

**ARCHITECTURAL SURVEY AND
ARCHAEOLOGICAL RESOURCES REPORT
FOR THE PROPOSED PLANK-NICHOLSON PROJECT,
BATON ROUGE, EAST BATON ROUGE PARISH,
LOUISIANA**

UNDER CONTRACT TO

**HNTB CORPORATION
BATON ROUGE, LA AND KANSAS CITY, MISSOURI**

FOR

**FEDERAL TRANSIT ADMINISTRATION
REGION 6 OFFICE
819 TAYLOR ST., ROOM 14A02
FORT WORTH, TX 76102**

AND THE

**CITY OF BATON ROUGE-PARISH
OF EAST BATON ROUGE (CITY-PARISH)
222 ST. LOUIS STREET
BATON ROUGE, LA 70802**

MARCH 2020

**ARCHITECTURAL SURVEY AND
ARCHAEOLOGICAL PROBABILITY STUDY
FOR THE PROPOSED PLANK-NICHOLSON BRT PROJECT,
BATON ROUGE, EAST BATON ROUGE PARISH,
LOUISIANA**

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UNDER CONTRACT TO

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MARCH 2020

ABSTRACT

These investigations were conducted to document the identification and evaluation of historic properties that may be affected by the proposed Plank-Nicholson BRT system, and in part, to meet the requirements of the National Historic Preservation Act of 1966 as amended (54 U.S.C. §306108); and the Advisory Council on Historic Preservation (ACHP) implementing regulations 36 CFR 800. The FTA is the lead Federal agency for this project and in partnership with the City-Parish and Capital Area Transit System (CATS), will be implementing Baton Rouge's first Bus Rapid Transit route. The proposed project would provide a premium transit service to the city, linking its northern and southern portions to the downtown area. The proposed project is approximately nine miles (14.5 km) in length extending from the Louisiana State University (LSU) North Clinic Urgent Care center at 5439 Airline Highway on the north to the LSU Campus on the South. The scope of work for the proposed construction project includes the erection of up to 44 station locations (22 station pairs), a transfer center, and a layover location at LSU. The proposed standard station design has a typical total footprint of 10 by 55 feet. Most of the station improvements will be within existing right-of-way (ROW). However, once designed, some station areas may require the acquisition of small portions of additional ROW from adjacent properties. Improvements within the existing ROW include roadway resurfacing, new curb construction, restriping and utility adjustments. New sidewalks are planned for both sides of Plank Road from Denham Street to I-110.

Fieldwork for the cultural resources investigations was limited to an architectural survey, no archaeological field investigations were carried out as part of this work. At present, exact construction footprints and additional ROW needed are not known and 100 percent of the existing ROW is inaccessible due to development. The intensive background research conducted for this project was completed to provide historical contexts for the built environment encountered during the architectural survey and to identify archaeological potential within and along the project corridor.

The Plank-Nicholson BRT Area of Potential Effect (APE) consists of existing ROWs (e.g., paved roadway and utilities along the road) and adjacent lots where potential above-ground (e.g., benches and bus shelters) and surface (e.g., curb replacement, painting/striping) improvements may occur. Although the proposed project will be mostly confined to the existing ROW, some additional ROW may be required at station locations once they have been designed. As such, the APE in these areas includes the entire parcels from which additional ROW may be taken once the project is designed. The APE encompasses this larger area to anticipate potential effects to historic properties in the event that new ROW is

taken from those parcels. Any additional required ROW may or may not include ground-disturbing activities. The APE takes into account direct and indirect effects including visual/contextual effects related to historic properties. If additional ROW is acquired at a later date within parcels adjacent to historic properties, effects will be reassessed at that time. The APE encompasses approximately 27.7 ac (11.21 ha).

A total of 58 structures were examined within the Plank-Nicholson BRT APE. There is one property individually listed on the National Register of Historic Places (NRHP)—the former U.S. Post Office and Courthouse (17-00102). The proposed project would have no adverse effect on this property. Four structures of the Beauregard Town National Register Historic District (NRHD) are located within the project APE. The proposed project would have no adverse effect on these structures or the district. Five structures recorded during the Plank-Nicholson BRT survey were determined eligible for listing on the NRHP. These structures are the Old Public Library at 700 Laurel Street (17-00100), the Chase Bank building at 451 Florida Street (17-04042), the First Baptist Church and Educational Building at 529 Convention Street (17-04043), the U.S. Post Office at 750 Florida Street (17-04044), and the Louisiana Workforce Commission building (17-04046). This project would have no adverse effect on these properties. Another property, the Accardo-Roppolo Gen. Merchandise building (17-04075) at 3964 Plank Road was determined not eligible for listing on the NRHP under Criterion C. However, it may be eligible for listing on the NRHP under Criterion A or B, but more research (beyond survey-level) is needed to make that determination. In anticipation of the building being determined eligible at a later date, effects were assessed. The proposed Plank-Nicholson BRT Project would have no adverse effect on this property.

The remaining 47 structures (not discussed above) recorded or updated during the architectural survey of the Plank-Nicholson BRT APE are not considered eligible for listing on the NRHP. Twenty-two of those structures (17-04041, 17-04045, 17-04047, 17-04049, 17-04051, 17-04054, 17-04055, 17-04059, 17-04063, 17-04064, 17-04067, 17-04068, 17-04069, 17-04070, 17-04071, 17-04072, 17-04073, 17-4076, 17-04078, 17-04080, 17-04081, and 17-04082) have been altered and no longer retain their integrity. One structure (17-00577) that was previously recorded and then reevaluated in 2016, is no longer extant. Although Structures 17-01812, 17-01813, 17-01821, 17-01824, 17-04050, 17-04052, 17-04056, 17-04057, 17-04058, 17-04061, 17-04065, 17-04066, 17-04074, 17-04077, 17-01822, 17-01823, 17-01825, 17-01826, 17-01833, 17-04062, 17-04048, 17-04079, 17-04053 and 17-04060 retain their integrity, they do not “embody distinctive characteristics of a type, period or method of construction; represent the work of a master; or possess high artistic value” (National Park Service 1991:17). Therefore, these 24 structures are not considered eligible for listing on the NRHP under Criterion C. The 24 structures also are not considered eligible under Criterion A because they are not “associated with events that have made a significant contribution to the broad patterns of our history” (National Park Service 1991:2), nor are they considered eligible under Criterion B because they are not “associated with the lives of persons significant in our past” (National Park Service 1991:2).

As mentioned above, an archaeological survey was not feasible due to the fact that 100 percent of the existing ROW is inaccessible due to development (e.g., under paving,

buildings) and exact construction footprints and additional ROW needed are unknown. Therefore, only an extensive archaeological background research study was prepared for the proposed Plank-Nicholson BRT Project. Effects on archaeological resources could not be evaluated at this time. Areas of archaeological probability were established and discussed in the report. Archaeological monitoring is recommended in areas of high, and moderate to high archaeological probability where ground-disturbing activities (e.g., concrete removal, utility placement, etc.) are planned, especially outside of the existing ROW. No further work is recommended in areas of low or low to moderate archaeological probability. If any unknown discoveries are encountered during the implementation of the project, FTA will be notified.

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CHAPTER 1

INTRODUCTION

Coastal Environments, Inc., (CEI) of Baton Rouge, Louisiana, was contracted by the HNTB Corporation of Baton Rouge, Louisiana, and Kansas City, Missouri, on behalf of the City-Parish of East Baton Rouge (City-Parish) and the Capital Area Transit System (CATS) to conduct intensive archaeological background research and an architectural survey for the Plank-Nicholson BRT Project in Baton Rouge, East Baton Rouge Parish, Louisiana (Figure 1-1). The City-Parish and CATS, in partnership with the Federal Transit Administration (FTA), will be implementing Baton Rouge's first Bus Rapid Transit (BRT) route known as the Plank-Nicholson BRT. The project is intended to provide a premium transit service to the city, linking its northern and southern portions to the downtown area. The FTA is the lead Federal agency for the proposed project.

Fieldwork for the cultural resources investigations was limited to an architectural survey, no archaeological field investigations were carried out as part of this work. The intensive background research conducted for this project was completed to provide historical contexts for the built environment encountered during the architectural survey and to identify archaeological potential within and along the project corridor.

The proposed project (undertaking) is approximately nine miles (14.5 km) in length extending from the Louisiana State University (LSU) North Clinic Urgent Care center at 5439 Airline Highway on the north to the LSU Campus on the south. The scope of work for the proposed construction project includes the erection of up to 44 station locations (22 station pairs), a transfer center, and a layover location at LSU. The proposed standard station design has a typical total footprint of 10 by 55 feet. Most of the station improvements will be within existing right-of-way (ROW). However, once designed, some station areas may

require the acquisition of small portions of additional ROW from adjacent properties. Improvements within the existing ROW include roadway resurfacing, new curb construction, restriping and utility adjustments. New sidewalks are planned for both sides of Plank Road from Denham Street to I-110. The BRT fleet is planned to utilize all-electric propulsion technology in the vehicles.

The Plank-Nicholson BRT Area of Potential Effect (APE) consists of existing ROWs and adjacent lots where potential above-ground (e.g., benches and bus shelters) and surface (e.g. curb replacement, painting/striping) improvements may occur. The APE encompasses approximately 27.7 ac (11.21 ha) (see Figure 1-1). No structures will be directly impacted by the project. The APE takes into account direct and indirect effects including visual/contextual effects related to historic properties. If any additional ROW is required, effects will be assessed at that time.

These investigations were conducted to identify and evaluate historic properties that may be affected by the proposed project, and in part, to meet the requirements of the National Historic Preservation Act of 1966 as amended (54 U.S.C. §306108); and the Advisory Council on Historic Preservation (ACHP) implementing regulations 36 CFR 800. The architectural survey was conducted on several dates between 15 January and 12 February 2020 with a two-person rotating field crew consisting of Sara A. Hahn, Michael P. Carpenter and Philip Jungeblut.

Chapter 2 describes the area's natural setting and land use history. Chapter 3 presents the findings of previous archaeology conducted along the project corridor, while Chapter 4 describes the methodology and results of the architectural survey and the archaeological probability of the project area. Chapter 5 presents the Finding of Effects for the cultural resources investigations and Chapter 6 the conclusions.

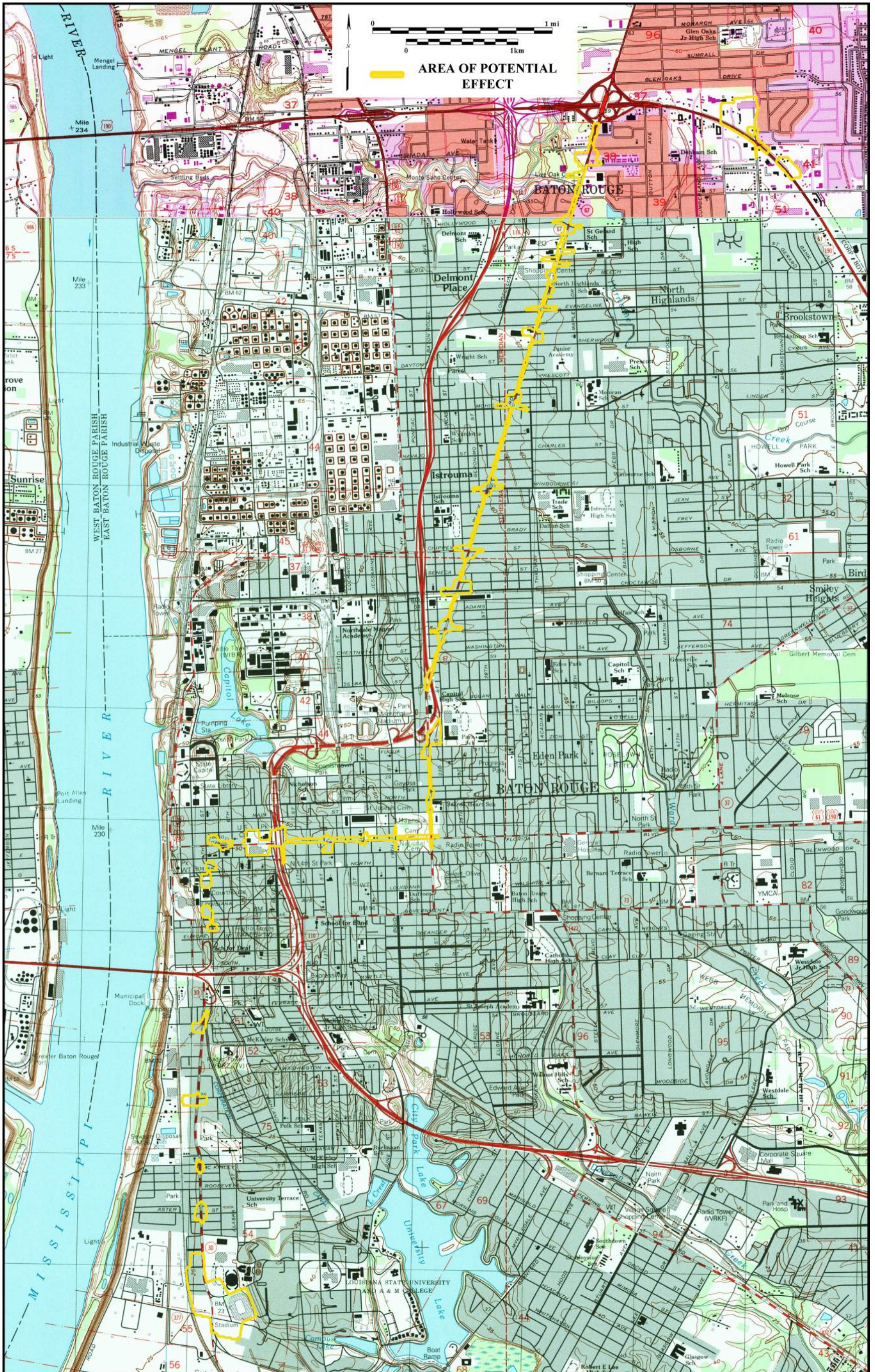


Figure 1-1. The Plank-Nicholson BRT project in Baton Rouge, Louisiana (USGS 1992, 1994).

CHAPTER 2

LAND USE HISTORY

Natural History

The northern portion of the project area is located on the Pleistocene Terrace in East Baton Rouge Parish, Louisiana. Geographically, the area is bounded on the west by a bluff that overlooks the Mississippi River floodplain and in the east by the Amite River. A geological formation, the Pleistocene Terrace ranges in depth up to 500 ft. The region is characterized by rolling hills that are bisected by various streams and drainages. The Pleistocene Prairie complex can be defined as a “. . . sequence of morpho-stratigraphic and deposition units loosely . . . tied together by a single designation” (Autin et al. 1991:556). It is now believed that there are at least two major chronostratigraphic components to this complex, with primary aggradation cycles climaxing during the Sangamon and Farmdale (ca. 35,000 to 25,000 B.P.) interglacial stages (Autin et al. 1991:558).

The Pleistocene Terrace formation developed between about 1.5 million and 13,000 B.P. (before present) during a Pleistocene interglacial period, when the northern glaciers melted and sent huge volumes of water through the inland water system. The Pleistocene was characterized by many cooling and warming phases, each of which had its effect on the sedimentation rate of the Mississippi, and thus the Baton Rouge geography. As glacial ice melted, sea-levels became increasingly higher. This increase in sea level gradually decreased the gradient of the Mississippi River, and thus, lessened its rate of flow. At approximately 12,000 B.P. the Mississippi River increased in volume, but decreased in speed of flow, and began to meander (Sibley 1972:43). It was during this period that the river deposited the eroded Pleistocene terrace soils downstream and created an alluvial plain. It can be identified by its former fluvial, colluvial, deltaic, estuarine, and marine deposits.

While much of the project area lies on the Pleistocene Terrace, its southern end trends downward in elevation onto the Mississippi River floodplain. Geologically, the southernmost portion of the project area consists of natural levee deposits associated with the Mississippi Meander Belt No. 1. Lying between these two formations is a small area of backswamp deposits associated with the Mississippi River. That landform is located immediately south of the I-10 Mississippi River bridge (Louisiana Geological Survey 2000).

The present project area includes a variety of soil associations, though most of the area is composed of Urban land (UrA), Udarents (UA) and Schriever clays (SeA). Most of the northern portion of the project area is classified as Urban land, which is defined as being heavily developed (e.g., under streets, parking lots, etc.) (USDA 1993). In this northern area, there are small pockets of Scotlandville silt with a zero to one percent slope. Scotlandville silts (formerly included in the Olivier and Loring series) typically consist of somewhat poorly drained, moderately permeable soils located in loess deposits. These soils are generally marked by 0 to 20 cm (0 to 8 in) of dark yellowish brown (10YR 4/4) silt, overlying 10 cm (4 in) of brown (10YR 5/3) silt loam. Below that is typically dark yellowish brown (10YR 4/4) silty clay loam to a depth of 53 cm (21 in). Below that to a depth of 84 cm (33 in) is a brown (7.5YR 4/4) silt loam. Scotlandville silts tend to be very friable to friable (Natural Resources Conservation Service [NRCS] 2013).

Most of the southern portion of the project area (below Interstate 10) is now classified as Udarent, which was formerly referred to as Made Land. These lands include areas which have been buried by two to four feet of spoil that was removed during the construction and maintenance of drainage canals and ditches (Dance et al. 1968:26; NRCS 2013). In this case, the Udarents are soils formed during interstate construction and possibly spoil from dredging/channelizing the Corporate Canal.

The remainder of the southern half of the project area consists of Schriever clay (SeA), Cancienne silt loam (CmA) and Scotlandville silt with a one to three percent slope (SnB). Schriever clays (formerly of the Sharkey series) comprise approximately 13 percent of the project area. They are typically classified as very deep, poorly drained, slowly

draining soils formed in the clayey alluvium located on the lower parts of natural levees and on the lower Mississippi River floodplain. They generally consist of 0 to 10 cm (0 to 4 in) of dark gray (10YR 4/1) clay overlying 28 cm (11 in) of gray (10YR 5/1) clay. Beneath this is a gray (2.5Y 5/1) clay to a depth of 117 cm (46 in). Schriever clays are typically blocky in structure (NRCS 2013).

A small percentage of the southern part of the project area consists of Cancienne silt loams (CmA). Cancienne silt loams (formerly classified in this area as Mhoon Series) typically consist of poorly drained alluvial soils deposited by the Mississippi River. These soils are generally marked by 0 to 8 cm (0 to 3 in) of very dark grayish brown (10YR 3/2) silty clay loam overlying a mottled, very dark grayish brown (10YR 3/2) silty clay loam to a depth of 13 cm (5 in). Below that are grayish brown (10YR 5/2) silty clay loams to a depth of 41 cm (16 in). Underlying those soils are gray (10YR 5/1) silty clay loams with fine oxidation to a depth of 76 cm (30 in). Cancienne series deposits tend to be friable rather than blocky (Dance et al. 1968:27; NRCS 2013). Areas classified as Cancienne generally lay within the Mississippi River flood plain in the southern half of the project area.

Cultural History

Prehistoric Setting

The prehistoric sequence of the study area has not been extensively studied and is assumed to be similar to the nearby Natchez Bluffs area of Mississippi and the surrounding Florida Parishes of southeastern Louisiana (Figure 2-1). Overall, the sequence reflects a growth in cultural complexity from small migratory bands of hunters and gathers to complex agricultural societies inhabiting towns and building temples, which were eventually displaced by Euro-American settlement. The prehistory of the region has been discussed in detail by Marvin Jeter et al. (1989) and, more recently, by Mark Rees (2010); hence, only a brief overview is presented here. As much of the project area falls within the limits of the Pleistocene Terrace, there is a potential for human occupation extending as far back as the Paleo-Indian period in the project area and vicinity.

STAGE	PERIOD	CULTURE	TIME INTERVAL	PHASES		
				EASTERN AREA	CENTRAL AREA	WESTERN AREA
FORMATIVE	HISTORIC	VARIOUS CULTURES	A.D. 1800	← VARIOUS TRIBES →		
	MISSISSIPPI	MISSISSIPPIAN PLAQUEMINE	A.D. 1700	← LITTLE PECAN →		
			A.D. 1600	DELTA NATCHEZAN	PETITE ANSE	BAYOU CHENE
			A.D. 1500	MEDORA	BURK HILL	
			A.D. 1200	BARATARIA	THREE BAYOU	
	A.D. 1000	ST. GABRIEL	MORGAN	JEFF DAVIS		
	COLES CREEK	COLES CREEK	A.D. 900	BAYOU RAMOS	WHITE LAKE	WELSH
			A.D. 850	BAYOU CUTLER	?	ROANOKE
	BAYTOWN	TROYVILLE-LIKE	A.D. 700	WHITEHALL	?	ROANOKE
	MARKSVILLE	MARKSVILLE	A.D. 400	GUNBOAT LANDING	VEAZEY	LAKE ARTHUR
			A.D. 200	MAGNOLIA & MANDALAY	JEFFERSON ISLAND	LACASSINE
			A.D. 1	SMITHFIELD	LABRANCHE	
TCHULA	TCHEFUNCTE	250 B.C.	BEAU MIRE	LAFAYETTE	GRAND LAKE	
		500 B.C.	PONTCHARTRAIN			
		1000 B.C.	GARCIA	BEAU RIVAGE	?	
		1500	BAYOU JASMINE	RABBIT ISLAND		
LATE ARCHAIC	ARCHAIC	3000 B.C.	PEARL	COPELL	BAYOU BLUE	
		5000 B.C.	MONTE SANO	BANANA BAYOU	?	
		6000 B.C.	AMITE RIVER	?	?	
		8000 B.C.	ST. HELENA			
LITHIC	LATE PALEO	PALEO-INDIAN	6000 B.C.	JONES CREEK	VATICAN	STROHE
	EARLY PALEO		8000 B.C.	?	AVERY ISLAND	?
	PRE-PROJECTILE POINT		10,000 B.C.	?	?	?

Figure 2-1. Prehistoric culture chronology for coastal Louisiana.

Paleo-Indian Period, Prior to 6000 B.C.

Initial human occupation of this region occurred during the Paleo-Indian period. Archaeological evidence from other portions of North America suggests that the populations involved were probably small bands of hunter-gatherers adapted to terminal Pleistocene or very early Holocene environments. The spread of this Paleo-Indian culture can be traced by very distinctive projectile point forms: Clovis, Folsom, Quad, Dalton, Plainview, Scottsbluff, etc. This point tradition generally dates prior to 8500 B.C. Gagliano (1963:112) notes that a few of these points, resembling the type Clovis, have been found in the Florida Parishes and that they are generally made of exotic materials.

The late Paleo-Indian period is identified by the divergence of the fluted-point tradition into distinct subtraditions. Scottsbluff and similar point types have a predominantly western distribution, while Dalton and related projectile points have a southeast and mid-west distribution. Goodyear (1982) has argued that the Dalton Horizon dates from 8500 to 7900 B.C. and that it represents an adaptation to environmental changes at the end of the Pleistocene. An indication of these adaptations is the addition of the Dalton adze, a woodworking tool, to the Paleo-Indian tool kit. Within southeast Louisiana, Weinstein et al. (1977:3) have proposed a Jones Creek phase based on finds of Plainview, Dalton, and San Patrice points at the Jones Creek (16EBR13) and Blackwater Bayou (16EBR33) sites in East Baton Rouge Parish. This phase is considered transitional to the Early Archaic.

Early Archaic Period, 6000–5000 B.C.

In much of eastern North America, the Early Archaic period (see Figure 2-1) represents a time of adaptation to the changing environments associated with early post-glacial regimes. While there is a distinct technological break with the earlier fluted-point tradition during this period, there are obvious continuities with transitional complexes such as San Patrice. The development of side-notched, corner-notched, and stemmed types of projectile points became characteristic of the Early Archaic. Weinstein et al. (1977:4) have established the Early Archaic, St. Helena phase in the Florida Parishes based on scattered finds of Kirk points (a stemmed type) and Palmer points (a corner-notched type).

Middle Archaic Period, 5000–3000 B.C.

The Middle Archaic period (see Figure 2-1) is characterized by widespread regional differentiation of cultures and a number of developments in ground-stone technology. The latter includes grooved axes, atlatl weights, and pendants, as well as more extensive use of grinding stones, which first appeared in the previous period. This period also roughly corresponds with the Hypothermal Interval, which brought increased warmth and aridity to the area bordering the Great Plains (Wood and McMillan 1976). The impact of this climatic shift on other portions of the Southeast is not well known at present. It may be that the intensive shellfish collection evidenced at some riverine sites of this period represents a response to this change (Lewis and Lewis 1961:20). Stoltman (1978:714-715) has also suggested that plant collection increased in importance during this time.

Two Middle Archaic phases have been identified within southeast Louisiana. The Amite River phase, proposed by Gagliano (1963:114) on the basis of sites found along the terraces overlooking the middle Amite River, is perhaps the earlier of the two. It is characterized by the projectile point types Almagre, Morhiss, Shumla, Wells, and Kent. The other phase, Monte Sano, was based initially on the small mound site of that name (16EBR17) where salvage excavations were conducted by Haag and Ford in 1967. The two low mounds at the site were found to contain primary platforms that may have served as cremation areas. Artifacts associated with the larger mound included Late Archaic dart points, microlithic tools, and a red jasper locust effigy bead. A radiocarbon date of 6220 ± 140 B.P. was obtained from cremated bone from the platform (GX-10111:CEI 1977:243). In 2018, new radiocarbon dates were obtained from bone recovered from the top of the Mound A primary platform. The 2018 date was quite close in age, 6500 ± 30 B.P. (Jones and Brooks 2019:108). Other mound sites in this region, including Hornsby (16SH21) (Gibson and Shenkel 1989:10) and the LSU Mounds (16EBR6) (Homberg 1992), have yielded similar early dates.

Notably, the LSU Mounds (16EBR6), located on the current Louisiana State University grounds at Baton Rouge, are located only .5 km (.3 mi) east of Nicholson Drive

(LA 30) at the southern terminus of the present study area. Located at the juncture of Monte Sano Bayou with the Mississippi River, the Monte Sano Mounds (16EBR17) stood 3.5 km (2.2. mi) west of Plank Road (LA 67), near the northern terminus of the study area. Indeed, Plank Road crosses Monte Sano Bayou near present-day Greenwell Street. The proximity of these two mound sites to the present project area clearly establishes that human occupation was present in the immediate vicinity by this early date.

Late Archaic Period, 3000–1500 B.C.

Research elsewhere in eastern North America suggests that the Late Archaic period (see Figure 2-1) was a time of marked population increases and the beginning of extensive trade networks. The evidence for the former is seen in the appearance of large habitation sites, such as Indian Knoll, Kentucky (Webb 1946), while the latter is reflected in the exotic raw materials that occur at some sites. Plant cultivation involving a tropical domesticate, squash, and possibly native North American species also began during this period (Chomoko and Crawford 1978).

The only late Archaic phase identified for southeast Louisiana thus far is Gagliano's (1963:113) Pearl River phase, which is based on a series of oyster shell middens associated with early coastal features. Diagnostic artifacts include Kent, Pontchartrain, Macon, Hale, and Palmillas projectile points and various types of atlatl weights.

Poverty Point Period, 1500–500 B.C.

In much of eastern North America, this time interval witnessed a transition from Archaic hunting and gathering cultures to Woodland cultures characterized by food production, pottery manufacture, and mound building (Stoltman 1978:715-717). Current interpretations suggest that these three features have different and possibly unrelated origins. As noted above, tropical domesticates had reached the East prior to 2000 B.C., and there is evidence of native seed-plant cultivation in the Kentucky and Ohio area by 1000 B.C. (Struever and Vickery 1973). Ceramics probably appeared somewhat earlier than this in the

third millennium B.C. along the Atlantic Coast (Stoltman 1978:715), and mound building may have developed independently in several areas by 1000 B.C.

In the Lower Mississippi Valley, this transition is marked by the development of the distinctive Poverty Point culture. Among the material characteristics of this culture are baked clay balls or Poverty Point objects, microlith and lapidary industries, and earthworks (Webb 1977). Pottery is not abundant, but fiber-tempered and sand-tempered wares have been found at several sites. Subsistence data are, in general, few, but they suggest a continuation of an Archaic pattern of intensive collecting of wild plants and animals. However, there is mounting evidence for the cultivation of a tropical domesticate, squash, at Poverty Point sites (Ford 1974; Jackson 1986; Shea 1978).

Two temporally distinct Poverty Point phases have been identified in southeast Louisiana (see Figure 2-1). The earlier Bayou Jasmine phase is based largely on data from the Bayou Jasmine site (16SJB2) in St. John the Baptist Parish and the Linsley (16OR40) site in Orleans Parish (Gagliano 1963:116). The succeeding Garcia phase was defined on the basis of collections from the Garcia site (16OR34), also in Orleans Parish (Gagliano 1963:116).

Tchula Period, 500 B.C.–A.D. 1

This period in the Lower Mississippi Valley is characterized by the integration of food production, pottery manufacture, and mound building into a single cultural system. In the southern portion of the valley, these developments take place in an archaeological culture called Tchefuncte. Originally defined in southern Louisiana (Ford and Quimby 1945), Tchefuncte culture is now recognized to extend as far north as the vicinity of Clarksdale, Mississippi, and as far west as northeast Texas. The diagnostic artifacts of this and most of the succeeding prehistoric cultures of the Lower Mississippi Valley are the distinctive ceramics. Tchefuncte pottery is characterized by a laminated paste that appears to lack tempering. Replication studies suggest that the laminated texture is simply the result of minimal preparation of the raw material (Gertjejansen 1982), an expected feature of an

incipient ceramic technology. Other diagnostic attributes of Tchefuncte ceramics include the use of podal supports and decorative techniques such as jab-and-drag incising.

The evidence for food production in Tchefuncte culture presently comes from one site, Morton Shell Mound (16IB3), where remains of two tropical cultigens, squash and bottle gourd, and one possible native cultigen, knotweed, were recovered (Byrd and Neuman 1978:11-13). Given the limited nature of these findings, the importance of cultivation in relation to the remainder of the subsistence base is still uncertain. Mound construction, now well documented for the preceding Late Archaic and Poverty Point periods, is surprisingly not clearly associated with Tchefuncte culture. Alan Toth (1988:27) has reviewed the evidence for Tchefuncte burial mounds and suggested that they are the result of diffusion of certain aspects of Marksville burial practices among a few late Tchefuncte groups.

Two Tchula period phases have been identified in southeast Louisiana (see Figure 2-1). One, the Pontchartrain phase, is based on Ford and Quimby's (1945) early work at sites around Lake Pontchartrain. It includes occupations that probably span the entire period and eventually should be subdivided. Most of the known components are located southeast of the present region in the Pontchartrain Basin. The other Tchula period phase, Beau Mire, is believed to date to the latter portion of the period (Weinstein and Rivet 1978; Weinstein et al. 1977:7).

Marksville Period, A.D. 1–400

In many parts of eastern North America, this period is marked by evidence of extensive interregional contact through a phenomenon labeled the Hopewell Interaction Sphere (Caldwell and Hall 1964). The focal points of this interaction sphere were societies in the Ohio and Illinois River valleys that acquired large quantities of exotic raw materials, including obsidian, copper, mica, shark's teeth, and marine shells, in exchange for specialized finished goods, such as copper panpipes and ear spools (Stoltman 1978:721). Various theories have been offered to explain the nature of this interaction, some emphasizing socioreligious systems and others pointing to economic networks, but the

problem remains unresolved. Within the Lower Mississippi Valley, the culture that participated in this interaction sphere is termed Marksville. Toth (1988:211-213) has argued that Marksville culture developed out of Tchefuncte as a result of intermittent contacts with cultures in the Illinois River Valley area, but he only speculates on the nature of these contacts. He emphasizes that the evidence for Hopewellian interaction is largely limited to the Marksville mortuary system and aspects of ceramic decoration. Other cultural subsystems, such as subsistence and settlement patterns, may have changed very little. Economic data from Marksville sites are extremely limited, but information from contemporary occupations in the Midwest suggests a pattern of intensive collecting of wild plant foods and high density faunal resources, such as fish, supplemented by cultivation of native North American seed plants and a few tropical cultigens (Asch et al. 1979). Present evidence indicates that maize was either not present at this time or of only minor importance.

Two Marksville period phases have been identified in the vicinity of the present study area, Smithfield and Gunboat Landing (see Figure 2-1). Smithfield is an early Marksville phase established by Toth (1988) on the basis of excavations at the site of that name (16WBR2-3) in West Baton Rouge Parish. Other components are present at the Monks (16PC5) and Medora (16WBR1) sites (Toth 1988:206-209). The Gunboat Landing phase is a late Marksville phase proposed by Weinstein et al. (1977) on the basis of Weinstein's (1974) excavations at several sites on the lower Amite River. In the vicinity of the present project area, a component of this phase may be present at 16WF41 (Phillips et al. 1984:30).

Baytown Period, A.D. 400–700

The period following the Hopewellian florescence has been characterized as a time of cultural decline throughout much of eastern North America (Griffin 1967:187). This is certainly implied in Phillips' (1970:901) statement that ceramic decoration was "at a remarkably low ebb" during this period in the Lower Mississippi Valley. Recently, however, a number of researchers have suggested that the apparent decline may not have been as pervasive as previously believed. In the Midwest, Braun (1977) and Styles (1981) have argued that this period, in contrast to earlier interpretations, was a time of population growth

and increased regional social integration. Along the Florida Gulf Coast, an elaborate culture called Weeden Island developed during this time (Milanich and Fairbanks 1980:89-143). Even in the Lower Mississippi Valley, new data indicate that the Baytown period was marked by the appearance of two painted pottery complexes (Belmont and Williams 1981). The earlier complex, termed the Quafalorma horizon, developed during the Troyville subperiod and exhibited striking similarities to early Weeden Island ceramics. The later complex, called the Woodville horizon, characterized the Deasonville subperiod and was less elaborate. The remainder of the ceramic assemblage of Baytown culture consisted of a large quantity of Baytown Plain and smaller amounts of decorated types, such as Mulberry Creek Cord Marked, Salomon Brushed, and Alligator Incised.

Changes were also occurring in the stone tool tradition during this period. Small arrow points began to replace dart points, reflecting a transition from the atlatl to the bow and arrow. Subsistence data from the Lower Mississippi Valley are limited for this period, but in the Midwest, Styles (1981) has identified a pattern of intensive, localized collecting of wild plant and animal resources supplemented by increased cultivation of both North American and tropical cultigens. Mound building continued in the Baytown period, and there are indications that a shift from mortuary function to a building substructure began toward the end of this time (Rolingson 1982).

A single Baytown period phase, Whitehall, has been identified in southeast Louisiana (Phillips 1970:911-912) (see Figure 2-1). Components are present at the Smithfield and Kleinpeter (16EBR5) sites within the present region.

