Pollutant	Primary Stds.	Averaging Times	Secondary Stds.
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour[1]	None
	35 ppm (40 mg/m^3)	1-hour[1]	None
Lead	1.5 µg/m^3	Quarterly Average	Same as Primary
Nitrogen Dioxide	0.053 ppm (100 µg/m^3)	Annual (Arithmetic Mean)	Same as Primary
Particulate Matter (PM_{10})	Revoked[2]	Annual[2] (Arith. Mean)	
	150 µg/m^3	24-hour[3]	
Particulate Matter ($PM_{2.5}$)	15.0 µg/m^3	Annual[4] (Arith. Mean)	Same as Primary
	35 µg/m^3	24-hour[5]	
Ozone	0.08 ppm	8-hour[6]	Same as Primary
	0.12 ppm	1-hour[7] (Applies only in limited areas)	Same as Primary
Sulfur Oxides	0.03 ppm	Annual (Arith. Mean)	-------
	0.14 ppm	24-hour[1]	-------
	-------	3-hour[1]	0.5 ppm (1300 µg/m^3)
Source: USEPA http://www.epa.gov/air/criteria.html			

During demolition, the potential for the generation of dust (particulate matter) exists as the structures are demolished and as site activities proceed to include site grading, leveling and associated construction activities. To ensure that the potential dust generation does not impact the surrounding area, Best Management Practices (BMPs) will be drafted and utilized in all demolition and construction phases of the project. Additional environmental programs which incorporate the BMPs are the Stormwater regulations. These regulations detail what practices should be followed for any construction site, which involves greater than 0.5 acres of land. Some of the BMPs proposed include, utilization of wetting agents and the use of silt fences to control dusts and erosion.

Additional issues involved in the demolition are the presence of asbestos and lead containing building materials. All asbestos abatement activities will be performed in accordance with LDEQ regulatory requirements. Lead disturbing activities will be required to be performed in accordance with prevailing environmental and occupational laws. The proper documentation will be completed with the Louisiana Department of Environmental Quality (LDEQ) prior to the asbestos abatement, as well as for any lead abatement activities. It should be noted that environmental regulations regarding demolition activities for lead-based paint containing surfaces will likely not result in significant abatement activities, but will results in dust control activities to be followed for loading, transportation, and disposal. All asbestos abatement, transport and disposal will be conducted in accordance with all local, state and federal regulations. Air monitoring will be conducted during abatement activities to ensure the safety of the surrounding areas. No detrimental atmospheric effects on historic properties are expected from the proposed undertaking.

6.3 Vibration Concerns

Vibrations induced during demolition and construction can be a concern on adjacent historical structures on a temporary basis. In older buildings, the materials of construction may be more sensitive than newer structures. There is little evidence that the new construction vibrations pose a significant risk of damage to historic buildings. Research on the human response to vibrations suggests that people have an annoyance threshold far lower than any building's susceptibility to damage, even under the worst of circumstances. Research has also shown that the effect of weather on structures is far more significant than construction vibration. (CTC & Associates 2003).

The former U.S. Bureau of Mines recommended a "safe blasting limit" of 50 mm/s peak particle velocity (ppv). This limit is frequently applied to construction vibrations and widely viewed as stringent enough to prevent damage to most surrounding structures regardless of age and fragility. For historical buildings in poor condition, Caltrans recommends an upper limit of 2.0 mm/s for continuous vibrations (2002). Many of the adjacent historical properties are in very poor condition due to damage from Hurricane Katrina and neglect. Since many of the structures are in a "demolition by neglect" state, vibration monitoring during demolition and construction is recommended to be included in the MOA. This will also include the performance of baseline vibration monitoring, and possible videotaping to document structural conditions of important structures prior to commencement of demolition activities. Since demolition and construction will occur on a temporary basis, any effects from vibrations will be short-term in nature, and are not anticipated to extend to structures off of the property.

6.3.1 Construction Traffic Vibrations

Passenger vehicles rarely produce perceptible vibrations to cause significant structural damage. Generally, traffic induced vibrations are caused by heavy vehicles. These vibrations are generated by road surface irregularities, such as potholes, cracks and uneven pavement joints. Dynamic interaction forces between the vehicle and the pavement result in a generation of stress waves that travel through the adjacent soils, and into building foundations.

The ingress and egress of heavy construction equipment and trucks from the construction zone will occur for a short-term during construction on specific routes approved by the City of New Orleans. Truck traffic will be limited to the major arteries around Lafitte, which includes Orleans Avenue, Claiborne Avenue and Interstate 10 (I-10). Orleans Avenue is a four-lane roadway with median and off-street parking. Claiborne Avenue is a six-lane roadway with median and shoulders. I-10 is a six-lane elevated roadway the runs parallel over Claiborne Avenue. Based on the size of these roadways, the impact to adjacent historical structures from traffic vibrations due to this project is not significant.

6.4 Noise Analysis

Existing sources of noise in the area of the project site include all area roadways, commercial developments and noise resulting from daily community activities. Since the property is being redeveloped in-kind as residential, a long-term noise impact is not expected as a result of this project.

No detrimental audible elements that diminish the integrity of any adjacent properties significant historic features were identified as a result of the proposed undertaking.

A short-term impact from the introduction of demolition and construction noise was evaluated within the APE, specifically regarding impact to the historic properties and/or districts. Demolition and construction of structures requires the use of equipment, which generates high noise levels and may adversely affect noise sensitive uses. In assessing the impact of demolition and construction noise, the nature of activities that generate the noise, the pathway through which the noise travels, and the potential sensitivity of the receptors are considered. All data collected and calculated was utilized and compared against the HUD noise standards. The HUD noise standards are defined in three categories:

- **Acceptable** (not exceeding 65 decibels) – The noise exposure may be of some concern but common building constructions will make the indoor environment acceptable and the outdoor environment will be reasonably pleasant for recreation and play.
- **Normally Unacceptable** (above 65 but not greater than 75 decibels) – The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.
- **Unacceptable** (greater than 75 decibels) – The noise exposure at the site is so severe that the construction costs to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

For the purpose of the noise analysis, all demolition and construction noise would be generated from sources along the property boundary, even though the demolition and construction noise will be generated from sources substantially within the property boundaries. The noise analysis did not assume any attenuation from nearby structures or vegetation, nor did it assume that noise sources will be more likely centrally located within the property for the period of demolition and construction. Thus, noise estimates are calculated to be worst case noise levels and are assessed as such regarding their potential effect on surrounding receptors. Typical demolition and construction equipment types are presented in the following table. Noise levels

from these equipment types range from 76 to 91 dBA for equipment powered by internal combustion engines, saws, and vibrators and from the mid-80s to more than 100 dBA for impact equipment. For the purposes of this evaluation, 89 dBA was utilized as the average noise from demolition and construction noise sources.

NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT	
Equipment	**Range in dBA at 50 feet**
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107 (peak)
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Sound is described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). Noise is normally measured as the sound pressure level (SPL) expressed as decibels (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," (dBA) reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level is approximately three decibels. A change of at least five decibels would be noticeable and would likely evoke a negative community reaction. An increase of ten decibels is subjectively heard as approximately a doubling in loudness and would most certainly cause a negative community reaction. Noise levels decrease as the distance from the noise source to the receiver increases.

As a general rule of thumb, noise generated by a stationary noise source, or "point source," will decrease by approximately six decibels over hard surfaces and nine decibels over soft surfaces for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet over a hard surface, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. To accurately calculate the attenuation of the noise over a given distance the following relationship is utilized;

$$dBA_2 = dBA_1 - 20 \log (d_2/d_1)^*$$

Where:
dBA_2 = dBA at distance 2 from source (predicted)
dBA_1 = dBA at distance 1 from source (measured)
d_2 = Distance to location 2 from the source
d_1 = Distance to location 1 from the source
**Source:* "Noise Guide for Local Government" *Department of Environment and Conservation (NSW) 59-61 Goulburn St, Sydney NSW 2000*

6.4.1 Field Monitoring

Baseline noise readings were collected at potential receptor property locations on December 7, 2006 (between the hours of 12:00 p.m. and 3:00 p.m.) and December 8, 2006 (between the hours of 9:30 a.m. and 12:00 pm), using a Quest Type 215 Sound Level Meter, which satisfies the American National Standards Institute (ANSI) standards, Type II standards for noise measurement instrumentation.

The weather conditions on December 7, 2006 during the monitoring period were overcast to mostly cloudy sky conditions with temperatures in the mid 50°F's and a North wind at 13 to 17 mph. The weather conditions on December 8, 2006 during the monitoring period were scattered cloud sky conditions with temperatures in the low to mid 30°F's and a North wind at 12 to 18 mph.

These readings were used to establish existing ambient conditions and provide a baseline from which to evaluate potential construction noise impacts. The locations of the noise assessment locations (NALs) are shown in with the Baseline Noise Levels in **Figure 2** and the Construction Noise Levels in **Figure 3**. The calculated addition of construction noise impact is shown in **Table 1**. These locations consist of receptor properties that could

potentially be impacted by noise generated due to construction noise impacts. All sample readings from each of the locations were weighted and adjusted for possible construction noise impact and attenuation due to distance, using standard logarithmic equations and rules of thumb. It should be noted that the current baseline level of noise in the project area is elevated and approaches the levels of normally unacceptable based on HUD standards. The levels obtained by the standard attenuation figures indicate that the levels obtained during the spot sampling of locations are consistent with the current ambient conditions.

Potential sites with historic significance include the General Laundry Building, located approximately 200 feet northwest of the property, and the Esplanade Ridge Historic District, located adjacent to the northeast of the property.

All of the sites have the potential to be impacted by the temporary construction noise due to the proximity to the property boundary. The construction equipment with an average level of 89 dBA would yield a corresponding level of 89 dBA at the fifty-foot interval, thereby exceeding the HUD standard of normally unacceptable and falling in the unacceptable range. Field measurements indicate ambient (or background) levels at a 60 to 62 dBA or at levels that approach the normally unacceptable level of noise. The demolition and construction activities are transitory and of limited duration and is a temporary site-specific issue.

6.4.2 Noise Conclusion

Based upon the calculated potential noise impact to receptors within the area, coupled with the baseline readings, it can be concluded that the calculated readings validate the field-monitored readings for screening noise levels. It can also be concluded that worst-case noise levels would not be attenuated below normally unacceptable levels (75 dBA) until two hundred-fifty (250) feet away from the property boundary on a short-term basis. Demolition and construction noise levels would not be attenuated below acceptable levels (65 bBA) until seven hundred-fifty (750) feet away from the property boundary on a short-term basis. It is known that not all equipment will be operating simultaneously or at the edge of the property. Therefore, all calculated levels represent a worst-case scenario. (USRM 2006)

6.5 Traffic Analysis

The property is bound by Orleans Avenue to the northeast, North Claiborne Avenue and elevated Interstate 10 (I-10) to the southeast, North Rocheblave Street to the northwest, and Lafitte Avenue to the southwest. The interior streets (North Tonti, North Miro, North Johnson, North Roman, and North Derbigny Streets) are currently closed to automobile traffic for pedestrian use as outdoor, linear parks and common yard areas. During the redevelopment of the property, HANO and HUD

propose to re-open those internal streets to neighborhood traffic, reinstituting a stronger neighborhood characteristic to the development.

Orleans Avenue, a four-lane paved roadway with median and off-street parking, is a major artery along the northeastern portion of the housing development. Lafitte Avenue is a two-lane roadway with off-street parking on the southwestern boundary of the property. North Claiborne Avenue, a six-lane paved roadway with median and shoulders, runs along the southeastern side of the property. I-10 is a six-lane elevated roadway the runs parallel over North Claiborne Avenue. The remaining neighborhood streets are primarily two-lane or one-way streets with parking on both sides.

Transportation demands are a function of population, land usage and economic activity. Since Hurricane Katrina, the demand on major and minor arteries near Lafitte Housing Development has decreased. The decrease in transportation demand is a function of a decreased total population in the City of New Orleans and the vacancy of the housing development. After redevelopment is complete, the total number of units on the Lafitte Housing Development site will decrease from eight hundred ninety-six (896) units to five hundred fifty-six (556) units, thereby reducing the demand on the nearby roadways. The developer will also be redeveloping approximately one thousand (1,000) additional properties off-site, however there will not be an increase in population based on this project.

6.5.1 Roadway Capacity

Data obtained from the Louisiana Department of Transportation and Development, and from the New Orleans City Public Works Department indicate the current roads will support the necessary equipment and temporary increase in traffic during the initial stages of the project.

The proposed redevelopment will not decrease the traffic capacity or increase the demand on adjacent roadways. Predicted traffic noise impacts will not be adverse.

6.5.2 Construction Traffic

During the short-term construction period, the proposed construction traffic route into the development will flow from the off-ramps of I-10, onto Claiborne Avenue and then northwest along Orleans Avenue then left into the development. To exit the development, traffic will flow southeast on Orleans Avenue to North Claiborne Avenue and the east and west on-ramps of I-10. The proposed demolition and construction of this development will have a slight impact to the traffic pattern during the initial phases as equipment is staged. However, traffic will be kept to major roads to eliminate any increases to neighborhood roads.

Based on the proposed traffic routes and the time periods of the construction activities, the increase in traffic from construction activities will have minimal impact on the current traffic in the area. Current traffic in the area has decreased as a function of the reduction in population and will continue to remain lower than previous as a result of the decrease in density of the housing units.

Proposed construction routes are illustrated in **Figure 4**.

