



DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

P.O. BOX 60267

NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF:

Operations Division
Eastern Evaluation Section

MAY 1 2002

SUBJECT: EM-19-990-3408-1
SE(Lake Pontchartrain)505

Mr. Josh B. Jones
313 Carr Drive
Slidell, Louisiana 70458

Dear Mr. Jones:

Additional drawings attached in six sheets dated December 2001, furnished with your application dated October 11, 1999, covering dredging and maintaining areas and installation and maintenance of bulkheads, riprap and fill for two home sites, in and adjacent to the Facianes Canal, in Slidell, Louisiana, in St. Tammany Parish, are approved and will be included in your plans for the work authorized by the Secretary of the Army in a Department of the Army permit SE(Lake Pontchartrain)505, dated April 3, 1985, from the District Engineer at New Orleans, Louisiana.

A copy of the first page of this permit approval letter must be conspicuously displayed at the project site. Also, you must keep a copy of this signed letter, with attached drawings, at the project site until the work is completed.

The time limit for completion of this work is extended to May 31, 2007.

The following special conditions are added to the permit.

1. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made

against the United States on account of any such removal or alteration.

2. The 375-foot riprap line, as shown off the Facianes Canal will be installed concurrently with riprap placed along the banks of the island. The area behind the riprap line will not be dredged and will be allowed to naturally vegetate with aquatic vegetation, as discussed during the December 4, 2001, site field trip with representatives of the National Marine Fisheries Service and the New Orleans District Corps of Engineers. Minor wheel-washing and barge pushing is allowed in the marina basin as stated on sheet 4 of the permit drawings to allow access required to remove old marina basin structures and to install the riprap line.

3. Dredging around the island will not be conducted within 15 feet of the island shoreline, nor within 20 feet of the marsh, as stated on the notes of page 3 of the attached drawings. Dredging will be performed to obtain fill material and not to create any navigation channel around the island.

4. The permittee is aware that under the January 10, 1985, permanent injunction from the 22nd Judicial Court for the Parish of St. Tammany, you have been enjoined from "causing any obstruction to the mouth and channel of the Faciane Canal". This permit is in no way to be interpreted as authorizing any work within the Facianes Canal that would be in conflict with the injunction. Should any work be in conflict with the injunction, you may have to get the injunction modified or removed before beginning work.

5. Authority to permit the installation of bridges is outside the purview of the Corps of Engineers. The United States Coast Guard is the Federal agency that evaluates and authorizes bridges over navigable waters. No home site fill will be placed on the island prior to obtaining the required bridge permit from the United States coast Guard. However, fill may be placed for erosion protection and to stabilize retreating shorelines.

6. The applicant is aware that the project area is located in a special flood hazard area. The St. Tammany Parish building

permit unit should be contacted for more information on building in this area.

7. The permittee is aware that a permit may be required for the Louisiana State Land Office for work in waters at the project site.

8. The permittee is aware that placement of utilities such as electric power lines, water lines, sewer lines, or other utility services across the Facianes Canal will require permits from this office and other governmental agencies.

9. As compensatory mitigation, the permittee has agreed to contract with The Nature Conservancy for the restoration and/or enhancement of 1 acre of pine flatwood/savanna habitat managed and operated in accordance with the Pine Flatwood/Savanna Mitigation Bank Agreement dated February 26, 2000. Once the contract has been executed, the responsibility to complete the compensatory mitigation requirements of this permit becomes that of The Nature Conservancy as per the agreement.

10. The permittee shall provide the Corps of Engineers, Regulatory Branch with written verification from The Nature Conservancy that the financial arrangements needed to perform the required restoration and/or enhancement activities have been made. This verification shall be provided by August 1 following permit issuance or prior to commencement of the work authorized in this permit, whichever comes first.

11. The compensatory mitigation identified above has been determined to be a necessary part of this permit approval. Failure by the permittee to perform the compensatory mitigation, in accordance with the permit conditions, is considered grounds for permit suspension, permit revocation, and/or restoration of the work performed under this authorization.

