

Staves - Tom W Zoltan - Anything new for help? W 3/31

Krebs, LaSalle, LeMieux Consultants, Inc.

POST OFFICE BOX 19688 • NEW ORLEANS, LOUISIANA 70179 • FAX (504) 837-9477

Some great photos/schematics.

March 21, 2006

Major General Riley
US Army Corps of Engineers
Director of Civil Works
441 G Street N.W.
Washington, D.C. 20314-1000

Dear Major General Riley,

Attached is a report from The Board of Levee Commissioners of the Orleans Levee District, "Nature Changes From Moment To Moment," dated September 08, 1972.

Thought you might be interested in this, particularly, that Guy F. LeMieux was President of the Orleans Levee Board. While acting in the capacity of Levee Board President, the barrier plan was his vision. During his time of service with the Levee Board, he remained a Partner in my firm.

Sincerely,

Shelby P. LaSalle, Jr.
President, CEO

Shelby P. LaSalle Jr.
SPL/jwb

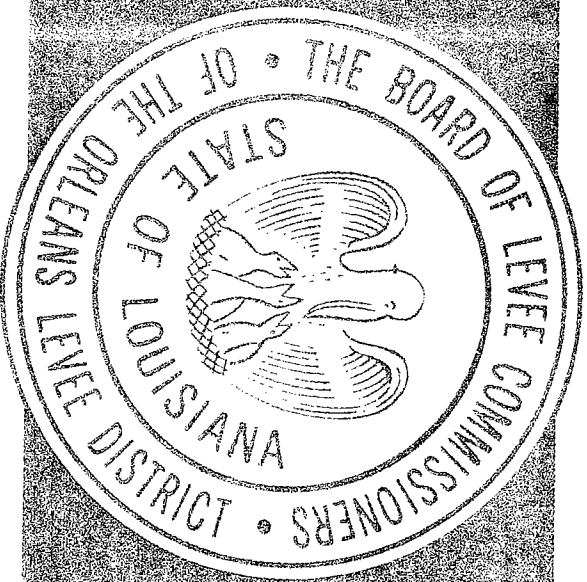
Y E A R S

ENGINEERING • TRAFFIC • PLANNING • SURVEYING • HYDROLOGY • ENVIRONMENTAL

3013 27TH STREET
METAIRIE, LOUISIANA 70002
TELEPHONE (504) 837-9470

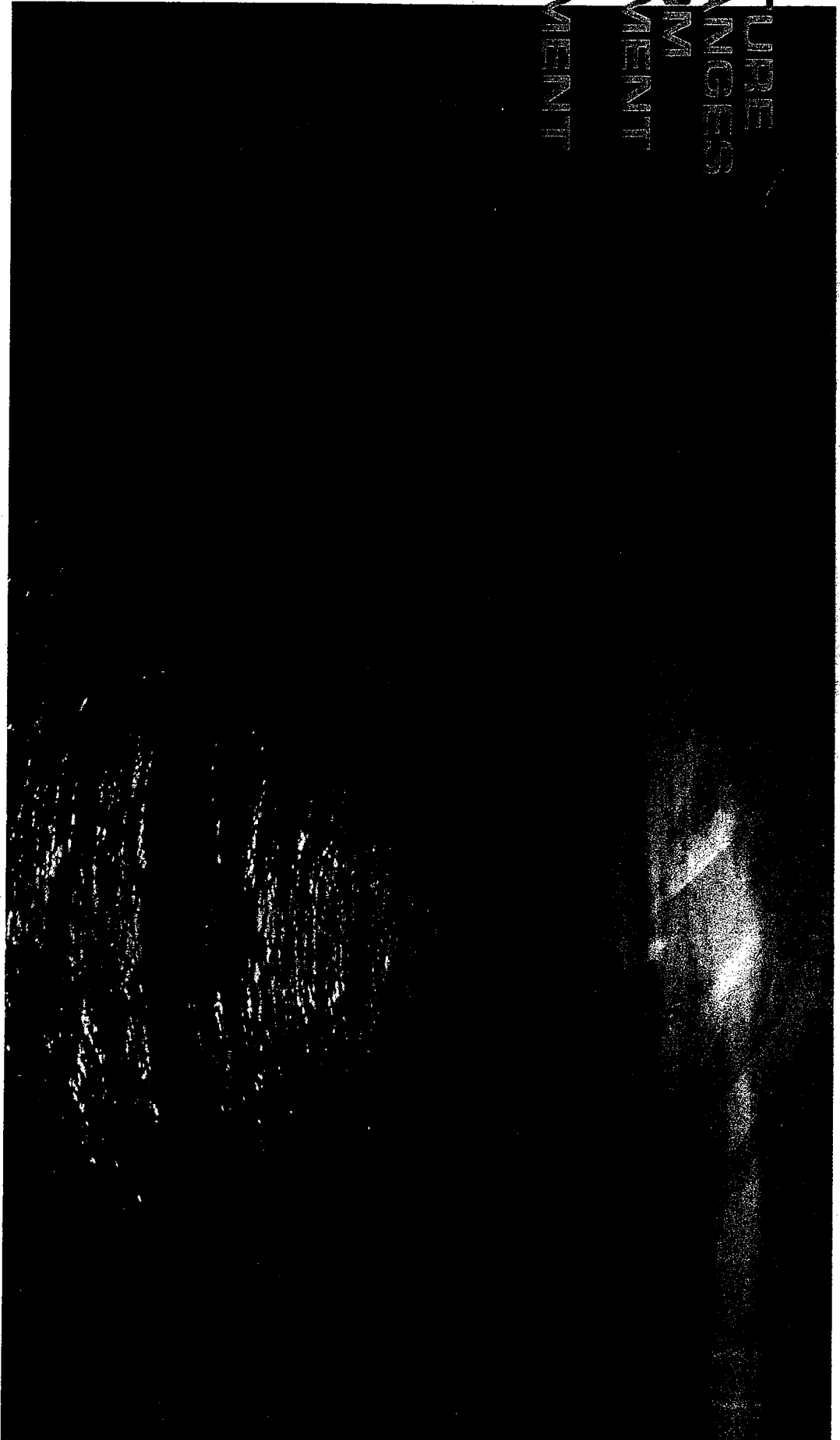
KLL Consultants, Inc.
dba Krebs, LaSalle, LeMieux
Consultants, Inc.