7.0 AREA OF POTENTIAL EFFECT (APE)

The area of potential effect (APE) should encompass the geographic area within which an undertaking may directly or indirectly result in alterations of the character or use of historic properties.

Based on the information collected in this Section 106 evaluation, the APE has been designated and is illustrated in **Figure 1**. The APE is based upon the review and evaluation of applicable impacts, all of which are detailed in this report.

8.0 CONSULTING PARTIES

8.1 Agency Correspondence

Initial project letters were submitted to the SHPO by WD Scott on November 20, 2006 requesting comments on the proposed project. A response from SHPO was received on December 1, 2006.

A copy of all correspondence in included in **Appendix B**.

8.2 Consulting Parties

Consultation with HANO, HUD, ACHP and SHPO was conducted through meetings and conference calls on November 27, 2006, December 1, 2006, December 6, 2006 and December 21, 2006. In addition, other parties have requested inclusion in the consulting process. HANO has also scheduled additional meetings with the consulting parties for April 19, 2007. A list of identified consulting parties is included in **Appendix D**.

8.3 Public Involvement

HANO has held public meetings on the demolition/disposition applications as well as on the Agency Plan, which includes plans for the Lafitte Housing Development. Residents were informed and invited to the meeting by mail, newspaper ads and HANO's website. Copies of the Agency Plan were sent to the Resident Council and Resident Management Council presidents in advance of the meetings and were discussed at each board meeting. Meetings were held on the following dates:

- November 8 and 9, 2006 – Public hearing on HANO's Agency Plan
- November 29, 2006 – Public hearing on Demolition/Disposition applications
- February 1, 2007 – Section 106 Consultation Meeting
- March 14, 2007 – Public Meeting on HANO's Agency Plan
- March 15, 2007 – Public Meeting on HANO's Agency Plan
- March 16, 2007 – Public Meeting on HANO's Agency Plan
- March 19, 2007 – Public Meeting on HANO's Agency Plan
- March 20, 2007 – Public Meeting on HANO's Agency Plan
- April 19, 2007 – Section 106 Consulting Party Meeting
- May 3, 2007 – Section 106 Consulting Party Meeting
- May 17, 2007 – Section 106 Consulting Party Meeting
- May 23, 2007 – Section 106 Consulting Party Meeting

At the February 1, 106 Consulting Party Meeting with the public, the entire 106 documentation process was discussed, and the public comment period was detailed. A draft Area of Potential Effect (APE) was illustrated and presented to the public. During this presentation, comments were requested from the public. A record of the comments received was recorded and a transcript prepared. HANO has addressed all relevant and applicable 106 documentation/process comments received at the meeting, as well as comments submitted in writing to HANO and those submitted via email. The comments and response to the comments is included in **Appendix E**. A copy of the transcript is included in **Appendix F**. Current HANO plans detail continued involvement with consulting parties regarding the Section 106 documentation.

TABLES

TABLE 1

LAFITTE CONSTRUCTION NOISE PRELIMINARY DATA

TABLE 1

Lafitte Construction Noise Impacts - Preliminary Data

Sensitive Receptor	Address	Distance (feet)	Preliminary Reading (dBA)	Noise with Construction* (dBA)	Threshold	Impact	
Phillis Wheatley School	2300 Dumaine St, New Orleans, LA 70112	600	52	67	≥65 dBA	YES	
Par Excellence Christian Academy	924 N Prieur St, New Orleans, LA 70112	700	62	66	≥65 dBA	YES	
Sixth Union Baptist Church	2019 Orleans Ave, New Orleans, LA 70112	50	70	89	≥65 dBA	YES	
Greater Galilee Baptist Church	2013 Saint Ann St, New Orleans, LA 70112	250	51	75	≥65 dBA	YES	
Mount Zion Baptist Church	2200 Dumaine St, New Orleans, LA 70112	550	61	68	≥65 dBA	YES	
New Creation Spiritual Church	2429 Saint Ann St, New Orleans, LA 70112	300	51	73	≥65 dBA	YES	
Nazarene Baptist Church	2510 Orleans Ave, New Orleans, LA 70112	50	62	89	≥65 dBA	YES	
Greater Old Zion Missionary Baptist Church	655 N Rocheblave St, New Orleans, LA 70112	50	53	89	≥65 dBA	YES	
Old Zion Baptist Church	430 N Johnson St, New Orleans, LA 70112	600	56	67	≥65 dBA	YES	
Southern Scrap Material Company (General Laundry)	2525 Lafitte St, New Orleans, LA 70112	200	53	77	≥65 dBA	YES	
Esplanade Ridge Historical District	Esplanade Ave b/t Rampart and Bayou St. John						
FEMA Trailer Park	Galvez/Claiborne/Lafitte/St. Louis - NW Corner	200	60	77	≥65 dBA	YES	
	NE Corner	50	60	89	≥65 dBA	YES	
	SW Corner	300	76	76	≥65 dBA	YES	Elevated noise level due to I-10
	SE Corner	50	75	89	≥65 dBA	YES	Elevated noise level due to I-10
Community Center	2201 Lafitte St, New Orleans, LA 70112	100	64	83	≥65 dBA	YES	
Public Swimming Pool	N Prieur/Lafitte	100	61	83	≥65 dBA	YES	

*Based on an estimated on-site average construction noise level of 89 dBA. Noise level is an estimate of the construction noise at the closest boundary of the sensitive property

FIGURES

FIGURE 1

AREA OF POTENTIAL EFFECT

Figure 1: Area of Potential Effect

Housing Authority of New Orleans
Lafitte Housing Development

Legend

0 750 1,500 Feet

Lafitte Housing

Area of Potential Effect

Historical Structure

project no	15-060165
designed	j chimento
reviewed	n hanna
date	12.20.06

US RISK
UNITED STATES RISK MANAGEMENT, L.L.C.

FIGURE 2

BASELINE NOISE LEVELS

Figure 2: Baseline Noise Levels (dBA)

Housing Authority of New Orleans
Lafitte Housing Development

Legend

0 750 1,500 Feet

- Lafitte Housing
- Historical Structure
- Other Sensitive Property
- Schools
- Churches

project no	15-060165
designed	j chimento
reviewed	n hanna
date	12.20.06

US RISK
UNITED STATES RISK MANAGEMENT, L.L.C.

FIGURE 3

CONSTRUCTION NOISE LEVELS

Figure 3: Construction Noise Levels (dBA)

Housing Authority of New Orleans
Lafitte Housing Development

Legend

0 750 1,500 Feet

- Lafitte Housing
- Historical Structure
- Other Sensitive Property
- Schools
- Churches

project no	15-060165
designed	j chimento
reviewed	n hanna
date	12.20.06

US RISK
UNITED STATES RISK MANAGEMENT, L.L.C.

