ENVIRONMENTAL ASSESSMENT

LACOMBE TRACE TRAILS & NATURE PARK
LACOMBE, ST. TAMMANY PARISH, LOUISIANA

Land and Water Conservation Fund Project

Prepared for

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LIST OF ACRONYMS AND ABBREVIATIONS

APE	Area of Potential Effect
CFR	Code of Federal Regulations
CWA	Clean Water Act
dB	decibels
DNL	Day-Night Average Sound Level
DOTD	Louisiana Department of Transportation and Development
EFH	Essential Fish Habitat
ELOS	ELOS Environmental, LLC
EO	Executive Order
EPA	U.S. Environmental Protection Agency
LDOA	Louisiana Division of Archaeology
LDOHP	Louisiana Division of Historic Preservation
LWCF	Land and Water Conservation Fund
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
SHPO	State Historic Preservation Officer
SOV	Solicitation of Views
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
US 190	U.S. Highway 190

1.0 PROPOSED PROJECT DESCRIPTION

St. Tammany Parish Government (the Parish) is applying for a Land and Water Conservation Fund (LWCF) grant to construct the Lacombe Trace Trails & Nature Park project. ELOS Environmental, LLC (ELOS) was contracted to prepare this Environmental Assessment for the project in compliance with the National Environmental Policy Act (NEPA) and associated guidance related to the National Park Service.

The Parish proposes to construct a nature park with limestone walking trails, picnic pavilions, a restroom pavilion, a kayak launch, and a fishing boardwalk on 25.527 acres owned by the Parish in Lacombe, St. Tammany Parish, Louisiana (**Appendix A: Figure 1**). The proposed nature park would expand on the established Bayou Lacombe Boat Launch at the east end of Main Street in Lacombe. The Tammany Trace, a Rails to Trails facility, is adjacent to the south of the proposed project area, which would provide connectivity to the Trace's network of trails, community meeting places, alternate transportation, and other recreational areas throughout St. Tammany Parish (**Appendix A: Figure 2**). The proposed nature park would maintain the *wild* natural feel of the Parish's property with only minimal, habitat-sensitive improvements to allow for pedestrian, bicycle, watercraft access, preservation of historic structures and conservation of marine habitat.

1.1 Is this Project Included in a Master Plan?

In the *New Directions 2025 – St. Tammany Parish Comprehensive Plan*, recreational use was one of the land uses that were highlighted for *careful consideration*. The *New Directions 2025* plan specifically noted that both active and passive public recreational facilities and services should be provided, programmed and maintained by the Parish with special priorities given to locations close to residential populations and remote locations best for passive recreation, hunting and fishing, conservation and habitat protection. The need for small parks along the Tammany Trace providing public access to St. Tammany's streams are also highlighted in the plan. The Lacombe Trace Trails & Nature Park would actualize all of those objectives. A conceptual plan for the proposed project is included in **Appendix A**.

2.0 PURPOSE & NEED FOR THE PROJECT

In 2011, the Parish purchased the proposed project area property as part of a larger conservation plan that included the acquisition of critical and sensitive parcels within a wildlife and riparian corridor that spanned St. Tammany Parish. The long-term goal for this property, and others, is to protect and conserve critical habitat, preserve historic structures, and create a place that will inspire and educate the visiting public through opportunities for high-quality outdoor recreation. The proposed project will fulfill this goal. The project will also broaden access to the Bayou Lacombe wetlands, shoreline, and waters for the purposes of fishing, nature observation, and leisure without jeopardizing the natural environment.

In recent years, the Parish Government has received feedback from residents and recreational agencies, that other, nearby boating access roads and facilities are congested during peak hours and seasons. The proposed Park will provide an additional point of access for boating and paddle sports.

The project will also enhance the already successful and flourishing Tammany Trace. Population trends and recent project requests indicate that this area of the Parish will grow significantly in the next few years. Additionally, the proposed project would provide recreation resources for an underserved population.

3.0 ALTERNATIVES TO THE PROPOSED ACTION

The proposed action was described in Section 1.0 as a nature park with limestone walking trails, picnic pavilions, a kayak launch, and a fishing boardwalk in Lacombe. The Lacombe Trace Trails & Nature Park would include:

- site clean-up on approximately 5 acres of the 25.527 total acreage,
- upgrading and expanding the existing limestone parking lot,
- constructing approximately 1,300 feet of 6-foot-wide limestone walking trails,
- constructing four picnic pavilions (20 feet by 20 feet) and one restroom pavilion (20 feet by 25 feet),

- constructing a kayak launch and a 6-foot-wide by 500-foot-long fishing boardwalk at the Bayou Lacombe frontage, and
- secure barges for historic preservation and habitat conservation.

Only minimum utilities will be required on the site. Other items included in the conceptual plan include wayfinding signage, bicycle racks, trash receptacles, and picnic tables.

This alternative meets the purpose and need of the project by providing an area for further opportunities for high-quality outdoor recreation activities and by broadening access to the Bayou Lacombe wetlands, shoreline, and waters for the purposes of fishing, nature observation, and leisure without jeopardizing the natural environment.

No alternatives to the proposed action were developed.

The No Action Alternative is required by NEPA to serve as a baseline for comparison of impacts of a proposed project on the project site and vicinity. The No Action Alternative represents the project area if the proposed project is not constructed. The area would remain an undeveloped parcel. The No Action Alternative does not meet the purpose and need of the project.

The Preferred Alternative is the proposed action.

4.0 EXISTING ENVIRONMENTAL CHARACTERISTICS OF THE PROJECT AREA

The existing or affected environment is discussed in terms of what currently exists in the project area and the surrounding area. The 25.527-acre Parish-owned tract of the proposed Lacombe Trace Trails & Nature Park is herein considered the project area.

If no resource information exists for a given topic, then a statement to that effect is made and a reference to a study or document supporting that statement is provided. For example, if there are no wetlands on the site, this document references a wetlands delineation that was done in the past or, at a minimum, a field survey that was conducted.

A Solicitation of Views (SOV) packet, which included a letter, project description, and project area maps, was mailed or emailed according to agency preference to state and federal resource agencies and public officials. A copy of the SOV packet, distribution list, and responses received are provided here as Appendix B. When appropriate within this EA, information or comments received are presented and referenced to the responsible author or agency.

4.1 Topography

A topographic map with the boundary of the Lacombe Trace Trails & Nature Park overlaid is provided in **Appendix A** as **Figure 1**. Due to the overall lack of topographic relief in southern Louisiana, there are few topographic contour lines within the project area's boundary. Only an access road and an old railroad spur which were built to be higher than the surrounding lands are evident.

ELOS used the 2019 Louisiana LiDAR data to determine that the project area currently drains north and east towards Bayou Lacombe. Elevations noted throughout the project area average 2 feet. The highest point is approximately 8 feet along the Tammany Trace near the southwest corner of the project area. Overall, the topography for the area is generally low and flat with minor elevation changes sloping down towards the north and east.

4.2 Soils and Prime and Unique Agricultural Lands

The Farmland Protection Policy Act (Public Law 97-98, §§ 1539-1549; 7 U.S.C. 4201, *et seq*.) was enacted in 1981 and is intended to minimize the impact Federal actions may have on the unnecessary and irreversible conversion of farmland to non-agricultural uses. It assures that, to the extent possible, Federal programs and policies are administered to be compatible with State and local farmland protection policies and programs. Per review of the Natural Resources Conservation Services (NRCS) Web Soil Survey, the following soil types are located on the proposed project area: Arat silty clay loam, Prentiss fine sandy loam, and dredged aquents (**Appendix A: Figure 3**). Of these soil types, only the Prentiss fine sandy loam is classified as a prime farmland.

The Arat soils consist of very deep, very poorly drained, slowly permeable soils. The soils formed in semi-fluid loamy sediments that have never air dried and consolidated and are found on low, broad backswamp areas along major streams. Slopes can range from 0 to 0.5 percent. Areas of this soil type are mainly used for wildlife habitat and recreation with vegetation coverage of bald cypress (*Taxodium distichum*) and water tupelos (*Nyssa aquatica*) or freshwater marsh plants such as alligatorweed (*Alternanthera philoxeroides*), water hyacinth (*Pontederia crassipes*), bulltongue (*Sagittaria lancifolia*), pickerelweed (*Pontederia cordata*), and maindencane (*Panicum hemitomon*) (NRCS 1997).

The Prentiss soils consist of deep, moderately well drained, moderately permeable soils with a fragipan. The soils formed in loamy marine or fluvial sediments and are found on nearly level to sloping terraces and uplands of the Southern Coastal Plain. There is a seasonal water table perched at a depth of 2 to 2.5 feet from the ground surface. Slopes can range from 0 to 8 percent. Areas of this soil type are used for cotton, corn, soybeans, and small grains or used for hay and pasture. When wooded, the forest cover is mixed pines and hardwoods (NRCS 1997).

Soils identified as dredged aquents represent a mixture of soil types that were eroded, carried downstream, and deposited elsewhere. The sediment was later dredged and used as fill. Aquents are slightly saline and can be stratified with mucky, clayey, loamy and sandy layers. In some areas, the soils can have layers of oyster or clam shells (U.S. Department of Agriculture, Soil Conservation Service 1989).

4.3 Land Use

The project area for the Lacombe Trace Trails & Nature Park is currently undeveloped and located within a large A-2 (Suburban) zoning district that generally captures the adjacent residential areas of Lacombe and the riparian areas of Bayou Lacombe east and south of U.S. Highway 190 (US 190). This area is sparsely developed with single-family residential dwellings or vacant land/lots. Other adjacent or nearby uses in this A-2 zoning district are: the Tammany Trace, Sacred Heart of Jesus Catholic Church, the Williams Cemetery, Village Lutheran Church, and St. Tammany Parish Fire District 3.

The project area was formerly used as a rail-to-barge cargo transfer station between the mid-1950s through the early 1980s. Typical cargo which may have been transferred on the project site includes: logs, milled timber, sand/gravel or shells. Evidence of this past use remain on-site including the embankment of an old railroad spur line, two flat barges moored in the waterways, a mechanical crane, and parts of a diesel train locomotive.

4.4 Wetlands

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or fill material into waters of the U.S., including wetlands, pursuant to §§ 401 and 404 of the Clean Water Act (CWA). Executive Order (EO) 11990 (Protection of Wetlands) directs Federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the values of wetlands for Federally funded projects. The Federal Emergency Management Agency (FEMA) regulations for complying with EO 11990 are found at 44 Code of Federal Regulations (CFR) Part 9, Floodplain Management and Protection of Wetlands (1980).

Waters of the U.S. are defined in 33 CFR 328.3 and include a broad scope of surface waters. Jurisdictional wetlands, a subset of Waters of the U.S., are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas” (33 CFR 328.3[b]).

Much of the project area is identified as wetlands by the U.S. Fish and Wildlife Service’s (USFWS) National Wetlands Inventory (NWI) map, which is provided below in **Appendix A** as **Figure 4** (USFWS 2020). The NWI map shows areas of freshwater forested/shrub wetlands (9.53 acres), freshwater emergent wetlands (13.10 acres), and open water habitat (2.48 acres). NWI data is not sufficient to receive a Jurisdictional Determination from the USACE nor for CWA permitting purposes.

FEMA develops and publishes Flood Insurance Rate Maps (FIRM) which delineate floodways and flood zones with a 1 percent or 0.2 percent (i.e., 100- and 500-year flood zones) annual chance of being inundated by a flood. The FIRM for the project area is included in Appendix B as part of the July 20, 2021, SOV response from the Louisiana Department of Transportation and Development's Floodplain Management Program. The FIRM identifies that the entire project area is within Zone A10 (1 percent annual chance of flood) with a base flood elevation of 10 feet.

4.5 Public Lands and Scenic, Recreational, and State Natural Areas

Nearby State or Federally owned Natural Areas, Wildlife Management Areas, National Wildlife Refuges or Scenic Rivers include USFWS Big Branch Marsh National Wildlife Refuge. A small inholding of the Refuge is located approximately 0.6 mile upstream of the project area along Bayou Lacombe. The main part of the Big Branch Marsh National Wildlife Refuge is located along the Lake Pontchartrain shoreline, approximately 1 mile downstream. The Tammany Trace is located adjacent to the project area along its southern boundary. Bayou Lacombe is identified as a Louisiana Scenic River.

4.6 Areas of Archaeological or Historical Value

As the LWCF is Federally funded through the National Park Service, this project is subject to the 106 Process. Under Section 106 of the National Historic Preservation Act of 1966 (as amended), the use of Federal funds will require agencies to take into account the effect of their proposed undertakings on properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP). ELOS conducted a Phase I Cultural Resources investigation that included historic research, field investigations, and the production of a technical report.

The background research consisted of a review of historic and geologic maps, aerial photographs, online soil survey data base, the examination of local and regional archives and other relevant public records, and completed a review of the online archaeological site files maintained in the Louisiana Division of Archaeology Cultural Resource Database. This research was conducted to identify previously recorded cultural resources

within the project area or a 0.5-mile (804.67 meter) buffer around the project area and to determine the probability of encountering cultural resources within the defined project area.

Cultural resources include sites, buildings, structures, or areas that are of historic, cultural, archeological, and/or architectural significance. ELOS' research found that no previous cultural resources surveys, no archaeological sites, cemeteries, or historic standing structures were located within the area of potential effect (APE). However, one cultural resources survey, three cemeteries, two objects, four bridges, and 29 historic buildings were identified within the 0.5-mile (804.67 meter) radius outside of the proposed project area (**Appendix C: Figures 11 and 12, and Table 1**).

The single cultural resources survey conducted adjacent to the project area, consisted of a Phase II hydrographic survey of submerged resources in various waterways along Lake Pontchartrain's Northshore including Bayou Lacombe and Big Branch Bayou (**Appendix C: Figure 11**; LDOA #22-1327; Saltus 1988). No submerged resources were found in the extent of Bayou Lacombe immediately adjacent to the project area or along its bankline (Saltus 1988:131-133).

Of the cultural resources listed in **Appendix C: Table 1**, only the Francois Cousin House (LDOHP #52-00611/ NRHP #01000008) is currently listed in the NRHP. This historic building is a French Colonial Creole Cottage that was constructed circa 1820. Although not listed in the NRHP, the Bayou Lacombe Bridge (LDOHP #52-00571/DOTD Recall #058930) is considered eligible for inclusion in the NRHP (DOTD 2015:181). The bridge is a vehicular, girder-swing bridge that spans Bayou Lacombe north of the project area. The eligibility of five cultural resources is unknown and would require additional investigation to make an evaluation concerning their significance. These structures include four buildings (LDOHP # 52-00569, 52-00612, 52-00615, 52-00621), all dating to the early twentieth century and exhibit bungalow, Queen Anne, Creole Cottage, and Double Shotgun architectural styles. Additional investigation is also recommended for a fifth resource, archaeological site 16ST269, a late-eighteenth to mid-nineteenth century

cemetery wherein Louis Cousin, a relative of Father Rouguette who was an early missionary to the Choctaw Indians of the region is interred. The remaining 31 cultural resources are not considered eligible for inclusion in the NRHP, these resources consist of bungalows and cottages, some with craftsman details, dating to the nineteenth and twentieth centuries, and two stone markers commemorating Father Rouguette.

Historic background research indicated prehistoric occupation occurred throughout the region, and that the project area is located within the ancestral lands of the Acolapissa and Choctaw Indians. Additionally, the natural setting of the project area, at the confluence of two waterways with slightly elevated landforms, suggested that there is a potential for prehistoric occupation within the project area. European occupation of the area began in the late-eighteenth century, but was most intensively settled during the nineteenth century. The presence of a nearby early nineteenth century house suggests there is an enhanced probability of finding cultural deposits dating to that time period within the project area. Additionally, interviews with previous landowners conducted during a previous site assessment found that the property was used as a transfer station for dredge material and that mid-twentieth century industrial features such as a railroad spur and crane equipment may be extant within the project area (Professional Service Industries 2010); suggesting that information concerning Louisiana's industrial development can be recovered from within the project area.

Based on the above, it was determined there was a high probability of encountering prehistoric and historic cultural resources related to possible past occupations of the area as well as resources related to mid-twentieth century industrial practices. Because of the high probability for encountering cultural resources, ELOS conducted a Phase I cultural resources survey within the proposed 25.527-acre project area. The field methodologies were conducted in accordance with the 2018 Louisiana State Historic Preservation Officer's (SHPO) cultural resources field survey standards. The survey consisted of 100 percent pedestrian survey of all exposed and non-inundated surfaces within the project area. Subsurface testing consisted of the excavation of shovel tests at 30-meter intervals along transects spaced 30 meters apart. The soil matrix was screened through ¼-inch

hardware cloth screens and soil properties such as texture and color were recorded. Recovered artifacts were placed into bags and labeled with the appropriate provenance details.

The Phase I survey consisted of the excavation of 43 Shovel Test Pits (STP) at 30-meter (m) intervals along 13 transects. An additional 13 STPs were excavated at 10 m intervals to further access the possible presence of any cultural deposits. The entirety of the direct APE underwent a pedestrian survey to locate any cultural material on the ground surface and to identify high spots that were not inundated and eligible for further subsurface testing. A total of 18 artifacts were found in the shovel tests, and consisted of early twenty-first century glass shards, a metal pull tab, unidentified iron fragments, a wire nail, a roofing nail, and a railroad spike. This material was found in the upper disturbed 10-centimeters (cm) of the shovel test, and do not constitute an intact cultural deposit, with the exception of the railroad spike.

This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late- twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along Bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Consequently, no further cultural resources work is necessary. A copy this report and SHPO correspondence, including a letter of concurrence with the findings is included in **Appendix C**.

4.7 Air Quality

The Clean Air Act requires the State of Louisiana to adopt ambient air quality standards to protect the public from potentially harmful amounts of pollutants. The Louisiana Department of Environmental Quality has designated areas meeting the State's ambient air quality standards by their monitoring and modeling program efforts. St. Tammany Parish is in attainment of all National Ambient Air Quality Standards (NAAQS) (U.S. Environmental Protection Agency [EPA] NEPAssist 2021).

4.8 Noise Levels

Noise is commonly defined as unwanted or unwelcome sound, and most commonly measured in decibels (dB) on the A-weighted scale, which is the scale most similar to the range of sounds that the human ear can hear. Sound is Federally regulated by the Noise Control Act of 1972, which charges EPA with preparing guidelines for acceptable ambient noise levels. The Day-Night Average Sound Level (DNL) is an average measure of sound accepted by Federal agencies as a standard for estimating sound impacts and establishing guidelines for compatible land uses. Sound is Federally regulated by the Noise Control Act of 1972, which charges EPA with preparing guidelines for acceptable ambient noise levels. EPA guidelines, and those of many other Federal agencies, State that outdoor sound levels in excess of 55 dB DNL are "normally unacceptable" for noise-sensitive land uses including residences, schools, or hospitals (EPA 1974).

The project area is located on an undeveloped tract of scrub forest near residential neighborhoods. The project area is also within proximity to Bayou Lacombe, US 190 and local roadways. Ambient noise levels may vary greatly during times of higher traffic volumes and normal residential noise levels.

4.9 Water Resources

Water resources within and adjacent to the project area are mapped and identified in **Appendix A: Figure 4**. Bayou Lacombe serves as the northern and eastern boundaries of the project area. There is a manmade inlet from Bayou Lacombe to the interior of the project area. All stormwater drainage from the project area flows into Bayou Lacombe

and eventually out to Lake Pontchartrain. Louisiana Department of Environmental Quality lists Bayou Lacombe from its headwaters to Lake Pontchartrain on the 2018 CWA Section 303 (d) List of impaired waterbodies. The bayou does not support fish and wildlife propagation from its headwaters to Lake Pontchartrain due to unacceptable levels of chloride, dissolved oxygen, sulfate, and total dissolved solids. From its headwaters to Interstate 12, the bayou does not support primary contact recreation or oyster propagation. Natural sources are generally the suspected sources of impairment. Bayou Lacombe is tidally influenced.

4.10 Forest and Mineral Resources

Forest resources at the project site include mixed hardwoods with southern yellow pines, such as live oak (*Quercus virginiana*), water oak (*Quercus nigra*), southern magnolia (*Magnolia grandiflora*), and loblolly pine (*Pinus taeda*) on higher elevations. In lower elevations, there are remaining bald cypress (*Taxodium disctichum*), red maples (*Acer rubrum*), and tupelo gums (*Nyssa aquatica*). The standing timber on the project area is not of a sufficient volume to be merchantable.

Mineral resources within proximity to the site were researched using the Louisiana Department of Natural Resources' Strategic Online Natural Resources Information System (SONRIS) geographic database. There are no oil and gas wells within 1 mile of the project area.

4.11 Shellfish or Fish and Their Habitats

The aquatic habitats in the project area include Bayou Lacombe and a manmade access canal. Bayou Lacombe flows into Lake Pontchartrain. Shellfish and fisheries habitats within these waterbodies include essential fish habitats (EFH) of Coastal Migratory Pelagics (cobia [*Rachycentron canadum*], Spanish mackerel [*Scomberomorus maculatus*], and king mackerel [*Scomberomorus cavalla*], red drum [*Sciaenops ocellatus*] and shrimp species [*Farfantepenaeus aztecus* or *Litopenaeus setiforus*]). EFHs occur within Bayou Lacombe from the US 190 bridge downstream into Lake Pontchartrain and the Gulf of Mexico. The bayou supports limited fish and wildlife propagation from its

headwaters to Lake Pontchartrain due to unacceptable levels of chloride, dissolved oxygen, sulfate, and total dissolved solids. From its headwaters to Interstate 12, the bayou does not support primary contact recreation or oyster propagation. There are no known or documented public oyster seed grounds or private oyster leases located within 10 miles of the project area or the adjacent canals. The closest seed grounds/leases are found in Lake Borgne.

