MOA outlines seven stipulations to address these effects (Enclosure 1). CEMVN has initiated all of the pre-demolition treatment measures. Specifically, CEMVN has contracted for the production of HAER Level II documentation of the Inner Harbor Navigation Canal Lock, the St. Claude Ave. Bridge, and the Galvez Street Wharf but it appears that not all of the copies have been distributed. Also, CEMVN contracted for the production of the Historic District Conservation Plans for the Holy Cross and Bywater NRHP districts and distributed copies for comment to the LA SHPO, the Holy Cross Neighborhood Association, the New Orleans HDLC, and the Advisory Council for Historic Preservation. While there appear to be some actions to be taken with regard to distribution of the HAER documentation, the remaining stipulations cannot begin until after the next phase of construction begins. As the MOA needs amending, CEMVN intends to review the completion status of each stipulation more fully during the first consultation meeting.

CEMVN appreciates your office's continued cooperation in this project. Please send any additional comments or questions to Mr. Mark Lahare at 7400 Leake Avenue, New Orleans, LA 70118. Mr. Lahare may also be reached via email to [mark.h.lahare@usace.army.mil](mailto:mark.h.lahare@usace.army.mil) or by phone at (504) 862-1344.

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

Enclosure

## Enclosure 1 LA SHPO Letter

### Historic Properties Adversely Affected

1. Inner Harbor Navigation Canal Lock
2. St. Claude Avenue Bridge
3. Galvez Street Wharf
4. Holy Cross NR-Historic District
5. Bywater Historic District

#### **Stipulation 1. Lvl II HAER for Galvez Street Wharf**

Who is Responsible: USACE NO DISTRICT

Action: Distribution to Local Repositories, per SHPO direction

#### **Stipulation 2. Lvl II HAERS for IHNC Canal Lock**

Who is Responsible: USACE NO DISTRICT

Action: Distribution to Local Repositories, per SHPO direction

#### **Stipulation 3a. Level II HAER Documentation for St. Claude Ave. Bridge**

Who is Responsible: USACE NO DISTRICT, with a review by LA SHPO prior to demolition.

Action: Distribution to Local Repositories, per SHPO direction

#### **Stipulation 3b-d. Make Bridge available to state, local, or private entity and relocate**

Who is Responsible: PONO making it available; USACE (approvals and costs—with qualifiers); SHPO for continued NR-eligibility

Actions: Advertise (30-days) this will require coordination, Produce Plan to move 180-days, move (no time specified); after installed for 90-days SHPO review for integrity.

#### **Stipulation 3e. Bridge Demolition: Selective Recoupment of Items**

Who is Responsible: SHPO selection and identification of other projects; USACE (approvals and costs).

Actions: Selection of items/elements by SHPO. Removal by USACE contractor and delivery to SHPO's defined location: curation or new project.

**Stipulation 4. Public Interpretive Program for the Inner Harbor Navigation Canal Lock, the St. Claude Ave Bridge and the Galvez Street Wharf.**

Who is Responsible: USACE NO DISTRICT, to develop and implement with consulting and interested parties. Can be done after demolition.

Action: Develop Brochure, Plaques, tours, etc?

**Stipulation 5 (a-c). Community Impact Mitigation Plan (CIMP)**

Who is Responsible: USACE NO DISTRICT, to develop and implement with consulting and interested parties. Can be done after demolition. Based on 1997 project evaluation report.

Action: Develop Brochure, Plaques, tours, Revolving Fund.

**Stipulation 5a. Historic District Conservation Plans for Holy Cross and Bywater NRHP Districts**

Who is Responsible: USACE NO DISTRICT

Action: Produce reports upon guidelines in the MOA and use in CIMP development.

**Stipulation 6. Mitigate Adverse Effects from the implementation of the CIMP**

Who is Responsible: USACE NO DISTRICT, to develop and implement with consulting and interested parties. Should be done during construction.

Action: dependent upon CIMP elements.

**Stipulation 7. Design Review of the New Bridge.**

Who is Responsible: USACE NO DISTRICT, to develop and implement with consulting and interested parties. Should be done during design.

Action: With 30% designs sit down with SHPO, HDLC, and public to ensure no additional effects on the 2 remaining districts.

**ANNEX 4.4:** March 21, 2017 LA SHPO Letter 1st Amended MOA



**BILLY NUNGESSER**  
LIEUTENANT GOVERNOR

**State of Louisiana**  
**OFFICE OF THE LIEUTENANT GOVERNOR**  
**DEPARTMENT OF CULTURE, RECREATION & TOURISM**  
**OFFICE OF CULTURAL DEVELOPMENT**

**RENNIE S. BURAS, II**  
DEPUTY SECRETARY

**PHIL BOGGAN**  
ASSISTANT SECRETARY

March 21, 2017

Edward P. Lambert  
Chief, Environmental Compliance Branch  
Attn: Mark Lahare  
NOUSACE Regional Planning and Environmental  
Compliance Branch  
7400 Leake Avenue  
New Orleans, LA 70118

Re: Section 106 Review and Compliance  
Status of *Memorandum of Agreement Inner*  
*Harbor Navigation Canal (IHNC) Lock*  
*Replacement Project (MOA)*  
New Orleans, Orleans Parish, LA

Dear Mr. Lambert:

Thank you for your letter of March 10, 2017 addressing our questions concerning the current status of the above-referenced MOA. From our informal consultation with Trent Stockton, Jason Emery, and Mark Lahare of your staff, it is our understanding that the required Section 106 review of the Level II Historic American Engineering Record documentation by the National Park Service has been initiated. As prescribed in Stipulation 5.a of the MOA, we have received both paper and pdf copies of the historic preservation plans and digital copies of the historic standing structures surveys of the Bywater and Holy Cross Historic Districts. However, we are of the opinion that both surveys and preservation plans need to be updated due to the changes that have occurred to both Districts since the surveys and preservation plans were drafted in 2005. As to the remaining MOA Stipulations, we have no record to indicate that they have been implemented.

We concur with your assessment that amendment of the MOA is required and we look forward to a meeting of the MOA signatories to discuss the necessary changes to the MOA. If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at [mvarnado@crt.la.gov](mailto:mvarnado@crt.la.gov).

Edward P. Lambert  
March 21, 2017  
Page 2

Sincerely,

A handwritten signature in blue ink, appearing to read "Phil Boggan". The signature is fluid and cursive, with the first name "Phil" and last name "Boggan" clearly distinguishable.

Phil Boggan  
State Historic Preservation Officer

PB:MV:s



**ANNEX 4.5:** February 2019 CEMVN NHPA Public Notice

**Public Notice**  
**Seeking Public Comment for NHPA<sup>1</sup> Evaluation of the**  
**Inner Harbor Navigation Canal Lock Replacement Project,**  
**New Orleans, Orleans Parish, Louisiana**

The U.S. Army Corps of Engineers, New Orleans District (CEMVN), continues to plan the replacement of the Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River by building a new lock between Claiborne and Florida Avenues. The current IHNC Lock was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. It is an integrated component of the Inner Harbor Navigation Canal/Industrial Canal that joins Lake Pontchartrain to the north with the Mississippi River to the south and also connects the eastern segment of the Gulf Intracoastal Waterway with the Mississippi River. As early as 1956, Congress recognized that the IHNC lock was not efficiently providing passage of waterborne traffic and authorized the *Mississippi River, Baton Rouge to the Gulf of Mexico Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project* (commonly referred to as the IHNC Lock Replacement Study).

Under the current study, proposed construction entails: 1) a cofferdam section parallel to the new lock location and bypass channel; 2) an area between the cofferdam & westbank of IHNC to be dredged; 3) a bypass channel between the cofferdam & eastbank of IHNC dredged; 4) a cofferdam around the new lock; 5) construction of floodwalls & a permanent St. Claude bridge; 6) a portion of the cofferdam removed and new lock placed into operation; 7) a portion of the cofferdam *relocated* & the remainder of the T-Walls & backfill of temporary bypass completed; 8) a bypass channel parallel to existing lock completed once the new St. Claude bridge is operational; 9) demolishing the old lock and old St. Claude bridge; 10) backfilling of any remaining bypass channel; and 12) in-kind replacement of flood risk reduction measures along the bank. Additional information can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>.

Federal regulations require CEMVN, as an agency responsible for funds appropriated by Congress, to identify if properties are historic (listed or eligible for listing in the National Register of Historic Places); to assess the effects the work will have on historic properties; to seek ways to avoid, minimize, or mitigate any adverse effects to historic properties; and to evaluate the proposed action's potential for significant impacts to the human and natural environment.

The considered improvements will adversely affect six historic properties: 1) the IHNC Lock; 2) the St. Claude Ave. Bridge/LA 46; 3) the Holy Cross National Register Historic District; 4) the Bywater National Register Historic District; 5) the Sewerage and Water Board, Sewerage Pump Station B, and; 6) the Judge Seeber Bridge/LA 39. During earlier phases of this project, the Galvez Street Wharfs were adversely affected by demolitions activities; however, the adverse effects of this work were mitigated through documentation as stipulated within a previously executed Memorandum of Agreement (MOA) prior to demolition. Presently, CEMVN is recommending the amendment of the previously executed MOA to address the currently understood adverse effects of the proposed project. To help further develop a course of action for this project, ***CEMVN is requesting your input by February 14, 2019 on ways to avoid or minimize or mitigate the adverse effects to these Historic Properties.***

**Comments can be sent electronically to:** [mvnenvironmental@usace.army.mil](mailto:mvnenvironmental@usace.army.mil)

**Or mail comments to:** Cultural & Social Resources Section (CEMVN-PDS-N),  
USACE, Room 140, 7400 Leake Ave., New Orleans, LA 70118-3651



Map displaying project area boundary (above)  
Aerial photo 2017 with star marking new lock location  
(below)



<sup>1</sup> CEMVN is issuing this public notice as part of its responsibilities under the Advisory Council on Historic Preservation's regulations, 36 CFR Part 800, implementing Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108). This notice applies to activities authorized under Public Law 455, Chapter 112, 84th Congress, 2nd Session, approved March 29, 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan).

**ANNEX 4.6:** February 2, 2019 CEMVN Section 106 NHPA Consultation Letters



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Reid Nelson, Chairman  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
401 F. Street NW, Suite 308

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Mr. Nelson:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

### **Area of Potential Effects (APE)**

The APE for direct effects is represented by a yellow outline in Figures 1 and 2. The indirect APE is larger and encompasses the four surrounding neighborhoods: Bywater and St. Claude to the West, and Holy Cross and the Lower 9<sup>th</sup> Ward to the

East. The direct effects APE measures approximately 328 acres in size. This APE was used as a boundary tool to re-identify/re-evaluate the historic properties and was defined prior to feasibility level design of the St. Claude Bridge approaches and other channel features, a revised APE can be seen in Figure 3. The APE will follow any proposed construction item or staging area.

### Identification and Evaluation of Historic Properties

In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

The information regarding historic properties discussed in the report and identified within the APE was evaluated by CEMVN staff using the NRHP Criteria for evaluation as defined at 36 CFR § 60.4 and based on the report findings the CEMVN has determined that:

1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

#	Name
1	IHNC Lock
2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.

See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
3	Holy Cross NRHD	State. C	1880-1936
4	Bywater NRHD	State. C	1807-1935
5	Sewerage and Water Board, Sewerage Pump Station B	Local. A & C.	1905-1930s
6	Galvez St. Wharf (already demolished)	Local and Regional. A.	1922-1929
7.	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.	Regional C	1957

The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties by e-mail to minimize communication delays and expedite the development of the MOA amendment. Please let CEMVN know if this is impractical, so we can make alternative arrangements.



We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to the e-106 Inbox, [e106@achp.gov](mailto:e106@achp.gov) and [cdaniel@achp.gov](mailto:cdaniel@achp.gov).

## References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

2019 *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana*. Report on file with CEMVN.

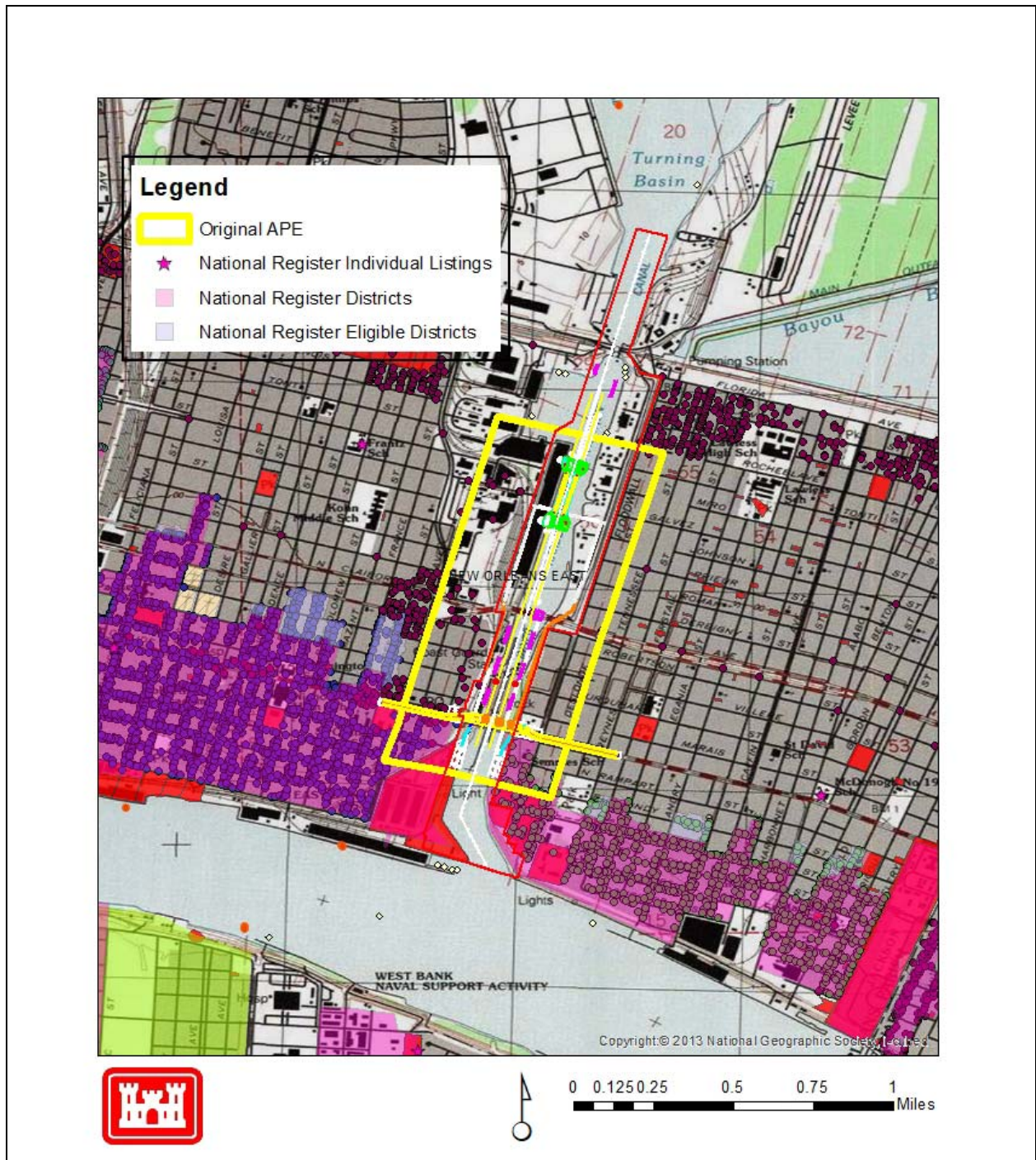


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



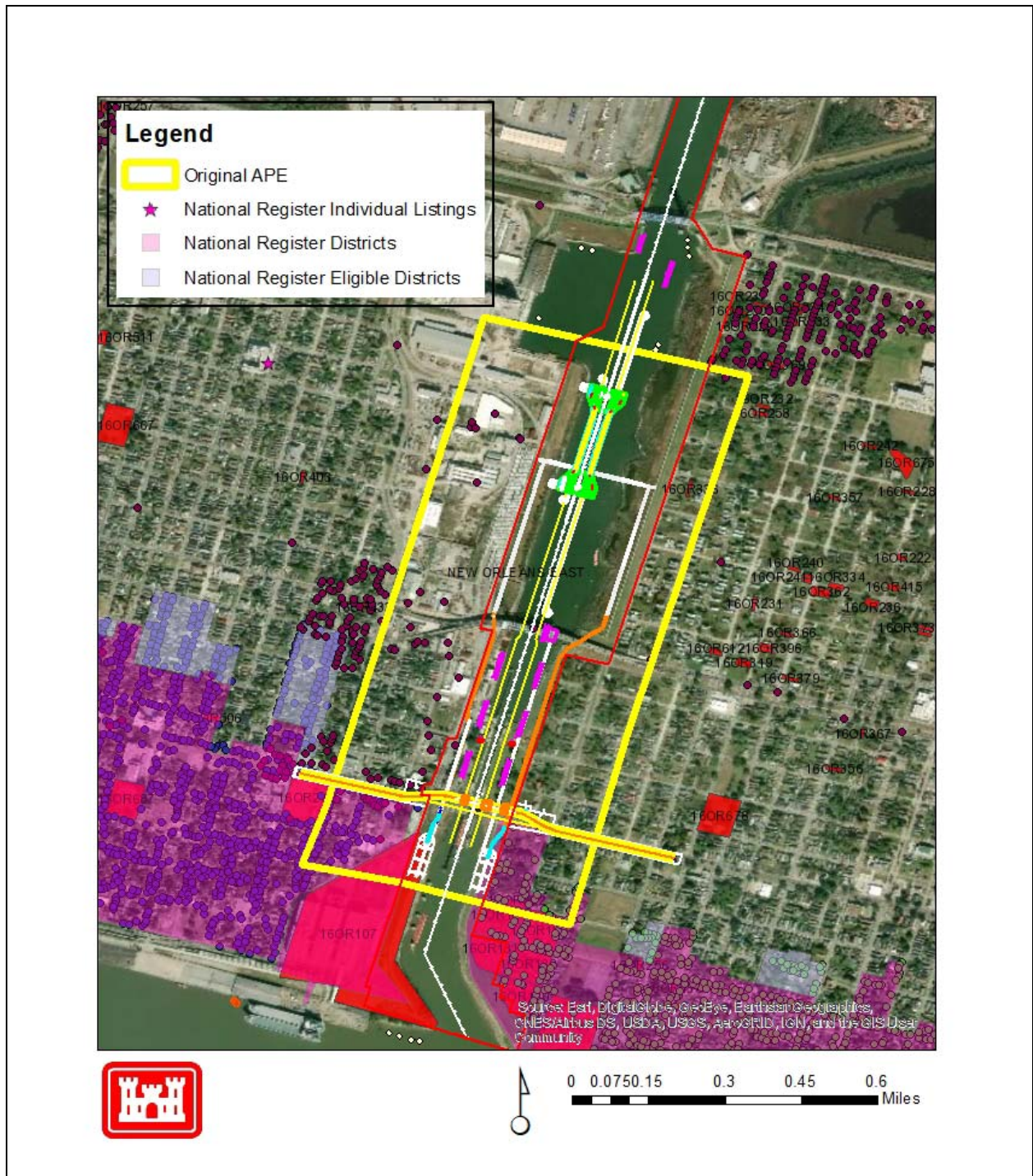


Figure 2. Image of IHNC Lock Replacement Features and APE over 2018 Aerial Image showing archaeological sites and NRHP Districts.



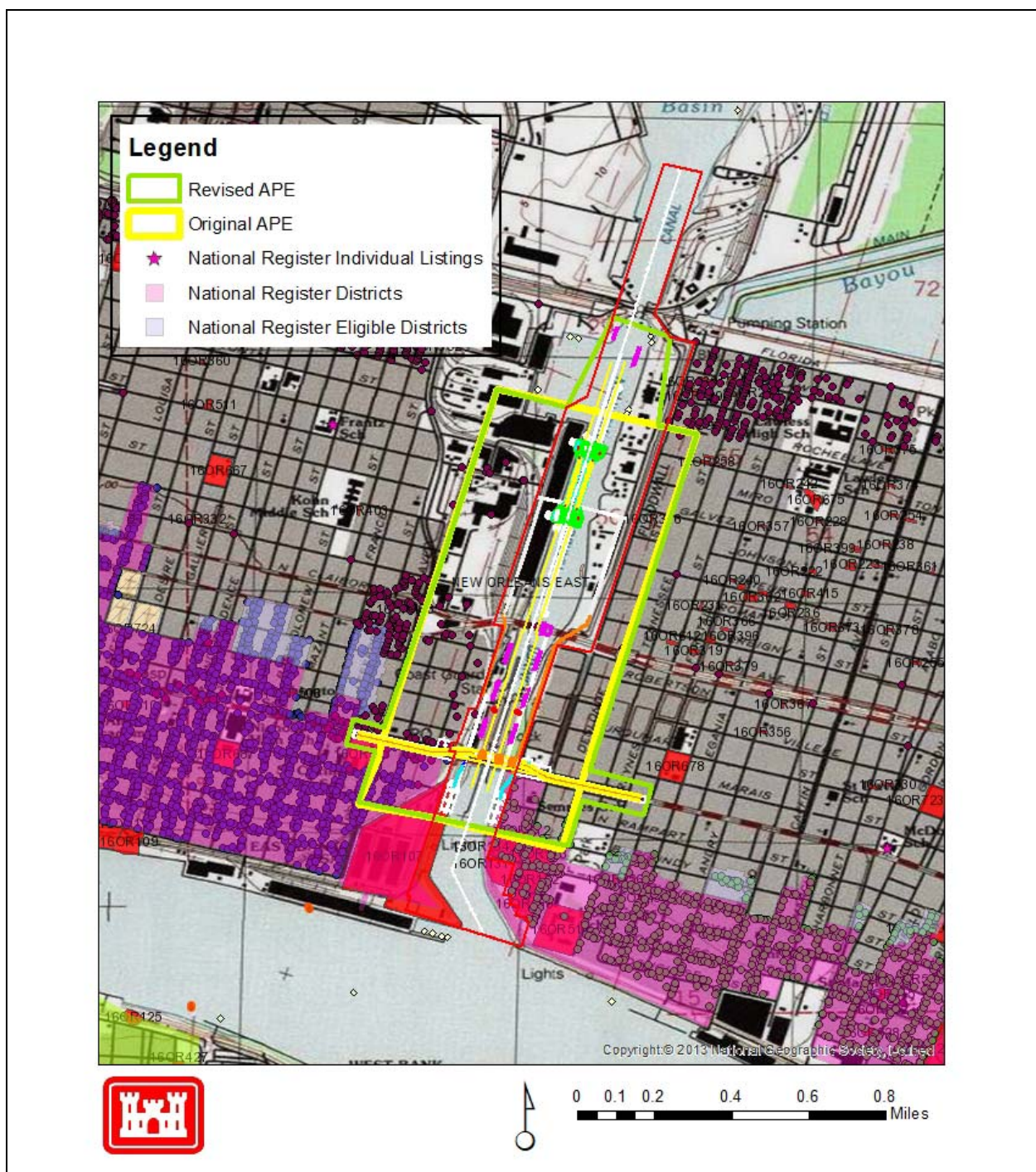


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Kristin Sanders, SHPO  
LA State Historic Preservation Officer  
P.O. Box 44247  
Baton Rouge, LA 70804-4241

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Ms. Sanders:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

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We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to the Section 106 Inbox, [section106@crt.la.gov](mailto:section106@crt.la.gov).

#### References:

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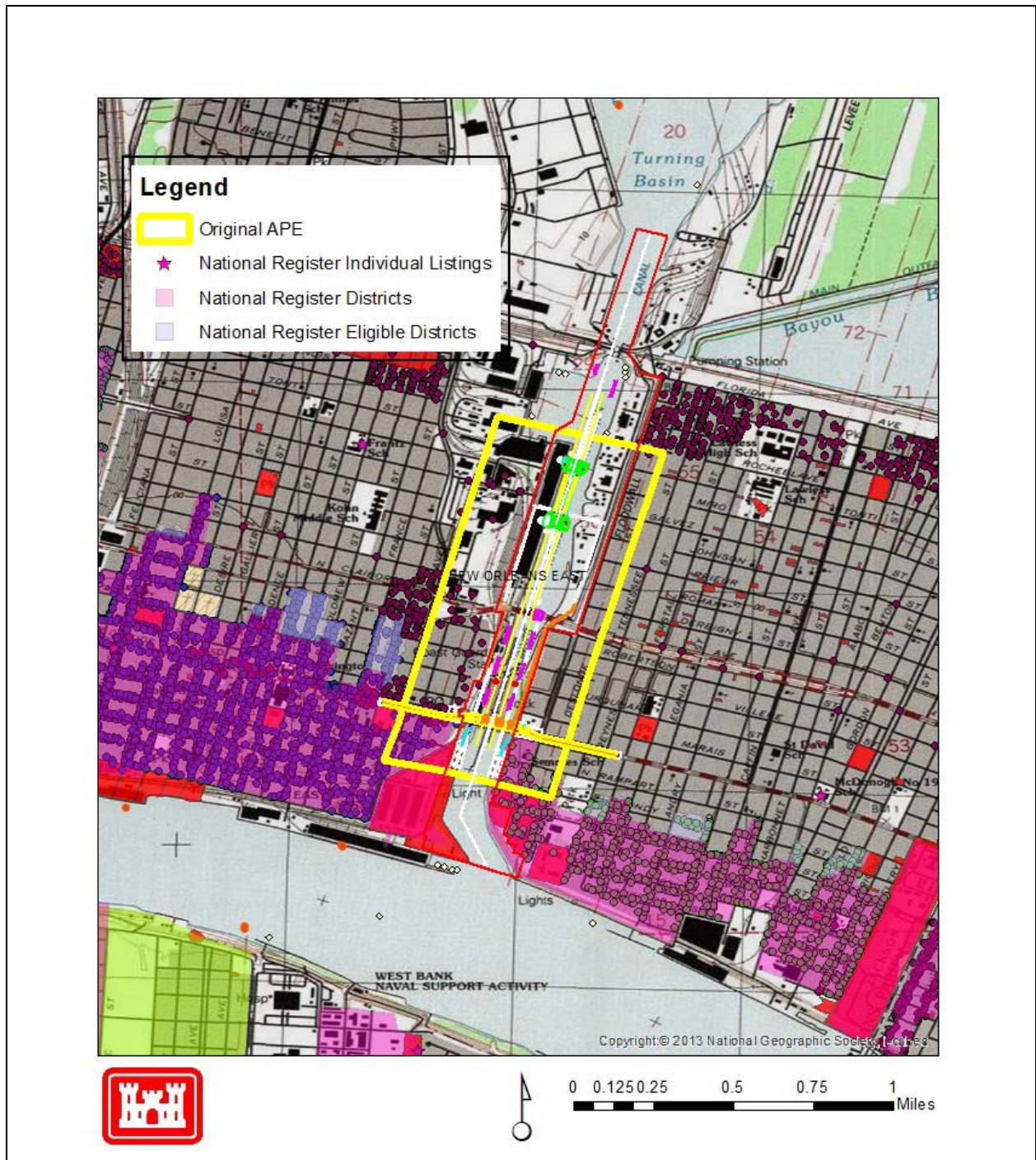


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



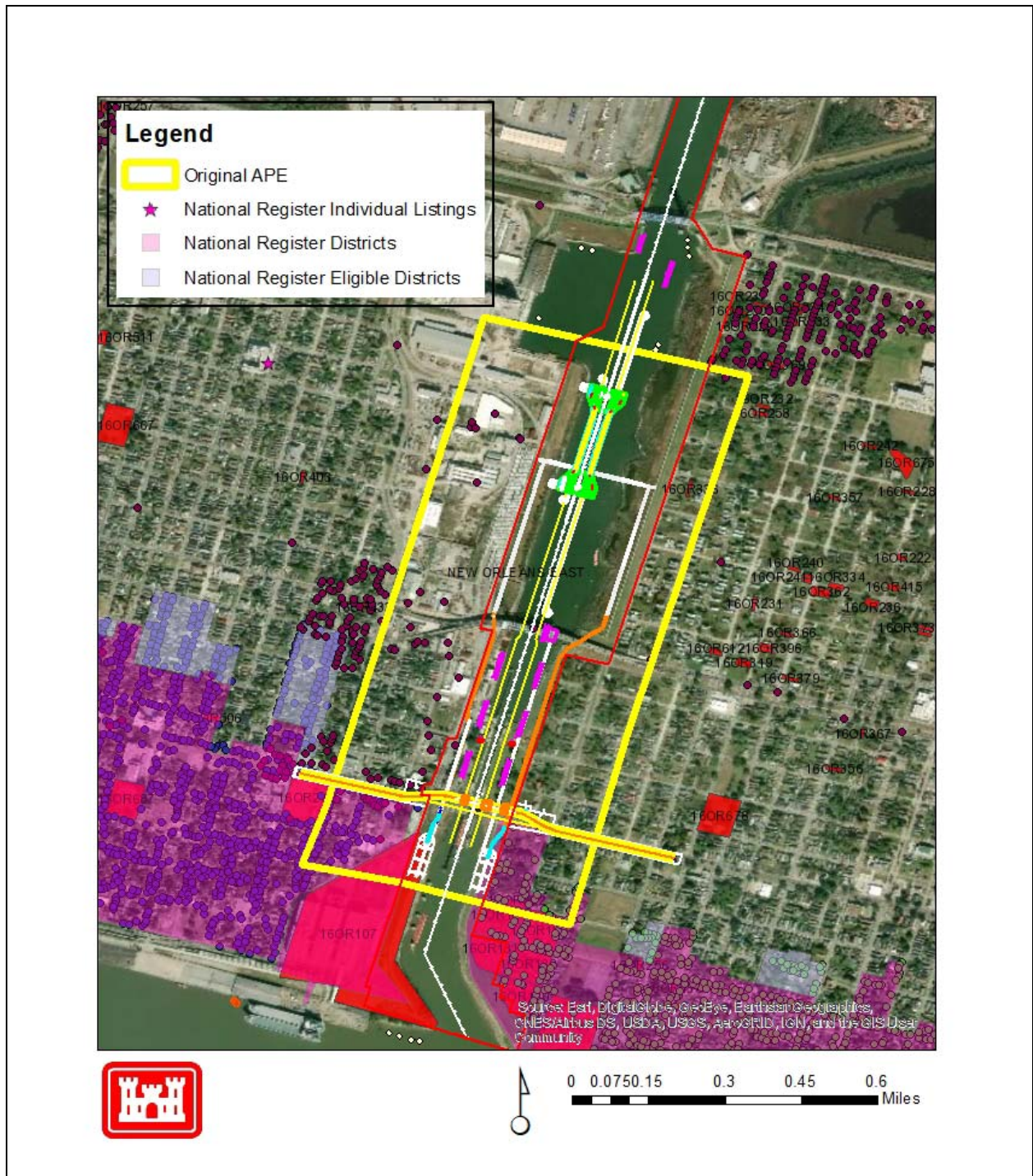


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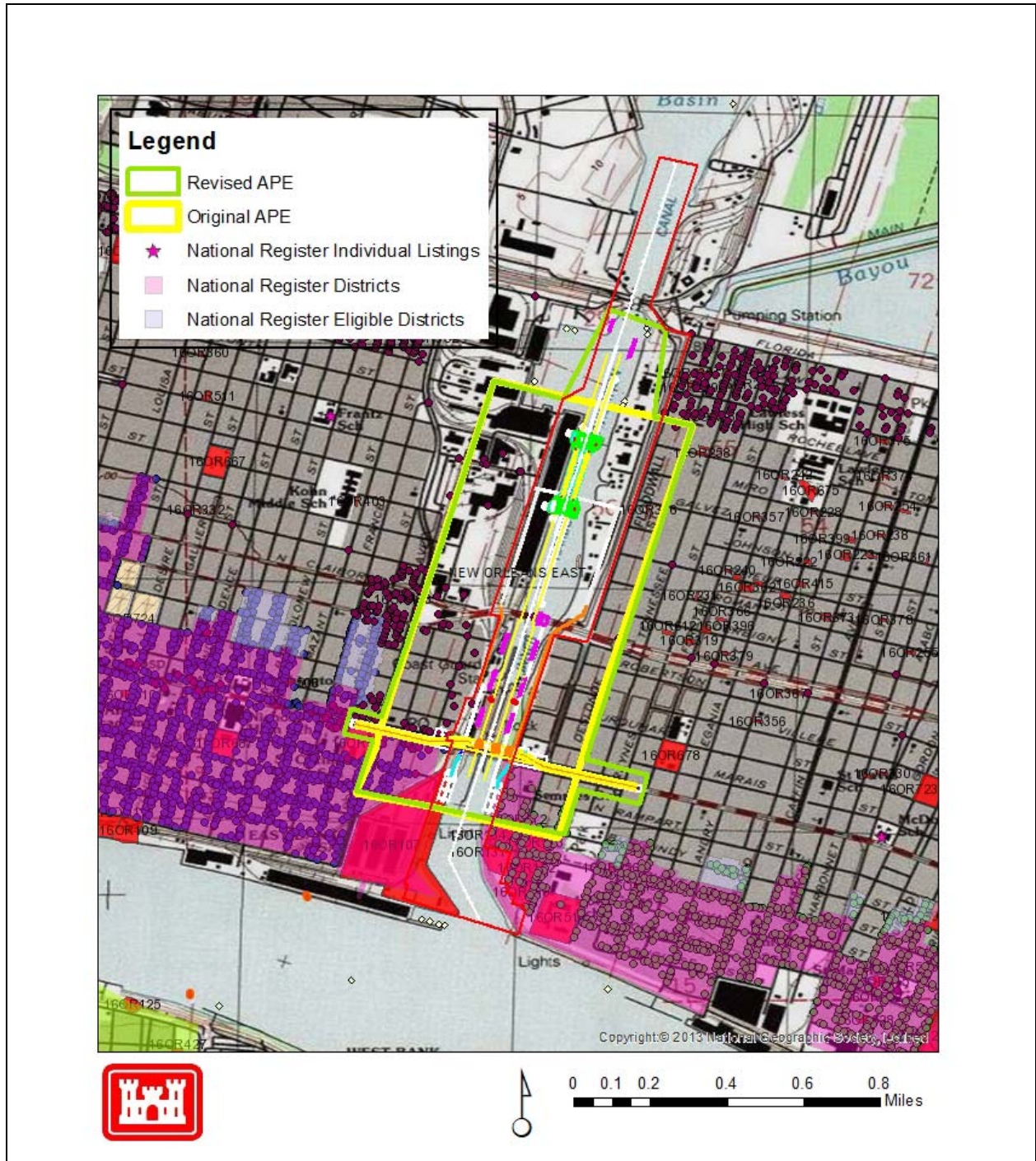


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Cecilia Flores, Tribal Council Chairperson  
Alabama-Coushatta Tribe of Texas  
571 State Park Rd 56  
Livingston, TX 77351

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chairperson Flores:

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1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

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2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.



See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
3	Holy Cross NRHD	State. C	1880-1936
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5	Sewerage and Water Board, Sewerage Pump Station B	Local. A & C.	1905-1930s
6	Galvez St. Wharf (already demolished)	Local and Regional. A.	1922-1929
7.	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.	Regional C	1957

The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties by e-mail to minimize communication delays and expedite the development of the MOA amendment. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Bryant J. Celestine, Historic Preservation Officer, Alabama Coushatta Tribe of Texas, [celestine.bryant@actribe.org](mailto:celestine.bryant@actribe.org).

#### References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [www.sp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

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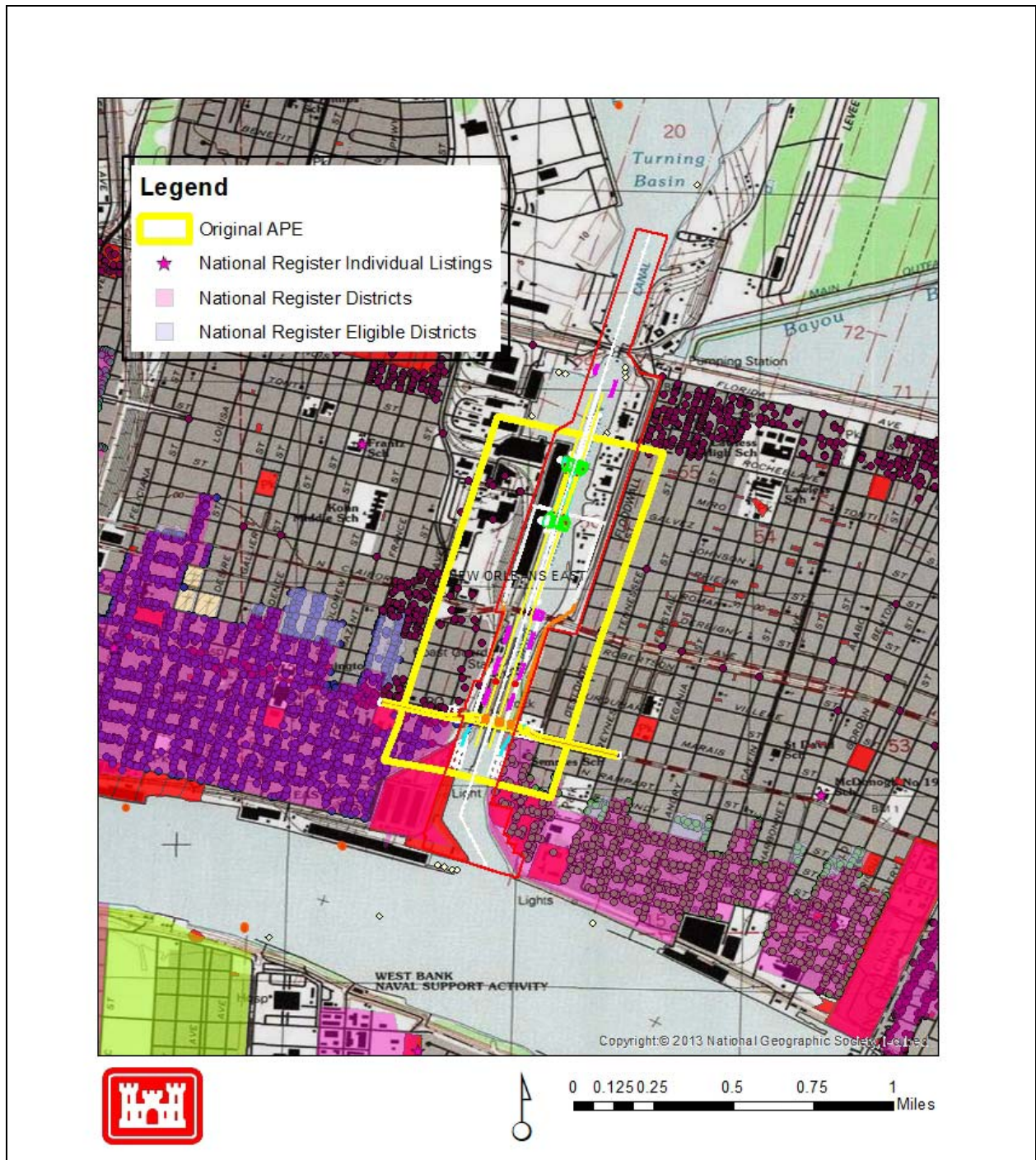


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



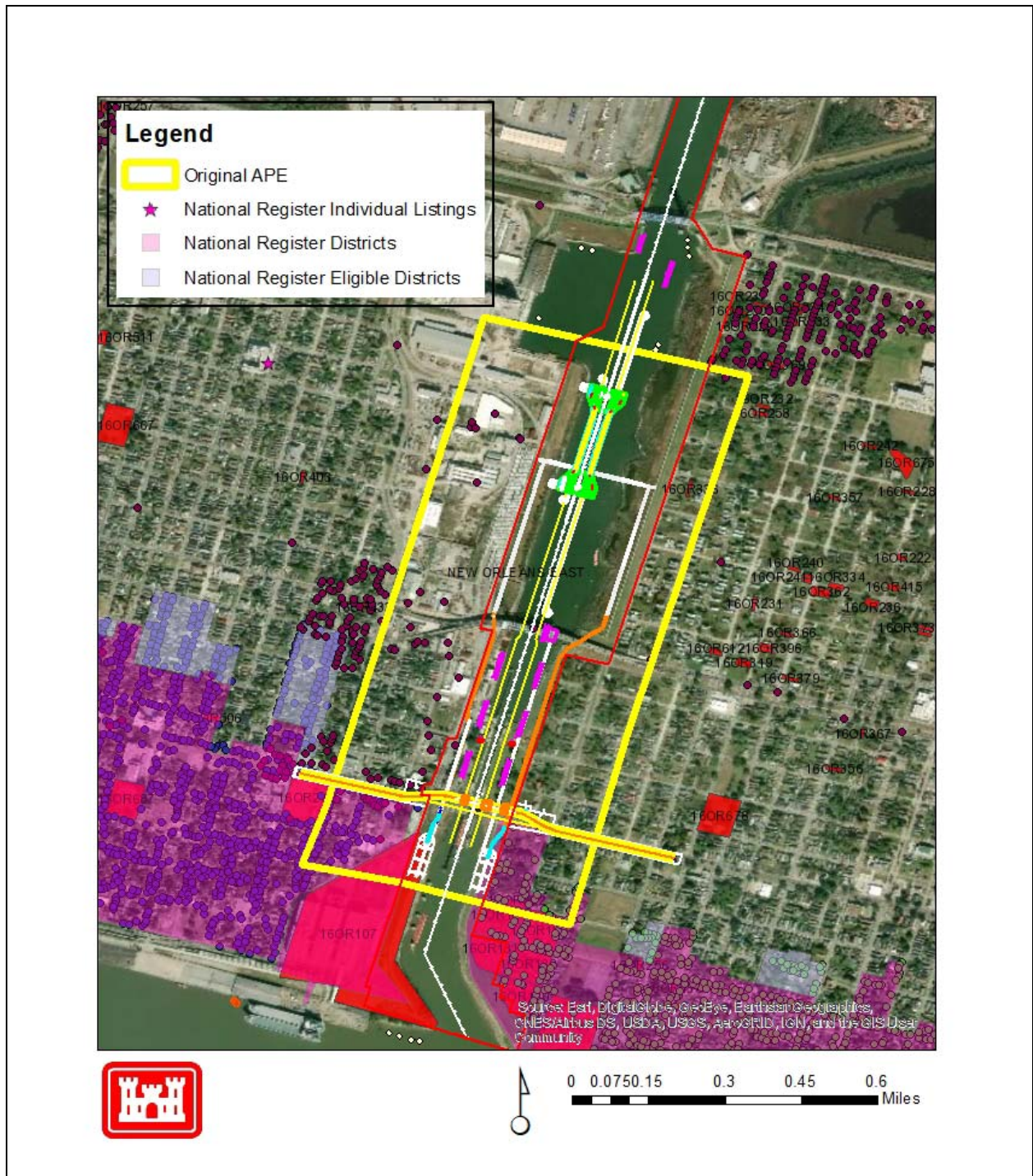


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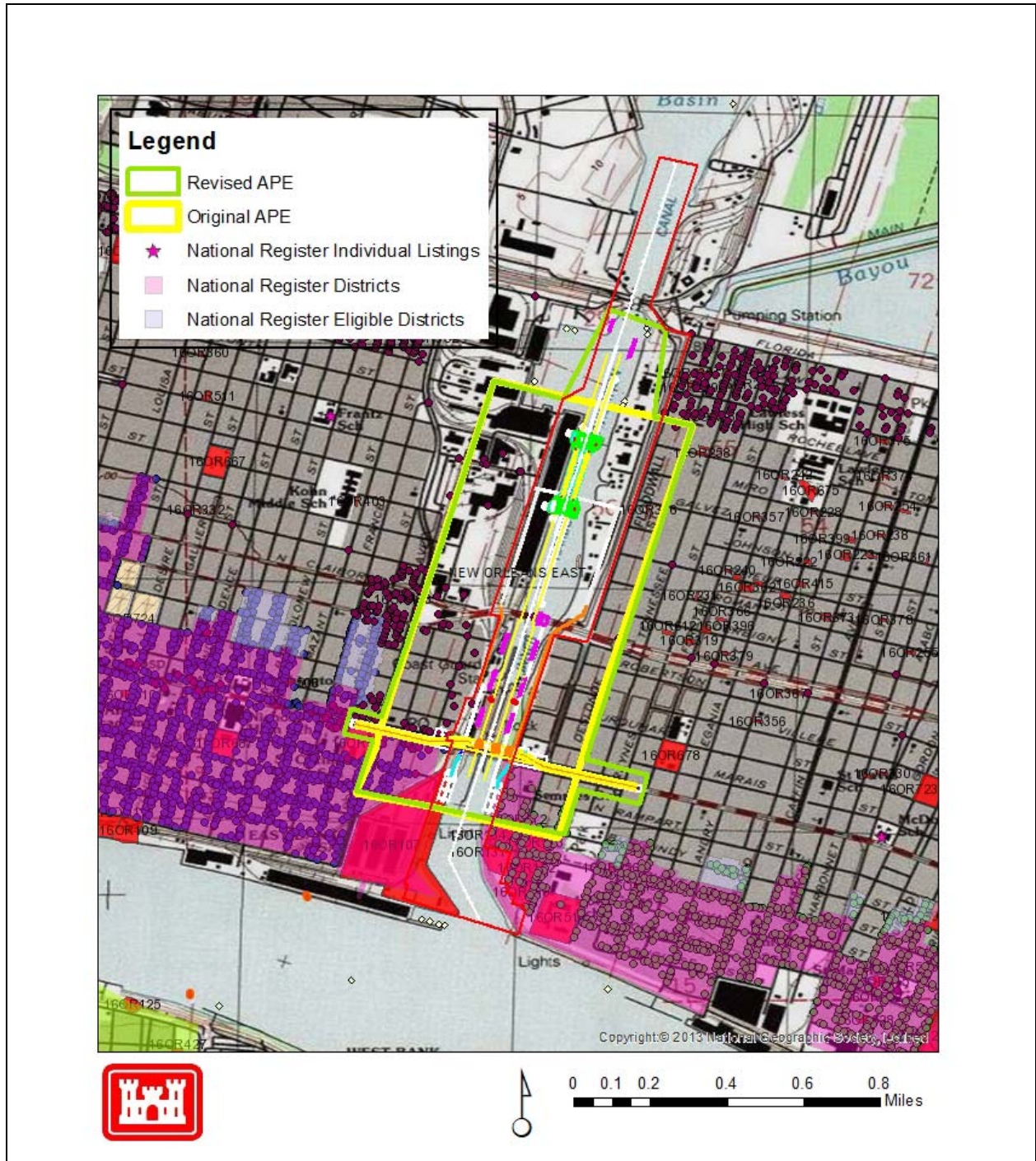


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Gary Batton, Chief  
Choctaw Nation of Oklahoma  
Attn: Choctaw Nation Historic Preservation Department  
P.O. Box 1210

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chief Batton:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

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We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Dr. Ian Thompson, Director/Tribal Historic Preservation Officer, Choctaw Nation of Oklahoma, [ithompson@choctawnation.com](mailto:ithompson@choctawnation.com) and Ms. Lindsey Bilyeu, NHPA Section 106 Reviewer, Choctaw Nation of Oklahoma, [lbilyeu@choctawnation.com](mailto:lbilyeu@choctawnation.com).

## References:

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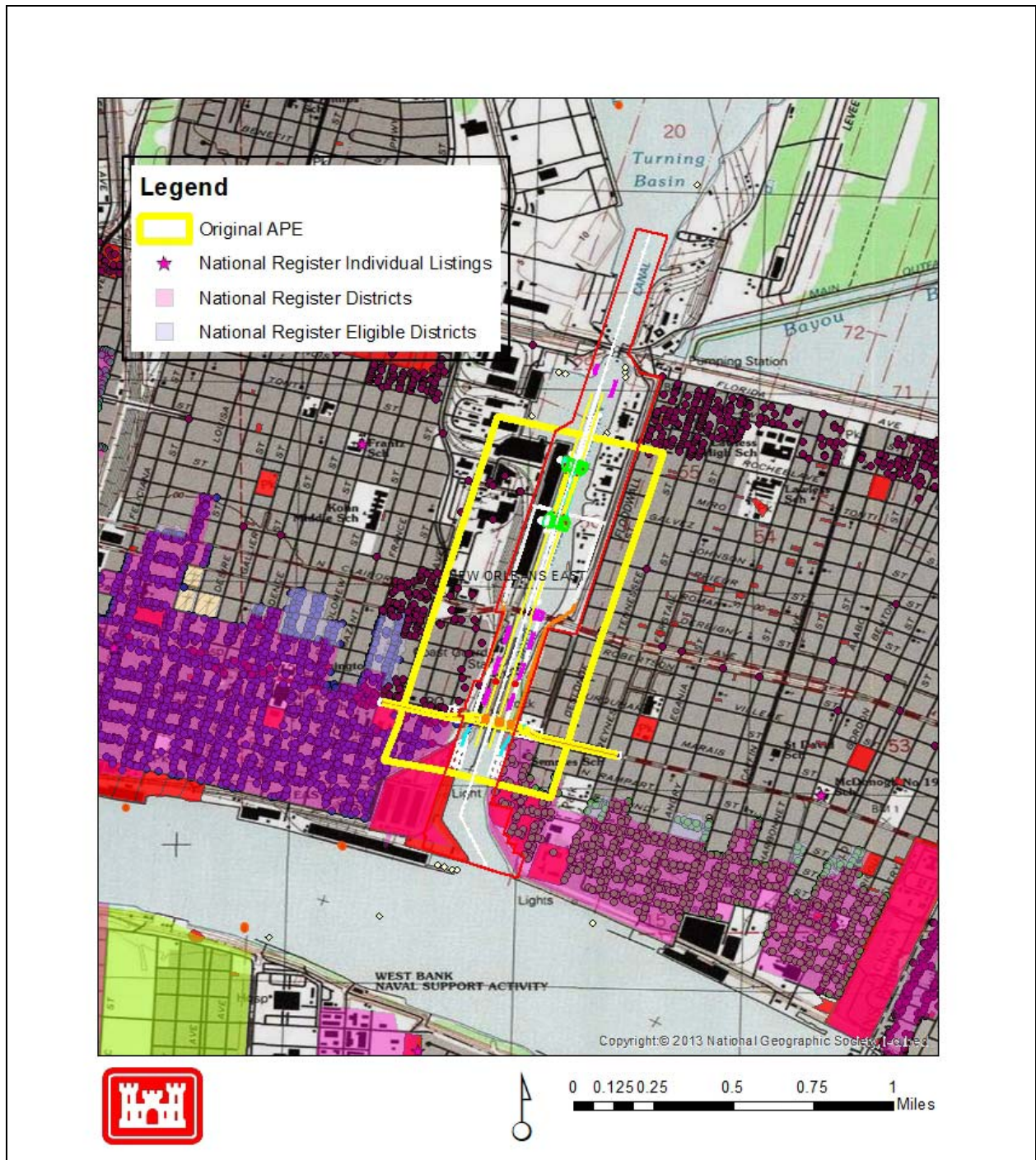


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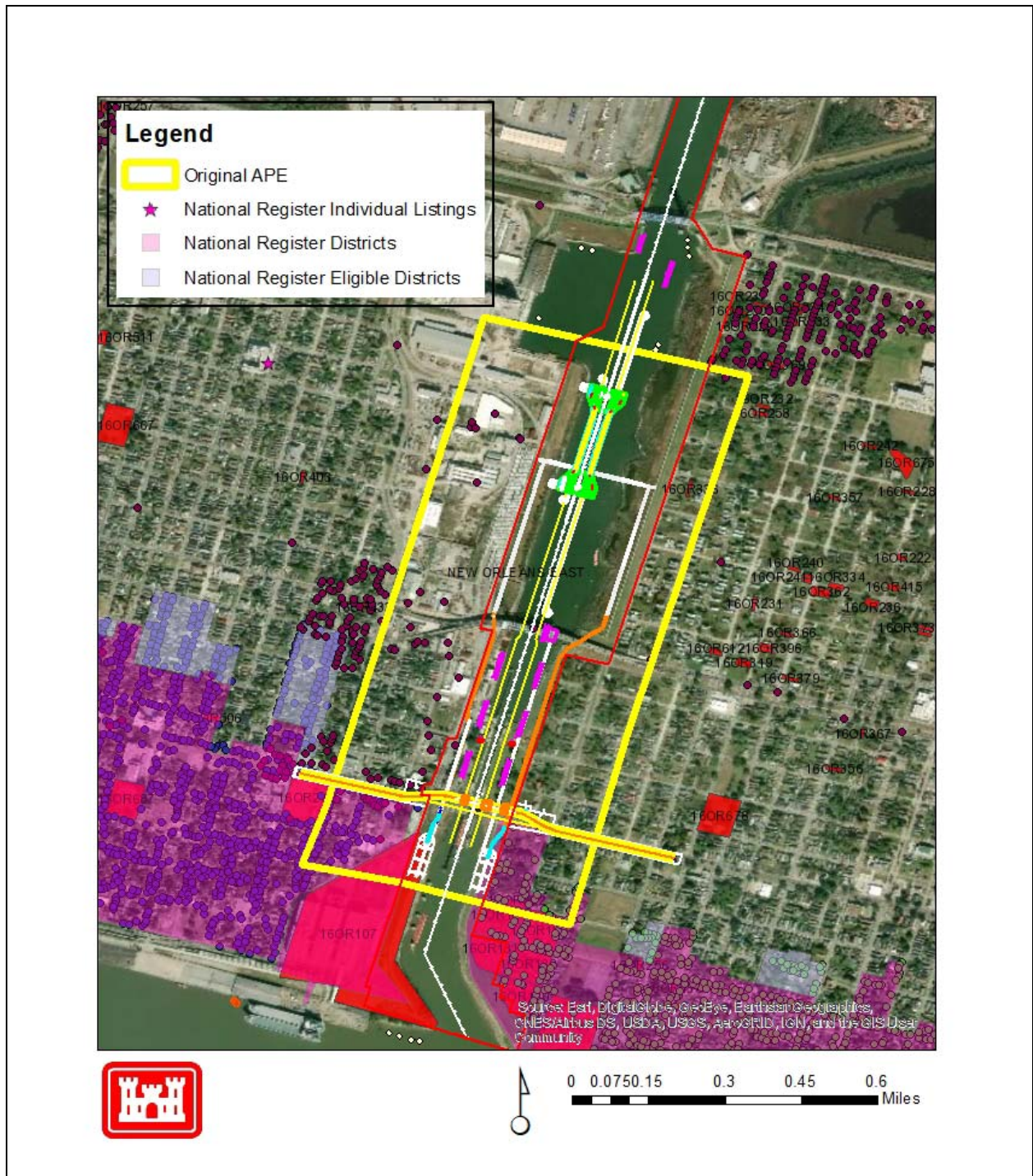


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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

David Sickey, Chairman  
Coushatta Tribe of Louisiana  
P.O. Box 818  
Elton, LA 70532

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
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New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

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Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Dr. Linda Langley, Tribal Historic Preservation Officer, Coushatta Tribe of Louisiana, [llangley@coushattatribela.org](mailto:llangley@coushattatribela.org).

## References:

Mead and Hunt

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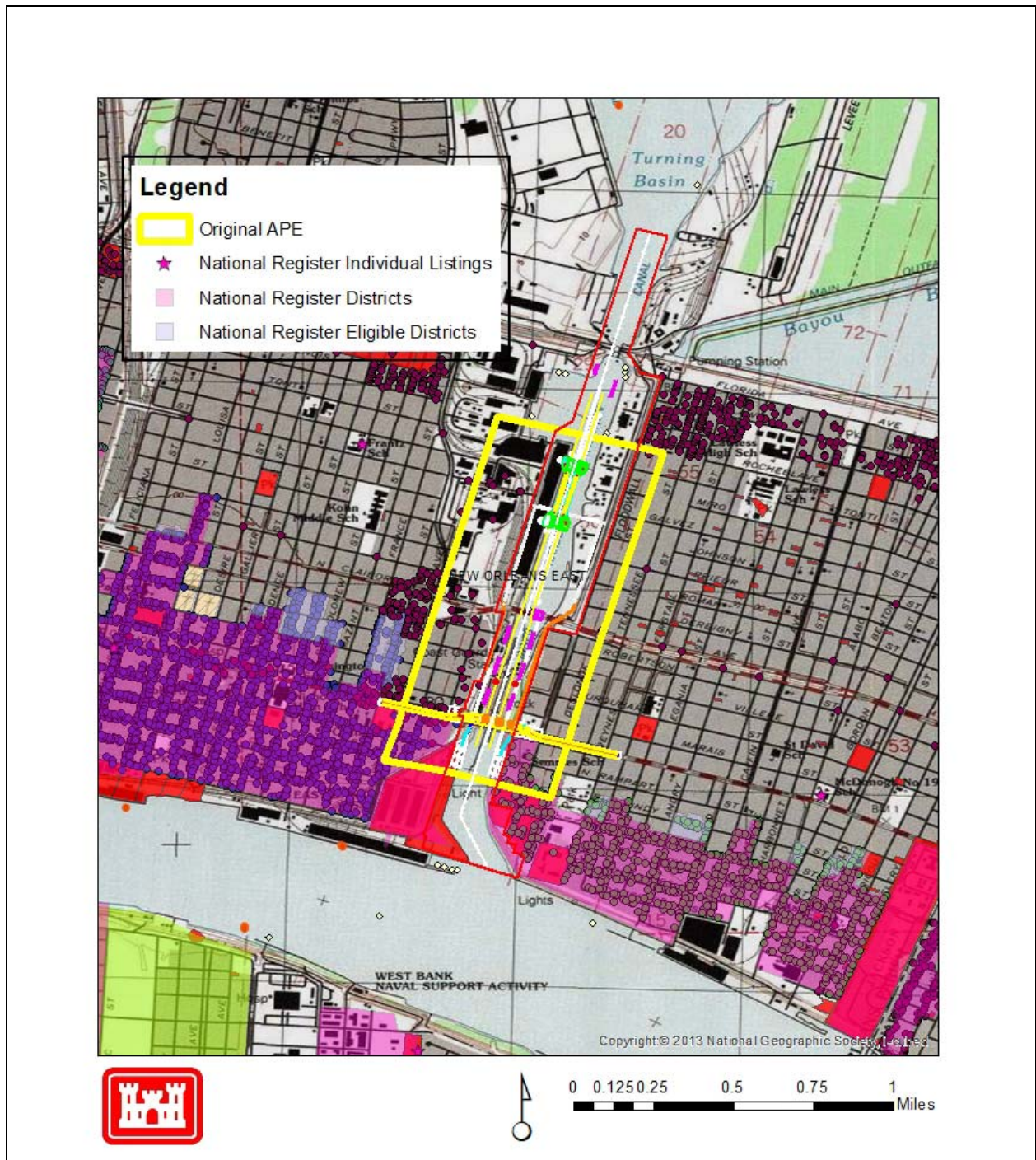


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



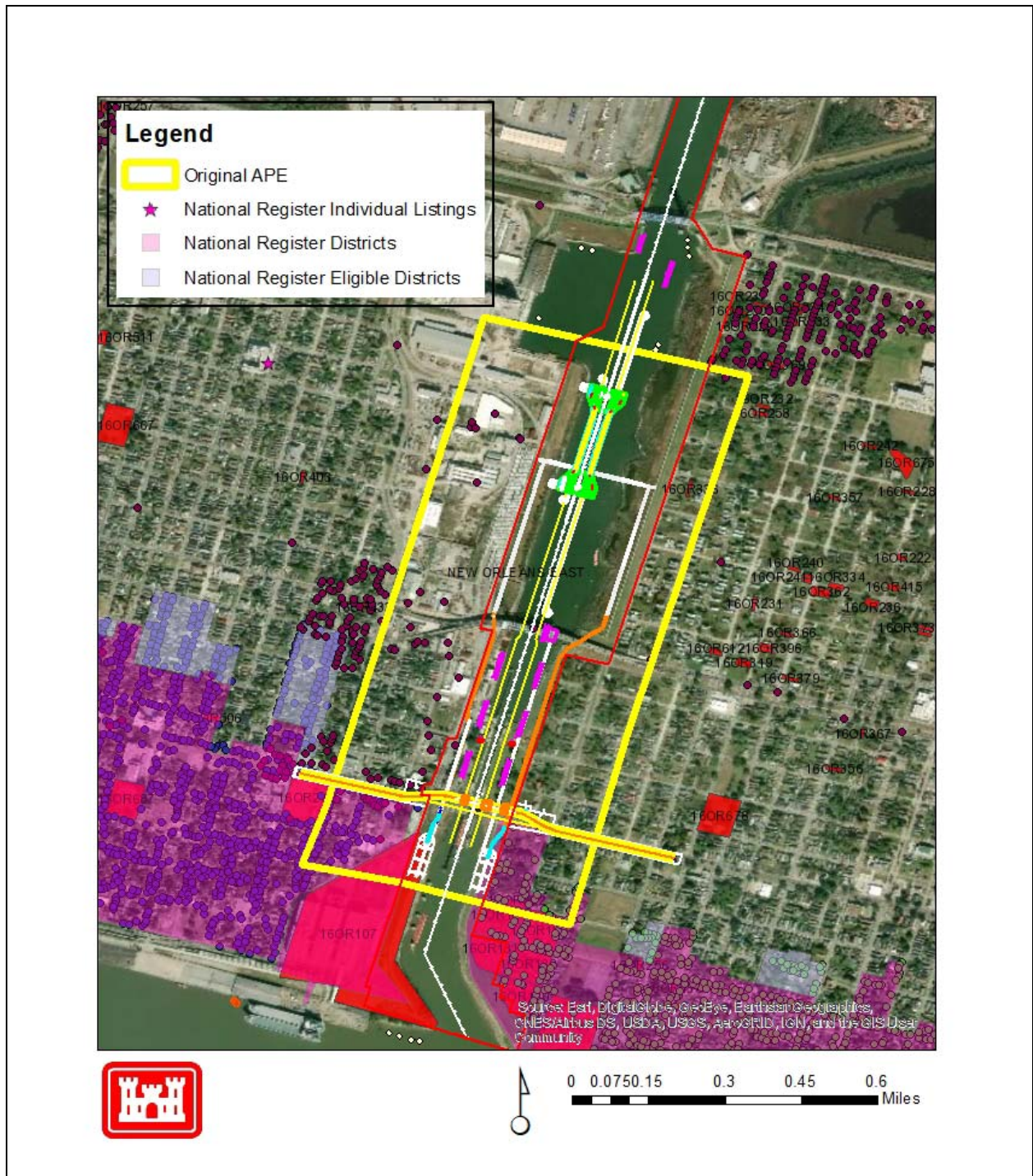


Figure 2. Image of IHNC Lock Replacement Features and APE over 2018 Aerial Image showing archaeological sites and NRHP Districts.