FIGURE 4

PROPOSED CONSTRUCTION TRAFFIC FLOW

Figure 4: Proposed Construction Traffic Flow

Housing Authority of New Orleans
Lafitte Housing Development

Legend

0 750 1,500 Feet

Lafitte Housing

Traffic Out

Traffic In

project no	15-060165
designed	j chimento
reviewed	n hanna
date	12.20.06

UNITED STATES RISK MANAGEMENT, L.L.C.

APPENDICES

APPENDIX A

NRHP LISTING DOCUMENTATION

GENERAL LAUNDRY BUILDING
ESPLANADE RIDGE HISTORIC DISTRICT

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Only the facade is of concern here, that is, an area one room deep, about 20 feet.

It is still in very good condition, except for some graffiti near the base of the walls. Most importantly, the terra-cotta motifs still retain their full colors. It is hoped the color photographs enclosed will enter into the consideration, as the building's colorful motifs are one of its strongest selling points.

The building has two shallow projecting pavilions at either end for the entrances. The zigzag colored motifs at the cornice and the sun-burst and arrow shaped tiles on top remind one of Aztec Indian motifs. The roof line is undulating, with blue tiles embossed with arrows and flower motifs. Beneath this cornice is a course of red oblong openings.

Between the end bays noted above is a aeries of pilasters, four larger ones reaching to the cornice, and with two inside each section created by the larger ones. Each is capped off with green capitals of terra-cotta Art Deco motifs. The larger pilasters are capped with a square cap-like device with a sunrise effect surrounded with floral swirls.

Half way down the facade are fluted panels at the demarcation line between the two stories. A string course of diamond motifs in red terra cotta runs above these panels, and a green acroterian-like motif in terra-cotta is set at the base of the panels, serving as an enframement for the windows of the lower floor.

The building, itself appears to be plaster over brick or blocks, and the colorful Art Deco motifs appear to be terra-cotta. The building is two stories, one room deep, about 20 feet in depth a one story garage having a few of the colorful motifs stands at the left of the building and is relatively unimportant. A metal shed behind this facade is even less important. The building appears intact with all the Art Deco motifs in their original unfaded color as it was when erected in 1939. The effect of colors, zigzag, undulations, Aztec-temple motifs, diamonds, sun rises and rhythmic effect of the pilasters has an arresting appearance. It epitomizes, as does no other Art Deco building in New Orleans (there are only about three intact examples left), the Art Deco approach of geometric patterns, rich colors and reliance on Indian motifs.

STATEMENT OF SIGNIFICANCE

This building is one of a handful - three at most - of intact Art Deco buildings surviving in New Orleans. It along has the architectural detail in still-vivid color which the others do not. It could appropriately be called the Aztec Style because of the motifs of this particular brand of Art Deco. One of the other two surviving outstanding Art Deco buildings is slated for demolition soon (the National American Bank Building.).

It is requested that only the facade be preserved. The Postoffice Dept. has planned to demolish the building for a Parking lot at the rear for a new Mid-City Station which will be on the street behind the Gen. Laundry Bldg. Thus, the station will run through the block. It is hereby proposed that the facade - one room deep - be saved for some useful purpose for the Postoffice , about 20 feet deep, and the rear, which is a metal shed, be demolished for the parking lot and the new Postoffice. At the N. Rocheblve St. side of the Laundry is what was a garage. This could also be demolished to give access to the parking lot, leading in from St. Peter St.

The architects for the Postoffice, Curtis & Davis, are somewhat favorable to this idea, but the Postoffice has not given its approval. The choice is this: if we demolish the facade of only a 30 foot depth, we have gained a slightly larger parking lot; but if we preserve the facade, we have provided a little more working area for the Postoffice and saved this really unique Art Deco building for future generations to marvel at.

MAJOR BIBLIOGRAPHCAL REFERENCES

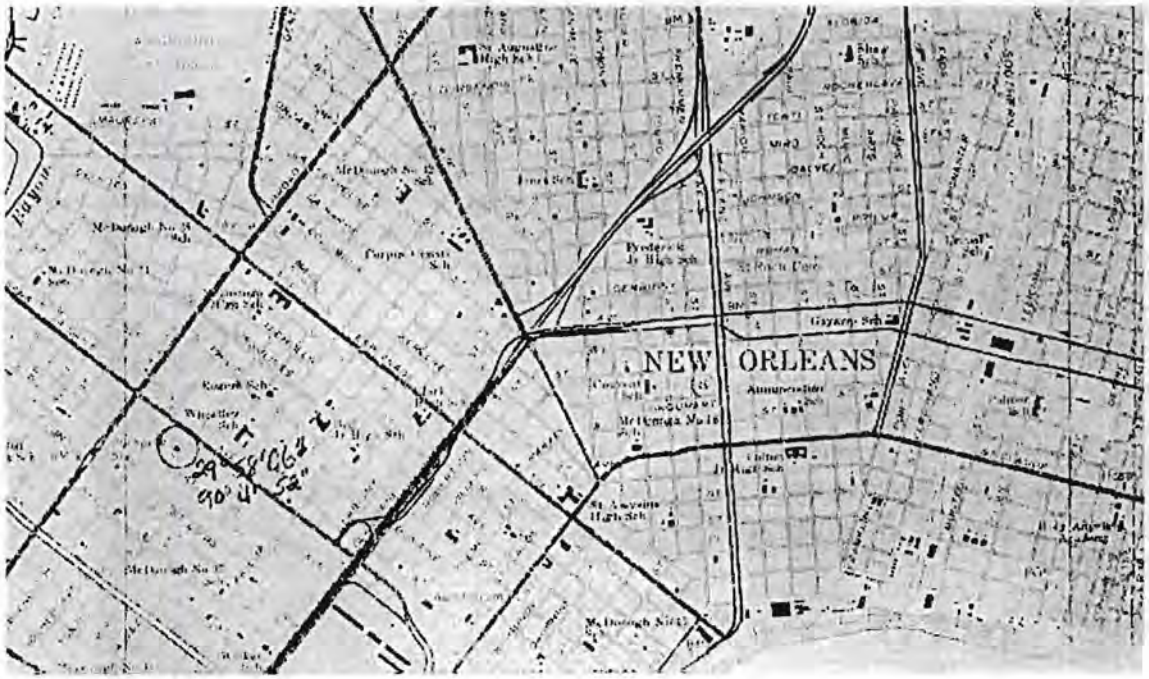
New Orleans States-Item newspaper	August 7, 1974
" " " "	August 14, 1974
" " " "	September 11, 1974