1580 WEST CAUSEWAY APPROACH, STE 1
MANDEVILLE, LOUISIANA 70471
TELEPHONE (985) 624-5125
FAX (985) 951-8245

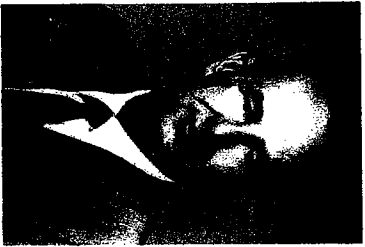


**THE BOARD OF LEEVE COMMISSIONERS OF THE
ORLEANS LEEVE DISTRICT**
418 ROYAL STREET, NEW ORLEANS, LOUISIANA 70130

**NATURE
CHANGES
FROM
MOMENT
TO
MOMENT**



A REPORT FROM THE ORLEANS LEVEE BOARD



JOHN P. MCNAMARA
*Chief Engineer
and Secretary
to the Board*

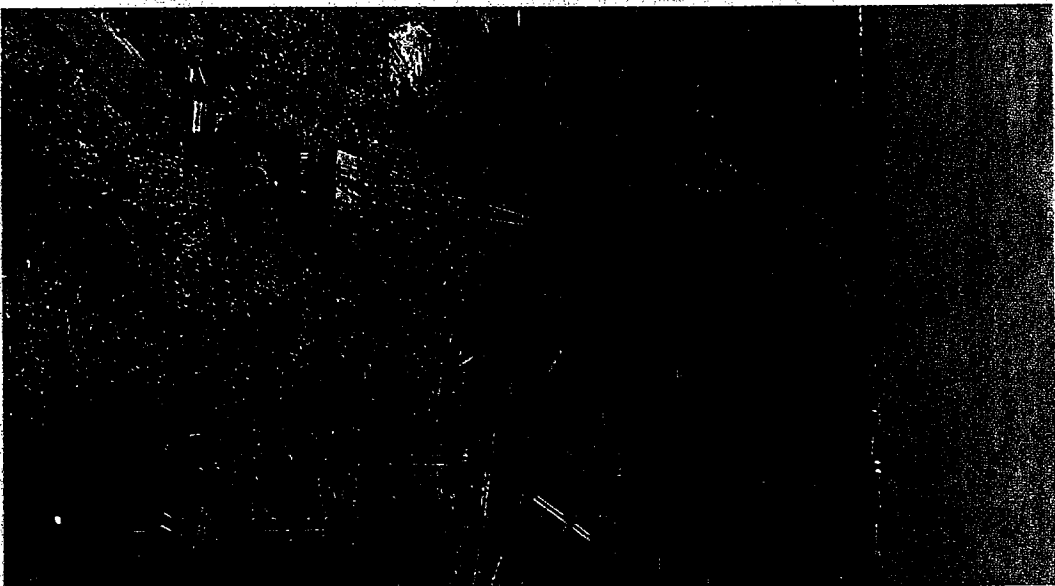
The Orleans Levee Board is administered by a commission (opposite page), appointed by the Governor of Louisiana, and operated by a civil service staff divided into two areas—administrative and engineering.



RICHARD J. MCGINITY
General Counsel



GEORGE J. LABRECHTE
Executive Administrator





GUY F. LEMIEUX
President



CLAUDE W. DUKE
President Pro-Tem



BERNNEI. R. SANDERS



PHILIP C. CIACCIO



JAMES C. SCALISE



DANIEL P. KELLY



VICTOR H. SCHIRO

September 8, 1972

The Honorable Edwin W. Edwards and
Residents of the City of New Orleans

Dear Governor Edwards, Ladies and Gentlemen:

Act 93 of 1890 enacted by the General Assembly of the State of Louisiana established the Orleans Levee District and the Board of Levee Commissioners.

This Act, signed into Law on July 7, 1890 by Governor Francis T. Nicholls, charged the Board of Levee Commissioners with the construction, repair, control and maintenance of all levees in the district, whether on river, lake, canal or elsewhere; and to proceed as rapidly and effectually as possible to put the levees in such state as to amply protect the lives and property within the district.

Today, in 1972, the Board is still busily constructing and enlarging levees to meet the growth of the City as it expands to the east and west. We find ourselves involved in the construction of the "Lake Pontchartrain and Vicinity Hurricane Protection System," a project so important to New Orleans that it could well prevent the loss of one hundred thousand lives and one billion dollars of property damage.

The Orleans Levee Board, in addition to the construction of levees to protect the City against flooding, administers the City's lakefront, its beaches, one of its two airports and one of its two marinas. Not only has the Board kept pace with the growth of the City it has been a leader in its development.