Coles Creek Period, A.D. 700–1200

Elsewhere in eastern North America this time interval corresponds to the latter portion of the Late Woodland period and the beginning of the Mississippi period. Within the Lower Mississippi Valley, a cultural florescence that shows a marked resemblance to Weeden Island culture of northwest Florida occurs during this period. The precise nature of the relationship of Coles Creek culture to Weeden Island is uncertain, but the similarities in

ceramic decoration and community pattern are unmistakable. Both were characterized by the use of incised, stamped, and punctated pottery types in which the decorative zone is largely restricted to a band around the rim of the vessel and by the construction of small platform mounds around plazas. The latter are generally interpreted as an indication of the development of stratified social systems during this period. These societies were apparently based on economies that included the cultivation of maize. While direct evidence for this is lacking from sites in the Lower Mississippi Valley, the remains of corn have been recovered from Weeden Island sites (Milanich and Fairbanks 1980:127) and from contemporary Late Woodland sites in the Midwest (Styles 1981).

Three Coles Creek period phases are presently recognized within southeast Louisiana (see Figure 2-1). The earliest of these is the Bayou Cutler phase (Kniffen 1936; Phillips 1970:920-923). The majority of the identified Bayou Cutler components are located in the Mississippi River deltaic plain and the Pontchartrain Basin. A middle Coles Creek period, Bayou Ramos, phase has been established by Weinstein et al. (1978:22-23) on the basis of test excavations at the Bayou Ramos I site (16SMY133) in St. Mary Parish. The majority of the known components are located in that area. The third Coles Creek period phase, St. Gabriel, dates to the very end of the period and is based on Woodiel's (1980) excavations at the St. Gabriel site in Iberville Parish. Weinstein (1987:90) has identified additional St. Gabriel phase components in the pre-mound levels at Medora and at the Bayou Goula site (16IV11) in Iberville Parish. It is also one of the strongest components present at the Kleinpeter site (16EBR5) (Jones et al. 1993).

Mississippi Period, A.D. 1200–1700

The last prehistoric period in eastern North America witnessed the development of chiefdom-level societies based on intensive cultivation of maize, beans, and squash. Perhaps the most dynamic of these societies appeared in the Middle Mississippi Valley between A.D. 900 and A.D. 1050. Referred to as the Mississippian culture, it was characterized by a shell-tempered ceramic industry and a settlement pattern that included large mound centers and nucleated habitation sites that were often fortified (Stoltman 1978:725). During the first

centuries of the second millennium A.D., this culture spread rapidly along the major river valleys of this portion of the continent. The nature of this expansion, either by movement of people or diffusion of ideas, is still debated. However, by A.D. 1200, Mississippian culture was found as far south as northern Mississippi and as far east as Georgia.

In the Lower Mississippi Valley, Mississippian culture encountered an indigenous non-Mississippian culture, and a hybridization of the two occurred. Phillips (1970) considered the resident culture to have been Plaquemine, an outgrowth of Coles Creek culture that began about A.D. 1000. He viewed the interaction between Mississippian and Plaquemine culture as resulting in gradual changes in the Plaquemine ceramic tradition and settlement pattern. Later in the period, after A.D. 1400, an actual intrusion of Mississippian groups displaced the resident Plaquemine groups. Brain (1978) offered a somewhat different interpretation of this sequence of events. He argued that the Lower Mississippi Valley culture that experienced the initial Mississippian contact about A.D. 1000 was Coles Creek, and that the resulting hybridization produced Plaquemine culture.

The remainder of the period saw a gradual increase in Mississippian influence, at least in the Yazoo Basin, until about A.D. 1400, when a full Mississippian cultural pattern was achieved in the Lake George phase (Brain 1978:362). Brain's reinterpretation of the cultural sequence has resulted in a shift in the established chronologies. Phases such as Crippen Point, Gordon, and Preston, which were formerly considered Plaquemine culture manifestations of the early Mississippi period, are now placed late in the Coles Creek culture. The latter now persists until A.D. 1200 and includes a number of changes in ceramic technology that had previously been considered indicators of Plaquemine culture.

While disagreeing somewhat on the origin of Plaquemine culture, all authorities concur that it exhibited numerous continuities with the preceding Coles Creek culture. Several of the Plaquemine ceramic types appear to have been direct outgrowths of Coles Creek types. There were some changes, however, including the addition of small amounts of finely ground shell and other organic matter to the pottery and the extension of the decorative field to include the body of the vessel. Mound construction continued on an even greater

scale than in the previous period. The mounds were larger, there were more at each site, and there were more sites. Intensive agriculture is presumed to have been the economic base on which this florescence was built, but there is little direct evidence of it in the Lower Mississippi Valley.

Two Mississippi period phases, Medora and Delta Natchezan, have been identified in the present region (see Figure 2-1). Medora is an early Plaquemine phase based on Quimby's (1951) excavations at the type site. Other components are present at the Kleinpeter, Livonia (16PC1), and Rosedale (16IV1) sites (Weinstein 1987:96). The principal ceramic types associated with this phase include Plaquemine Brushed, *var. Plaquemine*; Mazique Incised, *var. Manchac*; Addis Plain, *var. Addis*; and L'Eau Noire Incised. Delta Natchezan is a late Plaquemine phase that is based on Quimby's (1957) excavations at the Bayou Goula site. Weinstein (1987:Fig. 11) identifies another component at the Peter Hill site (16IV2). The ceramic markers of the phase include Fatherland Incised, *vars. Fatherland* and *Bayou Goula*, and Addis Plain, *vars. Greenville* and *St. Catherine*.

Historic Setting

European exploration of southeast Louisiana began in 1543 when the survivors of the Spanish expedition of Hernando de Soto traveled down the Mississippi River on their way to the Gulf of Mexico. After this initial, brief Spanish contact, 140 years passed before Europeans returned to the region. Although it is probable that Native Americans resided in the area during this period, research conducted by Marco Giardino (1984) located no evidence to support such an occupation.

French Colonial Period, 1682–1763

In 1682, Rene Robert Cavelier, Sieur de la Salle, and a small group of French explorers intent on finding a trade route from Canada to China traveled downriver from Canada to the mouth of the Mississippi, where they arrived on 7 April 1682. There, La Salle claimed the area that would become Louisiana for France, even though survivors of Spaniard

Hernando De Soto's expedition had previously passed by on their journey down the Mississippi River. La Salle's attempt to establish a colony in the region was unsuccessful, and it was not until 1699 that the French were able to successfully occupy what would later become Louisiana. In that year, Pierre Le Moyne, Sieur d'Iberville, accompanied by his brother, Jean Baptiste Le Moyne, Sieur de Bienville, established a French settlement at Fort Maurepas on Biloxi Bay (Mississippi) and began to explore the lower Mississippi River (Wall et al. 2002:20-26). In 1702, the colonial seat of government was moved from Fort Maurepas to St. Louis de la Mobile, situated about 25 miles upriver from the mouth of the Mobile River in present-day Alabama. Following a disastrous flood in 1710, however, the capital was moved to a newly built fort, later known as Fort Conde, in present-day Mobile (Fortier 1914:I:417-418).

La Salle, and later French accounts made by Henri de Tonti in 1686, indicate that there were a number of Native American groups residing along the lower Mississippi River and its western tributaries at the turn of the eighteenth century. These groups came to be collectively referred to by the French as "*les petites nations*," or the "Small Tribes" (Caillot 2013:127; Swanton 1911:299). The principal aboriginal groups encountered by the early European expeditions in the study region were the Bayagoula, Chaouacha, Chitimacha, Houma, Mugulasha, Ofogoula, Okelousa, Ouacha, and Tunica.

The principal village of the Bayagoula/Mugulasha was located on the Mississippi River near the town that now bears their name (Bayou Goula, Iberville Parish). The Mugulasha were first encountered by La Salle in 1682 in his descent of the Mississippi. This group, then called the Quinipissa, became severely reduced in number by disease after this visit, and they subsequently joined the Bayagoula. The first recorded contact with the Bayagoula occurred in February of 1699 when a group of Bayagoula and Mugulasha discovered the French at Mobile and attempted to make an alliance (Swanton 1911:274).

The following month, d'Iberville ascended the Mississippi and visited their village on the west bank of the river, near the mouth of Bayou Lafourche (Figure 2-2). In 1700, the Bayagoula massacred the Mugulasha who were residing with them, and six years later were

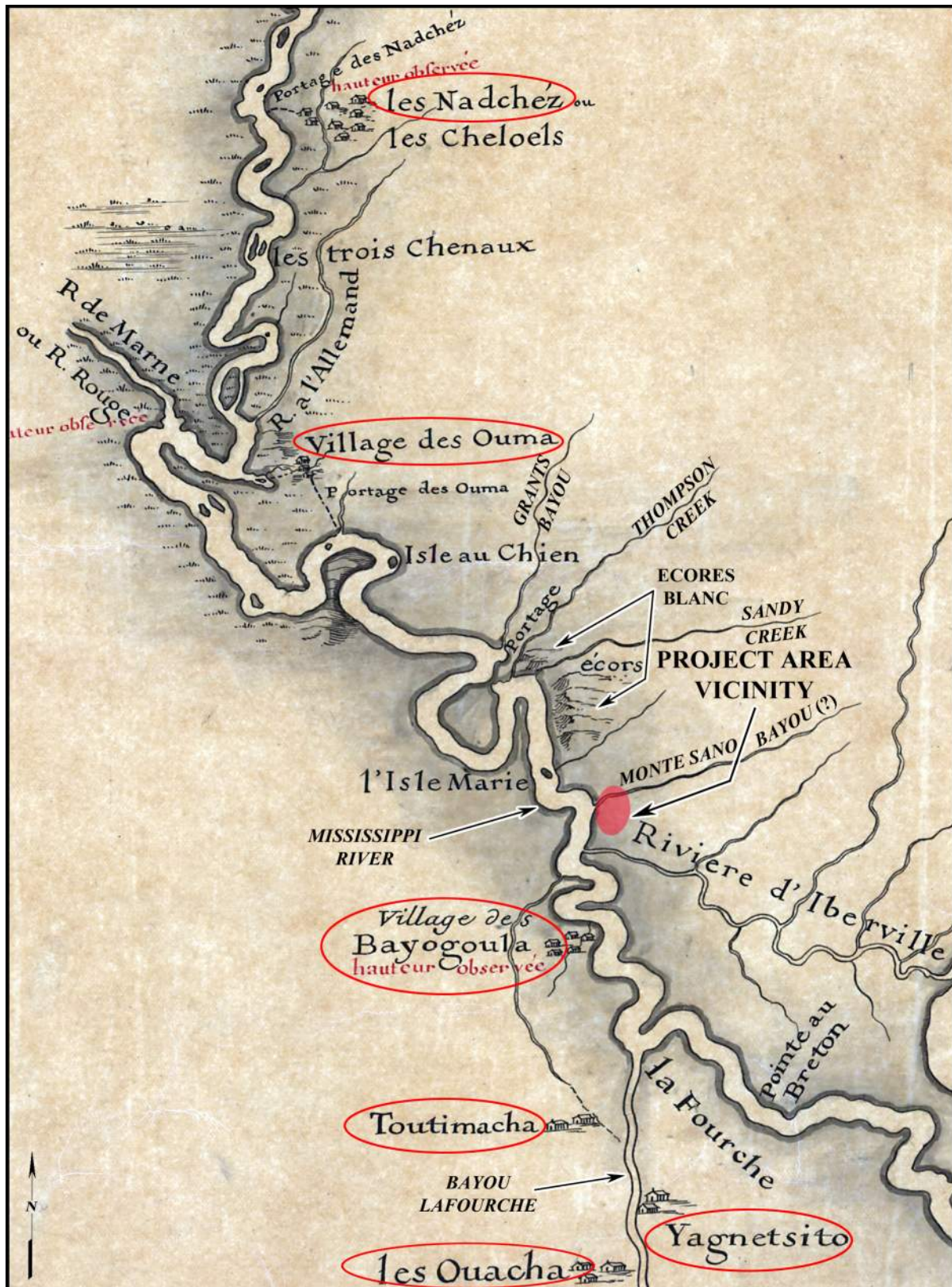


Figure 2-2. Detail of Guillaume de L'Isle's (2010) 1702 *Carte de la Rivière de Mississipi* depicting the project area vicinity. Note area Native American settlements.

themselves massacred by the Taënsa. The few Bayagoula that survived the 1706 massacre fled downriver to seek the protection of the French at New Orleans (Swanton 1911:270, 278). The Bayagoula apparently remained there for only a short period of time before returning upriver to the present-day Donaldsonville area.

The first recorded encounter with the Ouacha occurred in March 1699 when d'Iberville ascended the Mississippi River (McWilliams 1953:58). Near the junction of the Mississippi and Bayou Lafourche, called the Ouacha River by his native guide, d'Iberville encountered two canoes, one filled with Bayagoulas and the other with Ouacha. Swanton (1911:298) argued that the Ouacha village was located down Bayou Lafourche, near present-day Labadieville (see Figure 2-2). By 1718, the Ouacha had apparently moved their village, settling on the west bank of the Mississippi eleven leagues above New Orleans (McWilliams 1953:219).

Little is known of the Chaouacha, who are generally believed to have been closely allied with the Ouacha. In 1699, the group was recorded as living on Bayou Lafourche near the Ouacha, and they participated in the punitive expeditions against the Chitimacha after the death of the missionary Jean-François Buisson de Saint-Cosme in 1706. By 1712, Bienville had convinced them to move their village 25 leagues from the mouth of the Mississippi River, near New Orleans. In the aftermath of the Natchez uprising of 1729, Étienne Périer de Salvert sent a party of slaves to attack the Chaouacha village in an attempt to allay the fears of area colonists. The Ouacha and Chaouacha are recorded only sporadically after this point and disappeared entirely by the end of the eighteenth century (Swanton 1946:108-109).

After meeting with the Bayagoula and Ouacha in March 1699, d'Iberville sailed upriver aboard the *La Badine* in search of the Houma. Three leagues above the Bayagoula, d'Iberville arrived at the mouth of Bayou Lafourche. His guides informed him that three days journey down that stream would bring him to the Outmascha (Toutimacha) and Magenscito (Yangetsito) (see Figure 2-2). Three and a half leagues further upriver, d'Iberville came to the mouth of Bayou Manchac, called the Ascan[t]hya by his native guides. Six and half leagues more upriver, Iberville:

. . . came on the right side of the river to a little stream in which the Indians informed us that there were great numbers of fish. Here I had nets set out but caught only two catfish. . . . The stream is the dividing line between the Ouma's [Houma] hunting ground and the Bayougoula's. On the bank are many huts roofed with palmettos and a maypole with no limbs, painted red, several fish heads and bear bones being tied to it as a sacrifice [McWilliams 1981:65].

Entries in the logbook of *Le Marin*, which accompanied *La Badine*, add some details not provided by d'Iberville himself:

Around three o'clock in the afternoon, we put ashore near a small river, which is like a lake, where the Indians made us understand that there are many fish; we found there several cabins, covered with palmetto, made by the Ommas [Houma], who come there to hunt and to fish. They have planted a stick thirty feet high with some fish bones on it [after Margry 1881:263].

It is the red-painted stick, or *baton rouge*, for which Louisiana's capital city derives its name.

Proceeding upriver from Baton Rouge in 1699, d'Iberville found most of the Houma residing in dispersed villages at present-day Angola, as well as in adjacent Wilkinson County, Mississippi (see Figure 2-2). D'Iberville was not the first to directly interact with the Houma, however, for Tonti had visited them in 1686 (Guevin 1983: 49-64; Swanton 1911:189-190, 285-287).

In March 1700, d'Iberville returned to the Houma village only to find that half of the tribe had died from non-native diseases introduced by European explorers. On that trip, d'Iberville also stopped to visit the Bayagoula on his way up the Mississippi River. Leaving the Bayagoula, d'Iberville stopped at *Istrouma*, present-day Baton Rouge. There he found a red-painted post (*baton rouge*) that marked the boundary between the hunting grounds of the Bayagoula and Houma. André Pénicaut, who accompanied d'Iberville on that trip, noted that five leagues above (upriver of) *Istrouma* were very high banks of white dirt, known as the *Ecores Blanc* (see Figure 2-2), on the east side of the river that extended for three quarters of a league (Pénicaut in McWilliams 1953:23-26). The *Ecores Blanc* refers to that area along the east bank of the river in the vicinity of Port Hudson.

In 1706, the Houma moved south from the Angola area to Bayou St. John in present-day New Orleans. The reason for the move is unclear, but may have been due to a Tunica uprising similar to that of the Bayagoula and Mugulasha in 1700 and the Taënsa and Bayagoula six years later. Indeed, Bernard La Harpe described such a fate befalling the Houma at the hands of the Tunica in 1706. There are, however, conflicting accounts, and it is possible that the Houma, decimated by disease, merely abandoned their villages, which were later reoccupied by the Tunica. Regardless, the Houma remained on Bayou St. John for only a short while before moving to present-day Ascension Parish (Figure 2-3). When this move occurred is unknown, but must have taken place by 1712–1713 (Guevin 1983:64; Swanton 1911:289-291; Waggoner 2005:131). The Houma eventually established several villages along the river, but their village at the Grand Houmas remained at Burnside in Ascension Parish until 1785 (Louis Judice to Esteban Miró, 19 November 1785, PPC, Legajos 198A, folio 463, AGI, as translated by Dayna Bowker Lee 1995, on file Coastal Environments, Inc.). Like the Bayagoula prior to 1706, it is likely that the Houma hunted throughout the area.

Prior to replacing the Houma at Angola in 1706, the Tunica had resided in the Lower Yazoo Basin. However, the group left there as they were under pressure from the Chickasaw, who were allied with the British. Seeking the protection of the French, with whom they were allied, the Tunica moved amongst the Houma so that they were better protected from Chickasaw attacks. After the Houma left for New Orleans in 1706, the Tunica settled near the Red River-Mississippi River confluence—an area known as Portage de la Croix. Formerly the site of the primary Houma village, the area was also known as the Portage des Oumas (see Figure 2-2). The principal Tunica village was on the east bank of the Mississippi River in present-day West Feliciana Parish, but there was also a small village on the west bank in what is now upper Pointe Coupée Parish (Brain 1988:30-34; Dartaguiette 2009 [1732]).

The Chitimacha, who still retain their tribal identity, were first mentioned by Bernard La Harpe in August 1702 when he noted that Bienville had learned of a raid on the Chitimacha by a group of Canadians and Indians led by Louis Juchereau de St. Denis (La Harpe 1971:41). This marked the beginning of a long period of hostilities between the

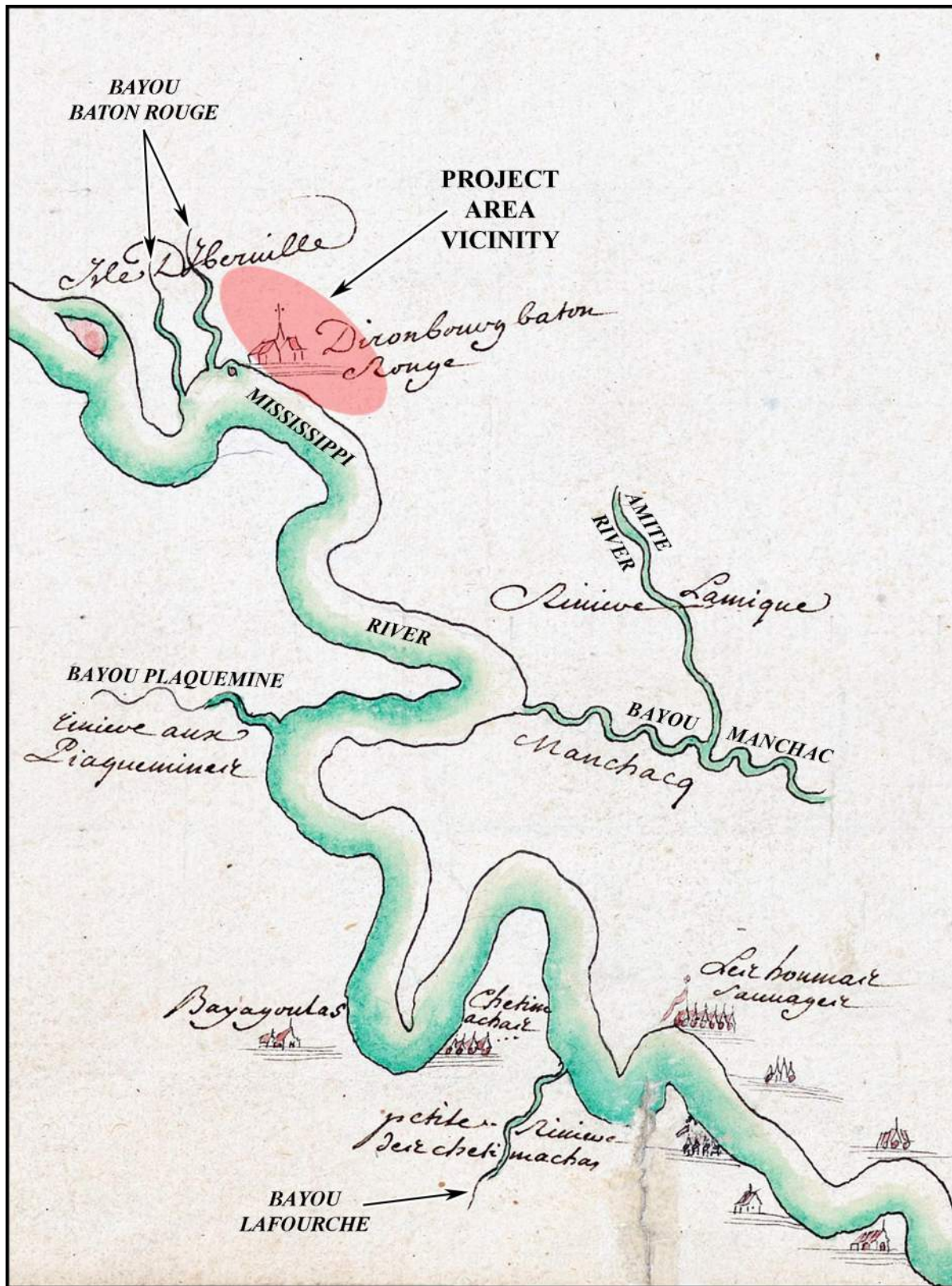


Figure 2-3. Detail of Bernard Diron Dartaguiette's (2009) 1732 manuscript map entitled *Fleuve St Louis cy devant Mississipy relevé à la boussole* depicting the project area vicinity. Although dated 1732, the included information is based on Dartaguiette's 1719 observations.

Chitimacha and the French. In 1706, a group of Chitimacha, having failed in an attempt to attack the Bayagoula, killed missionary Jean-François Buisson de Saint-Cosme and three other Frenchmen on the Mississippi River (La Harpe 1971:54). Bienville immediately asked the other Indian groups of the region to join in a war on the Chitimacha and, in March of 1707, St. Denis led a party of French Canadians, Bayagoulas, Biloxis, Chaouachas, and Natchitoches against a Chitimacha village. According to Penicaut the village was located on a lake near Bayou Lafourche (McWilliams 1953:71). In later years, the Chitimacha lived between present-day Bayou Goula and Donaldsonville (see Figure 2-3).

The Ofogoula (Ofo) were one of the *petites nations* closely tied to the French during colonial times. At the time of initial contact in the late 1600s, they were found in southern Illinois, from whence they were driven down the Mississippi Valley by hostile Iroquoian groups. At the time of the 1729 Natchez massacre, they resided in the Yazoo Basin, but refused to aid the Yazoo and Koroa in attacks on the French. Fearing reprisals, they subsequently moved downriver to live near their allies, the Tunica, and to be closer to the protection of the French. The Ofogoula were eventually absorbed into the Tunica in the Marksville area (Swanton 1946:165-166).

In about 1721, Antoine Simon Le Page du Pratz, who arrived in Louisiana in 1718, travelled upriver from New Orleans to Natchez, Mississippi (Arthur 1947). In his travels, Du Pratz (1975:317) noted that the Okelousa resided “west of and above Pointe Coupée.” Beyond this brief reference, however, little is known of the group than that they were allied with the Ouacha and Chaouacha (Swanton 1911:302). Some question still remains as to their identification as a separate entity from the Opelousas, although Swanton (1911:30) emphatically states that they are a separate tribal entity.

During the early years of the eighteenth century, the French colony of Louisiana stretched as far east as the Perdido River, where it was bounded by Spanish Florida. In 1719, however, the French captured the community of Pensacola, pushing the boundary farther east. That same year, the capital of Louisiana was moved from Mobile to Ocean Springs, Mississippi, and in 1720 back to Biloxi. Following a 1722 hurricane, the French abandoned

both Biloxi and Pensacola and moved their capital to New Orleans, which had been established just four years earlier (Coker 1999:14-15; French 1851:111; Wall et al. 2002:29, 40-41). Much of the settlement of the colony during these early years was focused on large concessions that were granted along the Mississippi River above (i.e., upriver of) New Orleans. Biloxi remained largely abandoned until the late eighteenth century, and Mobile was soon supplanted by New Orleans in both size and commercial and political importance (Maduell 1972:61; Wall et al. 2002:41-43).

Among those who received concessions during this period were members of the influential d'Artaquiette family, who obtained a large concession at Baton Rouge in about 1717. When brothers Bernard Diron and Pierre d'Artaquiette visited the concession in 1718, which they referred to as Dironbourg, they found 27 people residing there, including both whites and the Dirons' black slaves (Meyers 1976:10-13). In 1719, Bernard Diron d'Artaquiette recorded his journey up the Mississippi River from New Orleans to Cahokia. Thirteen years later, in 1732, his notes were used to produce a manuscript map of his journey entitled *Fleuve St Louis cy devant Mississipy relevé à la boussole* (Dartaguiette 2009 [1732]) (see Figure 2-3). Based upon that map, the d'Artaquiette concession, noted as "baton Rouge," was located in an area consistent with the present-day Scotlandville area.

Despite the placement of the d'Artaquiettes' "Baton Rouge" concession at the river's bend at Scotlandville (see Figure 2-3) and the presence of nearby Baton Rouge Bayou, Alcée Fortier argued in 1904 that the Native American *baton rouge*, or "Red Stick," encountered by d'Iberville in 1699 had been located at Bayou Manchac. Thirteen years later, William O. Scroggs argued that the marker, instead, had been located at what was then known as Garrison Bayou—a small stream that once drained present-day Capitol Lakes into the Mississippi River (Albrecht 1945:35). That stream is more commonly referred to by its older name of "Bayou Gracie."

In 1945, Andrew Albrecht (1945) argued that the physical location of the famous *baton rouge*, or "Red Stick," actually had been located at Scott's Bluff (present-day Scotlandville). He points out that the river in that area has been relatively stable and bases

his arguments primarily on distances recorded by d'Iberville and the keeper of the logbook of the *Le Marin* of their travel upriver from Bayou Manchac. Albrecht (1945) further supplemented his arguments with data gained from eighteenth-century maps (e.g., Figure 2-3), including Ignace François Broutin's (2007) detailed 1731 manuscript map *Carte Particuliere du Cours du Fleuve Missisipy ou St. Louis ala Louisiane Depuis la Nouvelle Orleans jusqu'aux Natchez* (Figure 2-4). These sources clearly indicate that there was an early concession named "Baton Rouge" in the Scott's Bluff vicinity. Although there are accounts of Europeans, and their slaves, as residing at Baton Rouge in 1718 (Meyers 1976:12) and the concession is depicted on a map based on d'Artaquiette's 1719 observations (see Figure 2-3), Albrecht (1945:58-65) argues that the concession was not physically settled until 1721.

Albrecht (1945) further argued that the lake-like stream described in the French narratives of 1699–1700 was a small, unnamed bayou draining Lake Kernan on the present Southern University Campus. Albrecht arrived at this conclusion largely based upon a 1785 land grant claimed by the widow Margaret O'Brien, who "desired to 'develop a plantation within the said post [*District of the Fort of Baton Rouge*] in a place called Indian Village'" (Albrecht 1945:42). In his research, Albrecht found that O'Brien's grant flanked the bayou at Lake Kernan. While Albrecht was cognizant of the 80+ year gap in time between the accounts of 1699–1700 and O'Brien's 1785 land grant, and that the tribes often moved about, he argued that the available evidence supported his conclusion.

Broutin's 1731 map, based on data gathered in 1721, 1726 and 1731, indeed places the "C. de Mr Dartaguiette appellée Baton Rouge"—or "Concession of Monsieur d'Artaquiette called Baton Rouge"—immediately south of a small unnamed bayou in the Scott's Bluff vicinity. Further downriver, the map also depicts "Habitation Françaises Vassoux de M. Dartaguiette"—or "French habitations of the vassals of Monsieur d'Artaquiette"—situated downriver of another unnamed stream (see Figure 2-4) (Broutin 2007 [1731]). Close inspection of the Broutin map reveals that the latter habitation extended along the bluff's edge a considerable distance below that unnamed stream. While the full extent of the d'Artaquiette concession remains unknown, it is clear that it must have

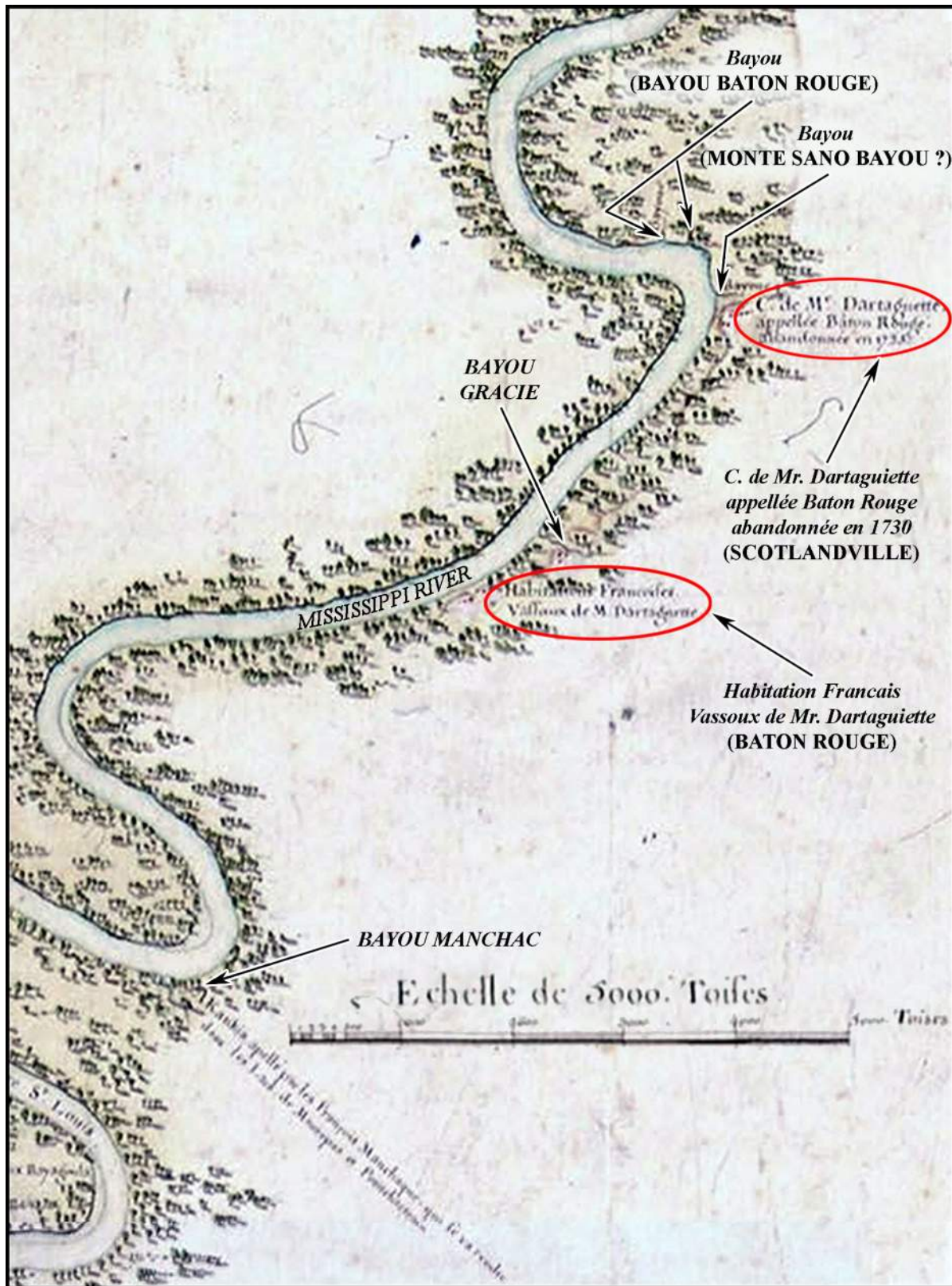


Figure 2-4. Detail of Ignace François Broutin’s (2007) 1731 manuscript map entitled *Carte Particuliere du Cours du Fleuve Missisipy ou St. Louis* depicting the Dartaguiette concession known as Baton Rouge, which stretched from Scotlandville to downtown Baton Rouge.

stretched at least from the stream at which the main concession was located (“Baton Rouge”) southward beyond the habitations of the Dirons’ vassals. It is the concession, in its entirety, that was known as “Baton Rouge,” not just that part labeled near the upper bayou. Still, the name became attached to just the smaller area at Scotlandville; hence, the naming of the nearby bayou—Baton Rouge Bayou.

Comparison of Broutin’s 1731 map to later resources clearly indicates that the stream passing by the habitations of Monsieur d’Artaguiette’s vassals is consistent with Bayou Gracie in downtown Baton Rouge. That bayou once drained an impounded swamp, now Capitol Lakes. The habitations of Dirons’ “vassals” stretched downriver from that stream about 1,150 toises (6,394 ft or 1,949 m), almost to the present-day I-10 bridge, in the vicinity of a portion of the present project area. Broutin indicated that the bluff line began to recede from the river a short distance below that, consistent with the present landscape. The upper stream at “Baton Rouge,” meanwhile, was depicted by Broutin as being about 2,680 toise (17,137 ft or 5,223 m) upriver of Bayou Gracie, almost to the US 190 bridge. This location is generally consistent with Monte Sano Bayou. Hence, the primary settlement at the Diron concession seems to have been located immediately south of Monte Sano Bayou rather than the unnamed bayou draining Lake Kernan, as put forth by Albrecht (1945).