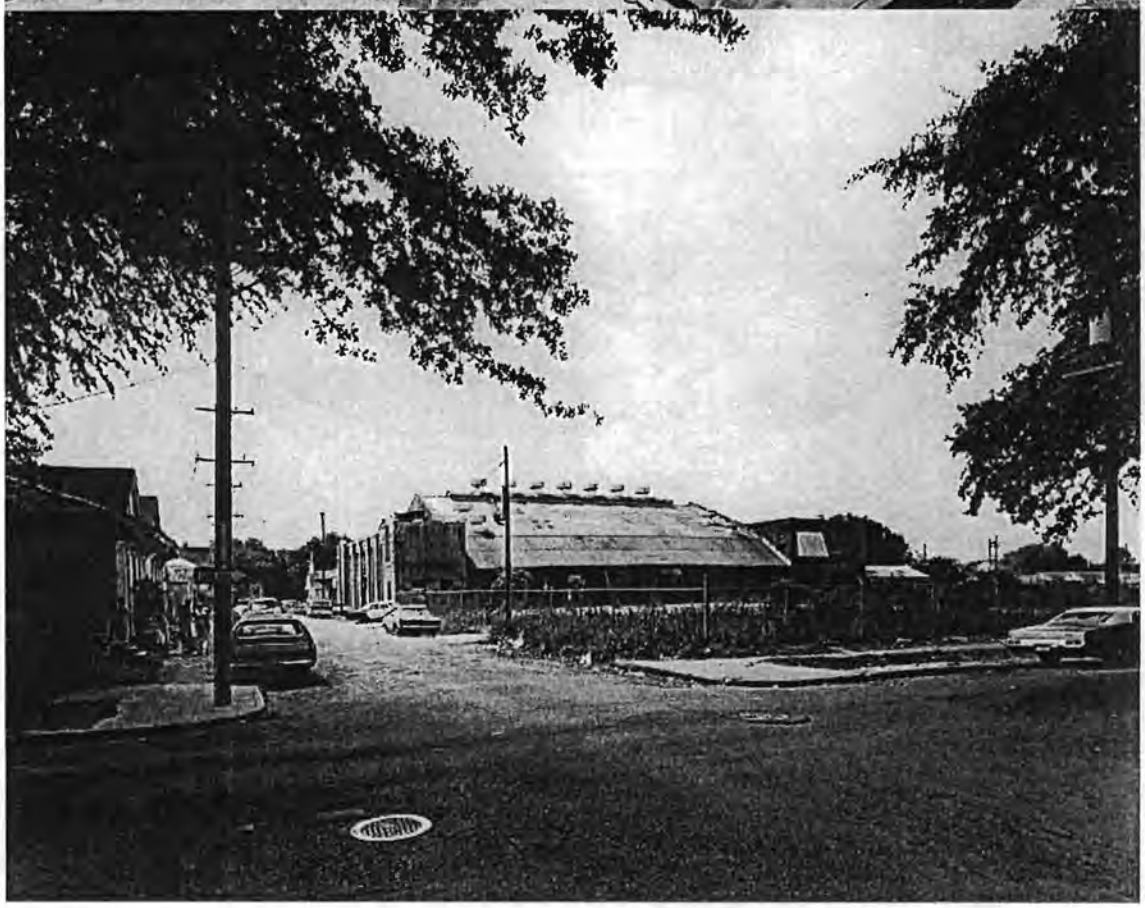
Letter from La. Landmarks Society

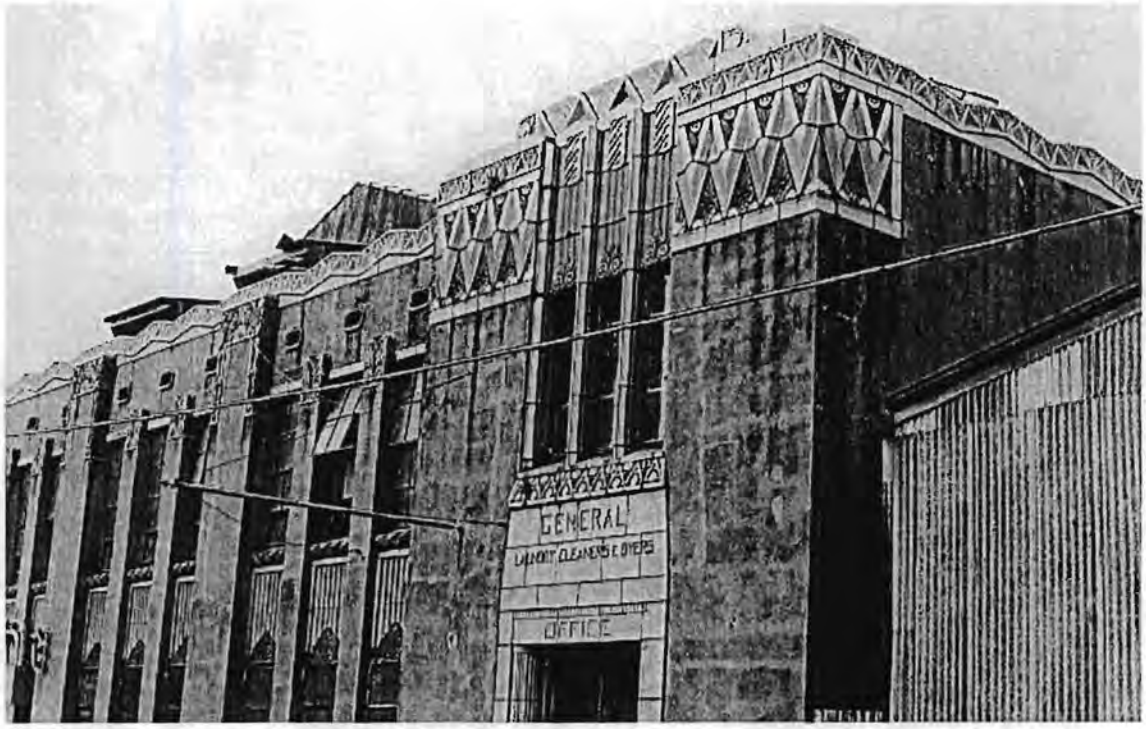
Letter from Prof. Bernard Lemann, Tulane Univ. Architecture School

Inspection made by Samuel Wilson, Jr., Architect and Henry Krotzer of Koch & Wilson, Architects at request of U. S. Dept. of Interior; their report was favorable for preservation of facade. Koch & Wilson phone no. is 504-581-7023

Letter from Raymond Boudreaux, Architect to Postmaster to protest demolition






GENERAL
OFFICE

Describe the present and original (if known) physical appearance

Esplanade Ridge is generally residential with scattered neighborhood commercial strips. The residential structures are mostly one and one-half story buildings, with some two-story structures, especially on and around the major boulevards. The majority of the buildings are wooden, and colors are often a variety of pastels. Designs range from houses by noted architects such as Henry Howard, James Gallier, Sr., and Jr., William Fitzner, Alexander Castaing, and William and James Freret, to carpenter-designed shotguns.

Late nineteenth and early twentieth century houses have filled in the once large lots of earlier buildings. These later houses were built closely together so that the distance between two houses was often less than the width of one house. As a result, the residential back streets throughout the district have an enclosed, spatially defined character.