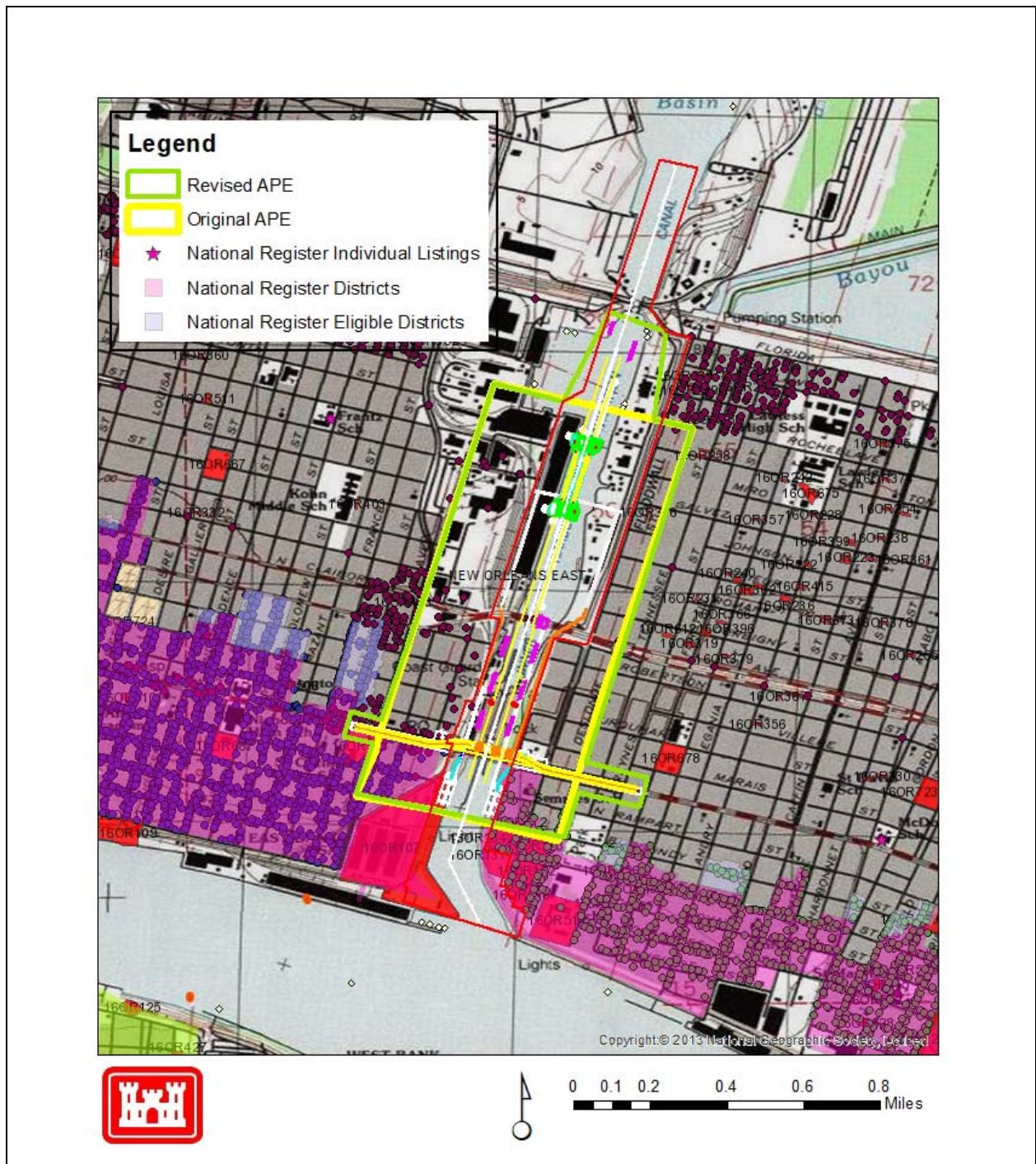


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).





DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Melissa Darden, Chairman  
Chitimacha Tribe of Louisiana  
P.O. Box 661  
Charenton, LA 70523

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chairman Darden:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

### **Area of Potential Effects (APE)**

The APE for direct effects is represented by a yellow outline in Figures 1 and 2. The indirect APE is larger and encompasses the four surrounding neighborhoods: Bywater and St. Claude to the West, and Holy Cross and the Lower 9<sup>th</sup> Ward to the

East. The direct effects APE measures approximately 328 acres in size. This APE was used as a boundary tool to re-identify/re-evaluate the historic properties and was defined prior to feasibility level design of the St. Claude Bridge approaches and other channel features, a revised APE can be seen in Figure 3. The APE will follow any proposed construction item or staging area.

### **Identification and Evaluation of Historic Properties**

In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

The information regarding historic properties discussed in the report and identified within the APE was evaluated by CEMVN staff using the NRHP Criteria for evaluation as defined at 36 CFR § 60.4 and based on the report findings the CEMVN has determined that:

1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

#	Name
1	IHNC Lock
2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.

See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
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The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

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We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mrs. Kimberly Walden, M. Ed., Cultural Director/Tribal Historic Preservation Officer, Chitimacha Tribe of Louisiana, [kim@chitimacha.gov](mailto:kim@chitimacha.gov).

#### References:

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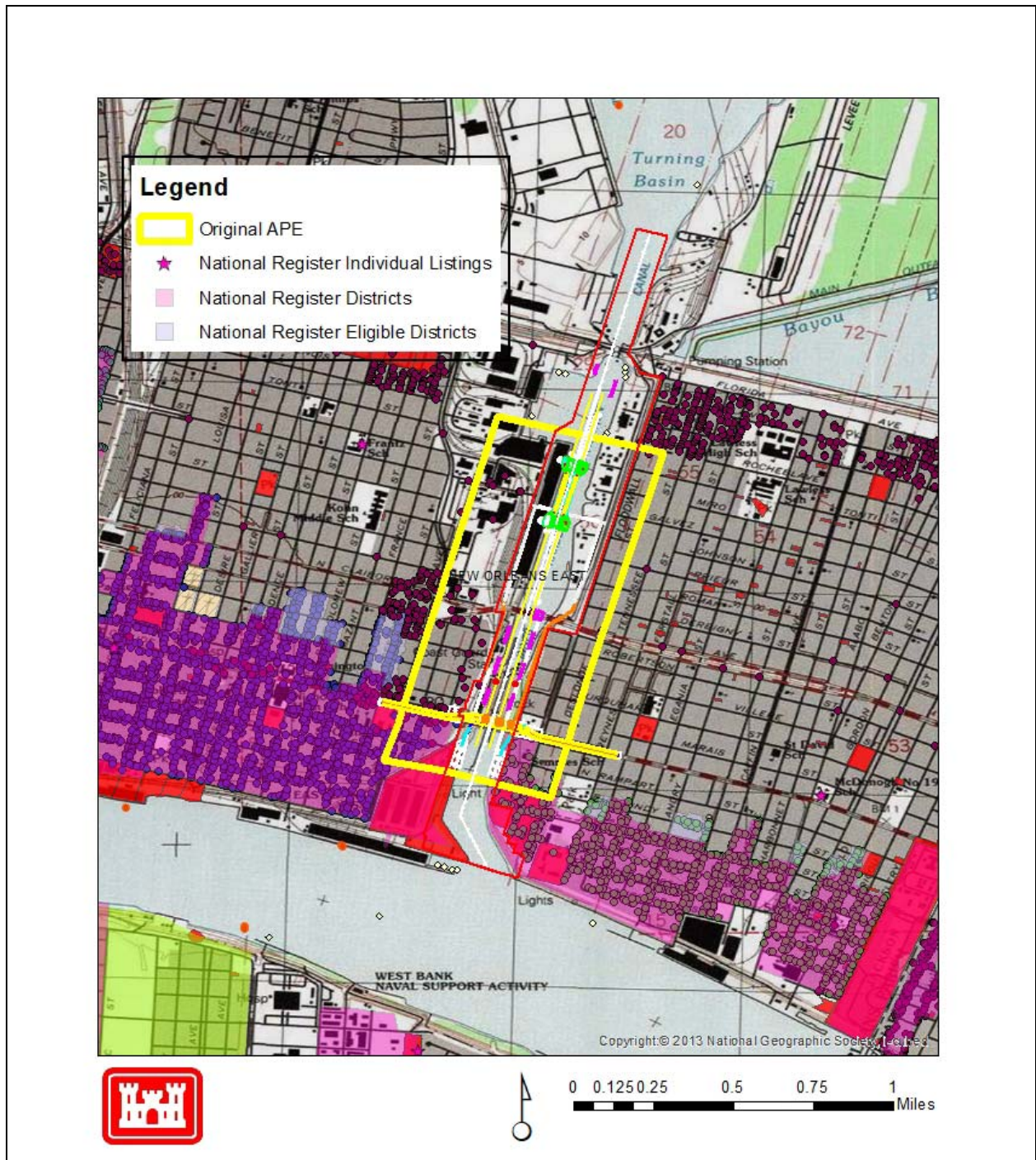


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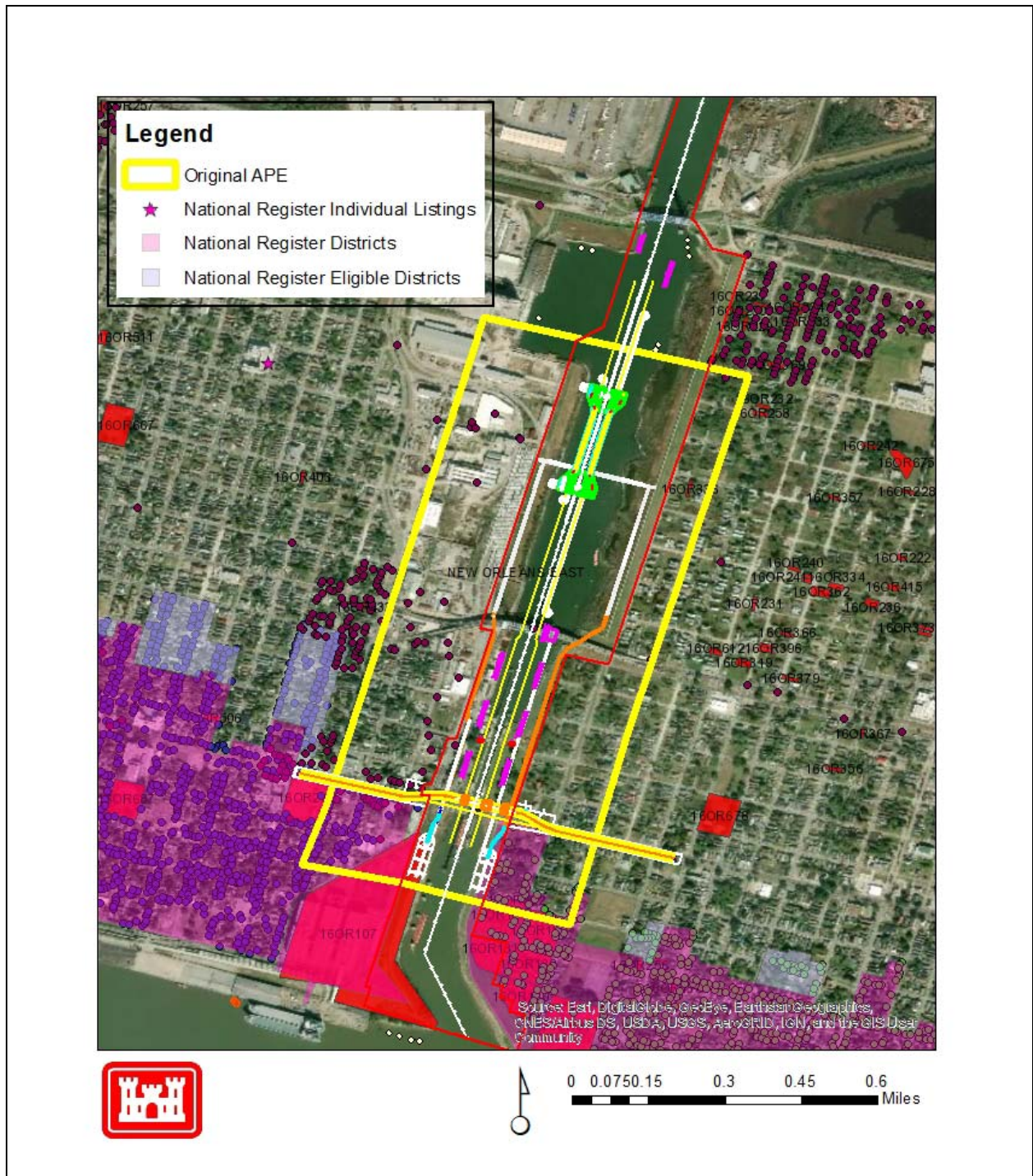


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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

B. Cheryl Smith, Principal Chief  
Jena Band of Choctaw Indians  
P.O. Box 14  
Jena, LA 71342

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

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Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mrs. Alina Shively, Tribal Historic Preservation Officer, Jena Band of Choctaw Indians, [ashively@jenachoctaw.org](mailto:ashively@jenachoctaw.org).

## References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

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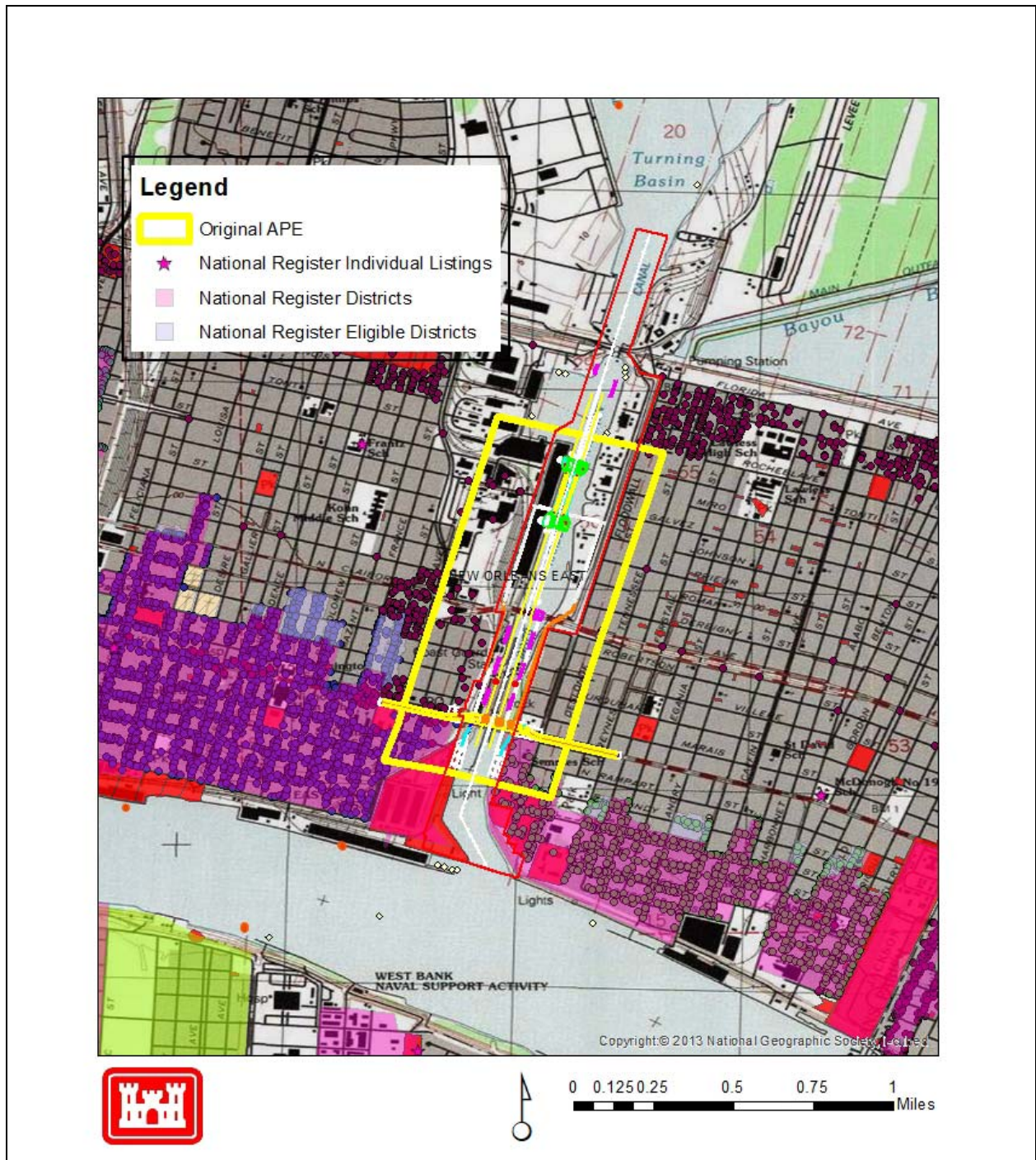


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



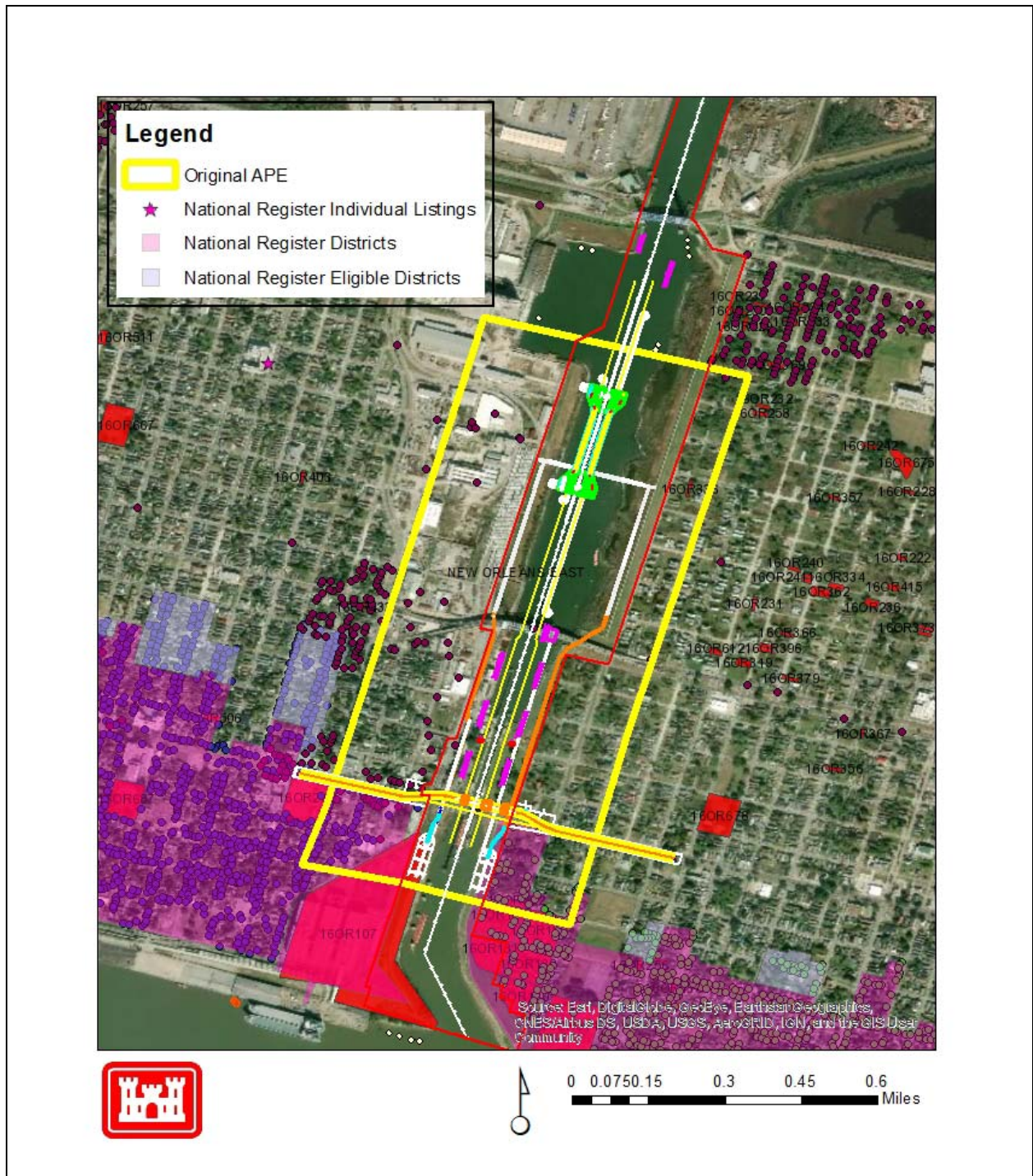
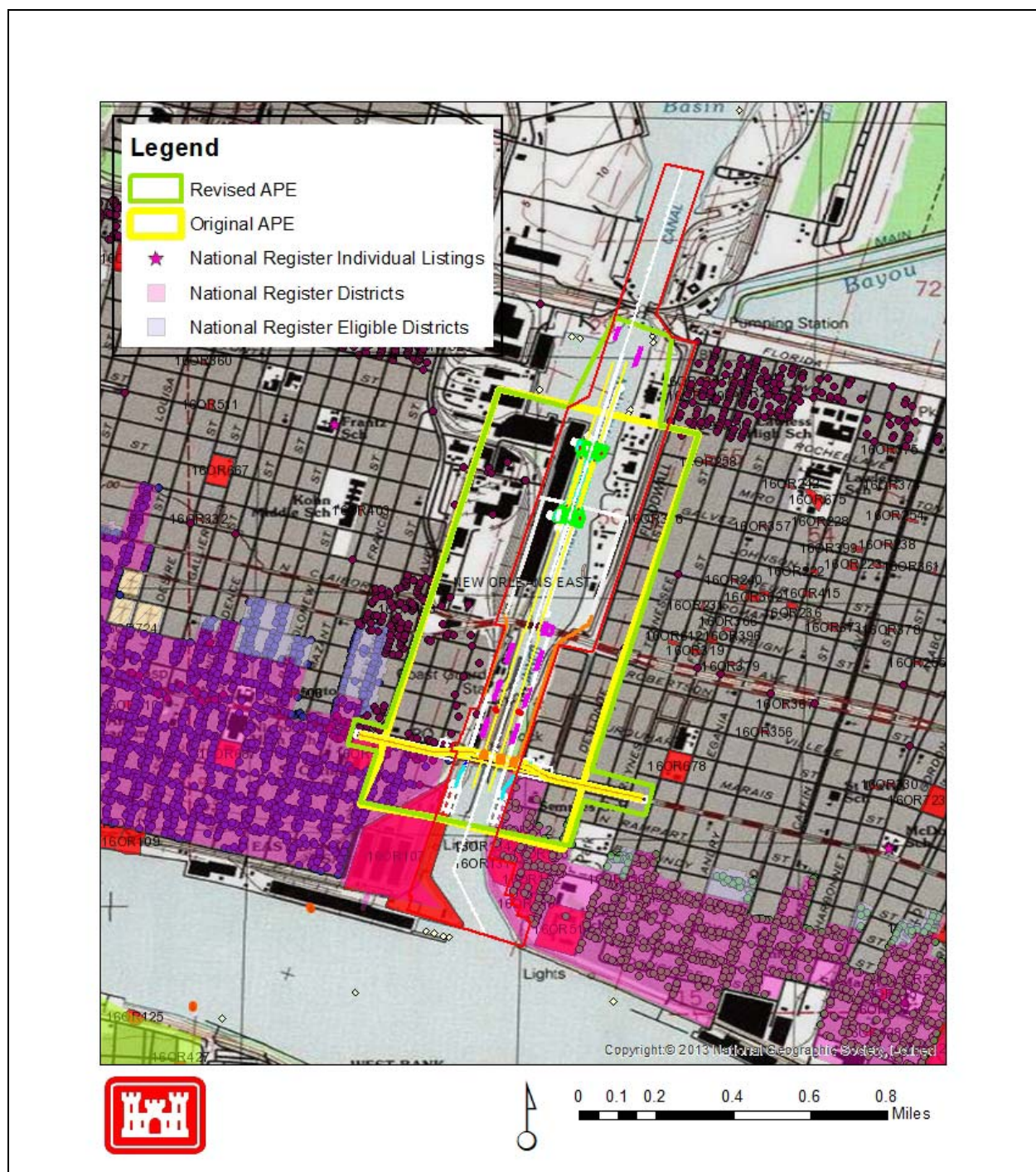


Figure 2. Image of IHNC Lock Replacement Features and APE over 2018 Aerial Image showing archaeological sites and NRHP Districts.







DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Phyliss J. Anderson, Chief  
Mississippi Band of Choctaw Indians  
P.O. Box 6257  
Choctaw, MS 39350

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chief Anderson:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

### **Area of Potential Effects (APE)**

The APE for direct effects is represented by a yellow outline in Figures 1 and 2. The indirect APE is larger and encompasses the four surrounding neighborhoods: Bywater and St. Claude to the West, and Holy Cross and the Lower 9<sup>th</sup> Ward to the



East. The direct effects APE measures approximately 328 acres in size. This APE was used as a boundary tool to re-identify/re-evaluate the historic properties and was defined prior to feasibility level design of the St. Claude Bridge approaches and other channel features, a revised APE can be seen in Figure 3. The APE will follow any proposed construction item or staging area.

### Identification and Evaluation of Historic Properties

In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

The information regarding historic properties discussed in the report and identified within the APE was evaluated by CEMVN staff using the NRHP Criteria for evaluation as defined at 36 CFR § 60.4 and based on the report findings the CEMVN has determined that:

1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

#	Name
1	IHNC Lock
2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.

See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
3	Holy Cross NRHD	State. C	1880-1936
4	Bywater NRHD	State. C	1807-1935
5	Sewerage and Water Board, Sewerage Pump Station B	Local. A & C.	1905-1930s
6	Galvez St. Wharf (already demolished)	Local and Regional. A.	1922-1929
7.	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.	Regional C	1957

The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties by e-mail to minimize communication delays and expedite the development of the MOA amendment. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Kenneth H. Carleton, Tribal Historic Preservation Officer/Archaeologist, Mississippi Band of Choctaw Indians, [kcarleton@choctaw.org](mailto:kcarleton@choctaw.org).

#### References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [www.sp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

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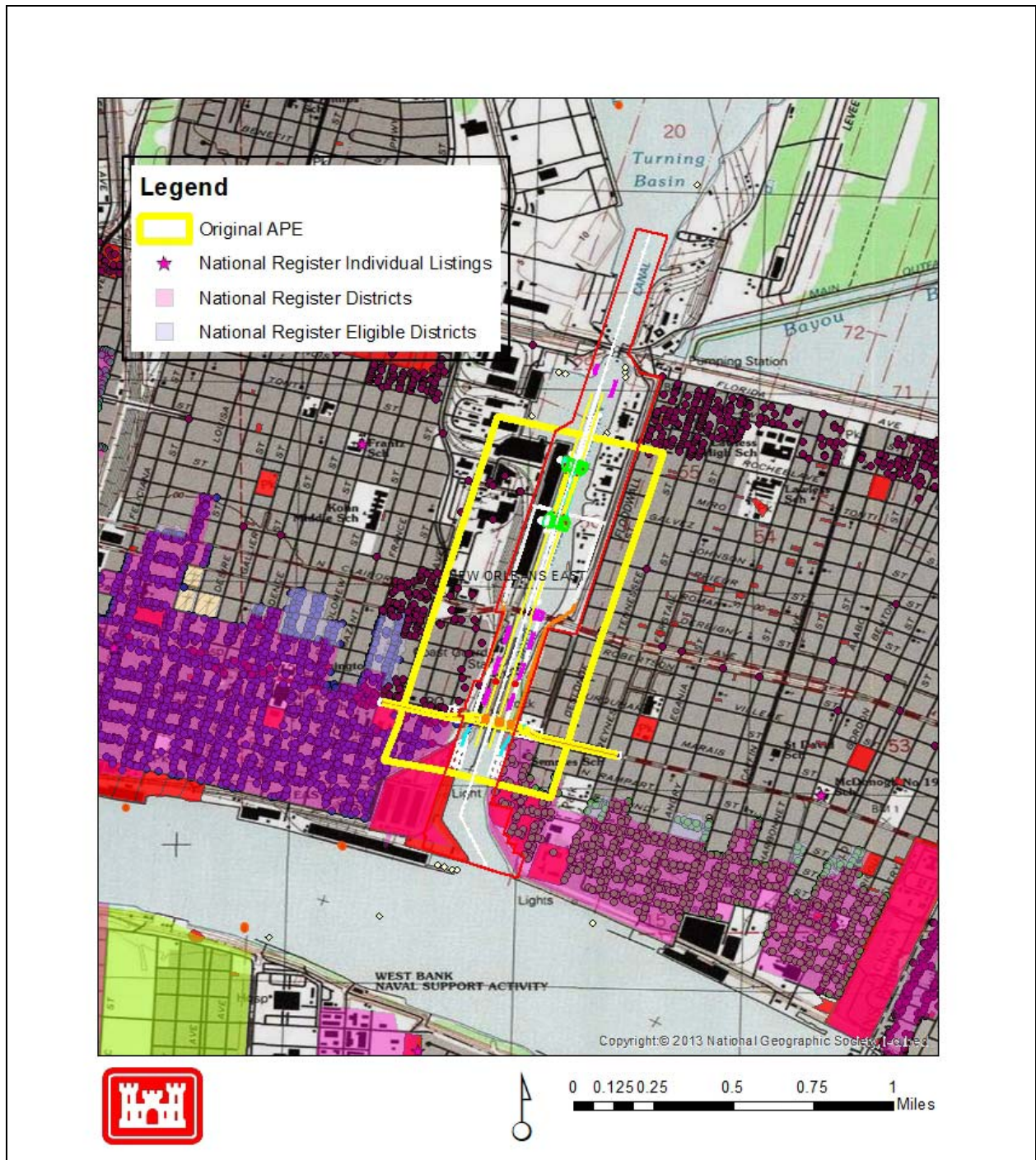


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



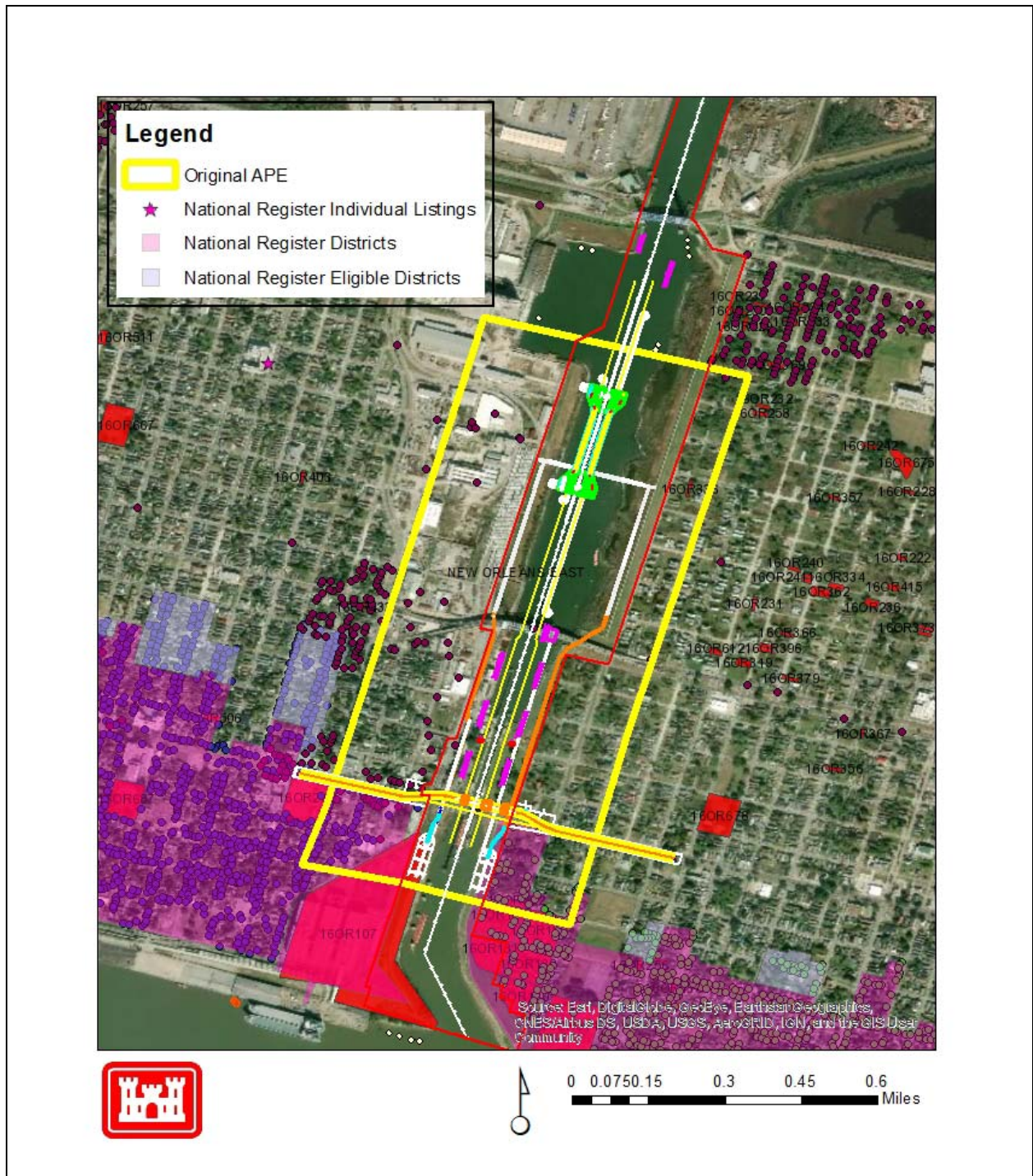


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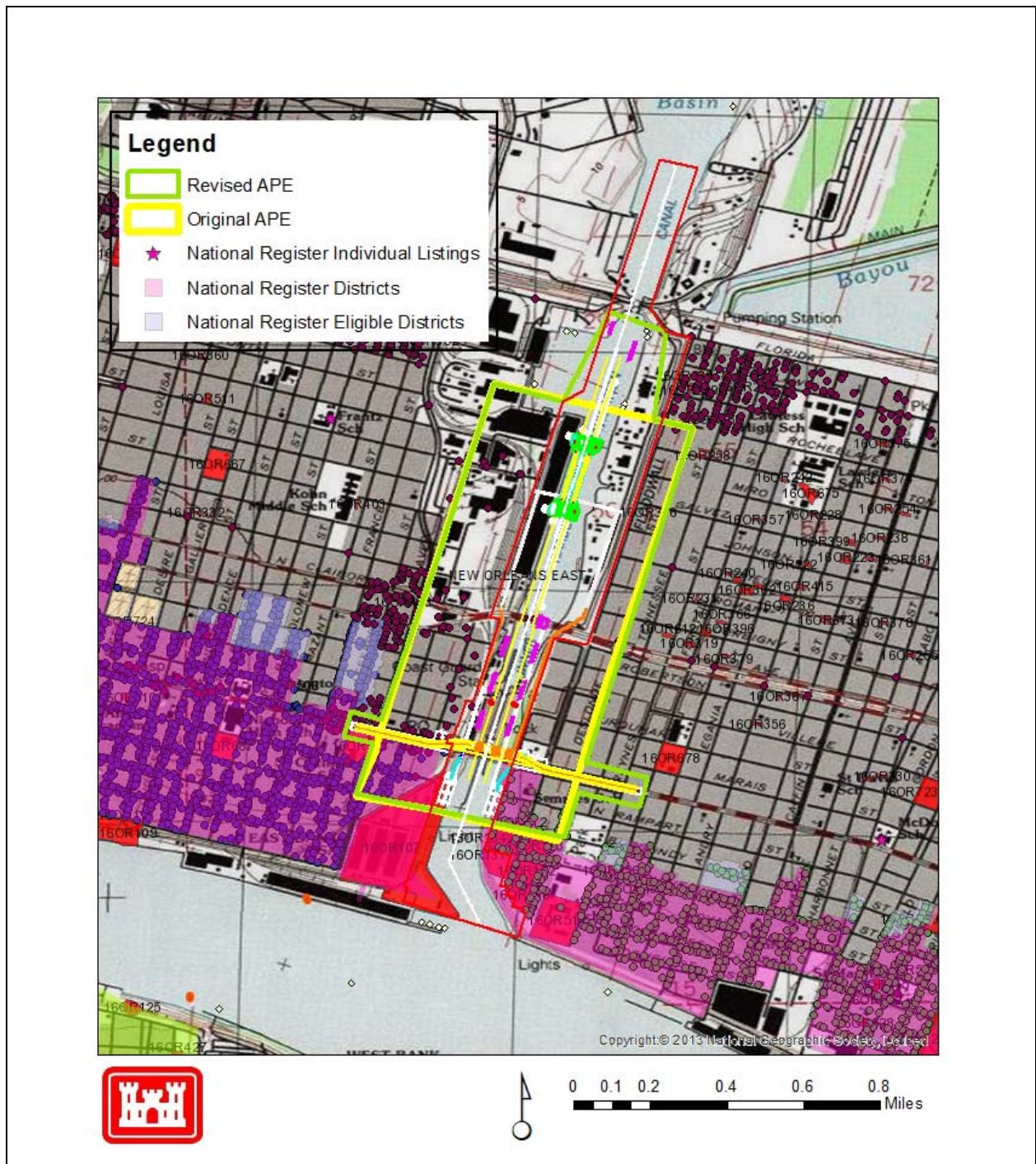


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Mr. James Floyd, Principal Chief  
Muscogee (Creek) Nation  
Attn: Historic and Cultural Preservation Office  
P.O. Box 580

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Principal Chief Floyd:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

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We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Ms. Corain Lowe-Zepeda, Tribal Historic Preservation Officer, Muscogee (Creek) Nation, [section106@mcn-nsn.gov](mailto:section106@mcn-nsn.gov).

#### References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [www.sp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

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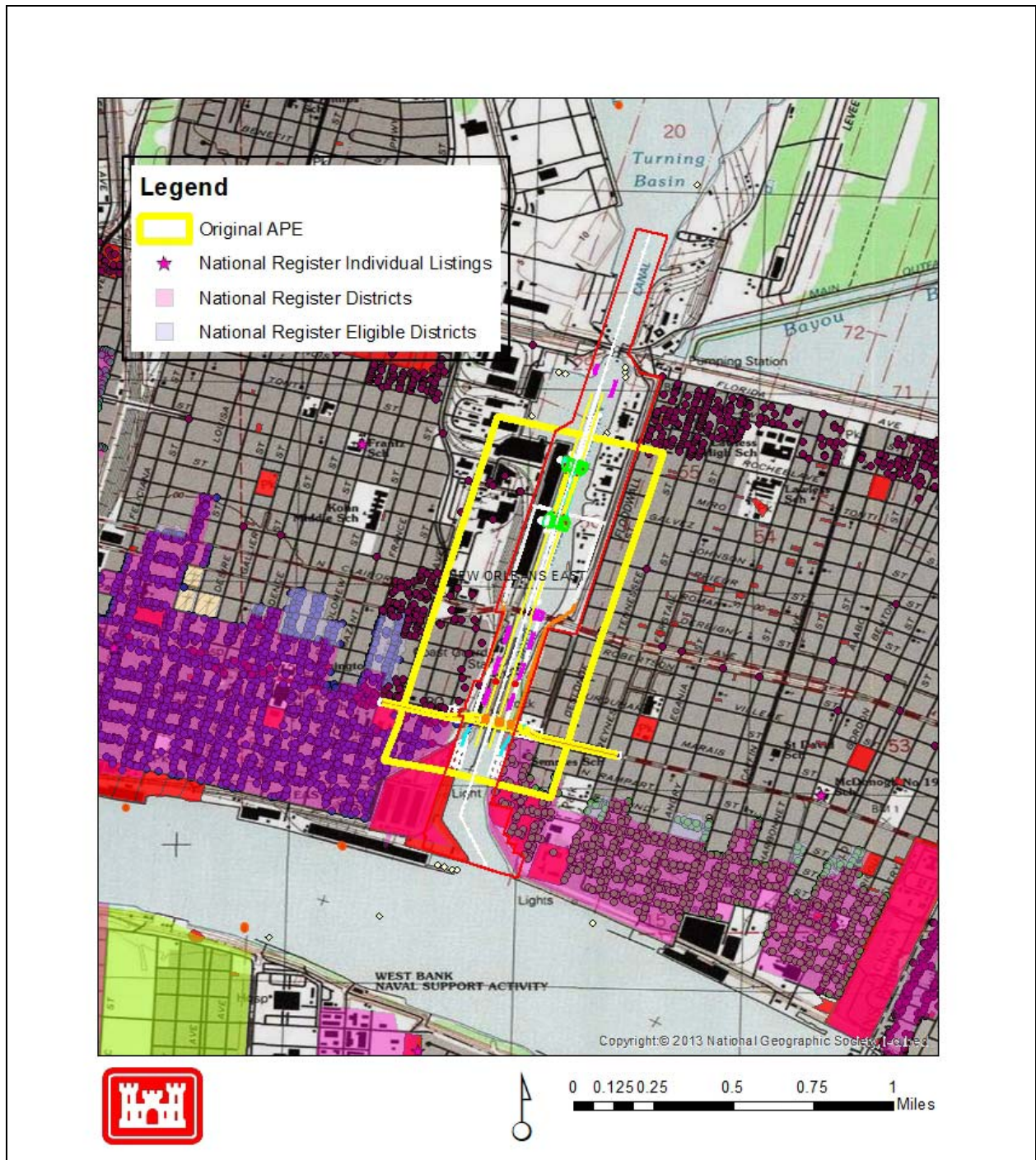


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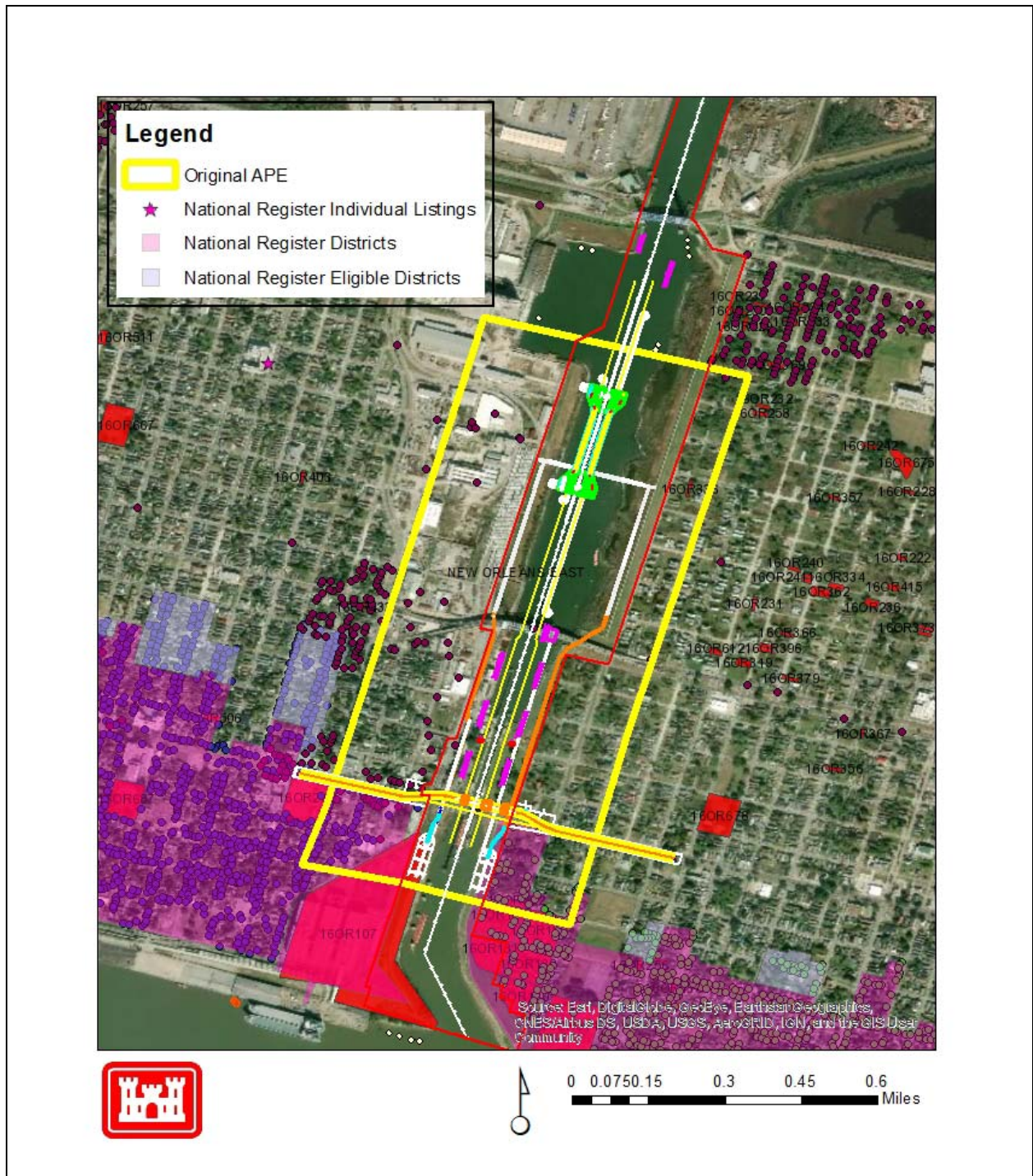


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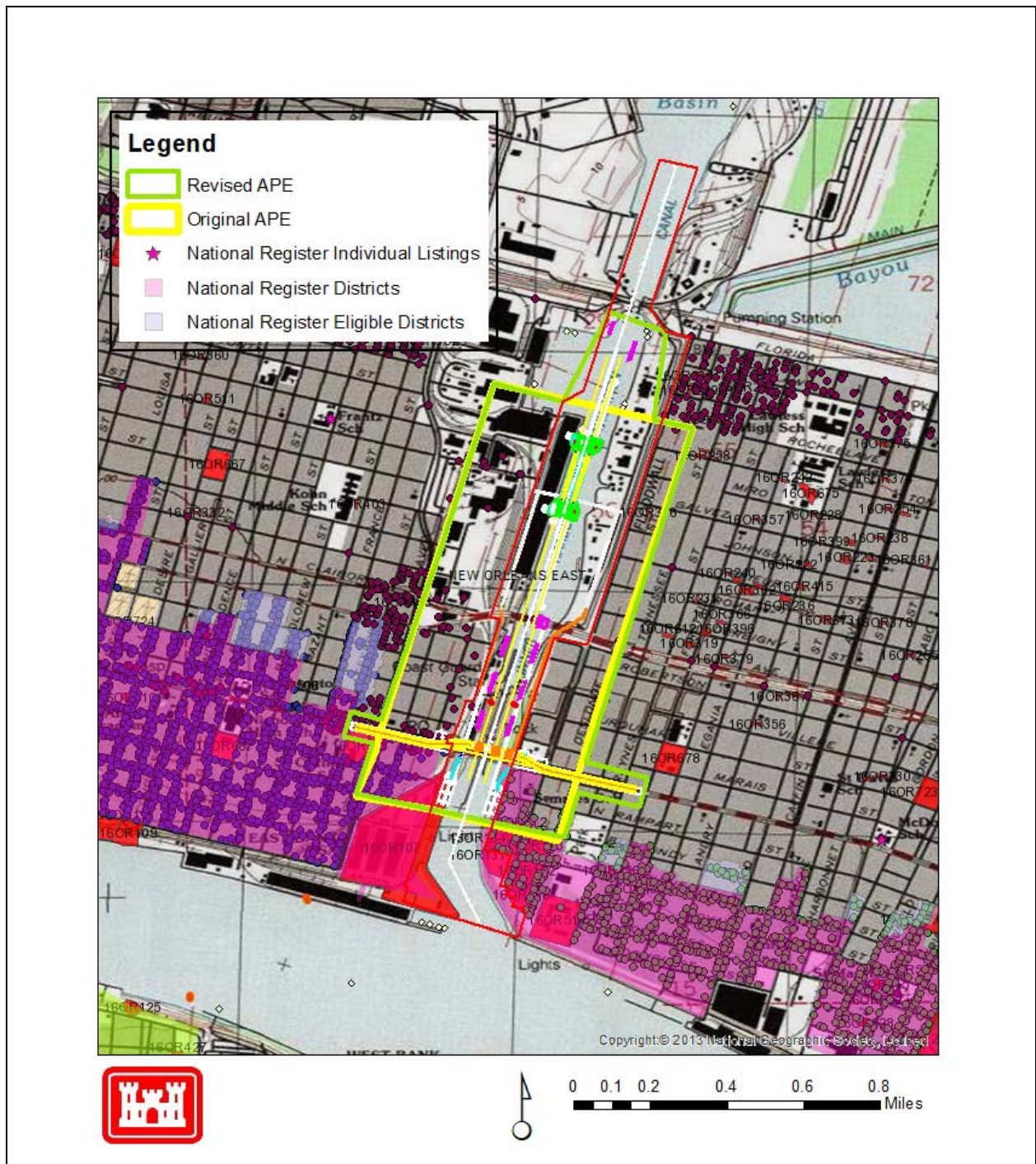


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Greg Chilcoat, Principal Chief  
Seminole Nation of Oklahoma  
P.O. Box 1498  
Wewoka, OK 74884

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Principal Chief Chilcoat:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

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shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

### **Area of Potential Effects (APE)**

The APE for direct effects is represented by a yellow outline in Figures 1 and 2. The indirect APE is larger and encompasses the four surrounding neighborhoods: Bywater and St. Claude to the West, and Holy Cross and the Lower 9<sup>th</sup> Ward to the

East. The direct effects APE measures approximately 328 acres in size. This APE was used as a boundary tool to re-identify/re-evaluate the historic properties and was defined prior to feasibility level design of the St. Claude Bridge approaches and other channel features, a revised APE can be seen in Figure 3. The APE will follow any proposed construction item or staging area.

### **Identification and Evaluation of Historic Properties**

In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

The information regarding historic properties discussed in the report and identified within the APE was evaluated by CEMVN staff using the NRHP Criteria for evaluation as defined at 36 CFR § 60.4 and based on the report findings the CEMVN has determined that:

1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

#	Name
1	IHNC Lock
2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.



See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
3	Holy Cross NRHD	State. C	1880-1936
4	Bywater NRHD	State. C	1807-1935
5	Sewerage and Water Board, Sewerage Pump Station B	Local. A & C.	1905-1930s
6	Galvez St. Wharf (already demolished)	Local and Regional. A.	1922-1929
7.	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.	Regional C	1957

The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties by e-mail to minimize communication delays and expedite the development of the MOA amendment. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Theodore Isham, Tribal Historic Preservation Officer, Seminole Nation of Oklahoma, [isham.t@sno-nsn.gov](mailto:isham.t@sno-nsn.gov).

## References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

2019 *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana*. Report on file with CEMVN.

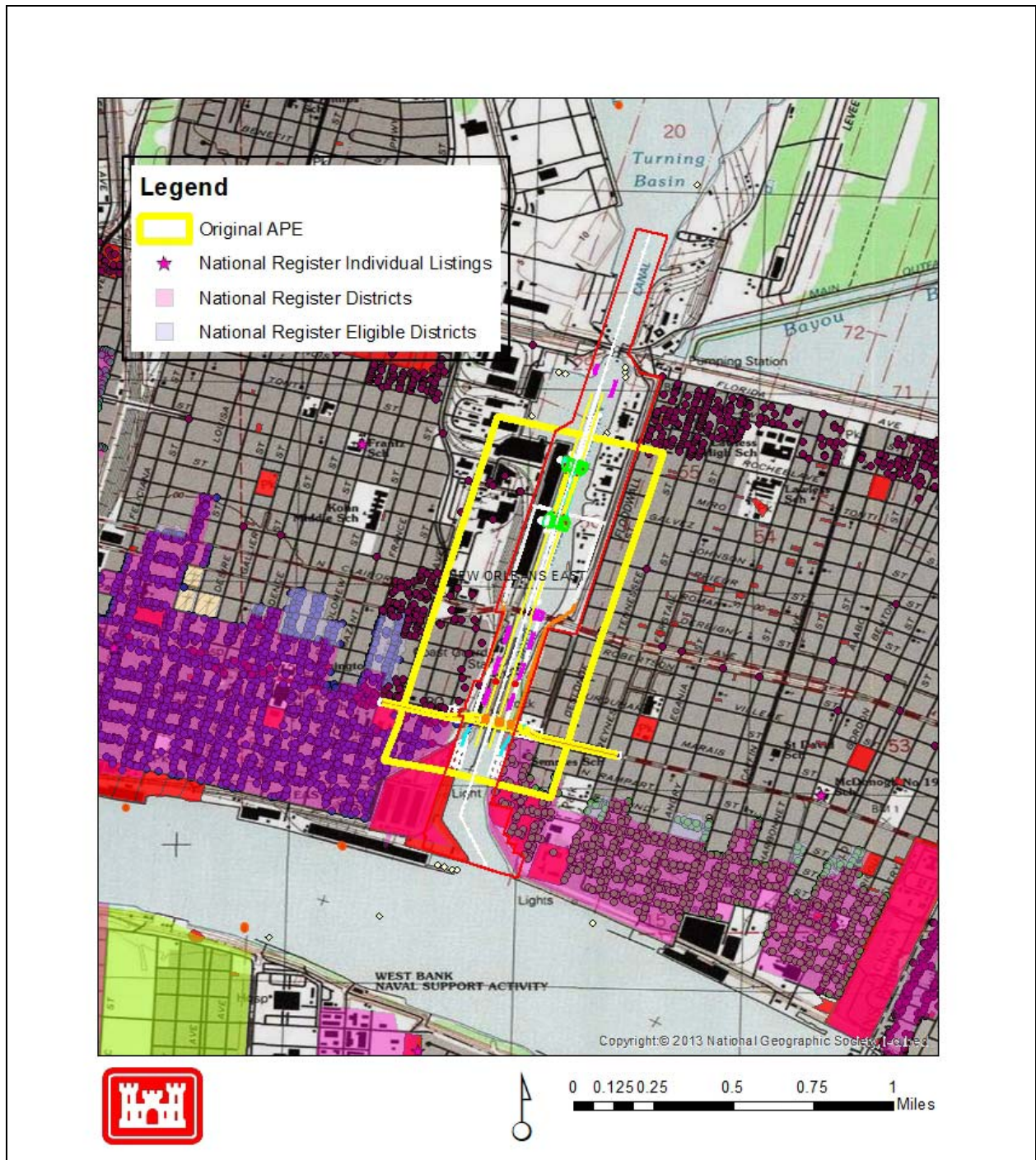


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



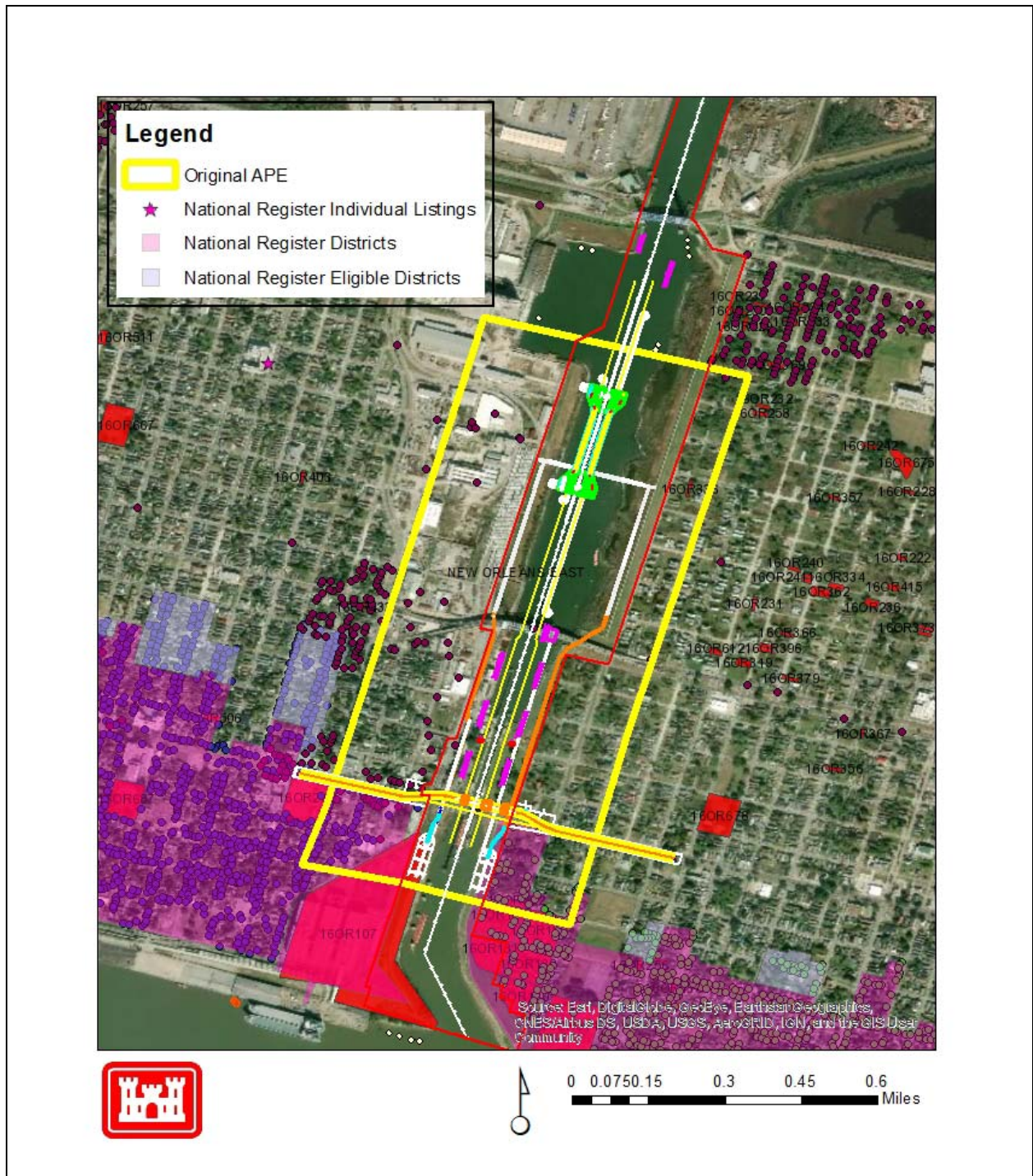


Figure 2. Image of IHNC Lock Replacement Features and APE over 2018 Aerial Image showing archaeological sites and NRHP Districts.



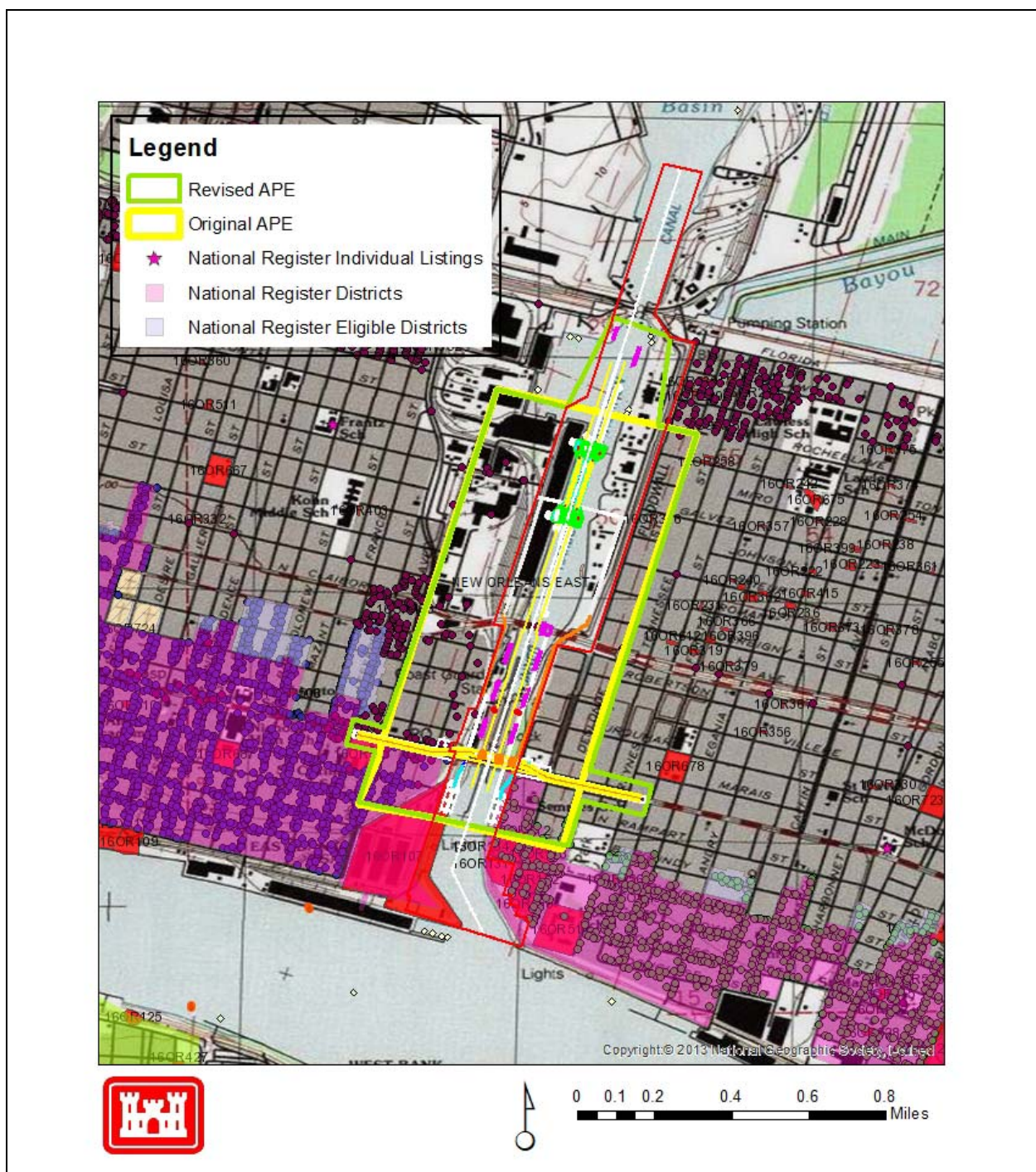


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Marcellus W. Osceola, Chairman  
Seminole Tribe of Florida  
6300 Sterling Road  
Hollywood, FL 33024

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chairman Osceola:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a

shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

### **Description of the Undertaking**

Should this undertaking be approved by congress through the ratification of a Chief of Engineer's Report, the following actions would be taken to construct the recommended Plan. Specifically, the undertaking calls for the removal of the existing IHNC Lock and replacement of it with a cast-in-place shallow draft 900 ft long x 110 ft wide x 22 ft deep (NAVD88) lock located between Claiborne Avenue and Florida Avenue. This would require construction sequencing and other associated activities. This has been covered in some detail in the 2017 GRR/SEIS which can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>. In general outline, a low level-double bascule permanent bridge north of the current St. Claude Bridge alignment would be built and the bridge approaches would be replaced, this part of the undertaking would require the acquisition of three residences in the Bywater Neighborhood, as well as use of staging and access areas. The new lock site would require the construction of a coffer dam for the cast-in-place lock chamber, the excavation of a bypass channel, disposal of dredged material via pipeline routed across existing CEMVN right-of-way (ROW) to Mississippi River, disposal of contaminated material to an industrial landfill, the construction of the lock – a cast-in-place shallow draft 900 ft. L x 11 ft. W x 22 ft Deep NAVD88 lock, the use of staging areas and access. At the current lock location, a bypass channel would need to be excavated (using coffer dam sheet piling), the existing lock demolished with associated staging and access areas, and the channel areas partially backfilled to arrive at the designed channel dimensions. During these construction activities, the Mississippi River and Tributaries flood risk-reduction system features would extend from the Mississippi River to the new lock location, these will primarily be T-Wall constructed flood protection walls used to augment existing flood risk reduction features and would be in place before the lock is in operation. Additionally, the Community Impact Mitigation Plan (CIMP) would be reevaluated and implemented to compensate for impacts of the project to surrounding communities, these actions would become part of the undertaking and their effects on historic properties evaluated. Figures 1 and 2 show the project features on a 7.5 USGS Map and on 2018, aerial image.