As discussed above, the Monte Sano Mounds site (16EBR17), was located at the mouth of its namesake bayou. More specifically, the site was located on the bluff edge immediately south of the bayou, the same general area as Monsieur d’Artaguiette’s “Baton Rouge.” It was not uncommon for early French concessions to be established at the sites of former Native American villages along the Mississippi River (e.g., the Paris-Duverney Concession at Bayou Goula), and the same may have been true here as well. It should also be noted that Monte Sano Bayou is much larger than the unnamed bayou to its north, and much more apt to be included on early maps. Indeed, the bayou seems to be depicted on de L’Isle’s (2010) 1702 *Carte de la Rivière de Mississipi* (see Figure 2-2) as its length is more consistent with Monte Sano Bayou rather than the Lake Kernan bayou.

Early eighteenth-century French accounts typically note that the *baton rouge* was a boundary marker between the lands of the Houma and the Bayougoula, and in most instances

there is mention of only one at or near the present city of Baton Rouge. However, an anonymous (2007 [1743]) 1743 map entitled *Carte du Cours Fleuve St. Louis depuis les Natchez jusqu'a son Embouchure Mississippi* (Figure 2-5) depicts two *baton rouge*, one at the present site of downtown Baton Rouge and the other near present-day Fort Adams (then known as Roche a Davion). The latter is noted as “*un baton rouge, Signal de guerre Sauvage*” or “a red stick, Indian signal of war.” If a *baton rouge* defined the boundary between the Houma and the Bayagoula as described by d’Iberville in 1699, it is reasonable that a second *baton rouge* then marked the upper boundary of the Houma. If that was indeed the case, the upper *baton rouge* would then have marked the boundary between the Houma and the Natchez at Fort Adams. Though dated 1743, the map generally portrays the region as it was in the early to mid-1720s. By then, the Houma had been displaced by the Tunica at Portage de la Croix (1706) and the Bayagoula by the Houma at Burnside (circa 1712–1713). Hence, the two *baton rouge* depicted on the 1743 map likely marked the upper and lower boundaries of the Tunica as they were in the 1720s.

Notably, that same map (Anonymous 2007 [1743]) places the lower *baton rouge* further south than that suggested by Albrecht (Figure 2-6). Indeed, the 1743 map places the physical *baton rouge* in an area consistent with Bayou Gracie in downtown Baton Rouge. It is also the same area in which Broutin (2007 [1731]) noted several improvements, which he labeled as “Habitation Françaises Vassoux de M. Dartaguiette” (see Figure 2-4). The 1743 map, however, does not include those improvements while including those of the “Con^{on} de Mr. Diron” nearer Monte Sano Bayou, suggesting that the habitations of the “vassals” had either not yet been established or had already been abandoned by the early to mid-1720s. Regardless, the available evidence indicates that the Tunica’s (?) lower *baton rouge* was located on the south bank of Bayou Gracie, an area that was occupied by Dirons’ “vassals,” not unlike the main concession at the former site of the Monte Sano village. It is possible that the lower *baton rouge* was moved a short distance south from the Scotlandville area to downtown Baton Rouge sometime between 1699 and the early 1720s. If so, that event was likely associated with the 1706 relocations of the Tunica, Houma and Bayagoula. The upper *baton rouge*, meanwhile, was located at present-day Fort Adams, and more specifically on the south bank of the Buffalo River (see Figure 2-4).

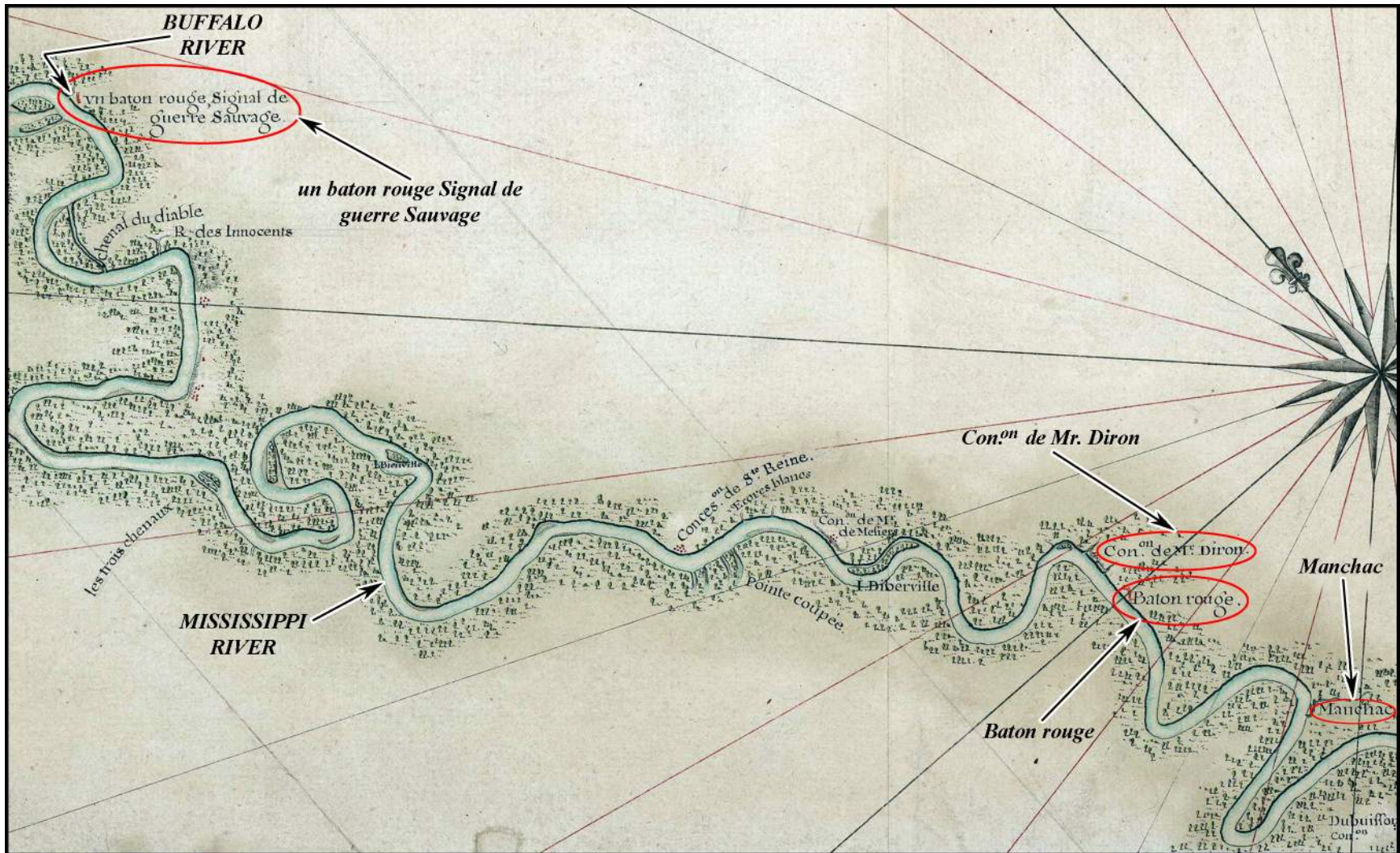


Figure 2-5. Detail of the anonymously drawn circa 1743 *Carte du Cours Fleuve St. Louis depuis les Natchez jusqu'a son Embouchure* (Anonymous 2007) depicting area *baton rouges*. Although dated circa 1743, the map depicts the area during the early to mid-1720s.



Figure 2-6. The Baton Rouge area in the early to mid-1720s as depicted on the *Carte du Cours Fleuve St. Louis depuis les Natchez jusqu'a son Embouchure* (Anonymous 2007). Note what appears to be Bayou Gracie, Alligator Creek and Monte Sano Bayou and the location of the *baton rouge*.

In addition to the *baton rouge* at Bayou Gracie and the Diron habitations nearer Monte Sano Bayou, the 1743 map (Anonymous 2007 [1743]) also includes a stream presumed to be Bayou Baton Rouge upriver of Scotlandville and another stream emptying into the Mississippi River between Monte Sano Bayou and Bayou Gracie. The last stream seems to have later become known as Alligator Creek (see Figure 2-6). That stream is no longer extant, having been masked by the ExxonMobil Baton Rouge refinery.

By 1722, much of the Diron concession had been cleared by burning. There were then as many as 30 Europeans, 20 black slaves and 2 Native-American slaves living there (Meyers 1976:10-13). The settlement, however, lasted for only a short while, probably due to poor provisioning on behalf of the Company of the West Indies. When Father Paul du Poisson arrived in Baton Rouge in June 1727, he noted that the concession had been abandoned. (Meyers 1976:17). Broutin's (2007 [1731]) 1731 map, however, states that the concession was not abandoned until 1730 (see Figure 2-3). Regardless, it was not until the 1760s that an attempt was made to resettle the area.

In 1763, as a result of the Seven Years War, France ceded all of her holdings east of the Mississippi River and north of the Isle of Orleans to Great Britain and all of the remainder of Louisiana to Spain. The 1763 Treaty of Paris, which brought the war to an official end, also resulted in Spain turning all of Florida over to Britain. Hence, all of the lands east of the Mississippi River, with the exception of the Isle of Orleans, were placed under British control while all of those west of the river were placed under Spanish control (Wall et al. 2002:57-58).

British West Florida, 1763–1783

Although the Spanish took several years to effectively assert their control over New Orleans and the rest of Louisiana, Britain took almost immediate control of Florida. In October 1763, Florida was divided into East Florida and West Florida. At the time, West Florida stretched from the Mississippi River eastward to the Apalachicola River in Florida. Like the French, the British were not very successful in attracting settlement in much of West Florida, despite the fact that the British would grant 1,000-acre tracts to those who would settle the property and cultivate it (French 1978:113). The British were successful, however, in granting a number of patents in the Baton Rouge area (Figure 2-7), most of which were never developed. Enough grants were settled in the Natchez area, however, to warrant subdividing British West Florida into four districts: Pensacola, Mobile, Manchac, and Natchez. The present project area formed a small part of the Manchac District of British West Florida.

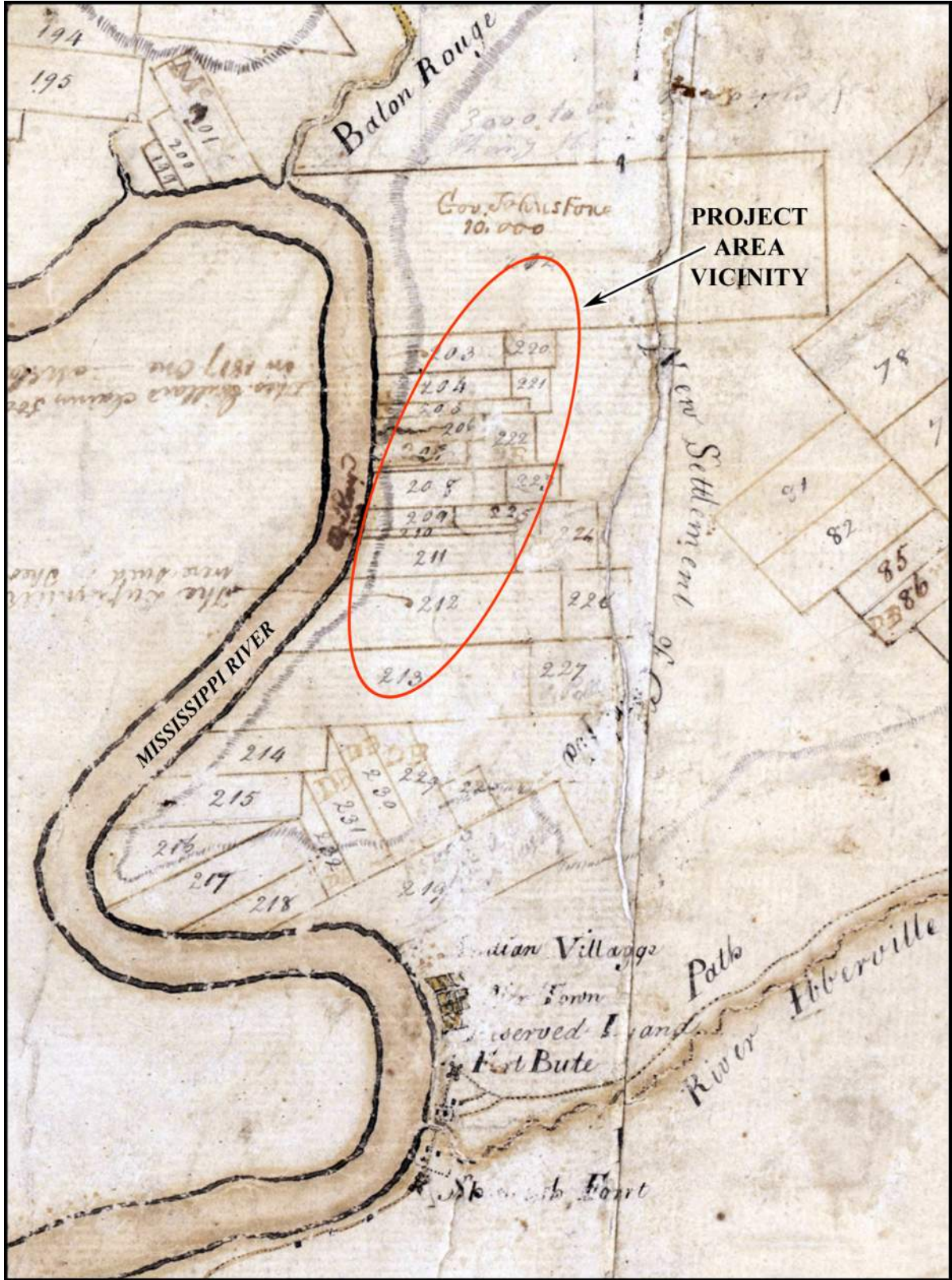


Figure 2-7. Detail William Wilton's (2015) 1774 map entitled *The River Mississippi from Manchac up to the River Yazous* depicting English land grants made in the project area vicinity. Many of these grants were never settled.

With its capital located at Pensacola, much of the settlement of British West Florida occurred in that area. Many of those associated with the government at Pensacola, however, acquired land grants in the study area vicinity. Montford Browne and Elias Durnford, both of whom served as acting governors of British West Florida between 1766 and 1770, acquired grants in the area: Browne's at *Ecores Blancs*, then called "the Milk Cliffs of Pointe Coupeé," and Durnford's between the communities of Hardwood and Bains, a short distance upriver (Dalrymple 1978:58, 62, 64; Durnford 2015 [1772]; Gauld 2010 [1778]). Nearer the present project area, Governor George Johnstone (1764–1767) received a 10,000 ac grant in the Scotlandville area in August 1767 (Wells 1966:157-158; Wilton 2015 [1774]) (see Figure 2-7). Johnstone was joined in July 1769 by William and James Aird, who received a 3,000 ac grant. The present project area stretches from the Johnstone grant on the north to the Aird grant on the south. By 1774, all of the intervening area had been granted to a variety of individuals.

While a considerable number of grants were made in the Baton Rouge area, few were successfully settled at this early date. Indeed, only a very few English grants along the Mississippi River are known to have been inhabited by the 1770s. Among the few settled in the area were those held by Lieutenant McIntosh (on the earlier Johnstone grant), Francois Pousset (at Monte Sano Bayou), John Francis, Dr. Samuel Flower, David Williams, Oliver Pollock and Richard Carpenter (Figure 2-8). Although in private ownership, it is unlikely that the project area saw any development at this early date, and, instead, likely remained in woods or pasture through the late 1770s.

Flower originally purchased the property in 1774 from David Williams, who had been granted the 1,000 ac (405 ha) by the British government. Williams' concession fronted the Mississippi River and extended to about present-day North Eugene Street and from the mouth of Bayou Gracie on the north to present-day Florida Boulevard on the South. In a letter to Isaac Johnson dated 27 December 1774, John Fitzpatrick of Manchac noted that "David Williams & Doctr. Flowers; are arrived with 80 prime Slaves half for Sale & the other for there Plantation" (Dalrymple 1978:181) indicating that Flower and Williams did not confine their activities to plantation agriculture alone and were also involved in the slave trade.

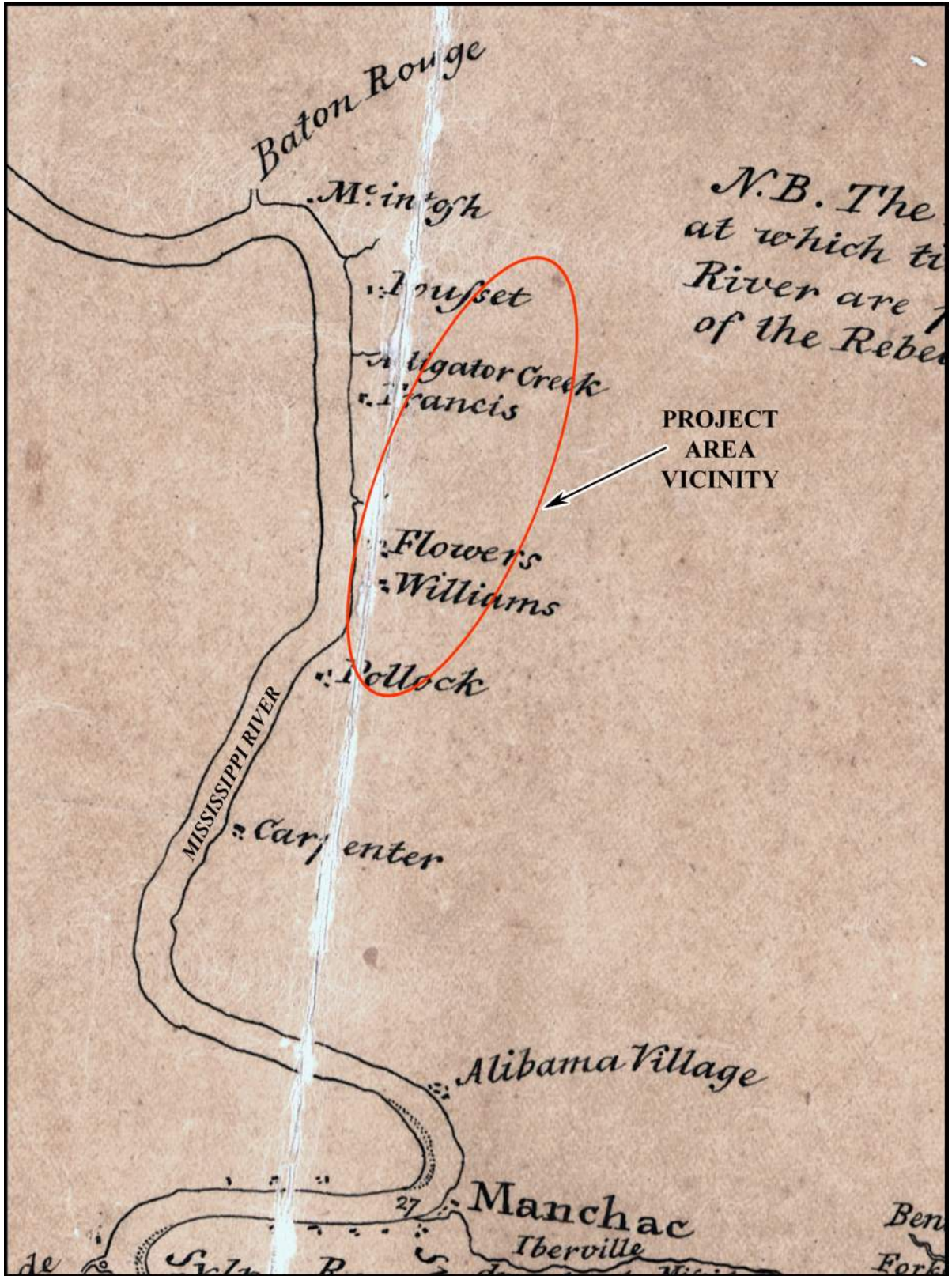


Figure 2-8. Detail of George Gauld's (2010) 1778 *A Plan of the Coast of Part of West Florida and Louisiana including the River Mississippi from its entrances as high as the River Yazous*. Although many English land grants had been made in the area, very few were settled.

In June 1776, one of Flower's slaves was found to be a conspirator of a planned slave insurrection and was put to death (Dalrymple 1978:204). Flower apparently formed a partnership in the plantation about this time with Stephen Watts. In January 1778, their plantation, along with the neighboring plantation of David Williams (see Figures 2-7 and 2-8), was raided by James Willing. Watts was captured in the raid and made prisoner, as were all of his slaves (Meyers 1976:35).

In addition to the Williams/Flowers Plantation, the present project area traverses the former locations of a number of other British concessions (see Figure 2-7). These include: John Waldigger, Edward Mease, James William and John Mitchel and William Marshall. John Waldigger was granted the 250-acre (101-hectare) tract below Williams on 25 April 1771. This tract would have extended from about present-day Florida Boulevard to present-day Government Street and from the Mississippi River to present-day 14th Street on the east. On 10 May 1771, Edward Mease was granted a 200-acre (81-hectare) tract of land that extended from the Mississippi River east to about present-day 18th Street. It continued from Waldigger's tract to about present-day South Boulevard. The Mitchels were granted a 1,000-acre (405-hectare) tract on 16 May 1769. This tract extended from the boundary of Mease's property south to about present-day Roosevelt Street and from the river to about present-day 16th Street. The present project area also passes through the 3,000-acre (1,214-hectare) tract that William Marshall received on 6 May 1769 (Durnford 2015 [1772]; Wells 1966:158). The northern half of the project area also passes through several early British claims, but given its location well away from the river nearer Scotlandville, it is unlikely that early settlers would have passed through the area much less make improvements there.

Not appearing on period maps of Baton Rouge are members of the Monsanto family. The Jewish Monsantos arrived in New Orleans in 1757, but were forced out of the French colony in 1769–1770 due to rules enforced from the *Code Noir*. Leaving New Orleans, some members of the family moved into English West Florida and entered into the trading business at Manchac. Isaac, Benjamin, Jacob and probably Manuel Monsanto traveled frequently between Manchac and the settlements at Point Coupee (Ford and Stiefel 2012; see also Dalrymple 1978 and Korn 1969). Monte Sano Bayou undoubtedly derives its name from that family.

Only months after the United States declared independence from Great Britain in July 1776, James Willing, who actually resided in Natchez, Mississippi, received a captain's commission in the newly formed United States Navy. Gathering marines from Fort Pitt and a variety of rivermen to man his river barge *Rattletrap*, Willing set out to raid Loyalist settlers established along the lower Mississippi River. Based upon his actions, Willing's definition of "Loyalist" included anyone who did not aid him, either by joining his forces or providing him with supplies (Millett 1991:20-21). Taking Fort Panmure in Natchez on 19 February 1778, Willing proceeded downriver to Bayou Manchac where he arrived on 23 February. Arriving off of Bayou Manchac in a fog, the *Rattletrap* surprised the British 16-gun brig *Rebecca* and captured her without a fight (Nester 2004:210). From Bayou Manchac, Willing raided the plantation of Samuel Flower and Stephen Watts as well as that of David Williams in present-day Baton Rouge (see Figure 2-8). Both Williams and Watts were captured in the raid and were made prisoner, as were all of their slaves (Meyers 1976:35). Raiding other Loyalist plantations between Bayou Sara (West Feliciana Parish) and Bayou Manchac, Willing and his men took whatever they could carry and burned what they could not. Willing then proceeded downriver beyond New Orleans where he captured the English brig *Neptune* along with the merchantman *Despatch*. Eventually making his way to New Orleans, Willing sold his confiscated goods and the one hundred slaves he had captured for \$62,000 (McMichael 2008:79-80; Nester 2004:210).

While Willing and the *Rattletrap* were on their way to Natchez, the Treaty of Alliance was being signed in France on 6 February 1778. As a result of the treaty, France formally declared herself to be an ally of the newly formed United States of America and, accordingly, declared war against Britain. In June 1779, Spain allied itself with France and the American Colonies in the American Revolution and declared war against Britain as well. In response, Lieutenant-Colonel Alexander Dickson, the commander of the British forces at Manchac, fell back to Baton Rouge and constructed Fort New Richmond along the riverfront at Stephen Watts and Samuel Flower's Plantation (see Figure 2-8). By the end of September, the Spanish, under the direction of Governor Bernardo de Gálvez, captured the fort (which was subsequently renamed Fuerte San Carlos). As a result of the battle, Spain gained control of the Mississippi River south of Natchez. Galvez also seized the British posts at Manchac

and Pensacola, effectively ending British control of West Florida (Dalyrmples 1978:29; Davis 1959:93-95; Wall et al. 2002).

Spanish West Florida, 1783–1810

Although Galvez seized physical possession of British West Florida beginning in 1779, it was not until the signing of the 1783 Treaty of Paris and the 1783 Treaty of Versailles that Spain acquired legal possession of West Florida. During much of her ownership of West Florida, Spain considered the northern boundary of the colony to be north of Natchez, Mississippi. Indeed, Spain subdivided the Natchez District and created the Feliciana District—composed of both present-day East and West Feliciana parishes—as well as the Baton Rouge and Manchac districts. The United States, however, claimed the international boundary was at the 31st parallel. The matter was left open in the 1783 Treaty of Paris and was not resolved until the 27 October 1795 signing of the Treaty of San Lorenzo del Escorial, which declared that American soil extended as far south as the 31st parallel (Meyers 1976:65-67, 71).

The Spanish colonial government was much more successful in attracting settlement than either the French or British colonial administrations. There were, however, several impediments to those desirous to settle the area. Upon taking control of British West Florida, the Spanish government required that all residents swear allegiance to the Spanish crown under penalty of losing their property. To acquire a Spanish patent, settlers had to settle on the land within one year and cultivate 10 percent of their claim by the following year (French 1978:115). Still, between 1785 and 1788 the population of the Baton Rouge District grew from 270 to 682 (Manheim and Whitmer 1991:61).

Not long after Spain took over Flower's property, Governor Estaban Miró granted Flower's land north of the fort to Joseph Cabo (Section 44, Township 7 South, Range 1 West) and in 1785 that below the fort to Francis Devergè (or Dubiger) (Figure 2-9). The land surrounding the fort (Section 71, Township 7 South, Range 1 West) meanwhile was retained by the Spanish crown and the large tract to its rear granted to Manuel Gayoso de Lemos in

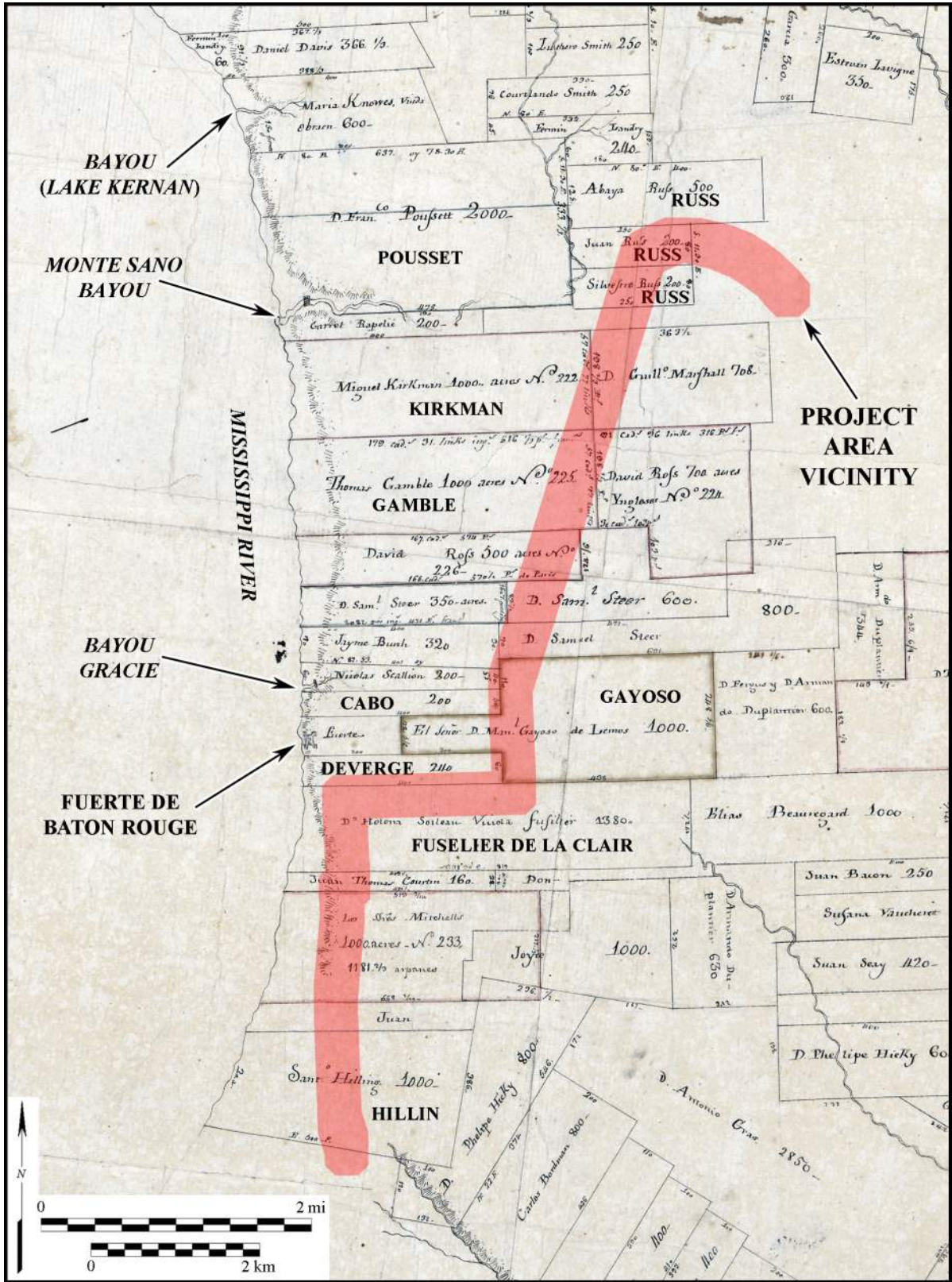


Figure 2-9. Detail of Vicente Sebastián Pintado’s (2015b) untitled map of the Manchac and Baton Rouge districts (Spanish West Florida) depicting land ownership in Baton Rouge and vicinity in circa 1805. Unlike the English, the Spanish successfully settled area land grants.

1797. Devergè subsequently sold his property in 1792 to John Buhler, who, in turn, sold the northern third (Section 46, Township 7 South, Range 1 West) to Antonio Gras (Figure 2-10). Cabo, meanwhile, retained possession of his property until February 1793 when he traded the tract to John Gracie (Grassie) in exchange for another tract of land. Buhler had died by that time and his wife Edith Smith had married Richard Devall. Ten years later, Flower and the widow of his former partner Watts retained a lawyer to file suit claiming that both the Gracie and Devergè tracts were still theirs based on their acquisition of the property in 1774.

In July 1805 Devall and Gracie asked Governor Carlos de Grand Pré to hear the complaint before Flower damaged their reputations. Flower stated that he had made two applications to the Spanish government for confirmation of his claim, but no record to that effect could be found. Grand Pré ruled that for Flower to regain his former holdings, he would have to repurchase his property for \$12,500 (27 April 1802 survey of the property of Francisco Deverges [Devergè] by Carlos Trudeau, Louisiana Land Surveys 1747–1828, Louisiana State Archives [LLS, LSA], folder 10; SWF “9”, folio 72). The present project area follows the lower line (south) of the Devergè property and the rear (east) line of both the Devergè and Cabo properties (see Figure 2-10).

The former English fortifications, meanwhile, were renamed by Galvez as Fuerte San Carlos. The fort was in poor condition during the time of Spanish possession and considered to be an economic burden. Galvez felt, however, that it was a strategic location from which attacks from the north could be repelled and had it manned by Spanish troops. Pedro Jose Favrot was appointed commandant of the fort and by 1781 had spent 2,472 pesos to have its buildings improved (Jones et al. 1993:62).

Governor Baron de Carondelet’s report of 1793 stated that the fort had 16 cannons, 12 of which faced the river. A year later, Carondelet noted that the fortifications had not been maintained since Galvez had taken the fort in 1779, but that the buildings had been improved during that period. In 1796, French General Victor Collot wrote that the star-shaped fort was in such poor condition that carriages could enter through its embrasures and that the only buildings that remained were the commandant’s house and a small barracks. A

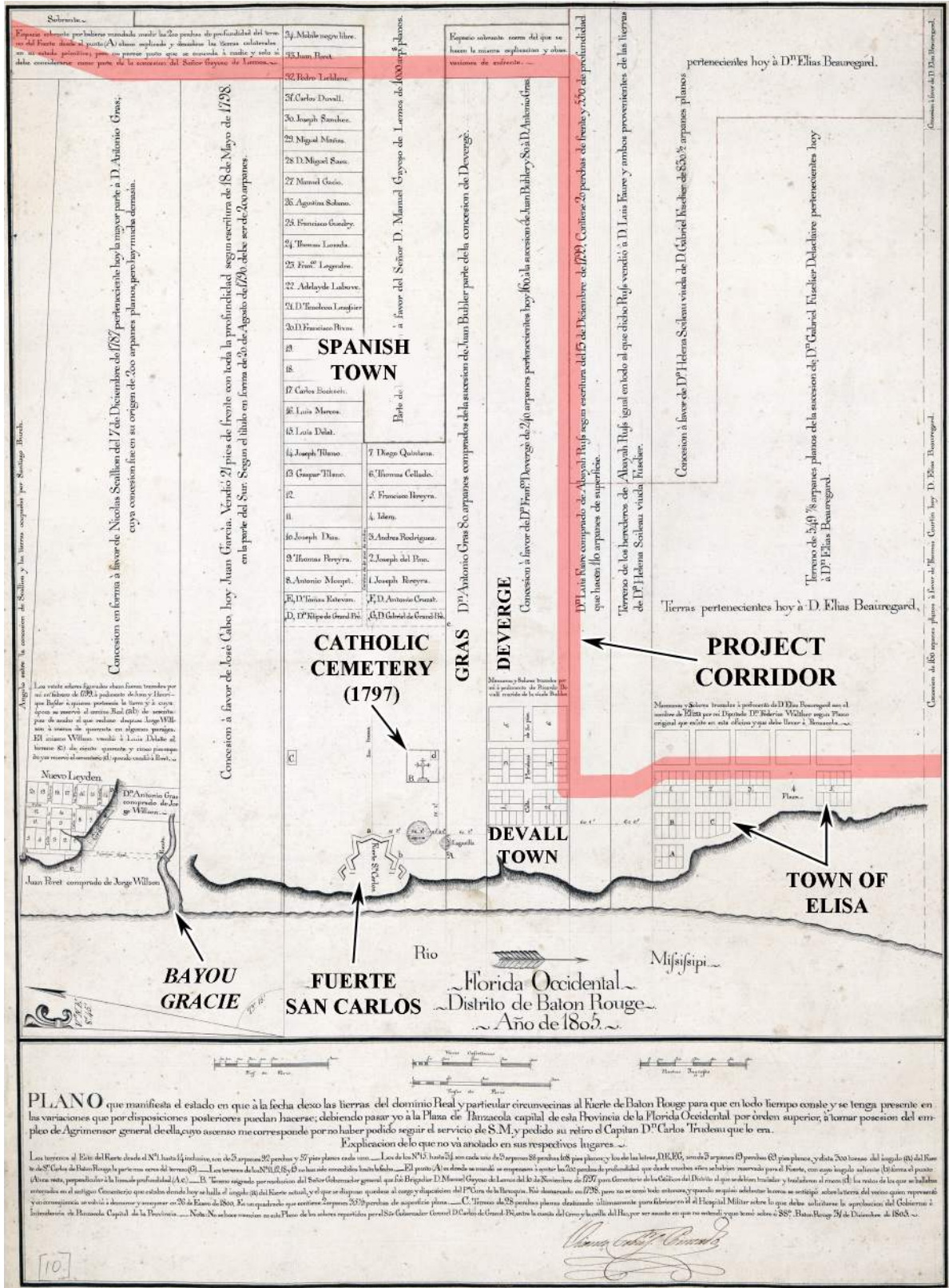


Figure 2-10. Vincente Sebastián Pintado’s (2015a) *Florida Occidental Distrito de Baton Rouge Año de 1805*. Note the location of “Fuerte San Carlos” and the surrounding developments in downtown Baton Rouge, Elisa Town, and Spanish Town relative to the project area.

plan of the fort made in 1798, however, depicts a number of buildings within the fortifications. It is unclear if the structures depicted on the 1798 plan were ever constructed, or if the plan is just that—a plan to (re)construct the fort. The garrison during this period generally ranged from 15 to 50 troops, except when units from Pensacola passed through, temporarily increasing the size of the garrison (Casey 1983:17). With so few troops stationed there, it is unlikely that the fort was ever extensively rebuilt during the late 1790s. An 1805 description of the fort notes that it consisted of a line of pickets set into the top of a raised berm of clay which, in turn, surrounded several “well-looking” houses (Casey 1983:17).

