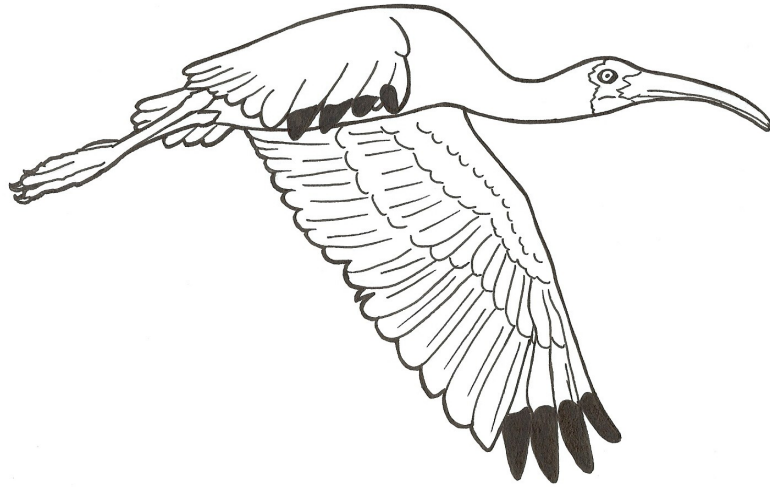


the *IBIS*



Newsletter of the Orleans Audubon Society.

A Chapter of the National Audubon Society.

Volume: XXXVIII Issue: 2

September/November 2022

The birds of the Chocó: Highlights from two decades working with one of the richest and most unique avifaunas on the planet!

Speaker: Dr. Jordan Karubian, Tulane University

Date: Tuesday, October 18

Times: 6:30 p.m. social, 7:00 p.m. program

Location: Community Church Unitarian Universalist, 6690 Fleur De Lis Dr, New Orleans, LA 70124 (Lakeview).

COVID Guidelines: Social on front porch of church; masks required when indoors.

Dr. Jordan Karubian is a Professor in the Department of Ecology and Evolutionary Biology at Tulane University and a founding member of FCAT, an award-winning Ecuadorian NGO dedicated to conserving biodiversity.



Program TBA: Check the OAS website for updates. <https://jjaudubon.net/events/>

Date: Tuesday, November 15

Times: 6:30 p.m. social, 7:00 p.m. program

Location: Community Church Unitarian Universalist, 6690 Fleur De Lis Dr,
New Orleans, LA 70124 (Lakeview).

COVID Guidelines: Social on front porch, masks required when indoors.

OAS Birding Field Trips

Bring binoculars, field guides, bug spray, rain gear, sunscreen and refreshments. Boots and cell phones may be useful. Snacks and drinks are recommended. Contact the trip leader if you have questions. Use of playback is at the discretion of the trip leader.

eBird users: Please share your eBird account email address with the trip leader and the trip leader or designee will keep the trip list to share with participants.

COVID Guidelines: Vaccinations and masks may be required for some field trips. Check with the trip leader.

Grand Isle-All Day Trip

Date: Saturday, October 8

Time: 8:00 a.m.

Location: Meet at Moran's grocery/gas station on the corner of Hwy. 1 and Hwy 3090 (Fourchon Rd.) right where you come off of the new bridge.

Leader: Ken Harris and Joelle Finley 504-715-2647, jjf1946@gmail.com

COVID guidelines: Vaccinations required of participants, bring masks to use when in groups.

St. Bernard - Half Day Trip

Date: Saturday, October 22

Time: 8:00 a.m.

Location: Meet at Walgreen's, 100 W Judge Perez Dr, Chalmette, LA 70043, on the corner of Paris Rd. and Judge Perez in Chalmette.

Leader: [Glenn Ousset 504-495-4284, gousset@bellsouth.net](mailto:gousset@bellsouth.net)

Diamond/Venice - All Day Trip

Date: Saturday, November 19

Time: 8:00 a.m.

Location: **Cross the Crescent City Connection, On Westbank Exp. exit Hwy 23 (Lafayette St/Bell Chase Hwy), drive 5 miles and meet in Balestra's Associated Grocery parking lot, 7902 LA-23, Belle Chasse, LA 70037, on the right just past the Intersection with Hwy 406 (Woodland Hwy)**

Leaders: Joelle Finley and Ken Harris 504-715-2647, jjf1946@gmail.com

Bonnet Carré Spillway - Half Day Trip

Date: Saturday, December 10

Time: 8:00 a.m.