12. The permittee is aware that the West Indian manatee (*Trichechus manatus*), an endangered species have been seen in some waterways along the north shore of Lake Pontchartrain and therefore could occur at the work site at any time during the summer months. You are required to make the contractor aware of this possibility and should a manatee be observed near the work area, work will stop until the manatee is well clear of the work

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site. No attempt is to be made to approach any manatee. Should a manatee be sighted you must inform the U.S. Fish and Wildlife Service at (337) 291-3115 and the New Orleans District at (504) 862-2278.

13. The permittee is aware that the threatened gulf sturgeon (*Acipenser oxyrinchus desoti*) is an anadromous fish that could be in the project area. To preclude adverse impacts to the gulf sturgeon when using a dredge bucket, you must first perform an "empty retrieval" in the area to be dredged. By this the bucket will be placed in the water and retrieved without removal of material from the bottom. After one cycle, regular dredge operations may continue. If dredging is halted for over 15 minutes, the dredge work will be initiated with another "empty retrieval". The purpose of the "empty retrieval" to allow any sturgeon to clear the area before bottom dredging operations begins.

14. This approval supercedes the previous Department of the Army permit approvals granted for work on the island and adjacent waters.

All other conditions to which the work is made subject remain in full force and effect.

If the structure or work authorized is not completed on or before the date herein specified, this authorization, if not previously revoked or specifically further extended, will cease and become null and void.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

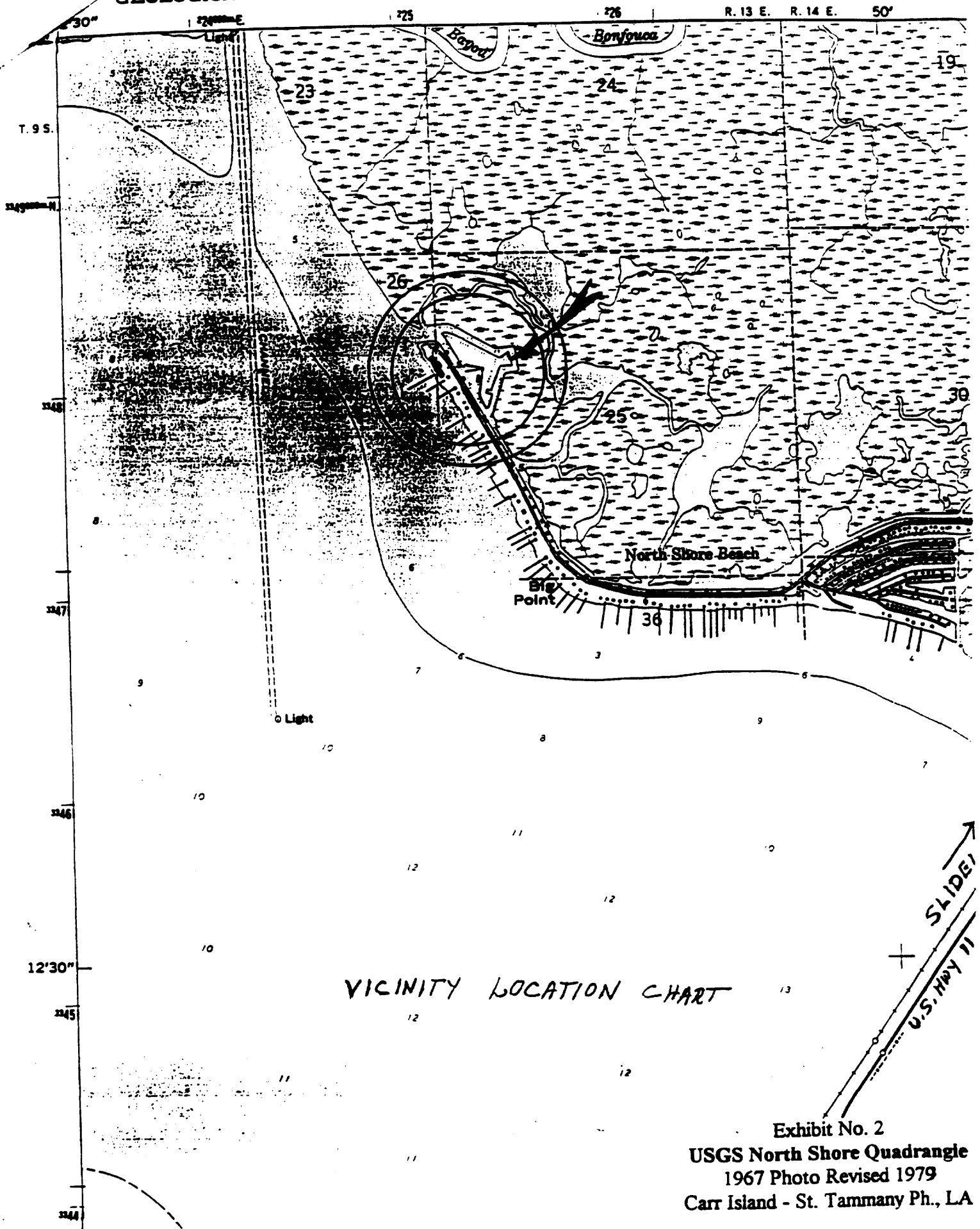
Ronald J. Ventola
 Ronald J. Ventola
 Chief, Regulatory Branch
 for
 Thomas F. Julich
 Colonel, U.S. Army
 District Engineer