It is likely that some freshwater species bass (*Micropterus salmoides*), bluegill (*Lepomis macrochiru*), catfish (*Ictalurus furcatus* and *Ictalurus punctatus*), carp (*Cyprinus carpio*), red swamp crawfish (*Procambarus clarkia*), redear sunfish (*Lepomis microlophus*), white crappie (*Pomoxis annularis*), clams (*Rangia cuneata* and *Rangia flexuosa*), and crabs (*Callinectes sapidus*) inhabit the Bayou and canals adjacent to the project area. The only rare freshwater species known to occur in St. Tammany Parish is the Gulf sturgeon (*Acipenser oxyrinchus desotoi*). Gulf sturgeon inhabit saltwater habitats, except during the spawning season, when it is found in major rivers which empty into the Gulf of Mexico.

4.12 Wildlife and Natural Vegetation

Typical tree species across the site include: bald cypress (*Taxodium distichum)*, tupelo gum (*Nyssa sylvatica*), red maple (*Acer rubrum*), loblolly pine (*Pinus taeda*), live oak (*Quercus virginiana*), and water oak (*Quercus nigra*). Typical woody vines across the site include: trumpet creeper (*Campsis radicans*) and common greenbrier (*Smilax rotundifolia*).

Wildlife species occurring within the project area would be limited by habitat available and level of human activity. Species commonly observed within suburban areas, wetlands, and shorelines would be expected, such as raccoons (*Procyon lotor*), opossums (*Didelphis virginiana*), armadillos (*Dasypus* spp.), eastern gray squirrel (Sciurus carolinensis), fox squirrels (*Sciurus niger*), American alligator (*Alligator mississippiensis*), feral cats (*Felis catus*), Norway rats (*Rattus norvegicus*), common songbirds (Northern Cardinals [*Cardinalis cardinalis*], Mockingbirds [*Mimus polyglottos*], American Crow [*Corvus brachyrhynchos*], Carolina Wrens [*Thryothorus ludocivianus*], Red-winged

Blackbirds [*Agelaius phoeniceus*], House Wrens [*Troglodytes aedon*]), herons, egrets, and bitterns [Family Ardeidae]), and birds of prey (Osprey [*Pandion haliaetus*], Red-tailed Hawk [*Buteo jamaicensis*]).

Upon completion of the Information, Planning, and Consultation System (IPaC) on May 26, 2021, U.S. Fish and Wildlife Service provided a list of threatened or endangered species with the potential to occur in the project area in St. Tammany Parish (**Appendix B**). The Red-cockaded Woodpecker (*Picoides borealis*), gulf sturgeon (*Acipenser oxyrichus desotoi*), West Indian manatee (*Trichechus manatus*), and gopher tortoise (*Gopherus polyphemus*) are listed for this project area. There are no proposed or designated critical habitats within the site boundaries.

4.13 Artificial Light Conditions

Artificial light conditions in suburban areas have both positive and negative impacts such as, illuminating potential hazards along a roadway, walkway, or parking lot; limiting visibility of the night sky; and changing the natural circadian rhythms of plants and animals in the landscape. According to the World Light Pollution Map, the New Orleans Metropolitan Area is within the highest level of light pollution as measured on the Bortle scale (Lorenz 2016). **Exhibit 1** Provides the night sky map for southern Louisiana and Mississippi. The relative darkness of the sky is portrayed on the map as a color scale from black (darkest skies at night) to red (brightest skies at night). A black arrow in the center of the map denotes the location of the project area.

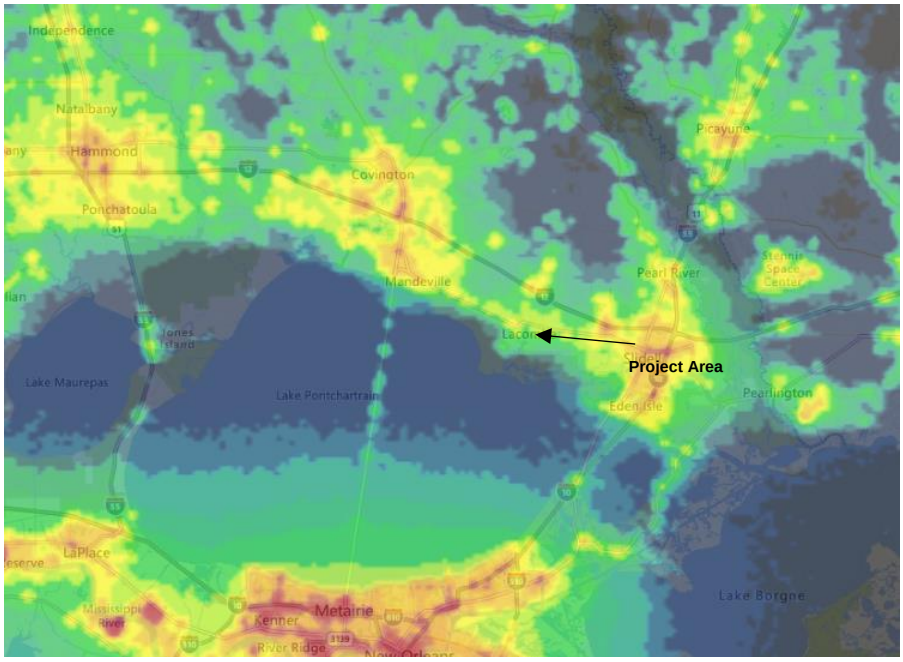

Exhibit 1. Excerpt from the 2016 Light Pollution Atlas showing the range of light pollution within southern Louisiana and Mississippi.

The large red area near the bottom center of the map denotes the location of New Orleans. The project area when compared to other areas on the north shore of Lake Pontchartrain is a lower source of light pollution with levels similar to the Pontchartrain Causeway. Nighttime light sources in the project area are limited to local street lights and residential lights.

The relative darkness of the sky is portrayed on the map as a color scale from black (darkest skies at night) to red (brightest skies at night). A black arrow in the center of the map denotes the location of the project area. The large red area near the bottom center of the map denotes the location of New Orleans. The project area when compared to other areas on the north shore of Lake Pontchartrain is a lower source of light pollution with levels similar to the Pontchartrain Causeway. Nighttime light sources in the project area are limited to local street lights and residential lights.

5.0 PREDICTED ENVIRONMENTAL EFFECTS OF PROJECT

In this section, discussion is focused on the direct, indirect, and cumulative impacts the project will have on the resources described above in Section 4.0. Effects discussed are assumed to be negative unless specifically identified as beneficial.

5.1 Topography

5.1.1 Expected Effects from No Action Alternative

No effects to topography are expected from the No Action Alternative.

5.1.2 Expected Effects from Preferred Alternative

The Preferred Alternative may have minor direct effects on the topography of the project area. As vegetation is removed from the project area to expand the parking area, the area would be graded to smooth over mounded soil, ruts, or holes. The overall slope of the project area would not significantly change. Indirect and cumulative effects are also expected to be minor to negligible.

5.2 Soils and Prime and Unique Agricultural Lands

5.2.1 Expected Effects from No Action Alternative

No effects to soils are expected from the No Action Alternative.

5.2.2 Expected Effects from Preferred Alternative

The Preferred Alternative may have minor effects on soils in the project area. Approximately 5 acres would be cleared of vegetation. Approximately 0.18 acre would be surfaced with limestone to create trails. Construction of five picnic pavilions would remove vegetation and pave 0.05 acre. Changing the ground surface from soil to rock or concrete would create minor increases in runoff rates for stormwater, and would slow the permeability of water through the soils. These impacts could cause increased soil compaction and decreased vegetative cover.

In a June 30, 2021, response to the SOV, State Soil Scientist, Dr. Michael Lindsey indicated that from maps and narratives provided, the project would not impact prime farmland soils and therefore, is exempt from the rules and regulations of the Farmland Protection Policy Act (Appendix B). Mr. Joey Breaux, Assistant Commissioner of the Louisiana Department of Agriculture and Forestry, Office of Soil and Water Conservation, in an SOV response dated July 30, 2021, stated that he has no objection to the project (Appendix B).

Indirect and cumulative effects on soils beyond the boundaries of the project area would be negligible. Soil migration offsite during construction or over time would be negligible due to the physical characteristics of the Arat and Prentiss soils as explained above. Soil compaction due to trail usage would continue as a long-term effect. Best Management Practices will be utilized to reduce soil compaction from the project area. Tracked vehicles will not be used in wet soils, boardwalks through wetland areas should be built via “end-on” methods.

5.3 Land Use

5.3.1 Expected Effects from No Action Alternative

No effects to land use are expected from the No Action Alternative.

5.3.2 Expected Effects from Preferred Alternative

Direct effects on land use of the project area would occur as the existing land use would be changed by the activities of the Preferred Alternative. Currently undeveloped and zoned as Residential, the project area would be transitioned into a recreation facility. The proposed use is consistent with the Parish’s zoning codes and master plan. Due to the changed land use being consistent with the Parish’s codes and use plans, the impacts are considered minor.

Indirect and cumulative impacts to land use within the project area and adjacent areas could potentially be beneficial and major. Residential property values surrounding the project area could increase as the vicinity could become more desirable for residents.

Landowners of adjacent undeveloped properties may be enticed to maintain or improve their properties for enhanced green infrastructure or suburban wildlife habitat corridors.

5.4 Wetlands

5.4.1 Expected Effects from No Action Alternative

No effects to wetlands or other waters of the U.S. are expected from the No Action Alternative.

5.4.2 Expected Effects from Preferred Alternative

The Preferred Alternative would affect 0.154 acres of wetlands (0.024 acres of freshwater shrub wetlands, and 0.126 acres of freshwater emergent wetlands) and 0.004 acre of other waters of the U.S. The trails and pavilions may be strategically located to minimize impacts to wetland habitats.

Impacted acres of wetlands and other waters were determined using the NWI maps of the project area. As detailed above, NWI maps do not reflect jurisdictional wetlands or other waters. A Clean Water Act, Section 404 permit would be required to remove vegetation, grade mounded soil, ruts, or holes, and construct the pavilions, trails and kayak launches within jurisdictional wetlands. Quantified impacts to jurisdictional wetlands are unknown at this time. The applicant would need to delineate the project area and request a jurisdictional determination from the USACE.

Indirect and cumulative effects on wetlands beyond the boundaries of the project area would be minor. Soil migration offsite during construction or over time would be negligible due to the physical characteristics of the soils as explained above.

5.5 Public Lands and Scenic, Recreational, and State Natural Areas

5.5.1 Expected Effects from No Action Alternative

No effects to public lands and scenic, recreational, and State natural areas are expected from the No Action Alternative.

5.5.2 Expected Effects from Preferred Alternative

Direct beneficial impacts are expected for the Parish-owned recreational properties and residents near the project area. The project is intended to provide a connection from the Tammany Trace to Bayou Lacombe (a Scenic River) for pedestrians, bicyclists, boaters, and kayakers. This project will require a Scenic River's permit; however, through his July 28, 2021, response to the SOV, Scenic Rivers Coordinator Chris Davis says that the Scenic Rivers Program supports recreational projects. Bayou Lacombe may also provide recreationists access by water to areas of Big Branch Marsh National Wildlife Refuge and the LDWF-managed St. Tammany Wildlife Refuge. Short-term direct impacts during construction are expected, such as construction noise, trail or boat launch inaccessibility, and possible delays in traffic on adjacent roadways.

Indirect and cumulative impacts to public lands, scenic rivers, and recreational areas near the project area could also be beneficial. Connectivity to the Tammany Trace would extend the mileage of trails in St. Tammany Parish. The recreational complex could become a destination for walkers, runners, bicyclists, bird watchers, etc. from throughout the region.

5.6 Areas of Archaeological or Historical Value

5.6.1 Expected Effects from No Action Alternative

No effects to cultural or historic properties are expected from the No Action Alternative.

5.6.2 Expected Effects from Preferred Alternative

Because of the high probability for encountering cultural resources, ELOS conducted a Phase I cultural resources survey within the proposed 25.527-acre project area. All subsurface testing within the direct APE was conducted in accordance with the 2018 Louisiana State Historic Preservation Officer's (SHPO) cultural resources field survey standards. The survey consisted of 100 percent pedestrian survey across all exposed and non-inundated surfaces within the project area. Subsurface testing consists of the excavation of shovel tests at 30-meter intervals along transects spaced 30 meters apart.

The soil matrix was screened through ¼-inch hardware cloth screens and soil properties such as texture and color were recorded. Encountered artifacts were placed into bags and labeled with the appropriate provenance details.

While 38 historic structures are located within the 0.5-mile (804.67 meter) indirect APE, they will not be impacted due to the nature of the work coupled with the project area being surrounded by vegetation such as trees and shrubs, there will be no negative impacts on these structures. Additionally, potential impacts within viewshed of the APE, would be temporary and limited to the construction period of the nature trails and pavilions.

A Phase I survey was conducted within the project area and consisted of the excavation of 43 Shovel Test Pits (STP) at 30-meter (m) intervals along 13 transects. An additional 13 STPs were excavated at 10 m intervals to further access the possible presence of any cultural deposits. The entirety of the direct APE underwent a pedestrian survey to locate any cultural material on the ground surface and to identify high spots that were not inundated and eligible for further subsurface testing. A total of 18 artifacts were found in the shovel tests, and consisted of early twenty-first century glass shards, a metal pull tab, unidentified iron fragments, a wire nail, a roofing nail, and a railroad spike. This material was found in the upper disturbed 10-centimeters (cm) of the shovel test, and do not constitute an intact cultural deposit, with the exception of the railroad spike. This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late-twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along Bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Consequently, no further cultural resources work is recommended. A copy this report and all records of this project will be

curated with the Louisiana SHPO in Baton Rouge, Louisiana. A duplicate copy of the report and records as well as the artifacts will be curated with the St. Tammany Parish Government, at Mandeville Louisiana.

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Consequently, no further cultural resources work is necessary. A copy this report and SHPO correspondence, including a letter of concurrence with the findings is included in **Appendix C**.

5.7 Air Quality

5.7.1 Expected Effects from No Action Alternative

No effects to air quality are expected from the No Action Alternative.

5.7.2 Expected Effects from Preferred Alternative

No long-term impacts to air quality are expected from the implementation of this alternative. There may be a short-term decrease in air quality during construction as equipment would be used on site.

No indirect or cumulative impacts to air quality are expected. As the Lacombe Trace Trails & Nature Park will be connected to the Tammany Trace, there may be a reduction in vehicular traffic accessing the recreational area. The minor reduction in traffic would not significantly contribute to a reduction in NAAQS levels for the Parish.

5.8 Noise Levels

5.8.1 Expected Effects from No Action Alternative

No effects to ambient noise levels are expected from the No Action Alternative.

5.8.2 Expected Effects from Preferred Alternative

No long-term impacts to ambient noise levels are expected from the implementation of this alternative. There may be a short-term increase in noise during construction as equipment would be used on site.

No indirect or cumulative impacts to noise are expected. As recreation facilities are connected to the Tammany Trace and other non-motorized means of transportation are encouraged, there may be a minor reduction in vehicular traffic and associated noise in residential and recreational areas.

5.9 Water Resources

5.9.1 Expected Effects from No Action Alternative

No effects to water resources are expected from the No Action Alternative.

5.9.2 Expected Effects from Preferred Alternative

Direct effects on water resources within and adjacent to the project area would be minor. Impacts from construction of the kayak launches trails are expected. The trails and pavilions may be strategically located to minimize impacts to wetland habitats. Boardwalk-style trails would be constructed using an end-on technique to minimize impacts of equipment in wetlands and open water habitats.

Temporary impacts to water resources from soil erosion would be expected as vegetation is removed from the parking area, and the area is graded to smooth over mounded soil, ruts, or holes. Best Management Practices will be utilized to reduce soil migration from the project area via stormwater erosion, wind erosion, or on construction equipment.

Indirect and cumulative effects on water resources beyond the boundaries of the project area would be negligible. Soil migration offsite during construction or over time would be negligible due to the physical characteristics of the soils as explained above. The natural flow of surface water from the site and downstream would not be impacted.

5.10 Forest and Mineral Resources

5.10.1 Expected Effects from No Action Alternative

No effects to forest and mineral resources are expected from the No Action Alternative.

5.10.2 Expected Effects from Preferred Alternative

No adverse effects to forest and mineral resources are expected from the Preferred Alternative. As vegetation is removed from the parking area, the overall quality of the forest cover on the project area should not be negatively impacted. The mature trees on site are not of a sufficient quantity to be merchantable for timber. Their value is in aesthetics, wildlife habitat, and shade trees for the recreation activities. There are no mineral resources within the project area or its vicinity.

No indirect or cumulative impacts to forest resources are expected. In the suburban landscape of Lacombe, the project area is one of many remnant forested parcels.

5.11 Shellfish or Fish and Their Habitats

5.11.1 Expected Effects from No Action Alternative

No effects to shellfish, fish, or their habitats are expected from the No Action Alternative.

5.11.2 Expected Effects from Preferred Alternative

Direct effects on shellfish, fish, and their habitats (EFH) within and adjacent to the project area would be negligible. Approximately 5 acres would be cleared of vegetation. Approximately 0.18 acre would be surfaced with limestone to create trails. Construction of five picnic pavilions would remove vegetation and pave 0.05 acre. Changing the ground surface from soil to rock or concrete would create minor increases in runoff rates for stormwater, and would slow the permeability of water through the soils. These impacts could cause increased soil compaction and decreased vegetative cover. Water temperatures may slightly increase with reduced canopy cover and shade. Best Management Practices will be utilized to reduce soil migration into adjacent waterbodies from the project area via stormwater erosion, wind erosion, or on construction equipment. Water quality in Bayou Lacombe does not currently support fish or wildlife propagation

even while designated as EFH. Impacts to fish habitats in the Bayou are not expected to significantly change from the existing condition.

Indirect and cumulative effects on shellfish, fish, and their habitats beyond the boundaries of the project area would be negligible. Soil migration offsite during construction or over time would be negligible due to the physical characteristics of the soils as explained above.

5.12 Wildlife and Natural Vegetation

5.12.1 Expected Effects from No Action Alternative

No effects to wildlife and natural vegetation are expected from the No Action Alternative.

5.12.2 Expected Effects from Preferred Alternative

The introduction of humans into established wildlife habitats may alter wildlife behaviors with the implementation of the Preferred Alternative. Due to the proximity of the project area to residential areas and highways, wildlife inhabitants would be familiar with the noises, lights, and other minor disturbances from human interaction. Temporary impacts from noise and vibration during construction may cause mobile species to seek refuge in nearby similar habitats.

Gulf sturgeon and West Indian manatees are the only Federally listed species with the potential to occur within the vicinity of the project area. Due to habitat requirements. Red-cockaded woodpeckers and gopher tortoise require more xeric, pineland habitats than the available habitat within the project area. Therefore, the Preferred Alternative would have no effect on red-cockaded woodpeckers or gopher tortoise.

Direct impacts to Gulf sturgeon are not expected, the Preferred Alternative would not cause additional water quality issues in Bayou Lacombe nor significantly impact downstream spawning areas near Lake Pontchartrain. Direct impacts to individual sturgeon may occur as piles are installed for the kayak launch or indirectly, individuals

retreat from the Main Street Canal to avoid interaction and disruptions from human activity. The Preferred Alternative may affect, but not adversely affect gulf sturgeon.

Manatees are seasonal visitors in coastal Louisiana. The waterways immediately adjacent to the project are warm but offer no submerged aquatic vegetation for browse. Manatees could access the project area, but the available habitat would not be attractive. Direct impacts to individual manatees may occur as piles are installed for the kayak launch or indirectly, individuals retreat from the Main Street Canal to avoid interaction and disruptions from human activity. The Preferred Alternative may affect, but not adversely affect West Indian manatees.

Indirect and cumulative impacts to wildlife and natural vegetation would be similar to the direct impacts expected. None of the impacts to wildlife and natural vegetation discussed here would be considered significant.

5.13 Artificial Light Conditions

5.13.1 Expected Effects from No Action Alternative

No effects to artificial light conditions are expected from the No Action Alternative.

5.13.2 Expected Effects from Preferred Alternative

Existing artificial light conditions are not expected to change due to the Preferred Alternative. Lighting along the trails is not proposed. Should lighting be considered at a later date, design concepts that would reduce the illumination towards the night sky should be considered to reduce the potential long-term indirect and cumulative effects of the bright night sky along the north shore of Lake Pontchartrain.