Location: Meet at the Norco Boat Launch. Take Airline Hwy (US 61) west, turn right onto the east Spillway levee, and turn left down to the boat launch. May need rubber boots.

Leader: Chris Brantley 985-237-5399, chrisbrantley@charter.net



Fontainebleau State Park, east of Mandeville on Hwy 190 - Half Day Trip

Date: Saturday, December 17

Time: 8:00 a.m.

Location: Meet at the large parking lot closest to the lake. \$2.00 entrance fee required.

Leader: Holly Morales 985-264-4406, holly@moralesmusic.com

New Orleans Christmas Bird Count - All Day

Date: Monday, December 26

Compiler: Contact Glenn Ousset for details: 504-495-4284, gousset@bellsouth.net

The 123rd Christmas Bird Count runs from December 14, 2022 to January 5, 2023. Watch for more information about this and other counts in the winter issue of *The Ibis*.

Birding Trips Hosted by Our Friends

Woodlands Conservancy - Half Day Trip

Date: Saturday, November 5

Time: 9:00 a.m.

Location: 449 F. Edward Hebert Blvd., Belle Chasse, Louisiana.

Leader: Peter Yaukey 504-400-3286, pyaukey@uhcno.edu

Hosted by Woodlands Conservancy, <http://www.woodlandsconservancy.org/>

Sankofa Wetland Park and Nature Trail-Half Day Trip

Date: Saturday, October 29

Time: 9:00 a.m.

Location: 6401 Florida Ave., New Orleans 70117

Leader: Peter Yaukey 504-400-3286, pyaukey@uhcno.edu

<https://sankofanola.org/wetland-park-and-nature-trail/>

Sankofa Wetland Park and Nature Trail-Half Day Trip

Date: Saturday, November 12

Time: 9:00 a.m.

Location: 6401 Florida Ave., New Orleans 70117

Leader: Peter Yaukey 504-400-3286, pyaukey@uhcno.edu

<https://sankofanola.org/wetland-park-and-nature-trail/>



Holiday Pot-luck Party

Hosted by: Kathleen Crago

Date: Tuesday, December 13

Time: 7:00 p.m.

Location: Clubroom, DeLimon Place, 801 Rue Dauphine, Metairie, LA 70005 (Old Metairie)
Directions and Parking: Enter at 801 Metairie Road, across from PJ'S. This street is Rue St. Ann--stay on Rue St. Ann until you come to the second stop sign. Park in front of the office on St. Ann or at the corners of the condos. The entrance is 801 Rue Dauphine.

Bring your favorite dish or spirits to share, and join us for some holiday cheer!

Check the OAS website for updates regarding COVID guidelines for this event.

Wild Ones Expands in Louisiana

By Wendy Rihner, OAS Education Chair

Louisiana now has a new chapter of Wild Ones, the only national not-for-profit organization devoted to promoting environmentally sound landscaping through native plants. Wild Ones Pontchartrain Basin Chapter was established on August 24, 2022, becoming the third chapter after Wild Ones Greater Baton Rouge and Wild Ones Western Gulf Plains Chapters.

Wild Ones is the baby of a group of seven people who met in 1977 at a natural landscaping workshop hosted by the Schlitz Audubon Center in Milwaukee. Since its inception, this group's mission was to educate Americans about the importance of native plants and habitat restoration both in their gardens and in public spaces. Its goal is to become the "widely recognized voice for native plants" as National Audubon is now recognized as the voice for birds.

The Pontchartrain Basin Chapter shares the parent organization's mission to "preserve biodiversity through the preservation, restoration, and establishment of native plant communities" in both St. Tammany and Washington Parishes. Though this chapter's work will focus on these parishes only, membership is open to anyone who believes in and supports its mission.

The first public meeting of the Wild Ones Pontchartrain Basin Chapter will be held on Saturday, October 1, 10:00 a.m., at the Castine Center in Pelican Park, Mandeville. To become a member of any of the Louisiana chapters, you must first join Wild Ones, at wildones.org. You can choose from various membership types, and the benefits include access to the quarterly electronic Wild Ones Journal, fantastic webinars, discounts for partner educational webinars (like those from Doug Tallamy), and much more.