Attachments

ARD
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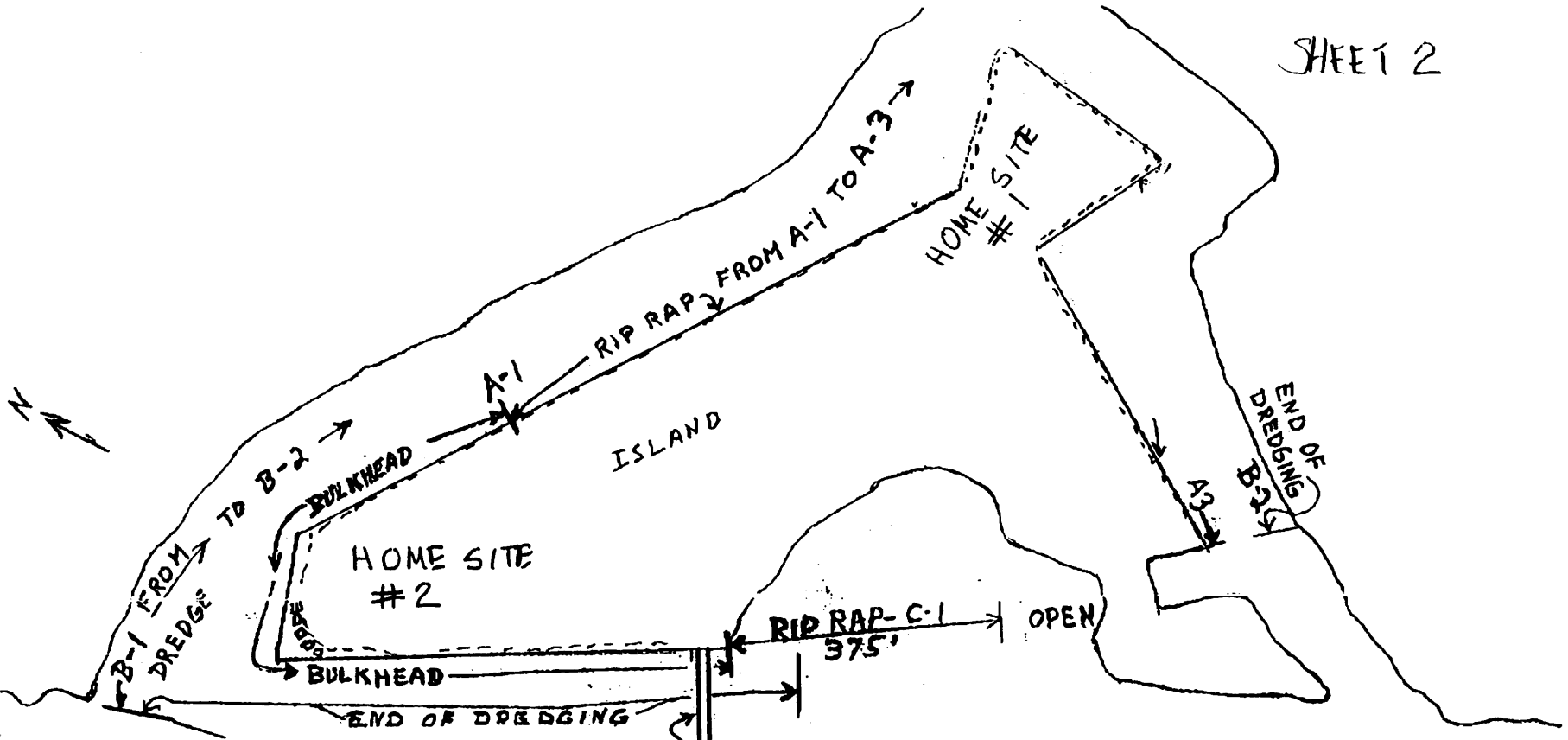
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DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