Much of the land surrounding the fort was cleared by the first decade of the nineteenth century. The lands above and below the fort were cleared to allow both agricultural and residential development while the tract associated with the fort was cleared for the base’s expansion and to provide clear fields of fire. Vicente Sebastián Pintado’s (2015b) *Florida Occidental, Distrito de Baton Rouge Año de 1805* indicates that two lagoons were located to the immediate south-south-east of the fort (see Figure 2-10). Less than 120 m (394 ft) east of the lagoons was the 1797 Catholic Cemetery, part of which was reserved for reburying Catholics from the old cemetery located immediately adjacent to the fort. The 1797 Catholic Cemetery was located in the block later bounded by University Walk, North Fifth, North, and North Fourth streets (Hahn and Parker 1998). Most of the buildings associated with the fort, including the officer’s quarters and powder magazine, were located within the fort.

While activities continued at the fort and the immediate area, other land claims were being made along the Mississippi River throughout the project area (see Figure 2-9). By the early nineteenth century, the tract below Devergè’s claim was owned by the widow Fuselier de la Clair. Her neighbor to the south was a tract owned by Thomas Curtain, below which were two tracts previously claimed by David Williams and William Stephens. These had been purchased by Julian Poydras. Below these two tracts were two that were purchased by John Joyce from Callavel and James Hillins, respectively. Further north were the surviving English claims of Michael Kirkman and Thomas Gamble. Behind (east of) the English grant of Francois Pousset were several Spanish grants made to various members of the Russ

family. The present project area passes through these properties. Unlike the earlier English grants, title holders during the Spanish period improved their claims, though not always extensively.

In 1799, Elias Beaugard purchased the plantations of the aforementioned Madame Fuselier and Thomas Curtain. Over the next five years, Beaugard developed a planned community for Baton Rouge (Jensen 1978). Beaugard's initial efforts led to the creation of Elisa Town between St. Ferdinand Street and the river between North Boulevard and about France Street (see Figure 2-10). These early efforts eventually led to the founding of Beaugard Town. Based on "the Grand European manner" of town layout, Arsene LaCarriere LaTour drafted a layout for Beaugard Town with a central square for a cathedral and 16 streets radiating in eight cardinal directions from it in 1806. The boundaries of Beaugard Town were the Mississippi River to the west, North Boulevard, South Boulevard and East Boulevard (Jensen 1978) (Figure 2-11, see also Figure 2-10). Passing through the proposed development was a *camino real* connecting Natchez to New Orleans. Initially, that road probably followed the bluff edge through downtown Baton Rouge, but was shifted through time to accommodate the area's growing street grid. At newly developed Beaugard Town, the *camino real* is now followed by River Road; nearer the state capitol, it followed Third Street. Serving as the primary terrestrial transportation route, most early development occurred along that route. As the street grid grew, development grew as well.

As depicted in Figure 2-10, a few blocks of Richard Devall's tract (Devall Town) was laid out by 1805 and consisted of downtown Baton Rouge between present-day Main Street and Florida Boulevard. By the end of 1824, Devall Town extended from First to Ninth streets and from Main Street to Florida Boulevard (Meyers 1976:59). Also developed during the early years of the nineteenth century was Spanish Town. Urban lots flanking Spanish Town Road were first laid out in 1804. By 1805, lots had been laid out and assigned on the north side of the road as far east as present-day 23rd Street. Outside of these areas, Baton Rouge remained decidedly rural. The present project area passes through two of the Spanish Town lots (see Figure 2-10).

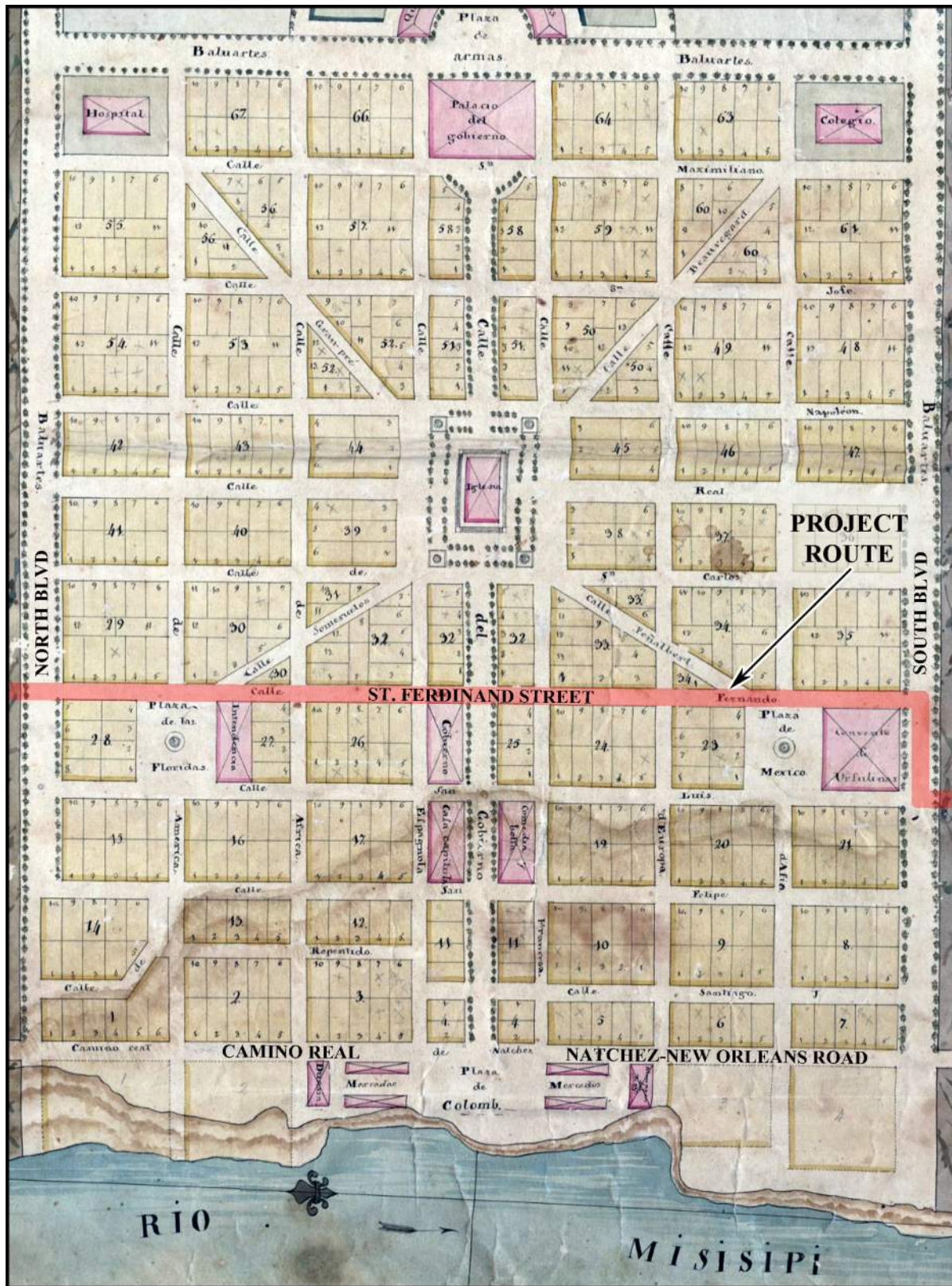


Figure 2-11. Arsène LaCarrière LaTour's 1806 *Plano de La Villa de Baton Rouge trazada fabre la habitacion del S E Beauregard*. Note that the project route follows St. Ferdinand Street through present-day Beauregard Town, both of which were established in 1806.

On 1 October 1800, the Treaty of San Ildefonso was secretly negotiated between Spain and France. As a result of this treaty, the territory of Louisiana, which did not include West Florida, was ceded back to France. Three years later, the United States bought Louisiana from France as the Louisiana Purchase. Meanwhile West Florida, including Baton Rouge, remained a Spanish possession until 1810 (Meyers 1976:74). In 1803, the capital of West Florida was moved from Pensacola to Baton Rouge.

The plantation economy of the region continued to grow under Spanish rule, but by the 1790s persistent problems with the indigo crop and technological advances in the granulation of sugar, as well as the ginning of cotton led to a shift toward sugar and cotton as the principal commercial crops. Settlement of the area, particularly by those of Anglo descent, continued unabated until about 1798 when it leveled off somewhat until about 1802. This might have been due to the passage of new legislation in 1798 that prevented all Protestants from obtaining land grants. Regardless, by 1805, there were 3,820 people living in the District of Baton Rouge, about a third of whom were Spanish soldiers (Manhein and Whitmer 1991:62; Meyers 1976:74).

By 1800, many Feliciana District residents, particularly those who were of British descent, were dissatisfied with Spanish rule as they felt that they should be entitled to a representative form of government, a concept decidedly at odds with the Spanish method of administration. Particularly vocal in their opposition were Reuben Kemper and his brothers Samuel and Nathan. The Kempers attracted enough followers by August 1804 to allow them to attack the Spanish fort at Baton Rouge in an attempt to capture Governor Carlos de Grandpré. Although they were unable to capture the governor, they did seize a small Spanish outpost near St. Francisville before attacking Fuerte San Carlos at Baton Rouge. Pursued by Spanish forces under the command of Armand Duplantier back to Bayou Sara, the Kempers retreated back to the Felicianas and eventually to their homes. Although open hostilities died down somewhat after the 1804 attack, they were never far below the surface. In September 1805, the three Kempers were kidnapped, beaten, and turned over to Spanish officials, who in turn transferred them to American authorities. The Kempers were eventually released, with the proviso that they cease their harassment of Spanish subjects and rule, which they soon violated (Fortier 1909:1:638-639).

Republic of West Florida, 1810–1812

Resentment of Spanish dominion continued to grow following the release of the Kemper brothers and, by 1810, had reached the point that a revolution was imminent. Sensing this, Governor Carlos de Hault de Lassus secretly sent a request to Pensacola requesting troops to quell the unrest. Intercepting the letters, the revolutionaries convened a secret council, deposed de Lassus, declared West Florida an independent republic, and set about seizing Fuerte San Carlos. Taking the fort on 23 September 1810, the revolutionaries also captured de Lassus and the garrison of the fort without any losses to themselves (Fortier 1909:II:636-638).

The West Florida Republic, with its capital at St. Francisville, was officially declared to be independent three days later. On 7 December 1810, Louisiana territorial Governor William C.C. Claiborne officially took control of the fledgling republic for the United States. Claiborne subsequently divided the republic into six parishes, of which Feliciana was one (Fortier 1909:II:636-638). While the majority of settlers in West Florida wanted to become part of the United States, a small group did not and tried to resurrect the republic in January 1811 (Favrot n.d.:11-12). The uprising was quickly quelled and order restored to the area. After a brief period of independence, all of Louisiana, including West Florida, was officially recognized as the eighteenth state of the United States in 1812.

Early American Period, 1812–1861

The introduction of the steamboat on the Mississippi River in 1812 significantly increased river traffic at the port of Baton Rouge, and, concomitantly, its population. On 16 January 1817, Baton Rouge was incorporated into a city, and, by 1820, the parish population had grown to 4,808 (Carleton 1981:35; Favrot n.d.:13). While much of this population increase occurred in the city of Baton Rouge, considerable growth occurred among the sugar and cotton plantations scattered about the area as well. To provide overland transportation to this growing and sprawling population, the area's road system grew as well. While the progenitor of Perkins Road was almost certainly extant by the early nineteenth

century, it was then likely little more than a path. One of the main transportation arteries in the area was Highland Road, which connected Baton Rouge to Bayou Manchac and beyond (Figure 2-12) (Poussin 1817). Passing through the project area was at least a small part of the Greenwell Springs Road and probably part of the Baton Rouge-Bayou Sara Road (the predecessor to Scenic Highway). Not surprisingly, there was considerable development along these roads outside of what was then Baton Rouge. Among these developments was a habitation or plantation on the north side of Bayou Gracie along the east side of the Baton Rouge-Bayou Sara Road. Probably located on one of Samuel Steer's grants, the improvements are within the project area vicinity, probably around the Scenic Highway/Bay Street area.

It was during this period that preparations were made for constructing a United States military barracks and arsenal at Baton Rouge. The arsenal, formerly known as the Baton Rouge Military Cantonment and Arsenal, was to provide a central staging area for both men and equipment throughout the lower Mississippi River and Red River valleys. Construction began on the Pentagon Barracks in 1819, and the first phase of work was completed in 1824. During that construction period, troops were housed in the adjacent Fuerte San Carlos, whose earthworks were extant until at least 1817 and probably through the Civil War. In 1835, the state penitentiary was moved from New Orleans to Baton Rouge (Figure 2-13). Fourteen years later, the state capital was also transferred from New Orleans to downtown Baton Rouge between Florida and Laurel streets (Hahn and Hahn 2001a).

At the time, Perkins Road was better known as the Middle Highland Road. In December 1835, however, Jehu and Henry Perkins purchased Richland Plantation, located just east of Magnolia Mound Plantation. As the road bisected the Perkins' plantation, it came to take on their name (Ryan et al. 2003:72). When this change in name occurred is imprecise, but seems to have been shortly before the Civil War (e.g., *The Daily Advocate* 1861; Johns 1864:163). Both names, however, were used interchangeably for several decades.

The nineteenth century was the railroad-building period for the entire country, and Louisiana was no exception. In 1836, the state legislature approved a charter to the Baton

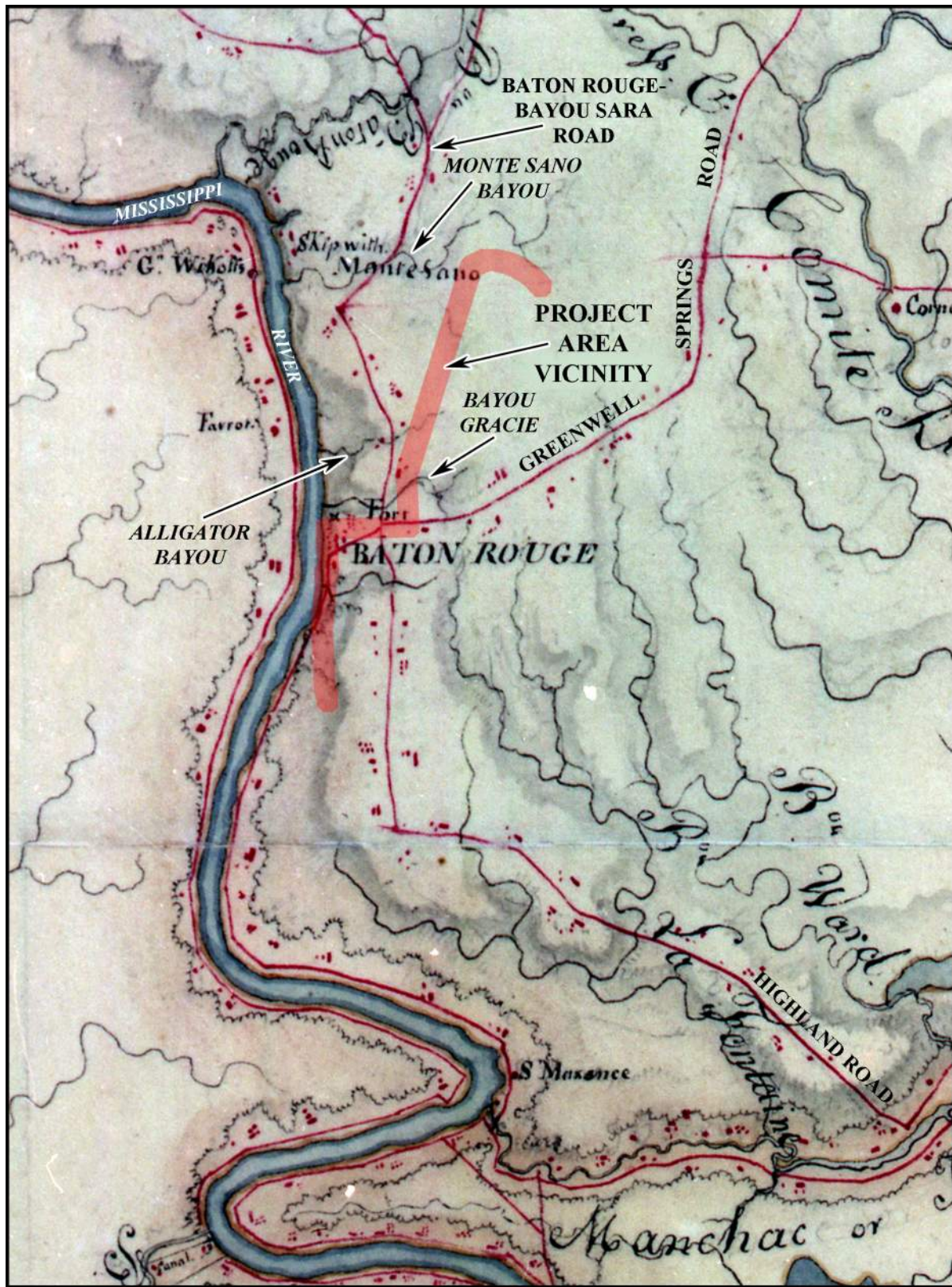


Figure 2-12. Detail of Guillaume Tell Poussin's (1817) 1817 manuscript map *Reconnoitring-Chart of the South Frontier of the United States of America from the River Perdido Towards the East as Far as the River Sabine to the West*.

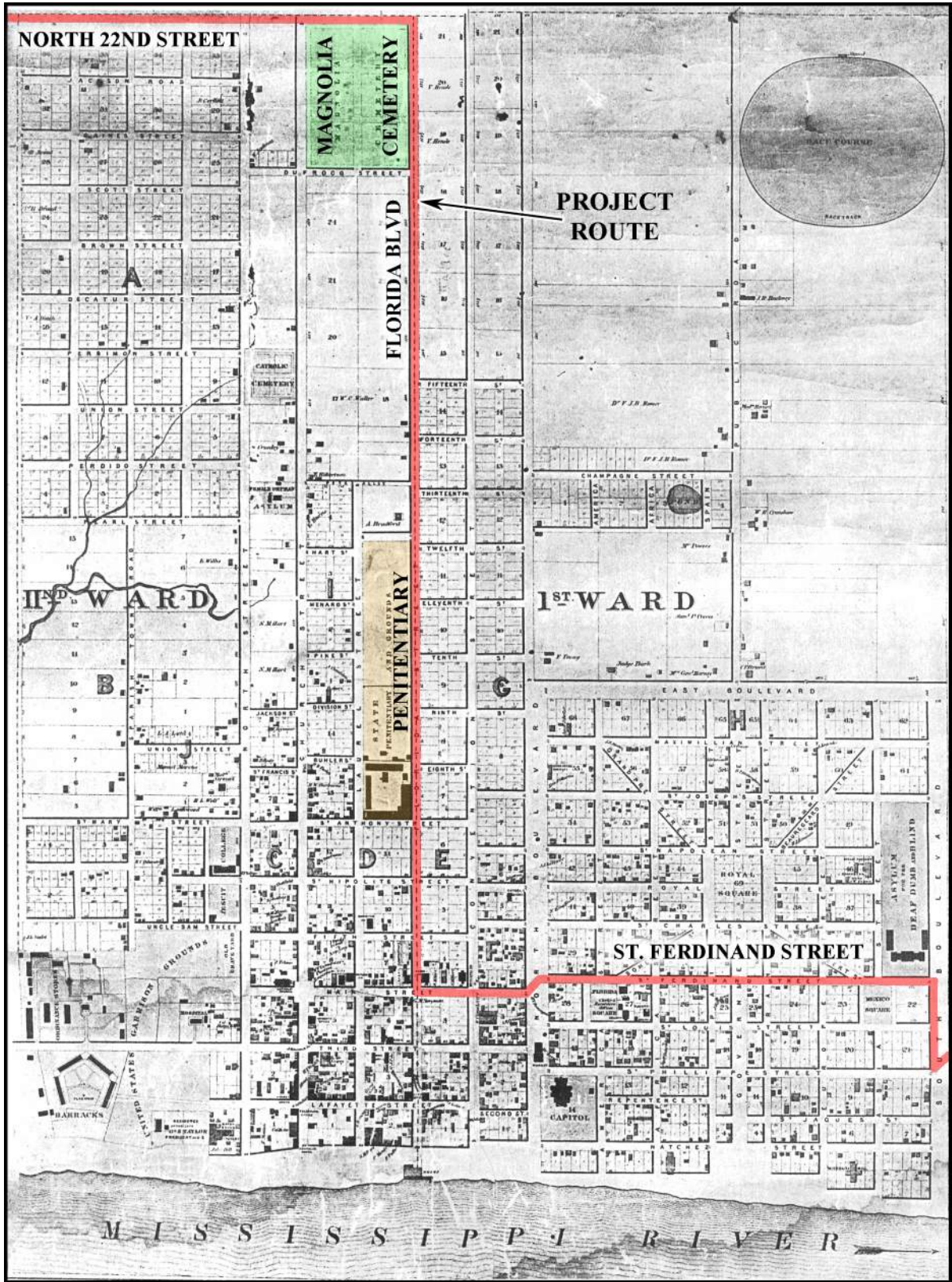


Figure 2-13. Michael Gill's (1855) 1855 map of the *City of Baton Rouge: The Capital of Louisiana*. Note that the project route passes through Beauregard Town (1806) and alongside the Louisiana State Penitentiary (1832–1918) and Magnolia Cemetery (1852).

Rouge and Clinton Railroad Company to construct a line between those two towns. Despite competing against the Clinton and Port Hudson line for scarce capital, the Baton Rouge and Clinton Railroad Company soon raised sufficient funds to begin grading the line's ROW. Following the financial Panic of 1837, however, funding quickly disappeared and the company went bankrupt (Reed 1952:70-71). In 1845, the Baton Rouge and Clinton Railroad ROW was legally converted into a public highway (*Baton Rouge Gazette* 1845). Five years later, the Baton Rouge and Clinton Plank Road Company was formed to build a plank road over the former railroad ROW. To finance the road, the company was to make it a toll road based on the distance travelled. For instance, a horse and rider were to be charged 1.5 cents per mile, a four-horse vehicle 5 cents per mile (*Baton Rouge Gazette* 1850). Actual work on the road, however, did not begin until August 1854 (*The Daily Comet* 1854). The route of the present project follows that portion of Plank Road (LA 67) from North 22nd Street to Airline Highway (US 61). Originally, Plank Road intersected the Baton Rouge-Bayou Sara Road (now Scenic Highway [LA 3164]) around Foss Street and I-110. The latter road followed present-day Scenic Highway south to its intersection with North Street, near Magnolia Cemetery. At the time, the corporate limits of Baton Rouge were established along present-day 22nd Street, which had not yet been laid out (see Figure 2-13).

Three years later, in 1857, the Baton Rouge, Grosse Tete & Opelousas Railroad was opened between Port Allen and Rosedale (*De Bow's Review* 1859:593). This was the first railroad in the immediate Baton Rouge area to be completed. Ironically, that railroad line was converted from a plank road, the first such road to be completed in the state (July 1853) (*The Weekly Comet* 1855; *The Daily Comet* 1853).

By 1855, much of downtown Baton Rouge had been developed (see Figure 2-13), including Beauregard Town, Devall Town and Spanish Town (Gill 1855). The old Louisiana State Capitol had been constructed, and the Louisiana State Penitentiary was located at the rear of Devall Town. Three years prior, in 1852, Magnolia Cemetery was established as the first, purpose-built, municipal cemetery in the city (see Figure 2-13). A number of cemeteries operated in the city prior to its establishment; all, however, were private, military and/or church cemeteries. As noted above, the Baton Rouge-Bayou Sara Road intersected

North Street near Magnolia Cemetery. It seems that traffic on the road turned westward on North Street. Traffic could continue on North Street into the city or turn south on present-day North 19th Street (initially Cemetery Street, formerly Dufrocq Street) before turning west again on Florida Street. The route of the proposed project passes by both the penitentiary and Magnolia Cemetery on Florida Street. Outside of those areas, very little had been developed along the proposed route, with the exception of those properties bordering St. Ferdinand Street.

When the Magnolia Cemetery property was initially selected, it was described as “. . . well adapted to the purpose of a cemetery, being high and rolling. . . . It is at present covered with a beautiful growth of Magnolia and other forest trees, a sufficient number of which might be left . . . to make it one of the most beautiful Cemeterys [*sic*] in the Country” (Jennings 1988). Still overgrown and wooded, the Board of Trustees for the cemetery advertised for bids in July 1853 for someone to cut, clear and grub the property (*The Weekly Comet* 1853). The first advertisements for plots were placed in area newspapers in August 1854 (*The Daily Comet* 1854). In the interim, E.T. Turner supplied \$38.25 worth of cedar posts to the cemetery and G.W. Hackett \$38.10 of lumber (Jennings 1988:5). It is possible that this material was used to build a fence around the cemetery.

Civil War, 1861–1865

Outside events were to strongly affect Louisiana in the mid nineteenth century. In 1860, Abraham Lincoln was elected President of the United States. In January 1861, Louisiana Governor Thomas Overton Moore led a special legislative session in Baton Rouge, at the conclusion of which the state seceded from the Union. Moore quickly took over all federal property within the state and rapidly allied Louisiana with the Confederate States of America (Wall et al. 2002:188).

This property included the Pentagon Barracks and surrounding arsenal grounds. At the time, the only Federal troops stationed at the barracks was the 1st U.S. Artillery under the command of Brevet Major Haskins. A smaller detachment was housed on the arsenal grounds across Garrison Lane (now Third Street) (Casey n.d.:2).

During the ensuing months, the State of Louisiana placed several guns along the bluffs overlooking the Mississippi River at the Pentagon Barracks and constructed an earthwork between the 1838 Arsenal and the foot of North Street. Much of the work was done by slaves from area plantations under plans developed by Colonel Louis Hebert of the 11th Militia Regiment (Casey 1983:243-244; Winters 1987:103).

On 12 April 1861, less than three months after Louisiana seceded from the Union, Confederate forces under the command of Louisiana native Brigadier General Pierre Gustave Toussaint Beauregard opened fire on Fort Sumter in South Carolina. The Union garrison surrendered two days later (Hearn 1995:29). A week later, President Abraham Lincoln ordered blockades to be enforced around southern ports, including New Orleans (Blume 2002:241).

Despite the importance of New Orleans to the Confederacy, it was not until October 1861 that Major General Mansfield Lovell was sent to New Orleans to organize the city's defenses. Lovell, though capable, was hampered by Jefferson Davis' insistence that the naval fleet at New Orleans was not to be put under his command. When Lovell arrived in New Orleans on 17 October 1861, he found that the city had been virtually stripped of all war materiel. With Union forces tightening their control on the river, Lovell found it very difficult to resupply his stores. Further hampering his defense efforts, construction of the Confederate ironclads *Louisiana* and *Mississippi* at Algiers was behind schedule. In addition, Lovell was ordered to send Louisiana's troops to surrounding states, troops he desperately needed to defend the Crescent City. Not provided command of the Confederate Navy fleet, Lovell was, instead, ordered to seize 14 steamboats for the formation of the River Defense Fleet in January 1862. Despite Lovell's efforts, Flag Officer David Glasgow Farragut led the Union Navy past Forts Jackson and St. Phillip in Plaquemines Parish on 24 April 1862 (Dufour 1982:257, 265, 268-269; Hearn 1995:123). Farragut arrived in New Orleans on 25 April and wrote that "The levee of New Orleans was one scene of desolation, ships steamers, cotton, coal, etc. were all in one common blaze" (Dufour 1982:270).

After the fall of New Orleans, Union commanders attempted to take control of the Mississippi and its tributaries to divide the Confederacy and devastate the Southern cotton

economy. That summer, Northern forces advanced on Baton Rouge (Figure 2-14). Even though Baton Rouge did not formally surrender and Union forces did not occupy it until the end of the month, Farragut took unopposed control of the city on 7 May 1862 (Spedale 1985:5). Farragut did not receive a formal surrender of Baton Rouge, however, until 29 May 1862 (Spedale 1985:6).

Because control of Baton Rouge was necessary for the Confederacy to maintain much needed commerce on Red River and for staging military forays into New Orleans, the Confederates attempted to wrest Baton Rouge back from Union control on 5 August 1862, when General John C. Breckinridge (former Vice-President of the United States) led an unsuccessful attack in what has become known as the Second Battle of Baton Rouge. Confederate preparations for the battle began on 27 July 1862 when Breckinridge left Vicksburg, Mississippi, for Camp Moore, Louisiana, with a force of 4,000 men from Louisiana, Mississippi, Alabama, Kentucky and Tennessee. Breckinridge's forces arrived in Camp Moore on 28 July. To recapture Baton Rouge, the Confederates knew they had to first clear the Mississippi River of Farragut's ships. Towards these ends, the Confederate ironclad *Arkansas* was made ready to travel down the river to Baton Rouge from Vicksburg (Winters 19687:111). Preparation of the vessel took longer than expected, however, and she did not leave Vicksburg until 2:00 AM on 3 August (Dufour 1982:277).

Under the belief that preparation of the *Arkansas* was well on the way, Breckinridge began the long march from Camp Moore to Baton Rouge. From Camp Moore, the Confederates marched for two days to Greenwell Springs, Louisiana. The march, coupled with unhealthy conditions at Camp Moore, took its toll on Breckinridge's men. In less than a week, 1,000 Confederate soldiers were rendered unfit for action. On 4 August 1862, those troops that were still in fighting condition reached the Comite River, only 10 miles (16 km) east of Baton Rouge. That night they marched on the town with the understanding that the *Arkansas* would arrive there the following morning (Winters 1987:111).

Breckinridge and his troops, numbering approximately 2,600 men, reached Baton Rouge at about 4:00 AM on 5 August 1862 (see Figure 2-14), after exchanging several shots

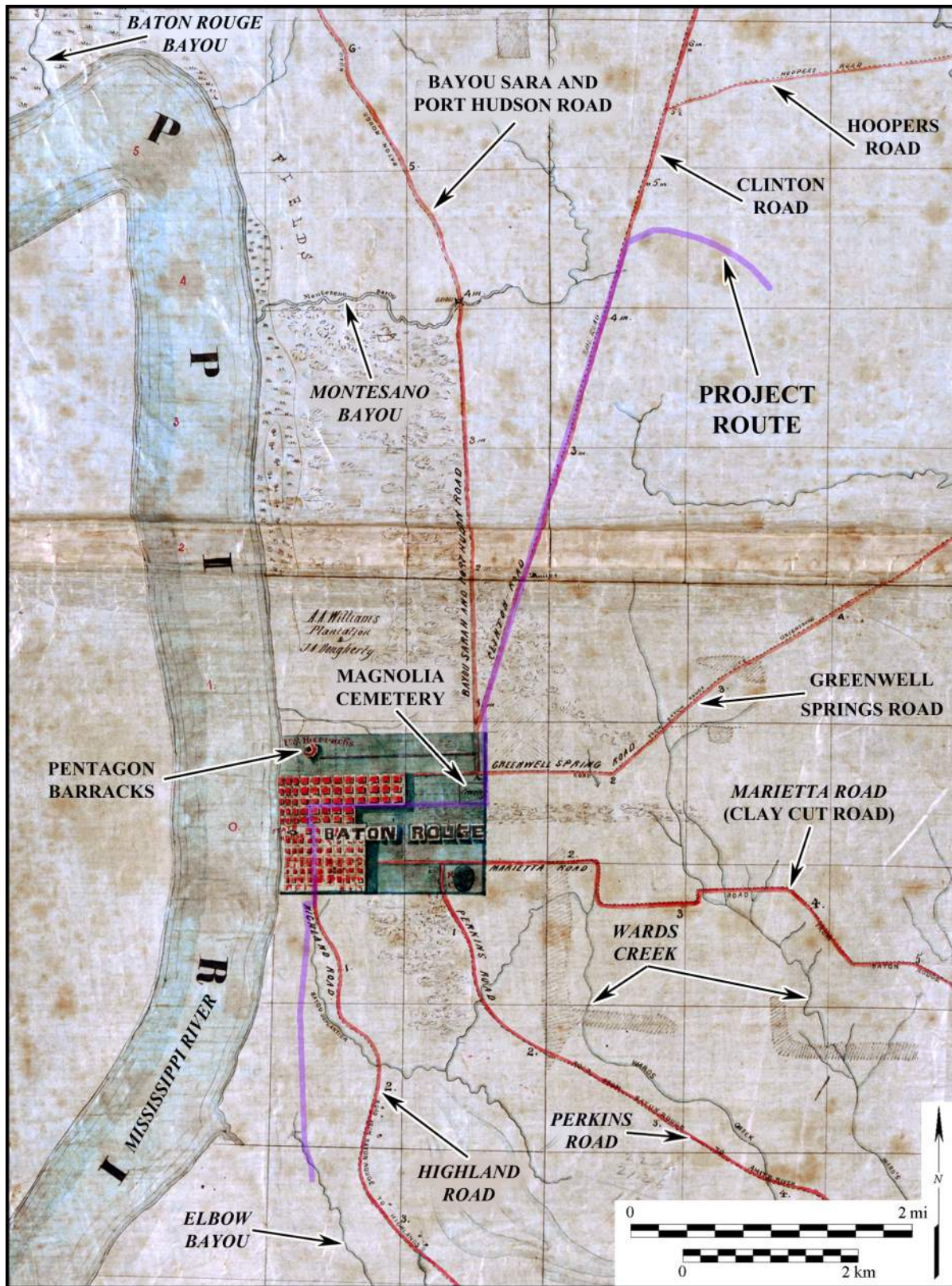


Figure 2-14. Detail of John S. Clark's (2009 [1863]) untitled map of the Baton Rouge area in 1863. Note the area's developing road system. Construction of Plank Road (LA 67) began in August 1854 along an abandoned railroad ROW (1837) converted to traffic in 1845.

during the night with Union pickets stationed around the city. Breckinridge split his force into two divisions, one under the command of Brigadier General Charles Clark (future Governor of Mississippi) and the other under the command of Brigadier General Daniel Ruggles. At dawn on 5 August, the two divisions began their advance on the Union positions, consisting of approximately 2,500 soldiers stationed throughout the town. As Ruggles' 2nd Division advanced, Colonel A.P. Thompson led the Confederate First Brigade, 2nd Division, through the fields east of town and then through the cornfields in Magnolia Cemetery before reaching the improved part of the cemetery (Figure 2-15). Nearing Dufrocq Street (now North Nineteenth Street), Thompson's men came under intense fire from the 21st Indiana, which had encamped to the immediate west of Magnolia Cemetery. Dufrocq Street, at the time, was a well-worn road that provided natural cover for whoever was in control of it. After four frontal assaults, Thompson's men finally broke through the lines of the 21st Indiana, forcing the Union troops to fall back towards the Mississippi River (Spedale 1985:30; Winters 1987:113-116).