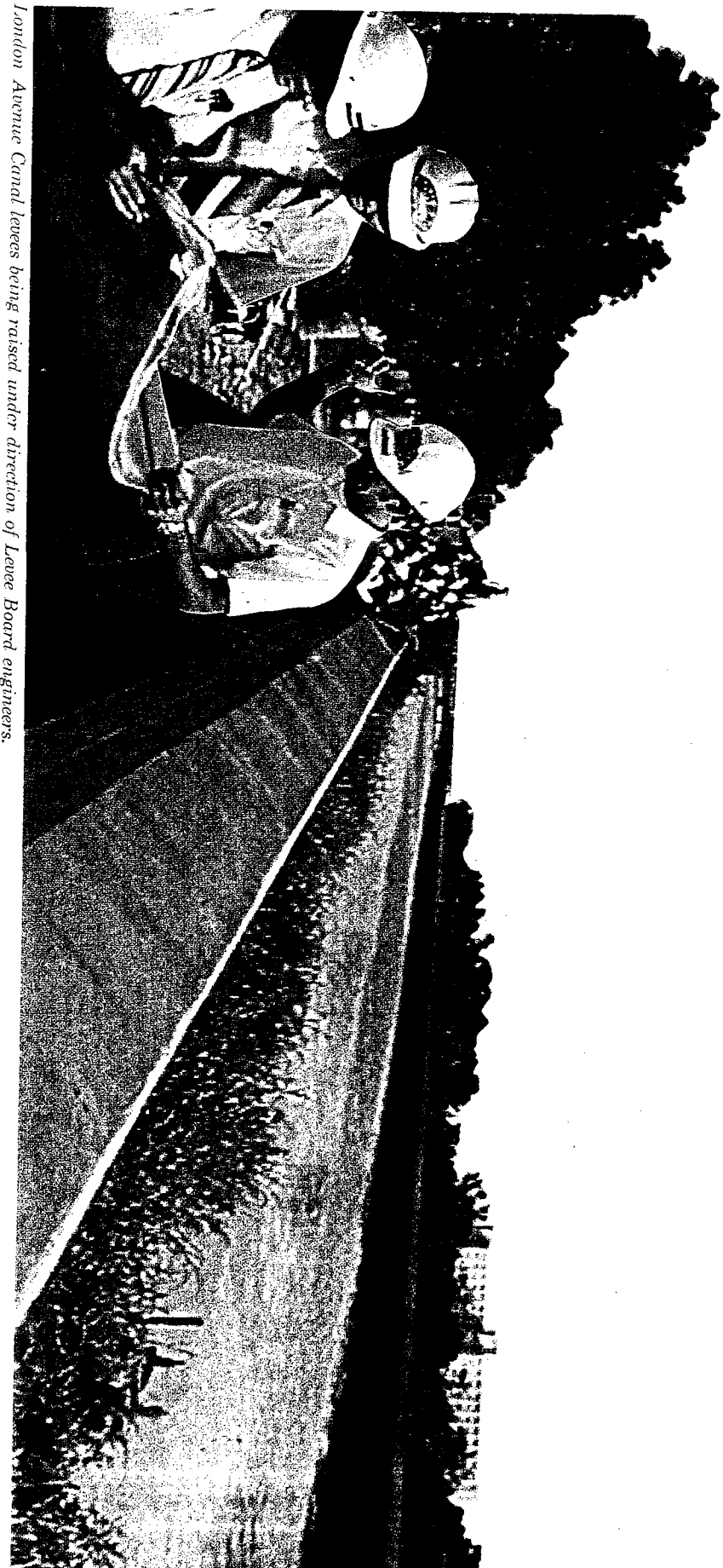
What does the future hold for this Board? Will the Orleans Levee Board be included in the consolidation of State Boards and Agencies? I do not think so! We cannot allow a State Agency that has been as responsive to the needs of the people, as the Orleans Levee Board has been, to be taken away from the City.

In closing, I say that the Orleans Levee Board will continue to carry out the responsibilities given to it by Act 93 of the 1890 State Assembly, while at the same time exercising its responsibility in operating an important airport and in developing our Lakefront.

Very truly yours,

GUY F. LEMIEUX
PRESIDENT

ORLEANS LEVEE BOARD



London Avenue Canal levees being raised under direction of Levee Board engineers.

NATURE CHANGES FROM MOMENT TO MOMENT, WITH EVERY PASSING SECOND . . . and so it is with the Board of Levee Commissioners of the Orleans Levee District, commonly known as the Orleans Levee Board.

Since its inception in 1890, when the General Assembly of the State of Louisiana established 21 similar districts throughout the state, the Orleans Levee Board has undergone more change in varying degrees and for more dedicated reasons than any other contemporary board.

This was done to make the most of several opportunities that arose in the course of time to help make Orleans Parish a safe and attractive place to live and work, and to keep pace with the fast-moving times, including the recent increasing need of adequate hurricane protection.

Originally created as the governing body of the Orleans Levee District, the Levee Board was charged with the responsibility for the control, maintenance and repair of all levees, whether on river, lake, canal or elsewhere in Orleans Parish.