To learn more about this new chapter, please email me at wrihner@gmail.com.

St. Tammany to Soon Become Industrial “Hub” and “Corridor”

By Andrew C. Wilson, OAS Conservation Chair

In a move reminiscent of the backroom deals of a different “Tammany,” New York’s Tammany Hall of the 19th century, the St. Tammany Parish President, along with the Parish Council, the Planning & Zoning Commission, the Planning Department and the District Attorney’s Office working with local developers, have decided to divert much of the intermodal cargo from the Port of New Orleans to St. Tammany Parish. If all goes according to their plan, once quiet and idyllic St. Tammany Parish will soon begin to receive thousands of 18-wheelers all along already congested I-12 where they will deliver container cargo to massive 1 million sq. ft. warehouses. These warehouses will be located on 17,000 acres set aside within “Advanced Manufacturing & Logistics” (“AML”) zones created for just that purpose all along the north side of I-12. That is, unless the mad ness is stopped.

What you don’t know *can* hurt you.—Most citizens of St. Tammany Parish don’t know about this plan or understand its likely adverse impacts. Besides the bulldozing of forests and wetlands and the loss of greenspace, industrial development at this level brings with it air pollution from diesel truck exhaust; water pollution from the storm water run-off which has nowhere to go but into scenic bayous; overburdening of existing infrastructure, particularly sewerage, water supplies, roads and utilities; and drainage issues due to all of the new concrete. And these adverse impacts will be in addition to the repeated traffic jams, bottlenecks and deadly 18-wheeler accidents which currently plague I-12. Of particular concern is the fact that hurricane evacuation routes may soon become an historical concept.

So how did this happen?—During the administration of former Parish President Pat Brister, the AML zoning concept was added by Parish Ordinance in 2014. This concept was championed by St. Tammany Parish Corporation, an entity created by the Parish and funded with millions of taxpayer dollars to supposedly create economic development and generate revenue. Many of the concepts developed by the Corporation’s CEO, Chris Masingill, who was brought in from Arkansas, require lengthy tax exemptions to attract large corporations. Since the exemptions last for many years, there is no real revenue for the Parish and the Corporation’s efforts to date have not resulted in the significant job creation or tangible economic benefits the Corporation and Parish government have promised.

The Plan.—So with the new administration of Parish President Mike Cooper and the current Parish Council, a decision was made to hire a Houston consultant, Asakura Robinson, to create a “New Directions 2040” Development Plan with an accompanying “Future Land Use Map” or “FLUM” setting out proposed zones for different types of development. The Parish Planning & Zoning (“P&Z”) Commission, which has responsibility for approving such development Plans under the Parish Code of Ordinances, would then approve the Plan as directed by the Parish President, the Council, and the Planning Department as well as St. Tammany Parish Corporation.

Thereafter the Plan and FLUM would serve as a guide for all planning and zoning issues in the Parish, including AML zones. At the outset it was not apparent how significant the AML zones would become, but only after the Plan and FLUM were approved it became obvious that AML would be the cornerstone of this effort. This was a late revelation because there was no specific mention of the eventual strategy to transform St. Tammany into an industrial “hub” and “corridor” for container cargo and giant warehouses. These AML zones would primarily benefit developers whose undeveloped property would increase in value exponentially with the opportunity to sell their land to major “big box” entities such as Amazon, Walmart and Target seeking locations for massive warehouses and distribution centers.

“Wrong Direction 2040”: Intermodal container cargo.—Toward this goal, on April 27, 2021, St. Tammany Parish government officials and the Port of New Orleans first entered into a Memorandum of Understanding (“MOU”) allowing for the transportation of intermodal container cargo by 18 wheelers to warehouses to be built all along the north side of I-12 in St. Tammany Parish. The MOU was signed by Brandy D. Christian, President and CEO of the Port of New Orleans and CEO of the New Orleans Public Belt Railroad, and Chris Masingill, Chief Executive Officer of the St. Tammany Corporation.