Thompson soon received word to fall back and began to do so. When the 21st Indiana began to advance on Thompson's retreating men, the 35th Alabama and the 6th Kentucky turned and charged the Union troops, forcing them well towards the river. Colonel Thompson was severely wounded during the advance and had to be carried from the field. While Ruggles' men were forcing the 21st Indiana to the protective cover of the Union gunboats *Essex*, *Sumter*, *Cayuga*, *Kineo* and *Katahdin*, Clark's 1st Division was doing likewise to the 14th Maine. Clark was wounded during this advance and had to be removed from the field (Spedale 1985:30-32; Winters 1987:116-117).

As the Confederate troops advanced towards the old state penitentiary, the Union forces regrouped. During this advance, Confederate Colonel Henry Watkins Allen (future Governor of Louisiana) of the Second Brigade, 2nd Division, was wounded and removed from the field of battle. Running low on ammunition, Confederate troops were forced to attack the Union center using bayonets and hand-to-hand combat. About 10:00 A.M. the Union center broke. Union troops fled their positions and retreated towards the Pentagon Barracks (see Figure 2-15) and the surrounding military complex to take advantage of the relative safety of their gunboats' cannons (Spedale 1985:34-35; Winters 1987:117-118).

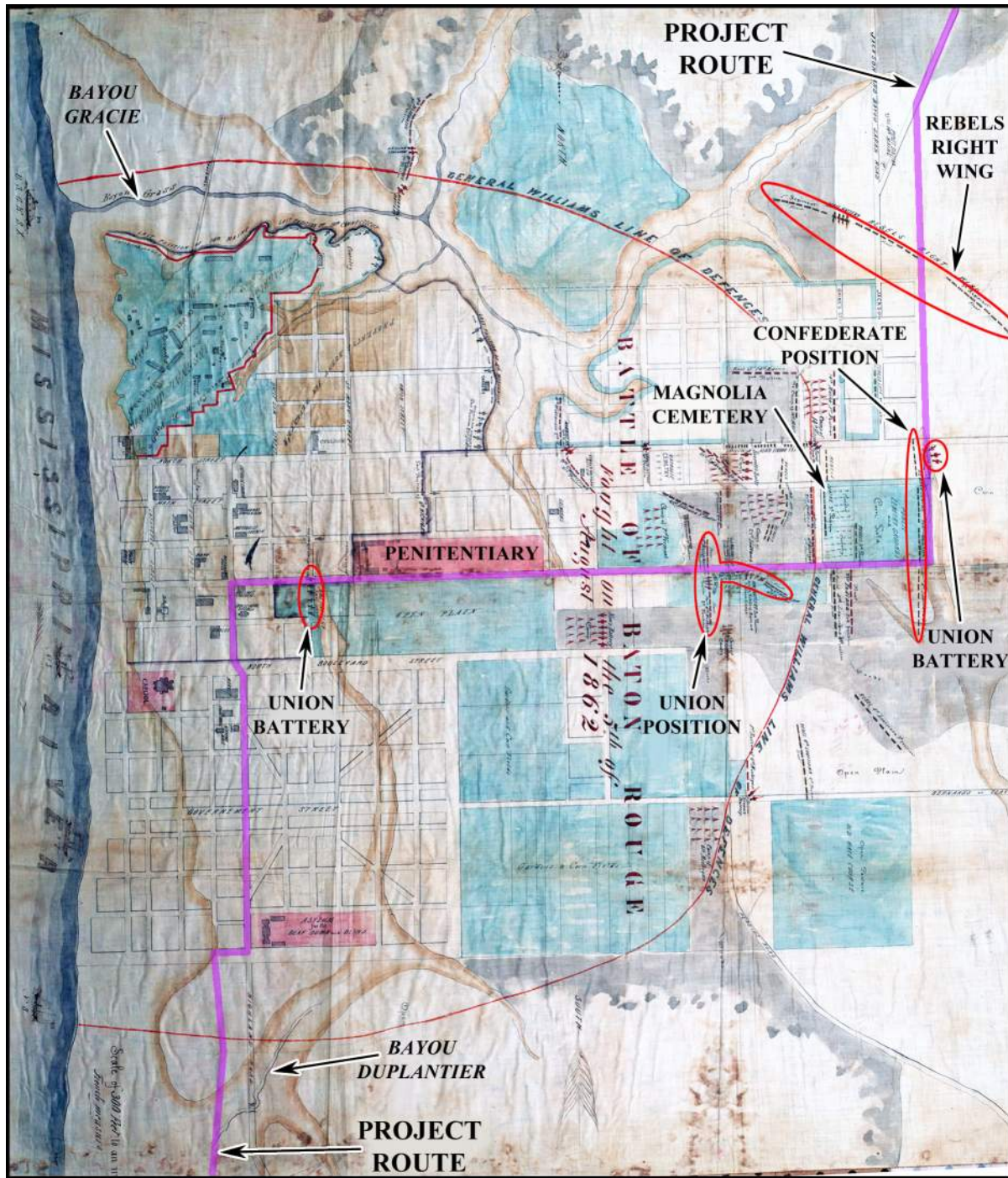


Figure 2-15. Detail of *Battle of Baton Rouge on 5 of August 1862* (Louisiana and Lower Mississippi Valley Collections, Mss. 4873, LSU Libraries, Baton Rouge, Louisiana). Note that the project route passes through several Union and Confederate positions and gun batteries. Heavy fighting occurred in and around Magnolia Cemetery.

Panicked citizens fled the town as the fighting continued through the remainder of the day. Although the Confederate troops were exhausted and suffering from lack of water, they waited for the arrival of the *Arkansas* to run off the Union fleet so they could take the remaining Union troops. The victorious Confederate forces were forced to withdraw to the eastern suburbs, however, to avoid shelling from the Union gunboats (Winters 1987:118-120).

Breckinridge had hoped for assistance from the Confederate gunboat *Arkansas*, but the ship never made it to Baton Rouge, having been burned and set adrift by her captain only four miles above the town. When dusk fell, Breckinridge ordered his men to withdraw. Those Confederates who could still walk marched out of Baton Rouge that afternoon, unmolested by the weary Union troops. The next day, they camped on the Comite River on their way back to Camp Moore (Spedale 1985:40-41; Winters 1987:121).

Although Union forces won the battle, it was basically one of attrition. Union casualties consisted of 84 killed, 266 wounded, and 33 missing. Confederate losses were similar—84 killed, 315 wounded, and 57 missing. Because it was not possible to bury the dead during the course of battle, local citizens and blacks began the gruesome process of burying the bloated, maggot-infested bodies on 6 August 1862. Many of the bodies were purportedly buried in a mass grave in the center of Magnolia Cemetery (Spedale 1985:42; Winters 1987:122). Archaeological excavations there, however, indicate that the supposed location of the mass burial contains only the remains of individual Confederate veterans who died after the completion of the war, leaving the location of the mass burial in question (Hahn 1992).

The destruction of Baton Rouge continued after the fighting was over as Federal troops ransacked and looted the deserted town. Irreparable damage to the town was wrought as Union forces worked on strengthening the town's defenses through the removal of all structures and vegetation in the way of their gunboats' cannons. One third of the town was leveled for these purposes. During this time, Federal troops further fortified the earthworks surrounding the Pentagon Barracks and arsenal grounds. The complex soon became known

as Fort Williams—after Brigadier General Thomas Williams who was killed in the August 1862 battle. Design of the new fortifications fell to Lieutenant Geoffrey Weitzel, who on 8 August recommended that the majority of troops be quartered in the various Arsenal buildings, rather than in bivouac around the city. Weitzel recommended that more substantial earthworks be constructed around the complex to protect it against further Confederate attack. The resulting entrenchments and earthworks encompassed virtually the entire arsenal complex.

Despite these improvements, Union troops abandoned Baton Rouge on 23 August in favor of New Orleans, fearing a Confederate attack on that city (Winters 1987:122-123). Various Confederate troops reentered the city after the Union forces departed, but withdrew to Port Hudson before Union forces returned again on 17 December 1862. Eleven days after returning to the city, a Union soldier accidentally set fire to the old state capitol, leaving only “blackened, scorched, and windowless walls” (Winters 1987:167). The city remained in Union control for the remainder of the war.

Reconstruction and the Late Nineteenth Century, 1865–1900

In 1867, a new cemetery was established on the south side of Florida Street, opposite Magnolia Cemetery. The newly created National Cemetery was to take burials of soldiers killed in the Battle of Baton Rouge. At the time, Union burials extended into and across both Convention Street and 22nd Street south of Florida Street. When the new cemetery was surveyed in January 1867, surveyor Clayton B. Evatt (2019 [1867]) included “the present position of the graves on convention street across it, and out of the corporation [*under and across 22nd Street*] and scattered in every other direction.” The intent was to move those graves to the new cemetery. It is not clear if these graves were those only of Union soldiers, or if Confederates were interred in the same area. Notably, 22nd Street had yet be opened, largely due to the presence of a ravine located there (Battle of Baton Rouge Fought on the 5th of August 1862, Mss. 4873, Louisiana and Lower Mississippi Valley Collections, LSU Libraries, Baton Rouge, Louisiana [LLMVC]; William Waller Survey Collection, Mss. 3592, 3910, 4326, LLMVC) (see Figure 2-15). While Florida Street was extant by then as far as the cemeteries, it terminated at the North 22nd Street ravine.

With the abolishment of slavery in 1865, many small and large planters in Southern Louisiana struggled to make a profit or even retain their land holdings following the war. However, many planters along the Mississippi River were quick to transform the economic makeup of their plantations. For sugar, cotton and even rice growers in Louisiana, securing a reliable source of labor became one of the most difficult tasks. Although some African-Americans remained on the plantations following the war, many immigrated to cities, especially those in the northeast and west, to search for a better life. Planters throughout the region experimented with several labor options, including using Chinese workers in the sugar fields (Swanson 1975:96). Other planters, following a more racially motivated notion, abdicated for the use of Portuguese, Italians and Germans on sugar estates. Despite these efforts, the importation of Chinese and other immigrant groups proved to be unsuccessful, and African-Americans remained the predominate source of labor for the majority of plantations in south Louisiana (Swanson 1975:96).

Another means that planters used to overcome the labor shortage was by using the “Share System” or sharecropping. In this case, the planter would furnish seeds, tools, and land, while the workers furnished their labor, food, and clothes. When the crop was sold, a percentage of the profits would go to expenses, a percentage would go to the laborers, and a percentage would go to the planter (Bouchereau 1872:xii). However, one clear problem with this system was that during a bad crop year, loyal laborers who had toiled in the fields for an entire season received very little or nothing in return. Furthermore, unlike in the wage system, the laborers’ profits were not paid until the end of the growing season, thus making living expenses for poor laborers difficult to come by and often forcing the laborers to use extensive credit to maintain their well being. Regardless of the labor system employed following the Civil War, many African-Americans laborers, though no longer held in legal bondage, found their economic circumstances little improved.

In 1867, the United States Congress passed the Military Reconstruction Act, which allowed them to set up a loyal Union government in Louisiana. The act determined who was permitted to vote, and as a result of this policy, it became the practice to illegally influence the outcome of state elections. The recovery of Baton Rouge following the Civil War was a

long and painful process. In 1882, the state government was moved back to Baton Rouge from New Orleans, and the following year the city was connected by rail to New Orleans for the first time (Carleton 1981:128). Three years earlier, the Federal Government deactivated the Baton Rouge Arsenal and in 1886 leased the grounds to Louisiana State University. Sixteen years later, the university was given full title to the grounds. During this period, the university used many of the old garrison buildings for classrooms, dormitories, etc. (Hahn and Hahn 2001a).

Baton Rouge underwent more than its share of natural disasters during this period, most of which related to water or wind. There are at least two nineteenth-century references to major hurricanes hitting the town which resulted in extensive damage—one in 1879, the other in 1890 (*Louisiana Capitolian* 1879:3; letter dated 8 July 1891, in Nicholson Papers, LLMVC). The storm of September 1879 was apparently the more devastating of the two, damaging and destroying residences and businesses throughout the city (*Louisiana Capitolian* 1879:3). How these storms may have affected the project area remains unknown, but as occupation densities south and north of the city remained relatively low, there was likely little notable damage. Indeed, many of the area's original land tracts remained intact through the end of the nineteenth century (Kaiser and Swensson 1895) (Figure 2-16). South of the city, the majority of the project route passed through Magnolia Mound and Gartness plantations (now Louisiana State University–Baton Rouge), neither of which was extensively developed. North of the city lay extensive tracts of land as well as a number of smaller tracts. Even there, however, the density of settlement remained low. The main transportation artery then running out of the city to the north was the Baton Rouge-Bayou Sara Road, from which Plank Road originated. Highland Road and Perkins Road (then known as Middle Highland Road) served as the main transportation routes south of the city.

Twentieth Century and Beyond, 1900–DATE

By the early twentieth century, downtown Baton Rouge was rapidly growing (Figure 2-17). Florida Street, however, ended at the cemeteries and North 22nd had yet to be built (USGS 1906, 1908). In about 1907, Duggan Lane was extended down along the east side of Magnolia Cemetery from Main Street to about Convention Street (Sanborn Map

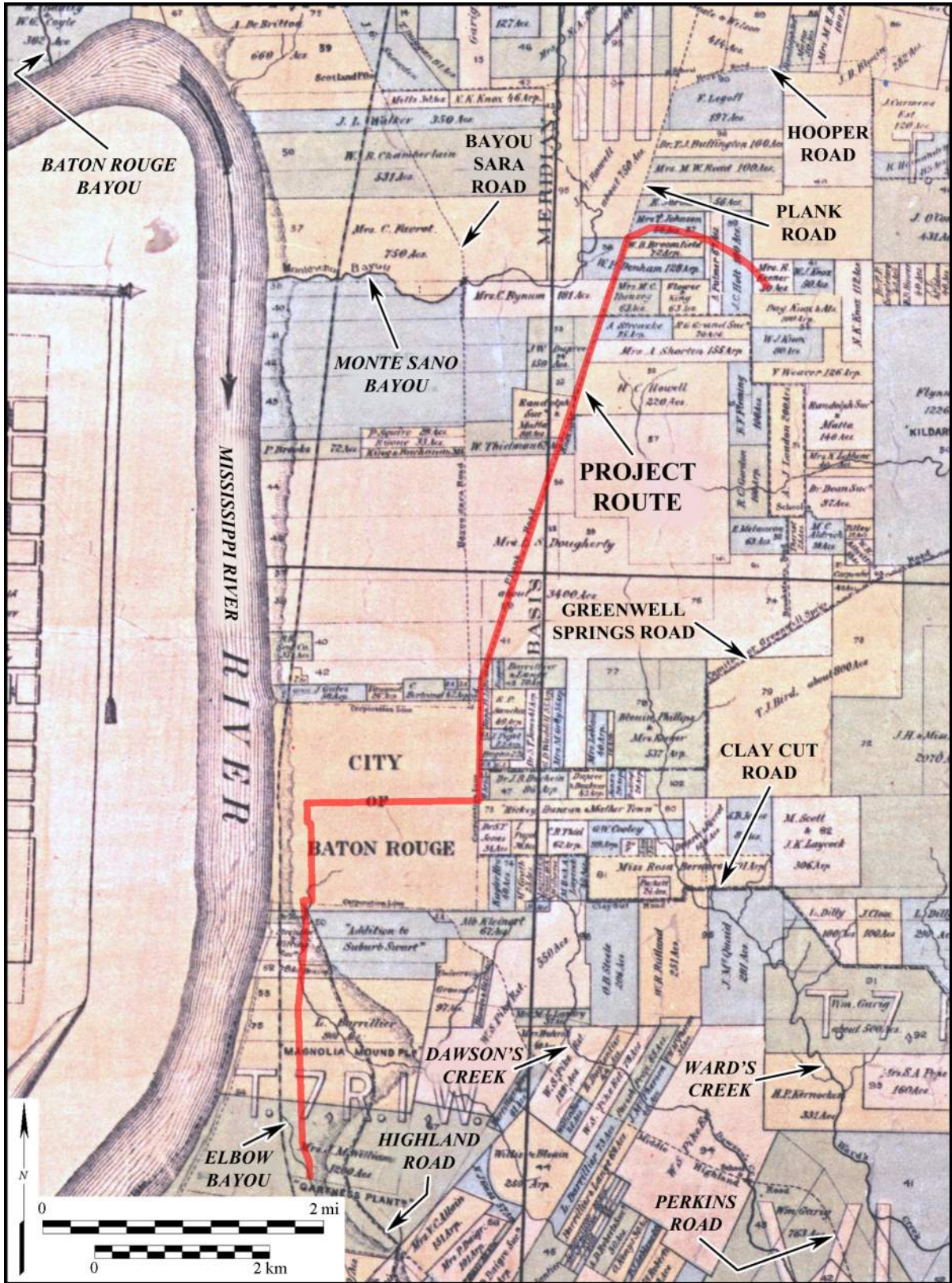


Figure 2-16. Detail of A. Kaiser and J.A. Swensson's (1895) 1895 Map of the Parish of East Baton Rouge, Louisiana depicting land ownership in the project area vicinity.

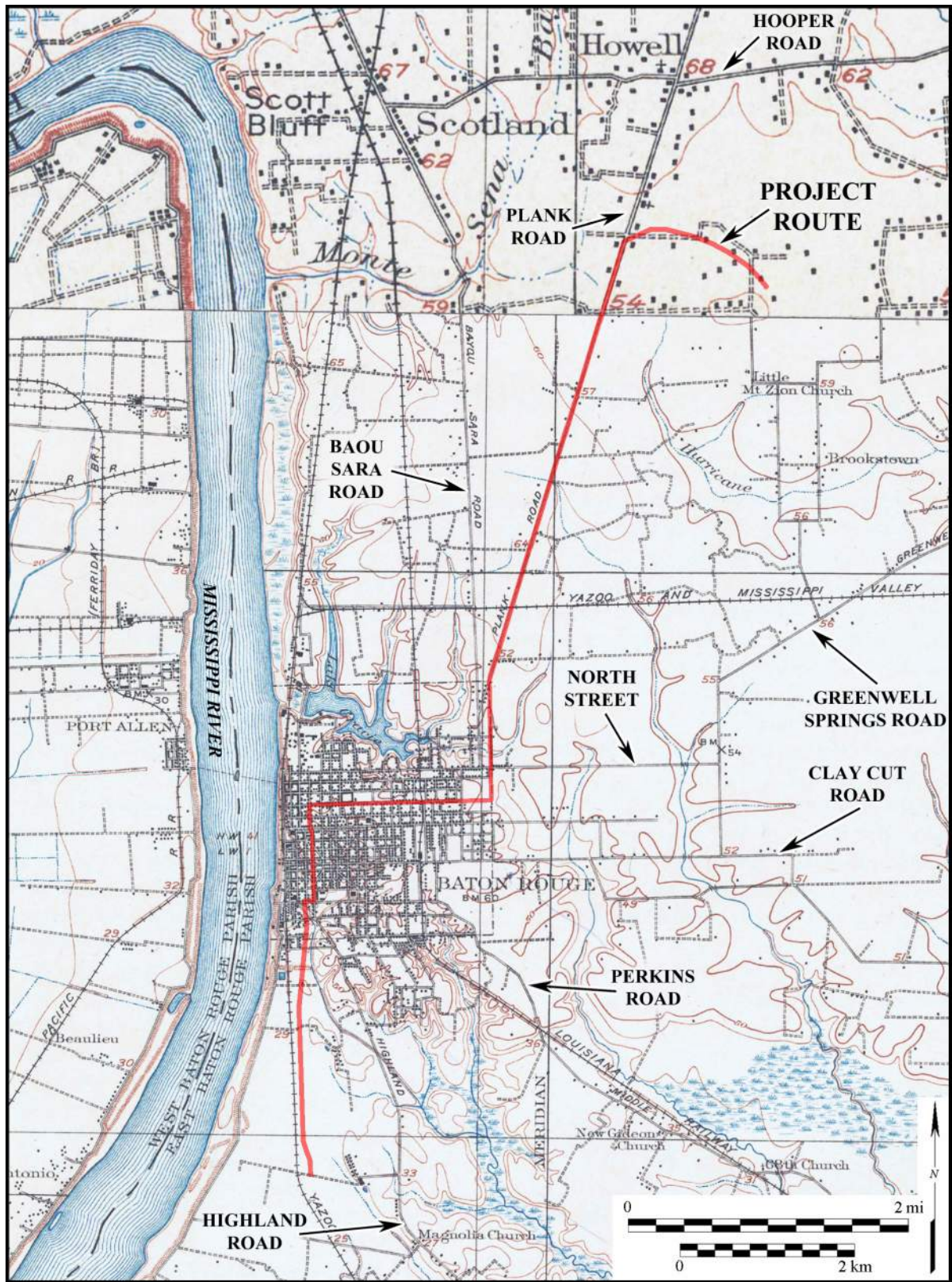


Figure 2-17. The project route and vicinity in 1906 (USGS 1906, 1908). With the exception of Nicholson Drive and North 22nd Street, all roads along the project route had been established by that date.

Company 1903, 1908; USGS 1908). Prior to that date, Duggan Lane extended only from Main Street to North Street. At North Street, the roadway doglegged to the east where there was a short unnamed street. During the early 1910s, the latter street was extended several blocks northwards and named Fryoux Street (Sanborn Map Company 1911, 1916). Ending at present-day Fuqua Street, Fryoux Street remained unconnected from Plank Road until the 1940s (USACE 1939a, 1939b; USGS 1953, 1954). About the same time that Fryoux Street was extended to Plank Road, it and Duggan Lane became part of North 22nd Street.

North of the downtown area at the dawn of the twentieth century, were a growing number of scattered residences along Plank Road. That area still remained relatively rural, however, beyond North Street. South of downtown, Nicholson Boulevard had yet to be constructed and there were very few improvements in the project area vicinity south of present-day Terrace Avenue (USGS 1906, 1908).

The first half of the twentieth century saw intensive industrialization of the north Baton Rouge area (Carleton 1981). In April 1909, the Standard Oil Company of New Jersey began construction of its original Baton Rouge installations and has been expanding ever since. Following a series of corporate changes, Standard Oil Company of Louisiana in 1973 came under the control of Exxon Company, USA. The year 1941 saw the opening of Exxon Chemical Company, USA, operations in Baton Rouge. As demand for antiknock gasoline increased, Ethyl Corporation started its Baton Rouge operations in 1937 on land north of the Standard Oil refinery to produce tetraethyl lead (an anti-knock compound). The Copolymer Rubber and Chemical Corporation was established to operate a manufacturing plant built by the U.S. Government at the beginning of WW II. In 1955, the Copolymer Corporation purchased the plant from the federal government. These and other large industries have had an enormous socio-economic impact on the surrounding area and Baton Rouge as a whole. In particular, more and more housing was required for the growing workforce along with an increasing need for transportation and infrastructure (Figure 2-18).

Meanwhile, the Pentagon Barracks and the Arsenal Grounds remained in LSU's care throughout the first quarter of the twentieth century. During the 1910s and early 1920s, a

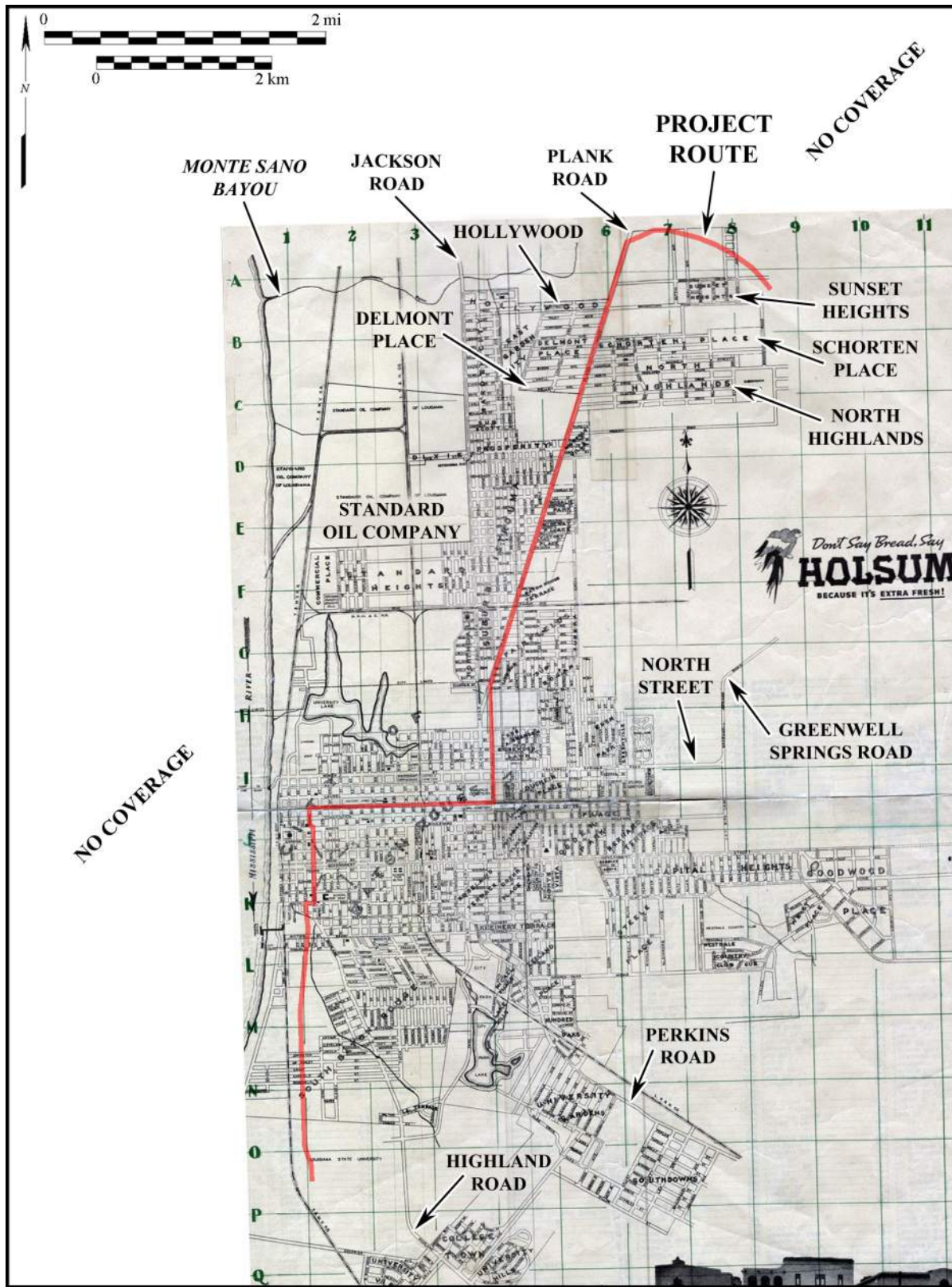


Figure 2-18. Detail of a 1929 Holsum Bread map of Baton Rouge (1929 map of East Baton Rouge Parish, Louisiana, sponsored by Holsum Bread, Identifier map 227, Baton Rouge Room Map Collection, East Baton Rouge Parish Public Library).

number of larger buildings were constructed on the campus, particularly in its southeast quarter. The Pentagon Barracks and their surroundings changed somewhat during this period as well. Between 1916 and 1923, two new ordnance buildings were constructed in the vicinity of the fourth building of the Pentagon Barracks (Building D) (Hahn and Hahn 2001a).

Despite, or perhaps because of, the fact that the university was expanding the campus dramatically during the early twentieth century, the Pentagon Barracks fell into neglect. Numerous photographs made during that period indicate that the walkways around the building were crumbling and the grounds, in general, were in ill repair. Much of the apparent dilapidation was probably due to poor funding. In 1898, funding was increased dramatically—to \$15,000 per year. Funding remained at that level until 1904 when the state constitution took the limit off of university funding (Carleton 1981:142; Fortier 1909:II:498).

Some improvements were made to the barracks in about 1924. Despite this, LSU was soon to be moved to a new campus (present-day LSU). With Governor John Parker's (1920–1924) backing, a new site for the university was acquired and ground breaking ceremonies of the present LSU campus were performed in 1922. By 1925, the majority of the classes were held at the present location; though the formal dedication of the new university campus was not held until 1926 (Hahn and Hahn 2001a). The new campus was located at the former site of Gartness Plantation, located at the southern terminus of the present project.

As a result of the transfer of the LSU campus in the mid-1920s, many of the buildings on the old Arsenal Grounds fell into disuse or reduced usage. The virtual abandonment of much of the complex created an opportunity for the state officials to move the Capitol from its North Boulevard location to the old LSU campus. Demolition of the existing university buildings began in late 1930, and construction began on the new Louisiana State Capitol on 16 November 1930 (Carleton 1981:174). Many of the university buildings in the immediate vicinity of the new building, however, were left standing until construction of the new Capitol was well underway and were removed only as needed. By March 1931, construction of the Capitol's foundation was well under way and most of the buildings in the immediate vicinity were removed.

While north Baton Rouge became industrialized and downtown Baton Rouge continued to grow, southern East Baton Rouge Parish remained relatively rural through much of the twentieth century (see Figure 2-17), including the project area. Highland Road remained the only major road leading south through the late 1920s (see Figure 2-18) (Untitled 1929 map of Baton Rouge, Louisiana, sponsored by Holsum Bread, Identifier map227, Baton Rouge Room Map Collection, East Baton Rouge Parish Public Library). Neighborhoods and streets perpendicular to Highland Road began to appear once Louisiana State University (LSU) moved to its present location in 1925 (Hahn and Hahn 2001a). However, it wasn't until 1937 that present-day Nicholson Drive was designed and constructed (Louisiana Highway Commission 1937 *Plan and Profile of Proposed State Highway State Project 2607-A Baton Rouge-L.S.U. Highway East Baton Rouge Parish State Route C-1458*) (Figure 2-19). Once Nicholson Drive was completed, more of the project area became developed. By 1963, several neighborhoods along Nicholson Drive had been incorporated into the city and numerous buildings lined both sides of the road (USGS 1963a, 1963b) (Figure 2-20). Married student housing was constructed along Nicholson Drive in the 1960s for LSU students as well (USGS 1952, 1962).

Not long after construction began on Nicholson Drive, work began on Airline Highway (now Ronald Reagan Highway [US 190]). That roadway was under construction at Plank Road by 1939 (see Figure 2-19) and led to a Mississippi River Bridge crossing named after Huey P. Long (USACE 1939a, 1939b).

Transportation in the Baton Rouge area was transformed in the 1960s with the construction and opening of the interstate system. Construction of the Horace Wilkinson Bridge (the "New Bridge") began in 1963 and was completed in 1968. By the time construction of the new bridge had begun, work on the interstate was already underway through downtown Baton Rouge (see Figure 2-20) (USACE 1939a). The new interstate crossed the present project route between Ninth and Tenth streets, that portion south of South Boulevard being part of I-10 and that part north of South Boulevard as I-410 (now I-110). The latter highway extended only as far as North 22nd/Plank Road in 1963, where there was a major interchange.