### **Area of Potential Effects (APE)**

The APE for direct effects is represented by a yellow outline in Figures 1 and 2. The indirect APE is larger and encompasses the four surrounding neighborhoods: Bywater and St. Claude to the West, and Holy Cross and the Lower 9<sup>th</sup> Ward to the



East. The direct effects APE measures approximately 328 acres in size. This APE was used as a boundary tool to re-identify/re-evaluate the historic properties and was defined prior to feasibility level design of the St. Claude Bridge approaches and other channel features, a revised APE can be seen in Figure 3. The APE will follow any proposed construction item or staging area.

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In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

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1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

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2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
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See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

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Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

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We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Dr. Paul N. Backhouse, Tribal Historic Preservation Officer, Seminole Tribe of Florida, [THPOCompliance@semtribe.com](mailto:THPOCompliance@semtribe.com); [paulbackhouse@semtribe.com](mailto:paulbackhouse@semtribe.com); and Mr. Bradley Mueller, Compliance Review Supervisor, [bradleymueller@semtribe.com](mailto:bradleymueller@semtribe.com).

## References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

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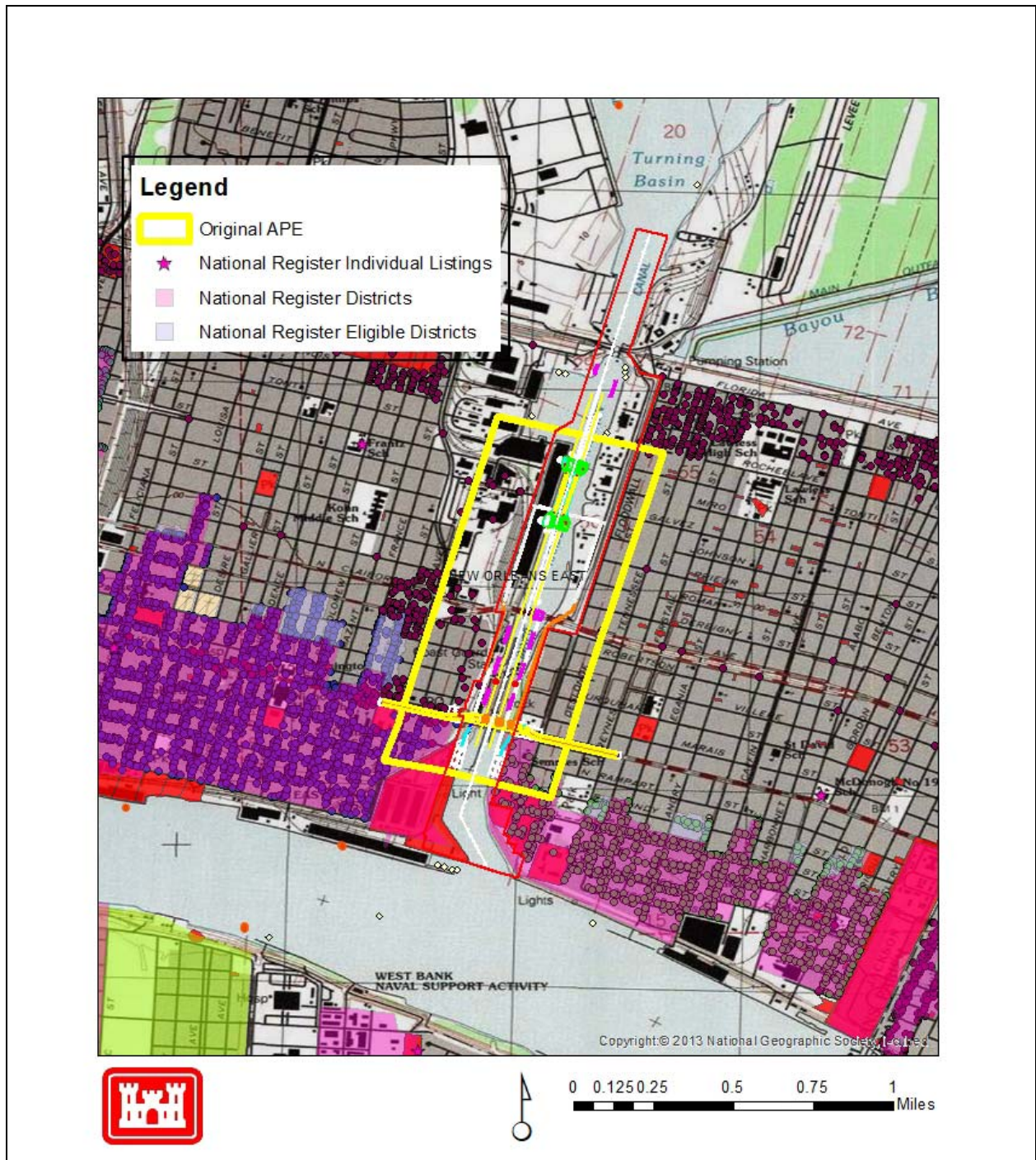


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



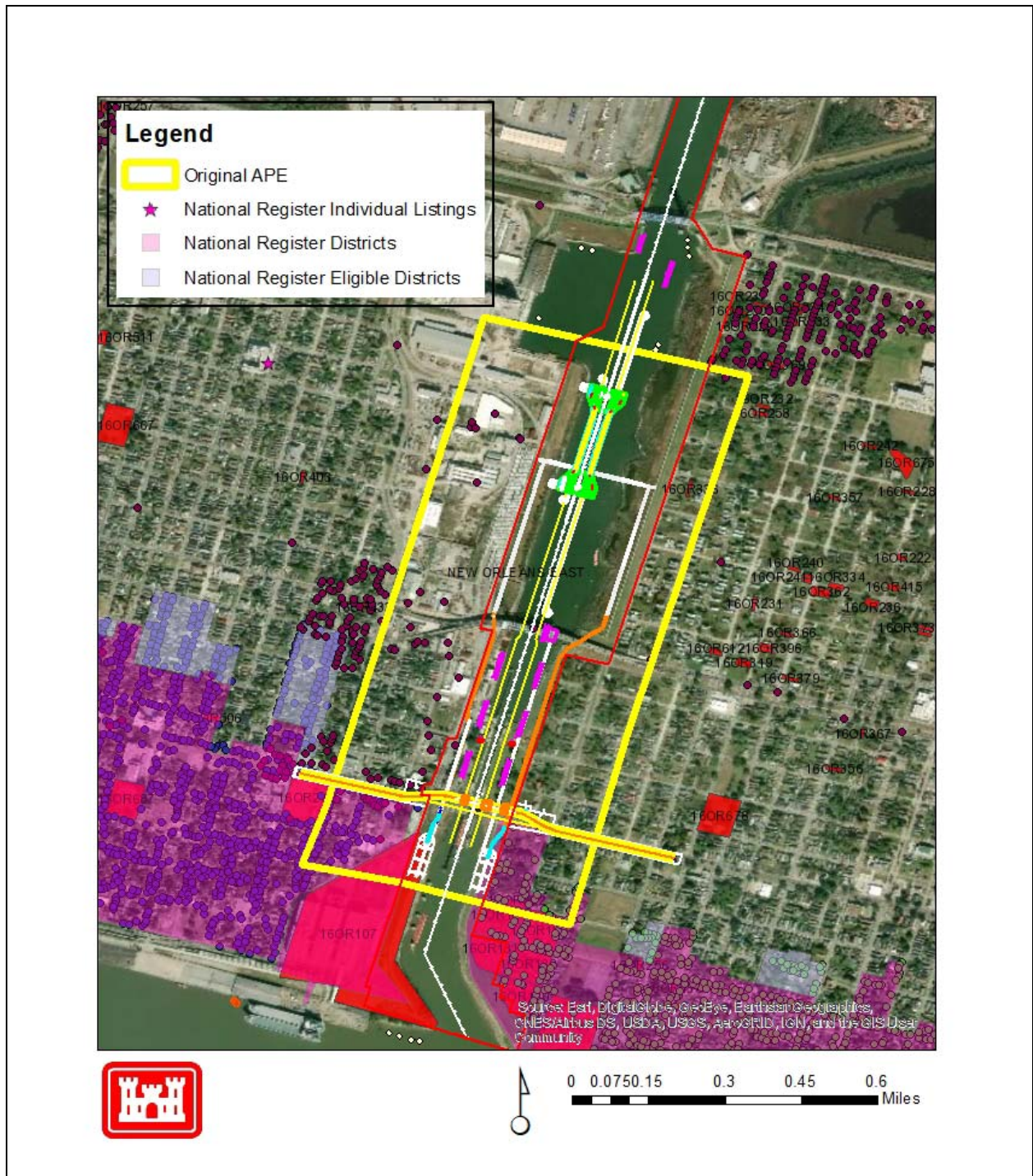


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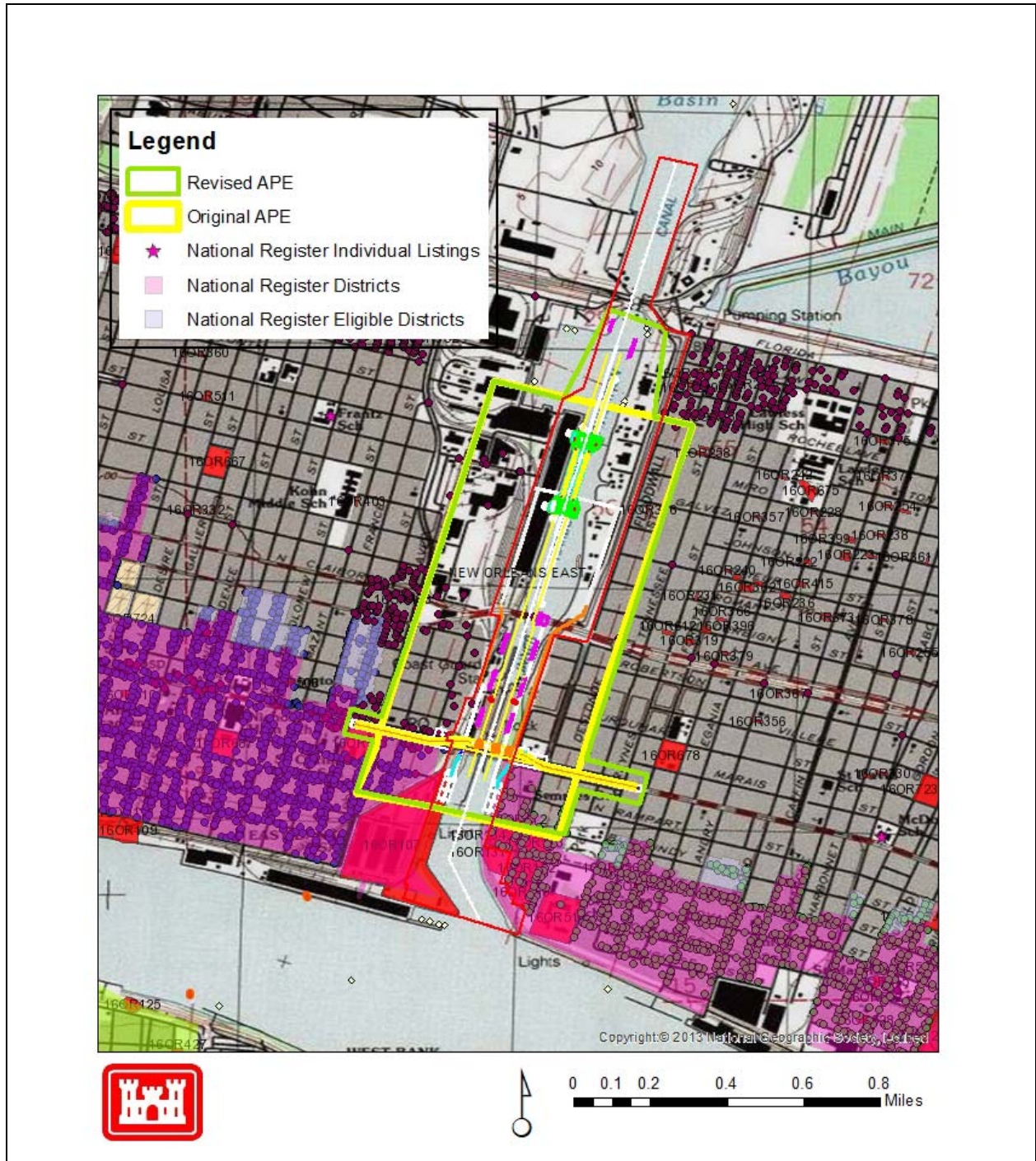


Figure 3. Area of Potential Effects on 7.5' USGS Map (New Orleans East).



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

February 25, 2019

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Joey Barbry, Chairman  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

**RE: Section 106 Review Continued Consultation**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project  
New Orleans, Orleans Parish, Louisiana  
(Center point of Project: - Lat. 29.9654°, Long. -90.0269 °)  
**Determination: Adverse Effect**

Dear Chairman Barbry:

The U.S. Army Corps of Engineers, New Orleans District (CEMVN) continues to plan the replacement of the current Inner Harbor Navigation Canal Lock at the Mississippi River, which was constructed by the Port of New Orleans in 1923 and acquired by CEMVN in 1986. The lock replacement was authorized by the River and Harbors and Flood Control Act of 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (which established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). National Historic Preservation Act (NHPA) consultation for the lock replacement occurred from 1997 to 2000 when a Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project* October 5, 2000, was executed for this project (Attachment 1). As part of CEMVN's General Re-evaluation of this project and in partial fulfillment of responsibilities under the National Environmental Policy Act (NEPA) and Sections 106 and 110 of NHPA, CEMVN, consistent with Administrative Stipulation 2 of the 2000 MOA, offers you the opportunity to participate in the development of a 1<sup>st</sup> Amended Memorandum of Agreement to govern the Section 106 compliance activities for this proposed undertaking.

The 2017 *General Re-evaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)* evaluated several alternatives for the replacement of the lock. Based upon analysis completed to date, the Recommended Plan is to construct a



shallow draft lock located north of the Claiborne Avenue Bridge. The feasibility report and environmental document is currently scheduled to be completed in December 2019. If the report is approved by Congress, the project will proceed into the preconstruction, engineering and design (PED) phase of work, pending receipt of federal funds, this phase of the project could take up to 4 years. During the PED phase, design and construction details will be confirmed. If the project advances from PED to the construction phase, the understanding of the design and construction details developed during PED, will be sequenced and funded in a series of annual appropriations.

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### **Identification and Evaluation of Historic Properties**

In support of the 2017-2019 IHNC GRR SEIS effort, CEMVN contracted SEARCH, Inc. to provide updated National Register of Historic Places (NRHP) eligibility determinations within the direct effects APE and to identify any gap in the historic property data collection. The report, entitled, *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana* (Contract#W912P8-13-D-0004, Task Order W912P819F0036) conveys the results of their survey (Attachment 2).

The information regarding historic properties discussed in the report and identified within the APE was evaluated by CEMVN staff using the NRHP Criteria for evaluation as defined at 36 CFR § 60.4 and based on the report findings the CEMVN has determined that:

1. the following historic properties remain NRHP-eligible and will be directly affected by this undertaking:

#	Name
1	IHNC Lock
2	St. Claude Avenue Bridge/ LA 46
3	Holy Cross NRHD
4	Bywater NRHD
5	Sewerage and Water Board, Sewerage Pump Station B
6	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.

2. the boundary of the Bywater National Register Historic District (NRHD) should be considered for expansion in the area bounded by St. Claude Avenue to the south, Poland Avenue to the West, North Claiborne Avenue to the North, and the Industrial Canal to the East. This may be done as part of developing the 1<sup>st</sup> Amended MOA for this project; and
3. an APE specific probability model should be developed to guide phased archaeological investigations for proposed project activities, and to help guide the implementation of the CIMP features, again this may be done as part of developing the 1<sup>st</sup> Amended MOA for this project.

See the report for location and details of these historic properties, plus descriptions of the previous historic property research including discussions of the archaeological sites in the APE, which may not be directly affected (Attachment 2).

### **Consulting Parties and the Public**

CEMVN is forwarding this letter and the attached documentation to various consulting parties for their review and comments as required by 36 CFR §800.4(d)(1), and we request that these potential consulting parties provide comments within the 30 days provided for by 36 CFR 800, though an initial meeting is scheduled for the week of February 11, 2019. CEMVN has identified the Tunica-Biloxi Tribe of Louisiana, Seminole Tribe of Florida, The Seminole Nation of Oklahoma, The Muscogee (Creek) Nation, the Mississippi Band of Choctaw Indians, the Jena Band of Choctaw Indians, the Coushatta Tribe of Louisiana, the Choctaw Nation of Oklahoma, the Chitimacha Tribe of Louisiana, the Caddo Nation of Oklahoma, the Alabama-Coushatta Tribe of Texas. Additionally, CEMVN has identified the Louisiana State Historic Preservation Officer (LA SHPO), the Preservation Resource Center, the Foundation of Historic Louisiana, the Louisiana Landmarks Society, Louisiana Trust for Historic Preservation, the Port of New Orleans, and various neighborhood groups in the Bywater, St. Claude, Holy Cross, and Lower 9<sup>th</sup> Ward, and the Advisory Council on Historic Preservation (ACHP) as potential consulting parties. Should you know of any additional groups who may want to participate, please do not hesitate to communicate these to the CEMVN.

### **Assessment of Effects**

Based on the information presented in this letter, CEMVN has determined that there are six historic properties, currently standing, and one previously demolished historic property, as defined in 36 CFR 800.16(l) within the APE, see Table 1.

Table 1. Historic Properties Affected by the Undertaking

#	Name	Level and Criterion of Significance	Period of Significance
1	IHNC Lock	National A & C.	1918-1923
2	St. Claude Avenue Bridge/ LA 46	Regional. A & C	1919-1923
3	Holy Cross NRHD	State. C	1880-1936
4	Bywater NRHD	State. C	1807-1935
5	Sewerage and Water Board, Sewerage Pump Station B	Local. A & C.	1905-1930s
6	Galvez St. Wharf (already demolished)	Local and Regional. A.	1922-1929
7.	Judge Seeber Bridge/ LA 39/ N. Claiborne Ave.	Regional C	1957

The proposed undertaking calls for the replacement of the IHNC Lock at a new location within the IHNC channel. CEMVN has determined that implementing the undertaking would alter, directly, and completely the IHNC Lock, the St. Claude Avenue Bridge/LA 46, and the Galvez Street Wharf (previously demolished). The undertaking has the potential to alter the characteristic of the Bywater and Holy Cross NRHDs, and Sewage Pump Station B, through direct but temporary vibratory and environmental changes. The northing re-alignment of St. Claude Avenue will physically encroach on Pump Station B, altering the setting and feeling of the historic property and it would also require the demolition or relocation of two, likely, contributing elements to the Bywater NRHD. CEMVN has determined that the Judge Seeber Bridge will not be adversely affected by this undertaking based on the fact that the property will not be altered directly and will continue to maintain its function. In summary, CEMVN is maintaining its finding of **Historic Properties Adversely Affected** for this undertaking, and submitting this documentation to you as a basis to develop an Amended MOA for this project.

In consultation with the LA SHPO and other consulting parties, CEMVN proposes to develop an amended MOA for this undertaking to mitigate for adverse effects to these historic properties. Pursuant to 36 CFR 800.6(a)(1), the CEMVN has notified the ACHP of the continued adverse effect and our intention to develop an Amended MOA to resolve adverse effects.

The CEMVN proposes an initial Section 106 consultation meeting via teleconference during the week of March 11 to the 15, 2019, based on the interested parties' availability. The purpose of the initial meeting will be to discuss the proposed undertaking, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify the LA SHPO and other likely consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties by e-mail to minimize communication delays and expedite the development of the MOA amendment. Please let CEMVN know if this is impractical, so we can make alternative arrangements.



We look forward to working with you on developing the necessary agreement document. Should you have any questions or need additional information with this undertaking, please contact Jason A. Emery, Archaeologist and Tribal Liaison at (504) 862-2364 [jason.a.emery@usace.army.mil](mailto:jason.a.emery@usace.army.mil).

Sincerely,



Edward P. Lambert  
Chief, Environmental Compliance Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Earl J. Barbry, Jr., Cultural Director, Tunica-Biloxi Tribe of Louisiana, [earlii@tunica.org](mailto:earlii@tunica.org).

#### References:

Mead and Hunt

2015 *Crossing the Bayou: Louisiana's Historic Bridges* – The Louisiana Historic Bridge Survey. Report on file with the Louisiana Department of Transportation and Development. [www.sp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/HBI](http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI) Accessed on July 30, 2018.

Theriot, Angelique and Joost Morsink

2019 *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana*. Report on file with CEMVN.

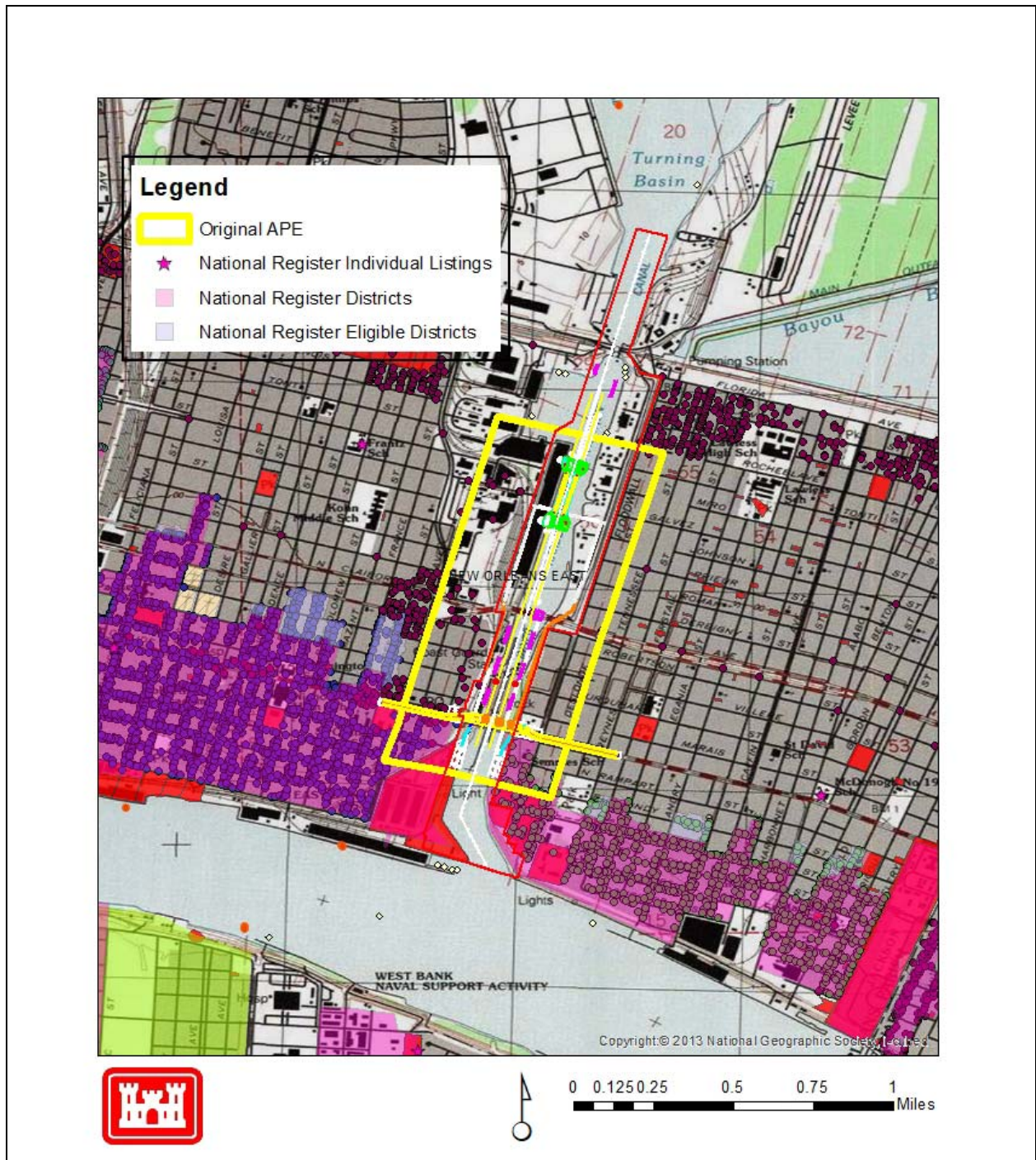


Figure 1. Location map for the IHNC Lock Replacement Project on 7.5" USGS East New Orleans Map.



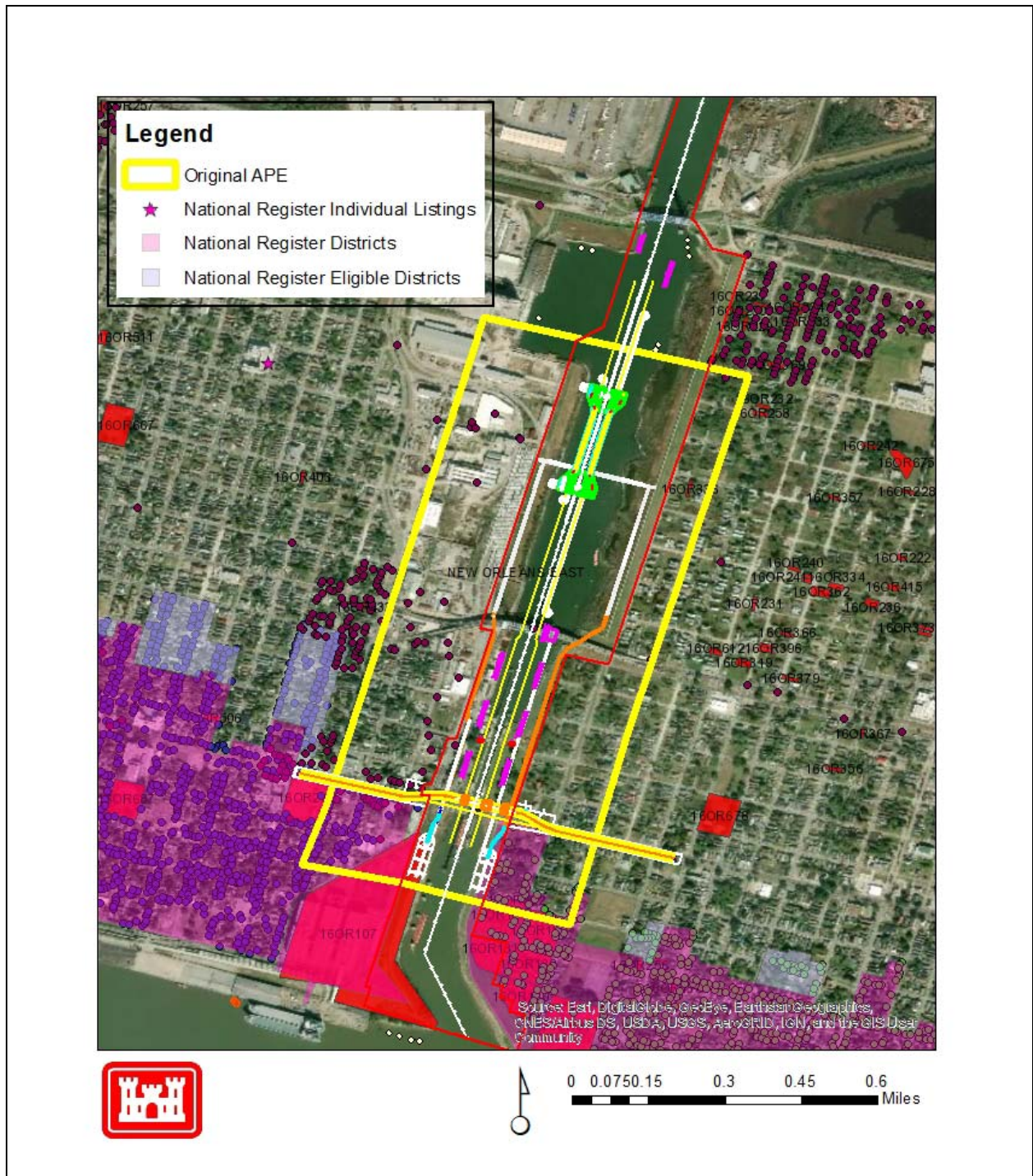
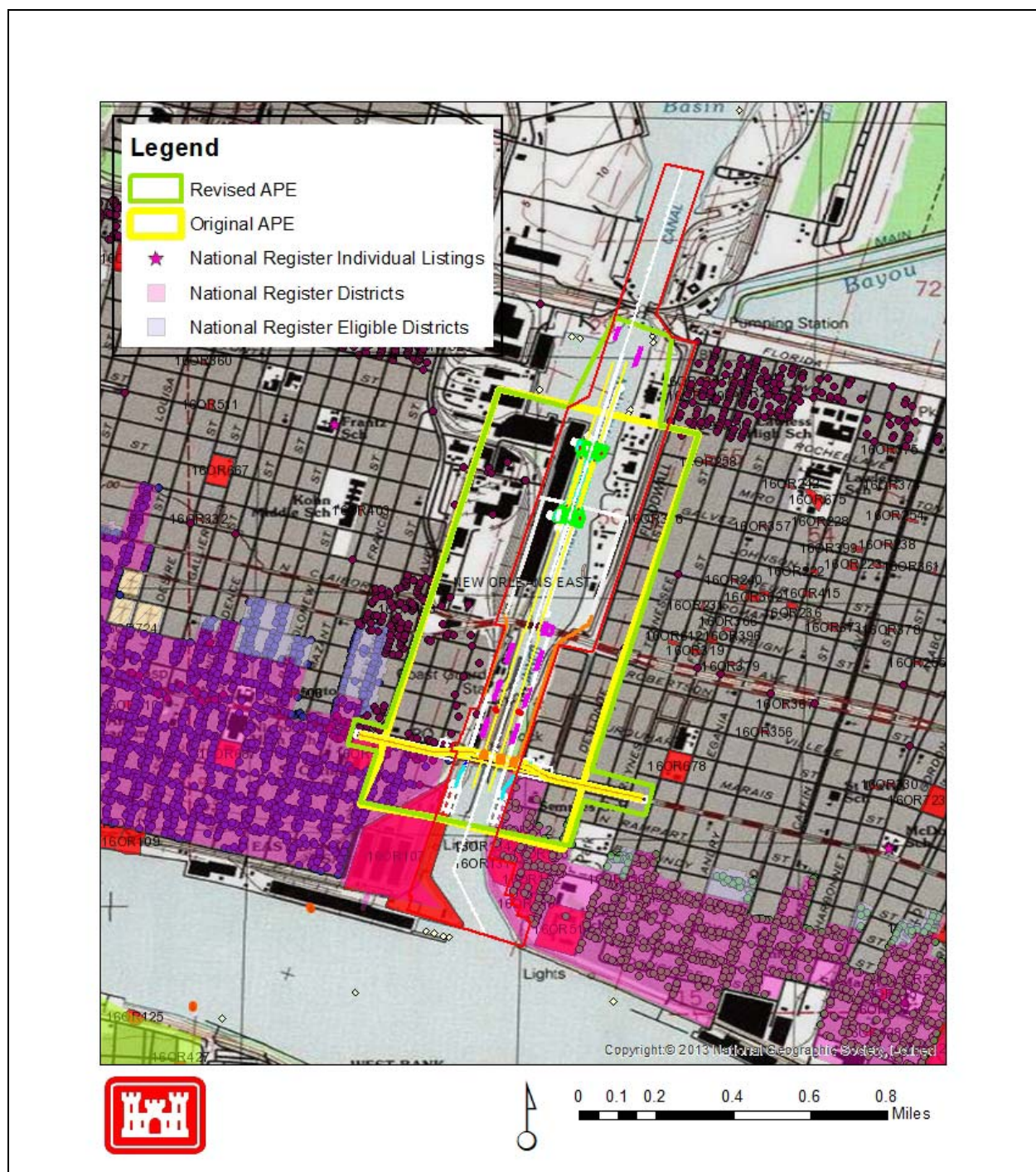


Figure 2. Image of IHNC Lock Replacement Features and APE over 2018 Aerial Image showing archaeological sites and NRHP Districts.







**ANNEX 4.7:** 2019 Responses to CEMVN NHPA Public Notice

**From:** [Barry K](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] 9th ward homeowner opposed to the proposed changing of Industrial Canal lock  
**Date:** Thursday, February 14, 2019 7:10:38 PM

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To whom it may concern,

I am resident and homeowner in the upper 9th Ward in New Orleans. I was told this was the email address to submit comment on the proposal to replace or expand the current lock at the Industrial Canal.

Aside from the widely accepted perception that the current capacity of the lock is acceptable, the environmental impact as well as the detrimental effect on the quality of life to the neighborhoods on either side makes me opposed to any proposal to change these locks.

Regards

Barry Kirsch



**From:** [Karen Conaway](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] AGAINST THE LOCK  
**Date:** Thursday, February 14, 2019 2:53:32 PM

---

This is sneaky and wrong - we don't trust you !  
You all have the potential to cause devastating damage again to this area with this outdated plan .  
We've had enough of YOUR FAILURES!

Sent from my iPhone

**From:** [Jennifer Pearl](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Bridge  
**Date:** Thursday, February 14, 2019 4:41:26 PM

---

Please do not construct the new bridge at St Claude Ave, it is not needed.

Best,  
Jennifer

Jennifer V. Pearl





**From:** [Maria](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Bywater Resident Opposed to Expansion  
**Date:** Tuesday, February 19, 2019 7:14:25 AM

---

I am a Bywater resident & very opposed to the Industrial canal expansion. It threatens the quality of life and displaces many residents.

Maria Ludwick



**From:** [Upper9thWardACV](#)  
**To:** [MVN Environmental](#)  
**Cc:**



**Subject:** [Non-DoD Source] Comments on Plans to Replace the Lock at IHNCA from A Community Voice  
**Date:** Wednesday, February 13, 2019 3:33:51 PM

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A Community Voice (ACV) is a membership non-profit community organization, based in New Orleans, LA. Most members are low to moderate income working and moderate income African-Americans, and many are senior citizens, nearly all are native New Orleanians. Thousands of family members of ACV reside within the ninth ward of New Orleans.

A Community Voice is opposed to the nature of this process which is not transparent and has not been made public under any decent set of factors used for outreach and notice of the public.

A Community Voice is against any expansion or movement of a lock within the Industrial Canal (IHCNA) for the following reasons, and therefore any treatment of historic properties includes:

1. The residents of many parishes were affected adversely by the flooding after Hurricane Katrina, due to the unsafe levees under the aegis of the Army Corps of Engineers. Most community residents have not been fully compensated for their property losses from those levee failures, and can never be emotionally compensated for the lives lost, property damaged and completely altered historic communities of New Orleans east, lower 9th ward and the upper 9th ward of New Orleans, especially in Orleans Parish. The Army Corps of Engineers has an unnatural civil immunity for the failure of the levees or even its current responsibilities there, and has never apologized to the community nor affirmed in anyway that it harmed so many people, disrupted so many lives and forever changed these communities. When held liable in court, for the flooding due to MRGO, the people were still never compensated. The historic communities in Orleans, St. Bernard, Plaquemines and other parishes affected have been irreparably harmed, property damaged, culture lost, and in many cases, lives shattered. This irreparable harm and lack of immunity presages one solid reason to prevent any further losses to historic communities by allowing the expansion of, replacement and movement of the lock and any other project that can possibly under any scenario, under any name or project of the IHCNA cause further harm to these historic communities and properties. In fact, the IHCNA needs to be removed from the Orleans Parish communities. It is inappropriate to have a mostly unregulated large industrial site with hazardous materials flowing back and forth in the middle of densely residential communities.

2. Important historic properties in Orleans, St. Bernard and Plaquemine Parishes cannot be replaced if they are destroyed. Preservation planning provides for conservative use of these properties, preserving them in place and avoiding harm when possible and altering or destroying properties only when necessary. Every effort to protect these irreplaceable structures and communities should be taken by our government, and never put at risk by

dangerous projects like moving the lock within the IHCNA.

3. The IHCNA should be permanently moved to lower St. Bernard Parish with the permission and guidance of its citizens, for many reasons.

Conditions in St. Bernard Parish have shifted dramatically since Hurricane Katrina and the parish has considerable reasons for promoting the canal there. It would make it safer for St. Bernard residents who have a greater chance of flooding if the canal is expanded in Orleans Parish. Further, their citizens could gain greater access to work and other functions in Orleans, Jefferson and other parishes, simply through reduction of naval traffic on the canal, as the bridges would remain down. They need the \$50 million in mitigation funds to shore up their levees and protect their parishes.

4. ACV has requested help directly and through other elected officials from the Army Corps of Engineers for help in determining the cause of explosions along the Industrial Canal. These nighttime mysterious explosions have continued for three years, and yet, even though they have damaged homes along the canal and likely have damaged the canal, there has been no solution found to stopping them. This is further evidence that the Corps has no interest in historic preservation or even its own responsibilities along the Industrial Canal.

5. ACV supports the federal process for dealing with ramifications to historic areas, communities and properties as outlined here, and these are the procedures that should be followed in this instance, as well. The notice of the official comment period for this project was buried with a link in a notice to certain groups and not made public, as one of the vital planks of transparency and public notice. This process should be amended and follow these guidelines: Preservation planning includes public participation. The planning process should provide a forum for open discussion of preservation issues. Public involvement is most meaningful when it is used to assist in defining values of properties and preservation planning issues, rather than when it is limited to review of decisions already made. Early and continuing public participation is essential to the broad acceptance of preservation planning decisions.

Secretary of the Interior's Standards for Preservation Planning (Blocked[https://www.nps.gov/history/local-law/arch\\_standards.htm](https://www.nps.gov/history/local-law/arch_standards.htm)).

Debra Campbell

Secretary – Treasurer

A Community Voice

Beth Butler

Executive Director

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Julien Fried](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Concerned neighbors  
**Date:** Thursday, February 14, 2019 10:06:48 PM

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Please don't allow this , it will ruin the neighborhood by st Claude and boats that big don't need to travel those waterways . This type of growth will take years and traffic will be terrible and disrupt many lives for more profit from big buisness .

Thank you - Julien Fried



Sent from my iPhone



**From:** [Kevin Hackett](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC expansion NOLA  
**Date:** Thursday, February 14, 2019 3:11:12 PM

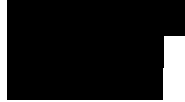
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To whom it may concern,

As a homeowner in the proposed zone I would like to state my vehement objection to this Federal boondoggle. The project is unneeded, outdated and opposed by every local politician, neighborhood association and resident in the lower ninth ward. Infrastructure dollars could be better spent on a host of more pressing needs for the city. The abbreviated and unannounced comment period reflects the Corps dismissive attitude toward residents that we have become all too accustomed to.

Thank you for your attention.

Kevin Hackett



**From:** [Annie Moore](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC expansion project  
**Date:** Thursday, February 14, 2019 2:28:08 PM

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I am not in favor of the IHNC expansion project. The IHNC is surrounded by vibrant communities that would be devastated by reconstruction of the canal. Please do not pursue the project.

Sincerely,  
Annie Moore

**From:** [Christopher Kaminstein](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC Expansion Project comment  
**Date:** Friday, February 15, 2019 1:19:44 PM

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To Whom It May Concern,

I am a resident of New Orleans 9th ward and oppose expansion or movement of a lock within the Industrial Canal (IHCNA). I do not believe this is in the best interest of the surrounding community.

Thank you for your time,

[REDACTED]

**From:** [Cheryl Nunes](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC Expansion Project  
**Date:** Thursday, February 14, 2019 8:36:18 PM

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Hi,

My name is Cheryl and I live on the corner of [REDACTED] in New Orleans, 2 blocks from the Industrial Canal. I am writing to express my opposition to the IHNC expansion project.

Thank you,  
Cheryl Nunes



**From:** [Liz Tardo](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC expansion  
**Date:** Thursday, February 14, 2019 2:26:25 PM  
**Attachments:** [Outlook-1508295407.png](#)

As a resident of the lower 9th ward, I am in complete **DISAGREEMENT** with the expansion of the canal. This will greatly effect our lives and business and this plan is completely outdated.

Liz Tardo

REALTOR

[illegible]

The information contained in this email (including attachments), is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521 <tel:2510-2521> , is confidential and is intended only for the use of the individual(s) named above or "copied" below. If you are not an intended recipient, you are hereby notified that any retention, dissemination, distribution or copying of this document is strictly prohibited. If you have received this document in error, please immediately notify the sender by telephone (504) 885-3200 <tel:(504)%20885-3200> and destroy the received email document in its entirety.

**From:** [michael mechtenberg](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC Lock Replacement  
**Date:** Thursday, February 14, 2019 6:49:15 PM

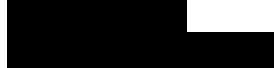
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To Whom It May Concern,

As a resident of Holy Cross neighborhood in the Lower Ninth Ward, I DO NOT support the IHNC Lock Replacement plan put forth by the USACE and would like to see it withdrawn.

Yours Sincerely,

Michael Mechtenberg



**From:** [Brooke Randolph](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] IHNC Lock  
**Date:** Wednesday, February 13, 2019 1:33:55 PM

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The considered improvements will adversely affect six historic properties: 1) the IHNC Lock; 2) the St. Claude Ave. Bridge/LA 46; 3) the Holy Cross National Register Historic District; 4) the Bywater National Register Historic District; 5) the Sewerage and Water Board, Sewerage Pump Station B, and; 6) the Judge Seeber Bridge/LA 39

THIS MEETING NEEDS TO HAPPEN AFTER MARDI GRAS AND WITH ENOUGH ADVANCE NOTICE TO LET GROUPS PREPARE!!! PLEASE CHANGE THE DATE!

- 1) Under no circumstances is this remaking of the lock needed. One prominent shipper and our president want this to happen. The people of New Orleans and especially the surrounding neighborhoods DO NOT!
- 2) The Lower 9th Ward is just getting a foothold on some economic progress (Semmes School development and HC School property development among many) and this would set a primarily black neighborhood back to the post-flood 2005 economy.
- 3) It would be 6 years of construction that would make home prices plummet again and make the commute from St Bernard and the Lower 9th Ward impossible to endure. No hardship should be imposed by an industry on people/homeowners who pay taxes. The city should be protecting our interests.
- 4) It would mean endangering our people and exposing them to environmental pollutants and possible risks of flooding. Moving the river inward makes no sense as far as the peoples' safety.
- 5) Really look at relocating the canal to Violet-the Parish seems to have renewed interest in putting it there.
- 6) It was never popular and divided the city. Its very existence threatens our safety by giving water a place to travel to flood us. Let's close it in and have a lovely historic industrial riverwalk.
- 7) The community protested this expansion and sent in many hundreds of comments. What is the purpose of public comment periods if those are not given the attention they are due? Is this a charade?
- 8)The USACE has been under criticism for many years and it's time to clean up the public's perception by doing the right thing!!

Sincerely,  
Brooke Randolph



**From:** [Dia Napolitano](#)  
**To:** [MVN Environmental](#)  
**Cc:** [Dia Napolitano](#)  
**Subject:** [Non-DoD Source] Industrial Canal Expansion  
**Date:** Thursday, February 14, 2019 2:58:06 PM

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We live in the Bywater and my husband works in New Orleans East. We are against this project. Ask yourself if you would want to live through the destruction this will cause & you will know whether this is the correct thing to support. It will destroy these neighborhoods for years. I am including the below.... [REDACTED]  
[REDACTED]

A Community Voice (ACV) is a membership non-profit community organization, based in New Orleans, LA. Most members are low to moderate income working and moderate income African-Americans, and many are senior citizens, nearly all are native New Orleanians. Thousands of family members of ACV reside within the ninth ward of New Orleans.

A Community Voice is opposed to the nature of this process which is not transparent and has not been made public under any decent set of factors used for outreach and notice of the public.

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1. The residents of many parishes were affected adversely by the flooding after Hurricane Katrina, due to the unsafe levees under the aegis of the Army Corps of Engineers. Most community residents have not been fully compensated for their property losses from those levee failures, and can never be emotionally compensated for the lives lost, property damaged and completely altered historic communities of New Orleans east, lower 9th ward and the upper 9th ward of New Orleans, especially in Orleans Parish. The Army Corps of Engineers has an unnatural civil immunity for the failure of the levees or even its current responsibilities there, and has never apologized to the community nor affirmed in anyway that it harmed so many people, disrupted so many lives and forever changed these communities. When held liable in court, for the flooding due to MRGO, the people were still never compensated. The historic communities in Orleans, St. Bernard, Plaquemines and other parishes affected have been irreparably harmed, property damaged, culture lost, and in many cases, lives shattered. This irreparable harm and lack of immunity presages one solid reason to prevent any further losses to historic communities by allowing the expansion of, replacement and movement of the lock and any other project that can possibly under any scenario, under any name or project of the IHCNA cause further harm to these historic communities and properties. In fact, the IHCNA needs to be removed from the Orleans Parish communities. It is inappropriate to have a mostly unregulated large industrial site with hazardous materials flowing back and forth in the middle of densely residential communities.
2. Important historic properties in Orleans, St. Bernard and Plaquemine Parishes cannot be replaced if they are destroyed. Preservation planning provides for conservative use of these properties, preserving them in place and avoiding harm when possible and altering or destroying properties only when necessary. Every effort to protect these irreplaceable structures and communities should be taken by our government, and never put at risk by dangerous projects like moving the lock within the IHCNA.
3. The IHCNA should be permanently moved to lower St. Bernard Parish with the permission and guidance of its citizens, for many reasons.

Conditions in St. Bernard Parish have shifted dramatically since Hurricane Katrina and the parish has considerable reasons for promoting the canal there. It would make it safer for St. Bernard residents who have a greater chance of flooding if the canal is expanded in Orleans Parish. Further, their citizens could gain greater access to work and other functions in Orleans, Jefferson and other parishes, simply through reduction of naval traffic on the canal, as the bridges would remain down. They need the \$50 million in mitigation funds to shore up their levees and protect

their parishes.

4. ACV has requested help directly and through other elected officials from the Army Corps of Engineers for help in determining the cause of explosions along the Industrial Canal. These nighttime mysterious explosions have continued for three years, and yet, even though they have damaged homes along the canal and likely have damaged the canal, there has been no solution found to stopping them. This is further evidence that the Corps has no interest in historic preservation or even its own responsibilities along the Industrial Canal.

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Sent from Mail <Blocked<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10



**From:** [Tessa Shippy](#)  
**To:** [MVN Environmental](#)  
**Cc:** [REDACTED]  
**Subject:** [Non-DoD Source] Industrial canal expansion opposition  
**Date:** Thursday, February 14, 2019 8:17:17 PM

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Hello,

I am writing in opposition to the proposed expansion of the industrial canal. My family and I currently live two blocks from the canal [REDACTED]. The construction of the canal will not only severely disrupt our daily lives for many years, but will also put us in danger of excessive chemical pollutants from the continued dredging and dust from construction, not to mention the impact of years of noisy construction on our mental health. In addition to these important factors, the expansion will affect our opportunities to sell our historic home if needed and will take a psychological toll knowing our options for evacuation are even further limited by the closure of the St. Claude bridge,. In addition to these things, I did plenty of research on this plan for expansion when we bought our home in 2017. I spoke directly with representatives at the US Army Corps of engineers, and was told that the lock expansion was not going to happen. I hope that continues to be the case.

Thank you for your time,

Tessa Shippy

**From:** [Joanne Drummond](#)  
**To:** [MVN Environmental](#)  
**Cc:** [Harris, Rep. Jimmy \(District Office\)](#); [Morrell, Sen. \(District Office\)](#); [mayor@nola.gov](mailto:mayor@nola.gov); [Joseph Giarusso](#); [Cyndi Nguyen](#); [Helena Moreno](#); [Jared Brossett](#); [Jason Williams](#); [Jay Banks](#); [Kristin Giselson-Palmer](#)  
**Subject:** [Non-DoD Source] Industrial Canal Expansion  
**Date:** Saturday, February 09, 2019 4:15:42 PM

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Hello,

As a resident of the Holy Cross neighborhood in New Orleans, I am writing by the Feb. 14 due date to express my opposition to the expansion of the Industrial Canal. I have attended presentations by the Army Corps of Engineers and learned what a devastating effect this project will have on the environment and thousands of properties surrounding the canal, including mine.

I looked all over the city for a house to buy when moving to New Orleans and I chose Holy Cross in the Lower Ninth Ward because it's a historic district on high ground in close proximity to the natural environment of the Mississippi and Bayou Bienvenue.

It is common knowledge that the destruction of the Lower Ninth Ward after Katrina was caused by the levee breach due to negligent construction by the Army Corps of Engineers. By allowing this project, the federal government would be putting historic neighborhoods of Bywater and Holy Cross in another dangerous situation that could cause severe flooding to areas that still have not recovered more than 13 years after Katrina. My house and those around it had water up to the roof, and many people lost lives and homes. The government has no right to put us at risk for another 100 percent loss just so shippers can realize a five or six percent increase in profits, a figure the Corps has cited. The Constitution states that government is for the people, not corporations. Placing profits over people is simply immoral and un-American.

The trees that protect the area around Bayou Bienvenue have already been destroyed as has the natural habitat of many creatures, thanks to the construction of the canal. Many more fish, birds and animals will be destroyed if this project is approved, and pollutants removed from the bottom of the canal will cause more harm when disposed of.

Traffic flow across the St. Claude Bridge is a nightmare with the bridge up for 50 percent of the time during the time outside of rush hour. What should normally be a ten-minute trip to the French Quarter takes at least a half hour when the bridge is up. A six-block trip to visit friends in the Bywater takes at least 20 minutes. Lives are at stake when emergency vehicles cannot pass. Public health is at risk with fumes from so many vehicles waiting for the bridge releasing fumes into the air. By increasing the amount of traffic through the canal with an expanded lock, there would be no use for a bridge because it would be up all the time.

Residents of the homes like mine that are only a block from the canal enjoy a peaceful existence. However, 13 years of pile driving and noisy construction machines will destroy our quality of life and the foundations of our houses. With no ability to sue the Corps and no compensation from the government, our lives will be destroyed. We most likely won't even be able to buy insurance for our properties, and if it's available, it will probably be unaffordable. When asked what we can do to avoid this desperate situation, the Corps' casual response was for renters to move. There was no solution for homeowners. When asked what they would do if they lived in our neighborhood, the Corps representatives were silent. This is not acceptable.

The lock expansion has been voted down in the past and there is no reason for it to continue to be raised. If this area were not a predominantly African American, less affluent area it wouldn't be. This is clearly an example of environmental racism that the government and the Corps needs to put an end to once and for all.

Sincerely,

Joanne Drummond

**From:** [Shelby Wilson](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Industrial Canal Project  
**Date:** Friday, February 15, 2019 3:54:52 PM

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I have been a resident of the Lower Ninth Ward for thirty years and the struggle to save our neighborhood from destruction at the hands of the Corps of Engineers has been going on longer than that. Even back then the plan was ill-conceived. Now it is irrelevant. For many years before Katrina, the Corps kept the Lower Ninth Ward marginalized with constant threats of upheaval. It was tantamount to economic sabotage. Since Katrina, those of us who came back have suffered incredible hardship and sacrifice for the simple privilege of living in our neighborhood. Ultimately, many others came to covet the charm and beauty of the area. We have enjoyed a tremendous boon in development and home ownership. St. Bernard is also experiencing a resurgence. There is more at stake than ever before. Between the failure of the levees and the looming threat of this project, the Corp of Engineers has already done incalculable damage to us. I, for one, would take to the streets to derail any such project.

--

Shelby Wilson

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Nathaniel Rich](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Industrial Canal  
**Date:** Friday, February 15, 2019 11:40:59 PM

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To whom it may concern:

I am writing to voice my objection to the proposed expansion of the Industrial Canal. Since its creation, there have been repeated efforts to expand the Canal—the first call for expansion came before it was even completed—and each time the result has contributed to the decline of the surrounding neighborhoods, increased the vulnerability of the city to flooding, and placed strains on major city infrastructure. Nor has expansion ever succeeded to answer the prayers of its boosters for increased economic activity. The current plans furthermore risk major contamination of the canal and its banks by dredging up the toxins buried within it. I urge you not to take this unnecessary, risky action.

yours sincerely,  
Nathaniel Rich  
New Orleans



**From:** [Lynn Arceneaux](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Industril CANAL  
**Date:** Friday, February 15, 2019 9:10:40 AM

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I am against the COE project in the Industrial canal

**From:** [dylan.hunter](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] NOLA Industrial Canal comment  
**Date:** Friday, February 15, 2019 6:21:39 PM

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As a property owner in the Lower Ninth Ward, I believe that beginning construction on the industrial canal would lead to a terrible amount of trouble for a large amount of people. As a person who shares a car with my spouse, I am often required to use my bike, and with construction, I can only imagine that getting from one side of the canal to the other would be near impossible. Not only does it seem inconvenient, but everything I have read about it leads me to believe that this is an outmoded idea and there is really not much reason to perform the construction, aside from making those who are being paid for the contract wealthier in the process.

Thank you,  
Dylan Hunter  
70117

**From:** [Michael Owings](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Opposition to expanding the Industrial Canal Lock  
**Date:** Thursday, February 14, 2019 3:06:56 PM

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I would like to write to express my opposition to expanding the industrial canal lock. This project elevates risks for flooding and damage to the surrounding historic neighborhoods which have already suffered terribly during Katrina due to the failure of the canal, all for economic gains which seem, at best, dubious. I would urge the Corps to deny approval for this project.

Respectfully

Michael A Owings



**From:** [Robert McDuff](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] opposition to expansion of industrial canal in New Orleans  
**Date:** Thursday, February 14, 2019 2:40:19 PM

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Greetings,

We just moved to the Holy Cross neighborhood. We are very much opposed to expansion of the Industrial Canal.

Thank you.

Rob McDuff

[REDACTED]

[REDACTED]

**From:** [Esme Robert](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] plans for HolyCross and Lower Ninth Ward  
**Date:** Friday, February 15, 2019 10:27:06 AM

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I am deeply opposed to the Corp of Engineers efforts in the Lower Ninth Ward.  
Esme Robert



**From:** [Harris, Rep. Jimmy \(District Office\)](#)  
**To:** [Tessa Shippy](#); [MVN Environmental](#)  
**Cc:** [REDACTED]  
**Subject:** [Non-DoD Source] Re: Industrial canal expansion opposition  
**Date:** Monday, February 18, 2019 12:07:50 PM  
**Attachments:** [HR26 ArmyCorps.pdf](#)  
[New Industrial Lock and Connecting Channels Project.pdf](#)

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Good Morning Tessa,

Thanks for contacting our office. We are in receipt of your email.

Rep. Harris and his staff has been in direct communication with the Army Corps Project Manager, who is assigned to this project. He has expressed his concerns and his opposition to the project openly. Please find attached a letter to the Army Corps and House Resolution 26 that states his position, which was also published in the New Orleans Agenda in 2018. He will continue to stand with you, his constituency on this subject matter.

Your concerns regarding the IHNC Lock Replacement are important to us and is noted.

Further, the information provided and your input is also valuable.

Sincerely,

Corinne M. Villavaso

Legislative Assistant

State Representative Jimmy Harris-- District 99

7240 Crowder Blvd. Suite 406

New Orleans, La 70126

(504)-243-1960

[harrisj@legis.la.gov](mailto:harrisj@legis.la.gov)

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From: Tessa Shippy [REDACTED]  
Sent: Thursday, February 14, 2019 8:16:53 PM  
To: mvnenviromental@usace.army.mil  
Cc: Harris, Rep. Jimmy (District Office); Morrell, Sen. (District Office); mayor@nola.gov;  
Joseph.Giarrusso@nola.gov; Cyndi.Nguyen@nola.gov; morenocouncil@nola.gov; councildistrictd@nola.gov;  
jasonwilliams@nola.gov; Jay.Banks@nola.gov; Kristin.Palmer@nola.gov  
Subject: Industrial canal expansion opposition

Hello,

I am writing in opposition to the proposed expansion of the industrial canal. My family and I currently live two blocks from the canal on [REDACTED]. The construction of the canal will not only severely disrupt our daily lives for many years, but will also put us in danger of excessive chemical pollutants from the continued dredging and dust from construction, not to mention the impact of years of noisy construction on our mental health. In addition to these important factors, the expansion will affect our opportunities to sell our historic home if needed and will take a psychological toll knowing our options for evacuation are even further limited by the closure of the St. Claude bridge,. In addition to these things, I did plenty of research on this plan for expansion when we bought our home in 2017. I spoke directly with representatives at the US Army Corps of Engineers, and was told that the lock expansion was not going to happen. I hope that continues to be the case.

Thank you for your time,

Tessa Shippy

**From:** [Gretchen Shotwell](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Reconstruction of Industrial Canal  
**Date:** Thursday, February 14, 2019 3:07:59 PM

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As a realtor in New Orleans and resident of the Bywater neighborhood, I have been witness to the revitalization the Lower 9th Ward neighborhoods since they were devastated by the levee failure in 2005. This reconstruction plan would seriously and negatively impact those neighborhoods and the lives and livelihoods of the good people living there. We cannot replace our historic neighborhoods and we, as a city, can ill afford to place additional strain (ie traffic, access for emergency vehicles, transportation, noise) on our residents. Please note my strong opposition to this project.

Thank you for time,

Gretchen Shotwell, REALTOR®, ABR, SRS

[REDACTED]

**From:** [Marc PoKempner](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] replacing lock & bridge at St. Claude in New Orleans  
**Date:** Thursday, February 14, 2019 3:07:07 PM

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This very busy bridge does need to be replaced, but the lock should be relocated to an area with less land traffic, less residential development and less danger of releasing toxic pollution!