6.0 MITIGATIVE MEASURES

Topics included in this section are those deemed significantly affected by the proposed project in Section 5, “Predicted Environmental Effects of Projects.” Mitigation measures should be listed for topics with expected significant effects. No significant effects are expected with the implementation of the Lacombe Trace Trails & Nature Park project;

however, as stewards of the environment and in compliance with permits, St. Tammany Parish intends to:

- Prepare a Stormwater Pollution Prevention Plan and a Spill Prevention, Control and Countermeasure Plan for use during construction,
- Avoid or minimize impacts on wetlands and other waters of the U.S.,
- Purchase mitigation credits for any wetlands impacted,
- Limit construction to daylight hours on weekdays, and
- Significant cultural resources were not encountered during the Phase I survey. If the construction contractor encounters cultural resources including artifacts or archaeological deposits or features, operations in the area of the discovery shall be discontinued. The construction foreman or project engineer will contact St. Tammany Parish, in order that an appropriate assessment may be made to determine the disposition and necessary actions relative to the site. Those decisions will be made in consultation with, as applicable, the State Archaeologist, the State Historic Preservation Officer, and the lead Federal agency.

7.0 REFERENCES

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8.0 STATE AND FEDERAL PERMITS REQUIRED

It is anticipated that St. Tammany Parish would acquire the following permits prior to commencement of its construction activities:

- Louisiana Pollutant Discharge Elimination System (LPDES), Stormwater Permit
- Department of the Army, Clean Water Act, Section 404 Permit, Section 10 Rivers and Harbors Act Permit
- Louisiana Department of Natural Resources, Coastal Use Permit
- Louisiana Department of Wildlife and Fisheries, Scenic Rivers Permit
- LDEQ Construction General Permit

APPENDIX A

PROJECT FIGURES, MAPS, AND TABLES

Department of Development
21454 Koop Drive Bldg B Mandeville, LA 70471
Ross Liner, Director of Planning & Development

Date : March 31, 2021
Designed/Drawn by: Spaff Goodnow&Regan Contois
Submitted for: LWCF Grant

GPS COORDINATES for Entrance Drive:
Longitude: 30.18'33.2"N
Latitude: 89.55'46.9"W

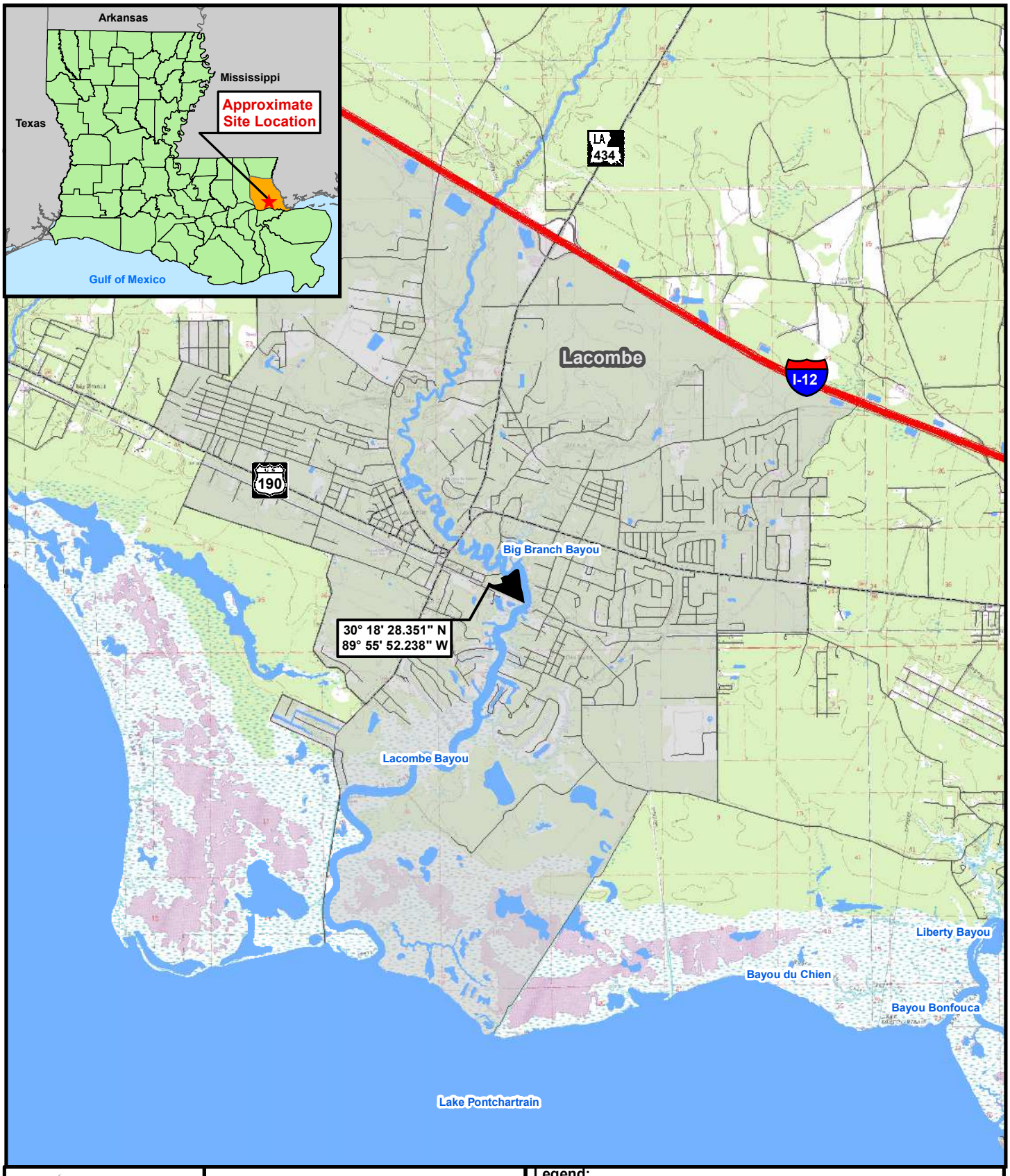
PHASE 1 ITEMS: (ITEMS 9.1-9.4)
1. SIGNAGE
2. EXISTING BOAT LAUNCH (PARKING LOT IMPROVEMENTS)
3. FLOATING KAYAK ACCESS
4. LIMESTONE TRAILS
5. INTERPRETIVE STATIONS & BIRDING OBSERVATION STATIONS (6)
6. BOARDWALK & SEATING AREAS
7. EXISTING RAIL SPUR - (funded by Sales Tax Dist. #3)
8. PAVILION W/ RESTROOM

SIGNAGE 1.
RANGER & MAINTENANCE ACCESS
EXISTING BOAT LAUNCH 2.
FLOATING KAYAK ACCESS 3.
LIMESTONE TRAILS 4.
OVERHEAD UTILITY LINES
MAIN STREET
SECURITY FENCE
LIMESTONE TRAILS 4.
BAYOU LACOMBE
LWCF 6(F) BOUNDARY Total area = 25.527 acres (ITEM 9.527)
ENTRY SIGNAGE 1.
INTERPRETIVE & BIRDING OBSERVATION STATIONS (6) 5.
PAVILION WITH RESTROOM 8.
TAMMANY TRACE
EXISTING TAMMANY TRACE SPUR/ EXTENSION 7.
PEDESTRIAN & BIKE ENTRANCE
OVERHEAD UTILITY LINES
BOARDWALK & SEATING AREAS 6.
Historical & Natural Information Presented in Pavillions & Seating Areas:
Examples: Father Roquette, Choctaw Indians, Palmetto Cypress Swamp, Freshwater Marsh Flora & Fauna
INTERPRETIVE & BIRDING OBSERVATION STATIONS (6) 5.
TAMMANY TRACE RAILS TO TRAIL
1. ENTRY SIGNAGE
EXISTING LACOMBE TRAILHEAD & BRIDGE TENDING STATION
PEDESTRIAN & BIKE ENTRANCE

Lacombe Trace Trails & Nature Park

Lacombe, Louisiana

Conceptual Master Plan



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0 4,500 9,000 Feet

N W E S

Legend:

- Project Area
- City/Town
- Interstate
- Highway
- Roadway
- Stream/River
- Waterbody

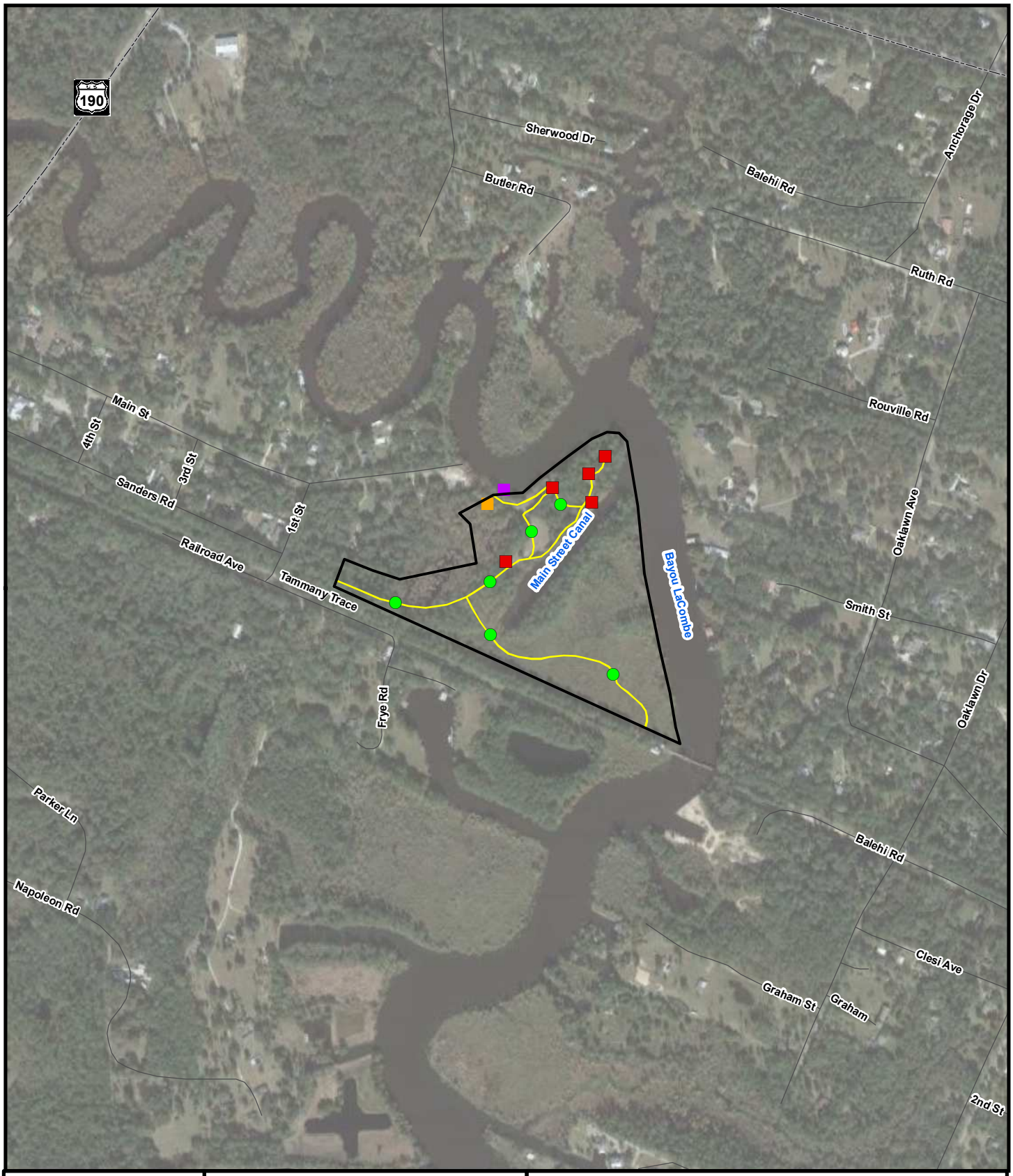
Sections: 38
Township: 08 South
Range: 13 East

Figure 1: TopoVicinity Map

Lacombe Trace Trails Environmental Assessment

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 1_TopoVicinity Map



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N W E S

Figure 2: Project Area

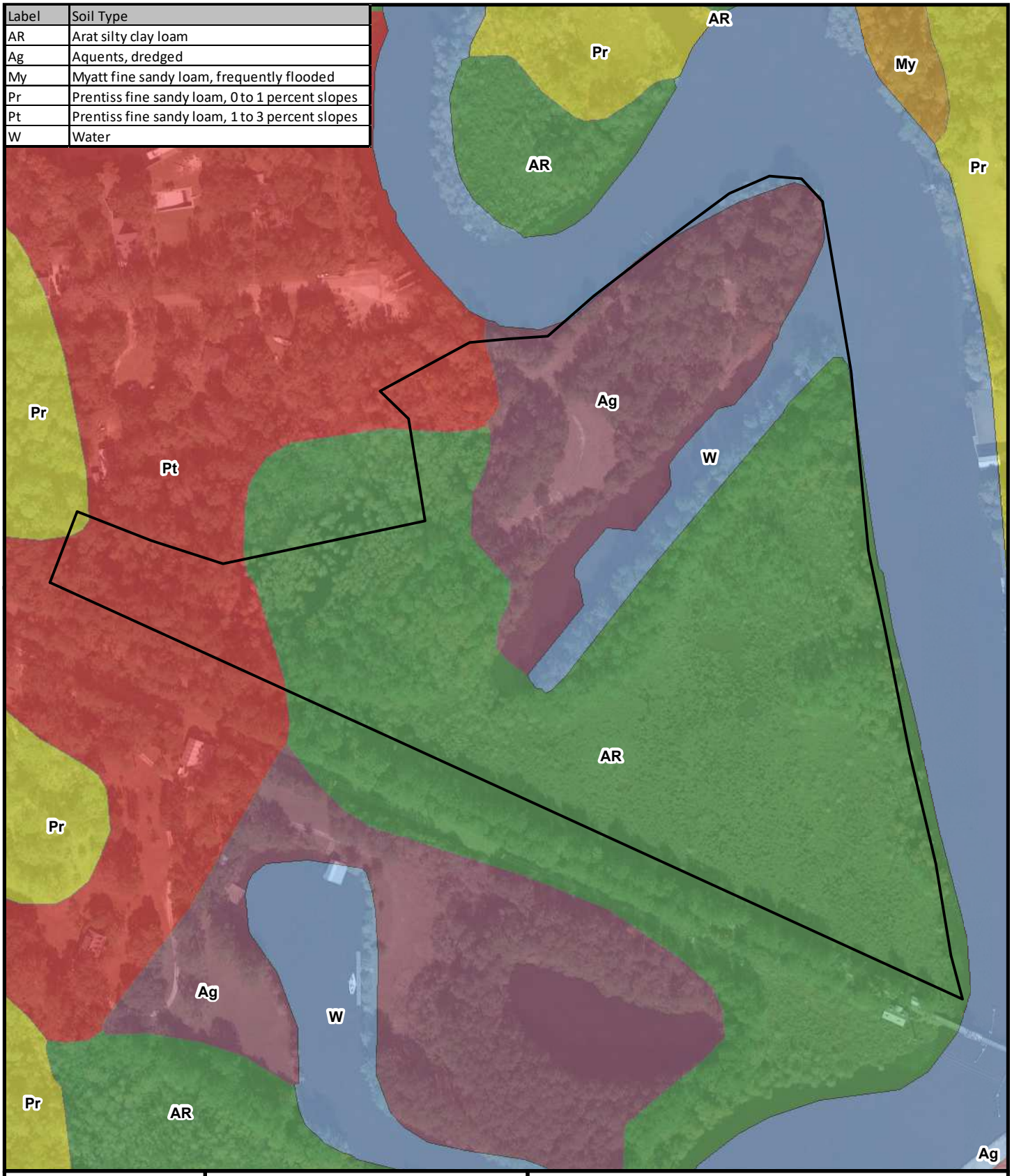
Lacombe Trace Trails Environmental Assessment

Legend:

- Project Area
- Lacombe Trace Trails
- Boat Launch Parking
- Kayak Access
- Pavillions
- Birding Observation Stations
- Highway
- Roadway

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 2_Project Area

Label	Soil Type
AR	Arat silty clay loam
Ag	Aquents, dredged
My	Myatt fine sandy loam, frequently flooded
Pr	Prentiss fine sandy loam, 0 to 1 percent slopes
Pt	Prentiss fine sandy loam, 1 to 3 percent slopes
W	Water



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N W E S

Legend:
Project Area, My, Pt, AR, Pr, W, Ag

Figure 3: Soils Map

Lacombe Trace Trails Environmental Assessment

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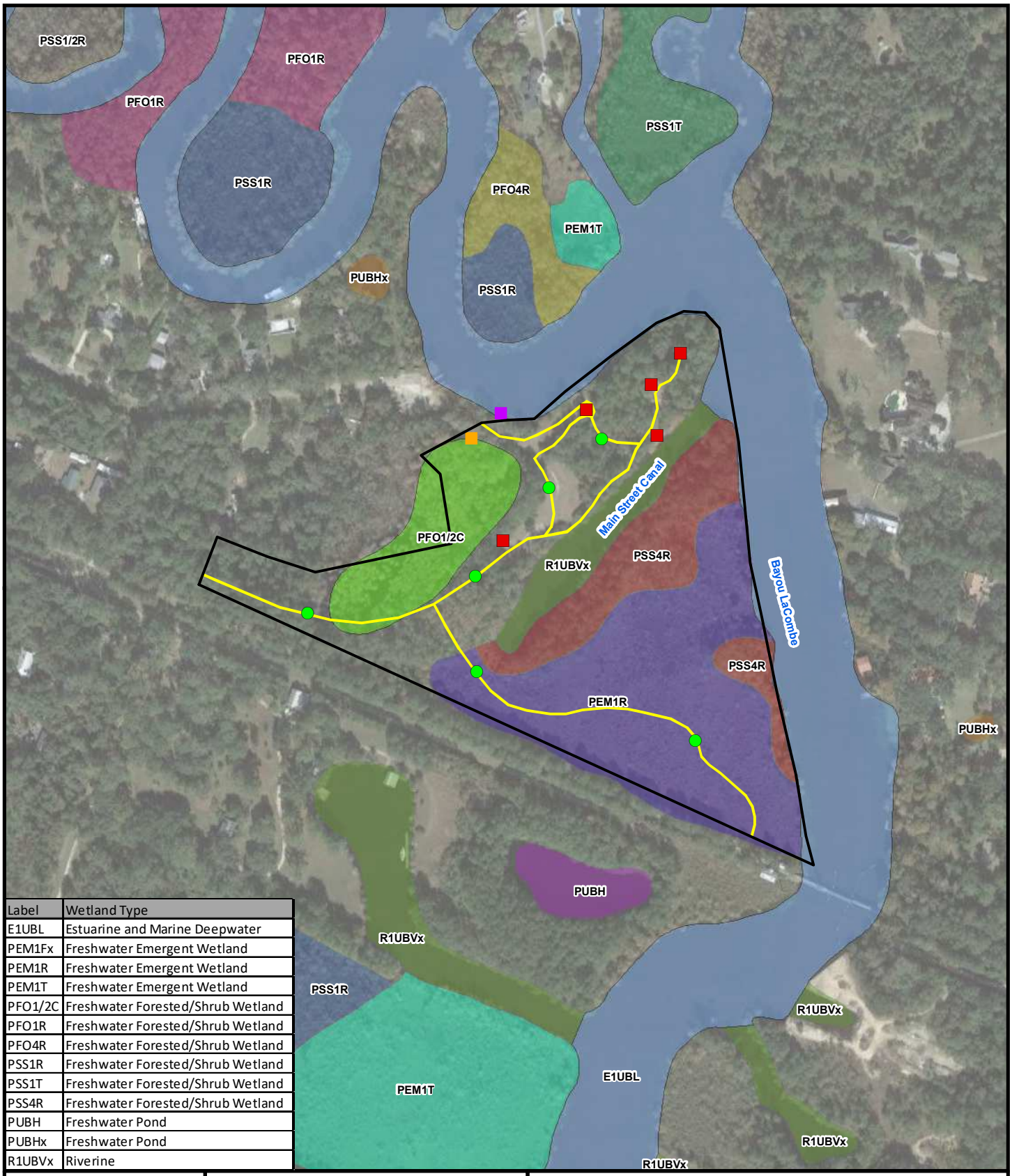
F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 3_Soils Map



Label	Wetland Type
E1UBL	Estuarine and Marine Deepwater
PEM1Fx	Freshwater Emergent Wetland
PEM1R	Freshwater Emergent Wetland
PEM1T	Freshwater Emergent Wetland
PFO1/2C	Freshwater Forested/Shrub Wetland
PFO1R	Freshwater Forested/Shrub Wetland
PFO4R	Freshwater Forested/Shrub Wetland
PSS1R	Freshwater Forested/Shrub Wetland
PSS1T	Freshwater Forested/Shrub Wetland
PSS4R	Freshwater Forested/Shrub Wetland
PUBH	Freshwater Pond
PUBHx	Freshwater Pond
R1UBVx	Riverine

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N W E S

Figure 4: Wetlands and Water Resources

Lacombe Trace Trails Environmental Assessment

Legend:

- Project Area
- E1UBL
- PEM1Fx
- PEM1R
- PEM1T
- PFO1/2C
- PFO1R
- PFO4R
- PSS1R
- PSS1T
- PSS4R
- PUBH
- PUBHx
- R1UBVx
- Lacombe Trace Trails
- Pavillions
- Birding Observation Stations
- Boat Launch Parking
- Kayak Access

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 4_Wetlands and Water Resources

APPENDIX B

SOLICITATION OF VIEWS AND AGENCY RESPONSES

June 24, 2021

LWCF Project: Lacombe Trace Trails & Nature Park
Project Sponsor: St. Tammany Parish Government
Project Location: Main Street, Lacombe, St. Tammany Parish, LA

SUBJECT: **Solicitation of Views**

To whom it may concern:

St. Tammany Parish has applied for project funding from Land and Water Conservation Fund. As part of the application process, St. Tammany Parish must prepare an Environmental Assessment in partial fulfillment of National Environmental Policy Act (NEPA) requirements.