Don’t Say “industrial.”—But the information related to the proposed “New Directions 2040” Plan posted on the Internet did not indicate to the public that this MOU was all part of St. Tammany Parish government officials’ intention to transform St. Tammany into an industrial hub and logistical corridor. In fact, on January 22, 2022, in an effort to make this less obvious, Matt Rufo wrote to Chris Masingill advising that in the draft Plan, he would be “changing the name of the ‘Industrial’ future land use category to ‘Manufacturing and Logistics,’” and that this was “essentially rebranding.” He added that he would also be, “updating the draft map to expand areas for this category north of Interstate 12 around Highway 1088 and Highway 434/3241 per Committee member feedback.”

The Chosen Few.—The reference to “Committee member” relates to the St. Tammany government officials’ efforts to further streamline the process of developing the “New Directions” Plan and FLUM in their chosen “Directions,” by appointing a “Steering Committee” of persons who were already working for the Parish as contractors and consultants, or who were heavily involved in development such as landowners and developers so as to truly “steer” the process. At the same time, public meetings to advise the public about the Plan were scheduled but inevitably poorly attended as the process still went forward despite the Covid pandemic. Efforts were made to post announcements concerning the process but these failed to effectively reach the public for the same reasons. Still, comment periods were announced and comments were indeed submitted, but these were largely ignored by the consultant and Parish officials since few supported the industrial development which the final Plan and FLUM would include. As a result, the citizens of the Parish had little opportunity for input in the process.

Not so fast.... Even some of the developers were appalled by the process. At the December 16, 2021 Steering Committee Meeting, several Committee members including John Poitevent II, who is a member of a large land-owning family, expressed their concerns about “the lack of Parish infrastructure to intelligently consider future land use planning.” In a signed letter to Parish President Mike Cooper and the St. Tammany Parish Council, Mr. Poitevent and two other Committee members, Shelby LaSalle, Jr. and Sean Burkes, noted that President Cooper had previously identified “traffic, increasing drainage issues and diminishing capacities of water and sewer utilities” as a primary concern of the parish.” They specifically requested that President Cooper and the Council “push the ‘Pause Button’ for the ‘Future Land Use Map.’” This request went completely ignored.

The Invisible Hand.—Instead, Parish officials proceeded “full speed ahead” with the draft Plan. At the same time, the FLUM continued to be revised mysteriously. In this regard, one developer, John Crosby, was essentially allowed to define his own AML zone for the 2040 Plan in an email exchange on April 25, 2022, upon which Chris Masingill commented:

“Thanks John and we don’t have any initial objection to your adjust (sic) AML land use boundaries. My only feedback is to make sure we give ourselves additional buffer for future corridor opportunities and land acquisition.”

So by that time the logistical “corridor” was becoming a reality. Oddly, the Commission would eventually not only allow Mr. Crosby to design his own AML, but allowed him the option to construct a mega warehouse with a footprint of 1,500,000 sq.ft. 1 ½ times the size the Parish Code of Ordinances related to AML’s allows, or, a maximum of 1,000,000 sq. ft.

These mysterious changes to the FLUM did not go unnoticed. As Steering Committee Member, Donna McDonald, indicated:

“I am confused. I finally had an opportunity to review the revised FLUM. The January draft is what I met with community members to ‘sell.’ The April draft is such a huge change in some areas I have difficulty explaining it.... I also understand the north side of the parish doesn’t want the development. To be honest, I don’t think the South is overly thrilled either.”

“Stealth Rezoning”—Subsequently, on April 28, 2022, Mr. Poitevent wrote another lengthy comment, this time to the consultant’s representative, Matt Rufo, complaining that there “seems to be an untimely rush to get the 2040 plan through for reasons that are hard to discern and lead one to believe that other agendas that the committee is unaware of may be at work.” His comments had included complaints that the Plan amounted to “stealth rezoning,” that there was a “lack of public input,” and more specifically, that:

“There have been virtually no public hearings of value on the 2040 plan and public input has been very limited. The 2040 plan should only be adopted after a number of well-advertised public hearings. This was done for the last rezoning by the Parish in 2008 – 2010. That same approach must be implemented before the final 2040 plan is adopted.”