Major boulevards, such as Esplanade Avenue, Broad Street, and Ursuline Street, are wide and generally tree-lined with park.-like neutral grounds in the center. Some of the most pretentious residences in the city are set along these boulevards. The few commercial structures in the area are located in remodeled residential structures.

There are seven major house types in the district:

1. The creole cottage: This pre-Civil War house type, which accounts for about 34% of the buildings in the area, makes the district unusual among 19th century extensions of the original city of New Orleans. Other areas were almost completely dominated by English and American house types. The creole cottage occurs in about 10 variations. These include sub-types based upon different materials of construction, details, and variations in plan.

2. The large creole house, which is simply an enlarged and often later version of No. 1. Houses of this type account for approximately 2% of the district's buildings.

3. The three bay two story house with a side hall plan. These mid and late 19th century houses show the Anglo-American influence. Most (approx. 75%) have galleries. Houses of the type account for approximately 7% of the district's buildings.

4. The raised villa: These are one and a half story, five-bay gallery fronted houses with Greek or Renaissance Revival details. Account for approx. 6% of the district buildings.

5. The single and double shotgun, with late Renaissance Revival or Eastlake details.

6. Side hall shotgun both single and double. Shotgun houses as a whole represent approximately 43% of the district's structures.

7. The early 20th century eclectic mode. These are mainly bungalow colonial Revival, or mission style structures representing approximately 8% of the district's buildings.

It is the mixture of these building types, and in particular the mixture with French Creole architecture, which gives the district its identity and character. There is no one period or style that predominates. As such the district represents many generations of New Orleans architecture. Boundaries were drawn to encompass the area to which this character extends. Areas of purely 20th century character have been excluded. In addition boundaries were drawn to respect the historical boundaries of growth and development in the area traditionally known as Esplanade Ridge.

Typical Examples:

House Type #1 Creole Cottages. The house at 1234 N. Rocheblave embodies many of the typical features. These include its hall-less plan, two rooms wide and two rooms deep, its central chimney set between the rooms with wrap-around mantels, its beaded exposed beams, and its four bay front with multiple entrance doors. The house also has handsome pilastered formers, board and batten shutters, gable parapets, and brick construction covered with scored stucco. This is an 18th century house type which appeared throughout the 19th century in various forms including Greek Revival and heavily bracketed turn-of-the-century Renaissance Revival.

House Type #2 Large Creole Houses. The house at 2701 DeSoto Street is a larger version of the creole house plan, a hall-less plan two rooms wide and two rooms deep with central chimneys, and a four bay front which has multiple entrance doors. However, unlike house type #1 the rooms are about 50% larger and are pretentiously articulated. The House dates from the late 19th century and has scroll saw ornamentation, moveable louvre shutters and plate glass French doors.

Type #3 The Three Bay Two Story House. The house at 1244 Esplanade Avenue is a mid 19th century two and a half story frame building which has ionic columns on the lower story and Corinthian columns upstairs. Though its details, including mantels, columns, and fenestration were mainly inspired by the Greek Revival the house also features a Renaissance Revival parapet, and double consoles over the columns. Later examples have more elaborate Renaissance Revival scroll work including large brackets and cast iron balconies.

These two story buildings are found almost exclusively along Esplanade Avenue and Urseline Street and in the more urban southeastern portion of the district. In many cases the lower stories have been converted to commercial space, though the fenestration usually remains.

House Type #4 The Raised Villa. Like its fellows, the house at 1347 Moss Street represents a mid 19th century Anglo-Americanized version of the Creole house type. It has the traditional one and a half story raised form, but with the addition of a central hall. a five bay symmetrical articulation, and a single front door in the center. In addition chimneys are placed against the end walls of the house rather than in the center. The frame house is noteworthy for its rusticated board front, and its Greek Revival details. Later examples have elaborate Renaissance Revival details, with parapets, Corinthian columns, scrollwork, and shall arch fenestration.

House Type #5 Double Shotgun. The house at 1481 and 1479 N. Villere is a typical double shotgun house. It has a four bay front with two linear sets of rooms running from front to rear of the house. The frame building has a rusticated board front, with intricate brackets, full length windows, central chimneys, and a long narrow hip roof. Examples in the Queen Anne revival style are often treated with an ornamented front gables.

House Type #6 Side Hall Double Shotgun House. The house at 1562 and 1564 Columbus Street is typical of the side hall double shotgun house. This six bay gables fronted house is ornamented with corner block fenestration, rusticated boards, inbricated shingles and scroll brackets.

House Type #7 The Early 20th Century Eclectic Mode. The house at 1219 Lopes Street is a huge sprawling bungalow on a rusticated concrete base, with colonial style sash windows elliptical arches and ionic columns, on the porches. The tiled hip roof has dormers with Paladian windows and Spanish baroque gables. The house displays a mixture of styles often seen in early 20th century buildings in the district.

St. Louis Cemetery #3 at the northern end of the is noteworthy for its many elaborately ornamented above ground tombs, burial vaults, and funerary sculpture. It makes a distinct architectural contribution to the district and is the final resting place for some of the district's most historically prominent citizens. It was therefore decided to include the cemetery within the district boundaries.

Landmarks

The following buildings are given as examples of outstanding architectural landmarks within the district. (This list is not comprehensive.)

1707 Esplanade Avenue (rear) - Dufour-Baldwin House

2275 Bayou Road - Chauffe-Reeves House

924 Moss Street - Plantation style house

1300 Moss Street - Spanish Custom House

1342 Moss Street - Evariste Blanc House

1206 North White Street - Italianate mansion with cornstalk fence

2863 Grande Route St. John - Josie Arlington House

Note:

Included with the nomination are maps showing the percentage concentration of each of the building types. The maps are of course approximate and do not consider intrusions as a percentage of the total.

Intrusions

The District has only 303 (about 7%) intrusions. The following buildings and structures are presented as samples.

1037 Broad Street

1233 Esplanade

1341 Esplanade

1500 block Esplanade

2401 Esplanade

End of 2500 block Esplanade

3000 block Esplanade

1900 block Ursuline

North Claiborne Avenue corner of St. Phillip

Within the district are approximately 4,146 structures. These 4,146 structures are rated for architectural significance by the New Orleans District Landmarks Commission as follows:

8 Purple	- Major National Importance
71 Blue	- Major Local Importance
1421 Green	- Local Historic or Architectural Importance
672 Red	- Important but Altered Building
1671 Gold	- Important to the Scene
303 Unrated	- Detrimental to the Scene or Neutral
4146 Total	

Specific dates
Builder/Architect

Statement of Significance (in one paragraph)
Criteria A & C

The Esplanade Ridge Historic District represents an aspect of the city's French social and architectural heritage which parallels the American development of the Garden District. This can be seen in its almost 1500 creole style residence. It contains an even greater number of late-19th and early-20th century buildings. Taken as a whole, the area represents the architectural history of Louisiana from 1830 to 1930. More importantly it represents one of the largest and most impressive concentrations of fifty to one hundred and fifty year old buildings in the nation, with over four thousand

buildings and only about three hundred intrusions.