VICINITY LOCATION CHART

Exhibit No. 2
USGS North Shore Quadrangle
1967 Photo Revised 1979
Carr Island - St. Tammany Ph., LA

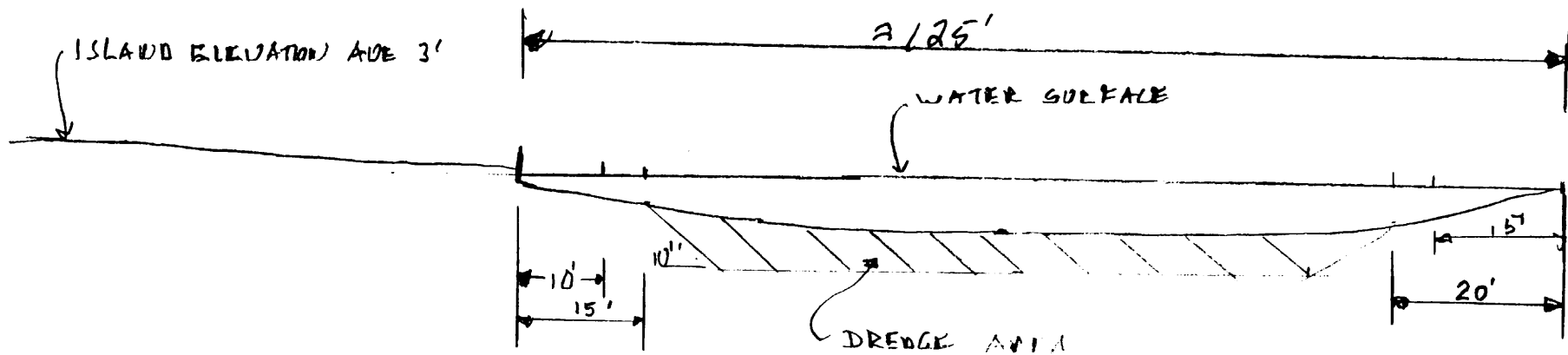


LAKE PONTCHARTRAIN

SCALE - 1" = 200'

NOTES

- DREDGING - APPROX. 28,000 CU. YRDS.
- NEW AREA DEVELOPED = - O -
- BULKHEAD = 1,050 FT.
- RIP RAP - AT SHORE LINE - FROM POINT-A-1 TO A-3 (APPROX. 2000')
- RIP RAP - JETTY - C-1 = 375'
- NEW FISH AND WILDLIFE REFUGE