NEPA requires coordination with federal, state, and local agencies and other stakeholders early in a project's planning stages. We request your review and response to this solicitation, so your special expertise can assist with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

It is requested that you review the attached information and furnish us with your views and comments by July 30, 2021. Replies should be addressed to ELOS Environmental, LLC. 607 W Morris St. Hammond, LA 70403 or emailed to mreid@elosenv.com. If you have any questions, please call my office at (985) 662-5501.

Sincerely,
ELOS ENVIRONMENTAL, LLC

Maria Bernard Reid
Senior Project Manager/NEPA Specialist

enclosures:
Project Description
Project Figures (2)

PROJECT DESCRIPTION

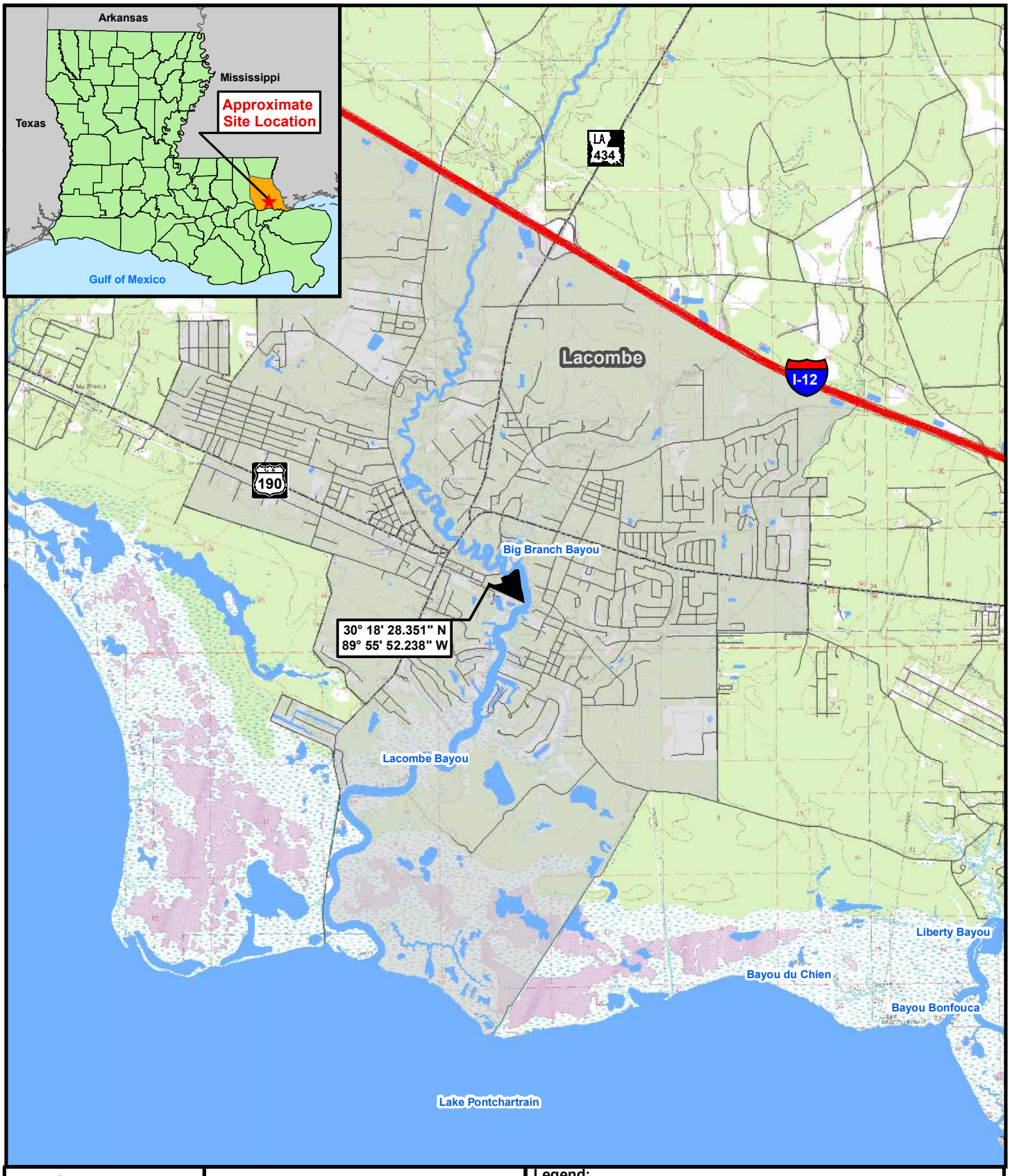
LACOMBE TRACE TRAILS & NATURE PARK

LACOMBE, ST. TAMMANY PARISH, LA

St. Tammany Parish Government proposes to construct a nature park with limestone walking trails, picnic pavilions, a restroom pavilion, a kayak launch, and a fishing boardwalk on 25.5 acres in Lacombe, St. Tammany Parish, Louisiana (**Figures 1 and 2**). The proposed nature park would expand on the established Bayou Lacombe Boat Launch at the east end of Main Street in Lacombe. The Tammany Trace, a Rails to Trails facility, is adjacent to the south of the proposed project area, which would provide connectivity to the Trace's network of trails, community meeting places, alternate transportation, and other recreational areas throughout St. Tammany Parish. The proposed nature park would maintain the *wild* natural feel of the Parish's property with only minimal, habitat-sensitive improvements to allow for pedestrian, bicycle, watercraft access, preservation of historic structures and conservation of marine habitat.

In order to expand the existing parking lot at the Bayou Lacombe Boat Launch and to construct trails and pavilions, limited areas of vegetation would be cleared and graded. Construction access will be from existing roadways. Only minimal utilities would be required.

St. Tammany Parish Government is applying for Land and Water Conservation Fund grant to construct the Lacombe Trace Trails & Nature Park project. ELOS has been contracted to prepare an Environmental Assessment for the project in compliance with the National Environmental Policy Act and associated guidance related to the National Park Service.



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0 4,500 9,000 Feet

N W E S

Legend:

- Project Area
- City/Town
- Interstate
- Highway
- Roadway
- Stream/River
- Waterbody

Sections: 38
Township: 08 South
Range: 13 East

Figure 1: TopoVicinity Map

Lacombe Trace Trails Environmental Assessment

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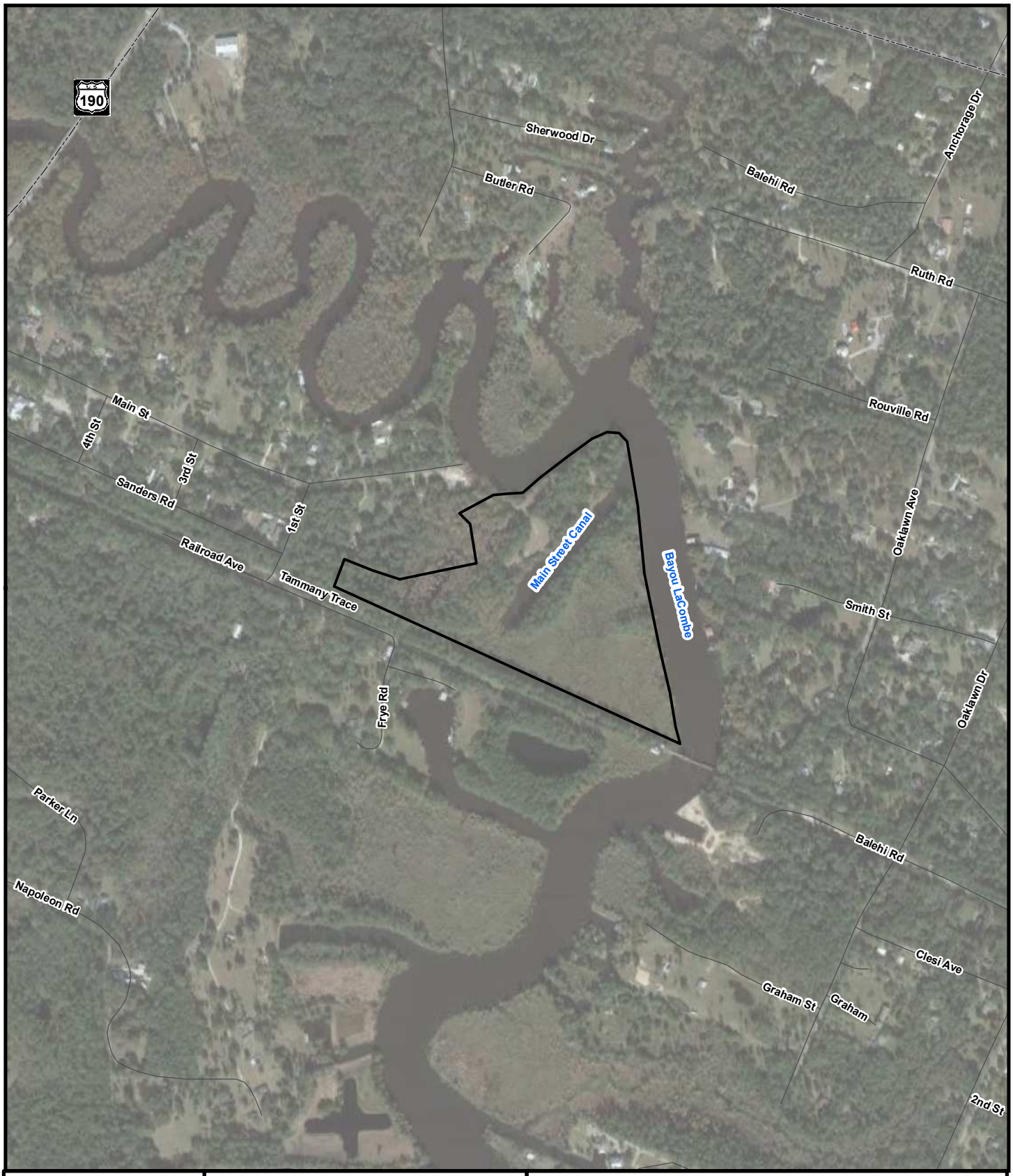
F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 1_TopoVicinity Map



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0 500 1,000 Feet

N W E S

Legend:
- Project Area
- Highway
- Roadway

Figure 2: Project Area

Lacombe Trace Trails Environmental Assessment

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F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\EA\Figure 2_Project Area

A copy of the Solicitation of Views packet was sent to the following recipients:

LA Department of Environmental Quality
Via email: LINDA.PIPER@LA.GOV

LA Department of Economic Development
Office of Business Development
P O BOX 94185
Baton Rouge LA 70804

LA Department of Natural Resources
Office of Mineral Resources
P.O. Box 2827
Baton Rouge, LA 70821

Louisiana State University
Sea Grant Legal Advisory Service
227 B Sea Grant Building
Baton Rouge, LA 70803

NRCS
Attn: State Conservationist
3737 Government Street
Alexandria, LA 71302

LA Department of Wildlife & Fisheries
Wildlife Diversity Program
Via email: CMichon@wlf.la.gov

LA Department of Agriculture & Forestry
Office of Forestry
5825 Florida Blvd. Suite 6000
Baton Rouge, LA 70806

LA Department of Culture, Recreation & Tourism
Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804

LA Department of Health & Hospitals
P.O. Box 629
Baton Rouge, LA 70821-0629

LA Division of Administration
Facility Planning & Control
P.O. Box 94095
Baton Rouge, LA 70804

FEMA Region VI
FRC 800 North Loop 288
Denton, TX 76209

U.S. EPA Region 6
Office of Comm, Tribes, & Env Assessment
1201 ELM Street, Suite 500
MAIL CODE: ORACN
Dallas, TX 75270-2102

Coalition to Restore Coastal LA
Kimberly Reyher, Executive Director
1110 River Road S, Suite 222
Baton Rouge, LA 70802

LA Department of Agriculture & Forestry
Office of Soil & Water Conservation
5825 Florida Blvd. Suite 7000
Baton Rouge, LA 70806

LA Department of Health and Hospitals
OPH Engineering Services (BIN 10)
Attn: Yuanda Zhu
628 North 4th Street
Baton Rouge, LA 70802

LA Division of Administration
State Land Office
P.O. Box 44124
Baton Rouge, LA 70804

DOTD Floodplain Management Program
SECTION 64
P.O. Box 94275
Baton Rouge, LA 70804-9275

LA Department of Natural Resources
Office of Conservation

P.O. Box 94275
Baton Rouge, LA 70804-9275

LA Forestry Association
Attn: Executive Director
P.O. Box 5067
Alexandria, LA 71307

National Park Service
Southeast Regional Office
Attn: Mr. Steven Wright
Atlanta Federal Center, 1924 Bldg
100 Alabama ST, SW
Atlanta, GA 30303

U.S. EPA Region 6
Sole Source Aquifer Coordinator
1201 ELM Street, Suite 500
MAIL CODE: WDDG
Dallas, TX 75270

U.S. Geological Survey
3535 S. Sherwood Forest, Ste 120
Baton Rouge, LA 70806

U.S. House of Representatives
Hon. Troy Carter, District 2
650 Poydras Street, Suite 2435
New Orleans, LA 70130

U.S. House of Representatives
Hon. Clay Higgins, District 3
600 Jefferson St, Suite 808
Lafayette, LA 70501

U.S. House of Representatives
Hon. Garret Graves, District 6
2351 Energy Drive, Suite 1200
Baton Rouge, LA 70808

U.S. House of Representatives
Hon. Mike Johnson, District 4
2250 Hospital Drive, Suite 248
Bossier City, LA 71111

U.S. House of Representatives
Hon. Julia Letlow, District 5
109 E. Oak Street
Amite, LA 70422

U.S. House of Representatives
Hon. Steve Scalise, District 1
110 Veterans Blvd, Suite 500
Metairie, LA 70005

United States Senate
Senator Bill Cassidy, M.D.
5555 Hilton Avenue, Suite 100
Baton Rouge, LA 70808

United States Senate
Senator John Kennedy
P.O. Box 80418
Baton Rouge, LA 70898

8th Coast Guard District
Via email: Douglas.A.Blakemore@uscg.mil

Bogue Chitto Pearl River Soil & Water Conservation District
1111 Washington St
Franklinton, LA 70438

Department of Public Works
Attn: Mr. Shannon Davis, Director
21454 Koop Drive
Bldg B, 3rd Floor
Mandeville, LA 70470

Hon. Beth Mizell
LA State Senate, District 12
1051 Main Street
Franklinton, LA 70438

Hon. Lawrence “Larry” Frieman
LA House of Representatives, Dist. 74
P.O. Box 1893
Abita Springs, LA 70420

Hon. Malinda B. White
LA House of Representatives, Dist. 75
116 Georgia Avenue, Ste B
Bogalusa, LA 70427

Hon. Mark Wright
LA House of Representatives, Dist. 77
312 S. Jefferson St., Suites A & B
Covington, LA 70433

Hon. Mary Dubuisson
LA House of Representatives, Dist. 90
P.O. Box 44
Slidell, LA 70459

Hon. Patrick McMath
LA State Senate, District 11
409 East Boston Street
Covington, LA 70433

Hon. Paul Hollis
LA House of Representatives, Dist. 104
600 N. Highway 190, Suite 202A
Covington, LA 70433

Hon. Richard Nelson
LA House of Representatives, Dist. 89
2001 Lakeshore Drive
Mandeville, LA 70448

Hon. Robert “Bob” Owen
LA House of Representatives, Dist. 76
1925 Corporate Square, Suite C
Slidell, LA 70458

Hon. Sharon Hewitt
LA State Senate, District 1
250 Bouscaren Street, Suite 201
Slidell, LA 70458

LA State Police
Troop L
2600 North Causeway
Mandeville LA 70471

N.O. Bicycle Club
18405 Reeves Drive
Covington, LA 70435

National Marine Fisheries Service
Via email: Graig.Gothreaux@NOAA.GOV

Regional Planning Commission
Attn: Jeff Roesel
10 Veterans Memorial Blvd
New Orleans, LA 70124-1162

St. Tammany Parish Council
P.O. Box 628
Covington, LA 70434

St. Tammany Parish
Floodplain Administrator
P.O. Box 628
Covington, LA 70434

St. Tammany Parish School Board
P.O. Box 940
Covington, LA 70434

St. Tammany Parish Sheriff
P.O. Box 1120
Covington, LA 70434

Tammany Trace
21490 Koop Drive
Mandeville, LA 70471

U.S. Army Corps of Engineers
Via email: Sean.G.Brunet@usace.army.mil

USDA
United States Department of Agriculture

June 30, 2021

Maria Bernard Reid, Senior Project Manager/NEPA Specialist
ELOS Environmental, LLC
607 W. Morris St.
Hammond, LA 70403

RE: LWCF Project: Lacombe Trace Trails & Nature Park
Project Sponsor: St. Tammany Parish Government
Project Location: Main Street, Lacombe, St. Tammany Parish, LA

Dear Ms. Reid:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction area will not impact prime farmland and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

Please direct all future correspondence to me at the address shown below.

Respectfully,

Michael R. Lindsey

Dr. Michael Lindsey
State Soil Scientist

Attachment

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (844) 325-6947

Helping People Help the Land

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project	Federal Agency Involved
Proposed Land Use	County And State

PART II *(To be completed by NRCS)*	Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? Yes ☐ No ☐ *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Acres Irrigated	Average Farm Size
Major Crop*(s)*	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*				

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160				
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100				
Total Site Assessment *(From Part VI above or a local site assessment)*	160				
TOTAL POINTS *(Total of above 2 lines)*	260				

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

This form was electronically produced by National Production Services Staff

JOHN BEL EDWARDS
GOVERNOR

JACK MONTOUCET
SECRETARY

PO BOX 98000 | BATON ROUGE LA | 70898

Date	June 30, 2021
Name	Maria Reid
Company	ELOS Environmental, LLC
Street Address	607 West Morris Avenue
City, State Zip	Hammond, LA 70403
Project	Lacombe Trace Trails and Nature Park St. Tammany Parish
Project ID	682021
Invoice Number	21063001

Personnel of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project.

Bayou LaCombe, which is designated as a Scenic River, is located adjacent to the proposed project area. Contact Chris Davis with the Louisiana Department of Wildlife and Fisheries at 225-765-2642 concerning this Scenic River.

After careful review of our database, no other impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. The Wildlife Diversity Program (WDP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. WDP reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the WDP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. WDP reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. WDP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time WDP tracked species are encountered within the project area, please contact the WDP Data Manager at 225-763-3554. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

Carolyn Michon for

Nicole Lorenz, Program Manager
Wildlife Diversity Program

JOHN BEL EDWARDS
GOVERNOR

LAMAR A. DAVIS, COLONEL
DEPUTY SECRETARY

State of Louisiana

Department of Public Safety and Corrections
Public Safety Services

July 20, 2021

ELOS Environmental, LLC
Attn: Maria Reid
607 West Morris Avenue
Hammond, LA 70403

RE: LWCF Project: Lacombe Trace Trails & Nature Park

Ms. Reid:

Louisiana State Police Troop L has performed a review of your submitted material regarding the Lacombe Trace Trails & Nature Park project. At this time, we don't foresee any issues from this project due to it not affecting any state roadways.

If there is any additional information you may require or if you would like to discuss the matter, please contact me either by phone at (985)893-6233 or email me at hiram.mason@la.gov.

Thanks,

Capt. [signature] 1687

Captain Hiram Mason
Troop L Commander

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Public Works and Water Resources
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3005 | fx: 225-379-3002

John Bel Edwards, Governor
Shawn D. Wilson, Ph.D.., Secretary

July 20, 2021

LWCF Project: Lacombe Trace Trails & Nature Park
St. Tammany Parish Government
Main Street, Lacombe, St. Tammany Parish, LA

Maria Bernard Reid
ELOS Environmental, LLC
607 W Morris St
Hammond, LA 70403

Subject: Solicitation of Views

Dear Ms. Reid:

Enclosed is a copy of St. Tammany Parish's Flood Insurance Rate Map (FIRM) indicating the proposed project site.

During the improvements and construction, especially in instance of excavation, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must be given to the responsibility for cleaning debris and keeping the surrounding area clear so as not to interfere with its function.

In order to assure compliance with the Parish's requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for St. Tammany Parish. The contact person is: Ken Wortman, 24190 Koop Drive, Mandeville, LA 70448, and telephone no. (985) 898-5214.

In addition to local requirements, please be advised that additional permits may be required from other government agencies.