The history of the district is an important aspect of the history of the expansion of New Orleans from the 1830's through the 1920's. Development of the district occurred in a northwesterly direction from the Vieux Carre to Bayou St. John, and it took place in stages. Each time Esplanade Avenue was extended further into the outlying plantation lands, a new flurry of construction ensued.

The Tr☺m☺ area (see map), with its townhouses and small creole cottages, developed as a suburb of New Orleans in the early nineteenth century. The development of Esplanade Avenue past Rampart Street (the boundary of the present district1 occurred about 1835. By the mid-1850's, the wealth and cultural influence of American society dominated the architectural expression of the entire city. The sons of the early Creoles generally built structures of Anglo-American style. Many massive houses, often lavishly decorated, were built along and near Esplanade Avenue during this period. The Seventh Ward, downriver from Esplanade Avenue and above Rampart Street, developed as a suburb during the middle and late nineteenth century. Faubourg St. John and Faubourg Pontchartrain, both located near Bayou St. John, began to be settled in the mid-nineteenth century, but most of its structures date from 1880 to the 1930's. There are several plantation houses from the late eighteenth and early nineteenth centuries along Bayou St. John, but since full-scale development occurred only after 1900, early twentieth century eclectic buildings predominate.

Major Bibliographical References

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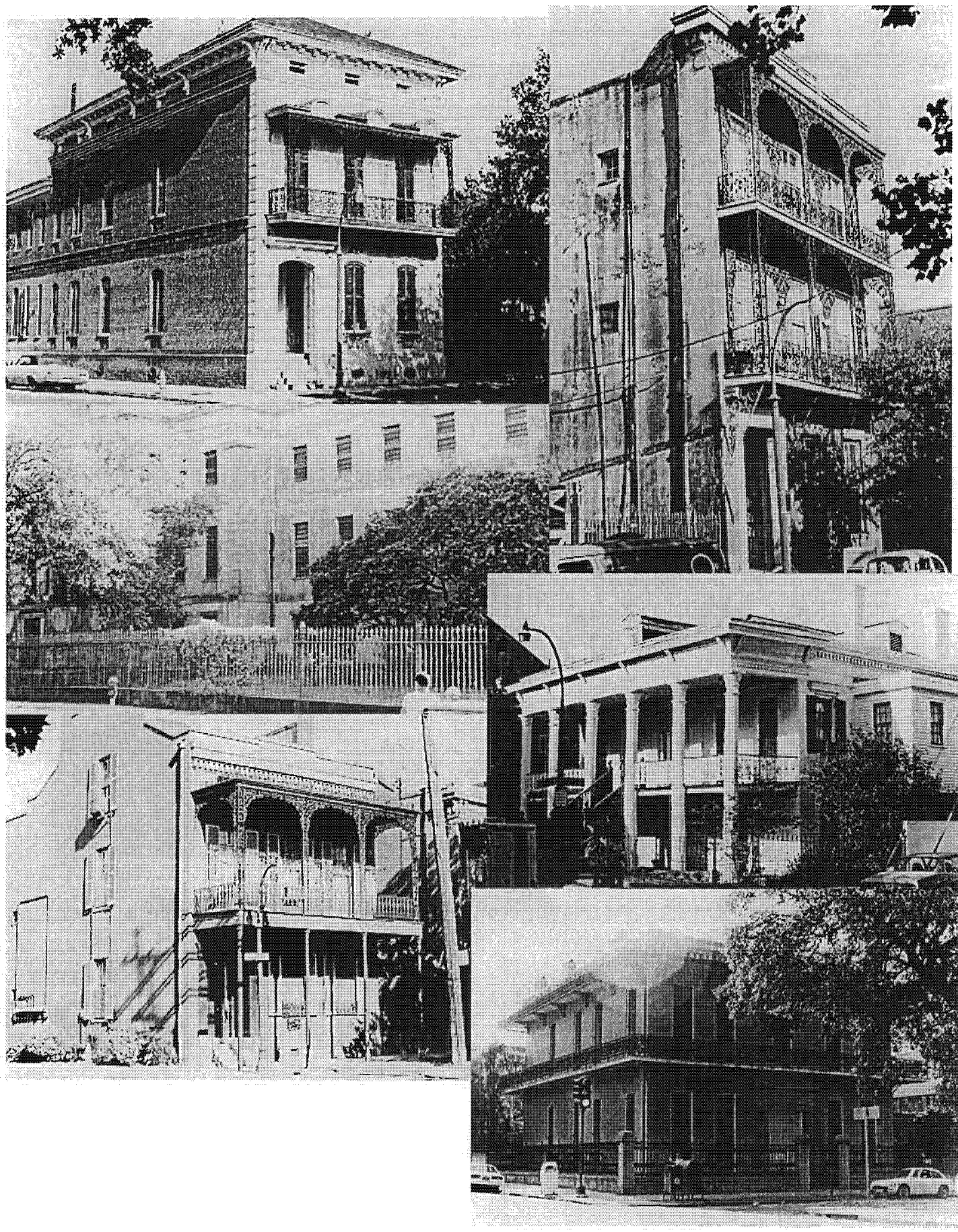
New Orleans Chapter of the American Institute of Architects, A Guide to New Orleans Architecture. New Orleans, 1974. Pp. 56-61, 112-115, 160-167.

Research Report prepared by Esplanade Civic Association and Faubourg St. John Association, especially Christine Moe, Mercedes Whitecloud, Joanne Whitley, Christopher Freidrichs, Helen Rosenburg, Ray Nussbaum, Susann Gandolfo, Melinda Malik, and Joseph Newell. Copy in National Register file for Esplanade Ridge Historic District, State Historic Preservation Office, Baton Rouge.

All boundaries are not exact.

1. Boundaries follow rear property lines of the properties facing Bayou St. John.



APPENDIX B

CORRESPONDENCE

HANO
Housing Authority of New Orleans

November 20, 2006

RECEIVED
DEVELOPMENT DEPARTMENT

Mr. Robert J. Collins
Deputy State Historic Preservation Officer
Office of Cultural Development
Department of Culture, Recreation & Tourism
1051 N. 3rd Street, Room 318-A
Baton Rouge, LA 70804

Re: Redevelopment of Lafitte, St. Bernard, C.J. Peete and B.W. Cooper New Orleans, Louisiana

Dear Mr. Collins:

In the aftermath of Hurricane Katrina, the Housing Authority of New Orleans (HANO) has undertaken an ambitious program to redevelop affordable housing units for the residents of New Orleans. The hurricane caused the evacuation of residents from nearly all of HANO's housing sites as most were damaged by flooding and hurricane force winds. HANO's goal is to redevelop its housing inventory in phases that are strategically planned to compliment property conditions; available resources including CDBG Road Home funds and GO Zone Low Income Housing Tax Credits from the Louisiana Housing Finance Agency; and redevelopment in the projects' neighborhood.