This means that the Levee Board has always had one primary concern: To maintain levee facilities to protect the people and property of Orleans Parish from the ravages of untamed waters . . . and in so doing, the Board also protects 20 percent of the state's total sales and property tax revenues, in addition to a larger percentage of total state revenues collected from the Parish.

In pursuing this objective of protection against the eccentric and devastating elements of nature, it has become feasible and economical for the Levee Board to become . . . developer of subdivisions . . . builder and/or administrator of beaches, an airport, a marina, bridges, parks and scenic drives . . . lifeguard . . . policeman . . . landscaper . . . and, moreover, large contributor to the taxes and economy of the city of New Orleans and the state of Louisiana.

Obviously, the Orleans Levee Board is unlike all other state boards of its kind . . . in the magnitude of what it has done . . . in the magnitude of economic investment that it protects . . . in the magnitude of the state's tax revenue sources that it protects.

The Board's evolution into a many-sided public body has been accomplished also through the foresight and dedication of its commissioners. Appointed by the governor for a term of four years, the members of the Orleans Levee Board—unlike members of

other levee boards—serve their term without per diem compensation. They are subject to reappointment by each succeeding governor.

In 1890, protection of the city of New Orleans and adjacent areas from flood waters of the Mississippi River was the primary concern.

Today, with the threat of flooding from the Mississippi greatly reduced, the major objective of the Levee Board is to prevent inundation of the city from the waters of Lake Pontchartrain and Lake Borgne which bear down on New Orleans as a result of hurricanes.

During recent hurricane "Betsy," New Orleans sustained considerable damage. Although hurricane winds destroyed much property, flooding from the waters of the two lakes constituted the major cause of destruction. "Camille" resulted in much wind damage but fewer problems from flooding.

To offset this greatest threat of future hurricanes, the Orleans Levee Board is now seeking additional funds to raise the height of city levees as recommended by the U.S. Army Corps of Engineers following an intense study of the area, to assure further protection of life and property.

Vested with the powers to enlarge and improve flood protection structures, the Levee Board today has under its jurisdiction almost 129 miles of levees and floodwalls. These include 27 miles of Mississippi River levees within the city limits, an additional eight miles of river frontage for the Bohemia Spillway—some 45 miles below New Orleans—and approximately 94 miles of inner levees within the city.

Since the first year of its creation, the Orleans Levee Board has spent more than \$70 million for levee construction, improvement and maintenance.

A master flood protection plan, known as "Flood Control—Mississippi River and Tributaries," developed by the U.S. Army Corps of Engineers, was authorized by Congress in 1928, and since then has provided a national system of flood protection and prevention.

As a result of the flood control act, a system of levees, flood-walls and related structures constructed by the Orleans Levee Board, the Dock Board and the federal government, there exists little danger to New Orleans of overflow of the Mississippi—as long as the levee system protecting the city is properly maintained by its watchdog, the Orleans Levee Board.

With the river and its flooding possibilities considerably under control, the Levee Board turned its sights toward the city's northern perimeter, Lake Pontchartrain, which poses flood control problems in addition to the river. During storms, wind-whipped lake waters often back up along the low-lying shore and in time of hurricane create a serious threat to the entire city. According to the Corps of Engineers, this threat can be controlled by elevating the present levee system and installing barriers.

Orleans Levee Board leaders envisioned a lakefront development which would give the city far more than protection alone. They saw the opportunity to reclaim land along the shore, transform the mosquito-ridden swamp into a section of fine homes and parks . . . and they fought for it.

The 1922 Legislature empowered the Levee Board to reclaim lake bottom, to develop and sell it, reserving a minimum of 30 percent of the acreage for public parks and parkways. In 1928 the Legislature gave the Board final authority to implement the Lakefront Improvement Project, as the city of New Orleans was not financially able to carry it out.