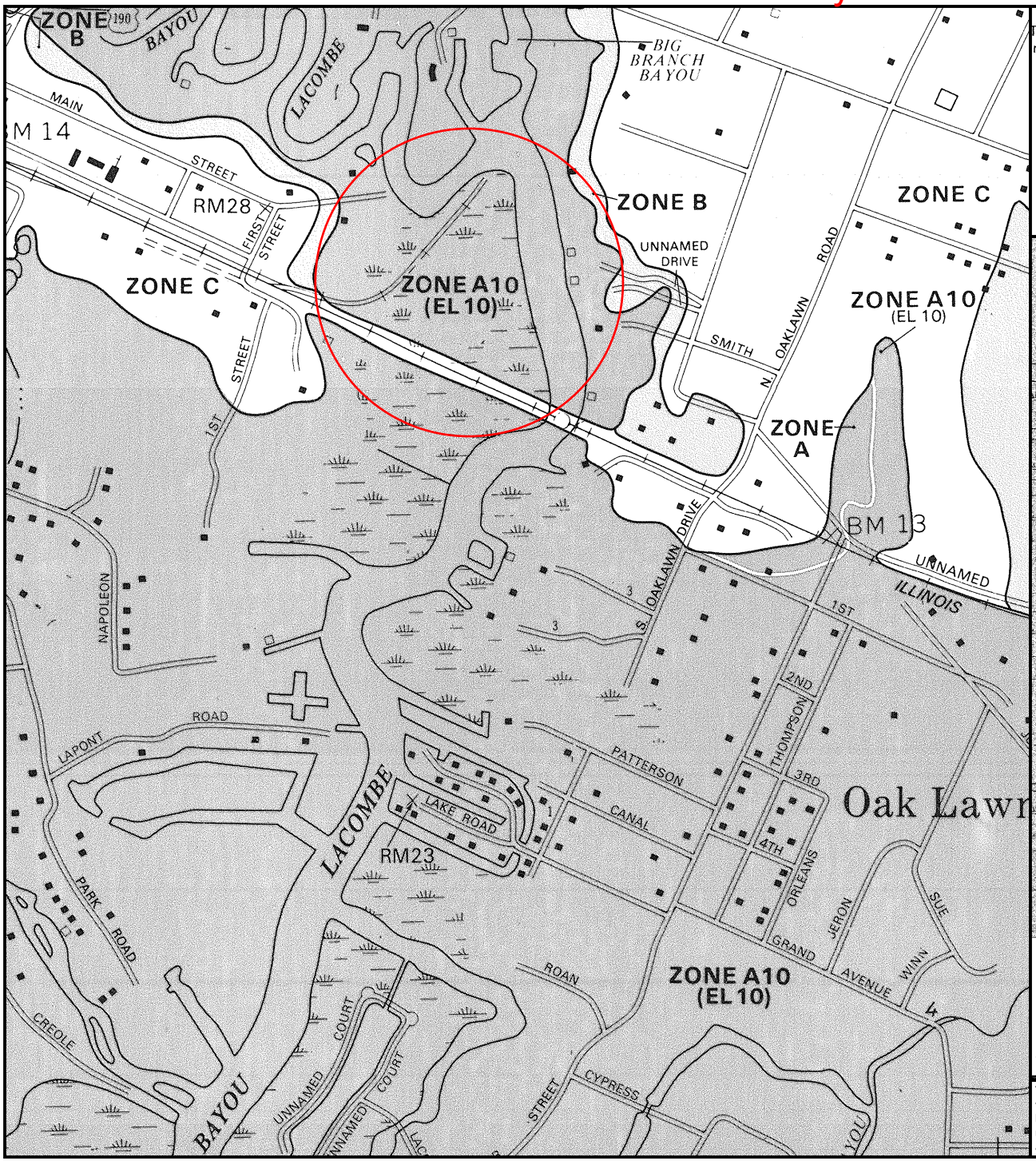
We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,

Jeanette Clark

Jeanette Clark
Floodplain Management Program Coordinator

LWCF Lacombe Trace Trails - St Tammany



To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 395 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0395 D

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.

John Bel Edwards
GOVERNOR

Dr. Courtney N. Phillips
SECRETARY

State of Louisiana

Louisiana Department of Health
Office of Public Health

July 23, 2021

ELOS Environmental LLC
Attn: Maria Bernard Reid
607 West Morris Avenue
Hammond, LA 70403

Re: Solicitation of Views;
LWCF Project: Lacombe Trace Trails & Nature Park
Project Sponsor: St. Tammany Parish Government
Project Location: Main Street, Lacombe, St. Tammany Parish, LA

This office is in receipt of a Solicitation of Views regarding the above referenced project(s).

Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comments on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Sincerely,

Yuanda Zhu, P.G., Ph.D.
Louisiana Department of Health
Office of Public Health Engineering Services
Telephone: (225) 342-7432
Electronic mail: yuanda.zhu@la.gov

Maria Reid

From: Chris Davis <rcdavis@wlf.la.gov> on behalf of Chris Davis
Sent: Wednesday, July 28, 2021 8:57 AM
To: Maria Reid
Subject: RE: Lacombe Trace Trails and Nature Park SOV St. Tammany Parish

Maria,
I had talked with the Parish back in June regarding this project. There had been some changes but from below they seem to have been added back. I would say yes a permit is needed from the Program. We support recreational projects, so this one shouldn't be an issue justification-wise.

It would be nice if they could remove that sunken sailboat near the Main Street launch that is adjacent to this property.

I can meet at the site before an application is submitted, just let me know.

Thanks,

Chris Davis
Scenic Rivers Coordinator
Louisiana Department of Wildlife and Fisheries
2000 Quail Drive, Room 432
Baton Rouge, LA 70808
Phone: (225)765-2642 Fax (225)765-2625

From: Maria Reid [mailto:mreid@elosenv.com]
Sent: Monday, July 26, 2021 4:29 PM
To: Chris Davis <rcdavis@wlf.la.gov>
Subject: FW: Lacombe Trace Trails and Nature Park SOV St. Tammany Parish
Importance: High

Hi Chris,
The Wildlife Diversity Program letter asked that I contact you regarding St. Tammany Parish???s proposed nature park and trails project in Lacombe.?? See attached SOV packet for a preliminary project description.?? So far, we have some very conceptual designs that include kayak launches and refurbishment of the old barges left on-site in the bayou.
??
Please let us know if a permit would be required and at what stage of design the parish should initiate consultation with your program.
??
Thanks so much,
Maria
??
Maria Bernard Reid
ELOS Environmental, LLC
985-662-5501 (o)
225-235-3187 (m)

??

From: Carolyn Michon <cmichon@wlf.la.gov>
Sent: Wednesday, June 30, 2021 5:52 PM
To: Mreid <mreid@elosenv.com>
Subject: RE: Lacombe Trace Trails and Nature Park SOV St. Tammany Parish
Importance: High
??
Maria,
??
I have attached the corrected response letter for the project.
??

Carolyn Michon, Biologist
LA Department of Wildlife and Fisheries
cmichon@wlf.la.gov
www.wlf.louisiana.gov
2000 Quail Drive; P.O. Box 98000
Baton Rouge, La 70808
225-765-2357 Ext. phone ext. 1447
??

From: Mreid [mailto:mreid@elosenv.com]
Sent: Wednesday, June 30, 2021 5:39 PM
To: Carolyn Michon <cmichon@wlf.la.gov>
Subject: Re: Lacombe Trace Trails and Nature Park SOV St. Tammany Parish
??

??
Thanks Carolyn! ??
??
Hope you have a happy 4th of July weekend!
??

??

Maria Bernard Reid

??

ELOS Environmental, LLC

607 West Morris Avenue
Hammond, LA 70403
Office 985-662-5501
Fax 985-662-5504
Mobile 225-235-3187

??

On Jun 30, 2021 at 5:36 PM, <Carolyn Michon> wrote:

Maria,
??
I have attached the response letter and invoice for the proposed project.
??

Carolyn Michon, Biologist
LA Department of Wildlife and Fisheries
cmichon@wlf.la.gov
www.wlf.louisiana.gov
2000 Quail Drive; P.O. Box 98000
Baton Rouge, La 70808
225-765-2357 Ext. phone ext. 1447
??

From: Maria Reid [mailto:mreid@elosenv.com]
Sent: Thursday, June 24, 2021 3:20 PM
To: Carolyn Michon <cmichon@wlf.la.gov>
Subject: Lacombe Trace Trails and Nature Park SOV St. Tammany Parish
??

??
Carolyn,
??
St. Tammany Parish is applying for a Land and Water Conservation Fund grant to construct the Lacombe Trace Trails and Nature Park on Bayou Lacombe.
??
Please review the attached SOV and provide your comments to me.
??
Thank you for your help in this matter,
Maria
??
*hope all is well with you and the natural heritage gang!
??
Maria Bernard Reid
??
ELOS Environmental, LLC
607 West Morris Avenue
Hammond, LA 70403
Office 985-662-5501
Fax 985-662-5504
Mobile 225-235-3187
??

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER

Agricultural & Environmental Sciences
Suite 3000
(225) 925-3770
Fax: 925-3760

Agro-Consumer Services
Suite 5000
(225) 922-1341
Fax: 923-4877

Animal Health & Food Safety
Suite 4000
(225) 925-3962
Fax: 925-4103

Forestry
Suite 6000
(225) 925-4500
Fax: 922-1356

Management & Finance
Suite 1000
(225) 922-1255
Fax: 925-6012

Soil & Water Conservation
Suite 7000
(225) 922-1269
Fax: 922-2577

July 30, 2021

ELOS Environmental, LLC
607 West Morris Avenue
Hammond, LA 70403

RE: Lacombe Trace Trails & Nature Parks

To whom, it may concern,
I have no objection or further comment at this time regarding the above referenced project.

Sincerely,

Joey Breaux
Assistant Commissioner,
LDAF/Office of Soil & Water Conservation
Director, LA Soil & Water Conservation Commission
225.922.1269

JCB: CB

APPENDIX C

NATIONAL HISTORIC PRESERVATION ACT, SECTION 106 COORDINATION

Louisiana Division of Archaeology
Report No. 22-6851

Phase I Cultural Resource Assessment Survey For the Proposed Lacombe Trace Trails and Nature Park Lacombe, St. Tammany Parish, Louisiana

Prepared for:

St. Tammany Parish Government
21454 Koop Drive
Covington, LA 70471

Prepared by:

607 W. Morris Avenue
Hammond, LA 70403
985-662-5501 (Office) • 985-662-5504 (Fax)

September 2021

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Louisiana Division of Archaeology
Report No. 22-6851

Phase I Cultural Resource Assessment Survey For the Proposed Lacombe Trace Trails and Nature Park Lacombe, St. Tammany Parish, Louisiana

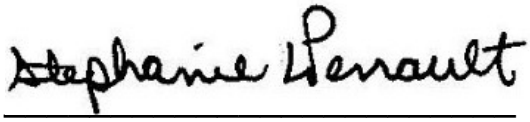
Prepared for:

St. Tammany Parish Government
21454 Koop Drive
Covington, LA 70471

Prepared by:

Walter Hano, M.M.A., RPA
&
Stephanie L. Perrault, M.A., RPA

ELOS Environmental, LLC
607 West Morris Ave
Hammond, LA 70403



Stephanie L. Perrault, M.A., RPA
Principal Investigator

September 2021

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ABSTRACT

ELOS Environmental, LLC (ELOS) was contracted by St. Tammany Parish Government to conduct a Phase I Cultural Resource Assessment Survey to assess the potential impact to cultural resources by the proposed Lacombe Trace Trails and Nature Park, Lacombe, St. Tammany Parish, Louisiana. The project area is located at the eastern extent of the town of Lacombe, adjacent to the town's public boat launch, and is encircled on two sides by Bayou Lacombe. The Phase I cultural resource survey was completed in fulfillment of the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended. The Department of Interior National Park Service (NPS) is the lead federal agency for the project. The Phase I archaeological survey was conducted across 25.527 acres (10.330 hectares) within the Area of Potential Effect (APE). No investigation occurred outside the direct APE as the viewshed of the nearby previously recorded historic properties were blocked from view by intervening vegetation, and any effects on those historic properties would suffer no adverse effects from the proposed construction activities.

The purpose of this survey was to locate, evaluate, and record all cultural resources encountered within the project area and its viewshed, and if possible, make recommendations of eligibility to the National Register of Historic Places (NRHP) and additional work if necessary. All work conducted followed requirements of 36 CFR §§ 800, and September 2018 Louisiana State Historic Preservation Officer (SHPO) guidelines for terrestrial Phase I cultural resource investigations.

This Phase I survey consisted of the excavation of 43 Shovel Test Pits (STP) at 30-meter (m) intervals along 13 transects. An additional 13 STPs were excavated at 10 m intervals to further access the possible presence of any cultural deposits. The entirety of the direct APE underwent a pedestrian survey to locate any cultural material on the ground surface and to identify high spots that were not inundated and eligible for further subsurface testing. A total of 18 artifacts were found in the shovel tests, and consisted of early twenty-first century glass shards, a metal pull tab, unidentified iron fragments, a wire nail, a roofing nail, and a railroad spike. This material was found in the upper disturbed 10-centimeters (cm) of the shovel test, and do not constitute an intact cultural deposit, with the exception of the railroad spike. This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late- twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along Bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Consequently, no further cultural resources work is recommended. A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana. A duplicate copy of the report and records as well as the artifacts will be curated with the St. Tammany Parish Government, at Mandeville Louisiana.

TABLE OF CONTENTS

LIST OF FIGURES

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APPENDICES

ACKNOWLEDGEMENTS

ELOS Environmental, LLC (ELOS) has prepared this report for the proposed Lacombe Trace Trails and Nature Park Lacombe, St. Tammany Parish, Louisiana. Stephanie Perrault M.A., RPA served as the Principal Investigator and Walter Hano M.M.A., RPA served as the Project Archaeologist for this project. The report was authored by Stephanie Perrault and Walter Hano. GIS support was provided by Jesse McQuigg and Chris Crain. The field team was staffed by Travis Tourere (Field Tech), Hunter Perrilloux (Field Tech), Wren Vicknair (Field Tech), Michael Hill (Field Tech), and Mario Campo (Field Tech). Mr. Stehle Harris acted as the project liaison with the St. Tammany Parish Government. ELOS would like to acknowledge the St. Tammany Parish Government, especially Spaff Goodnow (John S. Goodnow) St. Tammany Parish Landscape and Parkway Manager, Randy Pausina (Randall B. Pausina) St. Tammany Parish Coastal Protection and Restoration Manager, Shelley L. Speed St. Tammany Parish Grant Project Manager, and Jeanne M. Marino St. Tammany Parish Director of Grants, for the opportunity to assist them with their cultural resource needs. ELOS would like to thank the Louisiana State Historic Preservation Officer (SHPO) and Louisiana Division of Archaeology and Division of Historic Preservation staff for their guidance and assistance. The authors also thank ELOS' principals, Jay Prather and Lucas Watkins, for their continued support for the Cultural Resource Program.

1.0 INTRODUCTION

1.1 Project Description and Lead Agency

ELOS Environmental, LLC (ELOS) conducted a Phase I cultural resources survey in anticipation of the proposed Lacombe Trace Trails and Nature Park, Lacombe, St. Tammany Parish, Louisiana under contract by the St. Tammany Parish Government. The survey was completed in accordance with the provisions of Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended (36 CFR Part 800). All work performed under this effort meets or exceeds standards detailed in Archaeological and Historical Preservation; Secretary of the Interior's Standards and Guidelines 48 FR, Part 44716-42, Vol 48, No. 190, September 29, 1983; guidelines developed by the Louisiana State Historic Preservation Officer's Guidelines for Cultural Resource, September 2018, Terrestrial Archaeological Site Phase I Investigation Field Standards and Terrestrial Archaeology Site Phase II National Register Evaluation Reports; of Section 106 of the NHPA of 1966 as amended.

St. Tammany Parish proposes to construct a nature park with limestone walking trails, picnic pavilions, a public restroom pavilion, a kayak launch, and a fishing boardwalk on 25.527 acres owned by the Parish in Lacombe, St. Tammany Parish, Louisiana. The proposed nature park would expand on the established Bayou Lacombe Boat Launch at the east end of Main Street in Lacombe. The Tammany Trace, a Rails to Trails facility, is adjacent to the southern boundary of the proposed project area, which will provide connectivity to the Trace's network of trails, community meeting places, alternate transportation, and other recreational areas throughout St. Tammany. The proposed nature park will maintain the wild natural feel of the Parish's property with only minimal, habitat-sensitive improvements to allow for pedestrian, bicycle, watercraft access, preservation of historic structures and conservation of marine habitat.

The direct Area of Potential Effect (APE), consists of 25.527 acres (10.330 hectares) located in St. Tammany Parish at the at the eastern extent of the town of Lacombe. The project area is bounded on the north and east by Bayou Lacombe, the Lacombe boat launch on the west, and the Tammany Trace Bike Path on the south. The project area is situated along the southwestern bank of Bayou Lacombe, where the bayou abruptly turns south towards Lake Pontchartrain. The project area consists vacant marshland. (**Figure 1 and Figure 2**), and is situated in Section 38; Township 08 South; and Range 13 East.

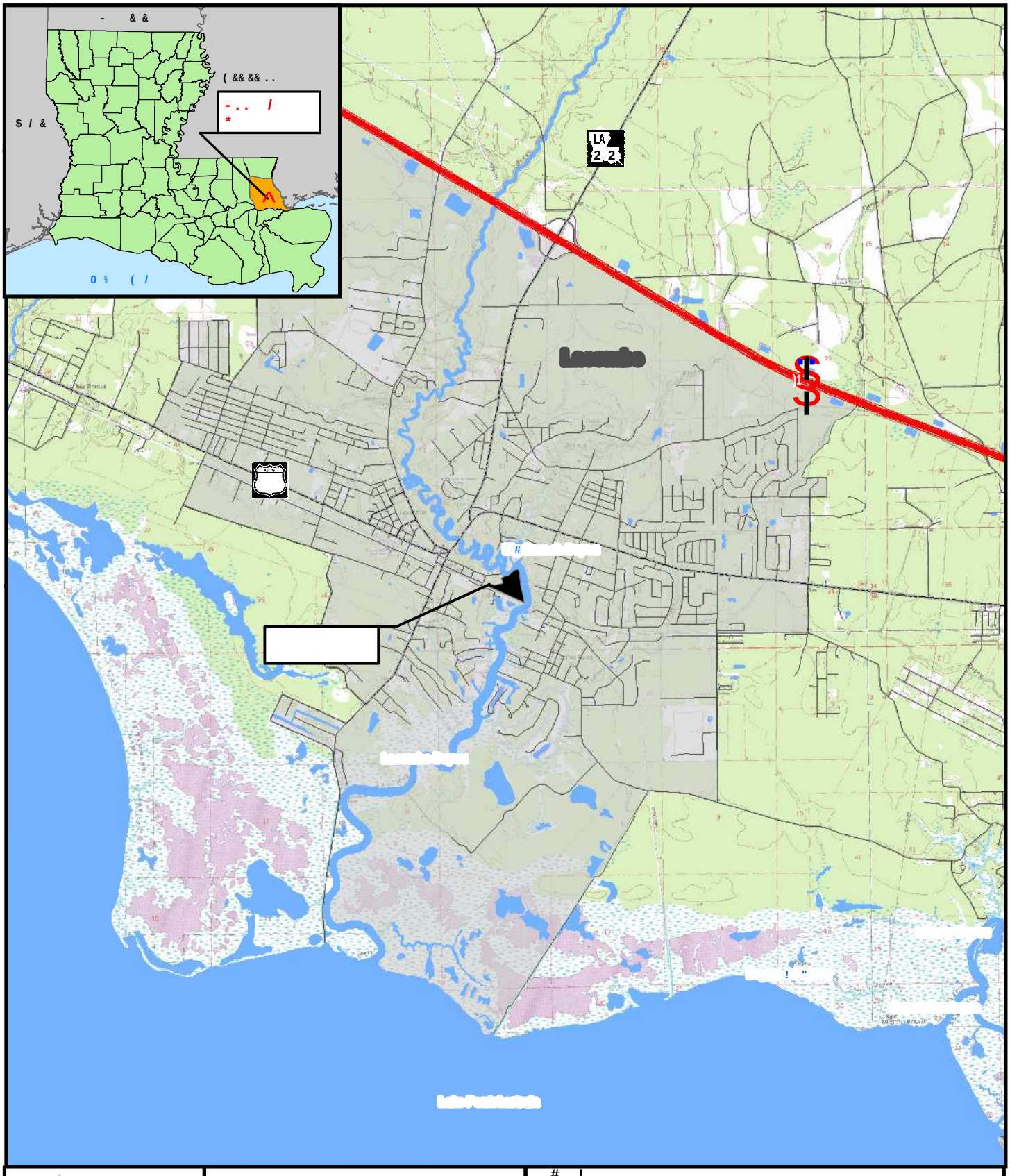
This Phase I survey consisted of pedestrian survey of 100 percent of the project area, the excavation of 43 Shovel Test Pits (STP) at 30 m intervals, and 13 STPs at 10 m intervals, and a bankline survey along Bayou Lacombe to locate, evaluate, and record all cultural resources and if possible, make recommendations as to eligibility for inclusion in the National Register of Historic Places (NRHP). This Phase I survey complied with Section 106 of the NRHP, as amended by 16 U.S.C. 407f and with its implementing regulations 36 CFR Part 800. The assessment was overseen by a professional archaeologist meeting the qualifications as specified in the Secretary of the Interior's Professional Qualification Standards (Federal Register, Vol. 48, No. 190, Thursday, Sept 29, 1983, pp 44738-44739).