Thanks!

~~~~~  
Marc PoKempner  
New Orleans, LA - USA

**From:** [Gillis McCloskey](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] Response from Councilman McCloskey St Bernard Parish  
**Date:** Sunday, February 10, 2019 2:06:34 PM  
**Attachments:** [Letter to the Corps on SEIS 1.docx](#)

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Please see attached response with regard to the IHNC Lock expansion public notice.



Col. Clancey  
District Commander  
New Orleans District  
USACE

Dear Col. Clancy,

Thank you again for the opportunity to participate in the Community Impact Mitigation Committee. Our Community, severely impacted by USACE construction projects for nearly one hundred years, certainly deserves to be considered in the expansion of the Inner Harbor Navigation Channel Lock. Impacts during construction and post-construction will have an enormous impact on our Business & Industrial Activity, Employment, Land Use, Property Values, Public/Community Facility Services, Community and Regional Growth, Vehicular Transportation, Housing, Community Cohesion, Tax Revenue, Population and Health and Human Safety.

Historically, the Industrial Canal was completed by the Port of New Orleans in 1923 to connect the Mississippi River to Lake Pontchartrain. This cut effectively made St. Bernard into an island, its residents separated from the city by a drawbridge, as marine traffic moved through the canal. In the late 1950's, the Port of New Orleans sponsored a project to build the MR-GO, a shorter and straighter route to the Gulf of Mexico than is the Mississippi river. St. Bernardians were told to expect an economic boost. Unfortunately, St Bernard has only experienced misery, destruction and death associated with the flooding caused by that ill-fated channel, in the aftermath of Hurricanes Betsy, Katrina and Rita.

Your team is in the process of updating the SEIS, last updated in January 2017. We will not have an opportunity to review the draft before it is submitted to the Secretary of the Army for a final Record of Decision. For this reason, I ask that you consider carefully, the concerns of St. Bernard and include those in your final SEIS, which is to be issued, I understand, in September 2019. I believe that the 2019 SEIS will serve as the basis for a decision and commencement of construction, once funding is in place.

Many passages in the 2017 SEIS (and its predecessors) end with "...It is important to note that the features of the mitigation plan, as described in previous documents, are subject to revision, and will take into consideration local community input that will be obtained during the public review of this draft report and subsequent meetings and discussions. A revised mitigation plan will be included in the final version of this report/SEIS."

Colonel, this passage is left unfulfilled if St. Bernard's concerns aren't included and addressed within the report. A mitigation plan that does not take into account the Historic Old Arabi Neighborhood, the Chalmette National Battlefield and Cemetery, as well as the impact to St. Bernard as a whole, is severely flawed.

**Business and Industrial Activity** St. Bernard is home to three major refineries; Chalmette Refining, Valero and Domino Sugar Refinery. Chalmette Refining employees 336 employees

and processes 155,000 bbl of crude oil daily. Valero Refinery employees 300 and processes 135,000 bbl/day. American Sugar Refinery employs 400 and produces over 2 million pounds of sugar annually. Roughly 70% of the employees of these three refineries are not St. Bernard Parish residents and rely on bridge crossings to access work. The impact of this project on these large employers and their employees will be dramatically negative. In today's climate, enticing workers to endure a commute to work, impeded by bridge openings, will cost these refineries in hourly wages. Transportation to and from the refineries will necessarily increase their costs because of delays. These refineries and their employees have not been properly considered, nor have these large employers even been consulted.

These refineries provide 80% of St. Bernard's tax revenues. To decrease their competitive advantage by necessarily increasing the cost of doing business (wages and transportation costs) will have a devastating impact on the community by putting our largest source of tax revenue at a competitive disadvantage. This does not begin to address the smaller businesses, which rely on employees and customers traversing the Industrial Canal.

The January 2017 SEIS says on Page 6-3 that "...the larger lock size would more easily accommodate modern vessel traffic, and the resulting lack of long delays could encourage some redevelopment of industry along the IHNC." The passage continues, and seems to suggest that, no economic benefit will result from the replacement. We were promised an economic boom in terms of job creation when the MR-GO was built. This was never realized.

**Employment** St. Bernard struggles to provide a stable work force to local employers in skilled areas. Elaine P. Nunez is a Community College located within St. Bernard, which has, in the past, provided training to a potential workforce for inclusion in, and priority in hiring for the project. The objectives of this portion of the CIMP is to "expand the skilled labor force within the affected community." The SEIS does not include St. Bernard nor her residents in the "affected community". Therefore, our Community College may train people to qualify them for hire on the project, but not if they are residents of St. Bernard Parish. Currently over 50% of the school population is minority, many of them St. Bernard residents. They will not be eligible for the training to be provided unless they move from St. Bernard into one of the defined "impacted communities". This will have a detrimental impact on St. Bernard.

**Land Use** The January 2017 SEIS says, in 6.1.5, "...Over the long term, improved infrastructure along the IHNC, consisting of a new larger lock, would contribute to commercial and industrial development in the immediate vicinity of the IHNC." This sentence is in direct conflict with the passage in 6.1.3 which says "...However, the expectation is that redevelopment (of industry) would not occur to a great extent as most of the vessel traffic using the IHNC lock is from traffic without origins or destinations along the IHNC waterway itself."

Not only will redevelopment of industry not occur as a result of the replacement locks, it will have a detrimental impact on land use within St. Bernard Parish. Longer, simultaneous bridge openings, referenced within the SEIS, will have a chilling effect on the business climate east of the canal. There is no mentioned mitigation to address this long-term impact.

**Property Values** The 2017 SEIS notes potential adverse impact on property values in the immediate vicinity of construction. The report goes on to suggest that with the *likelihood* of increased commercial and business activity as described previously, the expectation is that property values will increase over time but not to any great extent. Increase with consumer cost of living adjustments are to be expected. Property values will most definitely decrease because of the report referenced, simultaneous bridge openings.

**Public/Community Facility Services** On page 6-5 of the 2017 SEIS, reference is made to the temporary disruption caused by the temporary bridge at St. Claude on vehicular and pedestrian traffic, "...especially critical for residents of the Lower Ninth Ward and Holy Cross neighborhoods, who rely on IHNC bridges for emergency transportation to emergency medical centers located in New Orleans, west of the IHNC." The report continues, "...However, a newly opened hospital in St. Bernard Parish, close to the Orleans Parish line, lessens the critical need to transport cases of medical emergencies to facilities within Orleans Parish." This narrative points out a few things –

1. St. Bernard, its residents and Community Facilities will be impacted by the construction and in the longer term, by the project itself.
2. There has been no coordination with medical facilities within St. Bernard to determine the level of care provided by the Community Hospital in St. Bernard Parish or other outpatient facilities in order to make the statement included in the SEIS "...[St. Bernard's Hospital] lessens the critical need to transport cases of medical emergencies to facilities within Orleans Parish." As only one example, St. Bernard Hospital is not a Level 1 Trauma center and can not handle those types of emergencies – during construction and after.
3. St. Bernard and her residents, a population of 50,000, use critical care services at hospitals in Orleans Parish because those same services are not available in our community hospital. We are proud of our Community Hospital but it was never envisioned to be a substitute for specialties/specialists at medical facilities in Orleans Parish. The SEIS ignores any impact – short-term and long-term - on the need of our residents to access emergency medical services, outside of those provided by our community hospital.
4. Using St. Bernard's hospital to mitigate for the impact of the project on Orleans Parish residents ignores the tax burden borne by St. Bernard to support her community hospital and the additional strain on services due to rerouting emergency cases to St. Bernard's hospital, both financially and available services.
5. The SEIS does not consider the long-term impact on Public/Community Facility Services due to longer and simultaneous bridge openings.

The SEIS discusses additional police patrols and emergency medical services as part of the mitigation plan during construction (in the impact area – defined within the document as the Holy Cross, Bywater, St. Claude and Lower Ninth Ward neighborhoods). Mitigating for impact in these areas alone does not recognize the shift in demographics post-Katrina to those neighborhoods and to St. Bernard itself. Additionally, St. Bernard Sheriffs are routinely called upon to assist with traffic control during bridge outages for maintenance or repair. The SEIS makes no attempt to address or suggest coordinated effort between Orleans and St. Bernard police forces, either in terms of available manpower or potential coordination of response in emergency situations, and the SEIS certainly suggests no mitigation for this. Furthermore,

during construction, firefighters should coordinate to provide support (especially from St. Bernard to Orleans) given the planned outages of the Claiborne Bridge, while undergoing upgrades, and with the temporary two-lane bridge at St. Claude for an extended period.

Although outside of the scope of the SEIS, it is well known that Orleans residents send children to St. Bernard Parish schools. No effort has been made to identify the potential impact the project will have nor has any mitigation for this impact been suggested.

**Tax Revenues** The SEIS, as written, ignores history as a guide to the impact this project will have on tax revenues. It further ignores the extended impact, beyond the Orleans Parish – St. Bernard Parish boundary. As stated previously, the construction of the IHNC originally, and later the MR-GO, had a devastating impact on the tax revenues of St. Bernard. The impact to tax collections to address the needs of residents is waived off in the report simply by printing a sentence “...However, **should** an increase in economic activity from lock construction activities occur locally (such as purchases by construction personnel, purchasing of supplies and equipment for construction, and housing needs), this **could potentially** offset some of the overall loss in business because of the bridge replacement. The attendance to this matter with a brief sentence is not a testament to the Corps abilities, one would hope. Once again, this statement addresses impacts confined to Orleans parish residents and the neighborhoods located very near the site, while ignoring impacts to St. Bernard- less than a block from Orleans. Plan 1 would at least do no additional harm and property values would be expected to increase along with the rate of inflation, at least. Plan 3 will be harmful to Tax Revenues.

**Community and Regional Growth** The issue of Community and Regional Growth is given the same treatment in the SEIS as is Tax Revenue impact. It is dismissed with a brief sentence saying that the lock replacement – during construction and long-term – “...is not anticipated that the construction of a new lock would have any long-term impacts on community and regional growth.” There is no support for this statement. Furthermore, St. Bernard will absolutely be impacted by the construction of the new lock in the short-term and by the new lock placement (north of the Claiborne Bridge) and the inevitability of longer and simultaneous openings of both bridges. We are certainly within the region mentioned and are the largest population east of the project. Plan 1 would certainly be preferable in impact to Community and Regional Growth and the report should reflect this truth.

**Vehicular Traffic** The 2017 SEIS cites the “...April 2008 traffic study commissioned by the Regional Planning Commission...” 2008 was three short years after Katrina and is not indicative of the actual daily crossings on either bridge, now nearly fourteen years after Katrina. In addition, law cited to you and your staff requires the Corps to complete a traffic study of post-construction traffic conditions, in coordination with St. Bernard Parish AND the Old Arabi Neighborhood Association. I am aware and thankful that the Corps is engaged in a “traffic study” although I am told that this is only a preliminary study and that the “full-blown” traffic study will be done during the design and construction phase. This is contrary to law, introduced by Senator Vitter in the Senate in the 110<sup>th</sup> Congress, H.R. 1495, Amendment No. 1088 and H. R. 2311 of the 107<sup>th</sup> Congress, both signed into law. If there is impact detected during the traffic study, the Corps is mandated to recommend mitigation for that impact. This was noted in a St. Bernard Parish Council resolution adopted on February 7<sup>th</sup>, 2017, within the comment

period for the SEIS, and forwarded along to you. Waiting to do a full traffic study until “the design phase” will be too late to recommend mitigation, if in fact the best mitigation plan is to raise the Claiborne bridge span or something other than a low-level bridge at St. Claude.

**Housing** The SEIS, under Plan 1, addresses the “...number of houses in the project area is expected to remain below pre-Katrina levels in the foreseeable future. Uncertainty about the rate of recovery from the aftermath of Hurricane Katrina continues to be one of the main factors affecting the future level of housing inventory and occupied housing.” The reports analysis of Plan 3 includes no analysis of available housing or recovery of the housing market. Bridge openings will most definitely affect the recovery of housing east of the IHNC. Furthermore, the impact addresses under Housing in Plan 3 ONLY deals with noise, disruption and potential relocation of nearby residents during construction – NOT the housing market itself and the impact of the project on housing.

**Community Cohesion** The SEIS suggests that the NED plan, “would cause a short-term deterioration of community cohesion...” The catastrophic destruction caused by the flooding in connection with Hurricane Katrina, without getting into the causes of the flooding, disrupted Community Cohesion extremely significantly. To ignore the impact to Community Cohesion in St. Bernard, caused by the longer commute times associated with dual bridge openings for a longer duration is to ignore that impact. To address this issue with a line item, included in the Community Impact Mitigation Plan, to have a “Neighborhood Revitalization Program” funded with \$5,900,000 doesn’t begin to address the long-term impacts of this project to St. Bernard. Furthermore, none of this money is intended for St. Bernard, the community most affected by this project.

**Population** The SEIS, in its current draft, dismisses effects on population and re-population by stating (without support) that “This plan (Plan 3) is not expected to have any significant impacts, short or long term, on the population of the area.” When considering home ownership or moving into a community, the way that traffic is impeded, will certainly be considered by future population. Residents in St. Bernard can be quoted daily about whether their luck was good or bad, depending on whether they “caught the bridge”. This impact is experienced well beyond the construction phase and should be considered, studied and included in the final draft.

**Cumulative Impacts** As stated in the SEIS, NEPA requires Federal agencies to consider not only direct and indirect impacts of a proposed action, but also cumulative impacts of the action. The draft report ignores any impact beyond the report defined “impact area”. By defining within the report, repeating over and over, that the impact area as confined to the immediately adjacent neighborhoods, the reader of the report is lead to believe that the “Impact Area” is only the neighborhoods in the immediate area of construction. Nothing could be further from the truth. This project will have a tremendous impact, well beyond the life of the project, on the parish of St. Bernard. This impact has not been measured, addressed, nor has any mitigation for the impact been discussed. Without going into exhaustive detail, the proposed project, a larger lock, located north of the Claiborne Bridge, with higher water levels under the Claiborne Bridge, longer tows transiting those locks, will mean longer and simultaneous bridge openings. The discussion of this impact is limited in the current SEIS to the following “Should the Florida Expressway be completed, it would be expected to divert significant traffic flow from Claiborne



and St. Claude Avenues, which would reduce traffic.” This treatment of such a tremendous impact does not fulfill the obligation implicit in the EPA Review of NEPA Documents. In the EPA Review Approach, cumulative impacts can affect a broad array of resources...resources that should be considered include community structure and character. EPA guidance does not limit the impact to a particular neighborhood in which the project is constructed, but rather the impact of the project itself – well beyond the area of construction. The guidance continues on “...EPA reviewers should determine whether the NEPA analysis has used geographic and time boundaries large enough to include all potentially significant effects on the resource of concern.” I strongly contend that the geographic boundary of consideration limited to the immediate area of construction ignores the cumulative impact of a much larger area and a much longer time duration, than the expected life span of the project itself. In addition to the concern for the impact on community structure and character – Chalmette National Battlefield, Old Arabi Historic Neighborhood, there is no inclusion of impact of larger tow vessels transiting the IHNC and the Inner Coastal Waterway (ICWW). How will these larger vessels affect the fragile marsh that helps to knock down storm surge? The wave-wash caused by these larger tows will further damage the banks of the ICWW, threatening our flood protection system, putting our citizens at risk.

In conclusion, we should not rush to finish the report but rather get the report right. As currently written, this SEIS does not adequately address larger concerns of the impact of the population east of the IHNC. Let us work together to make sure that the impact of the project is addressed. As the EPA guidance says, agencies tend to limit the scope of their analysis to those areas over which they have direct authority or to the boundary of the relevant management area or project area. I think that is what has happened in the SEIS but there is time yet to get this right.

Gillis McCloskey  
Councilman District A  
St Bernard Parish

**From:** [Laura C. Stewart](#)  
**To:** [MVN Environmental](#)  
**Subject:** [Non-DoD Source] stop expansion of industrial canal  
**Date:** Friday, February 08, 2019 7:39:59 PM

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Laura C. Stewart

"Now there's only two things in life but I forget what they are." John Hiatt

## **ANNEX 4.8:** 2020 IHNC Cultural Resources Survey Report

## FINAL REPORT

# CULTURAL RESOURCES INVENTORY AND ASSESSMENT OF THE INNER HARBOR NAVIGATION CHANNEL PROJECT, NEW ORLEANS, ORLEANS PARISH, LOUISIANA

USACE - MVN

CONTRACT #W912P8-13-D-0004, TASK ORDER W912P819F0036

January 2020







**FINAL REPORT**

**CULTURAL RESOURCES INVENTORY AND ASSESSMENT  
OF THE INNER HARBOR NAVIGATION CHANNEL PROJECT,  
NEW ORLEANS, ORLEANS PARISH, LOUISIANA**

**PREPARED FOR THE  
UNITED STATES ARMY CORPS OF ENGINEERS  
MISSISSIPPI VALLEY DIVISION (MVD)  
NEW ORLEANS DISTRICT (USACE-MVN)  
7400 LEAKE AVENUE  
NEW ORLEANS, LOUISIANA 70118-3651**

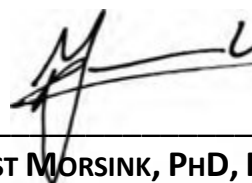
**CONTRACT No. W912P8-13-D-0004  
DELIVERY ORDER No. W912P819F0036**

**REPORT AUTHORED BY  
ANGELIQUE THERIOT, JOOST MORSINK, DUSTIN REUTHER,  
EMILY KETTERER, AND CHARLOTTE PEVNY**



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**ANGELIQUE THERIOT, MA, RPA  
CO-PRINCIPAL INVESTIGATOR**



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**JOOST MORSINK, PHD, RPA  
CO-PRINCIPAL INVESTIGATOR**



**DECEMBER 2019**

**WWW.SEARCHINC.COM**



## EXECUTIVE SUMMARY

From December 5 to 8, 2018, SEARCH conducted a cultural resource inventory and assessment of the Inner Harbor Navigation Canal (IHNC) Project (Project) in New Orleans, Orleans Parish, Louisiana. The Tentatively Selected Plan (TSP) includes the replacement of the existing lock with a new lock by the US Army Corps of Engineers (USACE). The proposed replacement measures 900 feet long by 110 feet wide by 22 feet deep and is located between North Claiborne Avenue and Florida Avenue Bridge. The Project includes dredging approximately 614,000 cubic yards of material for discharge into open water (USACE 2017).

The Area of Potential Effect (APE) is bisected by IHNC and is bounded by Poland Avenue to the west, Deslonde Street to the east, North Rocheblave Street to the north, and Burgundy Street to the south. The APE includes portions of the Bywater and Holy Cross National Register Historic Districts (NRHDs).

Four tasks completed for this Project are reported: (1) background research to identify known cultural resources and previously conducted cultural resource investigations; (2) an assessment of cultural resource investigations and recommendations for additional study or fieldwork (gap analysis); (3) intensive re-survey of the Bywater and Holy Cross NRHD contributing structures within the APE; and (4) streetscape context photography outside the Bywater and Holy Cross NRHDs, but within the APE. SEARCH used streetscape context photography to identify areas north of the Bywater NRHD constructed within the district period of significance (1807–1935) and areas north of the Holy Cross NRHD constructed within the district period of significance (1850–1936).

SEARCH Archaeologists Joost Morsink, PhD, and Dustin Reuther, MA, conducted background research and gap analysis to fulfill Tasks 1 and 2. SEARCH Architectural Historians Angelique Theriot, MA, and Emily Ketterer, MA, conducted re-survey and streetscape context photography to fulfill Tasks 3 and 4.

Background research completed for the Project included a detailed review of previous cultural resource investigations and site data electronically on file with the Louisiana State Historic Preservation Office (LA SHPO), which encompasses the Louisiana Department of Culture, Recreation and Tourism, Office of Cultural Development, Divisions of Archaeology and Historic Preservation. Fifteen previously conducted cultural resource surveys and six previously recorded archaeological sites were identified within the Project APE (Task 1). SEARCH reviewed and assessed the field methods and survey results to determine if additional fieldwork is needed (Task 2). Recommendations for future work include additional Phase I and II surveys at sites 16OR107, 16OR133, and 16OR134. No additional work is recommended at sites 16OR213, 16OR336, and 16OR512. Site 16OR213 minimally extends into the APE, and sites 16OR336 and 16OR512 have little potential to contribute to the history of New Orleans or south Louisiana. Finally, comprehensive archival and historical map research is recommended for portions of the APE where subsurface testing has not been conducted. The scope of the archival research

completed should match the scope of the survey. Archival research may include consultation of historic newspapers, ethnographic accounts, city or parish directories, census data, tax information, and deeds (Derry et al. 1977). This predictive model can be used to consult with the LA SHPO to argue for a focused Phase I survey. A focused Phase I survey will reduce the level of effort while simultaneously maximizing the archaeological research potential within the APE, resulting in a cost-effective approach of archaeological survey and mitigation.

Based on background architectural history research and field survey, SEARCH recorded 92 previously recorded built environment resources, National Register of Historic Place (NRHP) -eligible Pump Station B, and two NRHP-eligible historic bridges (Task 3). SEARCH identified four unrecorded non-historic buildings and six demolitions of previously recorded buildings within the Bywater or Holy Cross NRHDs. SEARCH recommends no further survey within the Bywater and Holy Cross NRHD portions of the APE to confirm NRHP eligibility of the districts or the contributing resources.

Based on analysis of streetscape context photography (Task 4) and a review of historical maps and aerial photographs, SEARCH recommends intensive survey of the APE where it is bounded by Poland Avenue, IHNC, North Claiborne Avenue, and St. Claude Avenue to determine if the buildings are potential Bywater NRHD contributors. SEARCH did not analyze NRHD boundaries and does not recommend NRHD boundary alterations at this time. SEARCH did not update the existing Louisiana Historic Resource Inventory (LHRI) as part of this report.

On December 10, 2019, LA SHPO delivered a letter of concurrence with SEARCH's findings. LA SHPO concurs that there are six NRHP eligible or listed properties within the APE, and concurs that the proposed project constitutes an Adverse Effect to Historic Properties. LA SHPO further concurs with SEARCH's recommendation for intensive survey of the APE bounded by St. Claude, Poland, and North Claiborne avenues and the Industrial Canal, the development of a detailed historic records review, and an archaeological sensitivity model of the APE (Appendix D).<sup>1</sup>

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<sup>1</sup> Appendix D denotes APE boundaries errantly as "St. Charles Ave., Poland Ave., North Claiborne Avenue, and the Industrial Canal". The correct boundaries are *St. Claude Avenue*, Poland Avenue, North Claiborne Avenue, and the Industrial Canal, as indicated in this report.

## SEARCH PROJECT TEAM

### Management

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## CHAPTER 1: INTRODUCTION

SEARCH presents this Cultural Resources Inventory and Assessment report to the US Army Corps of Engineers (USACE), New Orleans District. From December 5 to 8, 2018, SEARCH conducted an architectural history field survey of the Inner Harbor Navigation Canal (IHNC) Project (Project) in the City of New Orleans, Orleans Parish, Louisiana.

The USACE proposes the replacement of the existing IHNC lock. The replacement lock would have usable dimensions of 900 feet long by 110 feet wide and 22 feet deep. The Area of Potential Effect (APE) is located between the IHNC banks, north of the Claiborne Avenue (Judge Seeber) Bridge and south of the Florida Avenue Bridge. The Project also includes dredging approximately 614,000 cubic yards of material for open water discharge into the Mississippi River. Prior Project activity includes the acquisition of real estate for Project construction, the demolition of the Galvez Street Wharf, demolition of all businesses on the east bank of the IHNC between the existing lock and Florida Avenue, and remediation (USACE 2017).

The APE is bisected by the IHNC and bounded by Poland Avenue to the west, Deslonde Street to the east, North Rocheblave Street to the north, and Burgundy Street to the south. The Project APE includes portions of the Bywater and Holy Cross National Register Historic Districts (NRHDs). In the Project APE, built environment resources are located within the Bywater and Holy Cross NRHDs, as well as north of the NRHDs (**Figures 1.1 and 1.2**).

Background research completed for the Project included a comprehensive review of previous cultural resource investigations and site or structure data electronically on file with the Louisiana State Historic Preservation Office (LA SHPO), which encompasses the Louisiana Department of Culture, Recreation and Tourism, Office of Cultural Development, Divisions of Archaeology and Historic Preservation. SEARCH identified 15 previously conducted cultural resource surveys, six previously recorded sites, 92 previously recorded built environment resources (**Appendix A**), National Register of Historic Places (NRHP) -eligible Pump Station B, two NRHP-eligible bridges (St. Claude Avenue Bridge and the Judge Seeber Bridge), and two NRHDs (Bywater NRHD and Holy Cross NRHD) within the APE. SEARCH identified four previously unrecorded non-historic buildings in the Bywater and Holy Cross NRHDs within the APE during field survey. SEARCH recommendations for further study are included below.

Charlotte Pevny, PhD, RPA, served as Project Manager. Angelique Theriot, MA, and Joost Morsink, PhD, RPA, served as Co-Principal Investigators for the architectural history and archaeology portions of the Project, respectively. They exceed the professional qualifications presented in the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* and *Standards and Guidelines for Architectural History* (Federal Register V.48 N. 190 Part IV p. 44738-44739, September 30, 1983).





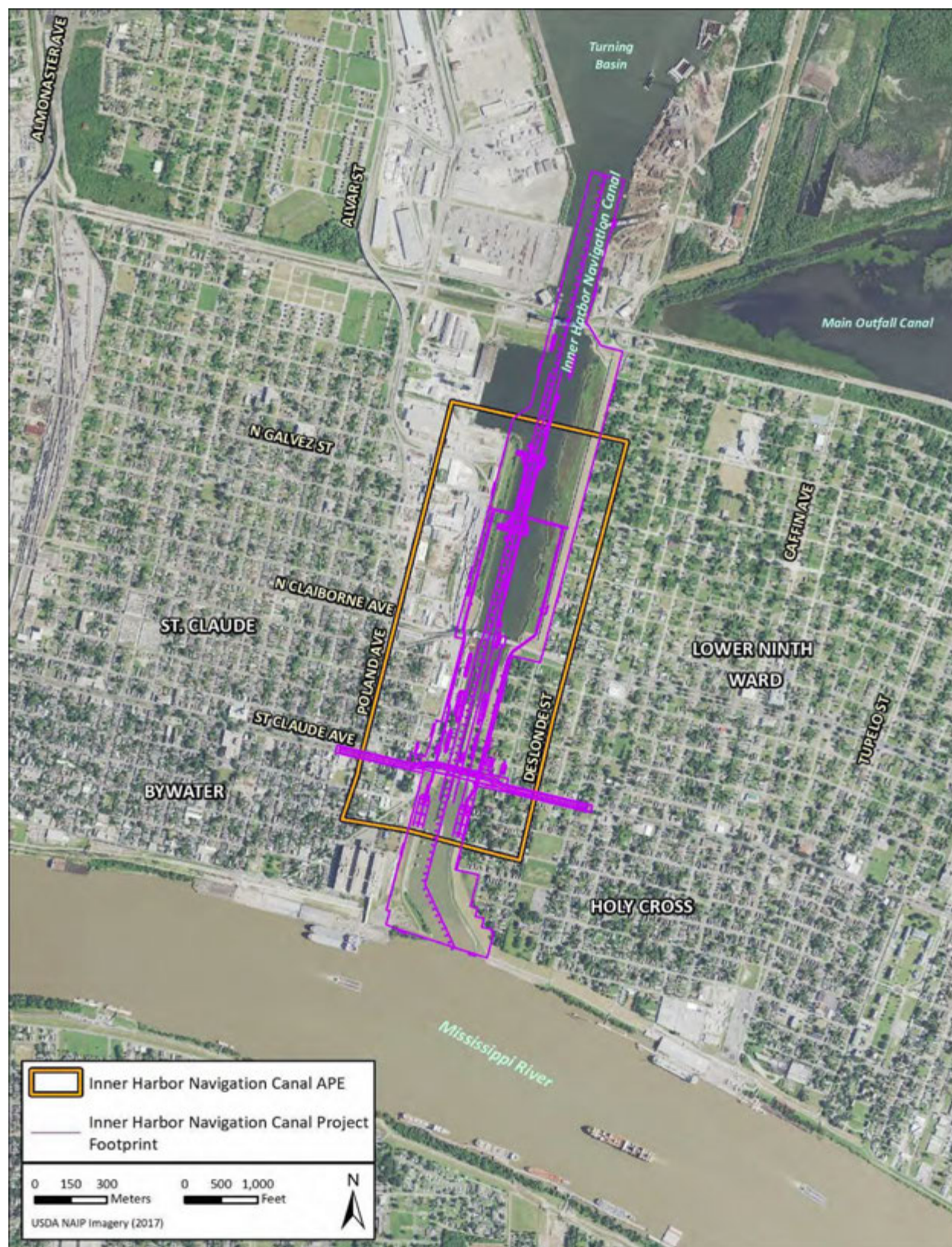


Figure 1.2. 2017 USDA aerial photograph showing the IHNC APE and footprint.

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## CHAPTER 2: RESEARCH DESIGN AND METHODS

A research design is a plan to coordinate the cultural resource investigation from inception to project completion. This plan makes explicit the goals and intentions of the research, defines the sequence of events undertaken in pursuit of research goals, and provides a basis for evaluating investigation results. The goals of this study are to locate and document evidence of cultural occupation or land use (archaeological or historic sites, historic structures, etc.), evaluate previous cultural resource investigations for their completeness (gap analysis or needs assessment), re-survey NRHD buildings, and assess potential contributing resources outside the NRHD areas.

### NRHP CRITERIA

---

NRHP criteria are used to evaluate previous eligibility recommendations. US Department of the Interior standards, as outlined in the *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, provided the basis for NRHP eligibility recommendations for newly recorded and updated resources (National Park Service [NPS] 2018). Newly identified built environment resources within the APE were evaluated according to the criteria for listing in the NRHP. As defined by the NPS, significant resources possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

### ARCHAEOLOGICAL RESEARCH DESIGN AND ASSESSMENT METHODS

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For the current Project, background research included a thorough review of previously conducted cultural resource investigations and previously identified site data electronically on file with the LA SHPO. The data were then evaluated to determine if additional study or fieldwork is needed in the APE. Site and non-site areas within the APE were evaluated based on survey method (i.e., were the methods employed in the study adequate to identify and assess archaeological sites), context, NRHP eligibility recommendation (which includes an assessment of why a site was or was not recommended), and recommendation for further work.



## LA SHPO Urban Survey Standards

Previous IHNC APE investigation survey methods and recommendations for additional work were evaluated based on current LA SHPO field standards. The LA SHPO has specific field standards guiding archaeological investigations in urban areas (Louisiana Department of Culture, Recreation and Tourism 2018). Field standards that are applicable to the current study include:

- An urban property is defined as any lot within the boundaries of a platted city block within an incorporated city, village, or town.
- If the property lies within a high site probability zone, at least one shovel test should be excavated for each 150 square meters (sq m) of area. If possible, at least two shovel tests should be placed where available historic maps (e.g., Sanborn Map Company) indicate subsurface features such as privies, wells, etc. are likely to be located. At least one shovel test should be placed elsewhere on the lot to provide greater coverage. This latter shovel test is particularly important in settings where there is a greater probability for Native American sites to be present. If the lot is greater than 450 sq m in size, the additional shovel tests should be systematically placed (to the extent possible) across the property.
- If the property lies within a low site probability zone, a minimum of one (1) shovel test should be excavated for each 450 sq m of area. It should be placed in the area where historic maps (if available) indicate the greatest likelihood of intact deposits would be located.
- In addition to shovel tests, the use of soil probes and/or augers is strongly encouraged to prospect for subsurface features. Remote sensing can also be a very cost-effective means of assessing the potential for sub-surface features, especially when examining lots covered by paving, slabs, or fill.
- Mechanically excavated trenches can be an effective survey strategy in some circumstances. When the surface is obscured by paving, slabs, or fill, mechanical methods may be employed to remove the overburden and expose areas for shovel testing. Alternatively, a backhoe/trackhoe/other machine may trench across the lot with thorough examination of both trench walls. In high site probability areas, at least 10 m of trench (can be discontinuous; i.e., two 5-m segments or four 3-m segments to accommodate lot size, buildings, utilities, etc.) should be excavated for each 450 sq m of area. In low site probability areas, at least 10 m of trench should be excavated for each 900 sq m of area.
- If a site is identified, site boundaries are assumed to be the lot boundaries unless the investigator presents evidence documenting the continuation of the site outside the tested lot. For some projects however, the investigator and the Division may agree prior to fieldwork on different site boundary definitions (i.e., defining the city block as the site with individual loci [lots])

within it). The location of all shovel tests, probes, augers, and backhoe trenches must be shown on the project map and site map, if applicable. Representative shovel test and trench profiles should be documented and presented in the report. (Louisiana Department of Culture, Recreation and Tourism 2018)

Pedestrian survey is not considered a viable standalone method for urban area surveys and was explicitly omitted. In urban settings, archaeological sites are typically covered by buildings and roads, leaving pedestrian survey ineffective. Pedestrian survey is still expected, but surface observation is a means to complement subsurface testing, not replace it. Further, shovel test interval decreases in urban settings to ensure survey coverage (Chip McGimsey, personal communication, 2019).

Current LA SHPO standards provide survey method nomenclature and definitions used to standardize disparate terms used in previous investigations (Louisiana Department of Culture, Recreation and Tourism 2018).

- Reconnaissance survey is employed in small survey areas (1.0 to 10 acres) in non-urban settings; it includes non-systematic surface inspection and, minimally, the excavation of two judgmentally placed shovel tests. Reconnaissance survey is not acceptable in urban environments.
- Pedestrian survey is a more organized means to inspect ground surfaces; however, it can be conducted systematically or non-systematically. Systematic pedestrian survey is conducted along predefined transects spaced at regular intervals across the project area. Non-systematic pedestrian survey is not organized by specific transect interval and may not provide complete survey coverage of the project area.
- Shovel test excavation is an accepted urban setting survey method. Shovel tests should extend to subsoil or a minimum depth of 50 centimeters below surface (cmbs).
- Mechanical excavation is an effective strategy when a large area needs to be sampled or the ground surface is obscured by fill, paving, or other features. The overlying debris can be “stripped” away to expose subsoil deposits and site profiles. Trench excavation is used to expose deeply buried deposits and expose long, continuous site profiles, which are often complex in urban areas. Shovel test excavation generally is conducted in combination with mechanical excavation. In high probability areas, at least 10 m of trench needs to be recorded for each 450-sq-m area. In low probability areas, 10 m of trench is sufficient per 900 sq m.
- Phase I survey includes shovel test and trench excavation. Phase II testing and evaluation can include shovel test, unit, and trench excavation; trenches typically measure 1.0 x 1.0 m (3.3 x 3.3 feet [ft]). One test unit is generally insufficient to determine eligibility status. The Phase II field standards include feature mapping. Phase III field standards are not discussed here because data recovery methods must be tailored to specific site contexts (Louisiana Department of Culture, Recreation and Tourism 2018).

## Discussion

Considering advances in survey techniques through time, variation in nomenclature and survey procedures is expected. However, to compare the results of previous surveys conducted in the IHNC APE, the terms used for survey strategies must be standardized. For the purpose of this investigation, previous methods are evaluated and “translated” to the current LA SHPO standards. Also, background and archival research are considered separate desktop-based survey practices. Background research involves a discussion of historic maps and previous sites and surveys in project areas only, whereas archival research includes reporting on historic documents, such as census reports and city directory data.

The data assessment is then discussed in the context of archaeological probability models for the city of New Orleans, including the Federal Emergency Management Agency (FEMA) Archaeological Predictive Zone Model and the Greater New Orleans Archaeological GIS Project (White 2012). Select historic maps were compared to the general models, providing a specific or “local” model for the APE. SEARCH’s recommendations for future work are based on the general and the localized probability models.

Finally, this analysis relied on the general research themes identified by White (2012) and Girard et al. (2018). In her comprehensive GIS analysis of the City of New Orleans, White (2012:59) identified extensively researched New Orleans site types, such as antebellum domestic sites (particularly of Irish and German immigrants). Archaeological data from African American domestic, industrial and commercial, shipping and transportation, and tourism and recreation sites are scarce in New Orleans and state-wide. As such, preservation, excavation, or mitigation of archaeological sites that have the potential to provide significant information concerning these themes should be prioritized (White 2012).

On the state-level, priority research themes have been identified in *Louisiana’s Comprehensive Archaeological Plan* (Girard et al. 2018). Sites that have the potential to address these themes are candidates for preservation (Girard et al. 2018:54). Themes applicable to this Project include settlement patterns and cultural landscapes; subsistence economy; world view/cosmology; social identity and status; group interaction; conflict and mobility; and physical condition, health, and leisure. Themes include research topics such as class, gender, kinship, ethnicity, and race. Although the research themes are state-wide and general, they should be considered when individually assessing archaeological sites.

## ARCHITECTURAL HISTORY RESEARCH DESIGN AND METHODS

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Background research included a review of available property information or NRHD nomination information available for the APE (Derry et al. 1977). Previously recorded NRHD resources were re-surveyed to record building demolitions, alterations, style updates, and land use changes. SEARCH conducted intensive survey within NRHD boundaries. Intensive survey documents:

The kinds of properties looked for; the boundaries of the area surveyed; the method of survey, including an estimate of the extent of survey coverage; a record of the precise location of all properties identified; information of the appearance, significance, integrity, and boundaries of each property sufficient to permit an evaluation of its significance. (Derry et al. 1977)

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts or resources must also possess historic significance, historic integrity, and historical context.

## **Louisiana SHPO Architectural Survey Standards for Urban Areas**

SEARCH utilized the *Louisiana Historic Resource Inventory Survey Guidelines* (Louisiana Division of Historic Preservation 2018). These guidelines require, at minimum, the recordation of:

- Geographic data, when available, including assigned Louisiana Historic Resource Inventory (LHRI) number, street address, city in which the resource is located, zip code, parish name, and survey date; and,
- At least two high-quality color photographs of the resource (Louisiana Division of Historic Preservation 2018).

## **Survey Methods**

Architectural history fieldwork consisted of two tasks: intensive survey and streetscape photography. First, intensive survey of the built environment was conducted within the Bywater and Holy Cross NRHD boundaries. SEARCH consulted with the LA SHPO on December 10, 2018, to confirm that the NRHD boundaries presented on the Louisiana Cultural Resource Viewer (Louisiana Office of Cultural Development 2018) constitute the most up-to-date district boundaries on record. SEARCH also conducted a review of local Bywater and Holy Cross District boundaries on record with the New Orleans Historic District Landmarks Committee (HDLC 2011a, 2011b) to identify possible discrepancies between LA SHPO and local NRHD boundary definitions.

Individual properties were recorded using an iPad connected to an EOS Arrow 100 external antenna with sub-foot accuracy. Running ArcGIS Collector, the iPads provided digital maps showing the APE, NRHD boundaries, data points depicting previously recorded structures, and archaeological sites. In addition, field observations were digitally recorded on the iPad using the hardware and software, including streetscape photo points and location markers for changes in the built environment. Recorded observations included addresses (when available), representative resource photographs, demolitions, major alterations, style updates, land use updates, and newly recorded buildings.

Within the Bywater and Holy Cross NRHDs, SEARCH compared current building conditions to existing individual resource information collected during the 2012 FEMA survey. Intensive survey also included collecting data points for resources available on the Louisiana Cultural Resources Map. SEARCH confirmed contributor or non-contributor status through an analysis of NRHD period of significance, significant building type or style, and the seven aspects of building integrity (location, design, setting, materials, workmanship, feeling, and association). A resource can no longer contribute to a district if it has been substantially altered since the end of the district's period of significance or if it is no longer associated with the district's particular historic contexts. Using NRHP criteria and survey data, SEARCH Architectural Historians assessed Bywater and Holy Cross NRHD resources, determined if the resources had been substantially altered, and further determined whether the alterations impact the districts' "historic sense of environment" (NPS 2018).

The second task consisted of streetscape photography in areas outside NRHDs, but within the APE. Streetscape photography utilized "windshield survey methods," including "driving ... and noting the general distribution of buildings, structures ... representing different architectural styles, periods, and modes of construction" (Derry et al. 1977). While this task did not allow for the quantification of buildings, types, and styles, it did include general observations about the types, styles, and period of construction. The Bywater NRHD period of significance is 1807 to 1935. Contributing building types include Creole cottages, shotgun houses, camelback houses, sidehall plan houses, bungalows, and commercial buildings. Contributing styles include Greek Revival, Italianate, Eastlake, Bungalow, Twentieth-Century Eclectic, and "plain" buildings without stylistic details. The Holy Cross NRHD period of significance is 1850 to 1936. Contributing building types include Creole cottages, shotgun houses, camelback houses, sidehall plan houses, bungalows, commercial buildings. Contributing styles includes Greek Revival, Italianate, Eastlake, Bungalow, Twentieth-Century Eclectic, and "plain" buildings without stylistic details.

SEARCH Architectural Historians photographed street intersections within the APE, rather than individual properties, and recorded photograph locations using an iPad connected to an EOS Arrow 100. Information recorded in the photograph log included address (when available), date, photograph orientation, recorder, block/intersection recorded, and an accurate location from which the photograph was taken. SEARCH made observations about a block's general date of construction, building types, and styles present. SEARCH identified areas recommended for future intensive study using these general observation and streetscape photographs. An area within the APE outside NRHD boundaries was recommended for future intensive survey if the general date of construction, building types, and styles appeared within the Bywater or Holy Cross NRHD characteristics.

## CHAPTER 3: BACKGROUND RESEARCH

SEARCH conducted background research (Task 1) to identify existing cultural resource investigations, archaeological sites, structures, and eligible or potentially eligible NRHP properties within the APE. SEARCH reviewed electronic data available online with the LA SHPO in Baton Rouge, Louisiana. Fifteen cultural resource investigations (22-1185, 22-1443, 22-1553, 22-1559, 22-1601, 22-1638, 22-2247, 22-2264, 22-2522, 22-2570, 22-2571, 22-3457, 22-3633, 22-4166, and 22-4415) have been conducted in the APE; the studies were primarily conducted in support of lock construction and naval base growth and development (**Table 3.1; Figure 3.1**). Six archaeological sites (16OR107, 16OR133, 16OR134, 16OR213, 16OR336, and 16OR512) are within the APE (**Figure 3.2; Table 3.2**). SEARCH identified 92 previously recorded built environment resources, NRHP-eligible Pump Station B, two NRHP-eligible historic bridges (St. Claude Avenue Bridge and the Judge Seeber Bridge), and two NRHDs (Bywater and Holy Cross) within the APE (**Figures 3.3 and 3.4**).

### CULTURAL RESOURCE INVESTIGATIONS

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Twelve of the 15 cultural resource investigations conducted within the APE were federal undertakings. Of the 12 investigations, one (22-4166) was financed by the US Department of Housing and Urban Development with additional funding from the Louisiana Office of Community Development and the LA SHPO. Three investigations were sponsored by FEMA (22-3457, 22-3633, and 22-4415), and the remaining investigations (22-1185, 22-1443, 22-1553, 22-1559, 22-1601, 22-1638, 22-2570, and 22-2571) were completed for the USACE, New Orleans District. Investigation 22-2264 was conducted for a private company for the construction of a gas station. Two investigations (22-2247 and 22-2522) were conducted for the Desire transportation line. Descriptions of previously conducted cultural resource investigations are organized numerically by LA SHPO report number.