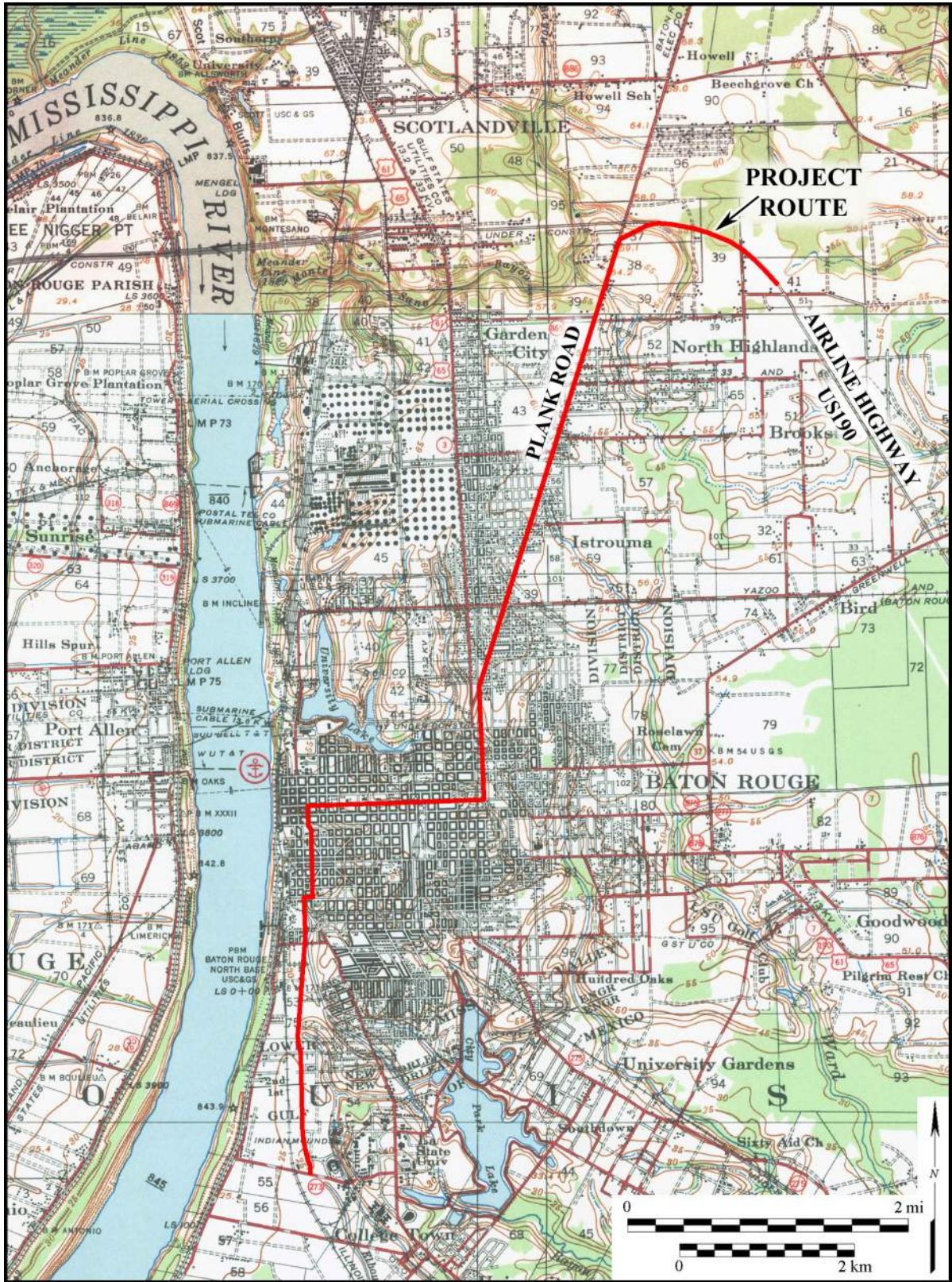


Figure 2-19. By 1939, most of the roadways of the project route had been completed (USACE 1939a, 1939b). The last segment to be built was that part of North 22nd Street between Fuqua Street and Plank Road (1940s), Airline Highway (US 61) being under construction in 1939.

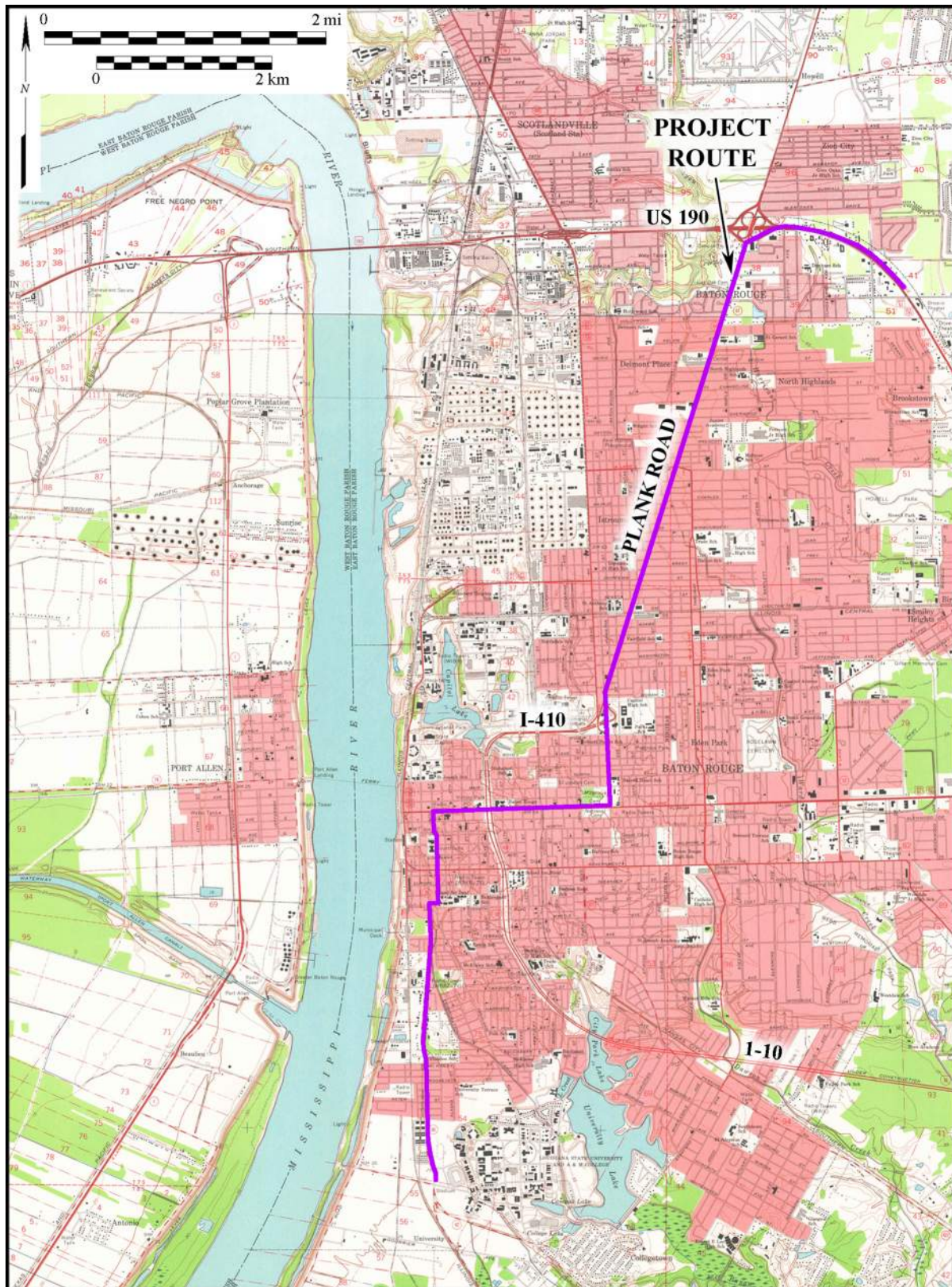


Figure 2-20. By the 1960s, virtually the entirety of the project route was heavily developed (USGS 1963a, 1963b), the various street ROWs being flanked by residences and businesses.

In 1966, Magnolia Mound Plantation was saved from demolition and became a part of the BREC System of parks. The Parish Recreation and Park Commission (now BREC) approved a resolution to expropriate the Magnolia Mound property. The plan was that it be used as a parish public park, which it remains to this day. The home was placed on the National Register of Historic Places (NRHP) in 1972. In 1975, the plantation's overseer's house was moved onto the property. It too was listed on the NRHP in 1977. The associated Hart House was listed in 1980 and a *pigeonnier* moved onto the park grounds from Barthel Plantation. It was listed in 1983. The property bounds the present project area (Kelley and Hahn 2018).

CHAPTER 3

PREVIOUS INVESTIGATIONS

A total of 37 archaeological sites are located within approximately six blocks of the Plank-Nicholson BRT APE (Table 3-1 and Figure 3-1). Of these, only two—16EBR19 and 16EBR39—are located within the APE. The Louisiana State Penitentiary site (16EBR19), which was situated at the location of the present-day Federal courthouse, was essentially destroyed by that construction. The Gartress Plantation site (16EBR39) is a nineteenth century plantation site, which was determined not eligible for the NRHP is located under several LSU campus buildings and parking areas. Four archaeological sites—16EBR76, 16EBR90, 16EBR91 and 16EBR214—are located immediately adjacent or adjacent to the APE. The Combozou site (16EBR76), the Oiled Earth site (16EBR90), the Old Kormmeyer Building site (16EBR91) and the Hearin site (16EBR214) were determined ineligible for listing on the NRHP. All four sites have been destroyed by development.

There have been 35 cultural resources investigations within six blocks of the Plank-Nicholson BRT APE (Table 3-2). These works include Haag's (1974, 1984) investigations in Catfish Town and neighboring Beauregard Town; Castille, McCloskey, and Glander's (1979) survey of the main Baton Rouge Post Office parking lot on the corner of North Boulevard and Maximilian Street; Shafer, Clemensen and Rhodes' (1984) intensive investigation of the proposed construction site of the Baton Rouge Front Levee near the Pentagon Barracks Complex; Wurtzburg and Hahn's (1992) study of the site of the first Louisiana State Penitentiary (16EBR19); Manhein and Whitmer's (1991) investigation of the Louisiana State Capitol Grounds (16EBR79) and at the State Capitol Mound (16EBR25); Hinks et al.'s (1994) investigation of the construction site of the Louisiana House of Representatives Committee Room Addition (16EBR79); Hays' (1996) recordation of the site of the old Louisiana State University Baton Rouge campus (16EBR155), the Ellis Site

Table 3-1. Archaeological Sites Located within six blocks of the Plank-Nicholson BRT APE.

Site Number	Site Name	Occupation	Description	Eligibility	Within APE	Date Recorded
16EBR6	LSU Campus Mounds	Prehistoric	Middle Archaic	Listed 3/1/99	No	7/11/12
16EBR8	Old State Capitol	Historic	ca. 1852-1932	Listed	No	7/15/13
16EBR19	Prison Site	Historic	Louisiana State Penitentiary 1835-1917	Undetermined	Yes	9/10/91
16EBR24	Fort Richmond	Historic	Fort site occupied from 1779-1810	Undetermined	No	4/28/82
16EBR25	State Capitol Mound	Prehistoric	multi-component	Eligible	No	9/12/90
16EBR29	Civic Center	Historic	18th-20th Century	Ineligible	No	1974
16EBR30	Magnolia Mound Plantation	Prehistoric & Historic	multi-component	Undetermined	No	10/8/02
16EBR39	Gartress Plantation	Historic	19th Century	Ineligible	Yes	6/29/76
16EBR44	200 Block St. Charles	Historic	Urban House site	Undetermined	No	3/10/76
16EBR45	corner Royal & America St.	Historic	House site	Undetermined	No	8/9/75
16EBR58	Site of Florida Street Wharf	Historic	19th-20th Century wharf	Ineligible	No	10/28/92
16EBR59	Zachary Taylor Home/Spanish Commandant's House	Historic	Antebellum	Undetermined	No	4/28/83
16EBR63	Catfish Town	Historic	1860s to present	Undetermined	No	8/27/84

(continued)

Table 3-1. Continued.

Site Number	Site Name	Occupation	Description	Eligibility	Within APE	Date Recorded
16EBR75	foot of France Street	Historic	Paddlewheel axle, possible wharf remains	Ineligible*	No	10/28/92
16EBR76	Combozou	Prehistoric	Archaic	Ineligible*	immediately adjacent	2/2/90
16EBR79	Louisiana State Capitol Grounds	Prehistoric & Historic	multi-component	Listed	No	7/00/90
16EBR81	none	Historic	Antebellum	Unknown	No	unknown
16EBR90	Oiled Earth Site	Historic	1840s - 1930s	Ineligible*	immediately adjacent	2/5/92
16EBR91	Old Kommeyer Building Site	Historic	mid-19th to early 20th century	Ineligible	immediately adjacent	2/5/92
16EBR92	Stumberg Site	Historic	Military, cache of gunflints	Ineligible*	No	5/5/92
16EBR95	E. Sondheimer Company Saw Mill	Historic	1900s-1960s	Ineligible	No	10/26/92
16EBR96	F.H. Liebke Lumber Company Saw Mill	Historic	1920s-1960s	Ineligible	No	10/26/92
16EBR99	W.G. Coyle Company Coal Yard Site	Historic	Steam Ferry operating from ca. 1896-1915	Ineligible	No	9/10/97
16EBR148	Ellis	Historic	19th Century urban	Undetermined	No	8/14/95
16EBR150	Late Eighteenth Century Brick Foundation	Historic	Late 18th to early 19th Century military	Eligible	No	8/25/96

(continued)

Table 3-1. Concluded.

Site Number	Site Name	Occupation	Description	Eligibility	Within APE	Date Recorded
16EBR151	Central Utilities Plant	Historic	18th to 20th Century	Ineligible	No	2/2/98
16EBR155	Old LSU Campus	Historic	late 19th to mid 20th century	Ineligible*	No	2/2/96
16EBR160	Planetarium	Historic	dwelling	Unknown	No	4/8/99
16EBR161	Jesuit College-East Building	Historic	19th Century- Mid 20th Century	Ineligible*	No	10/15/01
16EBR164	J.C. Penney	Historic	late 19th to early 20th century	Ineligible	No	4/3/00
16EBR165	1862-1865 Ft. Williams Redoubt	Historic	early 19th to early 20th century	Ineligible	No	4/3/00
16EBR176	Grounds of Fuerte San Carlos	Historic	grounds of Fuerte San Carlos and later 1862 and 1865 Ft. Williams	Ineligible*	No	1/30/02
16EBR177	East Parking Garage	Historic	Historic house sites, gas stations	Ineligible*	No	1/30/02
16EBR197	Sweet Olive Cemetery	Historic	mid-19th to present	Unknown	No	8/7/08
16EBR204	GCHP Elysian	Historic	early 19th to early 20th century	Unknown	No	1/1/11
16EBR205	438 Main Street	Historic	ca. 1825 to present residential/commercial	Ineligible*	No	2/11/11
16EBR214	Hearin	Historic	mid-19th to early 20th century	Ineligible	Adjacent	7/18/16

Ineligible*-According to site form or report, not the NRHP eligibility database



Figure 3-1. Archaeological Sites Located within six blocks of the Plank-Nicholson BRT APE (USGS 1992).

Table 3-2. Archaeological Investigations Conducted within six blocks of the Plank-Nicholson BRT APE.

Report Number	Report Name	Authors	Year	Description
22-0528	Cultural Resources Survey and Testing at Convention and Maximilian Streets, Baton Rouge, East Baton Rouge Parish, Louisiana	George J. Castille, Kathleen G. McCloskey, and Wayne P. Glander	1979	Phase I survey and testing of a proposed parking lot adjacent to the main post office. No in situ remains of significance. Highly disturbed.
22-0650	Archaeology of the Baton Rouge Civic Center Area, East Baton Rouge Parish, Louisiana	William G. Haag	1974	Report on the excavations and artifacts from the Baton Rouge Civic Center Area 16EBR29
22-0956	An Archaeological Survey of the Proposed Baton Rouge Front Levee Project (M-231 to 228-L) East Baton Rouge Parish, Louisiana	Judy Shafer, A. Berle Clemensen, and Diane Rhodes	1984	Phase I Pedestrian Survey conducted by NPS. Two sites identified but not evaluated. Not site forms completed.
22-1100	Report on the Soil Core Borings Conducted at the Campus Mounds Site (16EBR6), East Baton Rouge Parish, Louisiana	Robert W. Neuman	1985	Report on soil core borings of the Campus Mounds Site (16EBR6)
22-1171	Archaeological Atlas and Report of Prehistoric Indian Mounds in Louisiana: Vol. 1 - East Baton Rouge, East Feliciana & West Feliciana	Dennis Jones & Malcolm Shuman	1986	Overview of prehistoric mound sites in East Baton Rouge, East Feliciana and West Feliciana parishes.
22-1295	Archaeological Excavation at Magnolia Mound: A Search for the 1830 Kitchen	Eileen K. Burden and Sherwood M. Gagliano	1977	Archaeological investigations to locate the 1830 Kitchen.
22-1296	Archaeological Testing of Portions of Magnolia Mound Plantation, East Baton Rouge Parish, Louisiana	Eileen K. Burden and George J. Castille	1981	Archaeological testing to reevaluated the cultural landscape of 16EBR30. Six archaeological sensitive areas were identified.
22-1297	Archaeological Testing of Sensitive Area A, Magnolia Mound Plantation, East Baton Rouge Parish, Louisiana	Eileen K. Burden and George J. Castille	1981	Archaeological testing at Sensitive Area A at 16EBR30. Avoidance recommended
22-1437	Hard Labor: A Cultural Resources Survey of the Old Louisiana State Penitentiary, Baton Rouge	Susan Wurtzburg and Thurston H.G. Hahn III	1992	Phase I Survey of 16EBR19-site recommended eligible, but later suggested little additional research is necessary to mitigate the construction impacts
22-1457	Limited Archaeological Testing at the LSU Campus Mounds, 16EBR6, East Baton Rouge Parish, Louisiana	Jeffrey Homburg and Ann F. Ramenofsky	1989	Limited archaeological testing where landscaping was planned
22-1468	A Cultural Resources Survey of Arlington Revetment and LSU Berm Levee Improvement Item, East Baton Rouge Parish, Louisiana	Dennis Jones et al.	1993	Phase I survey of Arlington revetment and LSU Berm Levee improvement. Three new sites were recorded 16EBR72-74 and one further examined 16EBR57. All are more than one-half mile from the project area
22-1662	Cultural Resources Investigations for the Baton Rouge Front Levee Enlargement and Concrete Slope Pavement, Item M-230 to 227-L, East Baton Rouge Parish, Louisiana	Stephen Hinks, Paul V. Heinrich, Ralph Draughon, Jr., Jennifer Cohen, and William P. Athens	1993	Phase I and II archaeological survey of the Baton Rouge Front Levee Enlargement. Five new archaeological sites were identified and tested, and one previously identified site was investigated but not tested. None were eligible.
22-1679	Investigations of the State Capitol Grounds (16EBR79 and 16EBR25)	Mary H. Manhein and Ann M. Whitmer	1991	Investigated 16EBR79 and 16EBR25 in search of the cemetery

(continued)

Table 3-2. Continued.

Report Number	Report Name	Authors	Year	Description
22-1706	1991 Annual Report for the Southeastern Region, Regional Archaeology Program, Museum of Geoscience, Louisiana State University, Baton Rouge	Susan Wurtzburg	1991	Regional archaeology program annual report. Examined 7 sites in East Baton Rouge Parish, two of which are located within one-half mile of the project area.
22-1717	Archaeological Investigations at the United Confederate Veterans Association Plot, Historic Magnolia Cemetery, Baton Rouge, Louisiana	Thurton H. G. Hahn III	1992	Archaeological examination of the United Confederate Veterans Association plot (Lots 79-82 of Section 3), Historic Magnolia Cemetery, Baton Rouge, Louisiana
22-1718	Archaeological Monitoring at the Old State Capitol of Louisiana	Stephen Hinks, Susan Barrett Smith, and Jennifer Cohen	1992	Archaeological testing and monitoring at the Old State Capitol (16EBR8). Site is listed
22-1771	An Archaeological Investigation at the LSU Campus Mounds	Jeffrey Allan Homburg	1991	Limited archaeological testing where landscaping was planned
22-1786	Archaeological and Architectural Investigations of a Nineteenth-Century Underground Cistern at the Baton Rouge Barracks (16EBR43), Louisiana	Claudia C. Holland	1993	Investigations of the 19th Century underground cistern at the Pentagon Barracks (16EBR43)
22-1844	Mechanical Excavations and Cultural Resources Investigations at the Proposed Site of the Louisiana House of Representatives Committee Room Addition, Baton Rouge, Louisiana	Thurston H.G. Hahn, Stephanie L. Perrault, and Cherie A. Schwab	1994	Monitored all mechanical excavations at 16EBR79 during construction of the Louisiana House of Representatives Committee Room Addition. Found remnants of LSU buildings
22-1996	1996 Annual Report of Management Units IV and V Regional Archaeology Program Museum of Natural Science Louisiana State University	Christopher Hays	1996	Regional archaeology program annual report. Examined four sites in East Baton Rouge Parish, all are located within one-half mile of the project area. One 16EBR155 is located within the northern edge of the project area.
22-2127	Fort Butler and Other Projects: Regional Archaeology in Southeast Louisiana	Christopher Hays	1997	Regional archaeology program annual report. Examined one site in East Baton Rouge Parish, which is located within one-half mile of the project area.
22-2130	Documentation of the Remains of a Historic Boat, Baton Rouge Front, Mississippi River Levees, East Baton Rouge Parish, Louisiana	Earth Search, Inc.	1997	Documentation of an abandoned boat (16EBR99) at Mile 230-L of the Mississippi River
22-1164	Cultural Resources Survey of a Proposed Public Transportation Facility in the City of Baton Rouge Parish, Louisiana	Malcom K. Shuman and Dennis C. Jones	1996	Phase I Survey of proposed CtC Transit Center

(continued)

Table 3-2. Continued.

Report Number	Report Name	Authors	Year	Description
22-2167	Cultural Resources Monitoring of Machine Excavations of Drainage Improvements to the Front Steps Perimeter Wall, Louisiana State Capital Building, Baton Rouge, Louisiana	Thurston H.G. Hahn and James Parker	1998	Archaeological Monitoring of Drainage Improvements to the Front Steps Perimeter Wall at the Louisiana State Capital Building (16EBR79). Found architectural remains of the 1829-1879 arsenal and three LSU buildings.
22-2186	Site Survey in the Florida Parishes and Along Bayou Lafourche: Regional Archaeology in Southeast Louisiana	Christopher Hays	1998	Regional archaeology program annual report. Examined three sites in East Baton Rouge Parish, one of which is located within one-half mile of the project area.
22-2283	Monitoring and Excavations at the State Plant Complex: A Management Summary	Claudia C. Holland	1995	Archaeological monitoring of mechanical excavations at 16EBR150. Brick piers and brick chain walls were found.
22-2301	Pentagon Barracks (16EB43) Cultural Resources Monitoring of Machine Excavations for Exterior Renovations and Site Improvements, Baton Rouge, Louisiana	Sara A. Hahn and Thurston H.G. Hahn III	2001	Archaeological monitoring of construction activities at 16EBR43
22-2336	Ceramics in Louisiana from 1300 B.C. to A.D. 1300: Regional Archaeology in Southeast Louisiana	Christopher Hays	1999	Regional archaeology program annual report. Examined four sites in East Baton Rouge Parish, two of which are located within one-half mile of the project area.
22-2400	Cultural Resources Monitoring of Construction Activities at the West Building (16EBR165) and West Parking Garage, Baton Rouge, Louisiana	Sara A. Hahn and Thurston H.G. Hahn III	2001	Archaeological monitoring of construction activities at the West Building and West Parking Garage of the Capitol Complex. One site was recorded 16EBR165. Site destroyed by construction.
22-2495	Cultural Resources Monitoring of Construction Activities at the East Building (16EBR161) and East Parking Garage (16EBR177), Baton Rouge, Louisiana	Sara A. Hahn and Thurston H.G. Hahn III	2002	Archaeological Monitoring at the East Building (16EBR161) and East Parking Garage (16EBR177) sites. Seven features were encountered at 16EBR161 and three at 16EBR177. Both sites destroyed by construction.
22-2655	Archaeological Survey, Architectural Survey and Evaluation of Selected 90th Regional Readiness Command Facilities in East Baton Rouges and Orleans Parishes, Louisiana	Parsons	2004	Phase I archaeological and architectural survey of the 90th Regional Readiness Command Facilities in East Baton Rouge and Orleans Parishes, Louisiana
22-3740	Phase I Cultural Resources Investigation of the Elysiana, LLC Project, East Baton Rouge Parish, Louisiana	Ashely Hale, James Eberwine, Susan Barrett Smith, Emily Meaden, Nathanael Helley, and William P. Athens	2011	Phase I cultural resources investigations of the Elysian, LLC Project in Baton Rouge, Louisiana

(continued)

Table 3-2. Concluded.

Report Number	Report Name	Authors	Year	Description
22-3753	438 Main Street (16EBR205): Phase I Archaeological Investigations at the Site of a Proposed Four-Story Apartment Complex in Downtown Baton Rouge, Louisiana	Donald G. Hunter and Anne Marie Maher Blank	2011	Phase I Survey of 16EBR205
22-4152	Phase III Data Recovery-Site 16EBR205 (438 Main Street), Baton Rouge, East Baton Rouge Parish, Louisiana	Stephanie Perrault, Lauren Poche, and Martin Handy	2012	Phase III investigations at 16EBR205
22-5334	Phase I Archaeological Survey of the Proposed Lofts at 6C Project, East Baton Rouge Parish, Louisiana	Matthew Helmer and Michael Crow	2016	Phase I Survey of 16EBR214

(16EBR148), and a nineteenth century house site (16EBR151), all located within a short distance south of the Pentagon Barracks; and Hahn and Parker's (1998) cultural resources investigations conducted relative to monitoring of drainage improvements to the front steps perimeter of the State Capitol Building (16EBR79).

Other known studies within the project area vicinity are the investigations conducted by Smith (1982, 1984) of the State Capitol Grounds and vicinity (16EBR43 and 16EBR79); a cache of gunflints discovered on the corner of North and Lafayette streets (16EBR92) in 1977-1978 (Wurtzburg 1992); Holland's (1993) examination of the main underground cistern at Pentagon Barracks (16EBR43); and Hays' (1996) recordation of a brick foundation at or near the site of Fuerte San Carlos (16EBR150). Also of note are Robert Neuman's unpublished 1967-1968 investigations of the site of Fuerte San Carlos (16EBR24) (Bohon 1998) and CEI's (Hahn and Hahn 2001b) monitoring of construction activities at the Capitol Complex West Building (16EBR165) and West Parking Garage (16EBR164). Other known sites in the area include the former site of Zachary Taylor's Home/Spanish Commandant's Home (16EBR59).

Archaeological investigations at Magnolia Mound Plantation (16EBR30) include Burden and Gagliano's (1977) search for the 1830 kitchen and Burden and Castille's (1981a, 1981b) test excavations of portions of Magnolia Mound Plantation and Sensitive Area A. Investigations on the LSU Campus include limited archaeological testing and soil core borings at the LSU Campus Mounds (16EBR6) (Homburg and Ramenofsky 1989; Neuman 1985).

Figure 3-1 provides the locations of all archaeological sites located within six blocks of the Plank-Nicholson BRT APE and Table 3-1 provides a description and NRHP eligibility of those sites. Table 3-2 provides a summary of all archaeological investigations that have been conducted within six blocks of the Plank-Nicholson BRT APE. Previously recorded standing structures will be discussed in the Standing Structure section.

CHAPTER 4

CULTURAL RESOURCES INVESTIGATIONS

Standing Structures

A standing structure survey was conducted within the Plank-Nicholson BRT APE (see Figure 1-1). The Plank-Nicholson BRT APE consists of the existing ROW and adjacent lots where potential above-ground (e.g., benches and bus shelters) and surface (e.g. curb replacement, painting/striping) improvements may occur. Although the proposed project will be mostly confined to the existing ROW, some additional ROW may be required at station locations. As such, the APE in these areas includes the entire parcels from which additional ROW may be taken. No structures will be directly impacted by the project. The APE takes into account direct and indirect effects including visual/contextual effects related to historic properties. If any additional ROW is required, effects will be assessed at that time.

Methodology

The Division of Historic Preservation (DHP) maintains Louisiana Historic Resource Inventory (LHRI) and NRHP files for the State of Louisiana. Each recorded standing structure over fifty years of age is assigned a binomial number (e.g., 17-1000 [Parish Number + Structure Number]) by the DHP. The DHP maintains USGS 7.5-minute and 15-minute quadrangle maps and LADOTD city maps depicting the location of each recorded structure, as well as LHRI forms and corresponding reports.

A total of 16 previously recorded structures are located within the Plank-Nicholson BRT APE. One of these structures (17-00577) is no longer extant. Examination of the NRHP files indicated that there are two NRHP properties within the APE. One of those

properties is the Beauregard Town National Register Historic Districts (NRHD), which includes four structures within the APE. Only the Beauregard Town NRHD structures within the Plank-Nicholson BRT APE were examined. Only one individually listed property, the U.S. Post Office and Courthouse (17-00102), is located within the APE.

A standing structure survey was conducted within the Plank-Nicholson BRT APE, which was defined prior to the commencement of the fieldwork. All structures located within the APE and constructed prior to 1970 were examined. New LHRI forms were completed for previously recorded structures located within the APE that met the age requirements and had been recorded more than five years ago. LHRI forms were completed digitally and two color photographs were taken of each recorded structure. The location of each structure was plotted on project aerial maps and USGS 7.5-minute quadrangle maps. Each newly recorded structure was examined in terms of NRHP eligibility, and recommendations of either ineligible or potentially eligible were made. Previously recorded structures were reexamined in terms of NRHP eligibility. Only NRHD structures located within Plank-Nicholson BRT APE were evaluated to determine if they are contributing or non-contributing elements to the district.

Prior to the field survey, various map resources (e.g. historic maps, Sanborn Fire Insurance maps, USGS quadrangle maps), aerial photographs and previous surveys were utilized to determine the age of the structures located within the APE, and which of those areas were developed by 1970. Libraries including the Louisiana State Library, the East Baton Rouge Parish Library, the Louisiana State University libraries, and various online databases and repositories were visited to gather information to compile an historical context for the structure survey.

Fieldwork

A total of 58 structures (Table 4-1) were examined within the Plank-Nicholson BRT APE (Figure 4-1a and b). All of the examined structures were constructed before 1970. One property is individually listed on the NRHP—the former U.S. Post Office and Courthouse (17-00102). An additional four of the structures are located within the Beauregard Town

Table 4-1. Structures Recorded and Evaluated Within the Plank-Nicholson BRT APE.

Resource ID	Historic (Current) Name	Address	Construction Date	Description	NRHP Status	NRHP Criteria
17-00376		601 St. Ferdinand Street	ca. 1938	One-story brick commercial building	Listed: "Beauregard Town NRHD" Contributing	A and C
17-00278	Cazedesus	604 St. Ferdinand Street	ca. 1910	One-Story Central-Hall Cottage	Listed: "Beauregard Town NRHD" Contributing	A and C
17-00277		624 St. Ferdinand Street	ca. 1912	Two-Story Bungalow	Listed: "Beauregard Town NRHD" Contributing	A and C
17-00102	U.S. Post Office and Courthouse	707 Florida	1932	Three-Story Courthouse	Listed: Individual	A and C
17-00100	Old Public Library	700 Laurel	1939	1.5-Story Stone Public Building	Potentially Eligible Individual for Listing on the NRHP	C
17-04042	Chase Bank	451 Florida	1965	24-Story Brick Veneered Skyscraper	Potentially Eligible Individual for Listing on the NRHP	C
17-04043	First Baptist Church and Educational Building	529 Convention/ Florida	1953	Church and Three-story Church School	Potentially Eligible Individual for Listing on the NRHP	C
17-04044	Post Office	750 Florida	1965	Three-Story New Formalism Style Public Building	Potentially Eligible Individual for Listing on the NRHP	C
17-04046	Louisiana Workforce Commission	1001 N. 23rd Street	1961	Four-Story International Style Public Building	Potentially Eligible Individual for Listing on the NRHP	C
17-04075	Accardo-Roppolo Gen. Merchandise	3964 Plank Road	1930	One-Story Brick Commercial Building	More Information Needed	A?
17-00397	St. Louis Court Apartments	613 (615) St. Louis Street (St. Ferdinand Street)	ca. 1963	Two-Story Brick Apartment Building	Listed: "Beauregard Town NRHD" Non-Contributing	A and C
17-00577-X	Baton Rouge Municipal Building (East Baton Rouge Parish Sheriff)	300 North Blvd./100 St. Ferdinand	1956	Three-story masonry commercial building	Ineligible	N/A
17-01812	Rad Cycles	2606 Nicholson	ca. 1960	One-story Brick Veneered Commercial Building	Ineligible	N/A
17-01813	former House of Beauty	2615 Nicholson cor. McKinley	1944	One-story Brick Commercial Building	Ineligible	N/A
17-01821	Cracker Barrel/The Chi Institute	3135-55 Nicholson	1969	One-story Brick Veneered Commercial Building	Ineligible	N/A
17-01822	West Chimes Place Apt.	3150 Nicholson	ca. 1950	Two-Story Wood Frame Apartment Building	Ineligible	N/A
17-01823	West Chimes Place Apt.	3164 Nicholson	ca. 1945	Two-Story Wood Frame Apartment Building	Ineligible	N/A
17-01824	Atcha Bakery & Café	3221 Nicholson	1969	One-story Brick Veneered Restaurant	Ineligible	N/A
17-01825		3222 Nicholson	ca. 1945	Two-Story Wood Frame Apartment Building	Ineligible	N/A
17-01826		3274 Nicholson	ca. 1955	Two-Story Brick Veneered Apartment Building	Ineligible	N/A
17-01833		913 Aster	ca. 1945	Two-Story Wood Frame Apartment Building	Ineligible	N/A
17-04041	Appliance Distributors	2677 Nicholson	1965	One-story Brick Veneered Commercial Building	Ineligible	N/A
17-04045		622 N. 22nd Street	1940	One-Story Concrete Block Building	Ineligible	N/A
17-04047	former Humble Oil Co. service station	945 N. 22nd Street	1966	One-story Brick Veneered Commercial Building	Ineligible	N/A
17-04048		2023 Plank Road	1940	One-story Brick Veneered Minimal Traditional Cottage	Ineligible	N/A
17-04049		2035 Plank Road	1935	One-story Asbestos Sided Craftsman Bungalow	Ineligible	N/A
17-04050		2065 Plank Road	1935	One-story Brick Commercial Building	Ineligible	N/A
17-04051	Etheridge Industrial Services	2143 Plank Road	1935	One-Story Brick Commercial Building	Ineligible	N/A
17-04052		2155 Plank Road	1935	One-Story Brick Commercial Building	Ineligible	N/A
17-04053		2136A Plank Road	1935	One-Story Wood Frame Craftsman Bungalow	Ineligible	N/A
17-04054		2122 Plank Road	1950	Mid-Century sign	Ineligible	N/A
17-04055	The Renaissance Center	2783 Plank Road	1935	One-Story Brick Commercial Building	Ineligible	N/A
17-04056	Truly Blessed Auto Repair	3232 Plank Road	1951	One-story Concrete Block Commercial Building	Ineligible	N/A
17-04057	Daughters	3320 Plank Road	1945	One-Story Brick Commercial Building	Ineligible	N/A
17-04058	Buckles' Hair Dynasty	3328 Plank Road	1945	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04059	Fruit of the Spirit Ministries	3338 Plank Road	1955	One-Story Concrete Block Church	Ineligible	N/A
17-04060		3243 Plank Road	1935	One-Story Wood Frame Colonial Revival Bungalow	Ineligible	N/A
17-04061		3233 Plank Road	1935	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04062		3235 Plank Road	1935	One-Story Frame and Concrete Block Garage Apartment	Ineligible	N/A
17-04063	Old Weiners Department Store/K-Mart	5429 Airline Highway	1970	One-Story former Department Store	Ineligible	N/A
17-04064	Dancers Men's Club and Sports Bar	5755 Airline Highway	1965	One-Story Stuccoed Commercial Building	Ineligible	N/A
17-04065	Capital City Fleet Service	5255 Airline Highway	1959	One-Story Concrete Block Commercial Building	Ineligible	N/A

(continued)

Table 4-1. Concluded.