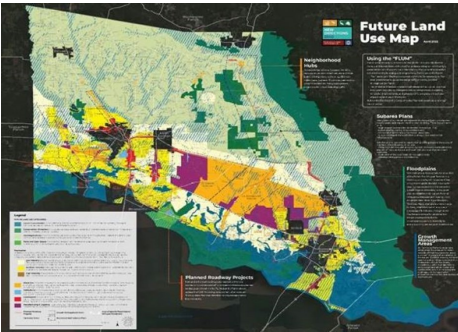
He also complained that the Plan was “premature” and “putting the cart before the horse.” This was because Parish studies related to “infrastructure” including roads, sewage, drainage, and public space were still ongoing and were not being considered by the Parish officials or the consultant in the development of the Plan. The consultant’s representative, Matt Rufo, had responded dismissively, indicating, **“I am concerned about your message’s level of misunderstanding** of the purpose, authority, and role of the Comprehensive Plan...,” (emphasis added) and ended with the generality that the Plan would be “designed to promote health and general welfare” of the Parish.

A disaster waiting to happen.—In reality, the Plan would be developed with no consideration for health and welfare concerns, or for that matter environmental impacts, pollution or other important considerations such as safety or traffic congestion and fatal 18 wheeler accidents on I-12.

Another concern which was not addressed during the development of the Plan was the availability of water and fire suppression vehicles and equipment for effective fire control for the planned massive warehouses. Fire suppression proved to be a major problem when a massive Walmart mega warehouse in Plainfield, Ind., burned out of control earlier this year. That warehouse was similar in size to those contemplated by St. Tammany Parish officials.



The Vote.—Despite all the pushback, the process barreled along and a final draft of the Plan was presented by the consultant and the St. Tammany Planning Department for a final vote of approval by the P & Z Commission on May 10, 2022. Of significance is the fact that the members of the commission are appointed, not elected to their positions. Discussion during the vote indicated that the Commission members had no idea what FLUM there were approving since the latest iteration of that map with all its mysterious changes had not been produced to the Commission at the time of the Commission meeting. It was also apparent that there was significant confusion among Commission members concerning the extent of AML development that had already occurred as of that date. Public comments were received at that time but essentially ignored as the Commission decided to approve the Plan and FLUM. The 17,000 acres set aside for AML zoning all along the north side of I-12 (State coastal use permits with their greater scrutiny are required south of I-12 but not *north* of I 12). The AML areas were depicted in purple in the FLUM.



Who elected these people?—As decisions of the Commission are appealable to the Council, per specific Ordinance **Sec. 120-52**, two members of the public sought to immediately lodge their appeals that same night right after the meeting had ended. But they were told by an Assistant District Attorney attending the Meeting they had no right of appeal. That same Assistant District Attorney would eventually advise in a letter dated May 24, 2022, that the issue of whether St. Tammany Parish citizens could appeal that decision on the Plan and FLUM-

“...was thoroughly researched *before the Planning Commission's adoption* of New Directions 2040, and thoughtful consideration was given to the appealability of the master plan.” (emphasis added)”

In other words, in addition to rushing the implementation of the Plan and FLUM with little if any public input, Parish officials had already decided behind closed doors that they would bar any appeals of the Commission’s decision approving the Plan and FLUM which was made by a body of unelected bureaucrats. This violates not only basic concepts of democracy and representative government, it also violates *the constitutional principle of separation of powers by allowing the Commission members to exercise executive, legislative, and judicial, power with no accountability whatsoever to the citizens of the Parish.*

Stopping the Madness.—The St. Tammany government officials’ strategy, if left unchallenged, would effectively eliminate any meaningful involvement by citizens of St. Tammany Parish in the multi-billion-dollar impacts of the Plan and FLUM. This was because in order to appeal to the court system, citizens must first appeal to the Council and only then to the 22nd Judicial District Court in Covington, and so on to the First Circuit Court of Appeals in Baton Rouge, and the Louisiana Supreme Court in New Orleans, if necessary. If these appeals do not occur, the Council and the Commission can approve whatever development they want.

There is hope as despite the concerted opposition of Parish officials as well as the Office of the Parish District Attorney, 76 appeals were still timely and properly filed. But the Parish Council refused to docket them, essentially barring St. Tammany Parish citizens from access to the courts and from exercising their due process rights under the Louisiana and United States Constitutions.