#### Report No. 22-1185

Report No. 22-1185 (*Evaluation of the National Register Eligibility of the Inner Harbor Navigation Canal Lock in Orleans Parish, Louisiana*) discusses the results of an archival investigation of the IHNC's NRHP eligibility conducted by R. Christopher Goodwin and Associates, Inc. in 1987 (Dobney et al. 1987). The survey utilized multiple archival sources, including, but not limited to, Annual Reports to the Chief Engineers, newspapers, records of the Board of Commissioners, and relevant holdings of the Library of Congress. No archaeological fieldwork was conducted, but oral histories specific to the IHNC lock complex were collected. The IHNC lock was constructed by 1932 and recommended eligible for inclusion in the NRHP under Criteria A and C. The structure possesses significant associations with events that have contributed to the broad pattern of history and increased commerce by effectively shortening the navigable distance from New Orleans to the Gulf of Mexico (Criterion A). The structure also



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**Table 3.1. Previously Conducted Cultural Resource Investigations within the IHNC APE.**

| Report Number | Survey Firm / Agency                             | Author                                                                                                                                                                                                                                                                                                       | Report Date | Report Title                                                                                                                                                                                              | Field Methodology                                                                                                    | Results                                                                                                                                                                                                                                    | Survey Area Overlaps with Report No.                                                 | Comments                                                                                                             |
|---------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| 22-1185       | R. Christopher Goodwin and Associates, Inc.      | Frederick Dobney, David Moore, Jeffrey Treffinger, R. Christopher Goodwin, Mark Catin, Paul C. Armstrong, James Cripps, and Carol Poplin                                                                                                                                                                     | 1987        | Evaluation of the National Register Eligibility of the Inner Harbor Navigation Canal Lock in Orleans Parish, Louisiana                                                                                    | Archival investigation                                                                                               | Concluded the IHNC meets sufficient criterion for NRHP eligibility.                                                                                                                                                                        | 22-1443<br>22-1601<br>22-4166                                                        |                                                                                                                      |
| 22-1443       | Museum of Geoscience, Louisiana State University | Herschel A. Franks, Joanna Mossa, Jill-Karen Yakubik, Ellen Weiss, Jeffrey Treffinger, and Donald Gatzke                                                                                                                                                                                                     | 1991        | A Research Design for Archaeological Investigations and Architectural Evaluations within the Proposed Upper Site, New Lock and Connecting Channels, Inner Harbor Navigation Canal, New Orleans, Louisiana | Archival investigation, Desktop-based archaeological investigation, Architectural survey                             | Recorded 97 structures within the project corridor. Suggests alternative solutions to preserve historic buildings.                                                                                                                         | 22-1185<br>22-1559<br>22-1601<br>22-2571<br>22-4166                                  |                                                                                                                      |
| 22-1553       | Earth Search, Inc.                               | Jill-Karen Yakubik, Hershel A. Franks, and Elizabeth Reitz                                                                                                                                                                                                                                                   | 1992        | Archaeological Survey and Testing in the Holy Cross National Historic District, New Orleans, Louisiana                                                                                                    | Background Research, Shovel test excavation, Test unit excavation                                                    | Numerous late nineteenth- and early twentieth-century cultural resources identified, as well as 56 possible features.                                                                                                                      | 22-1443<br>22-2571<br>22-4166                                                        | Shovel test excavation at 5-m intervals. (2) 1 x 2 m test units, (1) 1 x 1 m test unit, and (1) 2 x 1.5 m test unit. |
| 22-1559       | Earth Search, Inc.                               | Susan Enzweiler, Hershel A. Franks, Ellen Weiss, and Chester Peyronnin                                                                                                                                                                                                                                       | 1992        | National Register Evaluation of Sewerage Pumping Station B, New Orleans, Louisiana                                                                                                                        | Archival investigation<br>Architectural survey                                                                       | Concludes that Station B meets sufficient criterion for NRHP eligibility.                                                                                                                                                                  | 22-1443<br>22-4166                                                                   |                                                                                                                      |
| 22-1601       | R. Christopher Goodwin and Associates, Inc.      | Stephen Hinks, Jack B. Irion, Kathryn M. Kuranda, Ralph Draughon, Jr., William P. Athens, and Paul V. Heinrich                                                                                                                                                                                               | 1994        | Architectural and Archeological Investigations in and Adjacent to the Bywater Historic District, New Orleans, Louisiana                                                                                   | Background research, Desktop-based archaeological investigation, Architectural survey                                | 113 historic standing structures (c. 1945 and earlier) identified in Project area. The Galvez Street Warf was recommended for eligibility and 6 blocks were recommended to be included in the Bywater National Register Historic District. | 22-1185<br>22-1443<br>22-2247<br>22-2264<br>22-2570<br>22-3633<br>22-4166<br>22-4415 |                                                                                                                      |
| 22-1638       | Geo-Marine, Inc.                                 | Martha Doty-Freeman, Joe Freeman, and Duane E. Peter                                                                                                                                                                                                                                                         | 1992        | A Historical and Architectural Assessment of the New Orleans Naval Support Activity (East Bank), New Orleans, Louisiana                                                                                   | Archival investigation<br>Architectural survey                                                                       | 15 buildings evaluated of which five are determined to be eligible for NRHP.                                                                                                                                                               | 22-1601<br>22-2570<br>22-4166                                                        |                                                                                                                      |
| 22-2247       | Earth Search, Inc.                               | Michael Godzinski, Benjamin Maygarden, Jill-Karen Yakubik, Gail Lazaras, Jeff Clary, Chase Robertson, and Pauline Barrow                                                                                                                                                                                     | 1999        | Desire Corridor Major Investment Study Preliminary Assessment of Effects on Cultural Resources                                                                                                            | Archival investigation, Architectural survey                                                                         | 593 historic buildings identified within the five proposed alternate routes.                                                                                                                                                               | 22-1601<br>22-2252<br>22-2570<br>22-3633<br>22-4166<br>22-4415                       |                                                                                                                      |
| 22-2264       | Earth Search, Inc.                               | Aubra Lee, Jeffrey Clary, and Kenneth Jones                                                                                                                                                                                                                                                                  | 2000        | Archaeological Monitoring of the Navy Exchange-Citgo Gas Station for the Eastbank Naval Support Activity Area.                                                                                            | Background research, Archaeological monitoring                                                                       | Cultural resources from late nineteenth and early twentieth centuries identified; no further work recommended.                                                                                                                             | 22-1601<br>22-1638<br>22-4166                                                        | 14 mechanically excavated trenches                                                                                   |
| 22-2522       | Earth Search, Inc.                               | Michael Godzinski, Benjamin Maygarden, Jeffrey Treffinger, Heather Apollonio, Beth Bingham, Wendy Bosma, Jeffery Clary, Danny Ryan Gray, Gail Lazaras, Kathryn Lintott, Kerriann Marden, Sara Orton, Eads Poitevent IV, Rhonda Smith, Barry South, Mary Elizabeth Weed, Ellen Wilmer, and Jill-Karen Yakubik | 2002        | Cultural Resources Evaluation, Desire Streetcar Line                                                                                                                                                      | Archival investigation<br>Shovel test excavation<br>Auger test excavation<br>Mechanical excavation<br>Remote sensing | Architectural resources identified; preservation of historic buildings recommended. Three new archaeological sites were recorded.                                                                                                          | 22-1601<br>22-2247<br>22-2570<br>22-3633<br>22-4166<br>22-4415                       | Eight mechanical trenches as well as 47 shovel and 10 auger tests excavated at 10-m intervals                        |



**Table 3.1. Previously Conducted Cultural Resource Investigations within the IHNC APE.**

| Report Number | Survey Firm / Agency                                               | Author                                                                                                                                                                                                                                                                    | Report Date | Report Title                                                                                                                                             | Field Methodology                                                                        | Results                                                                                                                                                   | Survey Area Overlaps with Report No.                                                                                                                   | Comments |
|---------------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 22-2570       | Earth Search, Inc.                                                 | Michael Godzinski, Jeffrey Treffinger, Benjamin D. Maygarden, Sarah Orton, Jane S. Brooks, Mary Elizabeth Weed, Jill-Karen Yakubik, Bethany Bingham, Eads Poitevent, Gail Lazaras, Wendy Bosma, Barry South, Ellen Wilmer, Kathryn Lintott, Kay Marden, and Jeffrey Clary | 2005        | Historic Preservation Plan for Bywater Historic District                                                                                                 | Archival investigation, Architectural survey                                             | 2,151 buildings recorded in Bywater. In addition, 153 lots and three cemeteries were documented.                                                          | 22-1601<br>22-1638<br>22-2252<br>22-2264<br>22-3633<br>22-4166<br>22-4415                                                                              |          |
| 22-2571       | Earth Search, Inc.                                                 | Michael Godzinski, Jeffrey Treffinger, Benjamin D. Maygarden, Sarah Orton, Jane S. Brooks, Mary Elizabeth Weed, Jill-Karen Yakubik, Bethany Bingham, Eads Poitevent, Gail Lazaras, Wendy Bosma, Barry South, Ellen Wilmer, Kathryn Lintott, Kay Marden, and Jeffrey Clary | 2005        | Historic Preservation Plan for Holy Cross Historic District                                                                                              | Archival investigation, Architectural survey                                             | 1,101 buildings recorded in Holy Cross as well as 78 lots documented within the same district.                                                            | 22-1443<br>22-1553<br>22-4166                                                                                                                          |          |
| 22-3457       | URS Corporation                                                    | Martin Handly, Stephanie Perrault, Jim Collis, Hilary Dafoe, Jason Grismore, Amanda Hale, Gary Hawkins, Audrey Maass, Lauren Poche, and Mary Sandell                                                                                                                      | 2011        | Reporting for Archaeological Monitoring of FEMA-Funded Demolition of Residential Structures in Orleans Parish as a Result of Hurricanes Katrina and Rita | Background research, Archaeological monitoring Shovel test excavation                    | 170 sites identified: 91 new historic sites identified/documented, three site revisits, and 76 new historic sites recorded as Unexpected/New Discoveries. | 22-1443<br>22-1553<br>22-2571<br>22-4166                                                                                                               |          |
| 22-3633       | Cultural Resource Analysts, Inc.                                   | Paul G. Avery and Judith A. Sichler                                                                                                                                                                                                                                       | 2011        | Phase II Archaeological testing at Site 16OR213 (Stallings Gymnasium), New Orleans, Orleans Parish, Louisiana.                                           | Background research, Mechanical excavation, Test unit excavation, Archival investigation | Excavation of Poland Street Car Barn. Three features were identified, including two privies and a well.                                                   | 22-1601<br>22-2247<br>22-2522<br>22-2570<br>22-4166<br>22-4415                                                                                         |          |
| 22-4166       | Greater New Orleans Archaeology Program, University of New Orleans | Andrea P. White                                                                                                                                                                                                                                                           | 2012        | The Greater New Orleans Archaeological GIS Project, End of the Grant Report                                                                              | Archival investigation, Desktop-based archaeological investigation                       | Created a GIS database for New Orleans and surrounding areas with data attained from archival research.                                                   | 22-1185<br>22-1443<br>22-1553<br>22-1559<br>22-1601<br>22-1638<br>22-2247<br>22-2264<br>22-2522<br>22-2570<br>22-2571<br>22-3457<br>22-3633<br>22-4415 |          |
| 22-4415       | Cultural Resource Analysts, Inc.                                   | Paul G. Avery, Hallie A. Hearnese, Judith A. Sichler, and Renee Bonzani                                                                                                                                                                                                   | 2014        | Phase III Archaeological Data Recovery at Site 16OR213 (Stallings Gymnasium), New Orleans, Orleans Parish, Louisiana.                                    | Background research, Mechanical excavation, Test unit excavation, Archival investigation | Excavation of Poland Street Car Barn. Three features were identified, including two privies and a well.                                                   | 22-1601<br>22-2247<br>22-2522<br>22-2570<br>22-3633<br>22-4166                                                                                         |          |



**Table 3.2. Previously Recorded Archaeological Sites within the IHNC APE.**

| Site Number | Site Form Completed or Updated By                                                                | Field Methods                                                                                                                 | Cultural Affiliation                                                                                                                                                                         | Site Function                                                                                                                                                                              | Present Land Use                                                                                                | Description of Material                                                                                                                                                                                                                                                                                                            | Features                                                                                                                                                                                  | NRHP Eligibility                    | Excavations                                                                                                                             |
|-------------|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 16OR107     | Andrea White - 2016, R. Christopher Goodwin & Associates - 1985                                  | Pedestrian survey (2016), Monitoring of Mechanical trench excavation (1985)                                                   | Historic Antebellum War & Aftermath Industrial and Modern (2016), nineteenth to twentieth century (1985)                                                                                     | Urban (residential, industrial, commercial institution) (2016), Historic (unknown) (1985)                                                                                                  | Abandoned facilities transferred from the US Navy to the city of New Orleans (2016), Railroad embankment (1985) | Construction material, ceramics, glass bottle fragments, faunal, iron object fragments, and personal items (2016). Ceramics, glass, metal, bone, and construction materials (1985).                                                                                                                                                | Historic scatter (1985)                                                                                                                                                                   | Unknown (2016), Not eligible (1985) | Inspection trench excavated (1985)                                                                                                      |
| 16OR133     | Lauren Poche - 2011, Robert W. Martin - 2009, Yakubik and Franks - 1991                          | Background research (2011), Pedestrian survey and shovel test excavation (2009), Shovel tests and test unit excavation (1991) | Historic - Antebellum War & Aftermath Industrial and Modern (1900-present) (2011), Historic: nineteenth through early twentieth century (2009, 1991)                                         | Late 19th century urban property residence (2011, 2009), Urban residential since 1869 (1991)                                                                                               | Empty lot (2011, 2009), Residential (1991)                                                                      | Ceramic, glass, fauna, unmodified stone, and plastic (2011). Brick and mortar, metal glass, ceramic, coal; cinder, charcoal, fauna (2009). Late 19th to early 20th century household artifacts (1991).                                                                                                                             | Historic artifact scatter (2011), Late 19th century homestead (2009), historic sheet midden; historic scatter (1991)                                                                      | Eligible                            | Two shovel tests (2009), two shovel test, one 1 x 1 m test unit (1991)                                                                  |
| 16OR134     | Mark Martinkovic - 2012, Lauren Poche - 2011, Robert W. Martin - 2009, Jill-Karen Yakubik - 1991 | Background research (2012, 2011), Pedestrian survey and shovel test excavation (2009), Shovel test excavation (1991)          | Historic exploration (1541-1803), Antebellum (1803-1860), War and Aftermath (1860-1890), Industrial and Modern (1890-present) (2009, 2011), Historic: 19th through early 20th century (1991) | Residential (2012, 2011), Early 20th century urban residence (2009), Residential and Truck farming (1991)                                                                                  | Residence (2012), Empty lot (2011, 2009), Residential (1991)                                                    | Ceramics, bricks, glass, metal, organic material, unmodified stone, and plastic (2011), Rangia shell, glass, metal, ceramics (2009), Late 19th and early 20th century household artifacts (1991)                                                                                                                                   | Historic artifact scatter and brick walkways (2011), Early 20th century homestead (2009), Historic sheet midden (1991)                                                                    | Eligible                            | Two shovel tests (2009), Shovel tests excavated at 5-m intervals (1991)                                                                 |
| 16OR213     | Andrew Smith - 2014, Paul G. Avery - 2013, Robert W. Martin - 2010, Ryan Gray - 2005             | Mechanical trench and test unit excavation (2013), Monitoring and shovel test excavation (2010), Monitoring (2005)            | War and Aftermath Industrial and Modern (2013, 2010), 19th and 20th century residential and commercial (2005)                                                                                | 1. Transportation: New Orleans Urban Street Car Station (1861-1934)<br>2. Government: Stallings Community Center Gymnasium & Youth Center<br>3. Temporary FEMA housing (2005, 2010, 2013), | New Orleans City Square 350 (2013), Vacant Lot (2010), FEMA temporary housing (trailers) (2005)                 | Architectural material related to the pre-1916 car barn and facility. Architectural materials, faunal remains and small amounts of domestic material (2013), brick and mortar, cinder, slag, and milled lumber scraps (2010), Historic ceramics, glass, faunal materials, ferrous metal hardware and construction materials (2005) | one large brick privy, one large brick well, and one smaller brick privy. (2013), Cinder/slag linear alignment with siding (2010), Historic ruins and sheet midden; rail yard fill (2005) | Unknown (2013, 2010, 2005)          | Four test units and six trenches/feature blocks were excavated (2013), three shovel tests (2010), Monitored mechanical trenching (2005) |
| 16OR336     | Sharla C. Azizi - 2006                                                                           | Pedestrian survey                                                                                                             | Historic-Modern ca. 1950s                                                                                                                                                                    | Urban - residence                                                                                                                                                                          | Empty lot                                                                                                       | None                                                                                                                                                                                                                                                                                                                               | Brick Cesspool                                                                                                                                                                            | Unknown                             |                                                                                                                                         |
| 16OR512     | Robert W. Martin - 2009                                                                          | Pedestrian survey                                                                                                             | Industrial and Modern 1890-                                                                                                                                                                  | Urban Residence                                                                                                                                                                            | Empty lot                                                                                                       | Glass (ca 1870-1890), metal, brick                                                                                                                                                                                                                                                                                                 | Two brick patterns and glass scatter                                                                                                                                                      | Potentially eligible                |                                                                                                                                         |

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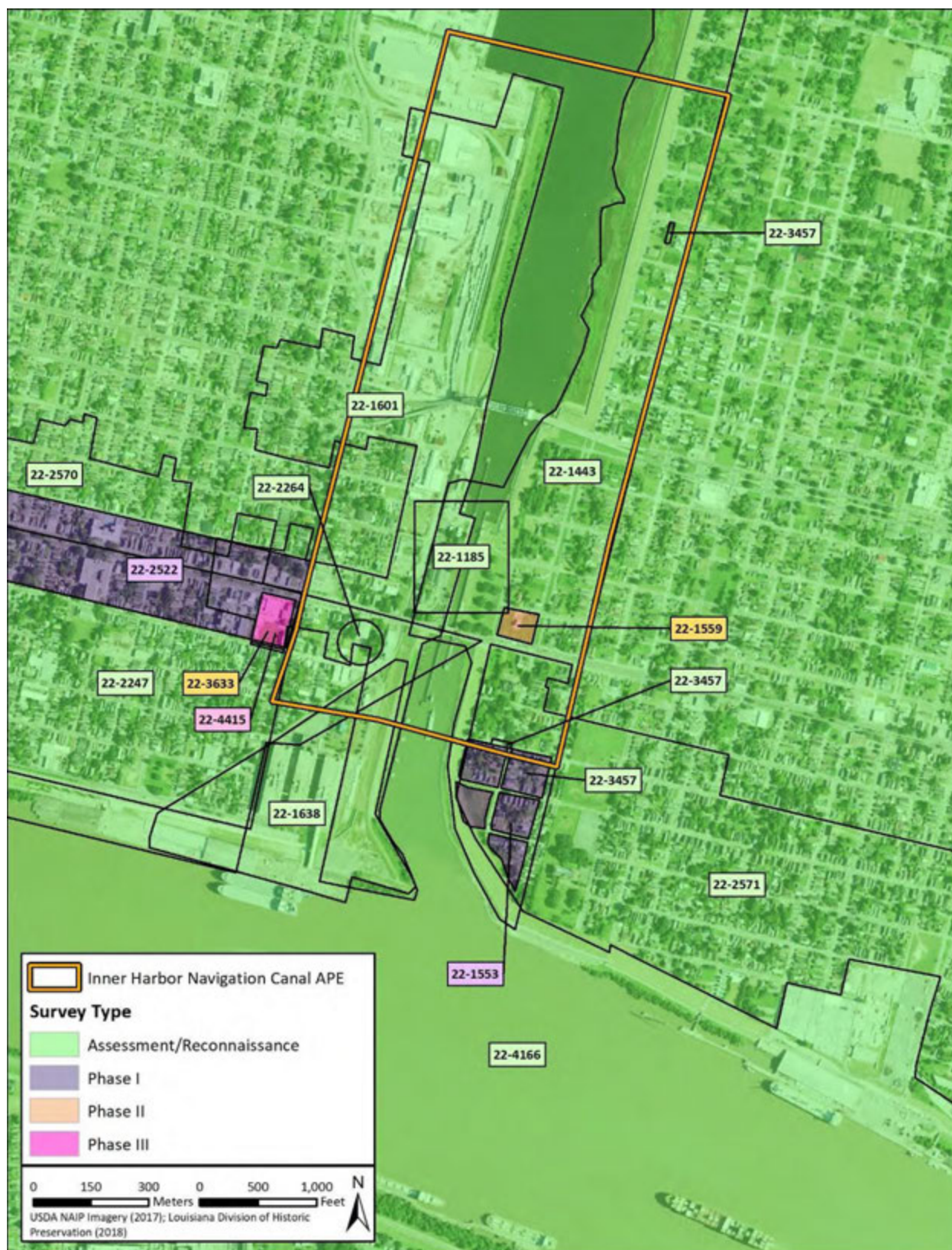


Figure 3.1. Previously conducted cultural resource investigations in the IHNC APE.

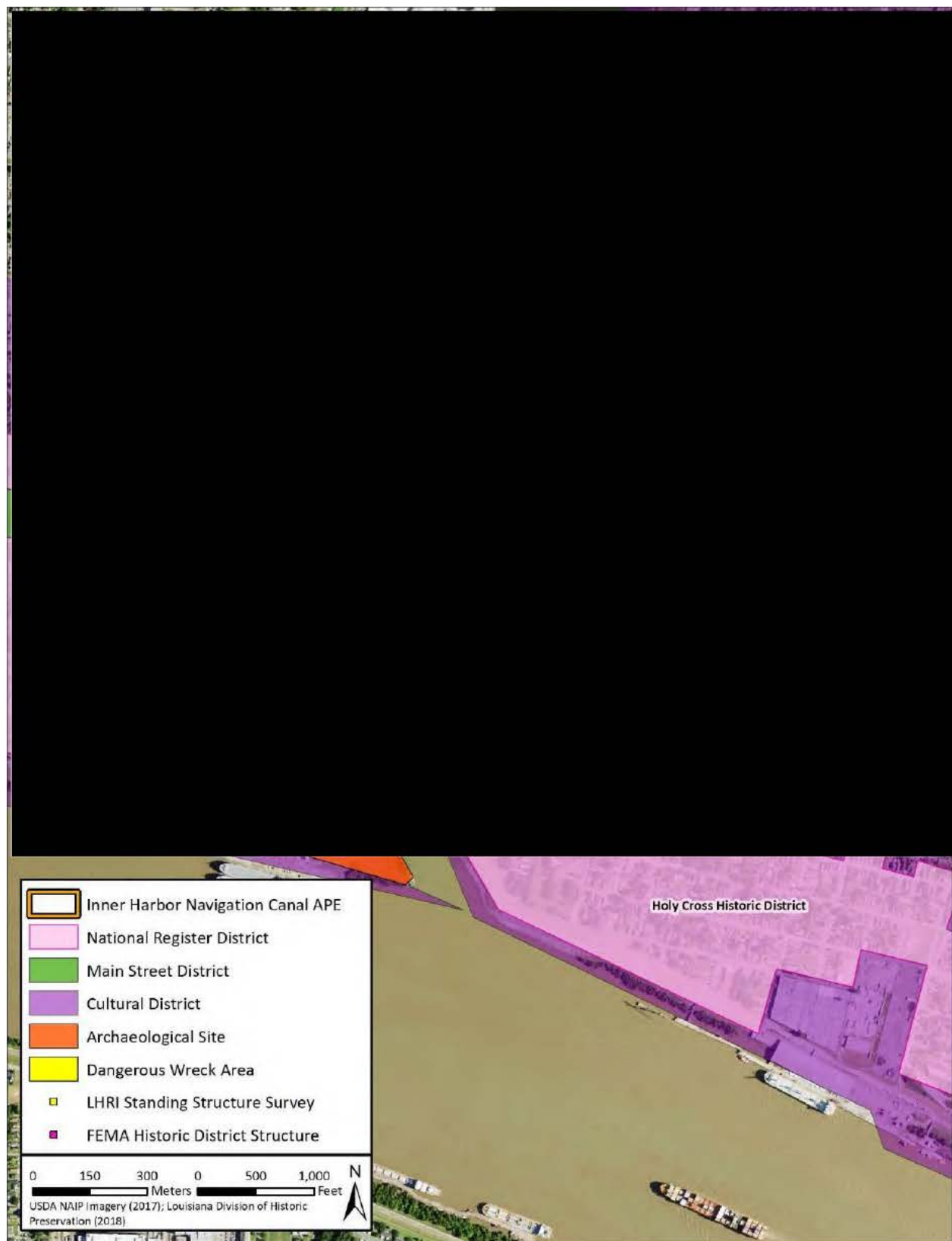


Figure 3.2. Previously recorded archaeological sites in the IHNC APE.



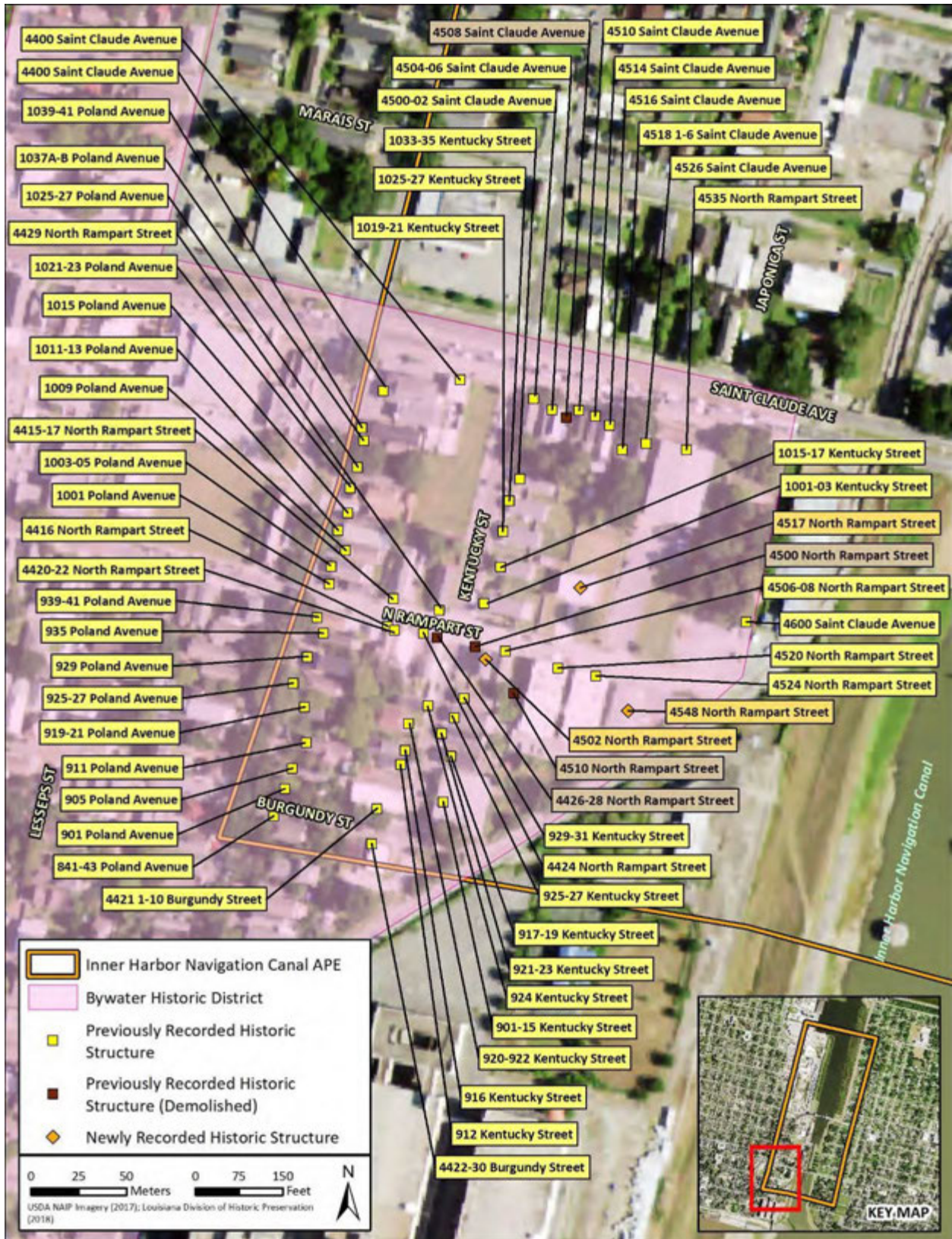


Figure 3.3. Bywater NRHD previously recorded built environment resources in the IHNC APE.





Figure 3.4. Holy Cross NRHD previously recorded built environment resources in the IHNC APE.

was determined to be an “outstanding example of a navigation lock,” embodying distinctive characteristics of its type and period of construction (Criterion C). The structure was determined significant at the national, state, and local level. In 1987, the structure retained integrity of design, association, feeling, setting, materials, workmanship, and design. The structure is located within the current APE.

## **Report No. 22-1443**

Report No. 22-1443 (*A Research Design for Archaeological Investigations and Architectural Evaluations within the Proposed Upper Site, New Lock and Connecting Channels, Inner Harbor Navigation Canal, New Orleans, Louisiana*) developed and proposed a research design for future archaeological investigation and architectural evaluation of resources associated with IHNC lock replacement (Shuman and Franks 1991). The research was conducted in 1991 by staff of the Museum of Geoscience of the Louisiana State University. The report presents extensive archival research, including a history of ownership, historic maps, census, and city directory data. For the architectural assessment, vehicular and non-systematic pedestrian surveys were conducted to record architecture, streetscapes, and physical conditions of the built environment. Buildings or structures that appeared more than 50 years old were evaluated following NRHP criteria. The St. Claude Avenue and Florida Avenue bridges are examples of Strauss heel trunnion bascule drawbridges constructed between 1918 and 1921. The type is named for Joseph B. Strauss, an engineer credited with the design in the early twentieth century. The St. Claude Avenue bridge is “a riveted steel through Warren truss with verticals.” There are two vehicular lanes between the trusses and two cantilevered lanes outside the trusses. An addition on the bridge’s eastern end supports a large concrete counterweight. The Florida Avenue bridge is slightly larger than the St. Claude Avenue bridge, but is similar in design and construction. The Judge Seeber Bridge was evaluated under Criterion G for exceptional significance, since it did not meet the 50-year threshold for significance at the time of this report. The bridge was also determined significant under Criterion C at the local level. Researchers determined the bridge was not exceptionally significant and did not recommend it for NRHP eligibility.

The St. Claude Avenue and Florida Avenue bridges were not associated with events that made a significant contribution to history, and both were recommended ineligible for NRHP listing under Criterion A. Research did not indicate Joseph B. Strauss was involved in the design of either bridge, but rather his staff of engineers designed the bridges. Neither bridge was recommended NRHP eligible under Criterion B. The bridges represent significant examples of early twentieth-century bascule bridges and played a role in American engineering history. The bridges were recommended NRHP eligible under Criterion C for these historic associations. Researchers also recommended the bridges NRHP eligible under Criterion D for their potential to provide information on bascule design and construction, given the rapid loss of similar bridges in the late twentieth century. Researchers determined both bridges retained integrity of location, design, setting, materials, workmanship, and feeling. Integrity of association was not discussed (Franks et al. 1991).

A total of 97 buildings or structures, including residential, commercial, civic, religious, and industrial properties, were recorded within the 1991 project area. These data were used to develop a research design for subsurface excavation. A combination of Phase I survey and Phase II evaluation and assessment was recommended, including additional archival research, systematic shovel test excavation, and test unit excavation in specific areas (Shuman and Franks 1991:188-189).

### **Report No. 22-1553**

Report No. 22-1553 (*Archaeological Survey and Testing in the Holy Cross Historic District, New Orleans, Louisiana*) evaluated the results of archaeological fieldwork in the Holy Cross District of four city blocks along the eastern side of the IHNC, conducted by Earth Search Inc. in 1992 (Yakubik and Franks 1992). Methods consisted of background research, non-systematic pedestrian survey, and shovel test and unit excavation. The survey identified three new historic archaeological sites (16OR130, 16OR131, and 16OR132) outside the IHNC APE and two new historic archaeological sites (16OR133 and 16OR134) within the IHNC APE. A detailed artifact analysis was presented for 16OR130, 16OR131, and 16OR134, but no eligibility recommendations were provided. Future investigations were discussed only for sites outside of the IHNC APE.

### **Report No. 22-1559**

In Report No. 22-1559 (*National Register Evaluation of Sewerage Pumping Station B, New Orleans, Louisiana*), Earth Search Inc. evaluated the NRHP eligibility of Pumping Station B in 1992 (Enzweiler et al. 1992) during an assessment conducted in advance of proposed replacement of the IHNC lock. The evaluation consisted of archival investigations, including architectural and engineering aspects of the structure, and the on-site evaluation of Pumping Station B. Pumping Station B, constructed in 1907 by W. M. Wren and Company and designed by J. W. Armstrong, was recommended eligible for inclusion in the NRHP under Criteria A and C. The building was recommended eligible under Criterion A at the local level for its association with early drainage and urban development between 1905 and 1907. The drainage provided by Pumping Station B and other pump houses reduced sewerage-related disease and facilitated further infrastructural development. The building was recommended eligible at the local level under Criterion C for its association with J. W. Armstrong, an important American public works architect. It also was recommended eligible under Criterion C at the local level as an important example of an engineering system built to pump sewerage at elevations below sea level. The report concluded that the building generally retained “architectural integrity.”

### **Report No. 22-1601**

Report No. 22-1601 (*Architectural and Archaeological Investigations In and Adjacent to the Bywater Historic District, New Orleans, Louisiana*) included an architectural assessment and an archaeological research design developed for 64 city blocks (or portions thereof) situated along



the western side of the INHC APE (Hinks et al. 1994). The work was conducted by R. Christopher Goodwin and Associates, Inc., and 179 built environment resources were identified during “reconnaissance survey.” “Reconnaissance survey” included windshield survey, non-systematic pedestrian survey, background research, and an inspection of a sample block/area (Derry et al. 1977). Of the 179 built environment resources, 113 buildings with integrity were individually surveyed. An archaeological research design consisted of a desktop-based evaluation of historic maps and non-systematic pedestrian and vehicle surveys designed to evaluate the extent of potential modern and historical disturbances to archaeological resources. Six blocks on Galvez Street were recommended for inclusion in the Bywater NRHD.

## **Report No. 22-1638**

Report No. 22-1638 (*An Historical and Architectural Assessment of the New Orleans Naval Support Activity (East Bank), New Orleans, Louisiana*) presents the results of an architectural and historical assessment of the Naval Support Activity (NSA) facility, East Bank, conducted by Geo-Marine, Inc. in 1992 (Doty-Freeman et al. 1992). Researchers conducted archival investigations for the site, including a review of published site histories, US government serial sets, local newspaper publications, and Port of New Orleans Board of Commissioner annual reports. Fieldwork included intensive survey of 15 buildings or structures (Buildings 601, 602, 605, 603, 607, 608, 609, 613, 663, 668, 680, 688, 689, 692, and wharf house with wharf). Five buildings and one associated structure (Buildings 601, 602, 603, 613, and wharf house [no building number], as well as the wharf) were recommended eligible, and 10 buildings (Buildings 605, 607, 608, 609, 663, 668, 680, 688, 689, and 692) were recommended not eligible for inclusion in the NRHP. Eligibility recommendations were based on the structure’s contribution to the national and local economies as part of World War I federal investments (US Navy) in New Orleans. While eligible structures are part of 16OR107, none of the structures are located in the IHNC APE.

## **Report No. 22-2247**

Report No. 22-2247 (*Desire Corridor Major Investment Study: Preliminary Assessment of Effects on Cultural Resources*) assessed the potential impact of eight Desire transportation corridor alternatives, including streetcar reroutes, streetcar line restoration, and busway alterations by Earth Search, Inc. in 1999 (Godzinski et al. 1999). Researchers consulted the LA SHPO, Historic New Orleans Collection, Vieux Carré Commission, and HDLC to provide archival information on the French Quarter. Architectural historians completed intensive survey of 593 historic buildings within that project’s APE. The NRHP evaluations for the 593 buildings recorded were included as Appendix II in the original report, but this appendix does not currently exist within the document. The report recognized three individually eligible buildings within the survey: the Saenger Theatre, Congo Square, and St. Louis Cemetery I. Researchers recognized the buildings along St. Claude Avenue for building integrity. No archaeological fieldwork was conducted.

## Report No. 22-2264

Report No. 22-2264 (*Archaeological Monitoring of the Navy Exchange-Citgo Gas Station for the Eastbank Naval Support Activity Area*) discusses monitoring efforts during construction of a Navy Exchange-Citgo gas station in the Eastbank NSA area (Lee et al. 2000). Background research was completed and 14 pre-construction utility trenches were monitored. No Phase I survey was conducted prior to trench excavation. Trench depth ranged from 45 to 90 centimeters below surface (cmbs). Late eighteenth- and early twentieth-century artifacts were identified in disturbed context, and no trinomial was assigned to the locus.

## Report No. 22-2522

Report No. 22-2522 (*Cultural Resources Evaluation, Desire Streetcar Line*) presents the results of archival investigations, architectural research, and archaeological survey conducted by Earth Search Inc. in preparation for the Desire Streetcar Line Replacement (Godzinski et al. 2002). Cultural resource evaluation methods included ground surface inspection using thermographic remote sensing with an INSBA detector and subsurface inspection using a ferrous electric infrared sensor. Eight trenches were mechanically excavated in the Basin Street and McShane Place/St. Claude Avenue medians to a maximum depth of 200 cmbs. Forty-seven shovel and bucket auger tests were excavated, where possible, at 10-m intervals to depths ranging from 50 to 70 cmbs, respectively. Three archaeological sites (16OR172, 16OR173, and 16OR174) were recorded. The survey area minimally overlaps with the IHNC APE, and the three archaeological sites are not located within the IHNC APE.

## Report Nos. 22-2570 and 22-2571

As part of the same project, investigations associated with Report Nos. 22-2570 (*Historic Preservation Plan for Bywater Historic District*) and 22-2571 (*Historic Preservation Plan for Holy Cross Historic District*) were completed by Earth Search Inc. in preparation for new lock construction on the INHC (Godzinski et al. 2005a, 2005b). In an earlier effort for the current report, a Memorandum of Agreement (MOA) between USACE, LA SHPO, and the Advisory Council on Historic Preservation (ACHP) required the development of separate historic preservation plans for the Bywater and Holy Cross NRHDs. As part of the same USACE Task Order, investigations associated with Report Nos. 22-2570 and 22-2571 were completed by Earth Search Inc., (Godzinski et al. 2005a, 2005b). The plan for each district included:

- A thorough survey to identify and assess the significance of each building in the districts, unifying design features, landscaping, and streetscape elements, and setback characteristics;
- An analysis of the overall condition of each structure, based on readily obvious exterior features, and general recommendations on rehabilitation needs;

- An identification of current conditions that are undermining the economic and visual strengths of the district, such as abandonment, loss of commercial, retail services, deteriorating infrastructure and services, impediments to mobility, etc.;
- Design guidelines for new construction and the rehabilitation of existing buildings, particular to the design characteristics of the historic district; and,
- Recommended preservation strategies to counter disinvestment, stabilize neighborhood cohesiveness, attract retail investment, and bolster property values (Godzinski et al. 2005a:1-1, 2005b:1-1).

Project-related archival and historical research had three foci:

- To review previous preservation efforts in the district;
- To identify high probability areas for archaeological remains; and,
- To provide a historic overview of the development of the area (Godzinski et al. 2005a:1-1, 2005b:1-1).

Earth Search Inc. conducted archival investigations at the Louisiana Collection and Hogan Jazz Archives at Tulane's Howard-Tilton Memorial Library, the Port of New Orleans Board of Commissioners' records and archives, notarial records and Clerk of Court conveyance office books, and the New Orleans Public Library's Louisiana Division and City of New Orleans Archives for information on the report's project area.

The plan outlined above also applies to the preparation of Report No. 22-2571. For 22-2571, Earth Search Inc. conducted research at the City of New Orleans Property Management Department's Real Estate and Records Division; the Louisiana Collection; the Hogan Jazz Archive; the Southeastern Architectural Archive at Tulane's Howard-Tilton Memorial Library; the Port of Orleans Board of Commissioners' records and archives; the Port of New Orleans Board of Commissioners' records and archives; notarial records and Clerk of Court conveyance office books; and the New Orleans Public Library's Louisiana Division and City of New Orleans Archives for information on the report's project area. Researchers conducted intensive survey within the Bywater and Holy Cross NRHDs and completed HDLC data forms. These surveys were conducted to update HDLC historic district information. Earth Search Inc. assessed buildings for potential contribution to the Bywater (Survey No. 22-2570) and Holy Cross (Survey No. 22-2571) NRHDs and current preservation status.

## **Report No. 22-3457**

Following Hurricanes Katrina and Rita, FEMA's demolition of 841 New Orleans Parish properties required archaeological monitoring, presented in Report No. 22-3457 (*Report for Archaeological Monitoring of FEMA-Funded Demolitions of Residential Structures in Orleans Parish as a Result of Hurricanes Katrina and Rita*) (Handly et al. 2011). FEMA negotiated a Secondary Programmatic Agreement with the LA SHPO, the ACHP, the City of New Orleans, and USACE in 2006 (2PA). FEMA negotiated the first amendment to the 2PA with the City of New

Orleans, LA SHPO, and other consulting parties in 2009. The survey was conducted by URS Corporation and included background research and archaeological fieldwork. In total, 170 archaeological sites were visited during the demolition process, 167 of which were newly recorded. Field efforts consisted of non-systematic survey and shovel test excavation at sites where artifacts were observed on the surface. With one exception, 16OR324, the NRHP eligibility of the newly recorded sites was not assessed. Within the IHNC APE, 16OR133, 16OR134, 16OR336, and 16OR512 were recorded.

### **Report No. 22-3633**

Report No. 22-3633 presents archaeological research of previously identified site 16OR213 (Phase II Archaeological Testing at Site 1ORR213 [Stallings Gymnasium] New Orleans, Orleans Parish, Louisiana). The survey is outside the Project APE, but included in this report as it contains important information for the purpose of assessing known cultural resource themes in the vicinity of the Project. Phase II investigations were conducted by CRA Inc. for Trigon Associates, LLC. in anticipation of a new municipal building for the City of New Orleans and financially aided by FEMA funding (Avery and Sichler 2011). Earth Search, Inc. previously identified 16OR213 during post-Katrina FEMA efforts and reported the remains of a streetcar barn and associated facilities dating back 1861. Phase II research consisted of historical research and excavation of five trenches for a total of 20 m (66 ft) in length and extending between 0.3 and 1.0 m (1.0 and 3.3 ft) below the surface. Three archaeological features were identified including a large privy, a large brick well, and a buried wooden plank. The concrete floor of the 1916 car barn was also identified. Two 1.0 by 1.0 m (3.3 by 3.3 ft) test units were excavated to further examine features identified during trenching. Artifacts (n=322) indicated a nineteenth and twentieth century industrial use of the site, mixed with a light density of mid-nineteenth century domestic artifact assemblage. The site was recommended eligible for NRHP inclusion due to its historical importance on a local level. Avoidance or mitigation was recommended for the anticipated construction activity.

### **Report No. 22-4166**

The Greater New Orleans Archaeological GIS Project, End of the Grant Report (Report No. 22-4166), consisted of a desktop-based study and digitizing/assessing archival maps of New Orleans to develop an archaeological site probability model. Regional archaeologist Andrea White (2012) completed the research in 2012 and was financed by Federal funds from the US Department of Housing and Urban Development through the Louisiana Office of Community Development and LA SHPO.

### **Report No. 22-4415**

Report No. 22-4415 (Phase III Archaeological Data Recovery at Site 16OR213 [Stallings Gymnasium], New Orleans, Orleans Parish, Louisiana) presents the results of historical research and Phase III archaeological investigations conducted by Trigon Associates, LLC and Cultural Resource Analysts (CRA), Inc. (Avery et al. 2014). The survey is outside the Project APE, but

included in this report as it contains important information for the purpose of assessing known cultural resource themes in the vicinity of the Project. Previous research at the sites (Report No. 22-3633, Avery and Sichler 2011) identified intact archaeological deposits and features at site 16OR213. Based on the City of New Orleans plans to construct a public facility at the site, features 1 and 2 were re-exposed. In addition to these two features, a newly identified privy (feature 4) was also excavated using a 1.0 by 1.0 m (3.3 by 3.3 ft) test unit. A detailed artifact and botanical analysis were presented for the site, but the regular cleaning of privies prevented a detailed perspective on the lives of workers at the streetcar barn. The streetcar barn, however, was in use during the transition from mule-powered to electrically powered trains, as identified by the horse shoe nails. Although the researchers did not recommend further research at the site, Avery et al. (2014) discuss that the ethnic make-up of people working at the barn and possible comparison of construction techniques of other industrial facilities in New Orleans are opportunities for further research.

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## PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES

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### Site 16OR107