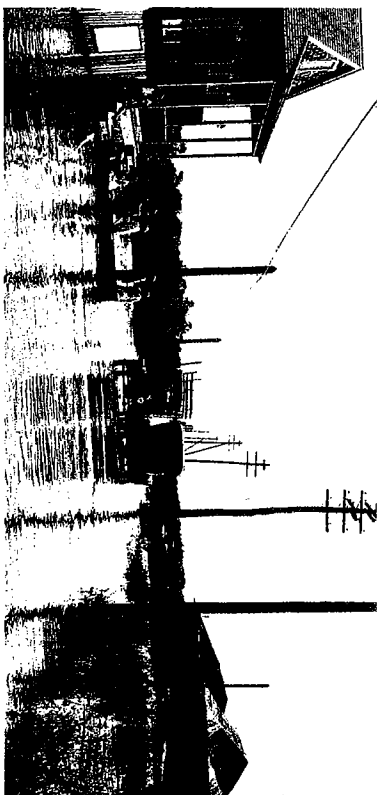
(Precedence in such matters had already been established in 1919, when the Orleans Levee Board agreed to assume payments of \$925,000 per year, for 50 years, to finance the Industrial Canal [Inner Harbor Navigational Canal] as the Port of New Orleans was unable to assume the financial responsibility. In return the Port agreed to assume construction and maintenance of the Industrial Canal levees.

The Levee Board retired its obligation to the Port of New Orleans in 1959 after paying a total of \$36,266,040.84 to the Industrial Canal contract.

At that time, the Levee Board again assumed the responsibility for the construction and maintenance of levees along the Industrial Canal.)

The entire Lakefront development was designed as a flood control project. Actual work began in 1926, by the Levee Board. The landfill and the subsequent stepped seawall provided a broad protection levee making available 2,000 acres of land for residential,

Mineburg Road under water in 1923.



Wind-whipped waters cover a city street.



Storm damage at Michoud, 1947.



Flood waters following 1947 hurricane.





National Weather Service teletype in Levee Board engineering office reports weather conditions round the clock.

MILLAGE RATES

1939—1954	5 1/2 Mills
1955	4 3/4 Mills
1956—1960	3 1/2 Mills
1961—1962	3 Mills
1963 to date	2 1/2 Mills
1932—1938	4 1/2 Mills
1928—1931	3 1/2 Mills
UP TO 1927	3 Mills

recreational and commercial development to amortize the cost of the flood protection.

The Levee Board set aside approximately 30 percent of the new land for public facilities, with wide boulevards and parks tastefully dotting the area. Integral parts of the development are the seawall, New Orleans Lakefront Airport, Pontchartrain Beach, five subdivisions, parks and Lakeshore Drive.

Physically, New Orleans can grow only to the east, so continued Lakefront development in that direction, which has been in the planning stages by the Board, takes on vital importance.

The Orleans Levee Board maintains an operational base similar to other state constituted agencies and commissions. Unlike other Levee Boards, however, the Orleans commissioners do not receive a per diem.

Domiciled as it is in New Orleans, the Board works closely with the New Orleans City Planning Commission, the mayor and the city council, an essential relationship for the effectiveness of both its present and future plans.

Further state legislation enabled the Levee Board to establish a legal-financing staff and an engineering department. They are now organized in two divisions:

1. *Engineering*—responsible for the planning, construction and maintenance of flood control works and other physical facilities of the Levee Board, including residential and commercial planning of reclaimed land.

2. *Administration*—responsible for execution of the Levee Board's fiscal, logistical and personnel affairs, as well as supervision of the New Orleans Lakefront Airport, Orleans Marina and the various leases let by the Levee Board.

Excluding the commission members, all employees of the Levee Board were placed under the Civil Service System by an act of the Legislature in June, 1953. Its present staff of 270 includes a 55-man police force.

The capital funds available to the Levee Board are derived from the ad valorem taxation on all assessed real property located in Orleans Parish.

Since the establishment of the Board the tax millage rates have fluctuated. Highest rate was 5 1/2 mills between the years 1939 and 1954; lowest is the present rate of 2 1/2 mills which was established in 1963 through legislative action. The Board is currently requesting an increase in millage rate to implement the raising of levees for better hurricane protection.