Resource ID	Historic (Current) Name	Address	Construction Date	Description	NRHP Status	NRHP Criteria
17-04066	Regions Bank	5950 Plank Road	1963	One-Story Commercial Building with Pebbled Concrete Paneled Siding	Ineligible	N/A
17-04067	Uncle Moes	5555-57 Plank Road	1954-55	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04068		5523 Plank Road	1959	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04069		5513 Plank Road	1945	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04070	East Baton Rouge Teacher's FCU	4836 Plank Road	1955	One-Story Concrete Block and Brick Commercial Building	Ineligible	N/A
17-04071	Oohda Sports Bar and Grill/Charcoal Lounge	4888 Plank Road	1958	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04072	Delmont Village Shopping Center	5151 Plank Road	1954	One-Story Brick Shopping Center	Ineligible	N/A
17-04073	Plank Market and Deli	4432 Plank Road	1967	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04074	Mardy's Fine Cars	4474 Plank Road	1965	One-Story Brick Veneered Commercial Building	Ineligible	N/A
17-04076		3936 Plank Road	1935	One-Story Concrete Block Minimal Traditional Cottage	Ineligible	N/A
17-04077	Barber Shop	3073 Mohican/3905 Plank Road	1950	One-Story Brick Commercial Building	Ineligible	N/A
17-04078		2140 North Street	1965	One-Story Concrete Block Ranch House	Ineligible	N/A
17-04079		527 N. 22nd Street	1945	One-Story Brick Veneered Minimal Traditional Cottage	Ineligible	N/A
17-04080		527 N. 22nd Street	1950	One-Story Brick former Commercial Building	Ineligible	N/A
17-04081		3319 Plank Road	1945	One-Story Concrete Block Commercial Building	Ineligible	N/A
17-04082	L.S.U. Tiger Stadium	South Stadium	1924	Concrete Football Stadium	Ineligible	N/A



Figure 4-1a. A total of 58 structures were examined within the Plank-Nicholson BRT APE (USGS 1992).

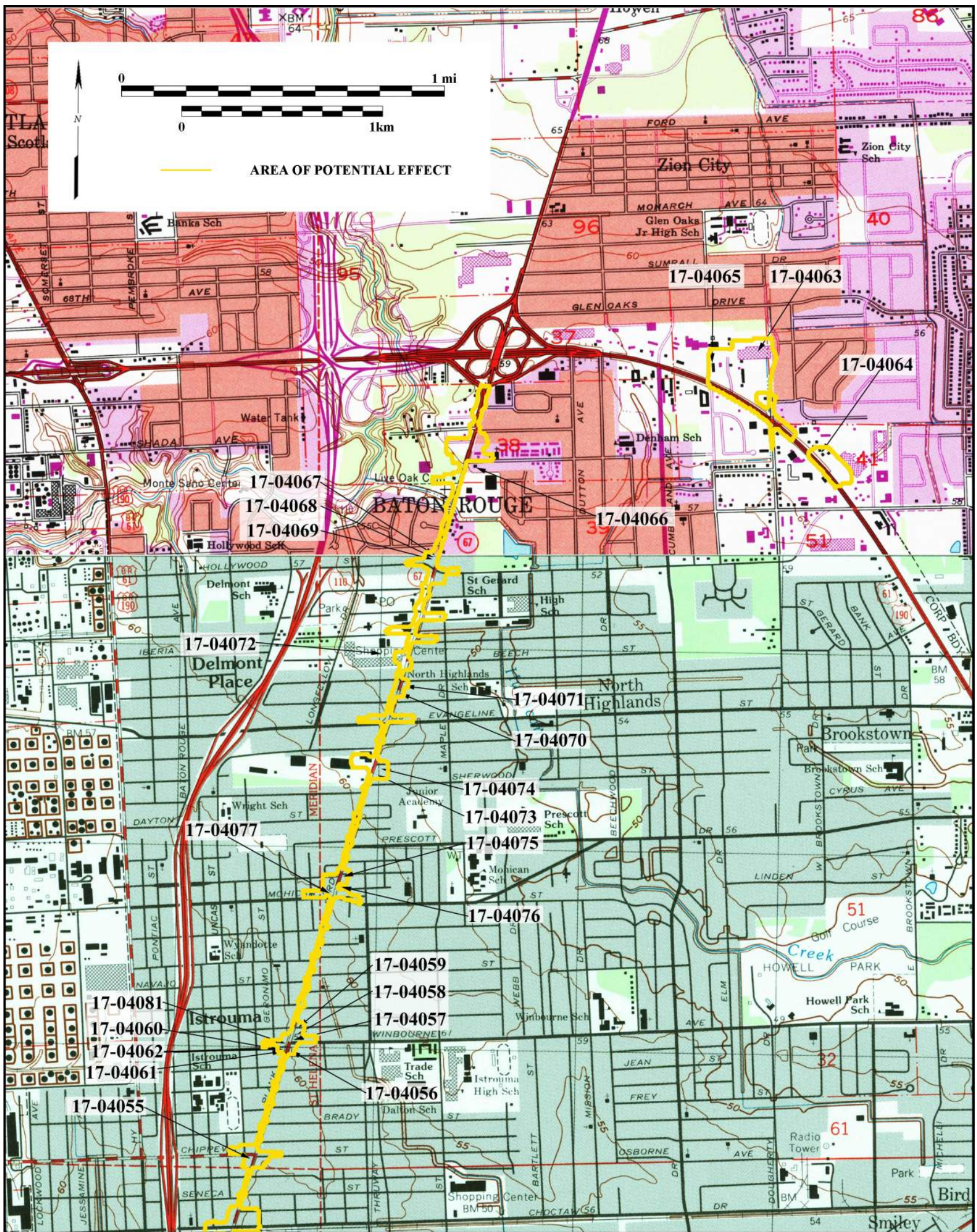


Figure 4-1b. A total of 58 structures were examined within the Plank-Nicholson BRT APE (USGS 1992, 1994).

NRHD, three of which are considered contributing. Five structures recorded during the Plank-Nicholson BRT survey are considered eligible for listing on the NRHP—the Old Public Library at 700 Laurel Street (17-00100), the Chase Bank building at 451 Florida (17-04042), the First Baptist Church and Educational Building at 529 Convention Street (17-04043), the U.S. Post Office at 750 Florida (17-04044), and the Louisiana Workforce Commission building (17-04046). More information is needed to determine if another building (17-04075)—the Accardo-Roppolo Gen. Merchandise building—at 3964 Plank Road is eligible for listing on the NRHP under Criterion A.

In addition to the above properties considered eligible for or listed on the NRHP, CEI recorded 47 structures built before 1970. Nine of these were previously recorded during the 2016 TralinkBR project and were reevaluated in terms of their eligibility. The following eight discussed properties are either listed or eligible for listing on the NRHP, or more information is needed.

Beauregard Town National Register Historic District

Beauregard Town NRHD is roughly bound by the Mississippi River, North Boulevard, East Boulevard and Mayflower Street (see Figure 4-1a). Although the original Beauregard Town boundaries in 1806 were North, South, and East boulevards and the Mississippi River (see Figure 2-11), the boundaries of the district encompass only the surviving historic structures. Beauregard Town NRHD is primarily residential and was listed in 1980 under Criterion C as a “locally outstanding turn-of-the-century middle class residential area”. It was also considered significant under Criterion A as an early nineteenth century community “conceived as a Baroque City plan” (Beauregard Town NRHD, NRHP Nomination form, on file at DHP, Baton Rouge). In 2000, a boundary increase was completed to extend Beauregard Town’s boundaries and to update the period of significance to the then current 50-year cutoff of 1949. This boundary increase occurred mostly on the east side of the district.

Although the district encompasses a large area, only those structures that are located within the Plank-Nicholson BRT APE were examined. The 1980 nomination form did not

include an inventory of contributing and non-contributing structures. Therefore, only intrusions at that time were listed separately in the nomination. For this survey, new photographs were taken for the previously recorded Beauregard Town NRHD structures located within the APE and evaluations were made as to their NRHP eligibility as contributing or non-contributing (see Table 4-1). Three of the four Beauregard Town structures examined are considered to be contributing. The contributing buildings include: one bungalow (17-00277) (Figure 4-2); one commercial building (17-00376) (Figure 4-3); and one central-hall house (17-00278) (Figure 4-4). The one non-contributing structure consists of an one apartment building (17-00397) constructed after 1946.

U.S. Post Office and Courthouse

The U.S. Post Office and Courthouse (17-00102) is located at 707 Florida Street (see Figure 4-1a). Constructed in 1932, the building is a three-story, limestone-clad Art Deco building (Figure 4-5) designed by New Orleans architect Moise H. Goldstein under the supervision of the Office of the Supervising Architect for the U.S. Treasury Department. It was listed on the NRHP in 2000 under Criteria A and C. It was listed under Criterion A for its association with federal construction programs designed to relieve the economic Depression of the 1930s by reducing unemployment, and under Criterion C as an excellent example of Art Deco architecture (U.S. Post Office and Courthouse NRHP Nomination form on file at DHP, Baton Rouge).

Old Public Library

The former public library (17-00100) is located at 700 Laurel Street (see Figure 4-1a) and was constructed in 1939 under a Public Works Administration (PWA) grant (State Times 10 June 1939:4). The building is a 1.5-story public building built of stone and designed in the Art Deco Style (Figure 4-6). An Art Deco frieze graces the top of the building with the words “PUBLIC LIBRARY” on the side elevations (Figure 4-7). The original 2/2 windows have been replaced with 1/1 windows without removing the original decorative window surrounds and transoms (Figure 4-8). Although the doors have been replaced, the opening remains the same, and transom and wall sconces still adorn the surround (Figure 4-9). A rear



Figure 4-2. Structure 17-00277 is the only Beaugard Town NRHD bungalow located within the APE. View is to the west.



Figure 4-3. Structure 17-00376 is the only Beaugard Town NRHD commercial building located within the APE. View is to the northeast.



Figure 4-4. Structure 17-00278 is the only Beauregard Town NRHD central-hall house located within the APE. View is to the northwest.



Figure 4-5. The U.S. Post Office and Courthouse is listed on the NRHP as an excellent example of Art Deco architecture. View is to the north.



Figure 4-6. The Old Public Library was built in the Art Deco style. View is to the southeast.

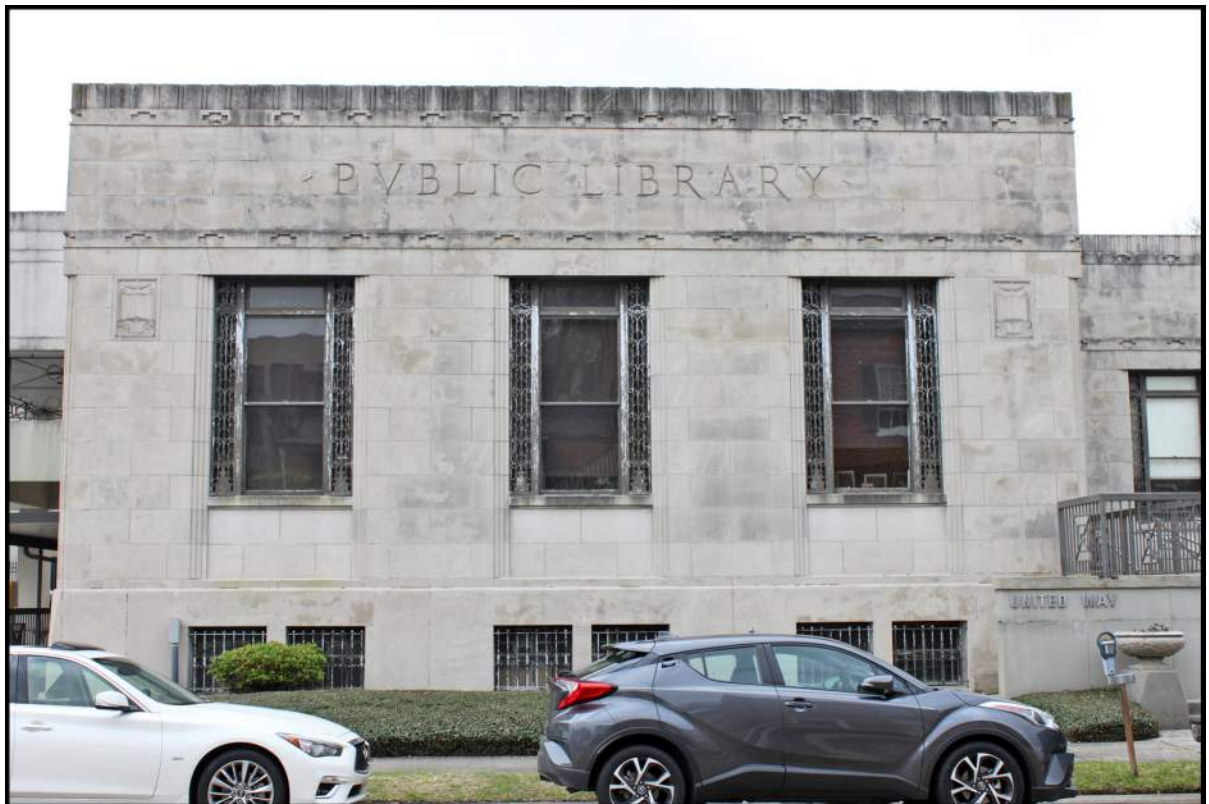


Figure 4-7. An Art Deco frieze surrounds the top of the building. View is to the south.



Figure 4-8. The original 2/2 windows have been replaced with 1/1s, but the original surrounds and frames remain intact.



Figure 4-9. The original transom, door surrounds and Art Deco sconces remain at the entrance to the building.



Figure 4-10. A rear porch and patio was added to the rear of the building. View is to the southwest.

porch and patio has been added to the rear of the building and some effort was made to carry the lines of the friezework to the plain unadorned porch (Figure 4-10). The building was considered significant in 1983 when it was originally recorded by the Foundation for Historic Louisiana (Historic Standing Structure Survey Form 17-00100, on file at the DHP, Baton Rouge). However, at that time it was not yet 50 years old and was not recommended as eligible because it did not meet the NRHP age requirement. The Old Public Library (17-00100) is considered eligible under Criterion C as an excellent example of the Art Deco style. It is also considered eligible under Criterion A for its association with the federal construction programs designed to relieve the economic Depression of the 1930s by reducing unemployment.

Chase Bank (former Louisiana National Bank)

The Chase Bank building, formerly the Louisiana National Bank, (17-04042) is located at 451 Florida Street in downtown Baton Rouge (see Figure 4-1a). Constructed

between 1965 and 1968, the building was designed by New Orleans architects Curtis & Davis and constructed by the Henry C. Beck Company, builder. The 24-story skyscraper (three of which are underground) has a streamlined modern design with narrow, almost ribboned windows (Figure 4-11), a first floor mostly constructed of glass, and pairs of reinforced concrete columns, which extend from the ground to near the top floor of the building on each elevation. It appears mostly international in style, but has the rough exterior that would be found in a Brutalist building.



Figure 4-11. The Chase Bank building has a streamlined modern design with narrow almost ribboned windows. View is to the northeast.

The building was constructed with a “floating” foundation. According to an article appearing in the *Sunday Advocate* on 8 September 1968, the principle is described as follows:

A 14-foot thick reinforced concrete slab foundation supports the building, with eight reinforced concrete columns rising up through the underground floors and along the exterior of the central service core, support the structure without interior walls, leaving the building’s entire floor space clear for flexible use. The principle of weight displacement permits the building to float. A total of 200 million pounds of earth was excavated for the construction exactly the same weight as the building. Steel reinforced concrete poured in place is used throughout the building, and the finish is exposed concrete aggregate sand blasted to a finish. [*Sunday Advocate* 1968]

The eight reinforced concrete columns (two on each elevation) that are part of the streamlined design of the building (see Figure 4-11) are those that are mentioned above that allow the building to “float.”

With the exception of a 1980s tower addition to the north of the building, which is only attached by an insignificant elevated corridor, the exterior of the building itself remains unchanged. The landscaping of the building has changed slightly. There was once a series of brick planters containing cherry laurel trees (Figure 4-12) located between Fifth Street and

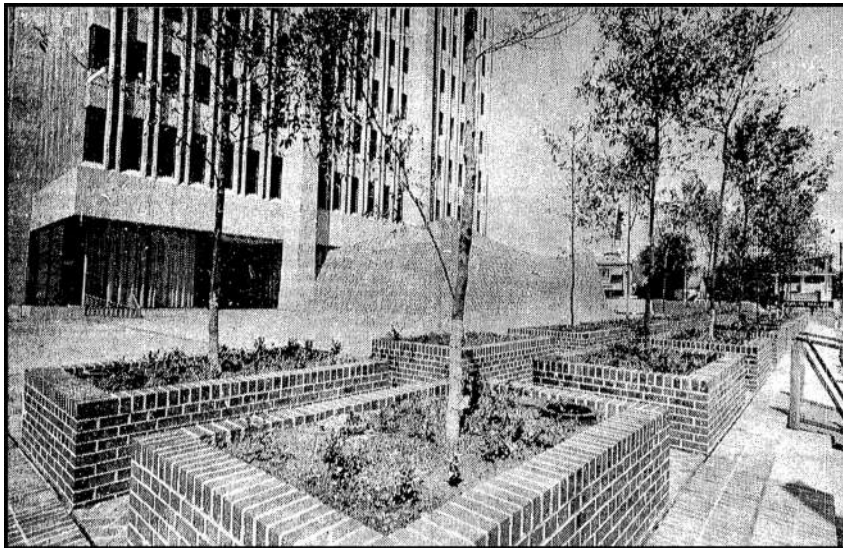


Figure 4-12. Cherry laurel trees in brick planters once extended across the plaza on the Fifth Street side of the building (*Morning Advocate* 1968).

the brick-covered skylight that is located on the east side of the building (*Morning Advocate* 1968). As it is relatively unaltered since its construction in 1968, the Chase Bank building (17-04042) is considered eligible for listing on the NRHP under Criterion C for its engineering and association with prominent Mid-Century Modern architects Curtis & Davis. It may also be eligible to be registered as part of the Non-Residential Mid-Century Modern Architecture in Baton Rouge, 1945-1975 Multiple Property Listing/Submission (MPS). However, more information is needed on the interior of the building to make that determination.

First Baptist Church and Educational Building

The First Baptist Church and Educational Building (17-04043) is located at 529 Convention Street (see Figure 4-1a). Only the Educational Building portion of the complex, which faces Florida Street, is located within the APE. However, as the buildings are connected as a complex and were built as one, they will be evaluated for the NRHP as one building.

Construction began on the First Baptist Church and Educational Building in 1954. A. Hays Town designed the buildings and Cardwell & McCann builders, constructed them (*State Times* 19 May 1954:4-B). The church was scheduled to be finished in March 1955 and the educational building in October 1954. The educational building incorporated the structure that was extant at the time, into the new building (*Morning Advocate* 1954). The church opened its doors in August 1955 and the educational building presumably had been completed by that time as well (*State Times* 24 August 1955:14-B).

The church is a monumental Classical Revival style building with a pedimented projecting entry and 9/9 and 6/6 windows (Figure 4-13). The façade consists of three pairs of paneled doors with transoms below a wrought iron balcony. On the façade at the center of the balcony is a marble tablet with the construction date, First Baptist Church, and Psalm 122 Verse 1 (Figure 4-14). The exterior of the church remains unchanged since its construction with the exception of a cupola that was located at the top of a small projection at the rear of the western side of the building (Figures 4-15 and 4-16).



Figure 4-13. The First Baptist Church is a monumental Classical Revival structure with a projecting pedimented entry. View is to the northwest.



Figure 4-14. Above the front entrance and balcony of the church is a marble tablet with the date of construction and “First Baptist Church.”

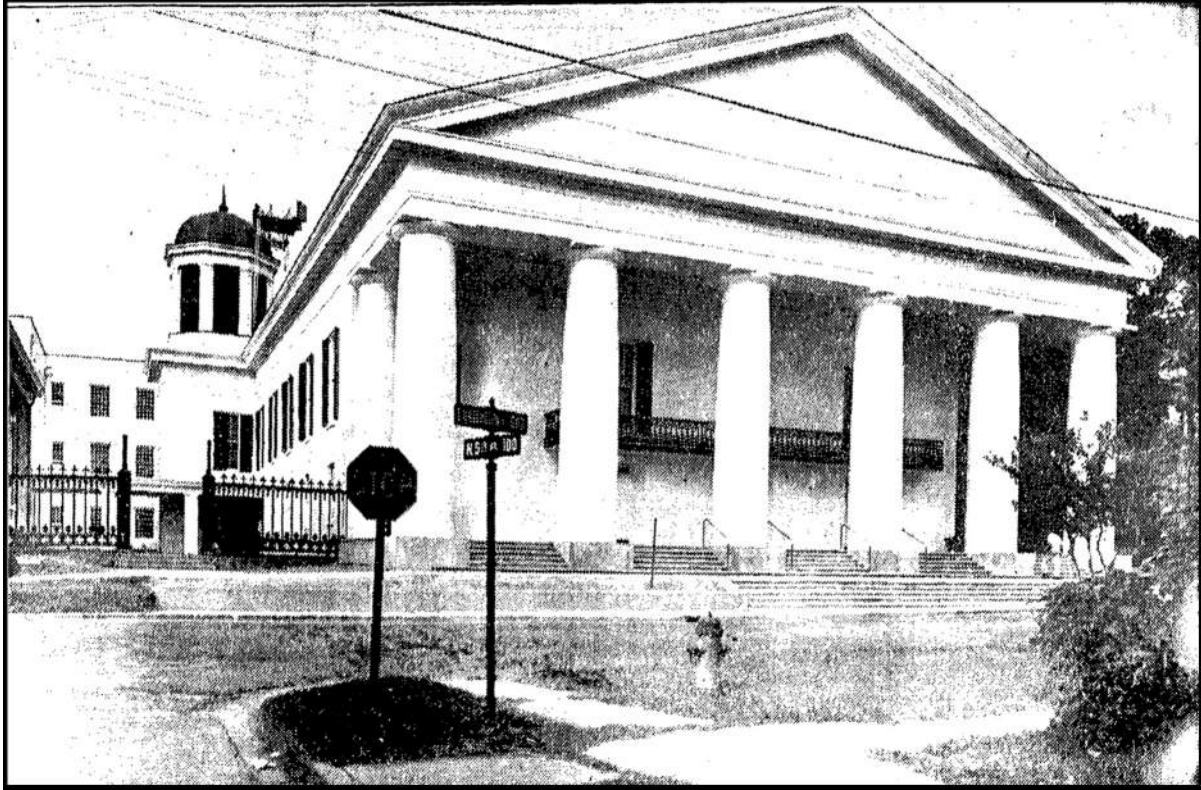


Figure 4-15. When the church was constructed, there was a cupola located at the top of a small projection at the rear of the church (*State Times* 1955).



Figure 4-16. The cupola shown in Figure 4-15 is no longer extant. View is to the northeast.

The Educational Building is a three-story, flat-roofed church school with 8/8 windows, brick veneer siding, and panel doors. A wrought-iron railed balcony surrounds the Florida and 5th Street elevations of the building (Figure 4-17). The Florida Street entrance consists of a pair of wooden panel doors with an arched transom above and matching arched windows flank both sides of the entrance (Figure 4-18). The three-bay entrance is surrounded by a section of marble with pilasters flanking the windows on both sides of the entrance. Three pairs of casement or French doors open to the balcony above the main entrance. One pair of windows that match the dimensions of the casement openings flank the three doors. Five small rectangular marble panels are located above these five bays (see Figure 4-18).

The First Baptist Church and Educational Building (17-04043) retain their integrity and are considered eligible for listing on the NRHP under Criterion C as an excellent example of A. Hays Town's style of traditional non-residential architecture. The building may also be eligible to be registered as part of the The Architecture of A. Hays Town in Louisiana, 1939-1991 MPS. However, as the interior of the building was inaccessible during the survey, more information is needed on the interior of the building to make that determination.

U.S. Post Office-750 Florida

The U.S. Post Office (17-04044) is located at 750 Florida Street (see Figure 4-1a). Construction began on the building in late 1965 and the post office opened in June 1968. Wilson & Coleman and Miller, Smith and Champagne were the architects and T.C. Bateson Construction Co. was the builder (*Sunday Advocate* 1965).

The building consists of a three-story, flat-roofed building in the New Formalism sub-style with ribboned windows divided by metal strips (Figure 4-19). Recently, a renovation to update the building commenced. Part of the update appears to be covering the existing windows with opaque glass to mimic the ribbon windows with metal dividers, but with fewer actual openings (Figure 4-20). The interior lobby of the post office has been modernized recently, but it still functions as a post office.



Figure 4-17. The First Baptist Church Educational building is a three-story flat roofed structure. View is to the southeast.



Figure 4-18. The Florida Street entrance has a marble surround on the first floor, a wrought-iron balcony on the second, and a series of marble panels between the second and third floors. View is to the south.



Figure 4-19. The U.S. Post Office at 750 Florida Street is an excellent example of the New Formalism sub-style. View is to the southeast.



Figure 4-20. Recent updates to the building include covering the existing windows with opaque glass. View is to the southwest.

The U.S. Post Office at 750 Florida (17-04044) is considered an excellent example of a mid-century modern building constructed in the New Formalism sub-style designed by Wilson & Coleman, who have been identified as important contributors to Mid-century Modern architectural design in Baton Rouge. Therefore, the U.S. Post Office at 750 Florida is considered eligible for listing on the NRHP under Criterion C as an excellent example of the New Formalism sub-style and for its association with Wilson & Coleman. It may also be eligible to be registered as part of the Non-Residential Mid-Century Modern Architecture in Baton Rouge, 1945-1975 MPS. However, more information is needed on the inaccessible portions of the interior of the building to make that determination.

Louisiana Workforce Commission

The Louisiana Workforce Commission building (17-04046) is located at 1001 N. 23rd Street (see Figure 4-1a). Construction began in 1960 (*Morning Advocate* 1960) and was completed by mid-1961 (*State Times* 19 July 1961:10-C). LeBlanc & Deen, considered important contributors to Mid-century Modern architectural design in Baton Rouge, were the architects, and Barksdale & Leblanc were the contractors (*Morning Advocate* 1960).

The building was constructed in the International Style and consists of a four-story commercial building with a sub-basement. Two elevations of the building are clad in brick veneer and the two main walls of the building consist of a machined-metal-and-glass framework with tan-colored surfaces pierced by ribbon windows between the metal framework (Figure 4-21). The building retains its exterior integrity even with the recent construction of a foyer to connect a 1980s building to it (Figure 4-22).

The Louisiana Workforce Commission building (17-04046) is considered eligible for listing on the NRHP under Criterion C as an example of the later International Style that was designed by important Mid-century Modern architects LeBlanc & Deen. It may also be eligible to be registered as part of the Non-Residential Mid-Century Modern Architecture in Baton Rouge, 1945-1975 MPS. However, more information is needed on the interior of the building to make that determination.



Figure 4-21. The Louisiana Workforce Commission building was designed by LeBlanc & Deen. View is to the northeast.



Figure 4-22. A glass-walled foyer was added recently to the building to attach it to the 1980s building to the south.

Accardo-Roppolo Gen. Merchandise Building

The Accardo-Roppolo Gen. Merchandise building (17-04075) is located at 3964 Plank Road (see Figure 4-1b). According to the date plaque on the building, it was constructed in 1930 (Figure 4-23). Constructed of brick laid in an American bond, the building has a somewhat Mission style parapet on the façade. The windows have been enclosed and/or boarded (Figure 4-24), but the original openings are still visible. Although the building retains its integrity, it does not “embody distinctive characteristics of a type, period or method of construction; represent the work of a master; or possess high artistic value” (National Park Service 1991:17). Therefore, it is not considered eligible for listing on the NRHP under Criterion C. Survey-level research did not yield any immediate/obvious reasons for the building to be considered eligible for listing on the NRHP under Criterion A or B. More research is needed to determine if the building may be eligible for listing under Criteria A and/or B, as it may be “associated with events that have made a significant contribution to the broad patterns of our history” (National Park Service 1991:2), or it may be “associated with the lives of persons significant in our past” (National Park Service 1991:2).

Remaining Structures

The remaining 47 structures (not discussed above) recorded or updated during the architectural survey of the Plank-Nicholson BRT APE are not considered eligible for listing on the NRHP (see Table 4-1). Twenty-two of those structures (17-04041, 17-04045, 17-04047, 17-04049, 17-04051, 17-04054, 17-04055, 17-04059, 17-04063, 17-04064, 17-04067, 17-04068, 17-04069, 17-04070, 17-04071, 17-04072, 17-04073, 17-4076, 17-04078, 17-04080, 17-04081, and 17-04082) have been altered and no longer retain their integrity. One structure (17-00577) that was previously recorded and then reevaluated in 2016, is no longer extant.

The remaining 24 structures that retain their integrity include: 14 commercial buildings (17-01812, 17-01813, 17-01821, 17-01824, 17-04050, 17-04052, 17-04056, 17-04057, 17-04058, 17-04061, 17-04065, 17-04066, 17-04074, and 17-04077), six apartment buildings (17-01822, 17-01823, 17-01825, 17-01826, 17-01833, and 17-04062),



Figure 4-23. The Accardo-Roppolo Gen. Merchandise building was constructed in 1930 according to the date plate. View is to the east.



Figure 4-24. The windows have been enclosed and/or boarded. View is to the southeast.

two minimal traditional cottages (17-04048 and 17-04079), and two bungalows (17-04053 and 17-04060). Although the remaining 24 structures retain their integrity, they do not “embody distinctive characteristics of a type, period or method of construction; represent the work of a master; or possess high artistic value” (National Park Service 1991:17). Therefore, these 24 structures are not considered eligible for listing on the NRHP under Criterion C. The 24 structures also are not considered eligible under Criterion A because they are not “associated with events that have made a significant contribution to the broad patterns of our history” (National Park Service 1991:2), nor are they considered eligible under Criterion B because they are not “associated with the lives of persons significant in our past” (National Park Service 1991:2).

Archaeology

As mentioned in the Introduction, the Plank-Nicholson BRT project is for a Bus Rapid Transit route that will have specifically designed BRT wheeled vehicles that will have dedicated travel lanes. At present, the project proposes to construct up to 44 station locations (22 pairs) within existing right-of-way as much as possible. The project also includes roadway improvements such as resurfacing, new curb construction, restriping and utility adjustments in the vicinity of station locations. New sidewalks are also part of the project design. At present, exact construction footprints and additional ROW needed are not known and 100 percent of the existing ROW is inaccessible due to development. Therefore, an archaeological survey could not be conducted. In lieu of a survey at the present time, an extensive archaeological background research study was prepared for the proposed Plank-Nicholson BRT Project. This study was conducted to determine the types of cultural resources that might be present within the Plank-Nicholson BRT APE. Archaeological site forms on file at the Division of Archaeology (Louisiana Department of Culture, Recreation and Tourism) were consulted to determine how many known archaeological sites fell within, or immediately adjacent to, the proposed project. Previous cultural resource reports and other pertinent regional literature were also reviewed. Known archaeological sites and archaeological probability within the project APE are discussed by area below (Figure 4-25). Although the proposed project will be mostly confined to the existing ROW, some additional ROW may be required at station locations. As such, the APE in these areas includes the

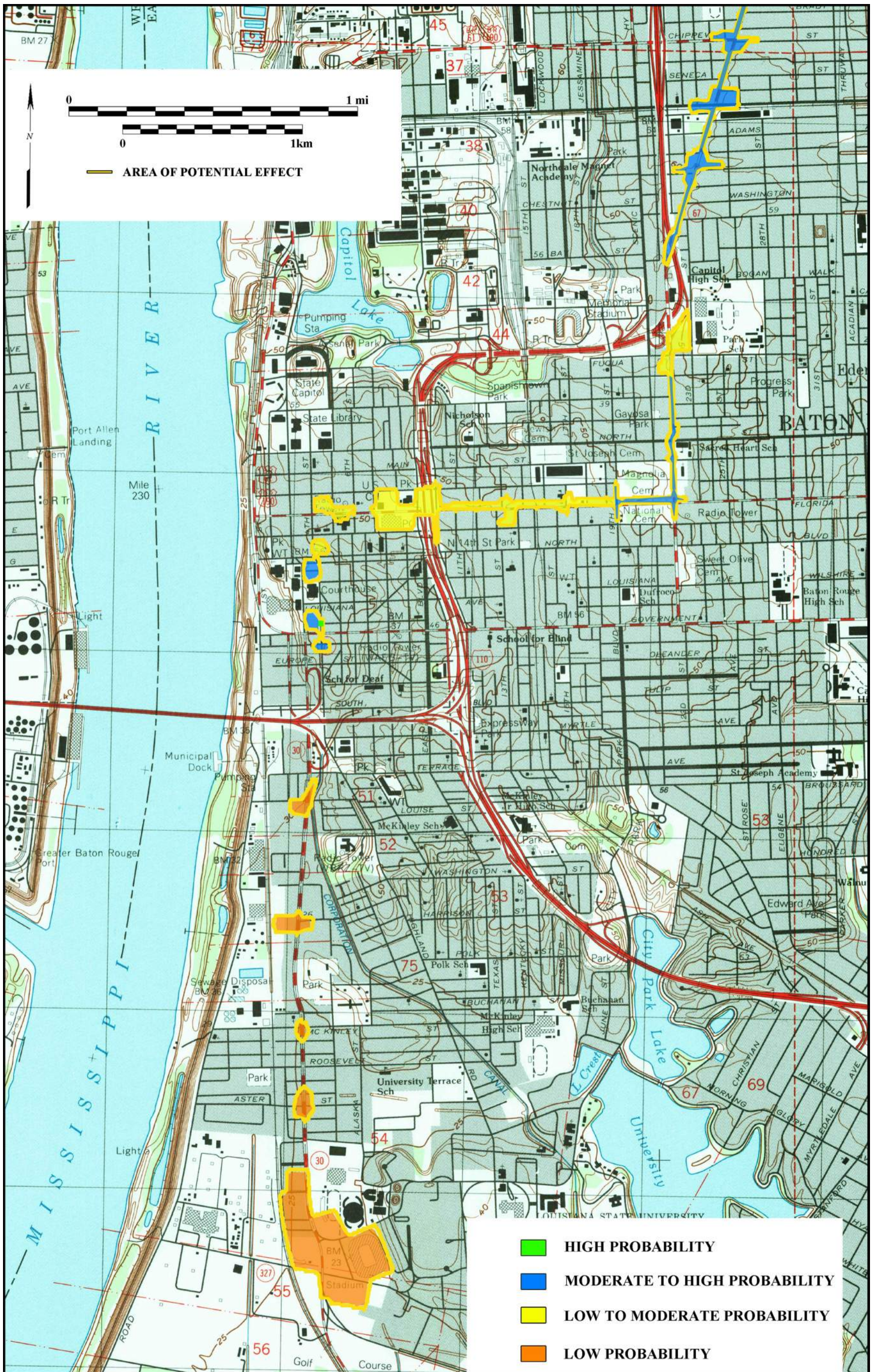


Figure 4-25a. The archaeological probability within the Plank-Nicholson BRT project footprint varied from low to high probability (USGS 1992, 1994).