On November 15, 2006, Roma Campanile and Jose Cintron from my staff met with you, Mike Varnado and Cheraki Williams to provide information on HANO's early planning efforts and to get your recommendations and guidance as HANO moves forward with the Section 106 Process in the redevelopment of the Lafitte, St. Bernard, B.W. Cooper and C.J. Peete public housing sites with a mixture of rental and affordable homeownership units.

Each redevelopment project will have a unique development program, different development partners and is located in a different New Orleans' neighborhood. Based upon the above, HANO would like to have this redevelopment effort considered as four separate projects. The projects included in this undertaking were constructed between 1941 and 1955. They are all located in Orleans Parish and in close proximity to the New Orleans Central Business District. HANO has procured an environmental consultant who is in the process of completing an environmental assessment for each project in accordance with 24 CFR 58.

Moving forward, HANO has procured the services of a Section 106 consultant to work with us on conducting the Section 106 Process in accordance with 36 CFR 800. HANO plans to foster public participation and engage local residents and community stakeholders in the process including assistance in determining the Area of Potential Effect (APE) for each project. We have received a list of potential consulting parties from your Office and will be requesting their participation in this process. We will be meeting with representatives from the City of New Orleans' Historic Landmarks Commission this week to bring them up to date on our redevelopment efforts and to request their participation as a consulting party in this process.

4100 Touro Street • New Orleans, LA 70122 • (504) 670-3300 • FAX (504) 286-8778
The Housing Authority of New Orleans is an equal opportunity employer.

Based upon the proceeding information including the fact that HANO's redevelopment efforts are dependent upon extremely time-sensitive funding sources, we are requesting an expedited consultation with your Office (per 36 CFR 800.3(g) to enable HANO to negotiate a Memorandum of Agreement, if required, with the consulting parties identified during the Section 106 Process. Please advise by email or fax whether or not you agree with an expedited consultation approach for these four projects. We look forward to your reply and to working with your Office.

HANO is committed to bringing back residents displaced by Katrina to safe, well-designed, affordable housing in a timely manner. We deeply appreciate your help and guidance in expediting this process and look forward to working with you on the redevelopment of New Orleans. Please feel free to contact Roma Campanile at 202-708-0614, extension 4880 with any concerns or questions you may have.

Sincerely,

for

William C. Thorson
Executive Administrator

CC: Mike Varnado, Architectural Historian
Cheraki Williams, Archaeologist

MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

ANGÈLE DAVIS
SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

December 1, 2006

Mr. William C. Thorson
Executive Administrator
Housing Authority of New Orleans
4100 Touro Street
New Orleans, LA 70122
VIA EMAIL AND VIA US MAIL

Re: Expedited Section 106 Review for the Redevelopment of Lafitte,
St. Bernard, C.J. Peete, and B.W. Cooper Housing Developments
New Orleans, Orleans Parish, LA

Dear Mr. Thorson:

Thank you for your letter of November 20, 2006, requesting an expedited Section 106 review for the above-referenced properties, as provided for in the federal regulations under 36 CFR 800.3(g). Ever since Hurricane Katrina, our office has worked hard to do away with unnecessary delays in the Section 106 process in the rebuilding of New Orleans.

As we stated in our letter of June 26, 2006, to PPM Consultants and in our recent informal consultations with HUD, it is our opinion that the four referenced housing developments meet the criteria for listing in the National Register of Historic Places (NRHP). Actually, one of the four developments, C.J. Peete, is currently listed in the NRHP. All four developments and the neighborhoods in which they are located contribute to the history and culture of Louisiana and the City of New Orleans. We agree with your judgment that each of these properties should be treated individually using a development program that would engage local residents, community stakeholders, and the preservation community in the Section 106 process. .

We look forward to working with you in restoring affordable housing in New Orleans and preserving the city's important history. If you have any questions, please contact Mike Varnado of our staff at (225) 342-8160.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Officer

PB:MV:s

c: Don Klima, Advisory Council on Historic Preservation
Charlene Vaughan, Advisory Council on Historic Preservation
David Blick, HUD
Roma Campanile, HUD

W. D. Scott
group, inc.

November 20, 2006

Ms. Pam Breaux
State Historic Preservation Officer
Louisiana Division of Archaeology
PO Box 44247
Baton Rouge, LA 70804

RE: Historic Status of Lafitte Housing Project and Adjacent Properties Our File #2947

Dear Ms. Breaux:

The Scott Group would like to inquire about the historic status of the Lafitte Housing Project and adjacent properties. The above mentioned property is bounded by Orleans Avenue to the north, Interstate 10 to the east, Lafitte Avenue to the south and Rocheblave Street to the west. This information is necessary for completion of the Environmental Assessment required by the U.S. Department of Housing and Urban Development. Specifically, the following information is necessary:

1. If the above mentioned Property is either listed or eligible for listing on the National Register of Historic Places.

2. If the above mentioned Property is located within or directly adjacent to an historic district.

3. If the above mentioned Property's area of potential effects includes an historic district or property.

Please contact me if you have any questions or if I can be of any further assistance. I look forward to your response.

Sincerely,

W. D. SCOTT GROUP, INC.

Andrew H. Hanson
Operations Manager

2947\Wyckoff SHPO lt.lafitte.wpd

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APPENDIX C

REFERENCES

REFERENCES

Caltrans Experiences. 2002. *Transportation Related Earthborne Vibrations.* California Department of Transportation.

City of New Orleans. 2006. *Central City Neighborhood Planning District 2 Rebuilding Plan.* www.nolanrp.com.

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ECM Consultants, Inc. 2006. *Report for Demolition Application Assistance for Lafitte Housing Development (LA1-02).* Prepared for the Housing Authority of New Orleans, New Orleans, Louisiana.

Henwood, Justin T. and K.Y Haramy. 2002. *Vibrations Induced by Construction Traffic: A Historic Case Study.* Prepared for the Federal Highway Administration, Denver, Colorado.

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Housing Authority of New Orleans. 2006. *Request for Qualifications for Development Partner for Lafitte.* RFQ Number: 06-120-10-16.

PPM Consultants, Inc. 2006. *Mold Inspection and Sampling Report* (for Lafitte Housing Development). Prepared for the U.S. Department of Housing and Urban Development.

United States Risk Management (USRM). Draft 2006. *Section 106 Noise Evaluation for Lafitte Housing Development.* Prepared for the Housing Authority of New Orleans.

List of Federally and State Recognized
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