Typical Dredge Profile

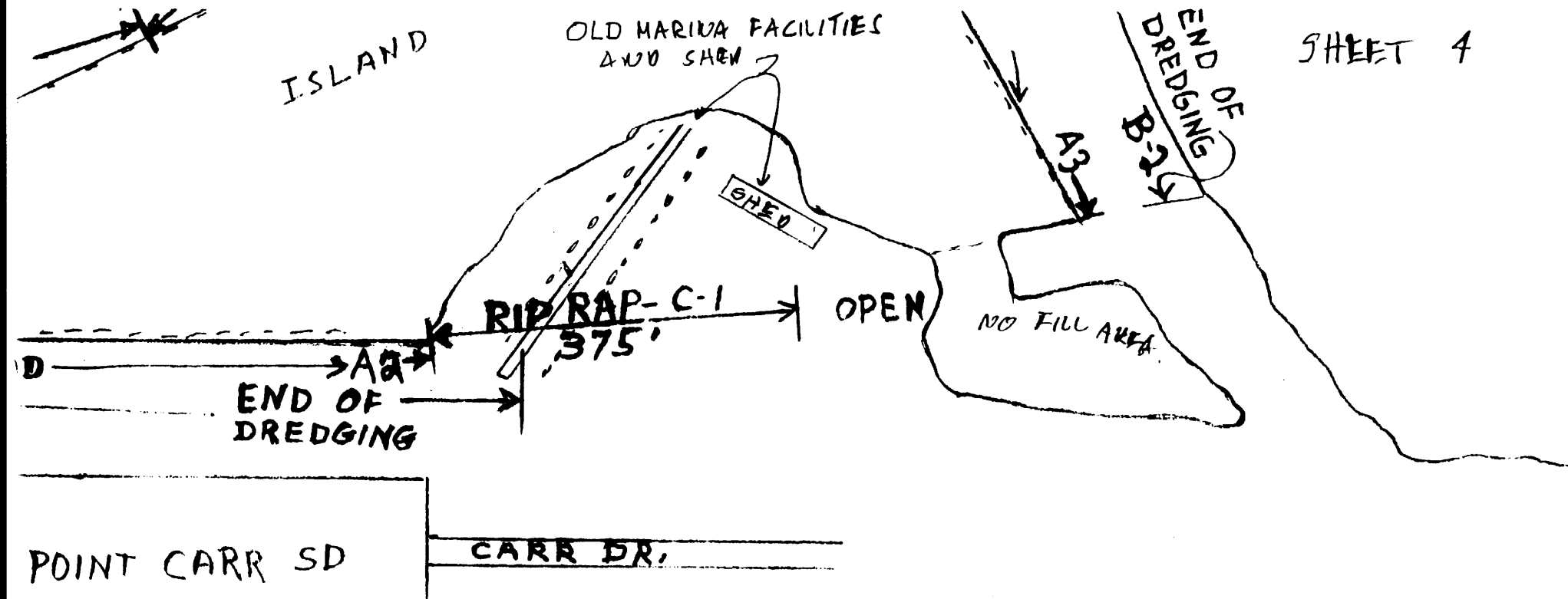
SAVs generally limited to within 10 feet of the shoreline off the island and about 15 feet of the marsh shoreline north of the island.

Available dredge area will be to minus 10 feet and will not be closer than 15 feet from the island shoreline or 20 feet from the marsh shoreline.

Dredging will be by barge mounted equipment and excavation areas will generally be from the center of the channel and towards the island rather than toward the marsh shoreline in consideration of boom swing.

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SHEET 3



The shed and the old marina docks and piling will be removed.

Water depths at marina docks and piles are generally 3 to 5 feet.

Water depths around the shed and between the shed and the Facianes Canal are about 2.5 to 3 feet.

Cables from island-based equipment will be used to remove the shed.

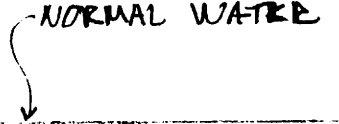
The marina dock and mooring piles will be removed by barge-mounted equipment.

A 375-foot long line of riprap will be placed in the old marina area as a channel training device and as a means to improve environmental values within the project area.

While no dredging is expected, some minor wheel-washing and barge pushing may be required to access the marina piling and riprap installation areas.

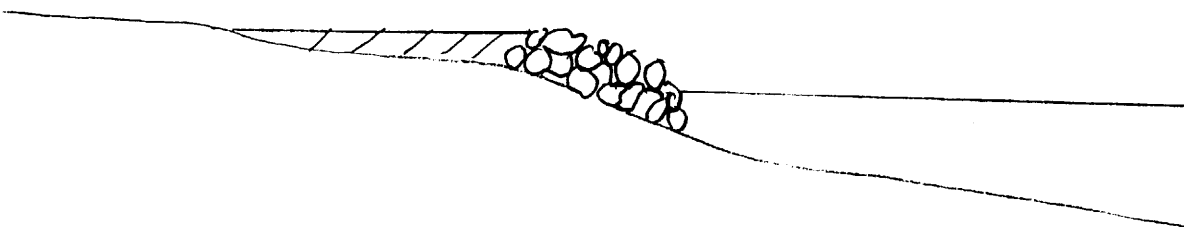
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NORMAL WATER SURFACE