Site 16OR107 is an Antebellum to Modern urban historic scatter adjacent to the Mississippi River to the south and the IHNC to the east (see **Figure 3.2**; see **Table 3.2**). The location corresponds to the NSA facility, which includes three warehouses constructed during World War I. The site was recorded during archaeological monitoring of trench excavations preceding the USACE, New Orleans District, floodwall alignment construction (Goodwin et al. 1986). As part of FEMA-funded efforts, the site was reassessed; non-systematic pedestrian survey was conducted by FEMA employees without formal archaeological training. Based on the survey results, the site boundary was expanded to include the NSA property, which overlaps with the current IHNC APE. Although White (2016) notes that disturbances in the area associated with the construction of the NSA and IHNC are likely, the extent of the disturbance is unknown.

Pedestrian survey included surface collection, but artifact provenience was not recorded. Trench profiles were measured, photographed, and documented, and a sample of the archaeological material was collected. Trenches oriented parallel to the Mississippi were excavated using a 0.6-m (2-ft) wide bucket to depths of 1.5 m (5 ft). One trench oriented perpendicular to the river was excavated to a depth of 0.9 to 3.0 m (3 to 10 ft) (Goodwin et al. 1986:47). The trenches are located outside the current IHNC APE.

Observed materials were primarily construction and fill debris associated with the NSA area and adjacent railways. In the trench, placed perpendicular to the Mississippi River, a historic cobblestone floor or pavement, possibly the historic foot of Japonica Street, was identified at depths ranging from 2.8 to 3.4 m (9.2 to 11 ft) below surface (Goodwin et al. 1986:47, 90).



During the FEMA reassessment, surface artifacts were collected along the eastern and southern portion of the NSA property (White 2016). Artifacts included construction material fragments, ceramic, glass and bottle fragments, modified and unmodified animal bone, unidentified iron fragments, and nineteenth- to twentieth-century personal items, such as five rouge pots and comb/brush fragments.

Based on the degree of site disturbance and the lack of research potential, 16OR107 was recommended ineligible for inclusion in the NRHP (Goodwin et al. 1986). The extent of disturbance is not known for the additional site area identified during the reassessment. Based on the lack of systematic subsurface testing, historic data, possibility of intact deposits, and age of some collected artifacts, White (2016) recommended archaeological testing prior to future ground-disturbing activities.

### Site 16OR133

Site 16OR133 is a nineteenth- and twentieth-century urban historic scatter and sheet midden (see **Figure 3.2**; see **Table 3.2**). The site is roughly 160 m east of the IHNC at New Orleans Square 231 and was recorded in 1991 as part of a survey anticipating the IHNC lock system replacement (Yakubik and Franks 1992). The site was revisited at Jourdan Avenue, Lot 833 as part of the post-Hurricane Katrina FEMA demolition survey (Martin 2009a), and a third site update was submitted later (Handly et al. 2011; Poche 2011a).

In 1991, shovel tests were excavated at 5-m (16.4-ft) intervals and one 1.0 by 1.0 m (3.3 by 3.3 ft) test unit was excavated (Yakubik and Franks 1992). Shovel test data were compared to the 1909 Sanborn maps to identify privies at New Orleans Square 231 (829 Jourdan Avenue) using auger test excavation, additional shovel test excavation, soil probes, and an Oakfield soil sampler. During post-Hurricane Katrina demolition efforts, archaeologists conducted pedestrian survey prior to and after demolition and monitored the removal process (Handly et al. 2011:128). Additionally, two shovel tests were placed at 10-m intervals in the southeast corner at 833 Jourdan Avenue. Shovel tests were excavated to 80 cmbs and were positive for cultural material.

One brick feature, recorded at depths between 40 and 55 cmbs, was identified in association with late nineteenth- and early twentieth-century household artifacts. The feature was interpreted as a two-room, multi-purpose outbuilding, possibly a shed, an empty privy, or a smokehouse based on a charcoal layer. The structure was removed by 1937, based on a review of historic maps (Yakubik and Franks 1992:220-221). No surface artifacts or features were observed during monitoring of post-Katrina demolition efforts. Shovel test excavation identified 163 artifacts in two shovel tests, of which 47 dated from ca. 1900 to 1970 (Handly et al. 2011:533-536).

Based on the potential for intact deposits related to class, race, and ethnicity in nineteenth- and twentieth-century New Orleans, the site was recommended eligible for inclusion in the NRHP (Yakubik and Franks 1992). When the site was revisited, the potential for architectural style

development and social class and ethnic distinctions in the lower Ninth Ward of the Holy Cross NRHD was an additional argument noted to support this interpretation (Martin 2009a). LA SHPO consultation was recommended to determine Phase II testing and evaluation or data recovery strategies (Handly et al. 2011:817; Poche 2011a).

## Site 16OR134

Site 16OR134 is a nineteenth- and twentieth-century urban historic sheet midden associated with residential use and truck farming (see **Figure 3.2**; see **Table 3.2**). The site is roughly 130 m east of the IHNC on New Orleans Square 232. The site was recorded in 1991 as part of a survey anticipating IHNC lock system replacement (Yakubik and Franks 1992). The site was revisited as part of the post-Hurricane Katrina FEMA demolition survey (Martin 2009b), and following background research on Lot 833 Jourdan Avenue, a site update form was submitted to the LA SHPO (Martinkovic 2012; Poche 2011b).

Initially, shovel test excavation was conducted at the site at 5.0-m (16.4-ft) intervals and one 1.0 by 1.0 m (3.3 by 3.3 ft) test unit was excavated (Yakubik and Franks 1992). During post-Katrina demolition efforts, archaeologists conducted pedestrian survey prior to and after demolition and monitored the removal process (Handly et al. 2011:128). Additionally, two shovel tests were placed at 10-m intervals in the southeast corner at 4739 Dauphine Street. Shovel tests were excavated to a maximum of 44 cmbs and were positive for cultural material (Handly et al. 2011:523).

The site consisted of late eighteenth- to twentieth-century household artifacts, including pearlware, yellowware, redware, plain and hand-painted porcelain, *Rangia* and oyster shell, numerous cut bones along with other household debris, clear glass medicine bottles, and dark green, clear, amethyst, and aqua glass shards (Handly et al. 2011:523, Yakubik and Franks 1992). A herringbone brick walkway was identified as well. Temporally diagnostic artifacts provided an 1843 to 1957 date range for the site. Background research indicated land use in the area developed from plantation activity in the eighteenth century to brickyard construction in the early nineteenth century (Martinkovic 2012), a “truck farm” at the turn of the twentieth century (Yakubik and Franks 1992:163), a store in the early twentieth century (Handly et al. 2011:522), and a bakery in the first half of the twentieth century (Yakubik and Franks 1992).

This site was recommended eligible for NRHP inclusion due to its potential to further understanding of class, race, and ethnic distinctions in historic New Orleans, as well as its potential for understanding land use through time, including large scale agriculture for export, i.e., truck farming (Yakubik and Franks 1992). When the site was revisited, the potential for architectural style development and social class and ethnic distinctions in the lower Ninth Ward of the Holy Cross NRHD was an additional argument noted to support this interpretation (Handly et al. 2011:817; Martin 2009b).

## Site 16OR213

Site 16OR213 is a nineteenth- to twentieth-century urban residential and commercial midden (see **Figure 3.2**; see **Table 3.2**). Initially, the site was recorded during monitoring efforts for utility trenching to place FEMA trailers post-Hurricane Katrina (Gray 2007). The site was later expanded to include the New Orleans City Block 350 in the Bywater NRHD, which is alternately known as the 4300 Block of St. Claude Avenue (Avery and Sichler 2011, Avery et.al. 2014). The site is bounded by St. Claude Avenue, Poland Avenue, North Rampart Street, and Lesseps Street; the Mississippi River flows approximately 609 m (1,998 ft) south of the site.

Initially, three shovel tests excavated at the original slab location were positive for subsurface cultural material. Monitoring of demolition activities exposed a single historic linear feature measuring 25.0 x 1.3 m (82.0 x 4.1 ft) and consisting of cinder and slag with exposed cypress planking. In 2013, four test units were excavated and six trenches/excavation blocks were mechanically excavated prior to reconstruction on the footprint of the community center (Avery and Sichler 2011). Test units were excavated to 20 cmbs. Two trenches, totaling 10.0 m (32.8 ft) in length and excavated to a depth of approximately 1.0 m (3.3 ft), were placed on the western edge of the site. Three trenches, 4.0 m (13.1 ft) in length and excavated to a depth of 1.0 m (3.3 ft), were excavated on the northern edge of the site. During Phase III excavation, two previously identified privies and one newly identified privy were further investigated.

Historic ceramics (whiteware, ironstone, porcelain, and “cc ware”), glass, faunal material, ferrous metal hardware (horseshoes and rail road spikes), kaolin tobacco pipe stems, cinder, slag, and construction materials (bricks and mortar) were identified at 16OR213. Artifacts distribution varied across the site, and four features were identified: one linear cinder and slag “alignment” with exposed cypress tongue-in-groove planks; one large brick privy; one large brick well; and one smaller brick privy (Avery and Sichler 2011; Avery et al. 2014, Gray 2007). The cinder and slag feature was identified as a probable “street car pit or trestle street car pit vestige” associated with the New Orleans Railroad Company horse-drawn (and later electric) car barn at this location (Gray 2005). The large privy was brick-lined with a cypress plank base. The smaller privy was brick-lined, cypress-based, and contained mostly metal hardware and domestic refuse, including six complete glass bottles at its base. Historic maps also indicated the presence of a blacksmith shop, but no evidence of the structure was identified.

In 2005, 16OR213 was recommended for further research if the lot was going to be disturbed by future construction endeavors since the NRHP eligibility was undetermined, although the site was noted for its potential to inform investigations of New Orleans transportation history (Gray 2007). Initial subsurface testing confirmed the potential for intact deposits, and the site was recommended for further testing (Avery and Sichler 2011). Based on subsequent research at 16OR213, it was determined that the site retains sufficient integrity and provides important information to the history of New Orleans, specifically on waste disposal and transportation systems (Avery and Sichler 2011). In portions of the site, Avery et al. (2014) conducted a Phase III mitigation of the site and recommended no further work here. Site 16OR213 is recommended eligible for inclusion in the NRHP. Gray (2007), Avery and Sichler (2011), and

Avery et. al. (2014) conducted research within the site boundary, but outside the IHNC APE. Effective after 2014, new LA SHPO policy states that the site boundary now encompasses the entire New Orleans City Square 350 to reduce overlapping site boundaries.

## Site 16OR336

Site 16OR336 is an urban Historic Modern (ca. 1950s) brick cesspool (see **Figure 3.2**; see **Table 3.2**). The site is located at 4822 North Galvez Street, approximately 183 m (600 ft) east of the IHNC, and it was recorded during post-Hurricane Katrina FEMA demolition survey. During post-Katrina demolition efforts, archaeologists conducted pedestrian survey prior to and after demolition and monitored the removal process (Handly et al. 2011:128). No subsurface testing occurred at the site.

The structure consisted of a squared-off brick and mortar feature with rounded edges at least seven brick courses deep. Approximately 1.0 by 1.0 m (3.3 by 3.3 ft) in size, two red terracotta drainpipes stamped “BLOCK OHIO” were observed on opposite sides of the feature. No artifacts were observed (Handly et al. 2011:678). The site was recommended not eligible for inclusion in the NRHP (Handly et al. 2011), although the site file form from the investigation mentions the potential for 16OR336 to contribute to insights concerning the development of mid-twentieth-century development of cesspools through time (Azizi 2006).

## Site 16OR512

Site 16OR512 is an industrial and modern light urban scatter (see **Figure 3.2**; see **Table 3.2**). The site is located at 900-02 Jourdan Avenue, approximately 125 m (410 ft) east of the IHNC. This site is composed of a single lot measuring 10 x 38 m (34 x 125 ft) and identified during monitoring of post-Hurricane Katrina FEMA demolition survey (Handly et al. 2011:382).

No subsurface testing took place at 16OR512, and artifacts and features were identified only during monitoring efforts (Handly et al. 2011:382). The original structure was a Creole Cottage on a brick pier foundation dating to ca. 1860–1870. Three features were noted during the post-demolition survey. Two features consisting of 1.0 by 1.0 m (3.3 by 3.3 ft) pads of dry laid articulated bricks were observed at the northern end of the site; a third feature identified in the southeastern part of the site consisted of a concentrated historic artifact scatter (Handly et al. 2011:382). Artifacts noted at the site included ca. 1870–1890 glass medicine, wine, and ink bottles. Handly et al. (2011:382-384) reported the artifacts and features were probably associated with the original structure.

The NRHP site eligibility was not assessed in the report (Handly et al. 2011). The site form, however, recommends the site as “potentially eligible” for inclusion in the NRHP due to its potential to provide insight into late nineteenth- and early twentieth-century architectural style development, social class, and ethnic distinctions in the late nineteenth- and early twentieth-century Holy Cross NRHD (Martin 2009c).

## ARCHITECTURAL HISTORY BACKGROUND RESEARCH

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Evaluating previously identified built environment resources within the APE is dependent on the date of recordation; Hurricane Katrina-related damage immediately outdated pre-2005 cultural resource reports. SEARCH identified one programmatic agreement (PA), including Global Positioning System (GPS) -based intensive survey of portions of the APE that was prepared by the FEMA in 2006. The survey updated building information, recorded empty lots, and made contributing status determinations for resources within the NRHDs. The location point and resource attribute information collected are available through the Louisiana Cultural Resources Viewer (Louisiana Office of Cultural Development 2018).

Ashley Gaudlip, LA SHPO Tax Credit Reviewer, confirmed that LA SHPO retains NRHD contributor status information on December 10, 2018; this information is not available to the public. The data collected in 2012 as part of the 2006 PA informed SEARCH's Bywater and Holy Cross NRHDs re-survey. No final survey report resulted from the 2006 PA or 2012 FEMA survey (McCarthy 2018). SEARCH recorded 92 built environment resources, NRHP-eligible Pump Station B, two NRHP-eligible historic bridges, and two NRHDs (Bywater and Holy Cross) within the APE.

Twelve of the 15 previously conducted cultural resource investigations included archival investigation or architectural survey (22-1185, 22-1443, 22-1559, 22-1601, 22-1638, 22-2247, 22-2522, 22-2570, 22-2571, 22-3633, 22-4166, and 22-4415). Nine of the 15 previously conducted cultural resource investigations produced built environment results (22-1185, 22-1443, 22-1559, 22-1601, 22-1638, 22-2522, 22-2247, 22-2570, and 22-2571). Report 22-1185 evaluated the IHNC and recommended the resource eligible for inclusion in the NRHP under Criteria A and C. Report 22-1443 recorded 97 buildings or structures near the IHNC. Report 22-1559 evaluated Pumping Station B and recommended the resource eligible for inclusion in the NRHP under Criteria A and C. Report 22-1601 identified 113 buildings constructed ca. 1945 or earlier in or adjacent to the Bywater NRHD. Report 22-1638 evaluated 15 buildings within the New Orleans Naval Support Facility and recommended five resources eligible for inclusion in the NRHP. Report 22-2522 evaluated a linear APE, including St. Claude Avenue to Poland Avenue, and identified archaeological and architectural resources outside the APE. Report 22-2571 documented 2,151 buildings, 153 vacant lots, and three cemeteries within the Bywater NRHD. Report 22-2571 documented 1,101 buildings and 78 vacant lots in the Holy Cross NRHD.



## CHAPTER 4: ARCHAEOLOGICAL GAP ANALYSIS

The gap analysis (Task 2) includes a review of previously conducted cultural resource survey methods, previously identified site results, and select historic maps. Previous surveys are assessed by survey method compared to contemporary LA SHPO field standards. Previously identified sites are assessed based on survey method, context, eligibility recommendation, and recommendations for additional work. Select historic maps are reviewed to identify general changes in land use and to provide data on “local” site expectation in the IHNC APE. The APE-specific data are compared to general predictive models for the City of New Orleans, such as the FEMA Archaeological Predictive Zone Model and the Greater New Orleans Archaeological GIS Project (White 2012). Based on the datasets, a gap analysis is provided.

### PREVIOUSLY CONDUCTED SURVEYS

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Of the 15 cultural resource reports, Phase I archaeological survey, Phase II archaeological evaluation and assessment, and Phase III data recovery were part of six investigations (22-1553, 22-2264, 22-2522, 22-3457, 22-3633, and 22-4415). Of the remaining nine investigations, one (22-1185) only conducted archival research. Six reports evaluated previous archival investigations and architectural surveys (22-1443, 22-1559, 22-1638, 22-2247, 22-2570, and 22-2571). Investigations 22-1601 and 22-4166 combined archival research with desktop-based archaeological investigations; 22-1601 also included architectural survey. Phase I and II archaeological fieldwork was conducted at three sites (16OR133, 16OR134, and 16OR213). A Phase III data recovery was also conducted at 16OR213 (**Figure 4.1**). Phase I archaeological survey was not conducted outside of known site boundaries within the IHNC APE. Discussion of the four cultural resource investigations that report archaeological fieldwork are ordered numerically by LA SHPO report number.

#### Report No. 22-1553

Shovel tests were excavated at 5.0-m (16.3-ft) intervals, or one shovel test per 25 sq m, in addition to four (two 1.0 by 4.0 m [3.3 by 13.1 ft], one 1.0 by 1.0 m [3.3 by 3.3 ft], and one 2.0 by 2.5 m [6.6 by 8.2 ft]) test units (Yakubik and Franks 1992). The shovel test interval exceeds the LA SHPO Phase I field standards of a minimum of one shovel test per 150 sq m in urban settings, and unit excavation is appropriate for Phase II assessment of archaeological sites by LA SHPO field standards. When a site was identified during this investigation, the city block was designated as the site. The investigation, however, was limited to very specific lots, and the reported survey methods were used only in select portions of the block. For parts of the sites that overlap with the IHNC APE, no Phase I or Phase II fieldwork was conducted. Recommendations for further work are discussed in reference to the sites, not the lots or city blocks.

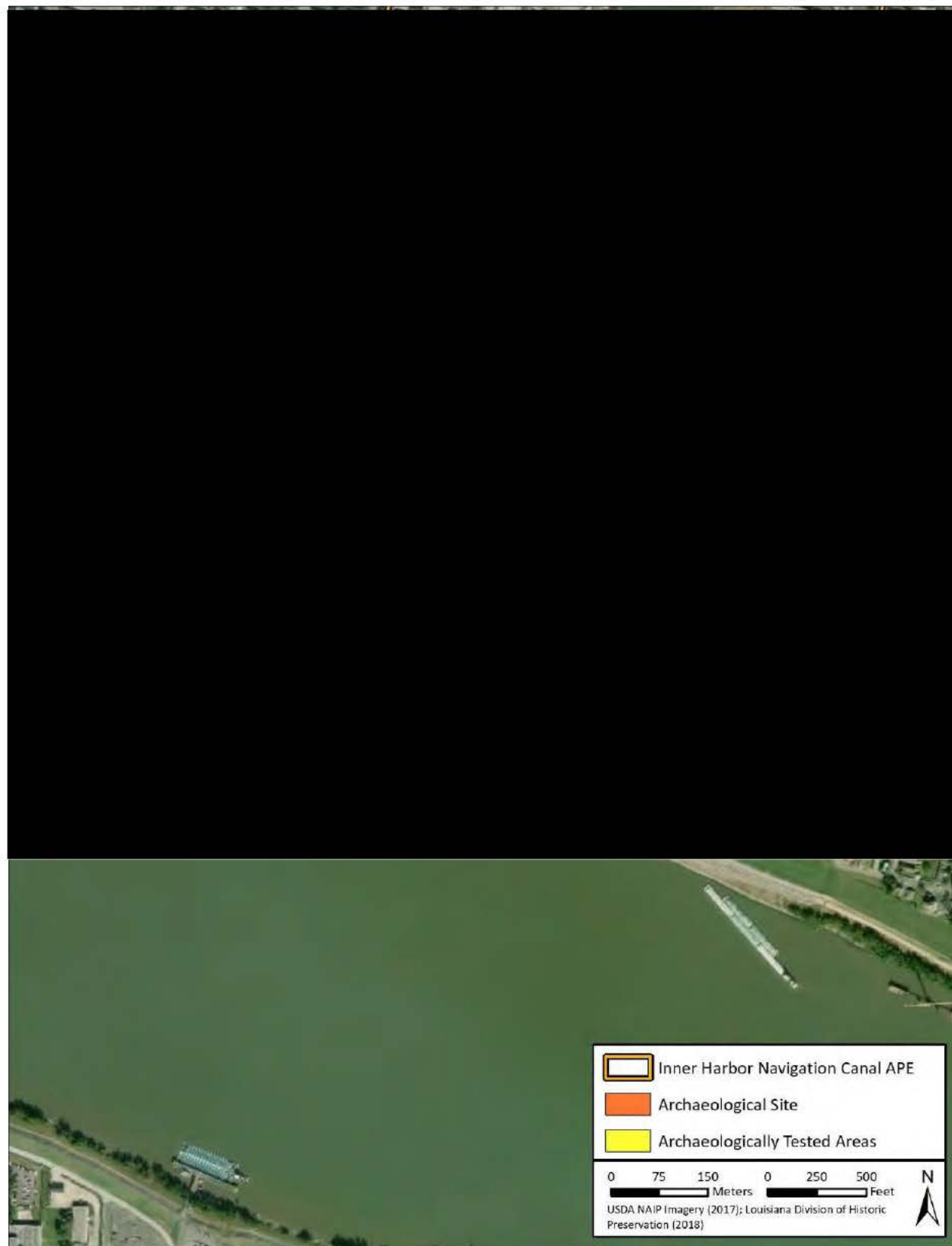


Figure 4.1. Archaeologically tested areas within the IHNC APE.

## **Report No. 22-2264**

The results of archaeological monitoring of 14 utility trenches are presented in Report No. 22-2264. Artifacts were identified during monitoring; however, no trinomial was assigned because the area was disturbed and the artifacts were found in secondary context. Although no intact deposits were identified, the area within the IHNC APE has potential for intact buried deposits. No Phase I survey was conducted prior to the project, and by current LA SHPO standards, Phase I survey should have preceded the utility trench excavation.

## **Report No. 22-2522**

The project area associated with Report 22-2522 minimally overlaps with the IHNC APE. Methods included non-invasive remote-sensing techniques, trenching, and bucket auger excavation. Based on the LA SHPO Phase I standards, shovel test excavation is lacking in this investigation. Yet, remote-sensing, trenching, and bucket auger excavation partially compensated for the lack of shovel test excavation. Phase I survey is recommended for the unsurveyed part of the site within the IHNC APE.

## **Report No. 22-3457**

Report 22-3457 presents the results of pre- and post-demolition monitoring and non-systematic pedestrian survey of properties during FEMA-funded demolition efforts. Shovel tests were not excavated at every demolition location: one shovel test was not excavated per 150 sq m in high probability areas, and one shovel test was not excavated per 450 sq m in low probability areas. The field methods are, therefore, not considered sufficient by current LA SHPO field standards. Phase I survey is recommended in parts of the project area within the IHNC APE.

## **PREVIOUSLY IDENTIFIED SITES**

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Six previously identified sites are located within the APE (16OR107, 16OR133, 16OR134, 16OR213, 16OR336, and 16OR512). Only portions of the sites that overlap the IHNC APE are discussed here. Subsurface testing was conducted at 16OR107, 16OR133, 16OR134, and 16OR213. At 16OR107, however, subsurface testing only occurred in a non-controlled environment while monitoring construction efforts and outside the APE (Goodwin et al. 1986). In addition, surface artifacts were identified by non-archaeologists, and the site boundary was expanded; no information on subsurface deposits is available for portions that overlap the IHNC APE (White 2016). Close interval shovel test excavation is warranted as deep intact deposits have been identified at the site. Considering the depth of some of the intact features outside of the APE (3.4 m [11 ft]), formal mechanical trench excavation is recommended.

The results of previous investigations at 16OR133 suggested that the locale was likely a late nineteenth-/late twentieth-century residence. The feature identified at the site did not seem to have a specific function and was, therefore, interpreted as a multifunctional shed. Little information is available for site, but subsurface testing was limited to areas outside the IHNC APE. Located immediately west, 16OR134 yielded detailed information, including evidence of earlier occupation, and industrial and commercial use of the area as a brickyard and truck farm. Industrial and commercial archaeological sites are underrepresented according to White (2012) and warrant further research. Subsurface testing at 16OR134 also was limited to areas outside the IHNC APE. Both sites' boundaries were expanded to encompass the city block and now partially overlap the IHNC APE (see **Figure 4.1**) (Yakubik and Franks 1992:119).

Both sites were previously recommended eligible for inclusion in the NRHP. A comparative analysis suggests that future research primarily should focus on 16OR134. The sites are spatially associated and might, at some point, have been connected in the past. Although the research potential at 16OR134 is comparatively higher, 16OR133 should maintain its current recommendation until future research indicates that the site, or portions thereof, are not associated with 16OR134. Based on the presence of intact deposits and the research potential of an understudied topic in New Orleans, SEARCH concurs with the previous eligibility recommendation for both sites. The eligibility recommendation for the unassessed portions of the site cannot be determined until, at a minimum, Phase I survey is conducted.

At 16OR213, features and artifacts associated with the New Orleans Railroad Company horse-drawn (and later electric) car barn were identified (Avery and Sichler 2011; Avery et al. 2014; Gray 2007). The site was originally identified outside the INHC APE, but by expanding the boundary to the entire city block, a small portion now extends into the APE (see **Figure 4.1**). Field methods included shovel test, mechanical trenching, and formal test unit excavation. These methods are appropriate for Phase I, II, and III excavation and included sufficient shovel test and formal unit excavation.

Based on previous research, the site is recommended eligible for inclusion in the NRHP. SEARCH concurs with this assessment based on the presence of intact deposits; industrial, commercial, and transportation sites are identified by White (2012) as sites that require further research. After expanding the site to the entire city block, portions of the site lack Phase I survey. Portions of the site investigated by Avery et al. 2014 that included data recovery do not require additional work if construction is planned. The eligibility recommendation for the unassessed portions of the site cannot be determined until, at a minimum, Phase I survey is conducted.

No subsurface tests were excavated at 16OR336. The identification of a single cesspool with no surface artifacts suggests that the area was not intensively used in the past. Cesspools also do not correspond to site types identified by White (2012), for further research. Phase I survey, however, has not been finalized based on current LA SHPO standards. The eligibility recommendation for the site cannot be determined until Phase I survey has been conducted.

Site 16OR512 is a nineteenth- and twentieth-century residential structure identified during the demolition of a Creole cottage at the site. Three identified features were likely associated with the pre-existing structure. The style of the building and artifacts in the area suggests that the lot was occupied from ca. 1860 onward. The site was previously unassessed (Handly et al. 2011), but the site file form recommends it eligible (Martin 2009c). The research potential of the site does not correspond to the site types identified by White (2012), for further research. In fact, White (2012) explicitly mentions residential sites as an example of a topic that has been thoroughly investigated in New Orleans. Phase I survey, however, has not been finalized based on current LA SHPO standards. The eligibility recommendation for the site cannot be determined until Phase I survey is conducted.

## HISTORIC MAPS

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SEARCH conducted a preliminary review of select historical maps for evidence of environmental change, past land use, and man-made alterations to the landscape within the APE. The 1833 Zimpel map provides a detailed early nineteenth-century depiction of the APE (**Figure 4.2**). The APE is divided into six lot, oriented perpendicular to the Mississippi River. Four of the lots are marked with last names, presumably the owners, including Lesseps, Andry, and Deslonde. In the center of the APE, the lot is named “CONVENT of the URSULINES,” the second Ursuline convent in the city. One lot remains unnamed. Within the APE, a number of structures are located in the southwestern corner. Other lots seem undeveloped within the Project boundary. To the north, large sections overlap with swamp and marshland. Directly west of the APE, however, the area has been developed. South of the APE, multiple structures are shown near the river, but no details are visible. In general, the areas closer to the river are developed, whereas a large part of the APE is either undeveloped or used as pasture.

An 1891 US Geological Survey (USGS) topographic map shows less detail than the previous map, but provides a general perspective on local development (USGS 1891; **Figure 4.3**). In the APE center, one linear lot remains relatively empty, with one structure within and one structure to the south of the IHNC APE boundary. The location corresponds with the Ursuline Convent depicted on the 1833 Zimpel map (see **Figure 4.2**). Cultural features depicted on the map appear to be residential neighborhoods separated by linear roads dividing the area into blocks. Large areas, however, are divided into parcels, and initial efforts have been made to develop the northern section. No names or locations are marked by text on this map.

By 1932, the most significant change is the construction of the IHNC through the APE (**Figure 4.4**). The canal was built across the relatively empty linear lot depicted in 1891, destroying the Ursuline Convent near the river. The Galvez Street Wharf, which abuts the west side of the canal and is located in the northwest portion of the APE, was built before 1932. Immediately west and abutting the Galvez Street Wharf is the Public Belt portion of the Great Northern Railroad, which parallels the northern west half of the APE and continues south. In the southwest corner of the APE, border patrol station is shown. Across the water, a place marker is depicted at the location of Pumping Station B. Crosscutting the APE in the southern





Figure 4.2. 1833 Zimpel map of the IHNC APE.



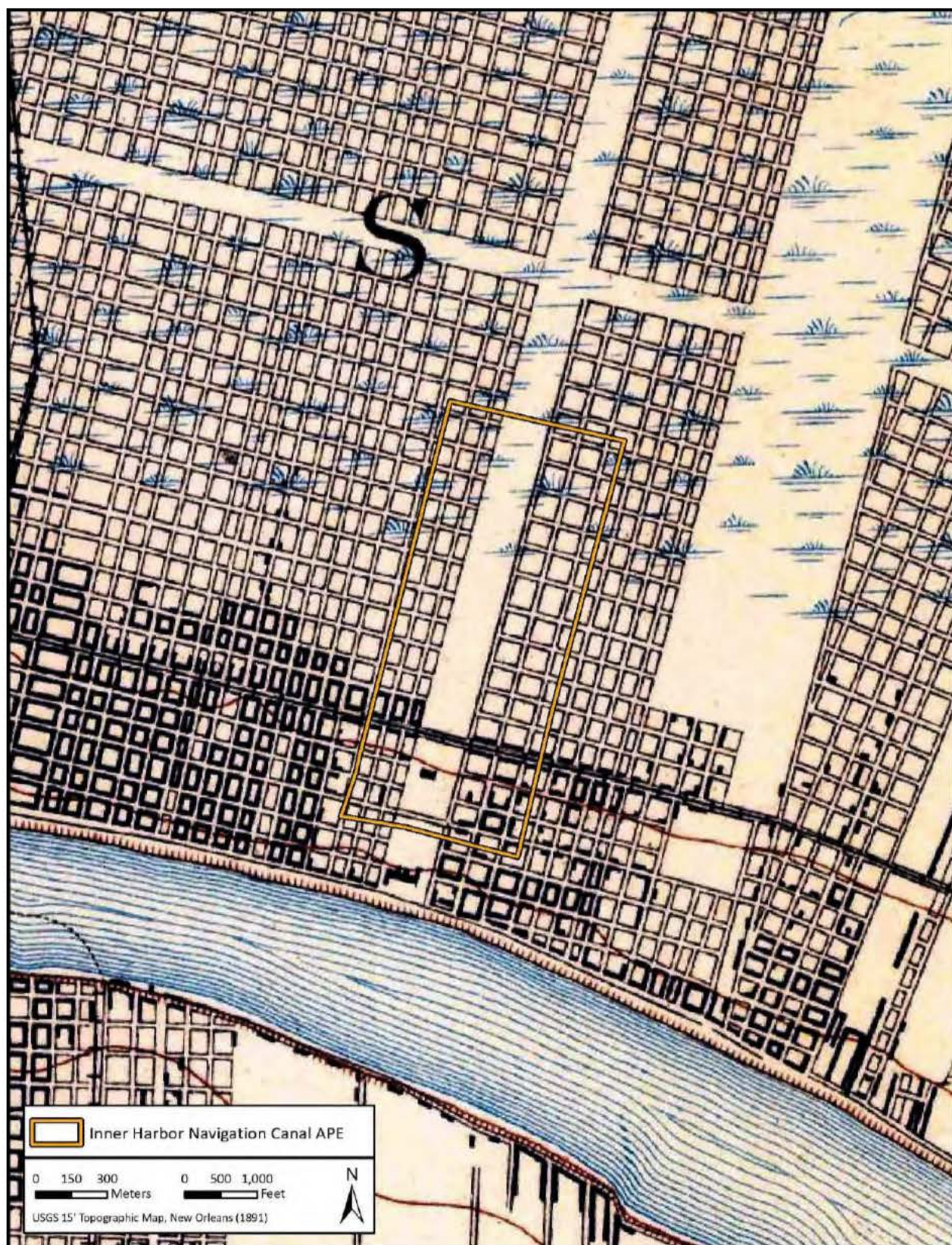


Figure 4.3. 1891 USGS topographic map of the IHNC APE.



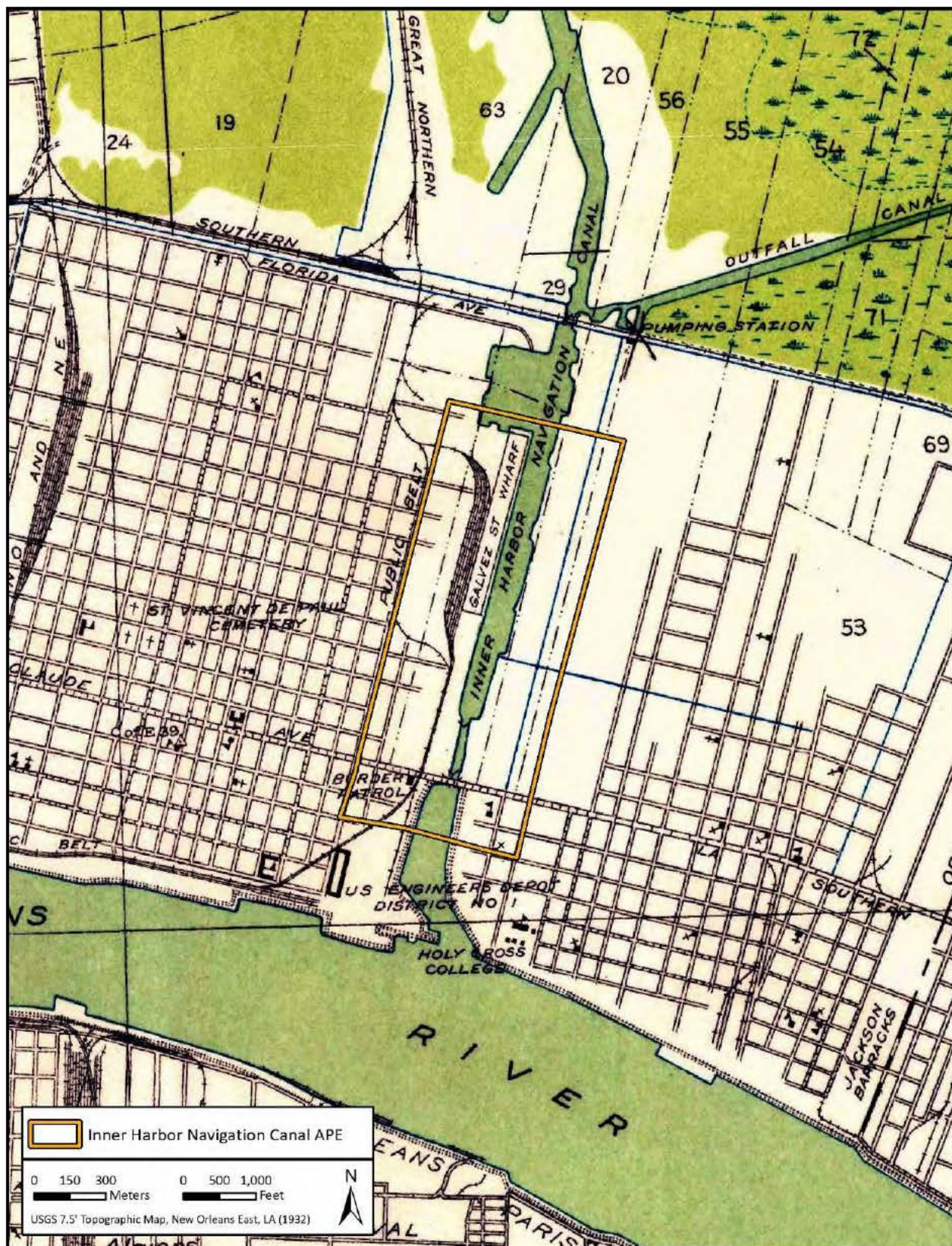


Figure 4.4. 1932 USGS topographic map of the IHNC APE.

part is St. Claude Street. Outside the APE, Saint Vincent DePaul Cemetery, US Engineers Depot District Number 1, and Holy Cross College can be identified. This map outlines the immense surge in infrastructure construction that took place in the area after the construction of the canal. Across the river, the US Naval Base is depicted for the first time.

Development of the area continues, and the 1967 topographic map shows the Ninth Ward School and a Coast Guard station in the southwest portion, Semmes School in the southeast portion, and North Claiborne Avenue intersecting the center of the APE (**Figure 4.5**). The map also depicts a number of unlabeled buildings that appear to be related to canal or railroad activities. The Public Belt portion of the Great Northern Railroad is illustrated with greater detail, streets have been named, and numerous schools are located within each surrounding neighborhood. Other maps, such as the Sanborn (Sanborn Map Company 1885, 1895, 1896, 1909, 1929, 1937) and Robinson and Pigeon (1883) maps, are other informative resources that cover the APE, but are not included here.

## **PREDICTIVE MODEL FOR THE CITY OF NEW ORLEANS**

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The predictive model developed by White (2012) indicates that the APE is within a high probability zone for every time period, including prehistory. The APE is situated on relatively high ground with almost direct access to the river. This location likely would have been targeted by people to establish long-term habitation sites, regardless of the time period.

Comparative analyses within New Orleans, however, have been hindered by the complexity of archaeological deposits and the plethora of data that is located within the city's parameters (Emery et al. 2005; White 2012). Complex stratigraphy, overlapping sites, changing lot boundaries, vertical and horizontal stratification, and other factors have challenged previous mitigation models. The LA SHPO's policy to expand site boundaries to relatively stable city blocks was one strategy to handle dynamic changes in lot and property boundaries over time. Emery et al. (2005) and White (2012), however, argued that the City of New Orleans should be conceived as one site. Rather than viewing the city as a conglomeration of disconnected and individual sites, their approach advocates that "individual sites" are, in fact, linked and connected by continuous habitation of the area.

Comparative analysis significantly benefits from this "one site" perspective. Perceiving the city as one archaeological site provides a more dynamic approach to the use of archaeological field methods to bridge research gaps and highlight research themes. If each block is considered an individual site, then much of the city would be considered eligible, an impractical situation for a dynamic urban setting (Emery et al. 2005; White 2012). Perceiving New Orleans as one large multicomponent site allows isolated research areas to be separately assessed in terms of their contribution to the understanding of the entire site. In practical terms, this means that extensively researched themes or site types, such as antebellum residential sites (particularly of Irish and German immigrants), can be avoided.



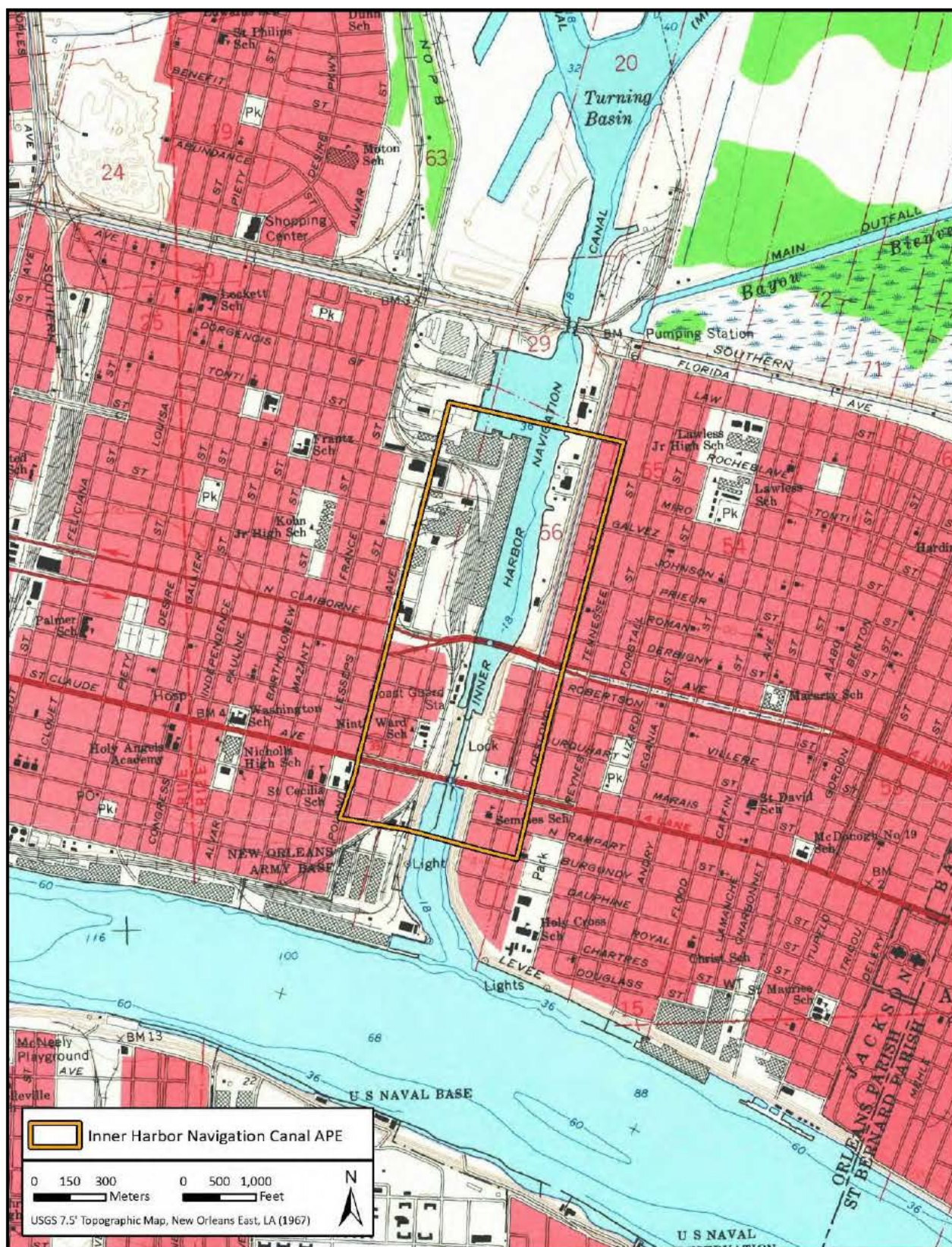


Figure 4.5. 1967 USGS topographic map of the IHNC APE.



Sites identified by White (2012) and themes listed by Girard et al. (2018) are underdeveloped in New Orleans, as well as on a state and national level. As such, archaeological sites that have the potential to provide significant information have a research preference over other sites. The concept of New Orleans as one site allows for a supported and well-developed argument to prioritize certain areas over others, focusing attention to subjects that will contribute to the overall significance of the city's history.

## GAP ANALYSIS

Research within the APE is extensive, including pre- and post-Katrina monitoring efforts and Phase I and II field investigations. Throughout the APE, sites were identified. Review of the existing data revealed no particular distribution pattern in archaeological sites. Outside general assumptions of higher archaeological probability close to the river, research shows that archaeological sites can be expected throughout the APE (White 2012).

Based on the high probability of sites within the APE and LA SHPO required field standards, it is possible to quantify the gap between actual fieldwork efforts and efforts required by current standards. In **Table 4.1**, site area (sq m) that overlaps the current IHNC APE is listed and compared to the number of actual and required shovel tests.

**Table 4.1. Area of Sites that Overlap the IHNC APE.**

| Site Trinomial | Overlap with IHNC APE (in sq m) | Shovel tests excavated during survey | Minimum number of shovel tests required by LA SHPO standards |
|----------------|---------------------------------|--------------------------------------|--------------------------------------------------------------|
| 16OR107        | 18547.0                         | 0                                    | 124                                                          |
| 16OR133        | 2085.5                          | 0                                    | 14                                                           |
| 16OR134        | 1674.9                          | 0                                    | 11                                                           |
| 16OR213        | 144.1                           | 0                                    | 1                                                            |
| 16OR336        | 658.0                           | 0                                    | 4                                                            |
| 16OR512        | 764.6                           | 0                                    | 5                                                            |

The IHNC APE measures 133 hectares (328 acres). Based on LA SHPO Phase I field standards for a high probability urban area, a minimum of 8,854 shovel tests should be excavated. Assuming that approximately one-third of the APE cannot be tested due to the presence of disturbances, water, or the levee, a total of 5,903 shovel tests are required to comply with current field standards.

The practical implications of the perspective of the city as one site has repercussions for the gap analysis. The APE has not been systematically tested for subsurface deposits, and standard Phase I survey would require 5,903 shovel tests (see **Figure 4.1**). Intact buried deposits were identified at sites that partially extend into the APE, highlighting the importance for subsurface testing. The shovel tests, under the current standards, should be equally distributed across the APE to provide sufficient coverage.

Concomitantly, this perspective also does not warrant that subsurface testing is necessary in every location. Select historic maps (see **Figures 4.2-4.5**) indicate that large sections of the APE were used for residential purposes. As stated by White (2012), non-African-American residences have been researched extensively in New Orleans. If exhaustive historic and archival

research indicates that locations consistently have been used as non-African-Americans residences, it is possible to limit subsurface tests to other areas. The reverse is applicable too: if archival and historic research identify structures that connect to the less-often explored themes identified by White (2012), subsurface testing can be specifically targeted to the structures.

SEARCH recommends the development of a localized predictive model for the IHNC APE based on exhaustive archival and historic research, similar to Shuman and Franks (1991) study. This study included, but was not limited to, records on the history of ownership, historic maps, and census and city directory data. Additional maps, such as Sanborn (Sanborn Map Company 1885, 1895, 1896, 1909, 1929, 1937) and Robinson and Pigeon (1883) maps, provide detailed information on structures within the current project APE and will facilitate future research. Previous research in the area has already confirmed the accuracy of historic documents and archaeological sites to specific maps (e.g. Yakubik and Franks 1992). By developing a localized predictive model based on previous investigations and archival and historical research, areas with contributing elements to general research themes can be identified. Considering the detail in historic maps that are available for the area, a localized predictive model would have a high resolution. Furthermore, this research will provide a localized perspective on larger regional, national, and international themes, including trade, commercial and industrial development, and international relations.

The predictive model should inform a Phase I survey employing shovel test excavation and potentially limited trenching. Consultation with the LA SHPO is recommended following the results archival research. The predictive model will guide survey strategies and will likely result in a significant reduction in the number of shovel tests—5,903—predicted earlier. The model would not only provide a cost-effective approach to archaeological survey and mitigation, it would also maximize the archaeological research potential within the IHNC APE.

A noticeable gap is the lack of prehistoric and early colonial occupation in the APE. Considering the high probability in White's (2012) predictive model, the absence of native sites or early colonial occupation is unexpected. Possibly, older sites have destroyed younger structures and features. In addition, a methodological and research bias might be a factor. Intact archaeological deposits were identified as deep as 3.4 m (11 ft) below surface near the APE (Goodwin et al. 1985), indicating that deeply buried deposits exist in the area. Therefore, future archaeological research should incorporate trenching and deep testing strategies.

Future work at sites within the IHNC APE should include Phase I shovel test excavation at 16OR107, 16OR133, and 16OR134. Based on Phase I field standards, further work is recommended for 16OR213, 16OR336, and 16OR512. However, 16OR213 minimally extends into the neutral ground on Poland Avenue and site expectation is low—the road locations have been stable through time. Previous investigations at 16OR336 and 16OR512 suggest both sites have low potential to contribute to New Orleans' history. If a local predictive model is developed for the IHNC APE, it may identify multiple locations with high potential to contribute to our understanding of New Orleans in addition to these sites, then efforts could be focused elsewhere.



## CHAPTER 5: ARCHITECTURAL HISTORY

### INTENSIVE SURVEY

From December 5 to 8, 2018, SEARCH conducted re-survey of portions of the Bywater and Holy Cross NRHDs (Task 3) within the APE to update any demolitions or major alterations since 2012. SEARCH recorded 92 previously recorded buildings in the Bywater and Holy Cross NRHDs (Table 5.1), NRHP-eligible Pump Station B, and two NRHP-eligible bridges (St. Claude Avenue Bridge and the Judge Seeber Bridge) within the APE.

**Table 5.1. Previously Recorded Bywater and Holy Cross NRHD Resources within the IHNC APE.**

| Address (Name)               | NRHD         | Style      | Construction Date | Date Recorded | NRHP Eligibility |
|------------------------------|--------------|------------|-------------------|---------------|------------------|
| 4421 1-10 Burgundy Street    | Bywater NRHD | No Style   | Ca. 1955-65       | 31 May, 2012  | Non-contributor  |
| 4422-30 Burgundy Street      | Bywater NRHD | No Style   | Ca. 1960-70       | 31 May, 2012  | Non-contributor  |
| 901-15 Kentucky Street       | Bywater NRHD | No Style   | Ca. 1990-2000     | 31 May, 2012  | Non-contributor  |
| 912 Kentucky Street          | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 916 Kentucky Street          | Bywater NRHD | No Style   | Ca. 1890-1900     | 31 May, 2012  | NRHD Contributor |
| 917-19 Kentucky Street       | Bywater NRHD | Eastlake   | Ca. 1895-1905     | 31 May, 2012  | NRHD Contributor |
| 920-22 Kentucky Street       | Bywater NRHD | No Style   | Ca. 1890-1900     | 31 May, 2012  | NRHD Contributor |
| 921-23 Kentucky Street       | Bywater NRHD | No Style   | Ca. 1910-20       | 31 May, 2012  | NRHD Contributor |
| 924 Kentucky Street          | Bywater NRHD | No Style   | Ca. 1890-1900     | 31 May, 2012  | NRHD Contributor |
| 925-27 Kentucky Street       | Bywater NRHD | No Style   | Ca. 1910-20       | 31 May, 2012  | NRHD Contributor |
| 929-31 Kentucky Street       | Bywater NRHD | No Style   | Ca. 1840-50       | 31 May, 2012  | NRHD Contributor |
| 1001-03 Kentucky Street      | Bywater NRHD | No Style   | Ca. 1920-30       | 31 May, 2012  | NRHD Contributor |
| 1015-17 Kentucky Street      | Bywater NRHD | No Style   | Ca. 1920-30       | 31 May, 2012  | NRHD Contributor |
| 1019-21 Kentucky Street      | Bywater NRHD | No Style   | Ca. 1920-30       | 31 May, 2012  | NRHD Contributor |
| 1025-27 Kentucky Street      | Bywater NRHD | No Style   | Ca. 1920-30       | 31 May, 2012  | NRHD Contributor |
| 1033-35 Kentucky Street      | Bywater NRHD | No Style   | Ca. 1920-30       | 31 May, 2012  | NRHD Contributor |
| 4415-17 North Rampart Street | Bywater NRHD | No style   | Ca. 1915-25       | 31 May, 2012  | NRHD Contributor |
| 4416 North Rampart Street    | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 4420-22 North Rampart Street | Bywater NRHD | Queen Anne | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 4424 North Rampart Street    | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 4426-28 North Rampart Street | Bywater NRHD | No Style   | Ca. 1915-25       | 31 May, 2012  | NRHD Contributor |
| 4429 North Rampart Street    | Bywater NRHD | No Style   | Ca. 1915-25       | 31 May, 2012  | NRHD Contributor |
| 4500 North Rampart Street    | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 4506-08 North Rampart Street | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |
| 4510 North Rampart Street    | Bywater NRHD | No Style   | Ca. 1900-10       | 31 May, 2012  | NRHD Contributor |



**Table 5.1. Previously Recorded Bywater and Holy Cross NRHD Resources within the IHNC APE.**

| Address (Name)                                                       | NRHD         | Style      | Construction Date    | Date Recorded     | NRHP Eligibility |
|----------------------------------------------------------------------|--------------|------------|----------------------|-------------------|------------------|
| 4520 North Rampart Street                                            | Bywater NRHD | No Style   | Ca. 2010-15          | 31 May, 2012      | Non-contributor  |
| 4524 North Rampart Street                                            | Bywater NRHD | No Style   | Ca. 2010-15          | 31 May, 2012      | Non-contributor  |
| 4535 North Rampart Street/4530 Saint Claude Avenue (Picardie Lumber) | Bywater NRHD | No Style   | Ca. 1980-90          | 31 May, 2012      | Non-contributor  |
| 4400 Saint Claude Avenue/1043 Poland Avenue (True Cajun Seafood)     | Bywater NRHD | No Style   | Ca. 1935-45; 1970-80 | 31 May, 2012      | Non-contributor  |
| 4500-02 Saint Claude Avenue                                          | Bywater NRHD | No Style   | Ca. 1915-25          | 31 May, 2012      | NRHD Contributor |
| 4504-06 Saint Claude Avenue                                          | Bywater NRHD | No Style   | Ca. 1895-1905        | 31 May, 2012      | NRHD Contributor |
| 4508 Saint Claude Avenue                                             | Bywater NRHD | No Style   | Ca. 1900-10          | 31 December, 1991 | Non-Contributor  |
| 4510 Saint Claude Avenue                                             | Bywater NRHD | No Style   | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 4514 Saint Claude Avenue                                             | Bywater NRHD | No Style   | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 4516 Saint Claude Avenue                                             | Bywater NRHD | No Style   | Ca. 1895-1905        | 31 May, 2012      | NRHD Contributor |
| 4518 1-6 Saint Claude Avenue                                         | Bywater NRHD | No Style   | Ca. 1970-80          | 31 May, 2012      | Non-contributor  |
| 4526 Saint Claude Avenue                                             | Bywater NRHD | No Style   | Ca. 1915-25          | 31 May, 2012      | NRHD Contributor |
| 4600 Saint Claude Avenue (METFAB, Inc.)                              | Bywater NRHD | No Style   | Ca. 1980-90          | 31 May, 2012      | Non-contributor  |
| 841-43 Poland Avenue                                                 | Bywater NRHD | No Style   | Ca. 1840-50          | 31 May, 2012      | NRHD Contributor |
| 901 Poland Avenue                                                    | Bywater NRHD | No Style   | Ca. 1885-95          | 31 May, 2012      | NRHD Contributor |
| 905 Poland Avenue                                                    | Bywater NRHD | Queen Anne | Ca. 1900-10          | 31 May, 2012      | NRHD Contributor |
| 911 Poland Avenue                                                    | Bywater NRHD | No Style   | Ca. 1890-1900        | 31 May, 2012      | NRHD Contributor |
| 919-21 Poland Avenue                                                 | Bywater NRHD | No Style   | Ca. 1885-95          | 31 May, 2012      | NRHD Contributor |
| 925-27 Poland Avenue                                                 | Bywater NRHD | No Style   | Ca. 1890-1900        | 31 May, 2012      | NRHD Contributor |
| 929 Poland Avenue                                                    | Bywater NRHD | No Style   | Ca. 1870-80          | 31 May, 2012      | NRHD Contributor |
| 935 Poland Avenue                                                    | Bywater NRHD | Queen Anne | Ca. 1900-10          | 31 May, 2012      | NRHD Contributor |
| 939-41 Poland Avenue                                                 | Bywater NRHD | No Style   | Ca. 1900-10          | 31 May, 2012      | NRHD Contributor |
| 1001 Poland Avenue                                                   | Bywater NRHD | No Style   | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 1003-05 Poland Avenue                                                | Bywater NRHD | Eastlake   | Ca. 1895-1905        | 31 May, 2012      | NRHD Contributor |
| 1009 Poland Avenue                                                   | Bywater NRHD | Queen Anne | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 1011-13 Poland Avenue                                                | Bywater NRHD | Queen Anne | Ca. 1895-1905        | 31 May, 2012      | NRHD Contributor |
| 1015 Poland Avenue                                                   | Bywater NRHD | Queen Anne | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 1021-23 Poland Avenue                                                | Bywater NRHD | Craftsman  | Ca. 1920-30          | 31 May, 2012      | NRHD Contributor |
| 1025-27 Poland Avenue                                                | Bywater NRHD | Other      | Ca. 1915-25          | 31 May, 2012      | NRHD Contributor |
| 1037 A-B Poland Avenue                                               | Bywater NRHD | No Style   | Ca. 1910-20          | 31 May, 2012      | NRHD Contributor |
| 1039-41 Poland Avenue                                                | Bywater NRHD | No Style   | Ca. 1920-30          | 31 May, 2012      | NRHD Contributor |



**Table 5.1. Previously Recorded Bywater and Holy Cross NRHD Resources within the IHNC APE.**

| Address (Name)                                                 | NRHD            | Style      | Construction Date | Date Recorded  | NRHP Eligibility |
|----------------------------------------------------------------|-----------------|------------|-------------------|----------------|------------------|