1.2 Key Personnel and Dates of Work

In July 2021, ELOS conducted a Phase I cultural resource survey of 25.527 acres (10.330 hectares) in St. Tammany Parish, Louisiana for the proposed Lacombe Trace and Trails project. The field crew included Stephanie Perrault (Principal Investigator), Walter Hano (Project Archaeologist), Travis Tourere (Field Tech), Hunter Perrilloux (Field Tech), Wren Vicknair (Field Tech), Michael Hill (Field Tech), and Mario Campo (Field Tech). The investigation was conducted in accordance with the 2018 Phase I cultural resource survey guidelines, as established by the Louisiana Office of Cultural Development, Division of Archaeology (Louisiana 2018).

1.3 Summary of Report Organization

After this introduction (**Chapter 1.0**), the following chapters in this report describe the natural setting land use history (**Chapter 2.0**), previous investigations (**Chapter 3.0**), methods (**Chapter 4.0**), results (**Chapter 5.0**), summary and recommendations (**Chapter 6.0**), and references (**Chapter 7.0**).



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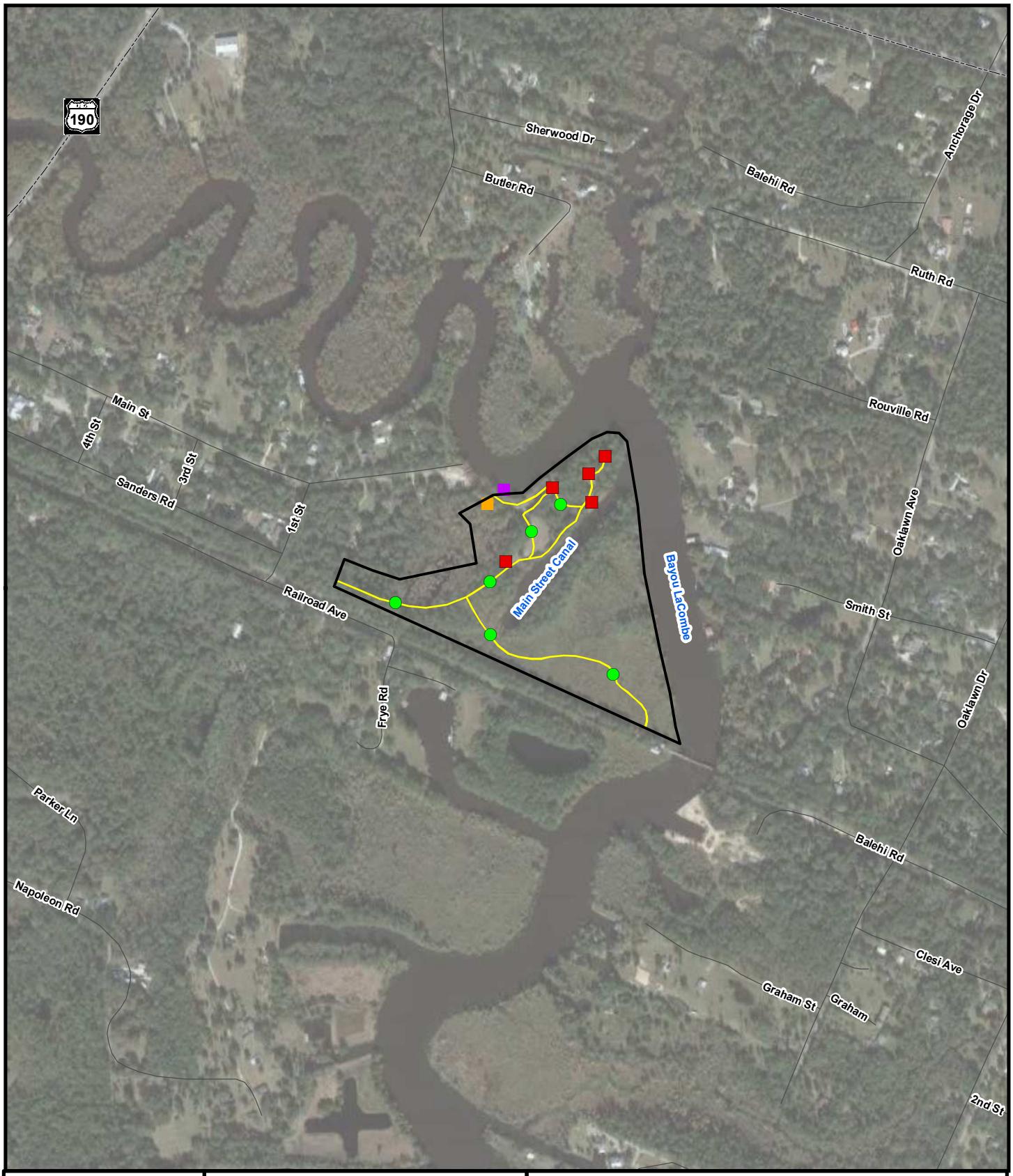

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- Project Area
- Lacombe Trace Trails
- Pavillions
- Boat Launch Parking
- Kayak Access
- Birding Observation Stations
- Highway
- Roadway

Figure 2: Project Area

Lacombe Trace Trails CRM Phase I Survey

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 2_Project Area

2.0 NATURAL SETTING AND LAND USE HISTORY

2.1 Natural Setting of Project Area

Physiographic and Geologic Setting

The project area lies within the Gulf and Atlantic Coastal Plain province of North America (Murray 1961). The Gulf Coastal Plain extends along the Gulf Coast lowlands of the Florida Panhandle, Alabama, Mississippi, and eastern Louisiana. Consisting mostly of flat plains, it also includes barrier islands, coastal lagoons, marshes and swampy lowlands along the Gulf and Atlantic coasts. This ecoregion is lower in elevation with less relief and wetter soils than the Southeastern Plains. The Gulf Coast Plain is a narrow region of nearly level terraces and alluvial and deltaic deposits composed of Quaternary-age sands and clays. Soils are a mix of poorly to moderately well drained Entisols, Alfisols, and Ultisols with silty and fine sandy loam surfaces.

More specifically, the project area is located in a freshwater marsh within the floodplain of Bayou Lacombe at the margin between the upland terraces of the Florida Parishes and the Lake Pontchartrain Basin (**Figure 3**). At this location, Big Branch Bayou enters Bayou Lacombe from the north, and Bayou Lacombe sharply tuns to the south where after several miles, it empties into Lake Pontchartrain. The project area is situated on an accreting landform within a meander of Bayou Lacombe. Immediately to the west, the land raises several feet above of the narrow floodplain, and the evidence of the upland terraces can be seen marking the eastern limits of the town of Lacombe. The nearby upland terraces are the oldest landforms in the area, having been formed during the Pleistocene geological epoch. In profile, the terraces are positioned like steps that descend in elevation north to south (Saucier 1963). Most recently, Snead et al. (2019:27) defined this portion of the terraces as the Hammond Savannah Prairie Terrance. The Hammond Savannah is described as correlating to the Beaumont Terrance west of the Mississippi River, and is generally flat with many rivers and streams bisecting it. The landform is generally rolling and undulating, and often is flooded.

The Lake Pontchartrain Basin began formation after 18,000 years B.P. when the area was inundated during a eustatic rise in sea level. As the sea-level rise slowed around 6,000 years B.P., a barrier-beach system, known as the Pine Island Barrier trend, formed south of the terraces, creating an embayment between the terrace and the Pine Island ridge. Then the Mississippi River shifted eastward and began formation of the St. Bernard delta 4,500 years B.P. The formation of the delta closed the embayment. By 2,000 years B.P., sea level stabilized, the St. Bernard delta was abandoned, and the Lake Pontchartrain Basin attained its current configuration (Saucier 1963, 1994; Kindinger et al. 1997; Penland et al. 2002; CMGP 2016).

The area is further defined by the north to south flow of the major streams and rivers. The Amite River on the west and the Pearl River on the east form the geographic limits of streams such as the

Tickfaw, Tangipahoa and Tchefuncte rivers, and Bayous Lacombe, Natalbany, Bogue Chitto, Chinchuba, and their tributaries, all of which flow into the Pontchartrain Basin. Because of their high gradients, these streams are deeply incised and have relatively narrow floodplains. The changes in eustatic sea levels have caused rivers in the area to alternately downgrade, incise, and then silt-in their floodplains over time (Saucier 1963). The formation of waterbodies flow through is dated to about 4,365 years ago within the Bayou Lacombe incision, and continues through to the present day (CMGP 2016).

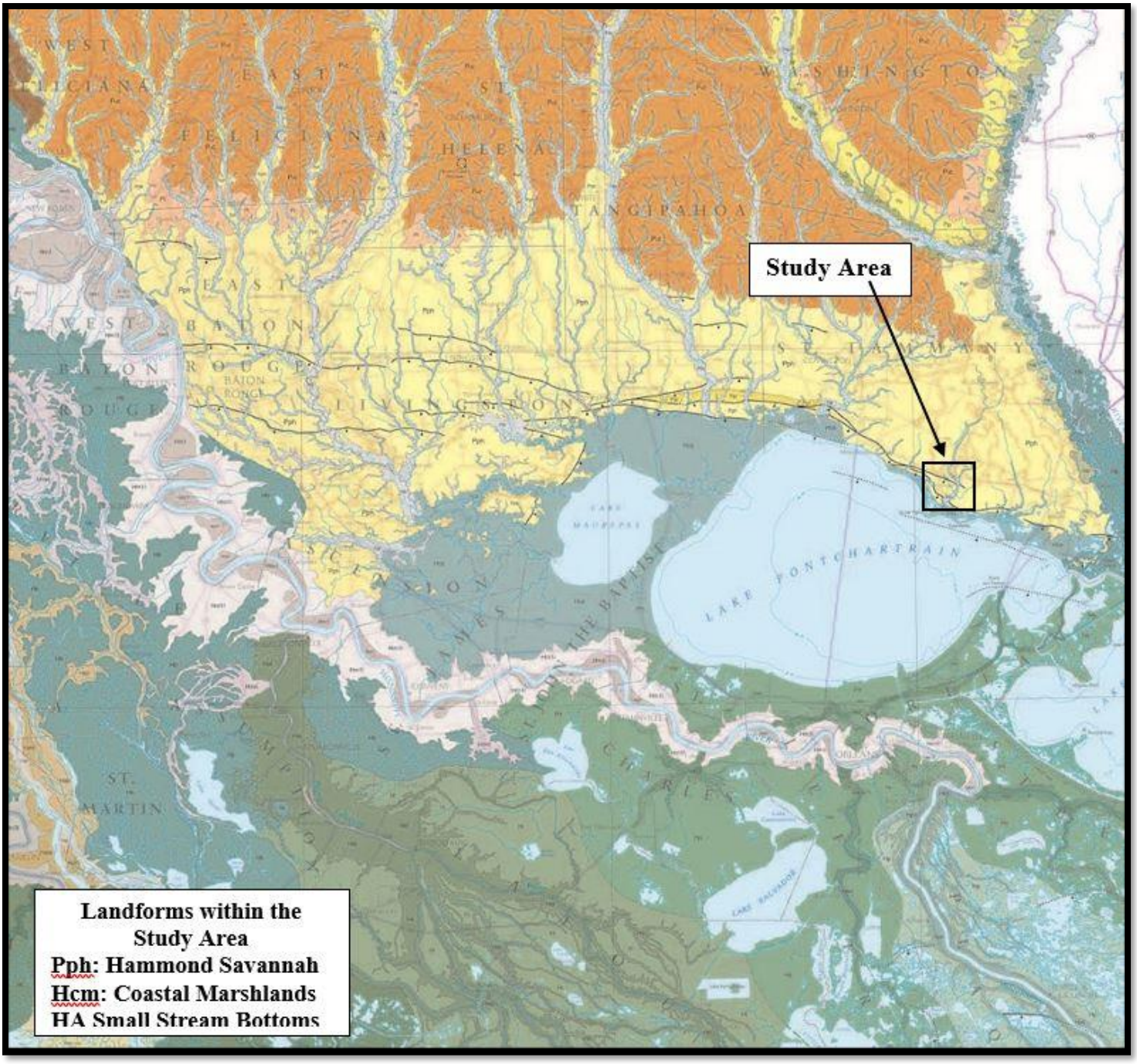

Figure 3: Portion of map Landforms of the Louisiana Coastal Plain original map scale 1:380,160 (Snead, et al. 2019).

In addition to the deposition of fluvial and beach deposits, other processes that have occurred includes the uplifting of the terraces due to the weight of the sediment in the Lake Basin (**Figure 4**). Combining the uplift of the terraces with down-warping of the deltaic plain along the hinge line of the Baton Rouge fault, which runs from Baton Rouge to the northern shore of Lake Pontchartrain (Saucier 1963), has further raised the gradients of the streams exposing gravel deposits in the area (Woodward and Gueno 1941).

Flora

The town of Lacombe, located in St. Tammany Parish is situated in the longleaf pine belt that extends from the State of Mississippi stretching diagonally across Louisiana into eastern Texas. This region is dominated by pine species such as spruce, bald cypress, longleaf pine, shortleaf pine, loblolly, and slash pine. Additional hardwood species, found in moister areas, include red maple, hickories, sweet gum, yellow poplar, sycamore, cottonwood, and oaks. A high natural fire frequency was typical, often sparked by lightning and fueled by grasses, and maintained the open pine flatwoods and savannas. The understory of the pine forests includes button bush, hawthorn, rattlebox, holly, wild azalea, palmetto, greenbriar, and various members of the grass and aster families can be found in the area (Brown 1980; Brown and Kirkman 1990; Jones and Shuman 1988; and Newton 1987).While most of the longleaf pine savannas have been lost; remnant savannas are centers of biodiversity supporting a variety of grasses, sedges, rushes, and an array of wildflowers: red lilies, orange milkweeds, yellow pitcher plants, white, orange, and pink orchids, lavender butterworts, and purple sundews. Much of the landscape is now in mixed forest or pine plantations, while some better-drained land has been cleared for pasture or crops. Dominant land uses include woodland, wildlife habitat, and urban (Girard et al. 2018)

Soils

There are four soil map units present in the St. Tammany Lacombe Trace Trails and Park project area (**Figure 5**, Trahan et al. 1990). Aquent, dredged soils are found in the eastern portion of the project area and is the most abundant soil unit found there. Aquents, dredged consist of spoil material dredged from nearby waterways or marshes. Slopes range from 0 to 5 percent and the soil texture consists of muck and clay, to sand. Generally, these deposits are created by forming an encircling dyke, and then the soils are deposited. The next most prominent soil map unit is Arat silty clay loam that can be found in the northwestern portion of the project area. Arat soils are level, very poorly drained, fluid soils. This soil is frequently flooded for a long period of time. Typical vegetation on this soil consists of water tolerant trees and aquatic understory. Finally, in a small strip adjacent to the railroad bed, in the very southwestern portion of the project area, Prentiss fine sandy loam, 0 to 1 percent slopes and Prentiss fine sandy loam, 1 to 3 percent slopes are found. Both these soils consist of fine sandy loam or loams and are found on the shoulder, crest, or tread of interfluves and are rarely flooded.

Climate

The climate in southeastern St. Tammany Parish is strongly influenced by the Gulf of Mexico and by Lake Pontchartrain. The region is characterized by a humid subtropical climate. Long, hot, rainy summers and short, mild winters are common. The average annual temperature is 19.4° C

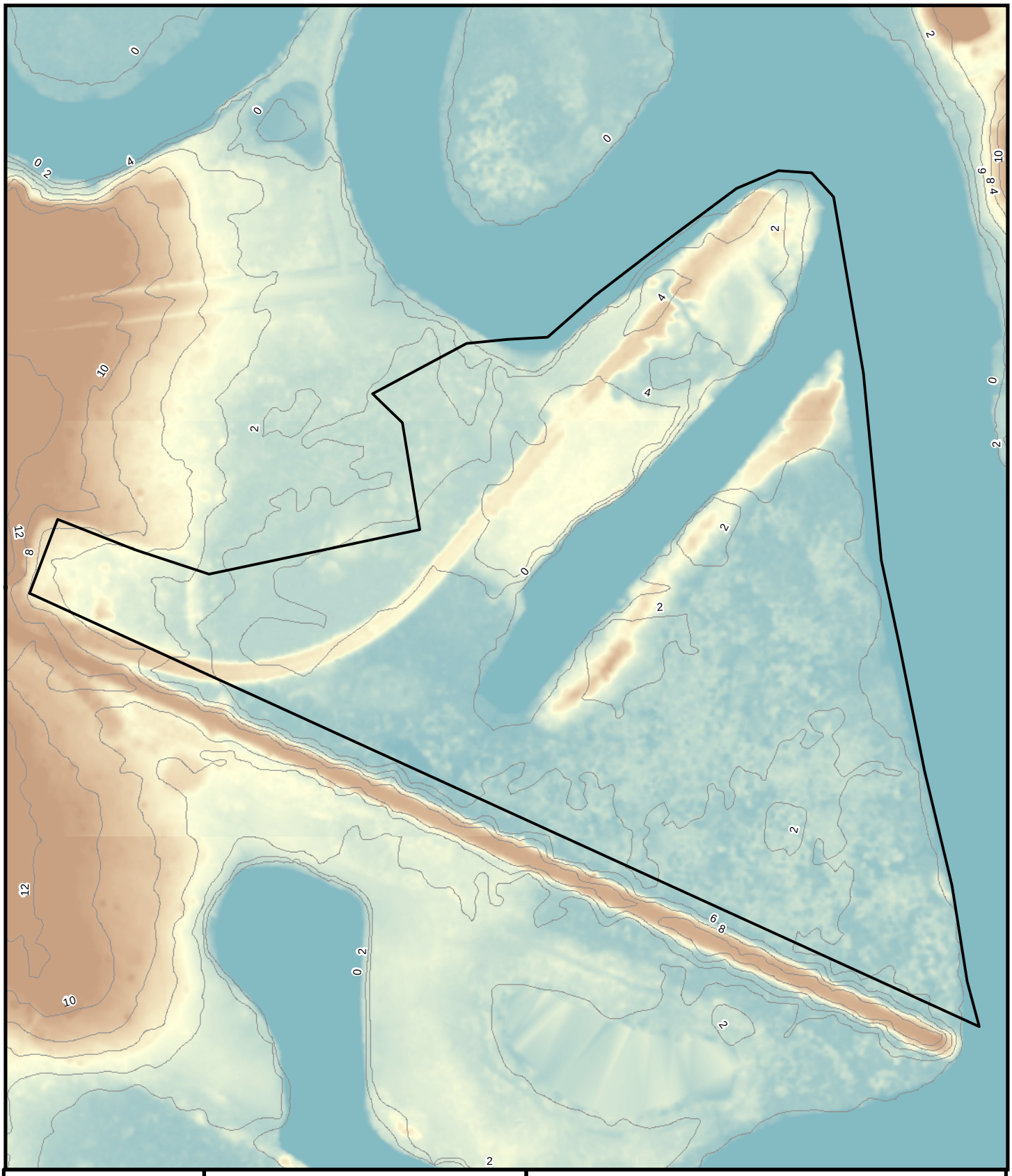

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Figure 4: Elevations Map

Lacombe Trace Trails CRM Phase I Survey

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Label	Soil Type
AR	Arat silty clay loam
Ag	Aquents, dredged
My	Myatt fine sandy loam, frequently flooded
Pr	Prentiss fine sandy loam, 0 to 1 percent slopes
Pt	Prentiss fine sandy loam, 1 to 3 percent slopes
W	Water