As a result, Orleans Audubon Society and 68 other appellants have filed a Petition for Mandamus in the 22nd JDC seeking an Order from the Court compelling the Council to hear the appeals of the Commission’s decision approving the New Directions 2040 Development Plan and FLUM. The basis for the appeal is that the Commission’s decision should never have issued. There were absolutely no studies on infrastructure, environmental impacts or pollution nor were the basic concerns of the “health, safety and welfare” of the citizens of the Parish even considered by Parish officials as required by the Parish Code of Ordinances.

The Mandamus proceeding is set for hearing on September 23, 2022 at 9 AM before presiding Judge John A. Keller in the 22nd GDC in Covington, La. The hearing is open to the public.

Louisiana's Whooping Crane Population Adds Record Eight Wild Hatched Chicks During 2022 Nesting Season

A whooping crane cares for its chick during the 2022 nesting season in Louisiana.

The 2022 breeding season was a big success for Louisiana's experimental whooping crane project as eight wild hatched chicks have fledged and been added to the Louisiana population. The eight chicks are the most in a single breeding season since the project was initiated by the Louisiana Department of Wildlife and Fisheries (LDWF) in 2011.



A total of 15 whooping crane chicks hatched this year with eight surviving to fledge. It brings the Louisiana population to 76, 16 of which were wild hatched in the state. The first wild hatched Louisiana chick came in April of 2016, the first to hatch in the state in more than 75 years.

Louisiana's whooping crane reintroduction project began in 2011 when 10 juvenile whooping cranes from the Patuxent Wildlife Research Center were released at the White Lake Wetlands Conservation Area in Vermilion Parish to initiate the non-migratory flock. This marked a significant conservation milestone with the first wild whooping cranes in Louisiana since 1950. Support of partners, including Chevron, the U.S. Fish and Wildlife Service, Audubon Nature Institute, Coypu Foundation, Entergy, Cameron LNG, SLEMO, International Crane Foundation and the Louisiana Wildlife and Fisheries Foundation, have allowed LDWF to expand its effort in Louisiana.

"Eight chicks is the most we've ever had and it's also the most that have ever fledged in a single year from any of the reintroduction projects nationwide," said LDWF Biologist Sara Zimorski, who oversees the whooping crane project. "We can't point out exactly why this was our best year. It could be partly the age and experience of the birds. We certainly have birds that have gained experience hatching and raising chicks over the previous few years, but we did also have some new pairs who were successful for the first time this year."

Zimorski said dry conditions during the breeding season, which runs from February until June, may have also been a determining factor.

"I don't think we've had a nesting season during a drought like we had this year," Zimorski said. "Intuitively it doesn't seem like that would be good, but according to some colleagues from the U.S. Fish and Wildlife Service, other species of water birds often have really good breeding success in drought years that follow wet years, which we definitely had last year. It'll be interesting to see how the weather patterns correlate with breeding success going forward."

Whooping cranes are slow to mature and only lay one to two eggs during a nesting attempt, typically raising only a single chick even if both eggs hatch. So reproduction can be a slow process. The cranes normally don't reach sexual maturity until they are 3-5 years old and the captive reared cranes, when introduced into Louisiana, have been less than 1 year-old. Louisiana cranes have had some success at young ages with several of this year's successful parents being 5 years old. Additionally this year, for the second year in a row, and for the third time since chicks first hatched in 2016, a pair was successful in fledging twins.

Anyone encountering a whooping crane is advised to observe the bird from a distance and to report the sighting to LDWF at: <https://www.wlf.louisiana.gov/page/report-a-whooping-crane-sighting-or-violation>. Whooping cranes are large-bodied, white birds with a red head and black facial markings. Birds measure a height of five feet and have a wingspan of seven to eight feet that makes them very distinctive. In flight, whooping cranes display black wing tips and a fully extended neck, and legs, which extend well beyond the tail.

For more information on the whooping crane project, go to <https://www.wlf.louisiana.gov/subhome/whooping-crane> and <https://www.facebook.com/lawhoopingcranes/>. To see how you can support the project, go to <https://www.wlf.louisiana.gov/page/support-whooping-crane-conservation> or <http://www.lawff.org/>. For photos and video on the whooping crane nesting season, go to <https://ldwf.canto.com/v/2022WhoopingCranes/allfiles?viewIndex=0>.