| 4708-10 Burgundy Street                                        | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4714 Burgundy Street                                           | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4715 Burgundy Street                                           | Holy Cross NRHD | No Style   | Ca. 1940-50       | 12 April, 2012 | Non-contributor  |
| 4716-18 Burgundy Street                                        | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4717-19 Burgundy Street                                        | Holy Cross NRHD | No Style   | Ca. 1930-40       | 12 April, 2012 | NRHD Contributor |
| 4820-22 Burgundy Street                                        | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4824 Burgundy Street                                           | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4900-02 Burgundy Street                                        | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 838 Deslonde Street                                            | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 840 Deslonde Street                                            | Holy Cross NRHD | No Style   | Ca. 1970-80       | 12 April, 2012 | Non-contributor  |
| 907 Deslonde Street<br>(Amozion Baptist Church)                | Holy Cross NRHD | No Style   | Ca. 1959          | 12 April, 2012 | Non-contributor  |
| 911 Deslonde Street                                            | Holy Cross NRHD | No Style   | Ca. 1930-40       | 12 April, 2012 | NRHD Contributor |
| 931 Deslonde Street                                            | Holy Cross NRHD | No Style   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 933 Deslonde Street                                            | Holy Cross NRHD | No Style   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 837-39 Jourdan Avenue                                          | Holy Cross NRHD | No Style   | Ca. 1920-30       | 12 April, 2012 | NRHD Contributor |
| 838-40 Jourdan Avenue                                          | Holy Cross NRHD | Eastlake   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 901-03 Jourdan Avenue                                          | Holy Cross NRHD | Craftsman  | Ca. 1920-30       | 12 April, 2012 | NRHD Contributor |
| 908 Jourdan Avenue                                             | Holy Cross NRHD | No Style   | Ca. 1960-70       | 12 April, 2012 | Non-contributor  |
| 911 Jourdan Avenue                                             | Holy Cross NRHD | No Style   | Ca. 1960-70       | 12 April, 2012 | Non-contributor  |
| 912-14 Jourdan Avenue                                          | Holy Cross NRHD | Queen Anne | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 915-17 Jourdan Avenue                                          | Holy Cross NRHD | No Style   | Ca. 1970-80       | 12 April, 2012 | Non-Contributor  |
| 916-18 Jourdan Avenue                                          | Holy Cross NRHD | No Style   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 924 Jourdan Avenue                                             | Holy Cross NRHD | No Style   | Ca. 1890-1900     | 12 April, 2012 | NRHD Contributor |
| 934 Jourdan Avenue                                             | Holy Cross NRHD | Eastlake   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 938 Jourdan Avenue                                             | Holy Cross NRHD | No Style   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 1008 Jourdan Avenue<br>(Thomas J. Semmes School)               | Holy Cross NRHD | Italianate | Ca. 1900          | 12 April, 2012 | NRHD Contributor |
| 4700-02 North Rampart Street                                   | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 4701 North Rampart Street                                      | Holy Cross NRHD | No Style   | Ca. 2005-15       | 12 April, 2012 | Non-contributor  |
| 4709 North Rampart Street                                      | Holy Cross NRHD | No Style   | Ca. 1920-30       | 12 April, 2012 | NRHD Contributor |
| 4710 North Rampart Street                                      | Holy Cross NRHD | Craftsman  | Ca. 1915-25       | 12 April, 2012 | NRHD Contributor |
| 4714 North Rampart Street                                      | Holy Cross NRHD | No Style   | Ca. 1960-70       | 12 April, 2012 | Non-contributor  |
| 4702 Saint Claude Avenue                                       | Holy Cross NRHD | No Style   | Ca. 1900-10       | 12 April, 2012 | NRHD Contributor |
| 4732 Saint Claude Avenue<br>(Jackson Child Development Center) | Holy Cross NRHD | Italianate | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |
| 919 Sister Street                                              | Holy Cross NRHD | No Style   | Ca. 1950-60       | 12 April, 2012 | Non-contributor  |
| 931 Sister Street                                              | Holy Cross NRHD | No Style   | Ca. 1970-80       | 12 April, 2012 | Non-contributor  |
| 1031 Sister Street                                             | Holy Cross NRHD | No Style   | Ca. 1910-20       | 12 April, 2012 | NRHD Contributor |



Major alterations included removal or changes to decorative elements, the replacement of windows or doors, or the construction of additions. Style updates included an observation of stylistic elements present on resources recorded by FEMA in 2012 as having “no style.” Land use updates primarily consisted of previously recorded double-shotgun dwellings converted to single dwellings since 2012 (**Table 5.2**). In the Bywater NRHD, SEARCH recorded four demolitions, six major alterations, 10 style updates, seven land use updates, and three newly recorded non-historic buildings (**Appendix B**). In the Holy Cross NRHD, SEARCH recorded two demolitions, five major alterations, one style update, one land use update, and one newly recorded non-historic building (see **Appendix B**). These observations are further outlined below.

## Bywater NRHD

### *Demolitions*

- 4426-28 North Rampart Street: No style double shotgun constructed ca. 1915–1925. It was demolished ca. 2016 and replaced with a new construction camelback.
- 4500 North Rampart Street: No style shotgun constructed ca. 1900–1910. It was demolished ca. 2015, and the lot is currently empty.
- 4510 North Rampart Street: No style shed building constructed ca. 1900–1910. It was demolished ca. 2018, and the lot is currently empty.
- 4508 Saint Claude Avenue: A ca. 1900–1910 noncontributing building was demolished ca. 2012 and replaced with a ca. 2017 single dwelling.

### *Alterations*

- 4415-17 North Rampart Street: No style double shotgun constructed ca. 1915–1925. Caribbean shutters were added to the windows on the west and east facades.
- 4506-08 North Rampart Street: No style double shotgun constructed ca. 1900–1910. Ca. 2012 renovations have dramatically changed the home’s appearance. The north facade has fiber-cement drop siding, nine-over-nine wood windows, wood doors with transoms, cornices over the windows and doors, and brackets along the roof overhang. One-over-one vinyl windows and fiber-cement weatherboard siding run along the west and east facades.
- 939-41 Poland Avenue: No style commercial building constructed ca. 1900–1910. The brick veneer that was present in 2012 has since been removed and replaced with wood drop siding and panels of stucco between the aluminum commercial storefront. Missing window panes were replaced and security bars removed.
- 1011-13 Poland Avenue: Queen Anne double shotgun constructed ca. 1895–1905. All of the quoins were removed from the west façade, except for two that surround the doorbells.
- 4510 Saint Claude Avenue: No style shotgun constructed ca. 1910–1920. The formerly vacant property is under renovation, and a large camelback was added to the structure ca. 2018.

**Table 5.2. Changes Recorded through Intensive Field Survey within the Bywater and Holy Cross NRHDs.**

| Address (Name)               | National Register Historic District (NRHD) | Style      | Construction Date | NRHP Eligibility | Comments                                                         |
|------------------------------|--------------------------------------------|------------|-------------------|------------------|------------------------------------------------------------------|
| 1001-03 Kentucky Street      | Bywater NRHD                               | No Style   | Ca. 1920-30       | NRHD Contributor | Double shotgun converted to single dwelling; Craftsman elements. |
| 1015-17 Kentucky Street      | Bywater NRHD                               | No Style   | Ca. 1920-30       | NRHD Contributor | Converted to single dwelling; Craftsman elements.                |
| 1019-21 Kentucky Street      | Bywater NRHD                               | No Style   | Ca. 1920-30       | NRHD Contributor | Craftsman elements.                                              |
| 1025-27 Kentucky Street      | Bywater NRHD                               | No style   | Ca. 1920-30       | NRHD Contributor | Double shotgun converted to single dwelling; Craftsman elements. |
| 1033-35 Kentucky Street      | Bywater NRHD                               | No style   | Ca. 1920-30       | NRHD Contributor | Double shotgun converted to single dwelling; Craftsman elements. |
| 4415-17 North Rampart Street | Bywater NRHD                               | No style   | Ca. 1915-25       | NRHD Contributor | Caribbean shutter additions                                      |
| 4426-28 North Rampart Street | Bywater NRHD                               | No Style   | Ca. 1915-25       | NRHD Contributor | Demolished; New construction ca. 2018                            |
| 4429 North Rampart Street    | Bywater NRHD                               | No style   | 1915-25           | NRHD Contributor | Craftsman elements.                                              |
| 4500 North Rampart Street    | Bywater NRHD                               | No Style   | Ca. 1900-10       | NRHD Contributor | Demolished ca. 2015                                              |
| 4506-08 North Rampart Street | Bywater NRHD                               | No Style   | Ca. 1900-10       | NRHD Contributor | Converted to single dwelling; ca. 2012 material alterations.     |
| 4510 North Rampart Street    | Bywater NRHD                               | No Style   | Ca. 1900-10       | NRHD Contributor | Demolished ca. 2018                                              |
| 4508 Saint Claude Avenue     | Bywater NRHD                               | No Style   | Ca. 1900-10       | Non-Contributor  | Demolished; new construction ca. 2017                            |
| 4510 Saint Claude Avenue     | Bywater NRHD                               | No Style   | Ca. 1910-20       | NRHD Contributor | Camelback addition ca. 2018                                      |
| 4514 Saint Claude Avenue     | Bywater NRHD                               | No Style   | Ca. 1910-20       | NRHD Contributor | Porch addition ca. 2017                                          |
| 4516 Saint Claude Avenue     | Bywater NRHD                               | No Style   | Ca. 1895-1905     | NRHD Contributor | Converted to multiple dwelling                                   |
| 919-21 Poland Avenue         | Bywater NRHD                               | No Style   | Ca. 1885-95       | NRHD Contributor | Double shotgun converted to single dwelling ca. 2017.            |
| 911 Poland Avenue            | Bywater NRHD                               | No style   | Ca. 1890-1900     | NRHD Contributor | Sidehall type; Italianate elements.                              |
| 935 Poland Avenue            | Bywater NRHD                               | No style   | Ca. 1900-10       | NRHD Contributor | Queen Anne elements.                                             |
| 939-41 Poland Avenue         | Bywater NRHD                               | No Style   | Ca. 1900-10       | NRHD Contributor | Material alterations                                             |
| 1011-13 Poland Avenue        | Bywater NRHD                               | Queen Anne | Ca. 1895-1905     | NRHD Contributor | Queen Anne brackets and quoins removed                           |
| 1015 Poland Avenue           | Bywater NRHD                               | No style   | Ca. 1910-20       | NRHD Contributor | Queen Anne elements.                                             |

**Table 5.2. Changes Recorded through Intensive Field Survey within the Bywater and Holy Cross NRHDs.**

| Address (Name)                                   | National Register Historic District (NRHD) | Style      | Construction Date | NRHP Eligibility | Comments                                                                                                  |
|--------------------------------------------------|--------------------------------------------|------------|-------------------|------------------|-----------------------------------------------------------------------------------------------------------|
| 1021-23 Poland Avenue                            | Bywater NRHD                               | No style   | Ca. 1920-30       | NRHD Contributor | Two historic sheds with gable roofs and elongated rafter tails; Craftsman elements.                       |
| 4824 Burgundy Street                             | Holy Cross NRHD                            | No style   | Ca. 1910-20       | NRHD Contributor | Building appeared vacant ca. 2012; Ca. 2017 renovation.                                                   |
| 838 Deslonde Street                              | Holy Cross NRHD                            | No Style   | Ca. 1910-20       | NRHD Contributor | Material alterations; Victorian brackets and shutters removed                                             |
| 911 Deslonde Street                              | Holy Cross NRHD                            | No Style   | Ca. 1930-40       | NRHD Contributor | Demolished ca. 2017.                                                                                      |
| 931 Deslonde Street                              | Holy Cross NRHD                            | No Style   | Ca. 1900-10       | NRHD Contributor | Minor material alterations.                                                                               |
| 838-40 Jourdan Avenue                            | Holy Cross NRHD                            | Eastlake   | Ca. 1900-10       | NRHD Contributor | Multiple dwelling converted into single dwelling; Building appeared vacant ca. 2012; ca. 2017 renovation. |
| 1008 Jourdan Avenue<br>(Thomas J. Semmes School) | Holy Cross NRHD                            | Italianate | Ca. 1900          | NRHD Contributor | Partially collapsed; No longer a Bywater NRHD contributor.                                                |
| 4709 North Rampart Street                        | Holy Cross NRHD                            | No style   | Ca. 1920-30       | NRHD Contributor | Craftsman elements.                                                                                       |
| 4702 Saint Claude Avenue                         | Holy Cross NRHD                            | No Style   | Ca. 1900-10       | NRHD Contributor | Demolished ca. 2015.                                                                                      |

- 4514 Saint Claude Avenue: No style ca. 1910–1920 dwelling with a ca. 2017 porch addition.

## ***Style and Land Use Updates***

### *Style*

- 1001-03 Kentucky Street: No style double shotgun constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails, battered porch columns atop brick piers, and multi-light main entries surrounded by fan-light transoms and multi-light sidelights.
- 1015-17 Kentucky Street: No style double shotgun constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails, battered porch columns atop brick piers, and multi-light main entries surrounded by fan-light transoms and multi-light sidelights.
- 1019-21 Kentucky Street: No style double shotgun constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails, battered porch columns atop brick piers, and multi-light main entries surrounded by fan-light transoms and multi-light sidelights.
- 1025-27 Kentucky Street: No style double shotgun constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails, battered porch columns atop brick piers, and multi-light main entries surrounded by fan-light transoms and multi-light sidelights.
- 1033-35 Kentucky Street: No style double shotgun constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails, battered porch columns atop brick piers, and multi-light main entries surrounded by fan-light transoms and multi-light sidelights.
- 4429 North Rampart Street: No style bungalow constructed ca. 1915–1925. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic triangular knee braces, clustered floor-to-ceiling columns, and multi-light main entry with fan-light transom and multi-light sidelights.
- 911 Poland Avenue: No style raised basement constructed ca. 1890–1900. Recommend updating from “No Style” to “Italianate” style to better align with its characteristic segmental arches, six-over-nine slip head windows, bracketed cornices, and roof-overhang brackets.
- 935 Poland Avenue: No style shotgun constructed ca. 1900–1910. Recommend updating from “No Style” to “Queen Anne” style to better align with its characteristic decorative detailing and woodwork.
- 1015 Poland Avenue: No style shotgun constructed ca. 1910–1920. Recommend updating from “No Style” to “Queen Anne” style to better align with its characteristic textured wood shingles in the gable and decorative bracket and cornice detailing.
- 1021-23 Poland Avenue: No style camelback constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic

exposed rafter tails, battered porch columns atop brick piers, and vertically oriented, multi-light windows.

### *Land Use*

- 1001-03 Kentucky Street: No style double shotgun constructed ca. 1920–1930. It was converted from a multiple dwelling to a single dwelling.
- 1015-17 Kentucky Street: No style double shotgun constructed ca. 1920–1930. It was converted from a multiple dwelling to a single dwelling.
- 1025-27 Kentucky Street: No style double shotgun constructed ca. 1920–1930. It was converted from a multiple dwelling to a single dwelling.
- 1033-35 Kentucky Street: No style double shotgun constructed ca. 1920–1930. It was converted from a multiple dwelling to a single dwelling.
- 4506-08 North Rampart Street: No style double shotgun constructed ca. 1900–1910. It was converted from a multiple dwelling to a single dwelling.
- 919-21 Poland Avenue: No style double shotgun constructed ca. 1885–1895. It was converted from a multiple dwelling to a single dwelling.
- 4516 Saint Claude Avenue: No style shotgun constructed ca. 1895–1905. It was converted from a single dwelling to a multiple dwelling.

### ***Newly Recorded Resources***

- 4548 North Rampart Street: No style warehouse building constructed ca. 1998–2003. The building was constructed after the Bywater NRHD period of significance (1807–1935) and is not a district contributor.
- 4517 North Rampart Street: No style warehouse building constructed ca. 2017. The building was constructed after the Bywater NRHD period of significance (1807–1935) and is not a district contributor.
- 4502 North Rampart Street: Two-story townhouse constructed ca. 2018. The building was constructed after the Bywater NRHD period of significance (1807–1935) and is not a district contributor.

## **Holy Cross NRHD**

### ***Demolitions***

- 911 Deslonde Street: No style shotgun constructed ca. 1930–1940. It was demolished ca. 2017, and the lot is currently empty.
- 4702 Saint Claude Avenue: No style shotgun constructed ca. 1900–1910. It was demolished ca. 2015, and the lot is currently empty.



## ***Alterations***

- 4824 Burgundy Street: No style shotgun constructed ca. 1910–1920. The two-over-two aluminum windows seen in 2012 were replaced with six-over-six wood windows, and the multi-paneled, wood door is now a decoratively carved one with a large light in the upper half. The property appeared vacant in the previous survey, but is now occupied.
- 838 Deslonde Street: No style shotgun constructed ca. 1910–1920. The previous survey noted Victorian brackets and board-and-batten shutters on the east facade, but those have since been removed.
- 931 Deslonde Street: No style shotgun constructed ca. 1900–1910. In 2012, the survey stated that vinyl windows were present on the house, but six-over-six wood windows now replace them.
- 838-40 Jourdan Avenue: Eastlake double shotgun constructed ca. 1900–1910 and was vacant ca. 2012. Ca. 2017, renovations include shutters on the east facade, one-over-one vinyl windows on the north and south facades, and six-over-six vinyl windows on the west facade.
- 1008 Jourdan Avenue, Thomas J. Semmes School: Italianate institutional building constructed ca. 1900. The building was in poor condition and vacant with most windows boarded in 2012. The building's condition has deteriorated further, and the whole southwest portion of the roof has collapsed, pancaking the building below. The building no longer appears to be a Holy Cross NRHD contributor.

## ***Style and Land Use Updates***

### *Style*

- 4709 North Rampart Street: No style raised basement constructed ca. 1920–1930. Recommend updating from “No Style” to “Craftsman” style to better align with its characteristic exposed rafter tails and multi-light main entry surrounded by a multi-light transom and sidelights.

### *Land Use*

- 838-40 Jourdan Avenue: Eastlake double shotgun constructed ca. 1900–1910. It was converted from a multiple dwelling to a single dwelling.

## ***Newly Recorded Resources***

- 900 Jourdan Street: Single-story shotgun constructed ca. 2014. The building was constructed after the Holy Cross NRHD period of significance (1850–1936) and is not a district contributor.

SEARCH recorded four demolitions, six major alterations, 10 style updates, seven land use updates, and three newly recorded buildings within the Bywater NRHD. SEARCH recorded two

demolitions, five major alterations, one style update, one land use update, and one newly recorded building within the Holy Cross NRHD. The recorded changes to district contributors do not impact either district's "historic sense of environment." The Bywater NRHD contained 1,785 contributing elements (87 percent) when nominated. The number of noncontributing elements was not recorded. The Holy Cross NRHD contained 634 contributing elements (74 percent) and 223 noncontributing elements (26 percent) when nominated. The changes recorded by SEARCH do not substantially impact the overall density of the district's contributing elements or impact the district's period of significance or integrity. Based on these findings, SEARCH recommends the demolitions, alterations, and updates recorded do not affect the NRHP eligibility of the Bywater and Holy Cross NRHDs. **SEARCH recommends no additional pedestrian survey to determine the NRHP eligibility of resources within the Bywater and Holy Cross NRHDs. However, further consultation with the LA SHPO will be required should any federal undertaking have an adverse effect upon the Bywater or Holy Cross NRHDs. The undertaking may require the development of a MOA and implementation of mitigation measures if avoidance of the NRHDs or minimization of effects is not possible.**

## Pump Station B

SEARCH identified Pump Station B within the APE, but outside the Holy Cross NRHD. The pump station was previously evaluated for NRHP eligibility, but is not depicted on the Louisiana Cultural Resource Map (Enzweiler et al. 1992; Louisiana Office of Cultural Development 2018). The building was constructed in 1907 and was recommended NRHP eligible under Criteria A and C for its association with early Mediterranean Style architecture and sewerage engineering. The evaluation determined:

Its destruction in the course of modifications to the [IHNC] would represent an adverse effect [Federal Register 34:2582, CFR 800.9]. It is recommended then, that the New Orleans District Corps of Engineers seek ways to avoid this adverse effect [CFR 800.5] (Enzweiler et al. 1992:113).

The previous evaluation pre-dated significant Hurricane Katrina-related damage to the Holy Cross neighborhood and compromised cultural resource evaluations made prior to 2005. **SEARCH recommends updating this previous NRHP evaluation through intensive survey of the resource and background research. If it is recommended that Pump Station B remains NRHP eligible, further consultation with the LA SHPO will be required should any federal undertaking have an adverse effect on an NRHP-eligible resource. The undertaking may require the development of a MOA and implementation of mitigation measures if avoidance of Pump Station B or minimization of effects is not possible.**

## Historic Bridges

SEARCH identified two bridges, the St. Claude Avenue Bridge (36-01802) and the Judge Seeber Bridge, Claiborne Avenue (36-01803). Both bridges are within the APE, but outside Bywater and Holy Cross NRHD boundaries.

The 137-foot St. Claude Avenue Bridge is a steel-plate girder bascule span constructed in 1919 by the Bethlehem Steel Bridge Corporation. The bridge crosses IHNC via St. Claude Avenue. The bridge was recommended individually NRHP eligible in 2013 under Criteria A and C for its association with Transportation history and bridge design/engineering. It represents a significant Strauss bascule bridge subtype: the steel trunnion bascule. The Strauss bascule bridge design is credited to Joseph B. Strauss in the early twentieth century. The bridge also originally included a rail truss superstructure, which has since been removed. The bridge's deck has also been replaced since its construction. However, these alterations have not diminished the bridge's integrity or significance (Mead and Hunt, Inc. 2013a). **SEARCH did not identify any major alterations to the bridge since its evaluation in 2013 and concurs that the bridge is NRHP eligible.**

The Judge Seeber Bridge was recommended individually NRHP eligible in 2013 under Criterion C for its association with bridge design/engineering. The bridge is a steel vertical lift span constructed in 1957. It represents a significant vertical lift bridge subtype: a tower drive movable bridge. The bridge includes two separate motors powering the two sheaves on each of the bridge's towers. The bridge's stringers and grid deck have been replaced since its construction. The operator's house also has been altered. The replacements have been in-kind, however, and do not impact the bridge's significance or integrity (Mead and Hunt, Inc. 2013b). By 2013, the bridge carried a daily average of 26,255 travelers (Alexander-Block 2013). In February 2018, the bridge's traffic barrier was replaced. **SEARCH concurs that the bridge is NRHP eligible.**

**SEARCH recommends no further survey to determine the NRHP eligibility of either bridge. However, further consultation with the LA SHPO will be required should any federal undertaking have an adverse effect upon the NRHP-eligible St. Claude Avenue Bridge or NRHP-eligible Judge Seeber Bridge. The undertaking may require the development of a MOA and implementation of mitigation measures if avoidance of these bridges or minimization of effects is not possible.**

## STREETSCAPE PHOTOGRAPH POINTS

SEARCH conducted streetscape photography of the areas within the APE outside the Bywater and Holy Cross NRHDs to identify areas built within the district periods of significance (**Figure 5.1**). Areas north of the Bywater NRHD built between 1807 and 1935 may contain potential NRHD contributors. Areas north of the Holy Cross NRHD built between 1850 and



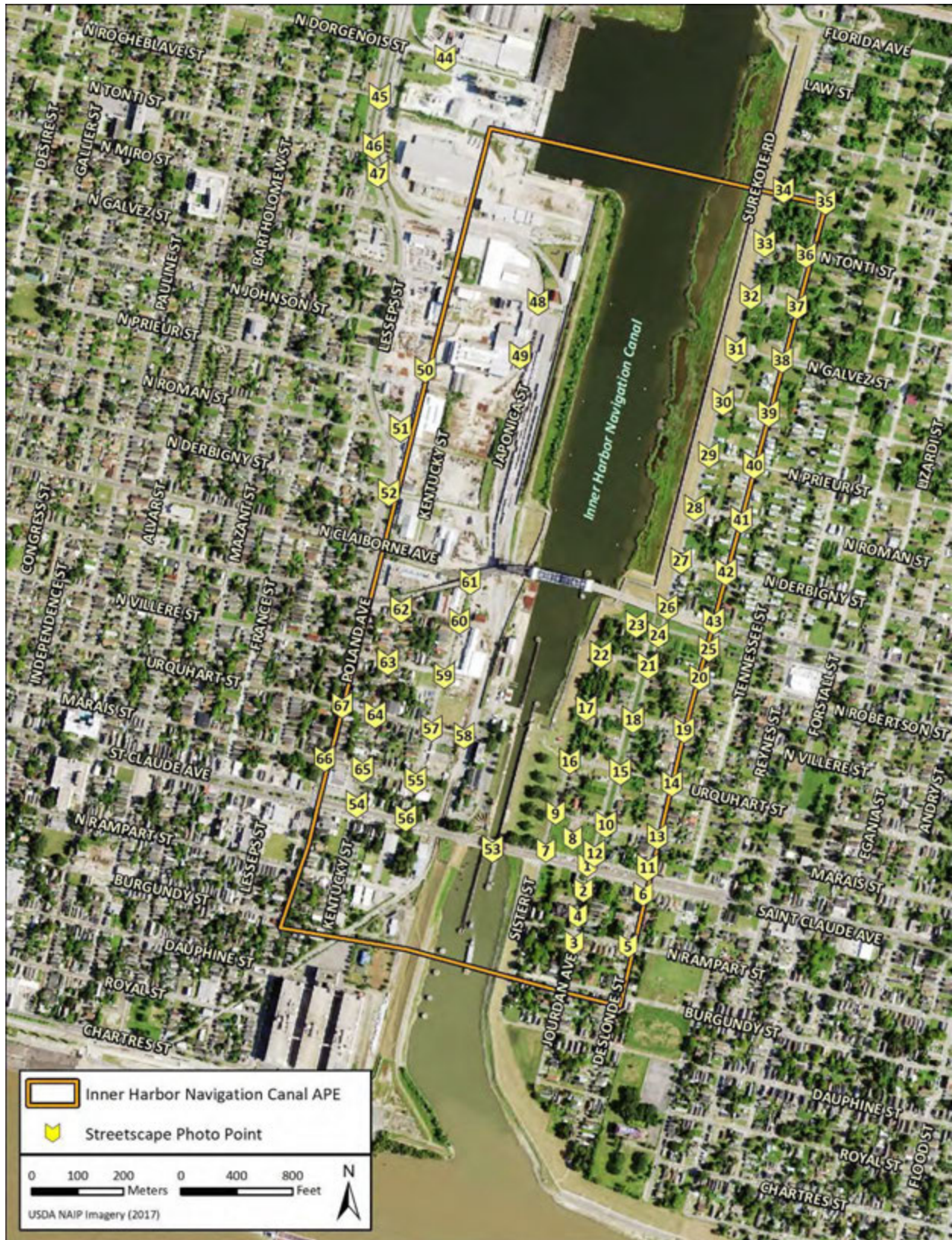


Figure 5.1. Streetscape photograph points within the APE.

1936 may contain potential NRHD contributors (see **Figure 5.1; Appendix C**). SEARCH determined the majority of the building stock located north of St. Claude Avenue outside the Holy Cross NRHD within the APE was constructed ca. 2007 by the Make It Right Foundation. These buildings do not meet the 50-year historic threshold. The buildings located adjacent to Pump Station B appear to meet the 50-year historic threshold; however, the St. Claude Bridge and major St. Claude Avenue corridor separate the buildings visually from the Holy Cross NRHD and appear to diminish their integrity of setting, feeling, location, and association. **SEARCH does not recommend further intensive survey of the APE north of the Holy Cross NRHD to determine if the buildings are potential Holy Cross NRHD contributors.**

SEARCH determined much of the building stock located within the APE bounded by Poland Avenue, St. Claude Avenue, North Claiborne Avenue, and the Industrial Canal may have been constructed during the Bywater NRHD period of significance (1807–1935). Building types present within the Bywater NRHD—Creole cottages, shotgun houses, camelback houses, sidehall plan houses, bungalows, and commercial buildings (Louisiana Office of Cultural Development 2018)—appear present in this area. Building styles present on Bywater NRHD contributors—Greek Revival, Italianate, Eastlake, Bungalow, Twentieth-Century Eclectic, and simplistic ornamentation (Louisiana Office of Cultural Development 2018)—are observable in this area as well. Area built environment resources have not been extensively surveyed, and many buildings do not possess LHRI forms available online. The area was not surveyed in 2012, as the result of FEMA’s 2006 Programmatic Agreement. **SEARCH recommends intensive survey of the APE bounded by St. Claude Avenue, Poland Avenue, North Claiborne Avenue, and the Industrial Canal to determine if these buildings are potential Bywater NRHD contributors. This survey should, at minimum, include GPS point data and photographs for the built environment resources in this area (Figure 5.2).**

SEARCH determined the building stock within the APE north of North Claiborne Avenue appears to have been constructed later than the Bywater NRHD period of significance. Several of the warehouses appear constructed post-1935. **SEARCH does not recommend further intensive survey of the APE north of North Claiborne Avenue to determine if the buildings are potential Bywater NRHD contributors.**



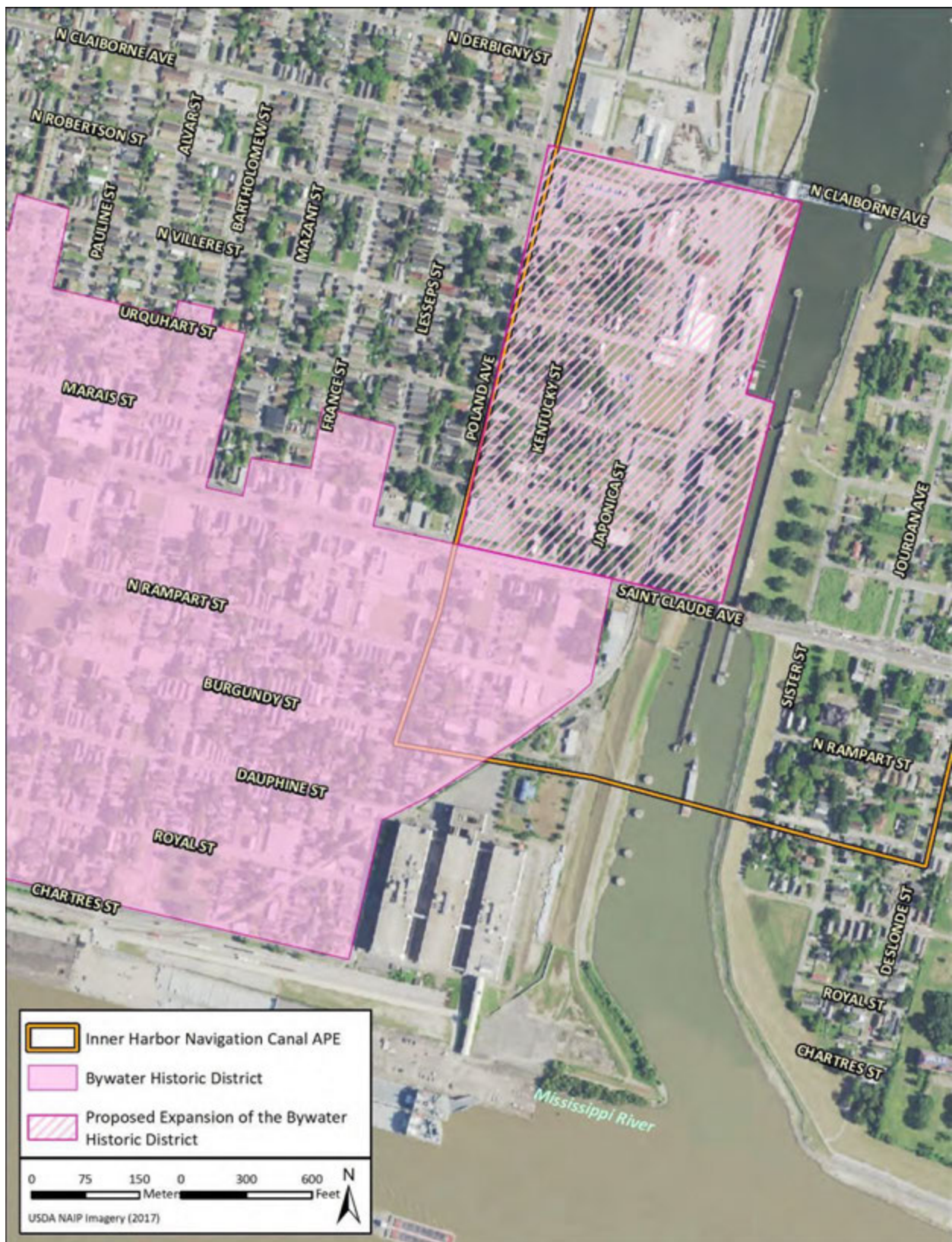


Figure 5.2. 2017 USDA aerial photograph showing the area of recommended survey within the IHNC APE and footprint.

## CHAPTER 6: SUMMARY AND CONCLUSION

SEARCH conducted a literature and records review of the IHNC APE. The background research identified 15 previous surveys, six previously recorded archaeological sites, 92 previously recorded built environment resources, NRHP-eligible Pump Station B, two NRHP-eligible bridges (St. Claude Avenue Bridge and the Judge Seeber Bridge) and two NRHDs (Bywater and Holy Cross) located within the APE. SEARCH identified four previously unrecorded non-historic buildings within the APE.

### ARCHAEOLOGY SUMMARY AND CONCLUSIONS

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The archaeological gap analysis involved a review of previously conducted surveys, previously identified sites, and select historic maps. Based on this review and current LA SHPO field standards, Phase I shovel test excavation is recommended at site areas (16OR107, 16OR133, 16OR134, 16OR213, 16OR336, and 16OR512) that overlap the APE.

For unsurveyed areas, White's (2012) predictive model identifies the entire IHNC APE as a high probability area. Following current LA SHPO field standards for urban areas, Phase I survey would include the excavation of 8,854 shovel tests within the APE. Assuming that one-third of the area cannot be tested based on the presence of disturbances, water, or existing levees, 5,903 shovel tests locations are accessible.

To decrease the number of shovel tests and to refine shovel test placement in the unsurveyed portions of the IHNC APE, SEARCH recommends the development of an APE-specific probability model. Previous models based on archival and historic research, such as Shuman and Franks (1991), have successfully identified archaeological sites (Yakubik and Franks 1992). Furthermore, a local predictive model provides a means to understand the APE as a component of the City of New Orleans as "one site" (Emery et al. 2005; White 2012). Subareas within the APE can be identified that are relatively understudied and that require additional survey, whereas site types that have been researched extensively can be avoided. A local predictive model can be developed and used in LA SHPO consultation to practically, methodologically, and ethically refine and limit Phase I survey. A focused Phase I survey will reduce the level of effort while simultaneously maximizing the archaeological research potential within the IHNC APE, resulting in a cost-effective approach to archaeological survey and mitigation.

### ARCHITECTURAL HISTORY SUMMARY AND CONCLUSIONS

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Survey conducted from December 5 to 8, 2018, updated previous information collected on the 92 built environment resources within the Bywater and Holy Cross NRHDs, NRHP-eligible Pump Station B, and two NRHP-eligible bridges (St. Claude Avenue Bridge and the Judge Seeber

Bridge) within the APE. The IHNC Lock was determined NRHP eligible under Criterion A and C at the local, state, and national levels in 1987. SEARCH was unable to access the NRHP-eligible IHNC Lock during this survey. However, based on a review of the available sources, SEARCH concurs with the assessment that the IHNC Lock is eligible for inclusion in NRHP under these criteria. SEARCH recorded four previously unrecorded non-historic buildings within the NRHDs. SEARCH recorded any major alterations, style updates, land use updates, or demolitions up to 92 contributing built environment resources within the Bywater and Holy Cross NRHDs. SEARCH recommends no additional intensive survey to determine the NRHP eligibility of resources within the Bywater and Holy Cross NRHDs. However, further consultation with the LA SHPO will be required should any federal undertaking have an adverse effect upon the Bywater or Holy Cross NRHDs. The undertaking may require the development of a MOA and implementation of mitigation measures if avoidance of the NRHDs or minimization of effects is not possible.

Pump Station B was recommended NRHP eligible in 1992. It is located within the APE, but outside Holy Cross NRHD boundaries. SEARCH recommends updating the 1992 NRHP evaluation to reflect any post-Hurricane Katrina impacts to significance or integrity. Further consultation with the LA SHPO will be required should the resource be found to remain NRHP eligible, and if any federal undertaking would have an adverse effect upon an NRHP-eligible resource.

The St. Claude Avenue Bridge and Judge Seeber Bridge were both recommended individually NRHP eligible in 2013, but are located outside the Bywater and Holy Cross NRHD boundaries. SEARCH concurs that both bridges retain sufficient integrity to convey their significance and remain NRHP eligible. Further consultation with the LA SHPO will be required should any federal undertaking have an adverse effect upon the NRHP-eligible St. Claude Avenue Bridge or NRHP-eligible Judge Seeber Bridge. The undertaking may require the development of a MOA and implementation of mitigation measures if avoidance of these bridges or minimization of effects is not possible.

SEARCH conducted streetscape photography of the areas within the APE outside the Bywater and Holy Cross NRHDs to identify areas that may contain potential district contributors. Buildings north of the Bywater NRHD appear to have construction dates, types, and styles consistent with the Bywater NRHD period of significance. SEARCH recommends intensive survey of the APE bounded by St. Claude Avenue, Poland Avenue, North Claiborne Avenue, and the Industrial Canal to determine if these buildings are potential Bywater NRHD contributors. This survey should, at minimum, include GPS point data and photographs for the built environment resources in this area. SEARCH does not recommend further intensive survey of the APE north of North Claiborne Avenue (excluding Pump Station B) to determine if the buildings are potential Bywater NRHD contributors. The construction dates, types, and styles of the buildings in this area are inconsistent with the Holy Cross NRHD period of significance.

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## **APPENDIX A:**

### **PREVIOUSLY RECORDED BUILT ENVIRONMENT RESOURCES**







4421 Burgundy Street\_a\_view to the northwest



4421 Burgundy Street\_b\_view to the north





4422-30 Burgundy Street\_a\_view to the south



4422-30 Burgundy Street\_b\_view to the southeast



4422-30 Burgundy Street\_c\_view to the southwest



4422-30 Burgundy Street\_d\_view to the southwest







912 Kentucky Street\_a\_view to the west



912 Kentucky Street\_b\_view to the northwest



912 Kentucky Street\_c\_view to the southwest



912 Kentucky Street\_d\_view to the northwest





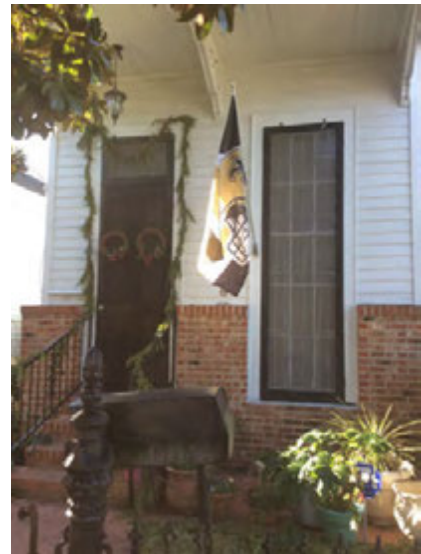
916 Kentucky Street\_a\_view to the west



916 Kentucky Street\_b\_view to the west



916 Kentucky Street\_c\_view to the north



916 Kentucky Street\_d\_view to the west







917-919 Kentucky Street\_a\_view to the east



917-919 Kentucky Street\_b\_view to the southeast



917-919 Kentucky Street\_c\_view to the northeast



917-919 Kentucky Street\_d\_view to the east







920-922 Kentucky Street\_a\_view to the west



920-922 Kentucky Street\_b\_view to the northwest





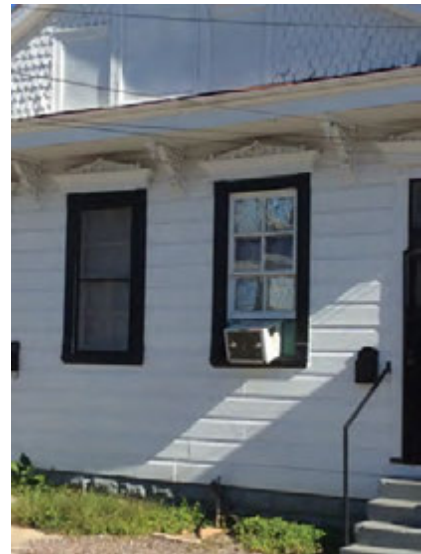
921-923 Kentucky Street\_a\_view to the east



921-923 Kentucky Street\_b\_view to the east



921-923 Kentucky Street\_c\_view to the northeast



921-923 Kentucky Street\_d\_view to the east







924 Kentucky Street\_a\_view to the west



924 Kentucky Street\_b\_view to the northwest



924 Kentucky Street\_c\_view to the southwest



924 Kentucky Street\_d\_view to the west





925-927 Kentucky Street\_a\_view to the east



925-927 Kentucky Street\_b\_view to the northeast

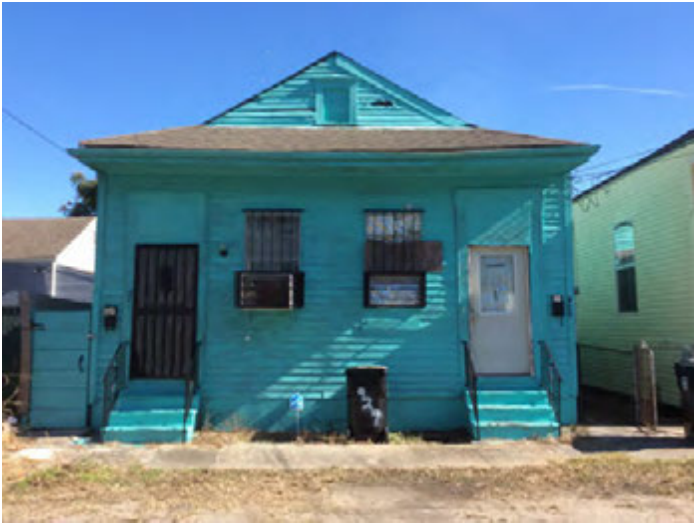


925-927 Kentucky Street\_c\_view to the southeast



925-927 Kentucky Street\_d\_view to the east





929-931 Kentucky Street\_a\_view to the east



929-931 Kentucky Street\_b\_view to the northeast



929-931 Kentucky Street\_c\_view to the southeast



929-931 Kentucky Street\_d\_view to the east







1001 Kentucky Street\_a\_view to the east



1001 Kentucky Street\_b\_view to the southeast



1001 Kentucky Street\_c\_view to the east



1001 Kentucky Street\_d\_view to the northeast





1015-1017 Kentucky Street\_a\_view to the east



1015-1017 Kentucky Street\_b\_view to the northeast



1015-1017 Kentucky Street\_c\_view to the southeast



1015-1017 Kentucky Street\_d\_view to the southeast







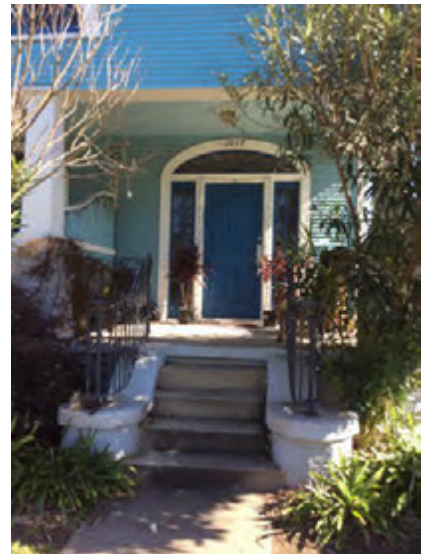
1019-1021 Kentucky Street\_a\_view to the east



1019-1021 Kentucky Street\_b\_view to the northeast



1019-1021 Kentucky Street\_c\_view to the southeast



1019-1021 Kentucky Street\_d\_view to the east





1033 Kentucky Street\_a\_view to the east



1033 Kentucky Street\_b\_view to the northeast



1033 Kentucky Street\_c\_view to the east



1033 Kentucky Street\_d\_view to the east







4415-4417 North Rampart Street\_a\_view to the north



4415-4417 North Rampart Street\_c\_view to the north



4415-4417 North Rampart Street\_d\_view to the northeast



4415-4417 North Rampart\_b\_view to the northwest







4416 North Rampart Street\_a\_view to the south



4416 North Rampart Street\_b\_view to the south



4416 North Rampart Street\_c\_view to the southeast



4416 North Rampart Street\_d\_view o





4420-4422 North Rampart Street\_a\_view to the south



4420-4422 North Rampart Street\_b\_view to the southeast



4420-4422 North Rampart Street\_c\_view to the southeast



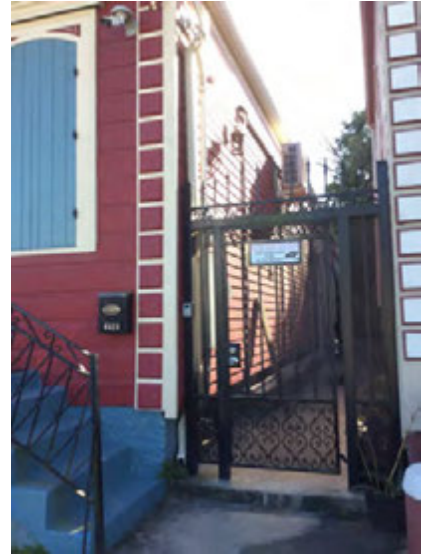
4420-4422 North Rampart Street\_d\_view to the west







4424 North Rampart Street\_a\_view to the south



4424 North Rampart Street\_b\_view to the south



4424 North Rampart Street\_c\_view to the southwest



4424 North Rampart Street\_d\_view to the south





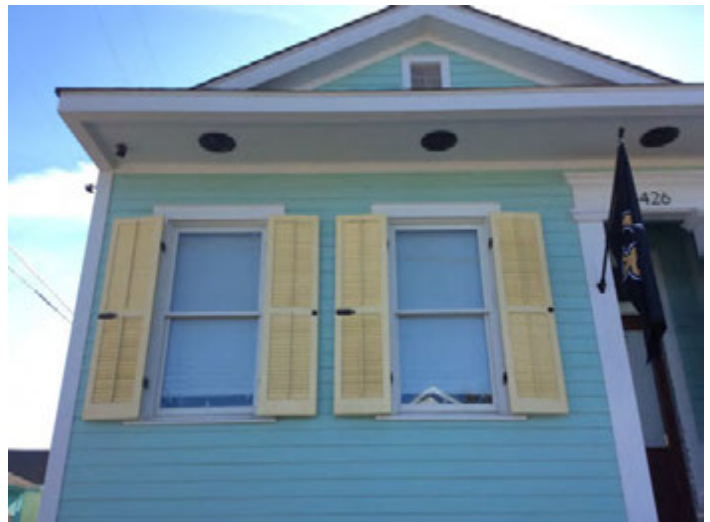
4426 North Rampart Street\_a\_view to the south



4426 North Rampart Street\_b\_view to the north



4426 North Rampart Street\_c\_view to the south



4426 North Rampart Street\_d\_view to the south





4429 North Rampart Street\_a\_view to the north



4429 North Rampart Street\_b\_view to the north



4429 North Rampart Street\_c\_view to the west



4429 North Rampart Street\_d\_view to the northeast

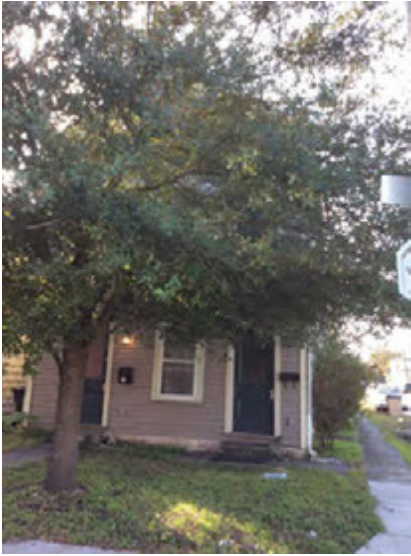






4500 North Rampart Street\_a\_view to the south





4500-4502 St. Claude Avenue\_a\_view to the south



4500-4502 St. Claude Avenue\_b\_view to the southeast



4500-4502 St. Claude Avenue\_c\_view to the northeast



4500-4502 St. Claude Avenue\_d\_view to the north







4504-4506 St. Claude Avenue\_a\_view to the south



4504-4506 St. Claude Avenue\_b\_view to the southeast



4504-4506 St. Claude Avenue\_c\_view to the south



4504-4506 St. Claude Avenue\_d\_view to the south





4506 North Rampart Street\_a\_view to the south



4506 North Rampart Street\_b\_view to the southeast



4506 North Rampart Street\_c\_view to the south



4506 North Rampart Street\_d\_view to the east





4510 North Rampart Street\_a\_view to the south







4520 North Rampart Street\_a\_view to the west



4520 North Rampart Street\_b\_view to the south



4520 North Rampart Street\_c\_view to the west



4520 North Rampart Street\_d\_view to the west





4524 North Rampart Street\_a\_view to the southwest



4524 North Rampart Street\_b\_view to the south



4524 North Rampart Street\_c\_view to the south



4524 North Rampart Street\_d\_view to the southeast







4530 St. Claude Avenue\_a\_view to the south



4530 St. Claude Avenue\_b\_view to the south



4530 St. Claude Avenue\_c\_view to the north



4530 St. Claude Avenue\_d\_view to the north





4400 St. Claude Avenue\_a\_view to the northeast



4400 St. Claude Avenue\_b\_view to the northeast



4400 St. Claude Avenue\_c\_view to the east



4400 St. Claude Avenue\_d\_view to the northeast



4400 St. Claude Avenue\_e\_view to the south



4400 St. Claude Avenue\_f\_view to the southwest





4400 St. Claude Avenue\_g\_view to the southeast



4400 St. Claude Avenue\_h\_view to the southwest



4500-4502 St. Claude Avenue\_a\_view to the south



4500-4502 St. Claude Avenue\_b\_view to the southeast



4500-4502 St. Claude Avenue\_c\_view to the northeast



4500-4502 St. Claude Avenue\_d\_view to the north







4504-4506 St. Claude Avenue\_a\_view to the south



4504-4506 St. Claude Avenue\_b\_view to the southeast



4504-4506 St. Claude Avenue\_c\_view to the south



4504-4506 St. Claude Avenue\_d\_view to the south





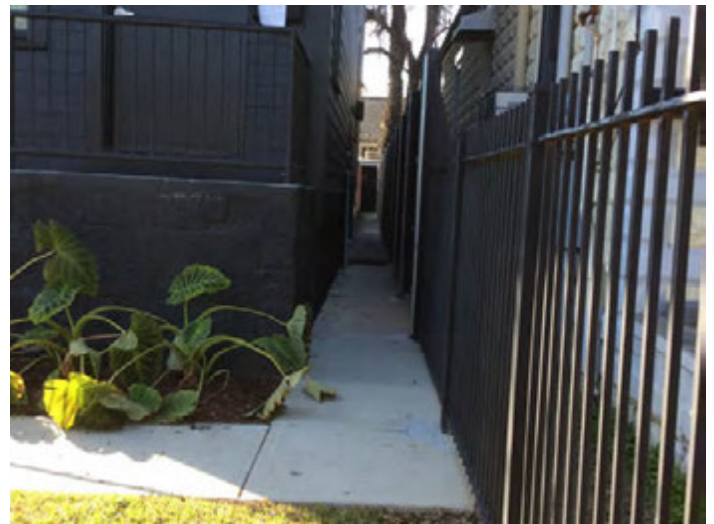
4508 A-B St. Claude Avenue\_a\_view to the south



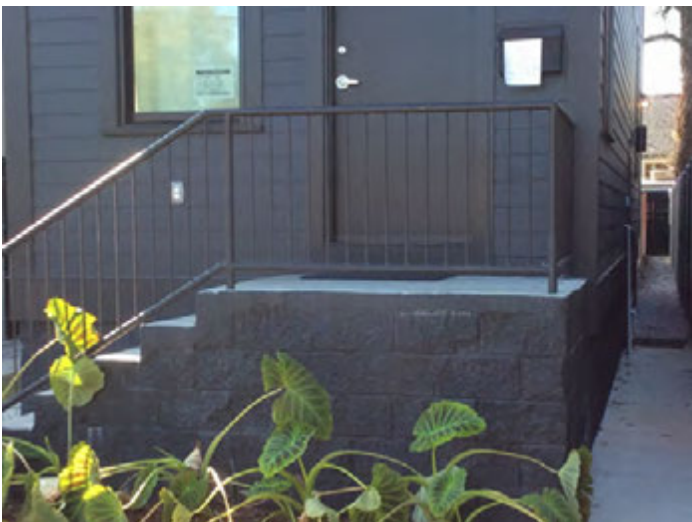
4508 A-B St. Claude Avenue\_b\_view to the southwest



4508 St. Claude Avenue\_c\_view to the south



4508 St. Claude Avenue\_d\_view to the south



4508 St. Claude Avenue\_e\_view to the south







4510 St. Claude Avenue\_a\_view to the south



4510 St. Claude Avenue\_b\_view to the south



4510 St. Claude Avenue\_c\_view to the southwest



4510 St. Claude Avenue\_d\_view to the southwest





4514 St. Claude Avenue\_a\_view to the south



4514 St. Claude Avenue\_b\_view to the southeast



4514 St. Claude Avenue\_c\_view to the southwest



4514 St. Claude Avenue\_d\_view to the southwest





4516 St. Claude Avenue\_a\_view to the south



4516 St. Claude Avenue\_b\_view to the southwest



4516 St. Claude Avenue\_c\_view to the southeast



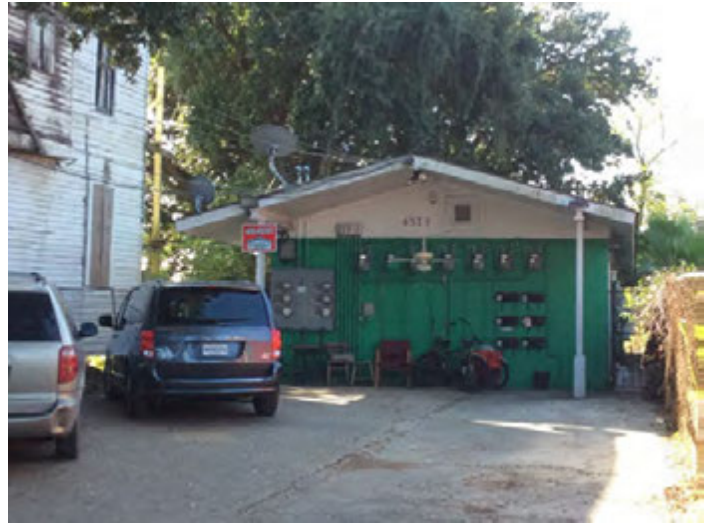
4516 St. Claude Avenue\_d\_view to the southeast







4518 1-6 St. Claude Avenue\_a\_view to the south



4518 1-6 St. Claude Avenue\_b\_view to the south





4526 St. Claude Avenue\_a\_view to the south



4526 St. Claude Avenue\_b\_view to the southwest



4526 St. Claude Avenue\_c\_view to the south



4526 St. Claude Avenue\_d\_view to the south







4600 St. Claude Avenue\_a\_view to the north



4600 St. Claude Avenue\_b\_view to the north



4600 St. Claude Avenue\_c\_view to the west



4600 St. Claude Avenue\_d\_view to the southwest



4600 St. Claude Avenue\_e\_view to the southwest



4600 St. Claude Avenue\_f\_view to the west



4600 St. Claude Avenue\_g\_view to the west



4600 St. Claude Avenue\_h\_view to the north



4600 St. Claude Avenue\_i\_view to the north





841-843 Poland Avenue\_a\_facing east



841-843 Poland Avenue\_b\_facing east



841-843 Poland Avenue\_c\_facing southeast





901 Poland Avenue\_a\_view to the east



901 Poland Avenue\_b\_view to the northeast



901 Poland Avenue\_c\_view to the northwest







905 Poland Avenue\_a\_view to the east



905 Poland Avenue\_b\_view to the southeast





911 Poland Avenue\_a\_view to the east



911 Poland Avenue\_b\_view to the southeast



911 Poland Avenue\_c\_view to the east



911 Poland Avenue\_d\_view to the east







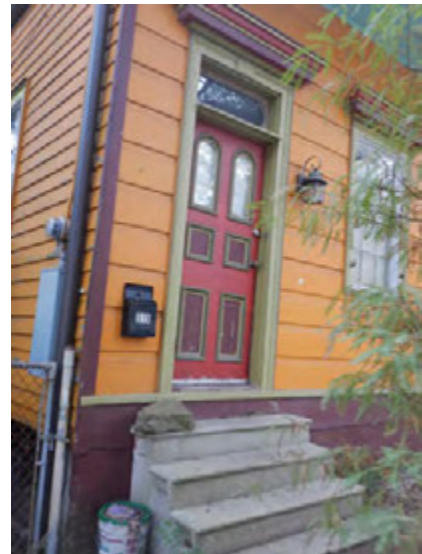
919 Poland Avenue\_a\_view to the east



919 Poland Avenue\_b\_view to the northeast



919 Poland Avenue\_c\_view to the east



919 Poland Avenue\_d\_view to the south





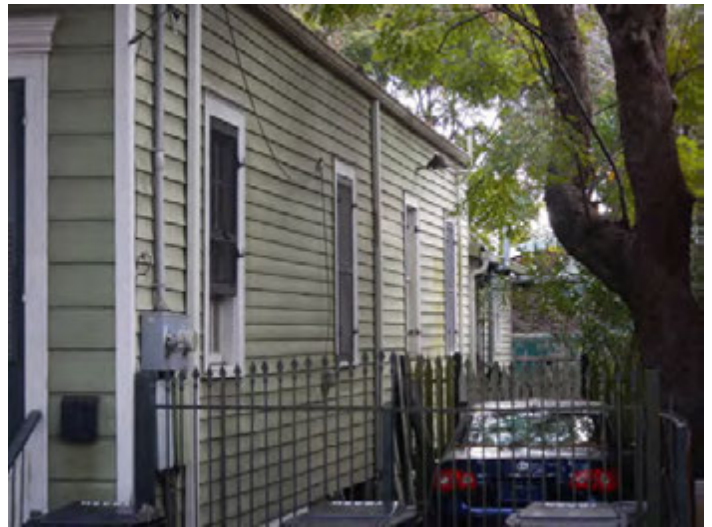
925-927 Poland Avenue\_a\_view to the east



925-927 Poland Avenue\_b\_view to the southeast



925-927 Poland Avenue\_c\_view to the northeast



925-927 Poland Avenue\_d\_view to the east







929 Poland Avenue\_a\_view to the east



929 Poland Avenue\_b\_view to the northeast



929 Poland Avenue\_c\_view to the southeast







935 Poland Avenue\_a\_view to the east



935 Poland Avenue\_b\_view to the southeast



935 Poland Avenue\_c\_view to the east



935 Poland Avenue\_d\_view to the east





939-941 Poland Avenue\_a\_view to the east



939-941 Poland Avenue\_b\_view to the northeast



939-941 Poland Avenue\_c\_view to the southeast



939-941 Poland Avenue\_d\_view to the west







1001 Poland Avenue\_a\_view to the east



1001 Poland Avenue\_b\_view to the northeast



1001 Poland Avenue\_c\_view to the east



1001 Poland Avenue\_d\_view to the northwest





1003-1005 Poland Avenue\_a\_view to the east



1003-1005 Poland Avenue\_b\_view to the northeast



1003-1005 Poland Avenue\_c\_view to the southeast



1003-1005 Poland Avenue\_d\_view to the east







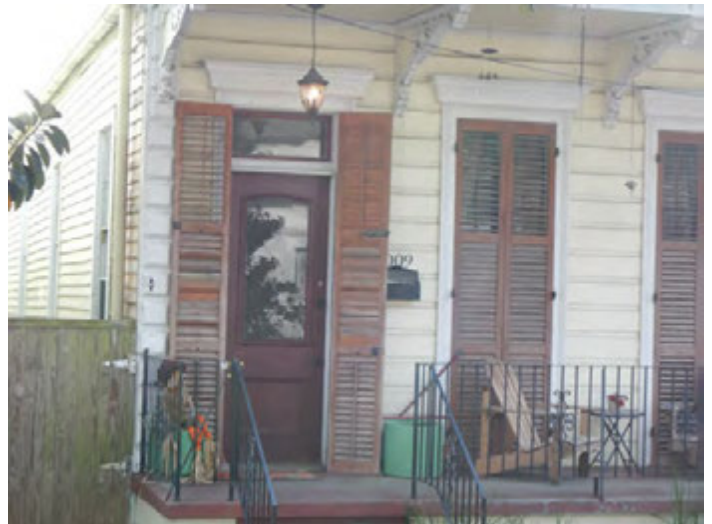
1009 Poland Avenue\_a\_view to the east



1009 Poland Avenue\_b\_view to the east



1009 Poland Avenue\_c\_view to the southeast



1009 Poland Avenue\_d\_view to the east







1011-1013 Poland Avenue\_a\_view to the east



1011-1013 Poland Avenue\_b\_view to the northeast



1011-1013 Poland Avenue\_c\_view to the east



1011-1013 Poland Avenue\_d\_view to the east





1015 Poland Avenue\_a\_view to the east



1015 Poland Avenue\_b\_view to the southeast



1015 Poland Avenue\_c\_view to the east







1021-1023 Poland Avenue\_a\_view to the east



1021-1023 Poland Avenue\_b\_view to the northeast



1021-1023 Poland Avenue\_c\_view to the east



1021-1023 Poland Avenue\_d\_view to the northeast





1025-1027 Poland Avenue\_a\_view to the east



1025-1027 Poland Avenue\_b\_view to the northeast



1025-1027 Poland Avenue\_c\_view to the southeast



1025-1027 Poland Avenue\_d\_view to the southeast







1037A-B Poland Avenue\_a\_view to the east



1037A-B Poland Avenue\_b\_view to the northeast



1037A-B Poland Avenue\_c\_view to the southeast



1037A-B Poland Avenue\_d\_view to the east







1039-1041 Poland Avenue\_a\_view to the east



1039-1041 Poland Avenue\_b\_view to the east



1039-1041 Poland Avenue\_c\_view to the east



1039-1041 Poland Avenue\_d\_view to the east





4708-4710 Burgundy Street\_a\_view to the south



4708-4710 Burgundy Street\_b\_view to the southeast



4708-4710 Burgundy Street\_c\_view to the south



4708-4710 Burgundy Street\_d\_view to the south







4714 Burgundy Street\_a\_view to the south



4714 Burgundy Street\_b\_view to the southeast





4715 Burgundy Street\_a\_view to the north



4715 Burgundy Street\_b\_view to the northwest





4716 Burgundy Street\_a\_view to the south



4716 Burgundy Street\_b\_view to the southwest



4716 Burgundy Street\_c\_view to the southeast



4716 Burgundy Street\_d\_view to the southeast







4717-4719 Burgundy Street\_a\_view to the north



4717-4719 Burgundy Street\_b\_view to the northwest



4717-4719 Burgundy Street\_c\_view to the north



4717-4719 Burgundy Street\_d\_view to the west





4820 Burgundy Street\_a\_view to the south



4820 Burgundy Street\_b\_view to the south



4820 Burgundy Street\_c\_view to the southeast



4820 Burgundy Street\_d\_view to the southeast







4824 Burgundy Street\_a\_view to the south



4824 Burgundy Street\_b\_view to the southwest



4824 Burgundy Street\_c\_view to the southwest



4824 Burgundy Street\_d\_view to the southeast





4900-4902 Burgundy Street\_a\_view to the south



4900-4902 Burgundy Street\_b\_view to the southwest

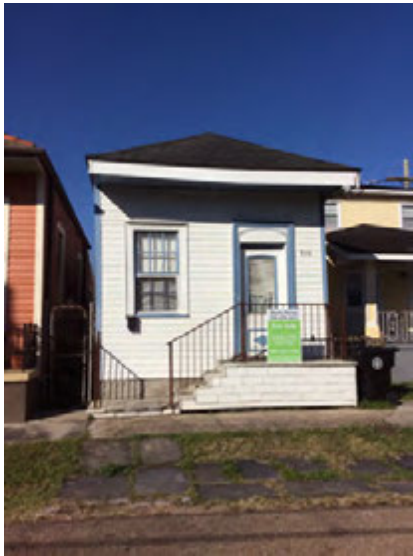


4900-4902 Burgundy Street\_c\_view to the west



4900-4902 Burgundy Street\_d\_view to the east





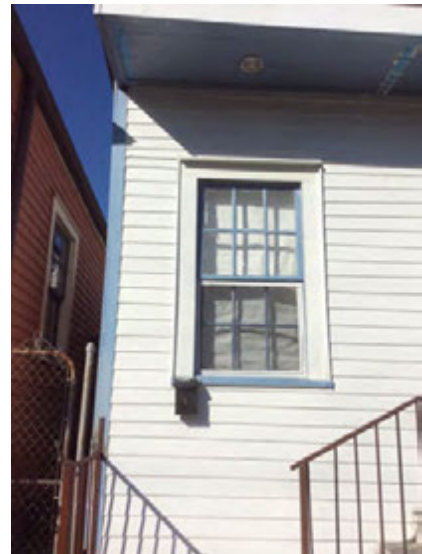
838 Deslonde Street\_a\_view to the west



838 Deslonde Street\_b\_view to the west



838 Deslonde Street\_c\_view to the west



838 Deslonde Street\_d\_view to the west