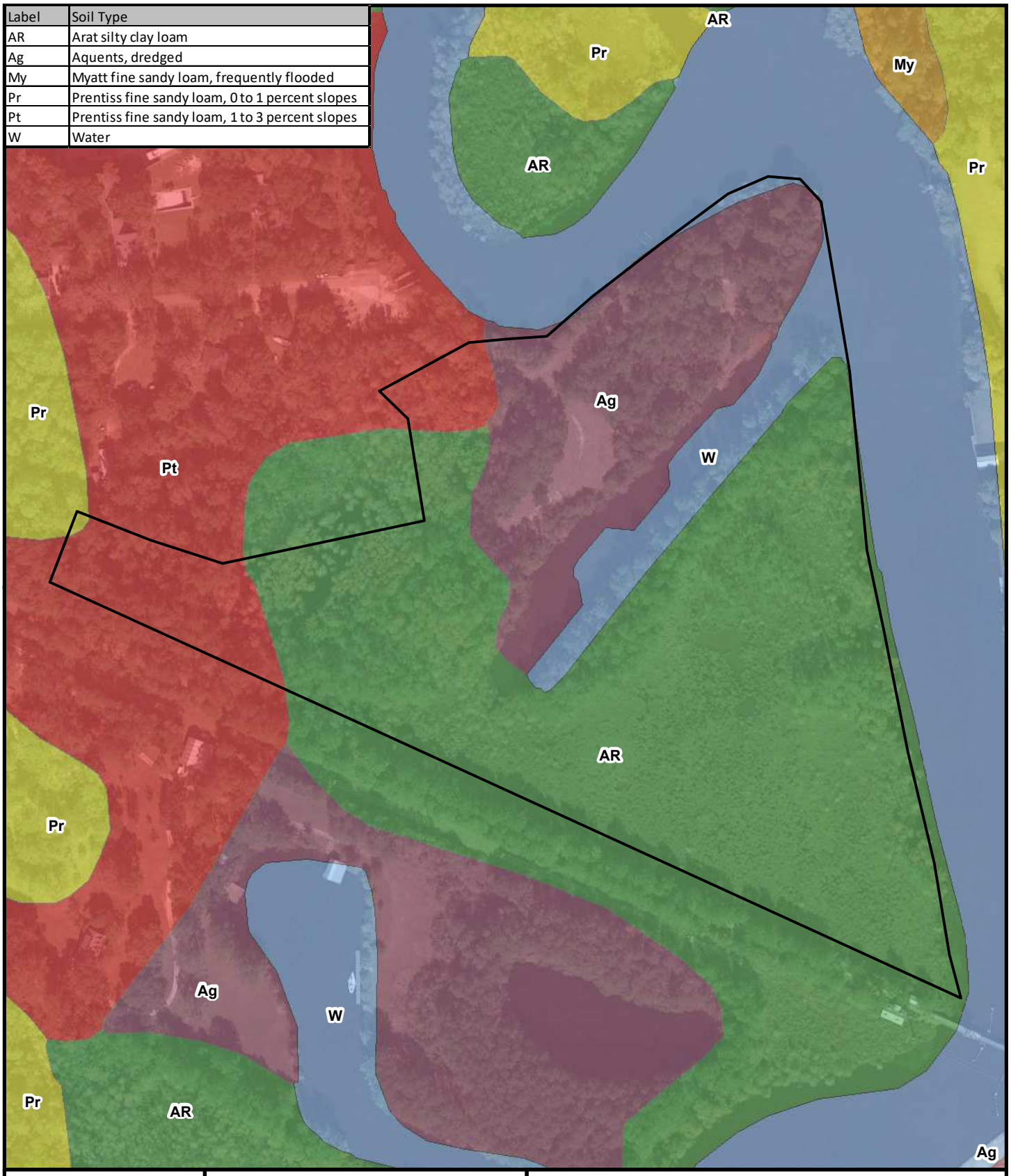

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Figure 5: Soils Map

Lacombe Trace Trails
CRM Phase I Survey

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(67.0° F), with an average maximum temperature of 25.9° C (78.7° F) and an average minimum temperature of 12.9° C (55.3° F). Temperatures generally exceed 32.2° C (90° F) during the months of June, July, and August. The highest average daily maximum temperature for Mandeville is 33.3° C (92° F); it occurs during the month of July. The lowest average daily minimum temperature is 4.4° C (39.9° F), and it occurs in January. Winters are relatively mild, with average daily minimum temperatures dropping below 7.2° C (45° F) only in December, January, and February (Trahan et al. 1990). The average precipitation rate in St. Tammany Parish is relatively high, and regularly exceeds155 cm (61 in) per annum. July and December are the two wettest months, and each receives an average amount of rainfall exceeding 15.2 cm (6 in). October is the driest month, with a monthly mean rainfall of only 7.5 cm (2.97 in). Thunderstorms are most common during the summer months. They frequently cause flooding and are typically associated with frontal movements from the northwest that stall over the Gulf of Mexico, but on occasion they do form over Lake Pontchartrain. Hurricanes present the most dangerous weather threat to the area; they occur every few years during the summer or fall (Trahan et al. 1990). Snow very rarely falls within the APE; 15 percent of the winters experience a snowfall of less than 2.5 cm (1 in).

2.2 Land Use History

Prehistoric Land Use

The Native Americans are known to have inhabited the area as early as late Archaic period. The Graveyard/Drill site (16ST4), located on the West Pearl River, was initially occupied as early as ca. 2570 to 2460 B.C. and consists of a prehistoric midden of an unusual mix of *Rangia cuneata* clam and *Crassostrea virginica* oyster shells (Kowalski et al. 2011:35-53). Many prehistoric sites located in the Florida Parishes and the Lake Pontchartrain Basin present occupations that date from the Poverty Point through Mississippi periods. However, due to the fluid and changing nature of the environmental setting, comprised of erosion, subsidence, and dredging, many sites have been impacted or lost. Most significantly prehistoric sites dating to the Tchula period (900 B.C.-A.D. 1) are the best known and documented occupations in the area. The Tchefuncte site (16ST1) possesses minor components of the subsequent Marksville, Coles Creek, and Mississippi/ Plaquemine periods. Thus, it is recognized that the present project area and its vicinity was utilized for resource procurement and settlement, throughout prehistory.

Due to pressure from European settlers, various tribes moved east, and either settled or passed through, St. Tammany Parish including the Biloxi, Koasati, and the Choctaw. Groups of Choctaw Indians are known to have inhabited the area immediately prior to and during contact with Euro Americans. The Choctaws inhabiting this area consist of a sub-tribe known as the Acolapissa. The Choctaw may have absorbed a small number of Pensacola Indians who had relocated to the north shore of Lake Pontchartrain in 1725 (Ellis 1981:29; Kniffen et al. 1987:94-96, 304-305; Swanton 1946:172-173). It was these Native Americans that were living in the area when the French explorers, and brothers, Bienville and Iberville, arrived to colonize Louisiana. by 1722, the Acolapissa had moved to the Mississippi River. Charlevoix described their village as the finest native habitation in Louisiana. The Acolapissa eventually merged with the Bayagoula and the Houma, losing their identity as a nation (Ellis 1981:27; Goins and Caldwell 1995:18; Swanton 1946:82).

Historic Land Use

By 1718, the year the city of New Orleans was founded, there were a handful established settlements on the north shore of Lake Pontchartrain. In 1763, under the Treaty of Paris, the north shore became part of British Province of West Florida, thus, this area became known as the "Florida Parishes," and was not included in the Louisiana Purchase of 1803. However, when Louisiana became a state in 1812, St. Tammany Parish was included and bounded by the Tangipahoa and Pearl rivers. Mandeville was later founded in 1830. French New Orleanian entrepreneur Bernard Marigny de Mandeville, established Mandeville as a popular vacation retreat for well-to-do families who lived in the city to the south. One of the most prominent early families that settled on the north shore with a direct connection to Lacombe is the Cousin Family.

Jean Francois Cousin was born in 1745 in New Orleans. After reaching adulthood, he entered his father's lumber and brick making business. The source of the lumber and the clay to make the brick was across Lake Pontchartrain in what is now St. Tammany Parish. Schooners transported the finished materials back across the waterway to New Orleans, where the company's office was located on Carondelet Walk and St. Claude streets (D'Antoni 1986). The company owned six schooners, one of which was seized by the British in 1779 as retaliation for Spain's refusal to let the British ship enter Bayou St. John (D'Antoni 1986, Campeau and Sharp 2018, Ellis 1981). Cousin also engaged in shipbuilding and the trading of naval stores such as tar. The exact date upon which Cousin settled in St. Tammany Parish is uncertain; documents suggest it occurred sometime between 1778 and 1789. He owned property on Bayou Lacombe as well as on Bayou Liberty (**Figure 6**). In addition to being an erudite man, the 1811-1812 tax roll shows he was listed as the largest taxpayer, and was the largest land owner as well. Cousin died in October 1819. Francois had married several times and had several children that survived into adulthood. His oldest, a son also named Francois (1786-1863), is the first Cousin to have resided primarily in Lacombe. He built a house in the French Creole style that is still standing on Main Street in Lacombe. He never married, but had several relationships that resulted in 11 children (Cousins 2017).

Another descendant of Francois Cousin and prominent resident of Lacombe is Adrien Rouquette. Roquette was born in New Orleans in 1813 and is the son of Louise Cousin (daughter of Francois Cousin) and Dominique Rouquette. Dominique Rouquette died and 1819 and the family moved to Bayou St. John. Adrien was sent to France in 1829 to attend University and over the next several decades he bounced between France and Louisiana, always feeling most at home amongst the common people and Native Americans in Louisiana. In 1842 Rouquette publishes *Le Propagatuer Catholique*, after which he realized his vocation as a priest, being ordained in 1845 (Campeau and Sharp 2018). Although he served at St. Louis Cathedral in New Orleans for 14 years, he eventually left the diocese and lived among the Choctaw along Bayou Lacombe. He built five small wooden chapels to serve the converts along Bayou Lacombe, one of which could still be seen in the early half of the twentieth century (D'Antoni 1986, Campeau and Sharp 2018).

By the mid-1800s, most of the land in the area consisted of small farms typical of the Florida Parishes. However, boat building continued along the lake and bayous, and brick making was also a major economic activity. Prior to the Civil War, St. Tammany Parish supplied nearly all of the building bricks utilized in New Orleans (Ellis 1981:103; U.S. Census 1860). The Choctaw continued to have a presence in the area, mainly in areas near the Pearl River throughout the

eighteenth and nineteenth centuries. The primary occupation of Choctaw men was hunting, providing for themselves and to sell and trade with local landowners. Some men hunted exclusively for individual plantation families (Lee 2009:69-89). After the Civil War and for the remainder of the nineteenth century, small farming, brickmaking, timbering, and shipbuilding remained the most lucrative operations in the Parish.

After the turn of the twentieth century the population of St. Tammany Parish began to increase. However, Lacombe stayed a very small town. In 1905 the "Shoreline" railroad was constructed as part of the New Orleans Great Northern Railroad (NOGN). This line ran from Slidell to Covington via Lacombe, Mandeville, and Abita Springs (Traillink 2021). It operated as both a passenger line as well as a cargo line for shipping primarily timber. By the 1935, historic topographic maps show the APE as undeveloped land adjacent to a small residential area (USGS) 1935 Lacombe, LA topographic map (**Figure 7**). By the 1940 the railroad line was owned by the Gulf and Mobile & Ohio Railroad and operation as a passenger and cargo line between the gulf south and the northern mid-west (Trailink 2021). By the 1950s an unimproved road can be seen on the topographic map leading to the bayou bankline. Also seen is an expansion of the residential area, but northwest ward away from the bayou (**Figure 8**). However, in an interview with Johnny Green of the Green Brothers Gravel Company, he stated that the property had been used as a rail to barge transfer station from the beginning in the 1950s to the 1980s (Professional Services Industries 2010:19). A rail spur can be seen on the 1971 USGS map indicating an expansion of the transfer operation (**Figure 9**). By the summer of 1972 the line was owned by the Illinois Central Gulf Railroad (ICG). The ICG railroad began to abandon sections of the line during the 1980s. By 1992 the line was completely abandoned, and purchased by the Tammany Trace Rail in 1993 as part of the Rails to Trails Program (**Figure 10** and Trailink 2021)

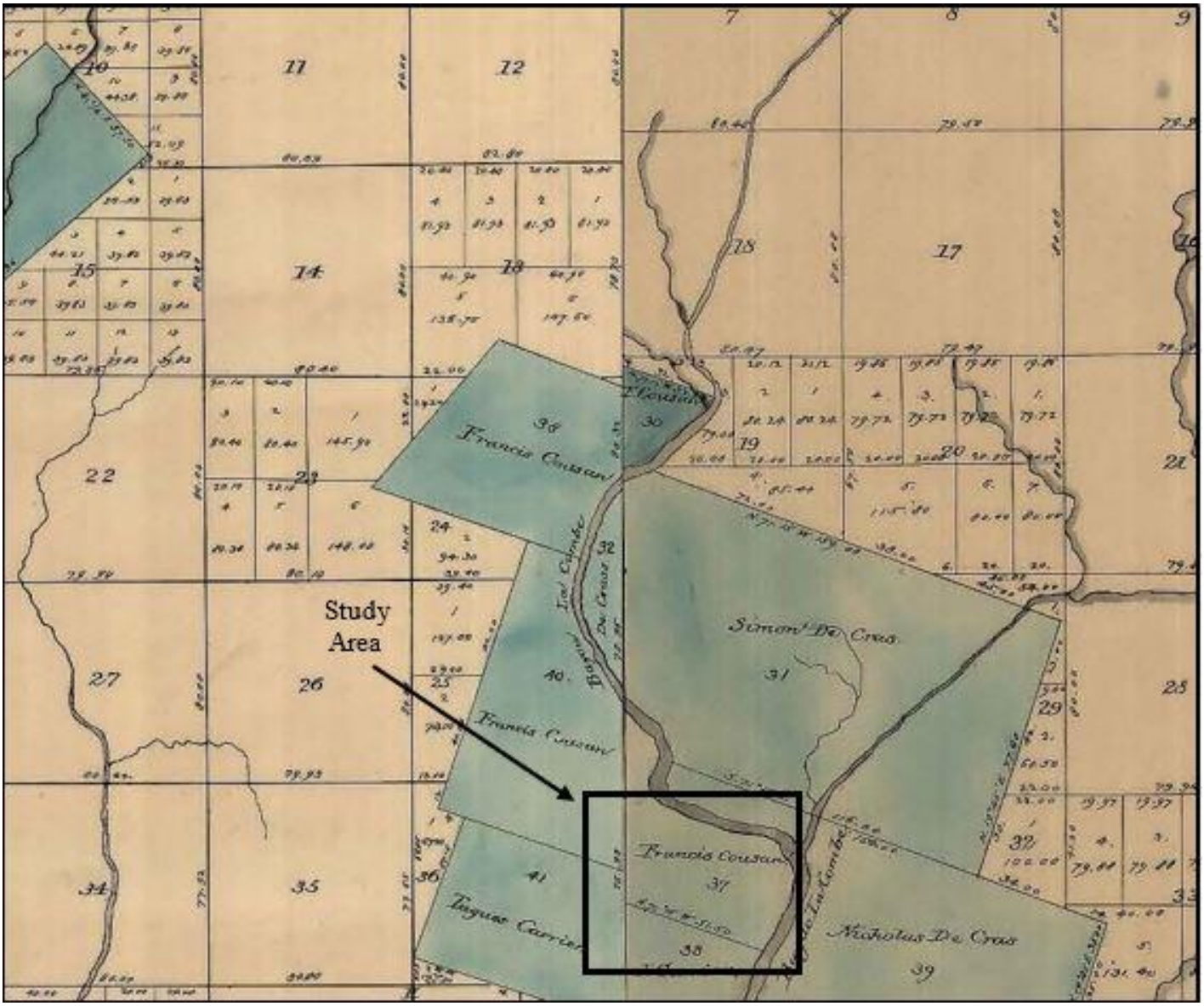

Figure 6: Portions of the 1826 T8 & 9S, R12E and 1828 T8S R13E Plat Maps (Louisiana General Land Office).

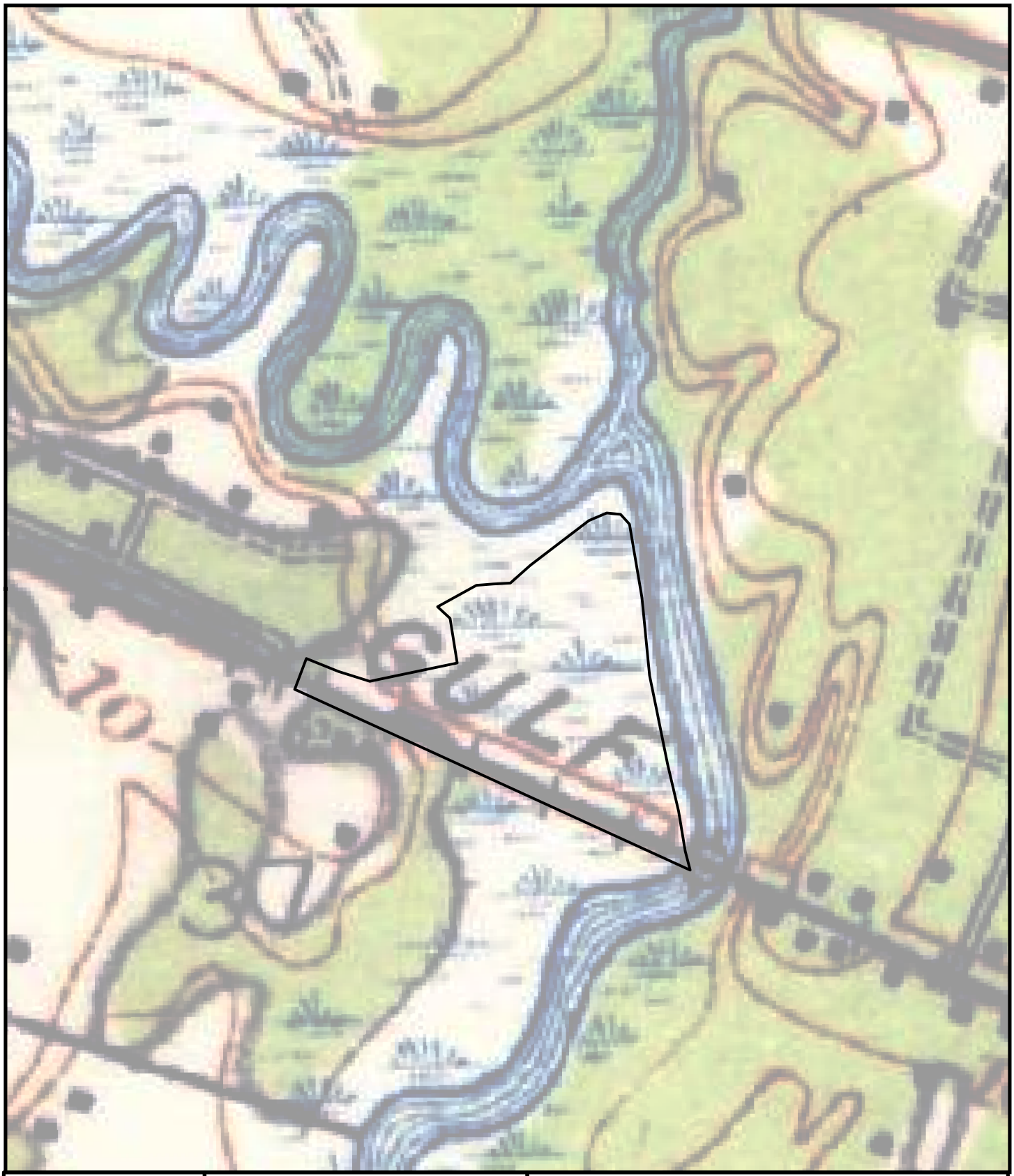

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Figure 7: 1935 USGS Lacombe, LA topographic map (7.5-minute Scale)

Lacombe Trace Trails
CRM Phase I Survey

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 7: 1935 USGS Historic Topo

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Project Area

Figure 8: 1950 USGS Lacombe, LA topographic map (7.5-minute Scale)

Lacombe Trace Trails
CRM Phase I Survey

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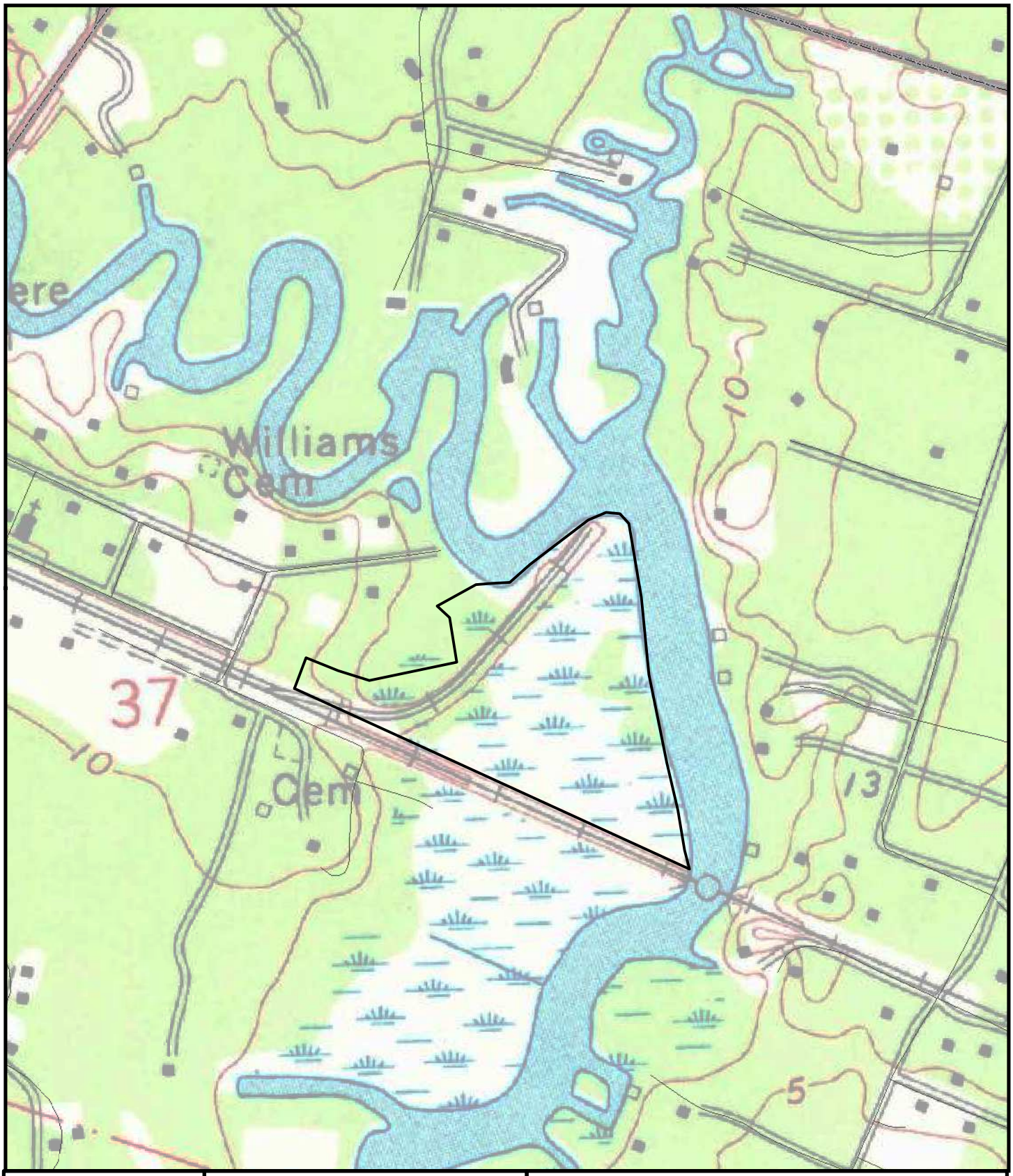