The **whooping crane** (*Grus americana*) is one of the world's rarest birds and was listed as endangered in the United States under the Endangered Species Act in 1967. Historically, whooping cranes were found in Louisiana as both a resident, non-migratory flock and migratory birds that wintered in the state. Conversion of the species' prairie and wetland habitat to farmland and unregulated hunting led to the decline of this species both in Louisiana and across the nation. By 1945, only two whooping cranes remained in Louisiana. In March of 1950, the last remaining whooping crane in Louisiana was captured at White Lake and transported to Aransas National Wildlife Refuge on the central Texas coast with the hopes that it would join the small migratory flock of whooping cranes there.



For 60 years, whooping cranes were absent from Louisiana's landscape. However, in 2011, LDWF and partners began a **reintroduction project**, releasing 10 juvenile cranes at White Lake Wetlands Conservation Area. LDWF and partners will continue to release a new cohort of birds every year as part of the overall **recovery** of the species.

Bald Eagles are Back! How You Can Help with Nest Monitoring

Help us to monitor Bald Eagle nests in LA and MS by reporting any known or suspected nesting activity and by submitting observations of nests.

How to submit data:

1) For the publicly known nests listed as eBird Hotspots, you can report observations through eBird using the "Incidental" report for the eagle nest hotspot. Type "BAEA" into the eBird Hotspot search window and select the appropriate nest. See the list of eBird Hotspots below.

2) For all other nests, record the following information (if known and as appropriate):

Observer's name and contact information, date, time, nest location (please be as specific as possible), number and ages of eagles observed, behaviors (nest building, carrying food, incubating, brooding or shading young, feeding young, number of young, etc.).

Send reports to Dr. Jennifer Coulson by email: jacoulson@aol.com or text: (504) 717-3544 or call and leave a voice message.

This monitoring program is designed to increase Bald Eagle nest success and productivity. We protect nests from disturbance, alert authorities when we detect a problem, and rescue injured eagles. We also are working with electric companies to reduce the risk of eagle electrocution by modifying electrical configurations within eagle nest territories. We need more volunteers to help us locate and monitor nests over a broader geographic area.

Names of Bald Eagle Nest that are eBird Hotspots:

BAEA Nest A-I-10 East of I-310, St. Charles, US-LA

BAEA Nest- Shell Bank Bayou, St. John the Baptist, US-LA

BAEA Nest-310 at RR, St. Charles, US-LA

BAEA Nest-Bayou Cheniere aux Traverse (West Ravenna Rd.), Jefferson, US-LA

BAEA Nest-Chef Menteur Hwy and Industrial Rd, New Orleans, Orleans, US-LA

BAEA Nest-Cleveland Avenue, Metairie, Jefferson, US-LA

BAEA Nest-E of Hwy. 39 Scarsdale, Plaquemines, US-LA

BAEA Nest-I-10 Lone Tree, St. Charles, US-LA

BAEA Nest-Lee Court, River Ridge, Jefferson, US-LA

BAEA Nest-Patricia Street, Chalmette, St. Bernard, US-LA

BAEA Nest-River Road Baton Rouge, East Baton Rouge, US-LA

BAEA Nest-Wall Blvd., Algiers, Orleans, US-LA

BAEG Nest-Saro Ln, St. Bernard, US-LA

BAEG Nest-Bayou Barataria, Jefferson, US-LA

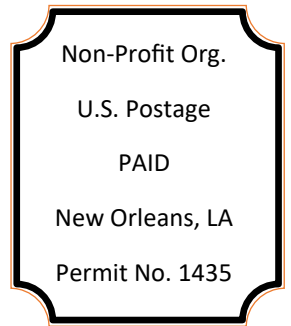
Pontchartrain Park-BAEG Nest, Orleans, US-LA

Link to the eBird Hotspot explorer: <https://ebird.org/hotspots>



The SE Louisiana Chapter of the
National Audubon Society

Orleans Audubon Society
3623 Nashville Avenue
New Orleans, LA 70125



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Thank you for supporting OAS!