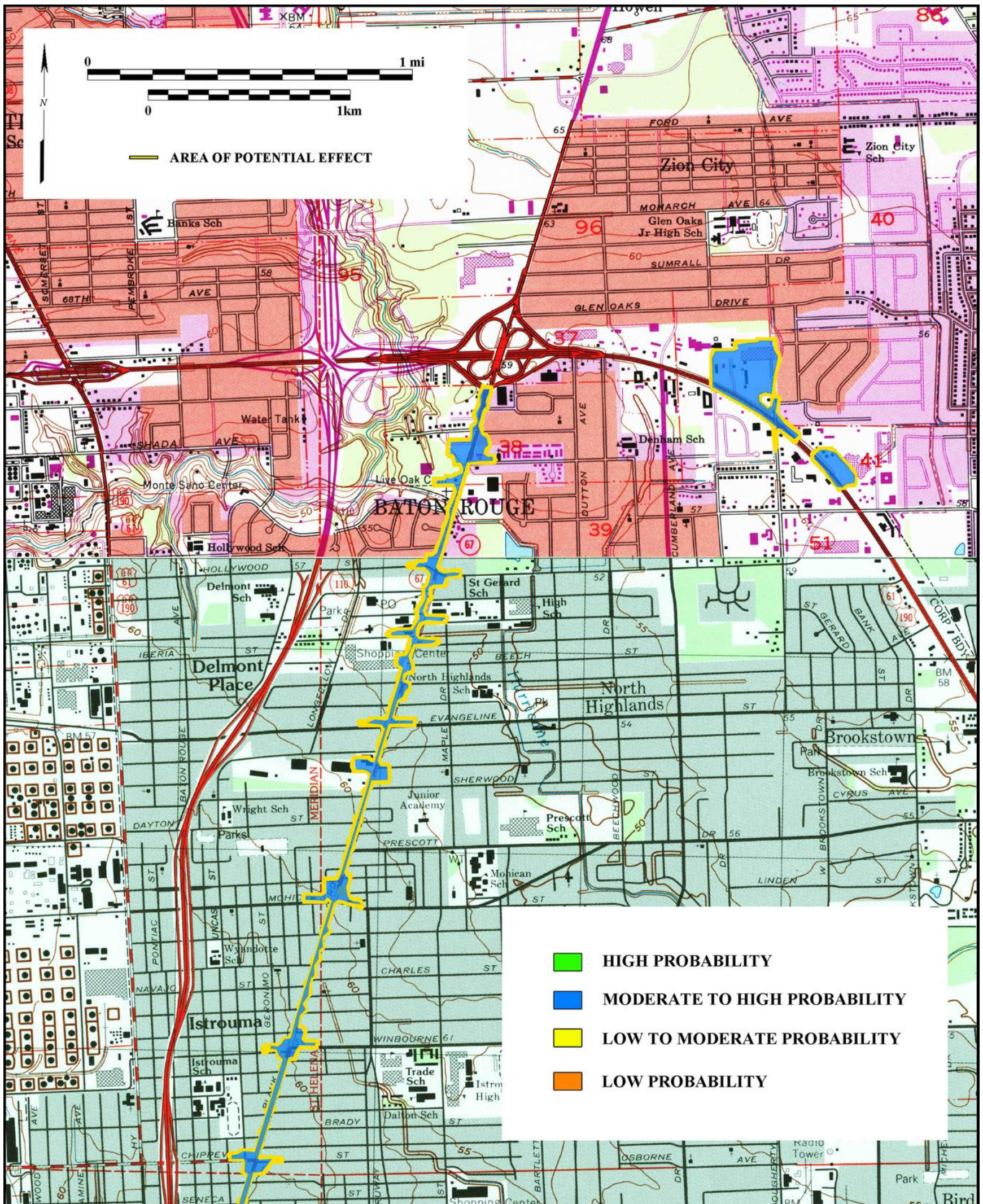


Figure 4-25b. The archaeological probability within the Plank-Nicholson BRT project footprint varied from low to high probability (USGS 1992, 1994).

entire parcels from which additional ROW may be taken as depicted in Figure 4-25. Archaeological probability assigned to these various areas is based upon those portions within or adjacent to the existing ROW and not the parcel in its entirety.

Airline Highway between Winchester Avenue and McClelland Drive

The northern terminus of the Plank-Nicholson BRT APE surrounds the LSU North Clinic Urgent Care center at 5439 Airline Highway, where the proposed North Transfer Center is to be located (see Figure 1-1). No known archaeological sites are located in this portion of the APE. Located on the Pleistocene Terrace, however, there is a potential of the presence of prehistoric sites in this area, though that potential is relatively low due to the lack of nearby water resources.

Situated well away from the river, much of this portion of the project area remained vacant and unclaimed through the colonial period (see Figure 2-9) and was only lightly settled by the mid-nineteenth century (see Figure 2-14). By the turn of the twentieth century, however, there were a number of small farms scattered about what is now the Airline Highway corridor, some of which are within or immediately adjacent to the project route (see Figure 2-17). As the project route coincidentally follows some of the area roads, there is a moderate probability of late-nineteenth and early-twentieth century archaeological deposits in this area. Indeed, small subdivisions were springing up in the area, at least on paper, by the 1920s (see Figure 2-18). Still, most of the area remained rural into the 1930s. One exception, however, was along today's McClelland Drive, along which there were several residences in the late 1930s (see Figure 2-19). Airline Highway was built soon after, and all new construction would have been focused along that roadway (see Figure 2-20). Based on the available information, there is a low potential of the presence of colonial and early- to mid-nineteenth century archaeological sites in this area (see Figure 4-25b). There is, however, a moderate to high potential of late-nineteenth and early-twentieth century sites.

Plank Road from North 22nd Street to Airline Highway

From the north side of Interstate 110, the BRT route continues within the existing Plank Road ROW with nine proposed station areas at Fairfields Avenue, Choctaw Drive,

Chippewa Street, Winbourne Avenue, Mohican and Clayton streets, Delmont Village, and Hollywood and Denham streets (see Figure 1-1). No known sites are located in this portion of the APE, which follows the 1836–1837 Baton Rouge and Clinton Railroad ROW.

Passing over the Pleistocene Terrace, there is a potential for the presence of prehistoric sites in this area. This potential, overall, is relatively low, but is high in the vicinity of stream courses, such as at Monte Sano Bayou (see Figure 4-25a-b).

This segment of the project route passes through areas that were claimed, though not likely settled, during the English colonial period (1763–1783) (see Figure 2-7). Those same areas were settled during the Spanish colonial period (1783–1810) (see Figure 2-9). Passing through 11 Spanish-era land claims, it is possible, though not necessarily probable, that there were late-eighteenth century occupations within the limits of the present project corridor. As discussed previously, the Baton Rouge and Clinton Railroad ROW was established in 1836–1837 (Reed 1952:70-71) (see Figure 2-14) and was converted to the Baton Rouge and Clinton Plank Road Company ROW in 1845 (*Baton Rouge Gazette* 1845). This ROW forms the basis of today's Plank Road. As such, there is a low potential within the current ROW for nineteenth or twentieth century period archaeological sites (see Figure 4-25a-b). Along the periphery of that ROW, however, there is a moderate to high probability of historic period sites that are associated with residences and businesses that built up along that transportation route (see Figure 4-25a-b).

North 22nd Street from Florida to Plank Road

From Florida Street, the BRT route continues northward within the existing ROW of North 22nd Street to its intersection with North Street, where the proposed North Street Station is to be located (see Figure 1-1). From North Street, the route once again continues within the existing ROW to Fuqua Street, where the proposed Fuqua Street Station is to be located (see Figure 1-1).

North 22nd Street remained undeveloped in this area through the Civil War (e.g., see Figure 2-15). Magnolia Cemetery is located on the north side of Florida Street between

present-day North 19th and North 22nd streets and was initially situated on the outskirts of the city. Indeed, most development remained west of North 19th Street well into the nineteenth century. Even by the early twentieth century, North 22nd Street had yet to be built (see Figure 2-17) (USGS 1908). In 1907, Duggan Lane—a road that went from North to Main Street—was extended from where it ended at Main Street down along the east side of Magnolia Cemetery to about Convention Street (Sanborn Map Company 1903, 1908; USGS 1908). At North Street, there was a slight dogleg to an unnamed street, which later became Fryoux Street (Sanborn Map Company 1911, 1916). Fryoux Street ended at Fuqua Street and remained unconnected to Plank Road until the 1940s (USACE 1939a, 1939b; USGS 1953, 1954). About the same time that Fryoux Street was extended to Plank Road, Duggan Lane became part of North 22nd Street.

While the probability of finding colonial and early historic period occupations within this portion of the project footprint is of low probability, the Civil War Battle of Baton Rouge was fought, in part, in the vicinity of North 22nd Street, and Civil War-era artifacts may be encountered there. Indeed, Confederate troops formed a line along the North 22nd Street ROW, and there was also a Union Battery in the vicinity of North 22nd Street and North Street (see Figure 2-15). As the area around present-day North 22nd Street was sparsely developed prior to its completion in the 1940s, the probability of encountering early twentieth century archaeological remains is low (see Figure 4-25a). Indeed, only one recorded archaeological site—16EBR76—is located adjacent to the existing North 22nd Street ROW (see Figure 3-1). The Combozou site (16EBR76) was recorded in 1990 and consists of a collection of prehistoric artifacts from the informant's great-grandfather that were found on his farm. The site was destroyed when the current Sacred Heart School was constructed.

The project APE between Florida Street and Plank Road is situated on the Pleistocene Terrace. Only one known prehistoric archaeological site—16EBR76—the Combozou site has been recorded in the vicinity of the APE. The site was destroyed by the construction of the Sacred Heart School in 1929. As few major construction and utility projects have been conducted in the area, and at least one prehistoric archaeological site has been found in the

area, the section of the APE along N. 22nd Street from Florida to Plank Road is considered to have a moderate prehistoric archaeological potential on high ground near stream crossings (see Figure 4-25a).

Florida Street from North Fourth Street to North 22nd Street

The BRT route continues from the intersection of North Fourth and Florida Streets east along Florida Street to North 22nd Street. The first proposed station location along this route is the Fifth Street Station (see Figure 1-1), which encompasses the north side of Florida Street from N. Fourth to N. Fifth Street and the south side of Florida Street from N. Fifth to N. Sixth Street. A downtown transfer center is proposed for the area under and adjacent to Interstate 110 (see Figure 1-1). From Interstate 110, the route stays within existing Florida Street ROW until it reaches North 13th Street. A station is proposed at this location. From North 13th Street, the route once again is confined to the existing Florida Street ROW until it reaches the proposed station at Renaissance Park or North 16th Street. The BRT route continues within the existing Florida Street ROW until it reaches North 22nd Street.

Florida Street from N. Fourth Street to N. Seventh Street was physically laid out between 1809 and 1837. Colonial and early historic period occupation was largely limited to an area between Lafayette and Third streets and would not likely have extended down Florida Street beyond North Fourth Street. Not surprisingly, nineteenth-and-twentieth-century development was largely confined by the present street grid (see Figure 2-13). No fire cisterns appear to have been located along Florida Street beyond North Third Street, and the street was not paved. Most of the development along the Florida Street portion of the BRT route was residential at the turn of the twentieth century to present-day North 19th Street. While the probability of finding colonial and early historic period occupations within this portion of the project footprint is of low to moderate probability, late nineteenth and early twentieth century residential remains may be encountered along its periphery (see Figure 4-25a). The Louisiana State Penitentiary site (16EBR19) is located within the Plank-Nicholson BRT APE. The site was situated within the block where the U.S. Post Office and Courthouse and the new Federal Courthouse now stand (see Figure 3-1), and was essentially

destroyed during the construction of the latter. However, remnants may be encountered outside of the footprint of the new building. Another historic site, the Hearin site (16EBR214) was located between Florida and Convention streets along North 6th Street (see Figure 3-1). The site was determined ineligible and destroyed by construction. The section of Florida Street between North Fourth Street and North 19th Street is considered to have a low to moderate late-nineteenth-to-early-twentieth-century archaeological potential (see Figure 4-25).

The Plank-Nicholson BRT APE along Florida Street between North Fourth Street and North 22nd Street is situated on the Pleistocene Terrace. Only one known prehistoric archaeological site—16EBR25—State Capitol Mound, a Coles Creek mound site, has been recorded in the downtown area (see Figure 3-1). The site is 0.6 mi away from the beginning of the Plank-Nicholson BRT APE at the intersection of Florida and North Fourth Street. Numerous construction and utility projects have been conducted in the downtown area over the last 50 years during which time no known evidence of prehistoric occupation has been encountered. Because of the nature of construction in the downtown area and the lack of evidence of prehistoric settlement, the section of the Plank-Nicholson BRT APE along Florida Street from North Fourth Street to North 22nd Street is considered to have a low to moderate prehistoric archaeological potential (see Figure 4-25a).

North Fourth Street from North Boulevard to Florida Street

The BRT route continues from the intersection of St. Ferdinand Street and North Boulevard and jogs slightly to the west to continue down North Fourth Street. The proposed North Boulevard Station area covers both sides of North Boulevard (see Figure 1-1).

North Fourth Street from North Boulevard to Florida Street was physically laid out between 1809 and 1837. Colonial and early historic period occupation was largely limited to an area between Lafayette and Third streets and would not likely have extended to N. Fourth Street. Nineteenth-and-twentieth-century development was largely confined by the present street grid. Fire cisterns are known to have been located at the intersections of North Fourth

and North, Laurel and Convention streets, and brick paving may be extant at the intersection of North Fourth and Main streets. While the probability of finding colonial and early historic period occupations within this portion of the project footprint is of low to moderate probability, brick paving and fire cisterns may be encountered (see Figure 4-25a).

The project APE between Florida Street and North Boulevard is situated on the Pleistocene Terrace. Only one known prehistoric archaeological site—16EBR25—State Capitol Mound, a Coles Creek mound site, has been recorded in the downtown area. The site is 0.4 mi away from the beginning of the project footprint at North Street. Numerous construction and utility projects have been conducted in the downtown area over the last 50 years during which time no known evidence of prehistoric occupation has been encountered. Because of the nature of construction in the downtown area and the lack of evidence of prehistoric settlement, the section of the project footprint from North Boulevard to Florida Street is considered to have a low to moderate prehistoric archaeological potential (see Figure 4-25a).

St. Ferdinand Street from North Boulevard to South Boulevard

The Plank-Nicholson BRT route doglegs slightly to the east at North Boulevard to connect to St. Ferdinand Street (see Figure 1-1). It continues within the existing ROW of St. Ferdinand Street to the intersection of South Boulevard.

Two known archaeological sites are situated immediately adjacent to the existing ROW in this section. Site 16EBR91, the Old Kornmeyer Building Site, was located in the northeast quadrant of the intersection of America and St. Ferdinand streets (see Figure 3-1) and would have been immediately adjacent to the proposed North Boulevard Station area. The mid-nineteenth to early-twentieth century site was recorded in 1992 during earth moving activities. At that time, it was heavily impacted by those activities. The site was determined ineligible for the NRHP and is now a parking lot. Site 16EBR90, the Oiled Earth Site, was a mid-nineteenth to early-twentieth century house site located at the southwest corner of the intersection of Government and St. Ferdinand streets (see Figure 3-1) and would have been adjacent to the proposed Government Street Station area. It was discovered in 1992 during

the construction of the gas station that is now situated on that corner. The site was heavily disturbed by the construction activities and mostly destroyed by the installation of the gas storage tanks.

This section of the Plank-Nicholson BRT route is located in Beauregard Town. The street grid in this section was in place by 1809. As with the previous section, colonial and early historic period occupation was largely limited to an area between Lafayette and Third streets. Nineteenth-and-twentieth-century development in this area was largely confined by the present street grid. Fire cisterns are known to have been located at the intersections of St. Ferdinand and Spain and Europe streets. Based on the available evidence, the probability of finding colonial and early historic period occupations within the project footprint is low to moderate, but the presence of infrastructure features (e.g. cisterns, paving) is moderate to high (see Figure 4-25a).

The section of the Plank-Nicholson BRT route from North Boulevard to South Boulevard is situated on a narrow ridge of Pleistocene Terrace. No known prehistoric archaeological sites have been discovered within six blocks of the BRT route. As this section of the BRT route is located within the existing ROW of a street grid that has been in place since 1809, and there is no known evidence of prehistoric occupation in this area, the probability of finding prehistoric archaeological sites in the project footprint between North and South boulevards is low to moderate (see Figure 4-25a).

Nicholson Drive from South Boulevard to LSU Campus

The Plank-Nicholson BRT project APE turns west on South Boulevard to St. Louis Street and continues onto Nicholson Drive. The route continues in segments along the existing Nicholson Drive ROW to the southern edge of the LSU Campus (see Figure 1-1). The APE is discontinuous in this section, because improvements will be confined to station areas.

There are no known archaeological sites located within the Nicholson Drive sections of the APE (see Figure 3-1). The only known archaeological site near these sections is

16EBR30, the Magnolia Mound Plantation site (see Figure 3-1). The Magnolia Mound Plantation site is a late-eighteenth to early-twentieth century plantation site with a minor prehistoric component. The mound, on which the house was constructed circa 1797, is a natural Pleistocene Terrace erosional feature located on the edge of the Mississippi River floodplain. Only eleven prehistoric Mississippian period ceramic sherds were recovered from the site when major excavations were conducted there in 1977 (Coastal Environments, Inc. 1977). No other indication of prehistoric occupation has been found to date. The eligibility of the site is currently undetermined. The nearest proposed station locations to the Magnolia Mound Plantation site are located at McKinley and Van Buren streets and are approximately 0.10 mi from the site.

Construction on parts of Nicholson Drive began in 1925. However, the road was not widened and completed until 1937. Development along Nicholson Drive was sporadic until the 1960s as neighborhoods mostly fronted Highland Road leading to LSU. As Nicholson Drive is located in the Mississippi River floodplain, the probability of finding both prehistoric and historic archaeological sites there is low (see Figure 4-25a).

Curation Statement

All associated records including photographs and field notes will be curated with:

State of Louisiana
Department of Culture, Recreation, and Tourism
Division of Archaeology
P.O. Box 44247
Baton Rouge, Louisiana 70804-4247
(225) 342-8170

in the curation facility at:

Louisiana Division of Archaeology
Office of Cultural Development
1835 North River Road
Baton Rouge, Louisiana 70802
(225) 342-4475

CHAPTER 5

ASSESSMENT OF EFFECTS

Standing Structures

There is one individually listed NRHP property, the U.S. Post Office and Courthouse, located within the Plank-Nicholson BRT APE. An additional four structures examined within the APE are located within the Beauregard Town NRHD and will be evaluated as one property. Five properties—the Old Public Library, Chase Bank at 451 Florida, the First Baptist Church and Educational Building between Convention and Florida, the U.S. Post Office at 750 Florida and the Louisiana Workforce Commission building—have been determined eligible for the NRHP. Project effects were assessed for these properties and are discussed below. The Accardo-Roppolo Gen. Merchandise building has not been determined eligible for the NRHP. However, because the building is potentially eligible with more research, potential effects are discussed below, as well.

U.S. Post Office and Courthouse

The U.S. Post Office and Courthouse was listed on the NRHP in 2000 for its architectural significance and for its association with federal construction programs during the Depression. The NRHP boundary consists of the original property boundary at the time the courthouse was built. It is bound by Laurel Street on the north, North 7th Street on the west, Florida Street on the south and the new Federal Courthouse on the east. It is located immediately adjacent to the existing Florida Street ROW (see Figure 4-1a).

The U.S. Post Office and Courthouse would not be directly affected (i.e., physical destruction, removal or alteration of the property) by the proposed Plank-Nicholson BRT project (Table 5-1). As the courthouse is located in an urban setting, the property's setting or

Table 5-1. Summary of NRHP Listed and Eligible Properties Affected by the Plank-Nicholson BRT Project.

PROPERTY	Brief Description	Impact by Locally Preferred Alternative	NRHP Eligibility/Listing (Criteria)	Impact/Determination
U.S. Post Office and Courthouse (17-00102)	Art Deco Post Office and Courthouse	Undertaking will avoid.	Listed (A and C)	No Adverse Effect.
Beauregard Town NRHD	Primarily Residential District Laid Out in a Baroque City Plan	Undertaking will remain in existing ROW	Listed (A and C)	No Adverse Effect.
Old Public Library (17-00100)	Art Deco Library	Undertaking will avoid.	Eligible (A and C)	No Adverse Effect.
Chase Bank (former Louisiana National Bank) (17-04042)	Twenty-four Story Modern Skyscraper	Undertaking will avoid.	Eligible (C)	No Adverse Effect.
First Baptist Church and Educational Building (17-04043)	Classical Revival Church and Educational Complex	Undertaking will avoid.	Eligible (C)	No Adverse Effect.
U.S. Post Office at 750 Florida Street (17-04044)	New Formalism Style Mid-century Modern Post Office	Undertaking will avoid.	Eligible (C)	No Adverse Effect.
Louisiana Workforce Commission Building (17-04046)	International Style Office Building	Undertaking will avoid.	Eligible (C)	No Adverse Effect.
Accardo-Roppolo Gen. Merchandise Building (17-04075)	Early Twentieth Century Commercial Building	Undertaking will avoid.	Potentially Eligible (A)	No Adverse Effect.

usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the U.S. Post Office and Courthouse. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on U.S. Post Office and Courthouse. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

Beauregard Town National Register Historic District

The Beauregard Town National Register Historic District was listed on the NRHP in 1980 for its architectural significance and as a planned community. The Plank-Nicholson BRT passes through the Beauregard Town NRHD on existing streets.

As the proposed project would be constructed/erected within existing ROW, the Beauregard Town NRHD would not be directly affected (i.e., physical destruction, removal or alteration of the property) by the proposed Plank-Nicholson BRT project (see Table 5-1). As the district is located adjacent to downtown Baton Rouge and the proposed project traverses the district along a busy commercial corridor, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Beauregard Town NRHD. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on the Beauregard Town NRHD. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

Old Public Library

The Old Public Library was determined eligible for listing on the NRHP during the Plank-Nicholson BRT project for its architectural significance and its association with

federal construction programs during the Depression. It is located behind the U.S. Post Office and Courthouse on Laurel Street. The nearest proposed station location is on the Florida Street side of the block and it is only an alternate station and therefore, a station may not be built at this location.

The Old Public Library would not be directly affected (i.e., physical destruction, removal or alteration of the property) by the proposed Plank-Nicholson BRT project (see Table 5-1). As the building is located in an urban setting, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Old Public Library. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on the Old Public Library. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

Chase Bank (former Louisiana National Bank)

The Chase Bank building was determined eligible for listing on the NRHP during the Plank-Nicholson BRT project for its architectural significance. It is located at 451 Florida Street and encompasses the south half of the block bound by N. Fourth, N. Fifth, Florida and Laurel streets. The proposed Plank-Nicholson BRT project would have no direct effects (i.e., physical destruction, removal or alteration of the property), nor indirect effects (i.e., atmospheric, audible, visual) on the Chase Bank building (see Table 5-1).

As the building is located in an urban setting, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Chase Bank building. All proposed station locations are located within existing ROW and would have no direct or indirect adverse

effects on the Chase Bank building. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

First Baptist Church and Educational Building

The First Baptist Church and Educational Building was determined eligible during the Plank-Nicholson BRT project for its architectural significance and association with architect A. Hays Town. It is located within the block bound by N. Fifth, N. Sixth, Florida and Convention streets. The proposed station on the south side of Florida is planned for a location adjacent to the complex's parking area that encompasses the corner of Florida and N. Sixth streets. The proposed Plank-Nicholson BRT project would have no direct effects (i.e., physical destruction, removal or alteration of the property), nor indirect effects (i.e., atmospheric, audible, visual) on the First Baptist Church and Educational Building (see Table 5-1).

As the building is located in an urban setting, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the First Baptist Church and Educational Building. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on the First Baptist Church and Educational Building. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

U.S. Post Office at 750 Florida Street

The U.S. Post Office at 750 Florida Street was determined eligible during the Plank-Nicholson BRT project under Criterion C, as an excellent example of the New Formalism sub-style of Mid-century Modern architecture and for its association with Wilson & Coleman. The proposed station location for this area is an alternate location, and therefore, a

station may not be built there. The proposed Plank-Nicholson BRT project would have no direct effects (i.e., physical destruction, removal or alteration of the property), nor indirect effects (i.e., atmospheric, audible, visual) on the Post Office at 750 Florida Street (see Table 5-1).

As the building is located in an urban setting, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Post Office at 750 Florida Street. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on the First Baptist Church and Educational Building. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

The Louisiana Workforce Commission building

The Louisiana Workforce Commission building was determined eligible during the Plank-Nicholson BRT project under Criterion C, as an example of the later International Style that was designed by significant Baton Rouge Mid-century Modern architects LeBlanc & Deen. The building is set back approximately 65 feet from the existing ROW and is located approximately 200 feet from the proposed alternate station at this location.

The Louisiana Workforce Commission building would not be directly affected (i.e., physical destruction, removal or alteration of the property) by the proposed Plank-Nicholson BRT project (see Table 5-1). As the building is located along a heavily trafficked Interstate highway, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Louisiana Workforce Commission building.

Accardo-Roppolo Gen. Merchandise Building

The Accardo-Roppolo Gen. Merchandise Building is not considered eligible for the NRHP under Criterion C. However, the building retains its integrity and may be eligible for listing under Criterion A or B with more than survey-level research. The nearest proposed station location is in front of the lot to the south of the building. The proposed Plank-Nicholson BRT project would have no direct effects (i.e., physical destruction, removal or alteration of the property), nor indirect effects (i.e., atmospheric, audible, visual) on the Accardo-Roppolo Gen. Merchandise building (see Table 5-1).

As the building is located in an urban setting, the property's setting or usage would not be changed and there would be no atmospheric or visual effects on the property. The projected noise levels are below the limit that would be considered an adverse noise impact on the property. Therefore, the Plank-Nicholson BRT project would have no adverse indirect effects (i.e., atmospheric, audible, visual) on the Accardo-Roppolo Gen. Merchandise building. All proposed station locations are located within existing ROW and would have no direct or indirect adverse effects on the Accardo-Roppolo Gen. Merchandise building. If the proposed plans change and require work outside of the existing ROW, then the effects will be reassessed at that time.

Archaeology

The exact construction footprint and additional ROW needs are not known, and none of the existing ROW is accessible for survey due to development. Therefore, an archaeological survey could not be conducted. Intensive background research was conducted to identify previously recorded archaeological resources and to identify the probability of discovering unrecorded archaeological resources during project construction. For ease of discussion, the project corridor was divided into seven areas of archaeological probability.

Airline Highway

No known archaeological sites are located within this section of the proposed Plank-Nicholson BRT APE. The northern terminus (transfer station) of the Plank-Nicholson BRT

Project is planned for the vicinity of the LSU North Clinic Urgent Care center at 5439 Airline Highway. Another potential station is planned at the site of the former Earl K. Long Hospital approximately 0.35 miles south of the transfer station along Airline Highway. The prehistoric archaeological potential is considered low because of the lack of nearby water resources. By the turn of the twentieth century, however, there were a number of small farms scattered about what is now the Airline Highway corridor, some of which are within or immediately adjacent to the project route. The historic archaeological potential is considered moderate to high for late-nineteenth and early twentieth century archaeological deposits. Because this portion of the Plank-Nicholson BRT APE is paved, the effects on archaeological resources cannot be evaluated at this time.

Plank Road to Airline Highway

No known archaeological sites are located within this section of the proposed Plank-Nicholson BRT APE. Stations are planned for the intersections of Plank Road and Fairfields Avenue, Choctaw Drive, Chippewa Street, Winbourne Avenue, Mohican and Clayton streets, Delmont Village, and Hollywood and Denham streets. The archaeological probability is moderate to high in this area for historic period sites that are associated with residences and businesses that built up along Plank Road in the late nineteenth and early twentieth centuries. The prehistoric archaeological potential is considered low with the exception of stream crossings. Because this portion of the Plank-Nicholson BRT APE is paved, the effects on archaeological resources cannot be evaluated at this time.

North 22nd Street from Plank Road to Florida Street

One archaeological site was located adjacent to this section of the proposed Plank-Nicholson BRT Project. The Combozou site (16EBR76) was recorded in 1990 and consists of a collection of prehistoric artifacts from the informant's great-grandfather that were found on his farm. The site was destroyed when the current Sacred Heart School was constructed. The proposed Plank-Nicholson BRT Project would have no effect on the site.

Two station locations are planned for this portion of the project, one at North Street and another at Fuqua Street. The segment of N. 22nd Street that extends from Fuqua Street

south to Florida Street is considered to have a moderate to high archaeological potential for Civil War-era deposits and prehistoric sites. The segment from Fuqua Street north to I-110 is considered to have a low to moderate archaeological potential because of the interstate construction and that it is situated on the downslope of a terrace. Because this portion of the Plank-Nicholson BRT APE is paved, the effects on archaeological resources cannot be evaluated at this time.

Florida Street from North Fourth Street to North 22nd Street

One archaeological site is located within this section of the proposed Plank-Nicholson BRT Project APE. The Louisiana State Penitentiary site (16EBR19) was situated within the block where the U.S. Post Office and Courthouse and the new Federal Courthouse now stand (see Figure 3-1). Although the eligibility of the site is undetermined, it was essentially destroyed during the construction of the latter. As the proposed project is planned to remain within the existing ROW, the Plank-Nicholson BRT Project will have no effect on the site. Another historic site, the Hearin site (16EBR214) was located adjacent to the APE between Florida and Convention streets along North 6th Street (see Figure 3-1). The site was determined ineligible and destroyed by construction.

Station locations are planned for the intersections at N. Fifth Street, I-110, N. 13th Street and N. 16th Street. These locations are considered to have low to moderate potential for late-nineteenth to early twentieth century archaeological sites. These locations are also considered to have a low to moderate prehistoric archaeological potential. The area of the Plank-Nicholson BRT route from N. 19th to N. 22nd streets is considered to have moderate to high archaeological potential for Civil War-era deposits. Because this portion of the Plank-Nicholson BRT APE is paved, the effects on archaeological resources cannot be evaluated at this time.

North Fourth Street from Florida Street to North Boulevard

No known archaeological sites are located within this section of the proposed Plank-Nicholson BRT APE. The only station location planned for this segment of N. Fourth Street

is located at its intersection of North Boulevard and is considered to have a low to moderate archaeological potential. Because this portion of the Plank-Nicholson BRT APE is paved, the effects on archaeological resources cannot be evaluated at this time.

North Boulevard to South Boulevard

No known archaeological sites are located within this section of the proposed Plank-Nicholson BRT APE. The archaeological probability is moderate to high for infrastructure features (e.g., fire cisterns, paving), but low to moderate for prehistoric archaeological sites. Because this portion of the project APE is also paved, the effects on archaeological resources cannot be evaluated at this time.

Station locations are planned for the intersection of France and St. Ferdinand streets and North Boulevard and St. Ferdinand Street. One alternate location is at the northwest corner of St. Ferdinand and Government streets. The intersection of Spain and St. Ferdinand is considered to have a high archaeological potential for infrastructure. The remainder of this section of APE is considered to have a moderate to high archaeological potential. Because this portion of the project is also paved, the effects on archaeological resources cannot be evaluated at this time.

South Boulevard to LSU

No known archaeological sites are located within this section of the proposed project APE. As this section is situated in the Mississippi River floodplain, it has a low archaeological probability for both unrecorded historic and prehistoric occupations. Because this portion of the project APE is also paved, the effects on archaeological resources cannot be evaluated at this time.

Station locations are planned for the intersections of Nicholson Drive and Galvez Court, Aster, McKinley, Van Buren and Oklahoma streets. These areas are all considered to have a low archaeological potential. However, because these locations are all paved, the effects on archaeological resources cannot be evaluated at this time.

CHAPTER 6

CONCLUSIONS AND RECOMMENDATIONS

Standing Structures

An architectural survey was conducted within the Plank-Nicholson BRT APE. A total of 58 structures were examined. Only one property is individually listed on the NRHP—the former U.S. Post Office and Courthouse (17-00102). The proposed project is not anticipated to have any adverse direct or indirect effects (e.g., visual, audible) on this property.

Only four structures of the Beauregard Town NRHD are located within the project APE, three of which are considered contributing. The proposed project would not directly affect the Beauregard Town NRHD. The proposed project would not have any adverse indirect effects on the Beauregard Town NRHD.

Five structures recorded during the Plank-Nicholson BRT survey are considered eligible for listing on the NRHP. These are the Old Public Library at 700 Laurel Street (17-00100), the Chase Bank building at 451 Florida (17-04042), the First Baptist Church and Educational Building at 529 Convention Street (17-04043), the U.S. Post Office at 750 Florida (17-04044), and the Louisiana Workforce Commission building (17-04046). The proposed project would have no direct or adverse indirect effects on these properties.

One building, the Accardo-Roppolo Gen. Merchandise building (17-04075) was determined not eligible for listing on the NRHP under Criterion C, but may be eligible under Criterion A or B. However, more research (beyond survey-level) is needed to make that

determination. Effects were assessed as if the building had been determined eligible. The proposed project would have no direct or adverse indirect effects on this property.

In conclusion, the proposed Plank-Nicholson BRT project would have no adverse effects on NRHP eligible or listed properties, or potentially eligible properties located within the APE. If project plans change at or near the locations of historic and potential historic properties, then the effects will be reassessed at that time.

Archaeology

Because it was not feasible to conduct an archaeological survey, as 100 percent of the existing ROW is inaccessible due to development, and areas of additional ROW are unknown at this time, the effects on archaeological resources could not be evaluated at this time. Archaeological monitoring is recommended for high and moderate to high probability areas, where ground disturbance (e.g., concrete removal, utility placement, etc.) is planned, especially outside of the existing ROW. No further work is recommended in areas of low or low to moderate archaeological probability. If any unknown discoveries are encountered during the implementation of the project, FTA will be notified.

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