TYPICAL BULKHEAD AT SHORELINE

1" = 10'



TYPICAL RIPRAP AT SHORELINE

1" = 10'

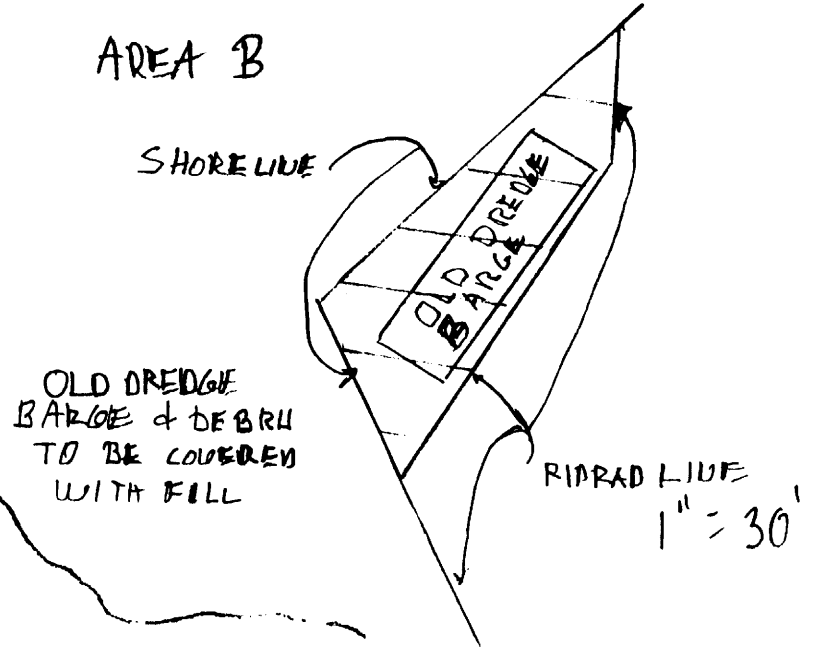
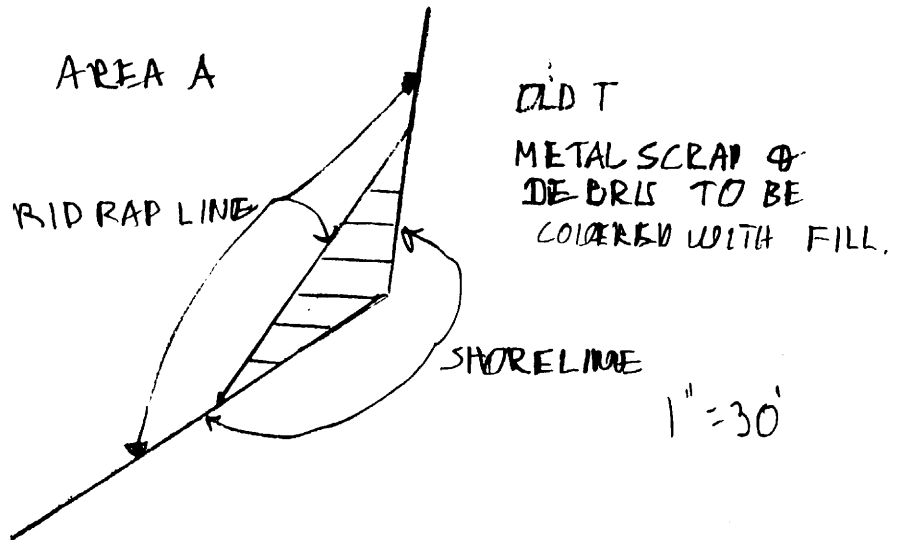
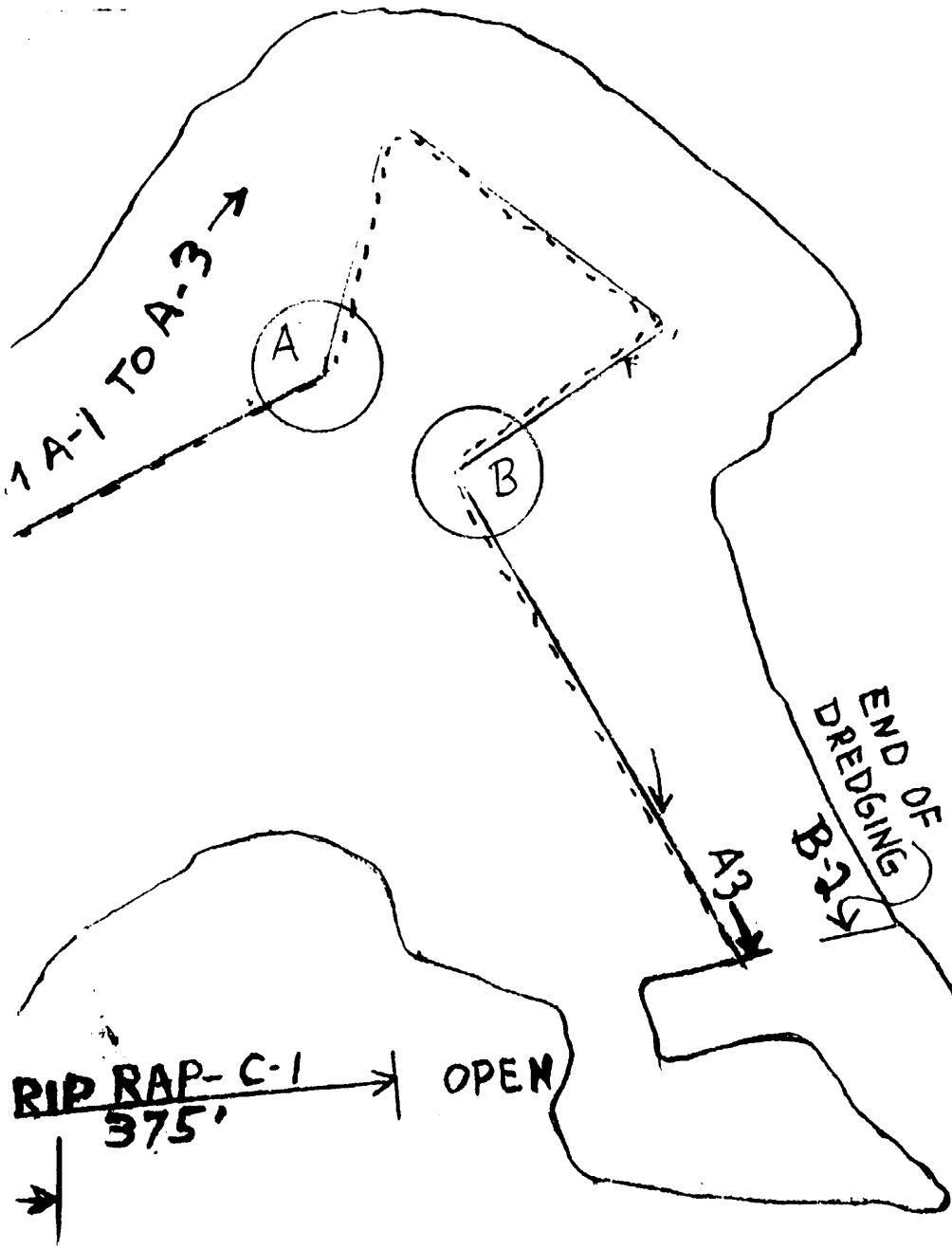


1" = 10'

CROSS-SECTION OLD MARINA RIPRAP LINE

The northern end of the island will be bulkheaded to protect the island from lake driven waves. The remaining shoreline, as shown on the sheet 2, will be protected from boat wake and currents by riprap. The bulkhead and riprap will be placed at the shoreline except for north end of the island and the areas identified as A and B on sheet 6. The bulkhead at the north end of the island is to extend beyond the shoreline to avoid concrete blocks and other materials that were placed to stop erosion but have since settled and have been scattered from lake storm waves. Areas A and B on sheet 6 are areas that contain a rusted-out dredge barge and truck frame, and other large steel scrap pieces. The riprap line will extend around this debris and will be covered with fill.

DECEMBER 2001



ARR DR,

SEE NOTES ON SHEET 5

DECEMBER 2001