901-903 Jourdan Avenue\_a\_view to the east



901-903 Jourdan Avenue\_b\_view to the north



901-903 Jourdan Avenue\_c\_view to the northwest



901-903 Jourdan Avenue\_d\_view to the north





908 Jourdan Avenue\_a\_view to the west



908 Jourdan Avenue\_b\_view to the west







911 Deslonde Street\_a\_view to the east





912-914 Jourdan Avenue\_a\_view to the west



912-914 Jourdan Avenue\_b\_view to the west



912-914 Jourdan Avenue\_c\_view to the southwest



912-914 Jourdan Avenue\_d\_view to the west





915-917 Jourdan Avenue\_a\_view to the east



915-917 Jourdan Avenue\_b\_view to the northeast



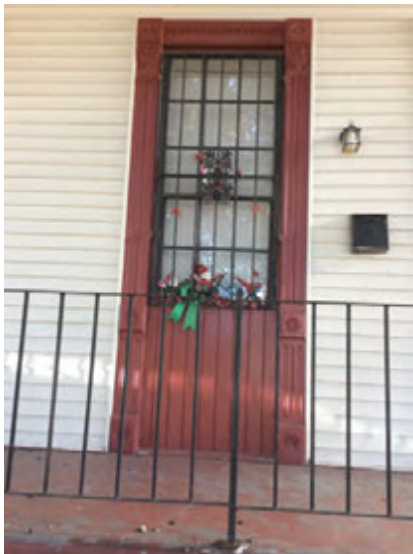




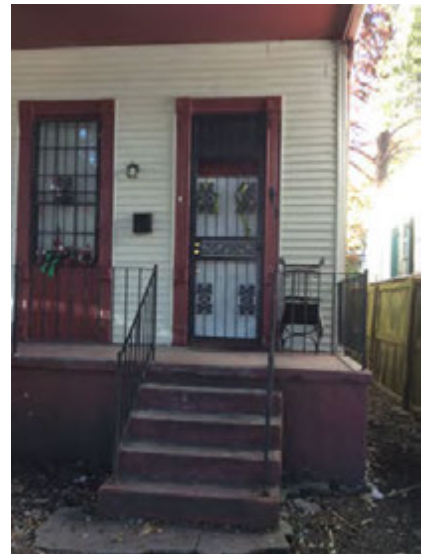
916-918 Jourdan Avenue\_a\_view to west



916-918 Jourdan Avenue\_b\_view to the southwest



916-918 Jourdan Avenue\_c\_view to the west

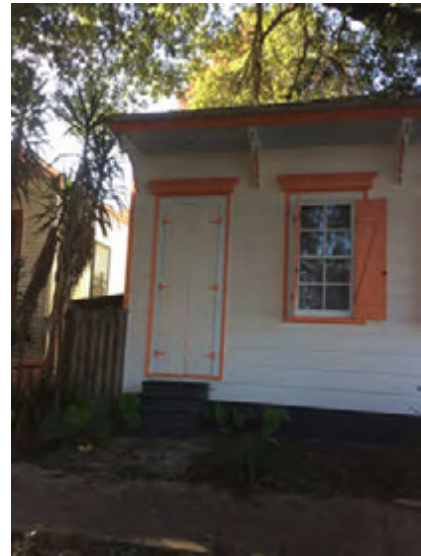


916-918 Jourdan Avenue\_d\_view to the west





924 Jourdan Avenue\_a\_view to the west



924 Jourdan Avenue\_b\_view to the west



924 Jourdan Avenue\_c\_view to the southwest



924 Jourdan Avenue\_d\_view to the southwest







934 Jourdan Avenue\_a\_view to the west



934 Jourdan Avenue\_b\_view to the southwest



934 Jourdan Avenue\_c\_view to the southwest



934 Jourdan Avenue\_d\_view to the west





938 Jourdan Avenue\_a\_view to the west



938 Jourdan Avenue\_b\_view to the south



938 Jourdan Avenue\_c\_view to the south



938 Jourdan Avenue\_d\_view to the southeast



938 Jourdan Avenue\_e\_view to the south







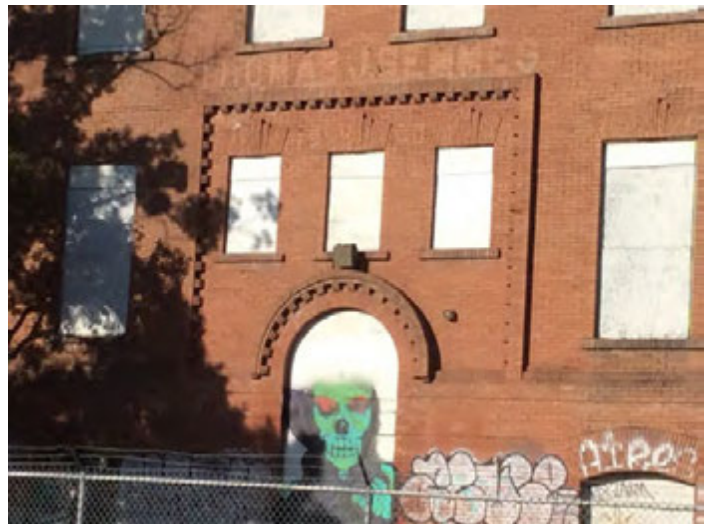
1008 Jourdan Avenue\_a\_view to the west



1008 Jourdan Avenue\_b\_view to the north



1008 Jourdan Avenue\_c\_view to the north



1008 Jourdan Avenue\_d\_view to the west



1008 Jourdan Avenue\_e\_view to the northwest



1008 Jourdan Avenue\_f\_view to the north





1008 Jourdan Avenue\_g\_view to the north



1008 Jourdan Avenue\_h\_view to the north



1008 Jourdan Avenue\_i\_view to the north



1008 Jourdan Avenue\_j\_view to the north



4700-4702 North Rampart Street\_a\_view to the south



4700-4702 North Rampart Street\_b\_view to the southwest



4700-4702 North Rampart\_c\_view to the southeast



4700-4702 North Rampart\_d\_view to the northeast







4701 North Rampart Street\_a\_view to the north



4701 North Rampart Street\_b\_view to the east



4701 North Rampart\_c\_view to the south



4701 North Rampart\_d\_view to the south







4709 North Rampart Street\_a\_view to the north



4709 North Rampart Street\_b\_view to the northeast





4710 North Rampart Street\_a\_view to the southeast



4710 North Rampart Street\_b\_view to the south



4710 North Rampart Street\_c\_view to the south



4710 North Rampart Street\_d\_view to the south





4714 North Rampart Street\_a\_view to the south



4714 North Rampart Street\_b\_view to the southeast







4702 St. Claude Avenue\_a\_view to the southwest





4732 St. Claude Avenue\_a\_view to the south



4732 St. Claude Avenue\_b\_view to the southwest



4732 St. Claude Avenue\_c\_view to the west



4732 St. Claude Avenue\_d\_view to the west







919 Sister Street\_a\_view to the east



919 Sister Street\_b\_view to the northeast



919 Sister Street\_c\_view to the east



919 Sister Street\_d\_view to the east





931 Sister Street\_a\_view to the east



931 Sister Street\_b\_view to the east





1031 Sister Street\_a\_view to the east





**APPENDIX B:**

**NEWLY RECORDED BUILT ENVIRONMENT RESOURCES**





900 Jourdan Avenue\_a\_view to the west



900 Jourdan Avenue\_b\_view to the southwest



900 Jourdan Avenue\_c\_view to the north



900 Jourdan Avenue\_d\_view to the west







4502 North Rampart Street\_a\_facing east



4502 North Rampart Street\_b\_facing east



4502 North Rampart Street\_c\_facing east



4502 North Rampart Street\_d\_facing northeast





4517 North Rampart Street\_facing north





4548 North Rampart Street\_facing northeast





**APPENDIX C:**  
**STREETSCAPE PHOTO POINTS**





SS 1\_1000 Block Jourdan Avenue\_southeast



SS 1\_1000 Block Jourdan Avenue\_southwest







SS 2\_1001-1023 Jourdan Avenue\_view south





SS 3\_1001-1023 Jourdan Avenue\_view east





SS 4\_Outside Holy Cross NRHD\_view east



SS 4\_Outside Holy Cross NRHD\_view northeast







SS 5\_Deslonde St & N Rampart St\_view north



SS 5\_Deslonde St & N Rampart St\_view northeast



SS 5\_Deslonde St & N Rampart St\_view south



SS 5\_Deslonde St & N Rampart St\_view southeast



SS 5\_Deslonde St & N Rampart St\_view west





SS 6\_St. Claude Ave & Deslonde St\_view east



SS 6\_St. Claude Ave & Deslonde St\_view south



SS 6\_St. Claude Ave & Deslonde St\_view west



SS 6\_St. Claude Ave & Deslonde St\_view west







SS 7\_Sister Street



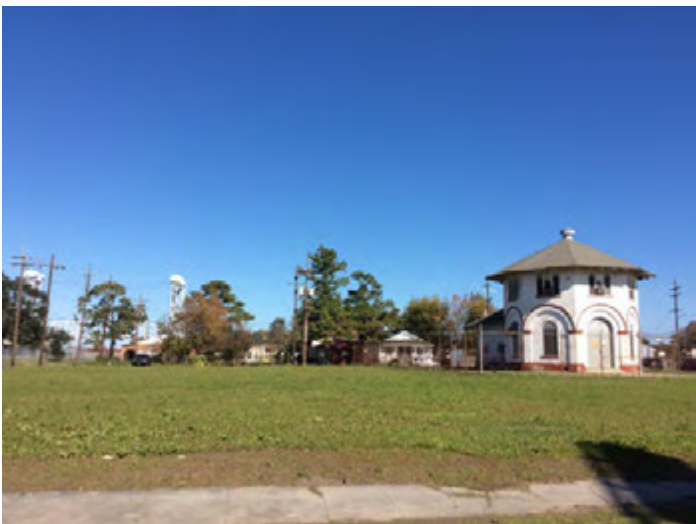
SS 7\_view north



SS 7\_view northeast



SS 7\_view northeast



SS 7\_view northwest



SS 7\_view south



SS 7\_view southwest



SS 8\_Sewerage Pump House B\_view north



SS 8\_St. Claude Ave & Sister St\_south



SS 8\_St. Claude Ave & Sister St\_west







SS 9\_Marais St & Sister St\_view east



SS 9\_Marais St & Sister St\_view north



SS 9\_Marais St & Sister St\_view northwest



SS 9\_Marais St & Sister St\_view south



SS 9\_Marais St & Sister St\_view southeast







SS 10\_Marais St & Jourdan Ave\_view east



SS 10\_Marais St & Jourdan Ave\_view north



SS 10\_Marais St & Jourdan Ave\_view northeast



SS 10\_Marais St & Jourdan Ave\_view south



SS 10\_Marais St & Jourdan Ave\_view southeast



SS 10\_Marais St & Jourdan Ave\_view southwest



SS 10\_Marais St & Jourdan Ave\_view west





SS 11\_a\_view north



SS 11\_b\_view south



SS 11\_c\_south



SS 11\_view north



SS 11\_view south



SS 11\_view west







SS 12\_Jourdan Ave & St Claude Ave\_a\_west



SS 12\_Jourdan Ave & St Claude Ave\_b\_east



SS 12\_Jourdan Ave & St Claude Ave\_c\_north



SS 12\_Jourdan Ave & St Claude Ave\_d\_west



SS 12\_Jourdan Ave & St Claude Ave\_e\_east



SS 12\_Jourdan Ave & St Claude Ave\_f\_north





SS 13\_Deslonde St & Marais St\_a\_west



SS 13\_Deslonde St & Marais St\_b\_north



SS 13\_Deslonde St & Marais St\_c\_west



SS 13\_Deslonde St & Marais St\_d\_east



SS 13\_Deslonde St & Marais St\_e\_east



SS 13\_Deslonde St & Marais St\_f\_east







SS 13\_Deslonde St & Marais St\_g\_west







SS 14\_Urquhart St & Deslonde St\_a\_southwest



SS 14\_Urquhart St & Deslonde St\_b\_north



SS 14\_Urquhart St & Deslonde St\_d\_east



SS 14\_Urquhart St & Deslonde St\_e\_northeast



SS 14\_Urquhart St & Deslonde St\_f\_east



SS 14\_Urquhart St & Deslonde St\_g\_north



SS 14\_Urquhart St & Deslonse St\_c\_north





SS 15\_Jourdan Ave & Urquhart St\_a\_north



SS 15\_Jourdan Ave & Urquhart St\_b\_west



SS 15\_Jourdan Ave & Urquhart St\_c\_west



SS 15\_Jourdan Ave & Urquhart St\_d\_south



SS 15\_Jourdan Ave & Urquhart St\_e\_east



SS 15\_Jourdan Ave & Urquhart St\_f\_south



SS 15\_Jourdan Ave & Urquhart St\_g\_north



SS 15\_Jourdan Ave & Urquhart St\_h\_north





SS 16\_Urquhart St & Sister St\_c\_north



SS 16\_Urquhart St & Sister St\_d\_south



SS 16\_Urquhart St & Sister St\_e\_east



SS 16\_Urquhart St & Sister St\_f\_east



SS 16\_Urquhart Street & Sister St\_a\_west



SS 16\_Urquhart Street & Sister St\_b\_south





SS 17\_N Villere St\_north



SS 17\_N Villere St\_south



SS 17\_N Villere St\_west







SS 18\_Jourdan Ave & N Villere St\_a\_west



SS 18\_Jourdan Ave & N Villere St\_b\_north



SS 18\_Jourdan Ave & N Villere St\_d\_notheast



SS 18\_Jourdan Ave & N Villere St\_e\_east



SS 18\_Jourdan Ave & N Villere\_c\_south



SS 158\_b\_Jourdan Ave & N Villere\_c\_north







SS 19\_N Villere St & Deslonde St\_a\_northea



SS 19\_N Villere St & Deslonde St\_b\_north



SS 19\_N Villere St & Deslonde St\_c\_west



SS 19\_N Villere St & Deslonde St\_e\_east



SS 19\_N Villere t & Deslonde St\_d\_south





SS 20\_N Roberston St\_a\_west



SS 20\_N Robertson St\_b\_east



SS 20\_N Robertson St\_c\_north



SS 20\_N Robertson St\_d\_east



SS 20\_N Robertson St\_e\_north



SS 20\_N Robertson St\_f\_south







SS 21\_N Robertson St & Jordan Ave\_c\_north



SS 21\_N Robertson St & Jordan Ave\_d\_north



SS 21\_N Robertson St & Jordan Ave\_e\_north



SS 21\_N Robertson St & Jordan Ave\_e\_south



SS 21\_N Robertson St & Jourdan Ave\_a\_west



SS 21\_N Robertson St & Jourdan Ave\_b\_west



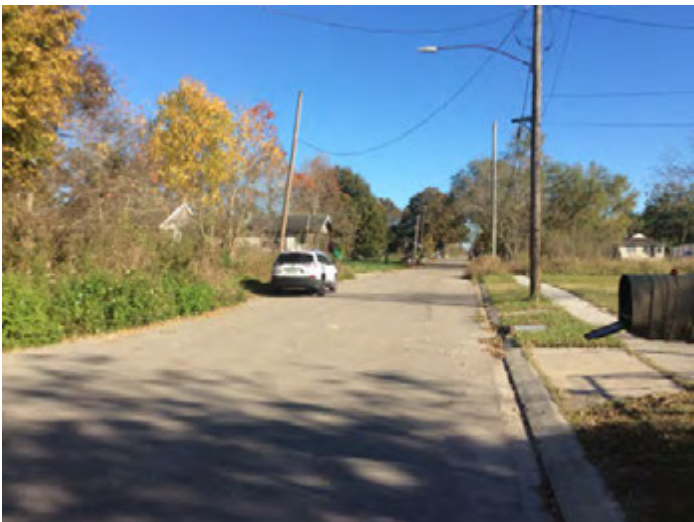




SS 22\_N Robertson St\_a\_north



SS 22\_N Robertson St\_c\_north



SS 22\_N Robertson St\_d\_west



SS 22\_N Robertson St\_e\_east



SS 22\_North Robertson St\_b\_southeast





SS 23 & 24\_N Claiborne Ave\_a\_east



SS 23 & 24\_N Claiborne Ave\_b\_northwest



SS 23 & 24\_N Claiborne Ave\_c\_south



SS 23 & 24\_N Claiborne Ave\_d\_west



SS 23 & 24\_N Claiborne\_e\_northeast







SS 25\_N Claiborne Ave\_c\_east



SS 25\_N Claiborne Ave\_a\_west



SS 25\_N Claiborne Ave\_b\_south





SS 26\_a\_north



SS 26\_b\_east



SS 26\_c\_north



SS 26\_d\_south



SS 26\_e\_west







SS 27\_N Derbigny St & Jourdan Ave\_a\_east



SS 27\_N Derbigny St & Jourdan Ave\_b\_north



SS 27\_N Derbigny St & Jourdan Ave\_c\_west



SS 27\_N Derbigny St & Jourdan Ave\_d\_west



SS 27\_N Derbigny St & Jourdan Ave\_e\_south





SS 28\_N Roman St & Jourdan Ave\_a\_east



SS 28\_N Roman St & Jourdan Ave\_b\_east



SS 28\_N Roman St & Jourdan Ave\_c\_east



SS 28\_N Roman St & Jourdan Ave\_d\_north



SS 28\_N Roman St & Jourdan Ave\_e\_west







SS 29\_Jourdan Ave & N Prieur St\_a\_southeast



SS 29\_Jourdan Ave & N Prieur St\_b\_south



SS 29\_Jourdan Ave & N Prieur St\_c\_east



SS 29\_Jourdan Ave & N Prieur St\_d\_northeast



SS 29\_Jourdan Ave & N Prieur St\_e\_north







SS 30\_N Johnson St & Jourdan Ave\_a\_south



SS 30\_N Johnson St & Jourdan Ave\_b\_east



SS 30\_N Johnson St & Jourdan Ave\_c\_north





SS 31\_N Galvez St & Jourdan Ave\_a\_north



SS 31\_N Galvez St & Jourdan Ave\_b\_east



SS 31\_N Galvez St & Jourdan Ave\_c\_east



SS 31\_N Galvez St & Jourdan Ave\_d\_south







SS 32\_N Miro St & Jourdan Ave\_a\_south



SS 32\_N Miro St & Jourdan Ave\_b\_east



SS 32\_N Miro St & Jourdan Ave\_c\_east



SS 32\_N Miro St & Jourdan Ave\_d\_north





SS 33\_N Tonti St & Jourdan Ave\_a\_north



SS 33\_N Tonti St & Jourdan Ave\_b\_east



SS 33\_N Tonti St & Jourdan Ave\_c\_south



SS 33\_N Tonti St & Jourdan Ave\_d\_southeast





SS 34\_east



SS 34\_south







SS 35\_N Rocheblave St\_a\_east



SS 35\_N Rocheblave St\_b\_east



SS 35\_N Rocheblave St\_c\_west



SS 35\_N Rocheblave St\_d\_north



SS 35\_N Rocheblave St\_e\_southeast





SS 36\_N Tonti St & Deslonde St\_a\_north



SS 36\_N Tonti St & Deslonde St\_b\_east



SS 36\_N Tonti St & Deslonde St\_c\_east



SS 36\_N Tonti St & Deslonde St\_d\_south



SS 36\_N Tonti St & Deslonde St\_e\_west







SS 37\_N Miro St & Deslonde St\_a\_north



SS 37\_N Miro St & Deslonde St\_b\_east



SS 37\_N Miro St & Deslonde St\_c\_south



SS 37\_N Miro St & Deslonde St\_d\_southwest





SS 38\_N Galvez St & Deslonde St\_a\_north



SS 38\_N Galvez St & Deslonde St\_b\_northeast



SS 38\_N Galvez St & Deslonde St\_c\_east



SS 38\_N Galvez St & Deslonde St\_d\_west







SS 39\_N Johnson St & Deslonde St\_a\_west



SS 39\_N Johnson St & Deslonde St\_b\_north



SS 39\_N Johnson St & Deslonde St\_c\_east



SS 39\_N Johnson St & Deslonde St\_d\_south







SS 40\_N Prieur St & Deslonde St\_a\_north



SS 40\_N Prieur St & Deslonde St\_b\_north



SS 40\_N Prieur St & Deslonde St\_c\_southeast



SS 40\_N Prieur St & Deslonde St\_d\_southwest





SS 41\_N Roman St & Deslonde St\_a\_north



SS 41\_N Roman St & Deslonde St\_b\_north



SS 41\_N Roman St & Deslonde St\_c\_southwest



SS 41\_N Roman St & Deslonde St\_d\_east







SS 42\_Derbigny St & Deslonde St\_e\_west



SS 42\_N Derbigny St & Deslonde St\_a\_north



SS 42\_N Derbigny St & Deslonde St\_b\_east



SS 42\_N Derbigny St & Deslonde St\_c\_east



SS 42\_N Derbigny St & Deslonde St\_d\_south





SS 43\_N Claiborne Ave\_a\_west



SS 43\_N Claiborne Ave\_b\_east



SS 43\_N Claiborne Ave\_c\_north



SS 43\_N Clairborne Ave\_d\_west





Streetscape 44\_Outside Bywater NRHD\_view to the South







45\_N Rocheblave & France Street\_southeast



45\_N Rocheblave & France Street\_view east





46\_N Tonti Street & France Street\_northeast



46\_N Tonti Street & France Street\_south



IMG\_3563







47\_France Street & Poland Avenue\_east



47\_France Street & Poland Avenue\_south



47\_France Street & Poland Avenue\_southeast





SS 48\_N Galvez Street & Japonica St\_b\_north



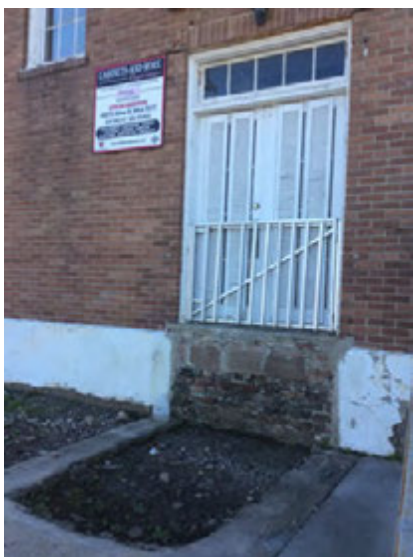
SS 48\_N Galvez Street & Japonica St\_f\_south



SS 48\_N Galvez Street & Japonica Street\_a\_east



SS 48\_N Galvez Street & Japonica Street\_c\_northwest



SS 48\_N Galvez Street & Japonica Street\_d\_south



SS 48\_N Galvez Street & Japonica Street\_e\_south





SS 48\_N Galvez Street & Japonica Street\_g\_southeast



SS 48\_N Galvez Street & Japonica Street\_h\_southwest



SS 48\_N Galvez Street & Japonica Street\_i\_west



SS 48\_N Galvez Street & Japonica Street\_j\_east



SS 48\_North Galvez Street & Japonica Street\_k\_east



SS 49\_1930 Japonica Street\_a\_east



SS 49\_1930 Japonica Street\_b\_north



SS 49\_1930 Japonica Street\_c\_north



SS 49\_1930 Japonica Street\_d\_north



SS 49\_1930 Japonica Street\_e\_north



SS 49\_1930 Japonica Street\_f\_north





SS 49\_1930 Japonica Street\_g\_south



SS 49\_1930 Japonica Street\_h\_south



SS 49\_1930 Japonica Street\_i\_south



SS 49\_1930 Japonica Street\_j\_west



SS 50\_1930 Japanica St rear\_a\_north



SS 50\_1930 Japanica St rear\_d\_south



SS 50\_1930 Japanica St rear\_e\_west



SS 50\_1930 Japanica St\_b\_northeast



SS 50\_1930 Japanica St\_c\_east



SS 50\_1930 Japanica Street rear\_f\_east







SS 51\_4401 North Roman Street\_a\_east



SS 51\_4401 North Roman Street\_b\_north



SS 51\_4401 North Roman Street\_c\_north



SS 51\_4401 North Roman Street\_d\_north



SS 51\_4401 North Roman Street\_e\_northeast



SS 51\_4401 North Roman Street\_f\_south



SS 51\_4401 North Roman Street\_g\_south



SS 51\_4401 North Roman Street\_h\_southeast





SS 52\_Poland Ave & North Derbigny St\_a\_east



SS 52\_Poland Ave & North Derbigny St\_b\_east



SS 52\_Poland Ave & North Derbigny St\_c\_north (2)



SS 52\_Poland Ave & North Derbigny St\_d\_north



SS 52\_Poland Ave & North Derbigny St\_e\_northeast



SS 52\_Poland Ave & North Derbigny St\_f\_south



SS 52\_Poland Ave & North Derbigny St\_g\_south



SS 52\_Poland Ave & North Derbigny St\_h\_south





SS 53\_St. Claude Ave Bridge\_a\_east



SS 53\_St. Claude Ave Bridge\_b\_east



SS 53\_St. Claude Ave Bridge\_c\_east



SS 53\_St. Claude Ave Bridge\_d\_west



SS 53\_St. Claude Ave Bridge\_e\_north



SS 53\_St. Claude Ave Bridge\_f\_east





SS 53\_St. Claude Ave Bridge\_g\_west



SS 53\_St. Claude Ave Bridge\_h\_northeast



SS 53\_St. Claude Ave Bridge\_i\_northwest



SS 53\_St. Claude Ave Bridge\_j\_north



SS 53\_St. Claude Ave Bridge\_k\_southeast



SS 53\_St. Claude Ave Bridge\_l\_east





SS 53\_St. Claude Ave Bridge\_m\_north



SS 53\_St. Claude Ave Bridge\_n\_south



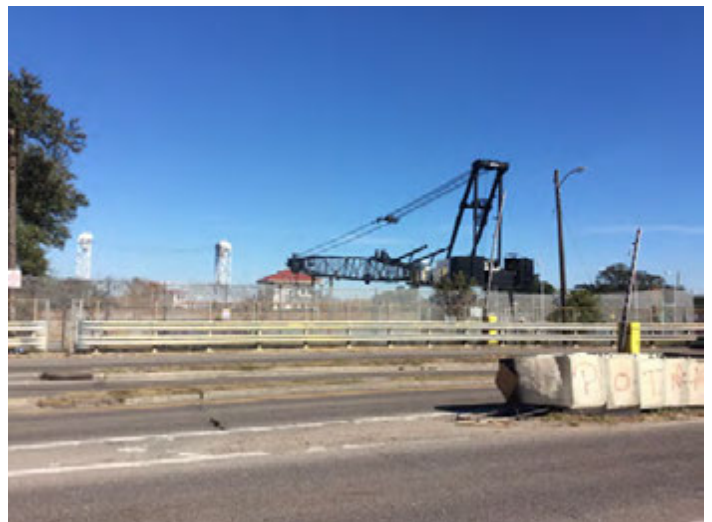
SS 53\_St. Claude Ave Bridge\_o\_south



SS 53\_St. Claude Ave Bridge\_p\_southwest

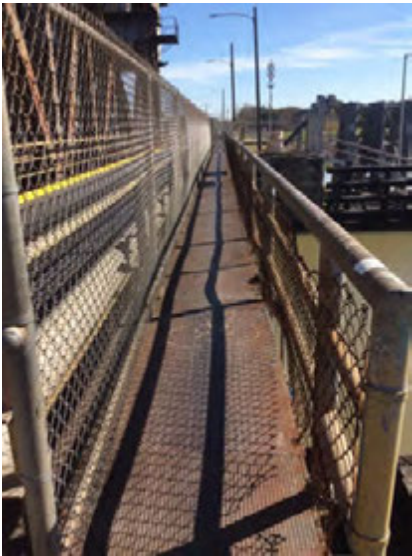


SS 53\_St. Claude Ave Bridge\_q\_east



SS 53\_St. Claude Ave Bridge\_r\_north





SS 53\_St. Claude Ave Bridge\_s\_east



SS 53\_St. Claude Ave Bridge\_t\_south



SS 53\_St. Claude Ave Bridge\_u\_east



SS 53\_St. Claude Ave Bridge\_v\_southwest



SS 53\_St. Claude Ave Bridge\_w\_northwest



SS 53\_St. Claude Ave Bridge\_x\_northwest



SS 53\_St. Claude Ave Bridge\_y\_north



SS 53\_St. Claude Ave Bridge\_z\_northeast







SS 54\_St Claude Avenue & Kentucky Street\_a\_east



SS 54\_St Claude Avenue & Kentucky Street\_b\_north



SS 54\_St Claude Avenue & Kentucky Street\_c\_northeast



SS 54\_St Claude Avenue & Kentucky Street\_d\_northwest



SS 54\_St Claude Avenue & Kentucky Street\_e\_west







SS 55\_Marais Street & Japonica Street\_a\_east



SS 55\_Marais Street & Japonica Street\_b\_north



SS 55\_Marais Street & Japonica Street\_c\_northeast



SS 55\_Marais Street & Japonica Street\_d\_northwest



SS 55\_Marais Street & Japonica Street\_e\_south







SS 56\_St Claude Ave & Japonica St\_a\_east



SS 56\_St Claude Ave & Japonica St\_b\_north



SS 56\_St Claude Ave & Japonica St\_c\_northeast



SS 56\_St Claude Ave & Japonica St\_d\_northwest (2)



SS 56\_St Claude Ave & Japonica St\_e\_northwest



SS 56\_St Claude Ave & Japonica St\_f\_west







SS 57\_Japonica St & Urquhart St\_a\_east



SS 57\_Japonica St & Urquhart St\_b\_northeast



SS 57\_Japonica St & Urquhart St\_f\_north



SS 58\_Japonica St & Urquhart St\_c\_northwest



SS 59\_Japonica St & Urquhart St\_d\_south



SS 59\_Japonica St & Urquhart St\_e\_east







SS 58\_New Orleans Coast Gaurd Base\_a\_northeast



SS 58\_New Orleans Coast Gaurd Base\_b\_east



SS 58\_New Orleans Coast Gaurd Base\_c\_south



SS 58\_New Orleans Coast Gaurd\_d\_west





SS 59\_Japonica St & N Villere St\_a\_south



SS 59\_Japonica St & N Villere St\_b\_west



SS 59\_Japonica St & N Villere St\_c\_northwest



SS 59\_Japonica St & N Villere St\_d\_north



SS 59\_Japonica St & N Villere St\_e\_west



SS 59\_Japonica St & N Villere St\_f\_northeast







SS 60\_N Roberston St & Japonica St\_c\_west



SS 60\_N Roberston St & Japonica St\_e\_south



SS 60\_N Roberston St & Japonica St\_f\_east



SS 60\_N Robertson St & Japonica St\_a\_north



SS 60\_N Robertson St & Japonica St\_b\_north



SS 60\_N Robertson St & Japonica St\_d\_east



SS 60\_N Robertson St & Japonica St\_g\_north



SS 60\_N Robertson St & Japonica St\_h\_north





SS 61\_N Claiborne Ave\_a\_south



SS 61\_N Claiborne Ave\_b\_east



SS 61\_N Claiborne Ave\_d\_north



SS 61\_N Claiborne Ave\_e\_west



SS 61\_N Claiborne Ave\_f\_north



SS 61\_N Claiborne Ave\_g\_west



SS 61\_N Claiborne Ave\_h\_south



SS 61\_N Claiborne Ave\_i\_west



SS 61\_N Clairborne Ave\_c\_east





SS 62\_Kentucky St & N Robertson St \_f\_west



SS 62\_Kentucky St & N Robertson St\_a\_east



SS 62\_Kentucky St & N Robertson St\_b\_east



SS 62\_Kentucky St & N Robertson St\_c\_north



SS 62\_Kentucky St & N Robertson St\_c\_south



SS 62\_Kentucky St & N Robertson St\_d\_east





SS 62\_Kentucky St. & N Robertson St\_e\_east



SS 63\_Kentucky St & N Villere St\_a\_south



SS 63\_Kentucky St & N Villere St\_b\_south



SS 63\_Kentucky St & N Villere St\_c\_west



SS 63\_Kentucky St & N Villere St\_d\_west



SS 63\_Kentucky St & N Villere St\_e\_north





SS 64\_Kentucky St & Urquhart St\_a\_north



SS 64\_Kentucky St & Urquhart St\_b\_west



SS 64\_Kentucky St & Urquhart St\_c\_west



SS 64\_Kentucky St & Urquhart St\_d\_south



SS 64\_Kentucky St & Urquhart St\_e\_east







SS 65\_Kentucky St & Marais St\_a\_east



SS 65\_Kentucky St & Marais St\_b\_north



SS 65\_Kentucky St & Marais St\_c\_west



SS 65\_Kentucky St & Marais St\_d\_west



SS 65\_Kentucky St & Marais St\_e\_south





SS 66\_Poland Ave & Marais St\_a\_east



SS 66\_Poland Ave & Marais St\_b\_south



SS 66\_Poland Ave & Marais St\_c\_east



SS 66\_Poland Ave & Marais St\_d\_north



SS 66\_Poland Ave & Marais St\_e\_north







SS 67\_Poland Ave & Urquhart St\_a\_east



SS 67\_Poland Ave & Urquhart St\_b\_south



SS 67\_Poland Ave & Urquhart St\_c\_north



SS 67\_Poland Ave & Urquhart St\_d\_north





**APPENDIX D:**

**LA SHPO CONCURRENCE LETTER**





**BILLY NUNGESSER**  
LIEUTENANT GOVERNOR

**State of Louisiana**  
**OFFICE OF THE LIEUTENANT GOVERNOR**  
**DEPARTMENT OF CULTURE, RECREATION & TOURISM**  
**OFFICE OF CULTURAL DEVELOPMENT**

**KRISTIN P. SANDERS**  
ASSISTANT SECRETARY

December 10, 2019

Jason Emery, RPA  
Regional Planning and Environmental Division, South  
U.S. Army Corp of Engineers, New Orleans  
7400 Leake Ave.  
New Orleans, LA 70118-3651

Re: Section 106 Review Continued Consultation  
Inner Harbor Navigation Canal Lock Replacement Project  
New Orleans, Orleans Parish, Louisiana  
Determination: Adverse Effect

Dear Mr. Emery,

Thank you for resending your February 25, 2019 letter and requesting that we offer formal comments on the report entitled *Cultural Resources Inventory and Assessment of the Inner Harbor Navigation Channel Project, New Orleans, Orleans Parish, Louisiana*. The report identified historic properties within the APE, updated a previous survey with the APE, and made recommendations.

We concur that there are six national register eligible or listed properties within the APE: INHC Lock, St. Claude Avenue Bridge, Holy Cross NRHD, Bywater NRHD, Sewerage and Water Board Pump Station B, and Judge Seeber Bridge. We concur that the undertaking as proposed will result in an Adverse Effect to Historic Properties.

The report recommends an intensive survey if the area within the APE bounded by St. Charles Ave., Poland Ave., North Claiborne Avenue, and the Industrial Canal to determine if this area could be included in an expanded boundary of the Bywater National Register Historic District. LA SHPO concurs with this recommendation. We also concur with the recommendation to develop a detailed historic records review and archaeological sensitivity model for the proposed APE. Both of these action items can be addressed with an amended MOA. If you have any questions, do not hesitate to contact Andrea McCarthy, [amccarthy@crt.la.gov](mailto:amccarthy@crt.la.gov) or Chip McGimsey [cmcgimsey@crt.la.gov](mailto:cmcgimsey@crt.la.gov).

Sincerely,

Kristin Sanders  
State Historic Preservation Officer





**ANNEX 4.9:** May 28, 2024 CEMVN Section 106 Consultation Letters



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Reid Nelson, Executive Director, Acting  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
401 F. Street NW, Suite 308  
Washington, DC 20001-2637

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Mr. Nelson:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement* Project, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking

would adversely affect six (6) NRHP-listed or eligible historic properties within the Area of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                      | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
|---|-----------------------------------------------------------|-------------------------|-------------------------------------------------------------------|
| 1 | IHNC Lock                                                 | Eligible (Individually) | Demolition/replacement                                            |
| 2 | St. Claude Avenue Bridge                                  | Eligible (Individually) | Demolition/replacement                                            |
| 3 | Galvez Street Wharf                                       | No longer extant        | Previously demolished and mitigated as per 2000 MOA Stipulation 1 |
| 4 | Holy Cross Historic District                              | Listed (NRHD) [1986]    | Direct effects to setting                                         |
| 5 | Bywater Historic District                                 | Listed (NRHD) [1986]    | Direct effects including demolition of two contributing buildings |
| 6 | Sewerage and Water Board (SWBNO), Sewerage Pump Station B | Eligible (Individually) | Direct effects to setting with significant permanent encroachment |

**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
- Replacement of existing floodwall along the eastern side of the IHNC: Existing floodwall, excluding portions underneath the Claiborne Avenue and St. Claude Avenue bridges, will be replaced with a levee constructed within existing ROW that will provide comparable levels of protection;
- Change of floodwall (T-wall) alignment on west side: T-wall alignment redesigned to avoid Hazardous, Toxic, and Radioactive Waste (HTRW) sites Areas of Interest (AOI)-1 and AOI-2.

CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties via e-mail to minimize communication delays and expedite the development of the AMOA. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary AMOA. Should you have any questions or require additional information with this undertaking, please contact Jill Enersen, Architectural Historian, at (504) 862-1741 or [jill.a.enersen@usace.army.mil](mailto:jill.a.enersen@usace.army.mil) or Brian E. Ostahowski, District Tribal Liaison, at 504-862-2188 or [brian.e.ostahowski@usace.army.mil](mailto:brian.e.ostahowski@usace.army.mil).

Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to the e-106 Inbox, [e106@achp.gov](mailto:e106@achp.gov) and [cdaniel@achp.gov](mailto:cdaniel@achp.gov).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
7. Jena Band of Choctaw Indians
8. Mississippi Band of Choctaw Indians
9. Muscogee Nation
10. Seminole Nation of Oklahoma
11. Seminole Tribe of Florida
12. Tunica-Biloxi Tribe of Louisiana
13. Historic District Landmarks Commission
14. Preservation Resource Center
15. National Trust for Historic Preservation
16. Foundation of Historic Louisiana
17. Louisiana Landmarks Society
18. Louisiana Trust for Historic Preservation
19. Port of New Orleans
20. A Community Voice
21. Common Ground Relief, Inc.
22. Bywater Neighborhood Association
23. Neighbors First For Bywater
24. Holy Cross Neighborhood Association
25. Lower 9 Neighborhood Association
26. Historic Lower Ninth Neighborhood Association
27. Upper Ninth Ward Community Association
28. New St. Claude Association of Neighbors



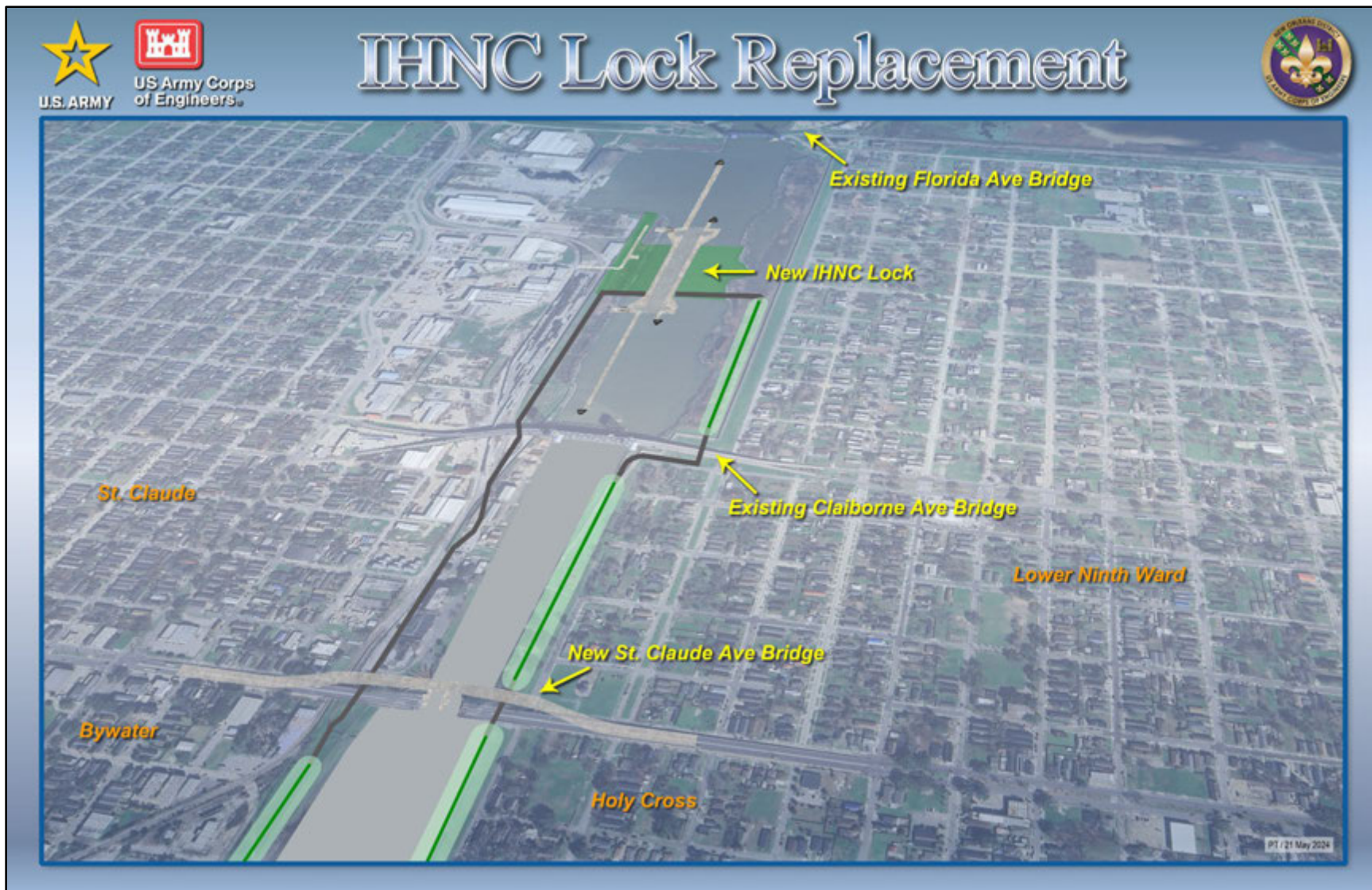


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Kanicu Donnis Battise, Tribal Council Chairperson  
Alabama-Coushatta Tribe of Texas  
571 State Park Rd 56  
Livingston, TX 77351

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Mikko Battise:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project*, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking would adversely affect six (6) NRHP-listed or eligible historic properties within the Area

of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                      | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
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**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
- Replacement of existing floodwall along the eastern side of the IHNC: Existing floodwall, excluding portions underneath the Claiborne Avenue and St. Claude Avenue bridges, will be replaced with a levee constructed within existing ROW that will provide comparable levels of protection;
- Change of floodwall (T-wall) alignment on west side: T-wall alignment redesigned to avoid Hazardous, Toxic, and Radioactive Waste (HTRW) sites Areas of Interest (AOI)-1 and AOI-2.

CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties via e-mail to minimize communication delays and expedite the development of the AMOA. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary AMOA. Should you have any questions or require additional information with this undertaking, please contact Jill Enersen, Architectural Historian, at (504) 862-1741 or [jill.a.enersen@usace.army.mil](mailto:jill.a.enersen@usace.army.mil) or Brian E. Ostahowski, District Tribal Liaison, at 504-862-2188 or [brian.e.ostahowski@usace.army.mil](mailto:brian.e.ostahowski@usace.army.mil).

Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Bryant J. Celestine, Historic Preservation Officer, Alabama Coushatta Tribe of Texas, [celestine.bryant@actribe.org](mailto:celestine.bryant@actribe.org).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
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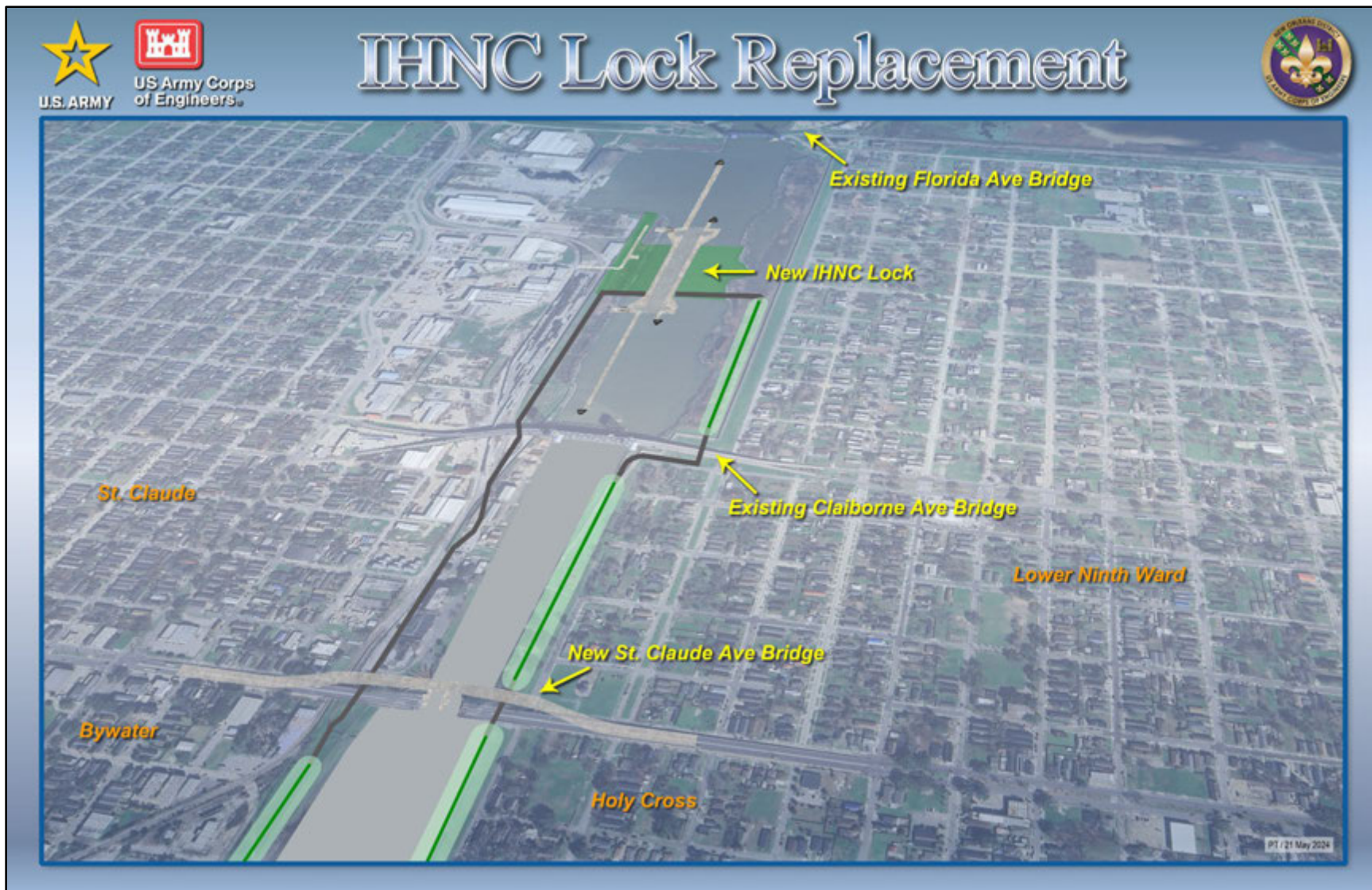


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Gary Batton, Chief  
Choctaw Nation of Oklahoma  
Attn: Choctaw Nation Historic Preservation Department  
P.O. Box 1210  
Durant, OK 74702-1210

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chief Batton:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement* Project, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking

would adversely affect six (6) NRHP-listed or eligible historic properties within the Area of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                      | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
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**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
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CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Dr. Ian Thompson, Director/Tribal Historic Preservation Officer, Choctaw Nation of Oklahoma, [ithompson@choctawnation.com](mailto:ithompson@choctawnation.com) and Ms. Lindsey Bilyeu, NHPA Section 106 Reviewer, Choctaw Nation of Oklahoma, [lbilyeu@choctawnation.com](mailto:lbilyeu@choctawnation.com).

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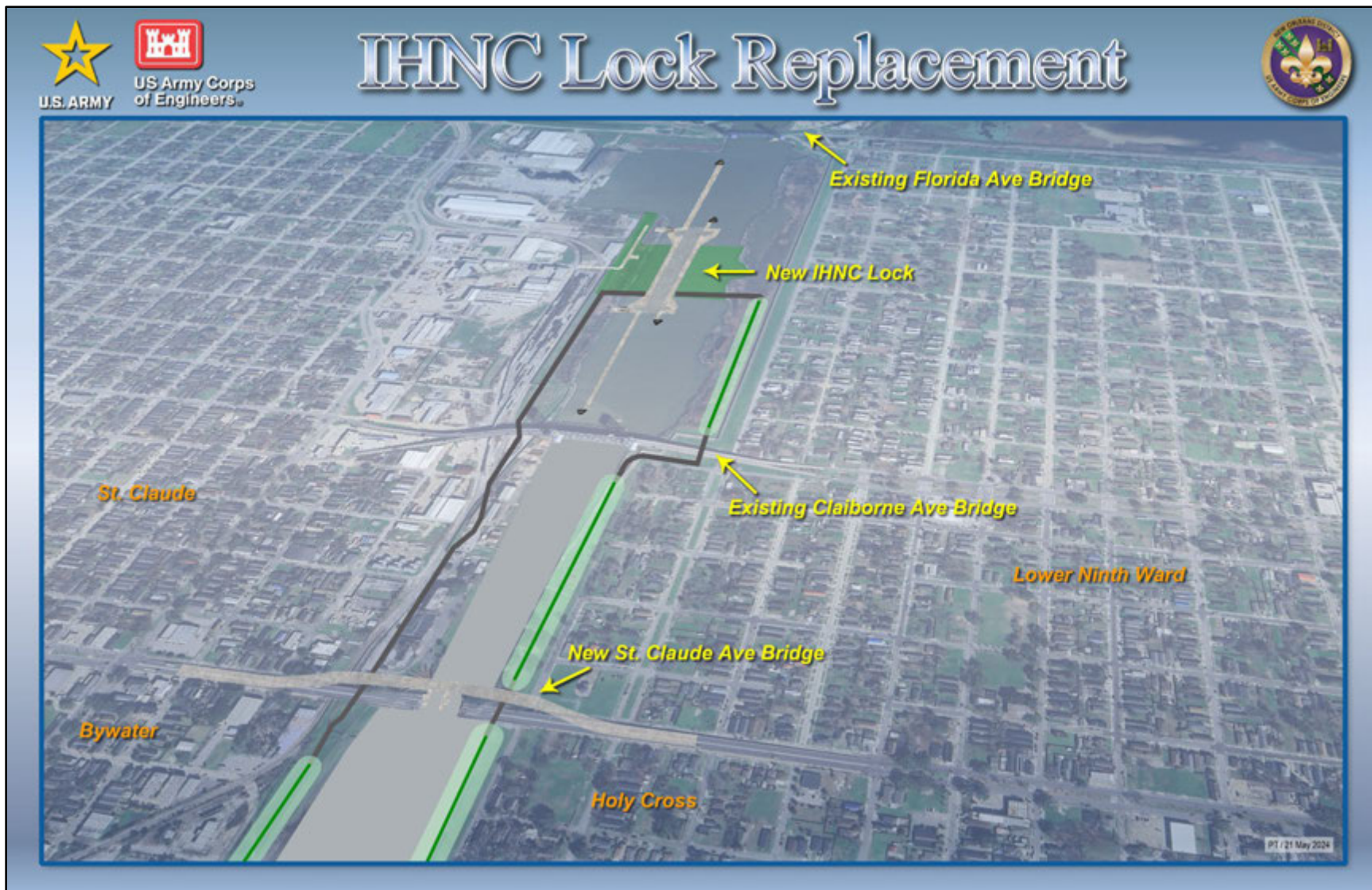


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Jonathan Cernek, Chairman  
Coushatta Tribe of Louisiana  
P.O. Box 818  
Elton, LA 70532

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chairman Cernek:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

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**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Dakota John, Tribal Historic Preservation Officer, Coushatta Tribe of Louisiana, [dakotajohn@coushatta.org](mailto:dakotajohn@coushatta.org) and Ms. Kassie Dawsey, Section 106 Coordinator, [kdawsey@coushatta.org](mailto:kdawsey@coushatta.org).

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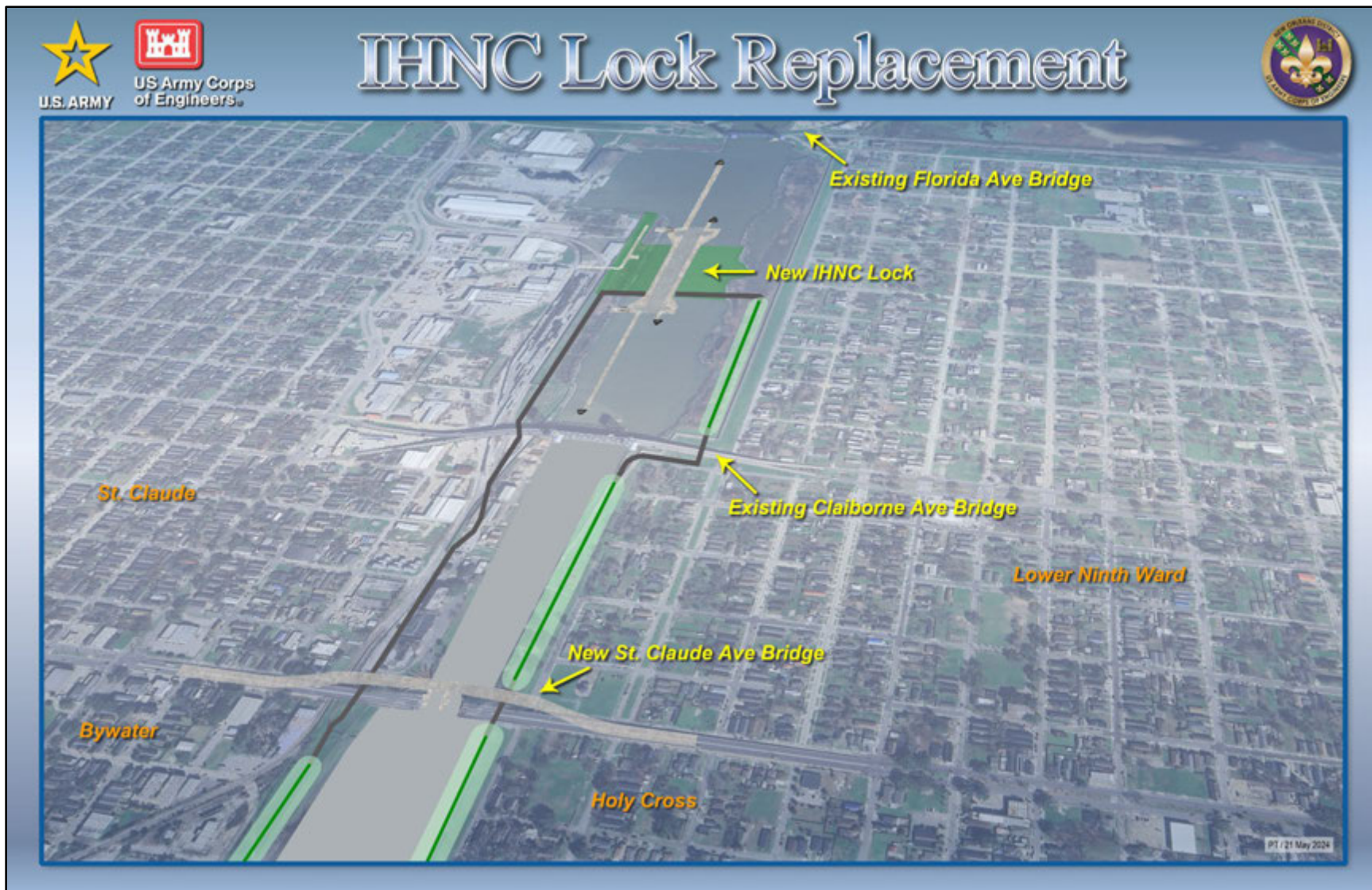


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Melissa Darden, Chairman  
Chitimacha Tribe of Louisiana  
P.O. Box 661  
Charenton, LA 70523

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chairman Darden:

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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mrs. Kimberly Walden, M. Ed., Cultural Director/Tribal Historic Preservation Officer, Chitimacha Tribe of Louisiana, [kim@chitimacha.gov](mailto:kim@chitimacha.gov) and Ms. Theresa Patingo at [theresap@chitimacha.gov](mailto:theresap@chitimacha.gov).

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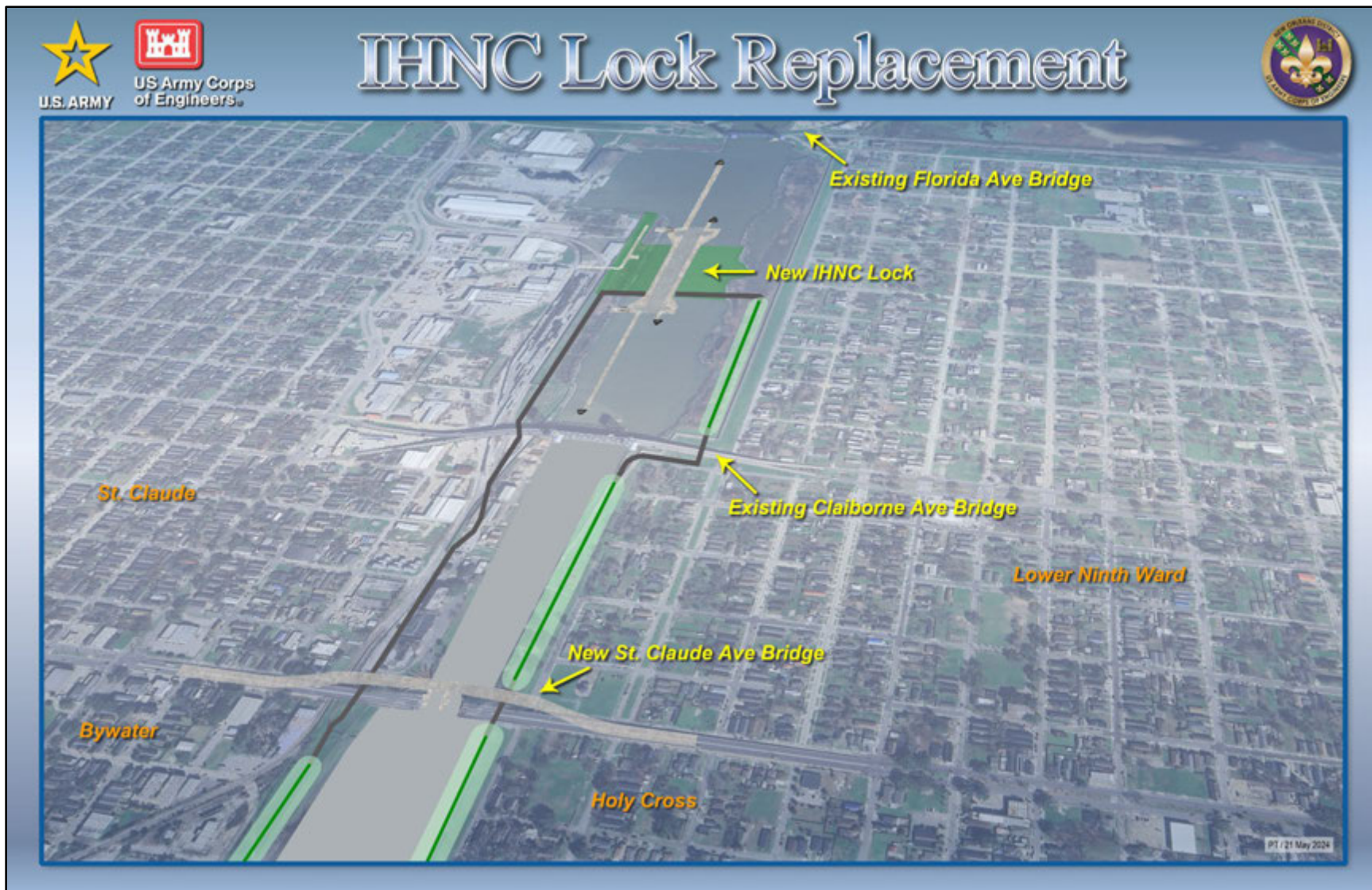


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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
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28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Libby Rogers, Principal Chief  
Jena Band of Choctaw Indians  
P.O. Box 14  
Jena, LA 71342

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
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Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

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**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Ms. Johnna Flynn, Tribal Historic Preservation Officer, Jena Band of Choctaw Indians, [JFlynn@jenachoctaw.org](mailto:JFlynn@jenachoctaw.org).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
7. Jena Band of Choctaw Indians
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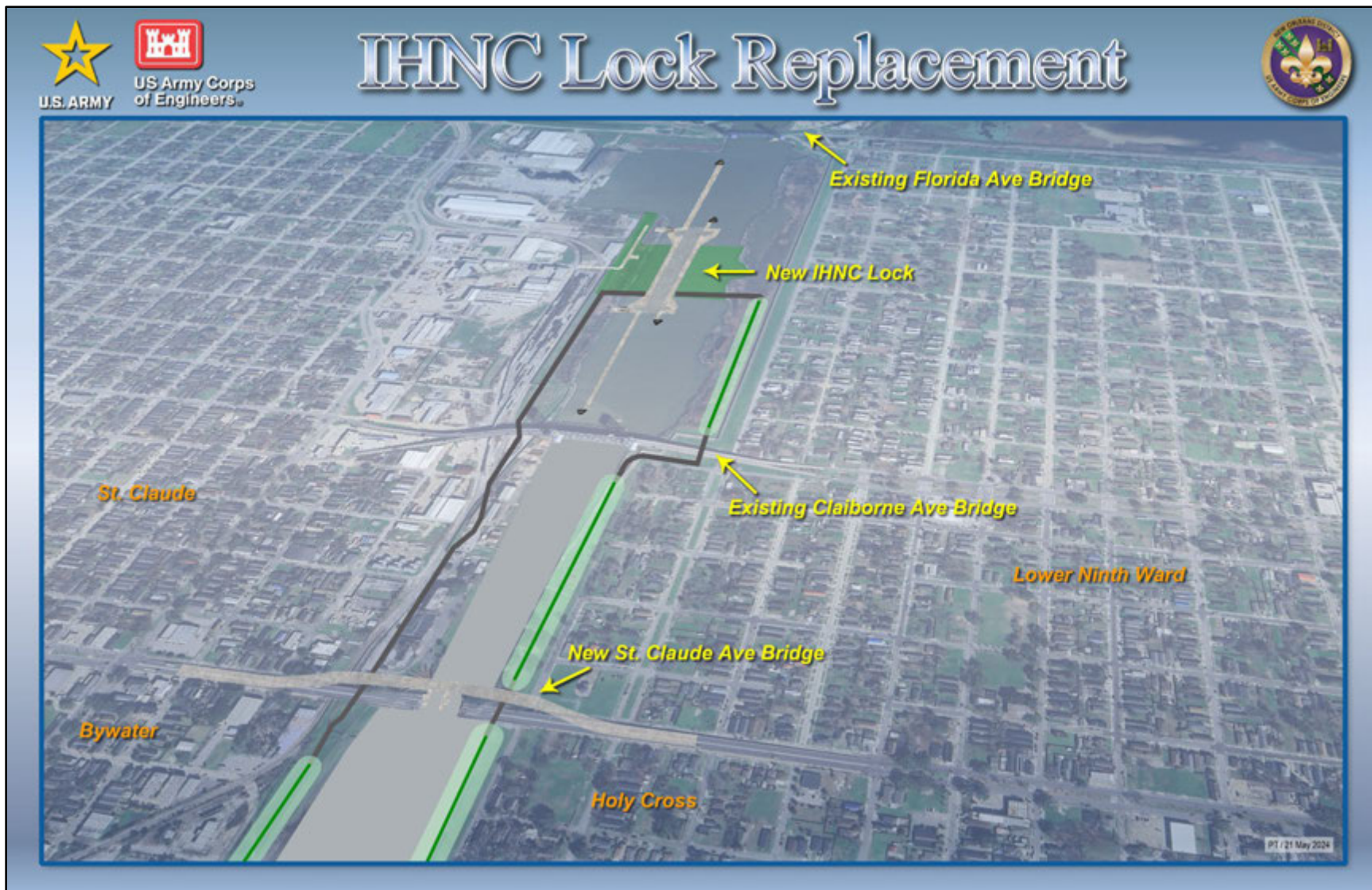


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Cyrus Ben, Chief  
Mississippi Band of Choctaw Indians  
P.O. Box 6010  
Choctaw, MS 39350

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chief Ben:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project*, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking would adversely affect six (6) NRHP-listed or eligible historic properties within the Area

of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                      | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
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**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Ms. Melanie Carson, Tribal Historic Preservation Officer, Mississippi Band of Choctaw Indians, [thpo@choctaw.org](mailto:thpo@choctaw.org)

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
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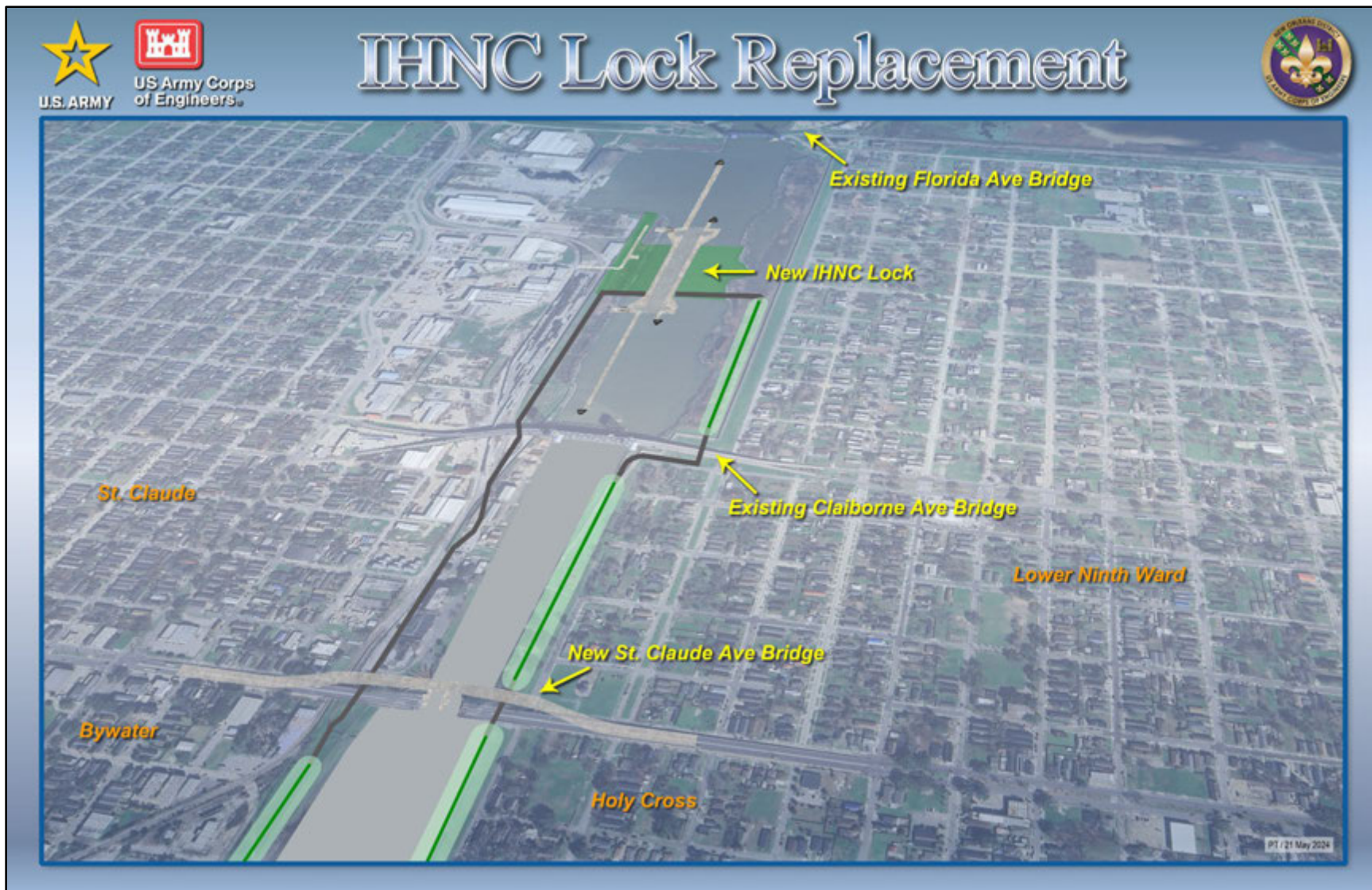


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Mr. David Hill, Principal Chief  
Muscogee Nation  
Attn: Historic and Cultural Preservation Office  
P.O. Box 580  
Okmulgee, OK 74447

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**  
**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Principal Chief Hill:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

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would adversely affect six (6) NRHP-listed or eligible historic properties within the Area of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

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**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Muscogee Nation THPO, [section106@mcn-nsn.gov](mailto:section106@mcn-nsn.gov) and Mr. Turner Hunt at [thunt@muscogeenation.com](mailto:thunt@muscogeenation.com).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
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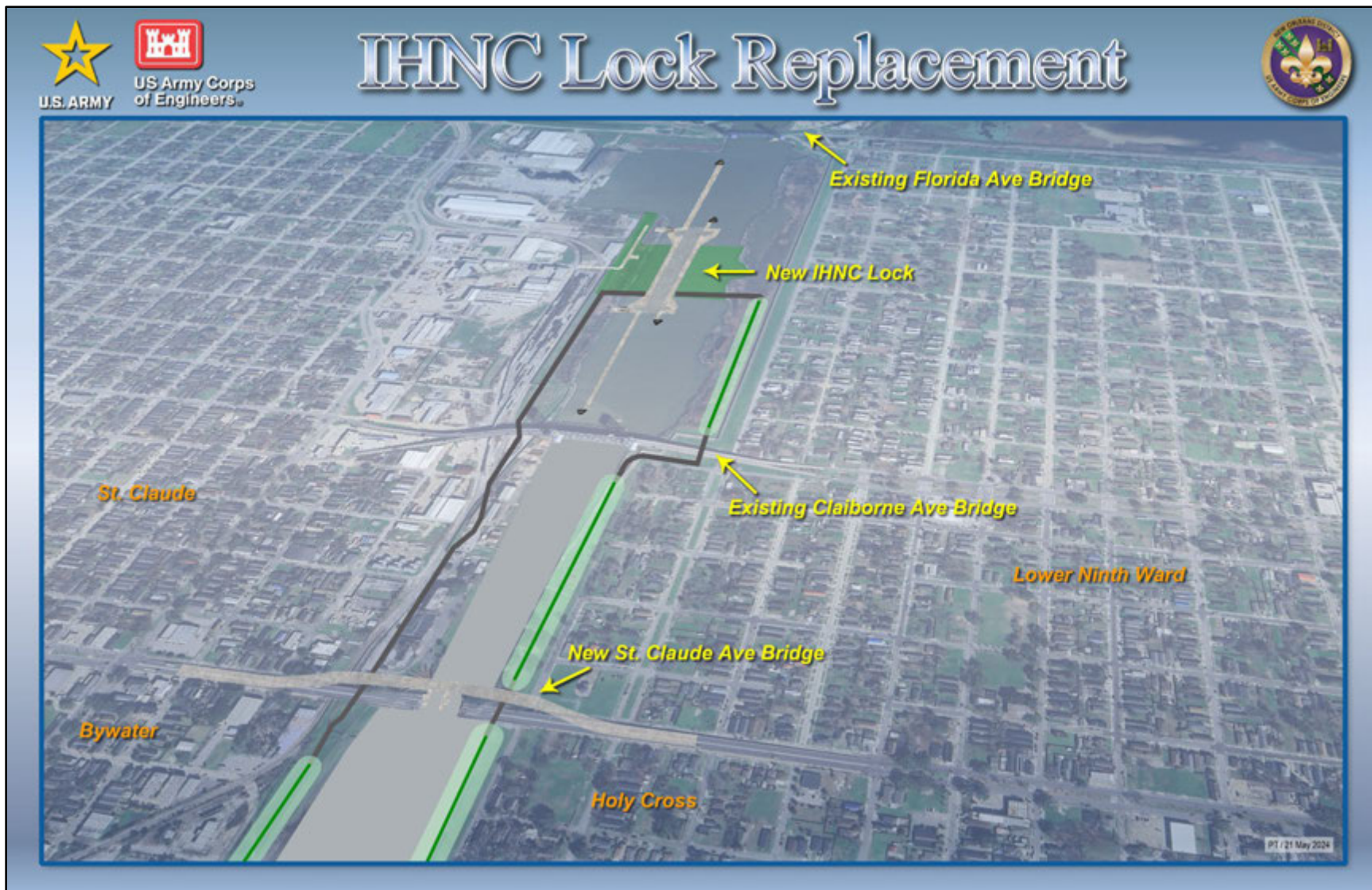


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Kristin Sanders, SHPO  
LA State Historic Preservation Officer  
P.O. Box 44247  
Baton Rouge, LA 70804-4241

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Ms. Sanders:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

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Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

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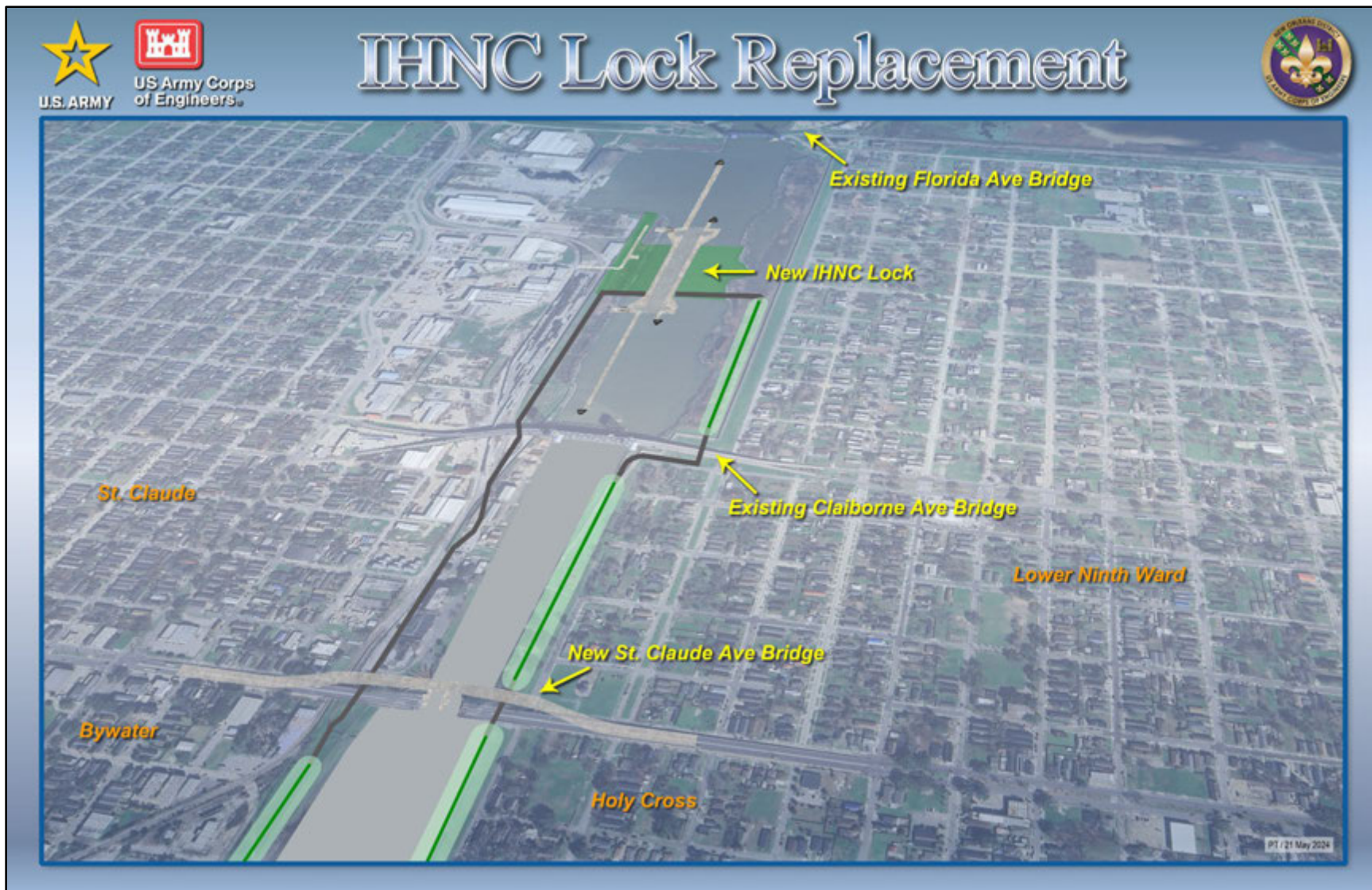


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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Greg Chilcoat, Principal Chief  
Seminole Nation of Oklahoma  
P.O. Box 1498  
Wewoka, OK 74884

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

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CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties via e-mail to minimize communication delays and expedite the development of the AMOA. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary AMOA. Should you have any questions or require additional information with this undertaking, please contact Jill Enersen, Architectural Historian, at (504) 862-1741 or [jill.a.enersen@usace.army.mil](mailto:jill.a.enersen@usace.army.mil) or Brian E. Ostahowski, District Tribal Liaison, at 504-862-2188 or [brian.e.ostahowski@usace.army.mil](mailto:brian.e.ostahowski@usace.army.mil).

Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Benjamin Yahola, Tribal Historic Preservation Officer, Seminole Nation of Oklahoma, [Yahola.b@sno-nsn.gov](mailto:Yahola.b@sno-nsn.gov).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
7. Jena Band of Choctaw Indians
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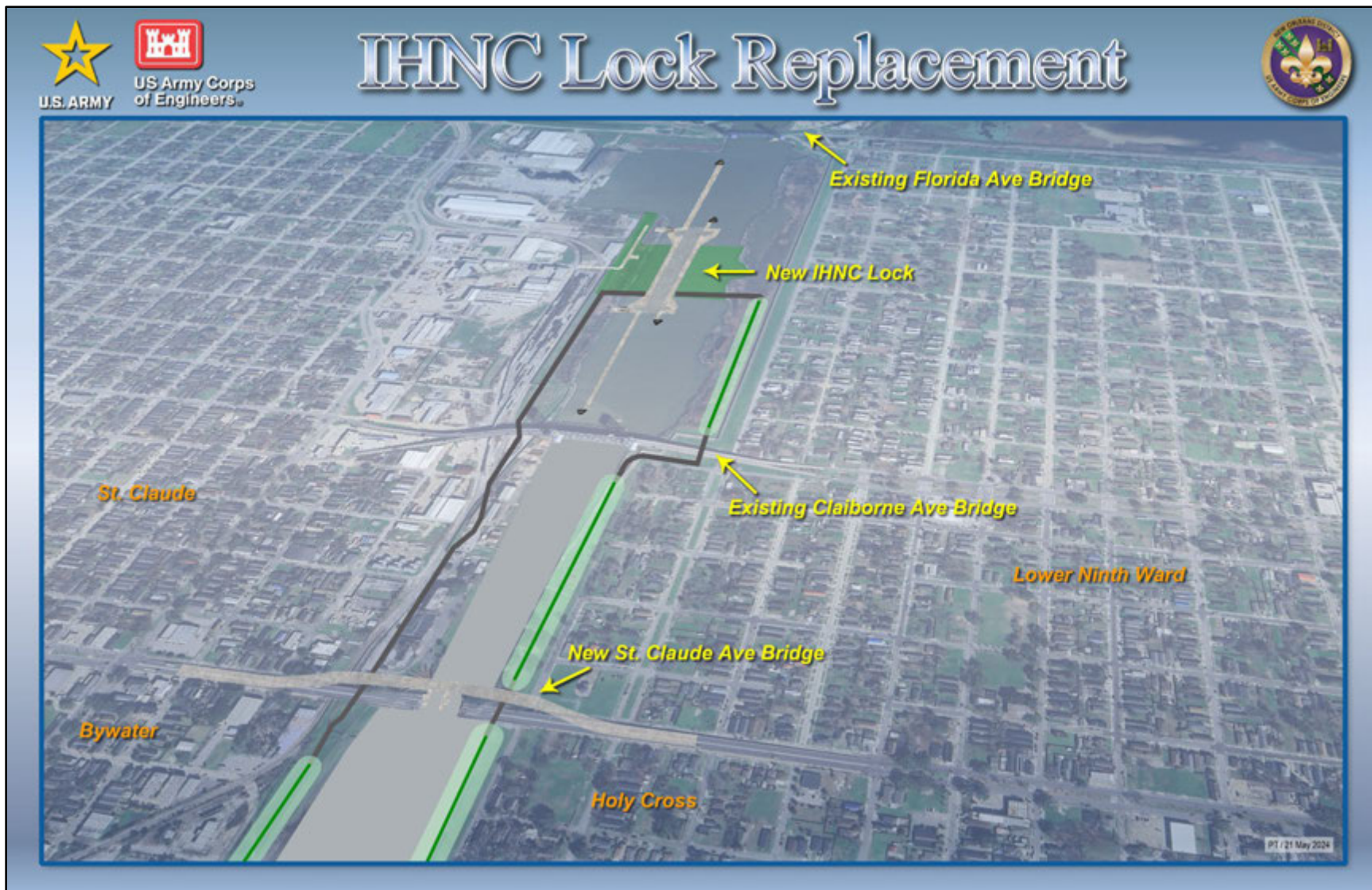


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Marcellus W. Osceola, Chairman  
Seminole Tribe of Florida  
6300 Sterling Road  
Hollywood, FL 33024

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chairman Osceola:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement* Project, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking would adversely affect six (6) NRHP-listed or eligible historic properties within the Area

of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                         | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
|---|--------------------------------------------------------------|-------------------------|-------------------------------------------------------------------|
| 1 | IHNC Lock                                                    | Eligible (Individually) | Demolition/replacement                                            |
| 2 | St. Claude Avenue Bridge                                     | Eligible (Individually) | Demolition/replacement                                            |
| 3 | Galvez Street Wharf                                          | No longer extant        | Previously demolished and mitigated as per 2000 MOA Stipulation 1 |
| 4 | Holy Cross Historic District                                 | Listed (NRHD) [1986]    | Direct effects to setting                                         |
| 5 | Bywater Historic District                                    | Listed (NRHD) [1986]    | Direct effects including demolition of two contributing buildings |
| 6 | Sewerage and Water Board (SWBNO),<br>Sewerage Pump Station B | Eligible (Individually) | Direct effects to setting with significant permanent encroachment |

**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
- Replacement of existing floodwall along the eastern side of the IHNC: Existing floodwall, excluding portions underneath the Claiborne Avenue and St. Claude Avenue bridges, will be replaced with a levee constructed within existing ROW that will provide comparable levels of protection;
- Change of floodwall (T-wall) alignment on west side: T-wall alignment redesigned to avoid Hazardous, Toxic, and Radioactive Waste (HTRW) sites Areas of Interest (AOI)-1 and AOI-2.

CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

CEMVN proposes to send future notices, draft agreements, and other background information to the consulting parties via e-mail to minimize communication delays and expedite the development of the AMOA. Please let CEMVN know if this is impractical, so we can make alternative arrangements.

We look forward to working with you on developing the necessary AMOA. Should you have any questions or require additional information with this undertaking, please contact Jill Enersen, Architectural Historian, at (504) 862-1741 or [jill.a.enersen@usace.army.mil](mailto:jill.a.enersen@usace.army.mil) or Brian E. Ostahowski, District Tribal Liaison, at 504-862-2188 or [brian.e.ostahowski@usace.army.mil](mailto:brian.e.ostahowski@usace.army.mil).

Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Ms. Tina Osceola, Tribal Historic Preservation Officer, Seminole Tribe of Florida, [THPOCompliance@semtribe.com](mailto:THPOCompliance@semtribe.com).

**Distribution:**

1. Advisory Council for Historic Preservation
2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
5. Choctaw Nation of Oklahoma
6. Coushatta Tribe of Louisiana
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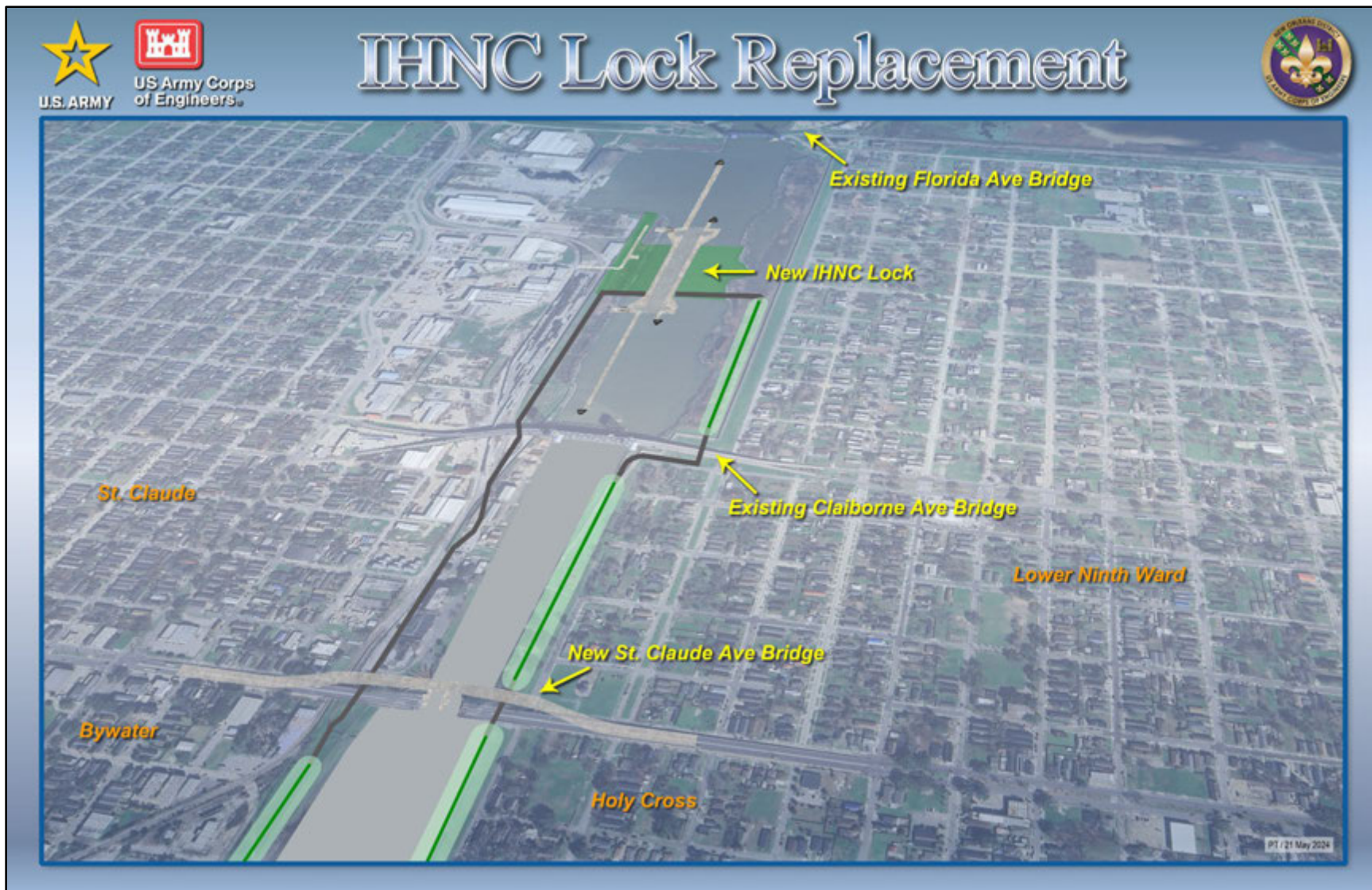


Figure 1. IHNC Lock Replacement Project.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

28 May 2024

Regional Planning and  
Environment Division, South  
Environmental Planning Branch  
Attn: CEMVN-PDS-N

Joey Barbry, Chairman  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

**RE: Proposal to Reinitiate Amended Memorandum of Agreement (AMOA)**

**Undertaking:** The Inner Harbor Navigation Canal (IHNC) Lock  
Replacement Project, New Orleans, Orleans Parish,  
Louisiana  
Center point of Project: - Lat. 29.9654°, Long. -90.0269°  
**Determination: Adverse Effect**

Dear Chairman Barbry:

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River (Figure 1). The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled "Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet", Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement Project*, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking would adversely affect six (6) NRHP-listed or eligible historic properties within the Area

of Potential Effects (APE). These historic properties are provided in Table 1. LA SHPO concurred with CEMVN's eligibility and adverse effects determination via letter dated 10 December 2019.

**Table 1. Historic Properties Adversely Affected by the Undertaking**

|   | <b>Resource Name</b>                                      | <b>NRHP Status</b>      | <b>Type of Effect</b>                                             |
|---|-----------------------------------------------------------|-------------------------|-------------------------------------------------------------------|
| 1 | IHNC Lock                                                 | Eligible (Individually) | Demolition/replacement                                            |
| 2 | St. Claude Avenue Bridge                                  | Eligible (Individually) | Demolition/replacement                                            |
| 3 | Galvez Street Wharf                                       | No longer extant        | Previously demolished and mitigated as per 2000 MOA Stipulation 1 |
| 4 | Holy Cross Historic District                              | Listed (NRHD) [1986]    | Direct effects to setting                                         |
| 5 | Bywater Historic District                                 | Listed (NRHD) [1986]    | Direct effects including demolition of two contributing buildings |
| 6 | Sewerage and Water Board (SWBNO), Sewerage Pump Station B | Eligible (Individually) | Direct effects to setting with significant permanent encroachment |

**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019.** These include:

- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
- Replacement of existing floodwall along the eastern side of the IHNC: Existing floodwall, excluding portions underneath the Claiborne Avenue and St. Claude Avenue bridges, will be replaced with a levee constructed within existing ROW that will provide comparable levels of protection;
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CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to the historic properties in Table 1. CEMVN has identified those listed in the distribution of this letter as potential consulting parties. Should you know of any additional individuals or groups who may want to participate, please do not hesitate to communicate these to CEMVN.

**CEMVN proposes a reinitiation AMOA Section 106 consultation meeting during July 2024.** The purpose of the meeting will be to discuss the Undertaking and recent design changes, the historic properties, and to determine the appropriate steps to avoid, minimize, and mitigate the adverse effects. CEMVN will notify consulting parties regarding the meeting as soon as possible and forward information regarding a conference call-in number/web meeting address and the agenda.

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We look forward to working with you on developing the necessary AMOA. Should you have any questions or require additional information with this undertaking, please contact Jill Enersen, Architectural Historian, at (504) 862-1741 or [jill.a.enersen@usace.army.mil](mailto:jill.a.enersen@usace.army.mil) or Brian E. Ostahowski, District Tribal Liaison, at 504-862-2188 or [brian.e.ostahowski@usace.army.mil](mailto:brian.e.ostahowski@usace.army.mil).

Sincerely,

Eric M, Williams  
Chief, Environmental Planning Branch

CC: File

LA SHPO

An electronic copy of this letter with enclosures will be provided to Mr. Earl J. Barbry, Jr., Cultural Director, Tunica-Biloxi Tribe of Louisiana, [earlii@tunica.org](mailto:earlii@tunica.org) and Mr. Tim Martin, Administrator, [Martin@tunica.org](mailto:Martin@tunica.org).

**Distribution:**

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2. Louisiana State Historic Preservation Office
3. Alabama-Coushatta Tribe of Texas
4. Chitimacha Tribe of Louisiana
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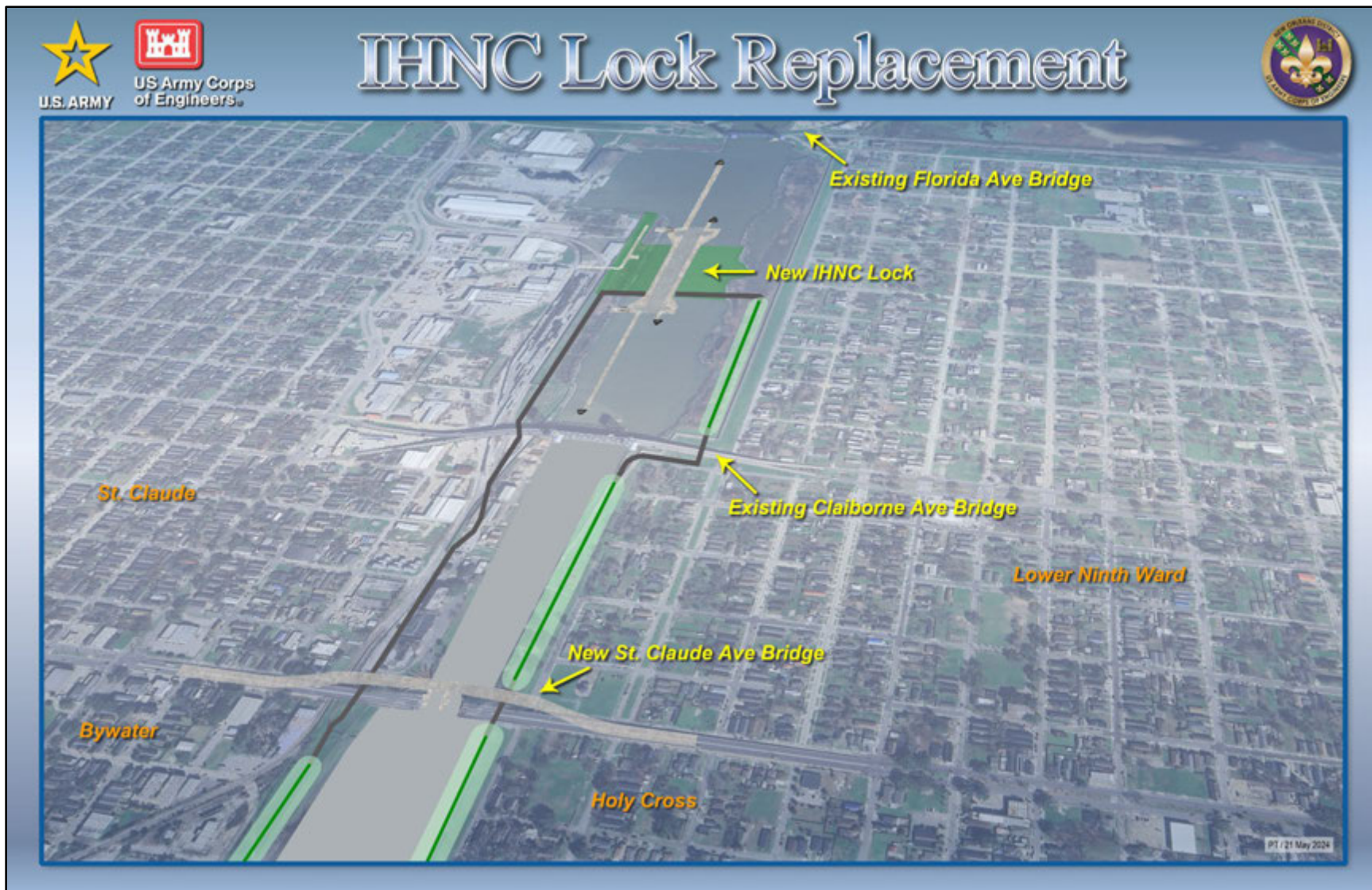


Figure 1. IHNC Lock Replacement Project.

**ANNEX 4.10:** July 2024 NHPA Public Notice



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT  
7400 LEAKE AVE  
NEW ORLEANS LA 70118-3651

Regional Planning and  
Environment Division, South

## PUBLIC NOTICE

### Seeking Public Comment for National Historic Preservation Act (NHPA)<sup>1</sup> Evaluation of the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, Orleans Parish, Louisiana

The U.S. Army Corps of Engineers (USACE), New Orleans District (CEMVN) continues to plan the replacement of the existing Inner Harbor Navigation Canal (IHNC) Lock at the Mississippi River. The Board of Commissioners, Port of New Orleans, independently completed construction of the IHNC and Lock in February 1923. Beginning in April 1944, the USACE leased the Lock and a 2.1-mile reach of the IHNC from the Port of New Orleans and assumed its operation and maintenance until purchasing the same facility and reach in fee in 1986. The replacement of the existing lock was conditionally authorized by an Act entitled “Mississippi River—Gulf Outlet—Construction Chapter 112—Public Law 455, An Act to authorize construction of the Mississippi River—Gulf Outlet”, Public Law 86-455 2<sup>nd</sup> Session, approved March 29, 1956 (1956 Act).

In 2019, USACE initiated Section 106 consultation to amend the Memorandum of Agreement (MOA), entitled, *Inner Harbor Navigation Canal (IHNC) Lock Replacement* Project, which was executed in 2000 among the Advisory Council for Historic Preservation (ACHP), CEMVN, Louisiana State Historic Preservation Officer (LA SHPO), and Port of New Orleans for the IHNC Lock Replacement Study. On 25 February 2019, CEMVN distributed a determination of adverse effect letter to the LA SHPO, ACHP, and Tribes. Subsequently, CEMVN invited various additional consulting parties and hosted three Section 106 consultation meetings on 22 March 2019, 9 April 2019, and 24 April 2019. CEMVN determined that the lock replacement Undertaking would adversely affect six NRHP-listed or eligible historic properties within the Area of Potential Effects (APE). These historic properties are provided in Table 1.

Table 1. Historic Properties Adversely Affected by the Undertaking

|   | Resource Name                                             | NRHP Status             | Type of Effect                                                    |
|---|-----------------------------------------------------------|-------------------------|-------------------------------------------------------------------|
| 1 | IHNC Lock                                                 | Eligible (Individually) | Demolition/replacement                                            |
| 2 | St. Claude Avenue Bridge                                  | Eligible (Individually) | Demolition/replacement                                            |
| 3 | Galvez Street Wharf                                       | No longer extant        | Previously demolished and mitigated as per 2000 MOA Stipulation 1 |
| 4 | Holy Cross Historic District                              | Listed (NRHD) [1986]    | Direct effects to setting                                         |
| 5 | Bywater Historic District                                 | Listed (NRHD) [1986]    | Direct effects including demolition of two contributing buildings |
| 6 | Sewerage and Water Board (SWBNO), Sewerage Pump Station B | Eligible (Individually) | Direct effects to setting with significant permanent encroachment |

**The Recommended Plan includes several design changes to key features of the IHNC Lock Replacement Project since it was presented in 2019. These include:**

<sup>1</sup> CEMVN is issuing this public notice as part of its Section 106 (NHPA) responsibilities under the ACHP regulations, 36 CFR Part 800, implementing Section 106 of the NHPA of 1966, as amended (54 U.S.C. § 306108). This notice applies to activities authorized under Public Law 455, Chapter 112, 84th Congress, 2nd Session, approved March 29, 1956. Subsequent to the 1956 legislation, the project was modified by Section 844 of the Water Resources Development Acts (WRDA) of 1986 (established cost sharing requirements) and was amended by Section 326 of the WRDA of 1996 (authorizing the Community Impact Mitigation Plan).



- Change of bridge type: St. Claude Avenue replacement bridge will be a typical, double-leaf bascule bridge design with no central bridge pier versus the previous plan that required a two double-leaf bascule bridge design;
- Elimination of a separate temporary bypass channel: Rather, the existing lock chamber will be utilized as the bypass channel during the deconstruction sequence with alternating day/night closures to navigation;
- Replacement of existing floodwall along the eastern side of the IHNC: Existing floodwall, excluding portions underneath the Claiborne Avenue and St. Claude Avenue bridges, will be replaced with a levee constructed within existing ROW that will provide comparable levels of protection;
- Change of floodwall (T-wall) alignment on west side: T-wall alignment redesigned to avoid Hazardous, Toxic, and Radioactive Waste (HTRW) sites Areas of Interest (AOI)-1 and AOI-2.

Additional information can be found at: <https://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement/>.

CEMVN is **reinitiating Section 106 consultation to develop an Amended MOA (AMOA)** for this Undertaking to mitigate for the adverse effects to historic properties. To help further develop a course of action for this project, **CEMVN is requesting your input by 16 August 2024 on ways to avoid or minimize or mitigate the adverse effects to these historic properties.** Comments can be sent electronically to: [ihnclockreplacement@usace.army.mil](mailto:ihnclockreplacement@usace.army.mil). Or mail comments to: Cultural & Social Resources Section (CEMVN-PDS-N), USACE, Room 140, 7400 Leake Ave, New Orleans, LA 70118-3651.

**Map displaying new IHNC Lock location.**



**ANNEX 4.11:** Draft Amendment to Memorandum of Agreement



**Section 106 of the National Historic Preservation Act (NHPA) consultation is ongoing.**

**CEMVN intends to fulfill its Section 106 responsibilities through an**

**Amendment to the Memorandum of Agreement (MOA).**

**The MOA is in development and being negotiated with Consulting Parties.**