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Figure 9: 1971 USGS Lacombe, LA topographic map (7.5-minute Scale)

Lacombe Trace Trails
CRM Phase I Survey

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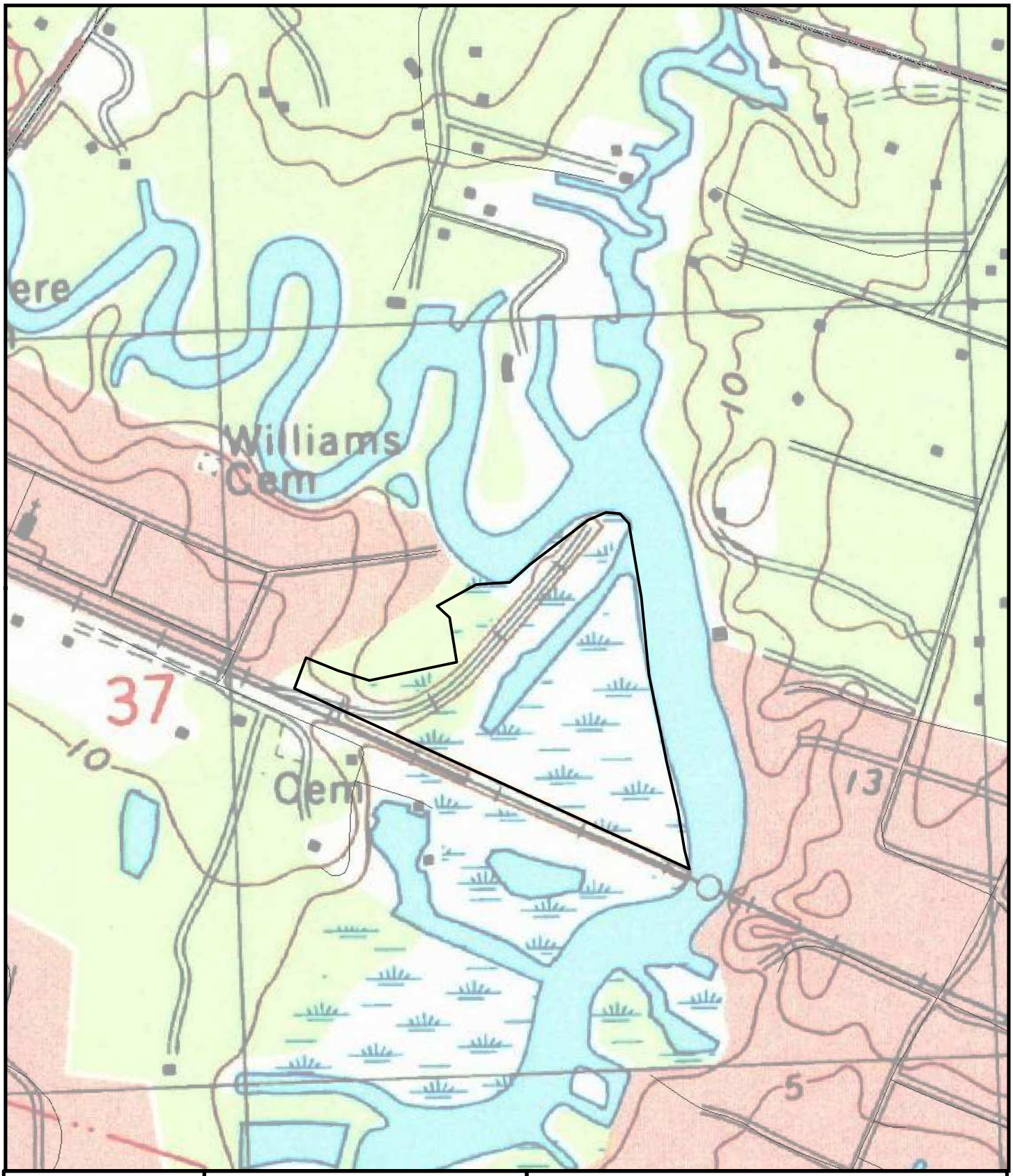

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Project Area

Figure 10: 1998 USGS Lacombe, LA topographic map (7.5-minute Scale)

Lacombe Trace Trails
CRM Phase I Survey

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3.0 PREVIOUS INVESTIGATIONS

ELOS conducted historic research and a background review of historic maps, aerial photographs, examined local and regional archives and other relevant public records, and completed a review of the online archaeological site files maintained in the Louisiana Division of Archaeology Cultural Resource Database. ELOS' research found that one previous cultural resources survey was conducted within 1.0-mile (mi.) [1,609.34-meter] of the project area. Three archaeological sites comprised of cemeteries, 29 historic structures greater than 50 years in age, three historic bridges, and two stone markers are also located within the expected APE (**Figures 11 and 12, and Table 1**). Note that all three of the cemeteries possess both a historic structure number and an archaeological site number. Two resources, the Williams Cemetery and the Francois Cousins house are listed in the NRHP.

Previous Investigations

The single cultural resources survey conducted within 1.0-mi. (1,609.34 m) consisted of a Phase II hydrographic survey of submerged resources in various waterways along Lake Pontchartrain's Northshore including Bayou Lacombe and Big Branch Bayou (LDOA #22-1327; Saltus 1988). This survey was first carried out through by first conducting interviews with informants about resource locations, then examining records concerning wrecks and snags, and finally conducting field survey using a magnetometer. During that survey, no submerged resources were found in the portion of Bayou Lacombe immediately adjacent to the project area or along its bankline (Saltus 1988:131-133).

Previously Recorded Cultural Resources

As noted above, a total of 37 cultural resources are situated within a 1.0-mi. (1,609.34 m) radius of the present project area (**Table 1**). Three of the resources are cemeteries, three are historic bridges, two are memorial markers, and the remaining 29 resources are buildings greater than 50 years in age. The three cemeteries were also recorded as archaeological sites and were given a State of Louisiana trinomial number. However, other than the cemeteries, no subsurface buried cultural resources have been recorded within the study area. Two resources are listed in the NRHP, The Williams Cemetery (NRHP #52041001, LHRI # 52-00619/16ST242), and the Francois Cousin House (LHRI #52-00611/ NRHP #01000008).

Buildings Greater than 50 Years in Age

There are 29 buildings greater than 50 years in age located west of the project area, all are located in the town of Lacombe, Louisiana. Of the 29 buildings one is listed in the NRHP, the Francois Cousin House (LHRI #52-00611/ NRHP #01000008). The residence is located at 28061 Main Street in Lacombe. It was first recorded in 1982 and examined again in 1999 by Louisiana Historic Preservation staff. It was listed in the NRHP in 2001. The structure is a French Colonial Creole Cottage that was constructed sometime between 1780 and 1800. The most striking feature of this structure is its construction using briquette-entre-poteaux (bricks between posts). Originally French colonial construction used heavy timbers or logs installed vertically on a sill, *poteaux-sur-sol*, or posts set into the earth, *poteaux-en-terre* as framing for structures. Between the framing, a filling of lime mortar or clay mixed with small stones (pierrotage) or a mixture of mud, moss, and animal hair (bousillage) was used to wall-in the structure (Edwards et al. 2004). However, by the late 1700s the pierrotage and the more familiar bousillage was replaced by bricks. The house also

features a gallery (porch) the extends along two sides of the house, a gablet roof that is supported by colonettes with a central chimney. The walls are six inches thick with the timbers joined with mortises and tenons and wooden pegs. The mortar used between the brick was made of oyster shell. When the house was initially recorded, it was suggested that the bricks used for the house were made on the property.

Of the remaining 28 previously recorded buildings that are 50 years old or older, the eligibility of four structures has not been determined, and would require additional investigation to make an evaluation concerning their historic significance (LHRI # 52-00569, LHRI # 52-00612, LHRI # 52-00615, LHRI # 52-00621). These buildings, all date to the early twentieth century and include architectural styles that consist of a Bungalow, Queen Anne, Creole Cottage, and Double Shotgun styles. The remaining 24 buildings are not considered eligible for inclusion in the NRHP, these resources consist of bungalows and cottages, some with Queen Anne, craftsman details.

Cemeteries

The La Fontaine/The Hill/Lafrere Cemetery (LHRI #52-00572/16ST261) is located west of the present project area at the juncture of Highway 190 and Lake Road in Lacombe, Louisiana. The cemetery is comprised of 35 burials, including below ground internments and above ground tombs. The cemetery is clearly marked and enclosed by a wrought iron fence. The two oldest graves date to 1852 and 1881, both of these markers are written in French. This resource is considered not eligible for inclusion in the NRHP.

The Williams #1 Cemetery (NRHP #52041001 LHRI # 52-00619/16ST242) is located at the eastern extent of Main Street in the town of Lacombe. It has been recorded as a structure, an archaeological site, and is currently listed in the NRHP. There are 154 burials noted within the confines of the cemetery. It is partially enclosed with a chainlink fence and an overgrown cane break. The condition of the cemetery was listed as altered, but excellent. The oldest burial dates to 1916. Due to its significance as a preserved African American cemetery, it was listed in the NRHP in 2018.

The Louis Cousin Cemetery (16ST269) is located on Frye Road on the south side of the Tammany Trace Bike Path, and south of the present project area. The cemetery consists of approximately 21 burials including below ground internments and above ground tombs. The oldest marked burial is dated to 1851. The cemetery is named for Louis Cousin, who is buried there. Louis is a member of a prominent Lacombe family and was born in 1823 and died in 1904. The site is in need of repairs, and locals indicated that several headstones have been stolen. This resource is not considered eligible for inclusion in the NRHP.

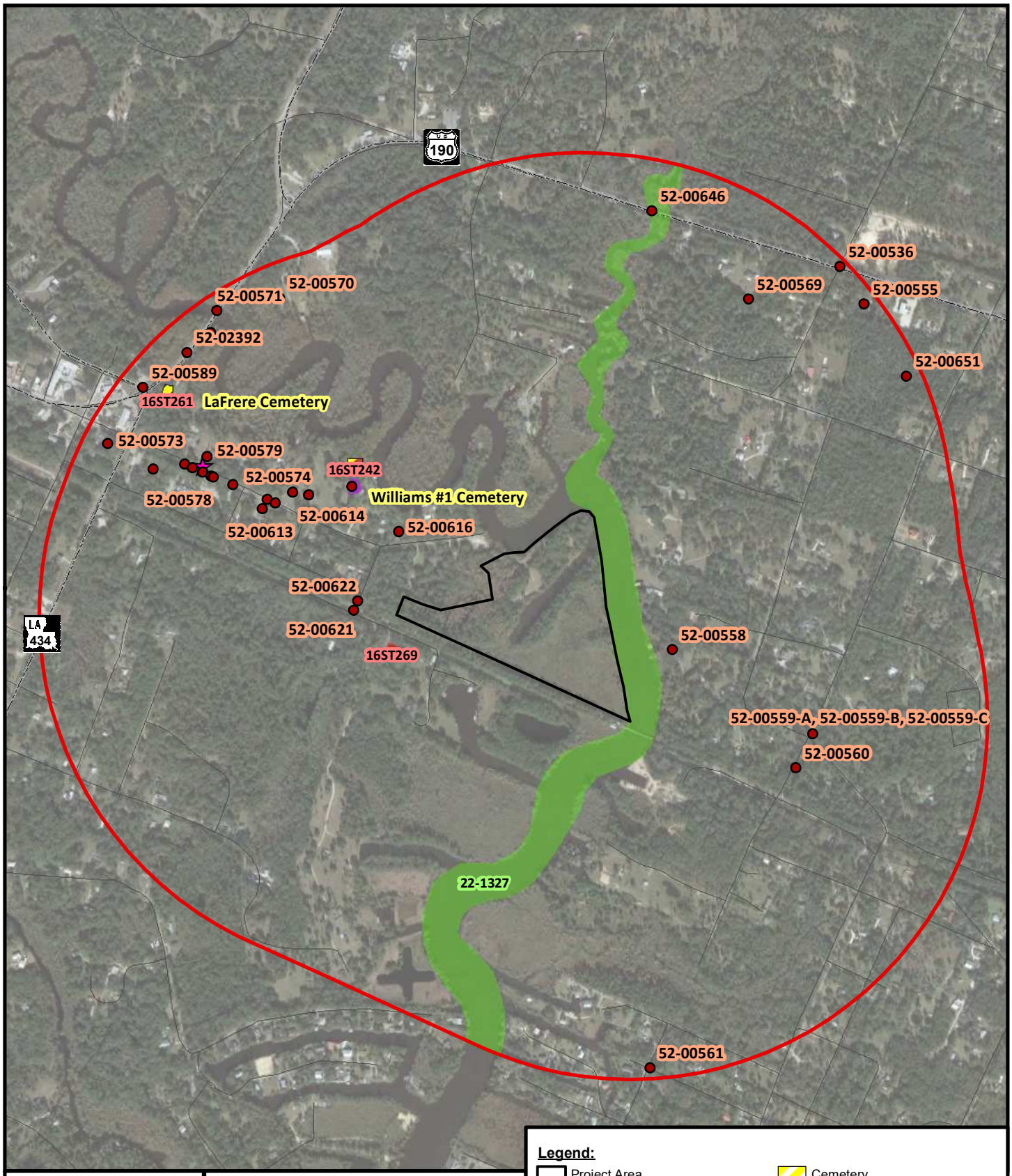
Historic Bridges

A total of three historic bridges were identified in the vicinity of the present project area. One is a railroad bridge (LHRI ##52-00561) that spans Bayou Lacombe immediately southeast of the project area along the abandoned rial line. It consists of a single spanned, plate grided, railroad swing bridge with a small operator's shack. It was built in 1940, but because of extensive alterations made during the intervening decades, it is not considered eligible for inclusion in the NRHP. The remaining two bridges are vehicular bridges. One bridge was examined as part of the DOTD Historic Bridge Project LHRI # (52-00571/ LHRI #52-02392/DOTD Recall #058930).

This bridge is located west of the project area located along Highway 190 spanning Bayou Lacombe and consists of a 1938 plate girder swing bridge. This bridge is considered eligible for inclusion in the NRHP due to its significance under Criterion C (Design/Engineering). The final bridge, LHRI #52-00646, is located over Big Branch Bayou north of the project area along Highway 190. It was constructed in 1935 and consists of three spans made of concrete. It is not considered eligible for inclusion in the NRHP.

Historic Markers

There are two historic markers commemorating Father Rouguette. These markers are located on the grounds of Sacred Heart Church on Main Street in Lacombe, Louisiana west of the present project area. 52-00618-A has an inscription on its base that reads "L'ABBE ROUGUETTE OF LOUISIANA, CHATA-IMA, 1813-1887, PPOET-ORATOR-MISSIONARY, Here was Begun His Birst Work Among the Choctaw Indians." Also included was an inscription noting that the marker was erected by the Bienville Assembly Knights of Columbus, October 12, 1913.The Louisiana Historic Resource Form states that according to the 1941 *WPA Guide to LA*, a cross with that description was noted at nearby cemetery that had four graves. The second marker is noted as a cross on Sacred Heart Church ground, but offers no further information. Neither object is considered eligible for inclusion in the NRHP.



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0 0.075 0.15 0.3 Kilometers
0 750 1,500 Feet

N W E S

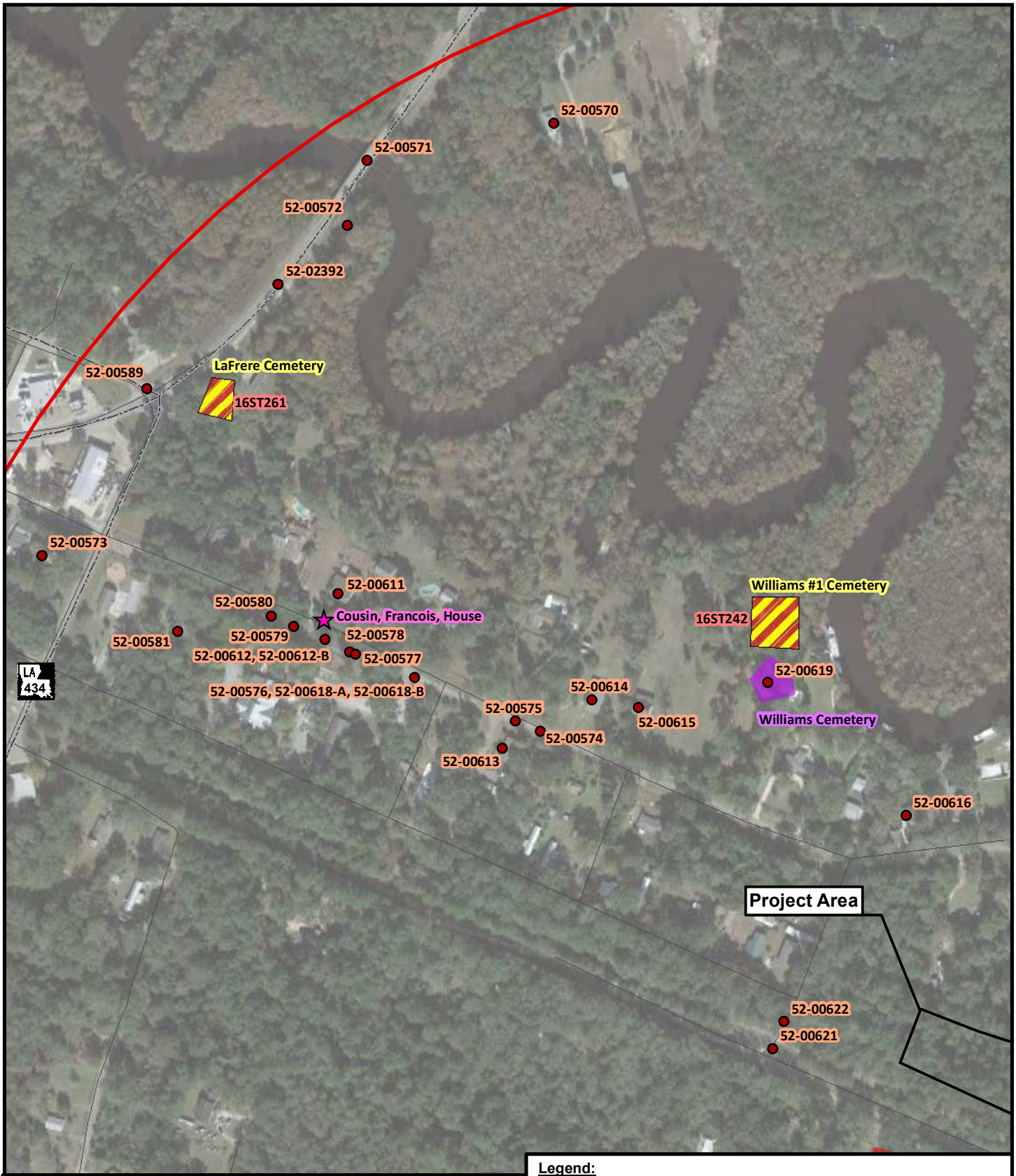
Figure 11: Previous Investigations

Lacombe Trace Trails CRM Phase I Survey

Legend:

- Project Area
- Half Mile Buffer
- LHRI Standing Structure
- National Register Individual Listing
- National Register District
- Cemetery
- Archaeological Sites
- Hydrographic Survey
- Highway
- Roadway

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 11_Previous Investigations



Legend:

- Project Area
- Half Mile Buffer
- LHRI Standing Structure
- National Register Individual Listing
- National Register District
- Cemetery
- Archaeological Sites
- Highway
- Roadway

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Figure 12: Close up View of Previous Investigations

Lacombe Trace Trails CRM Phase I Survey

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 12_Close up View of Previous Investigations

Table 1: St. Tammany Lacombe Trail and Trace Project Previously Cultural Resources within 1.0-Mile (1,609.34 m) Buffer

Resource Number	Type of Resource	Form-Style	Approximate Date of Construction	NRHP Eligibility
55-00536	Building	Bungalow	1925	Not Eligible
55-00555	Building	Rustic Bungalow	1940	Not Eligible
52-00558	Building	Craftsman Bungalow	1910	Not Eligible
52-00559-A	Building	Queen Anne	1900	Not Eligible
52-00559-B	Building	Double Pen Servant's Quarter	1900	Not Eligible
52-00559-C	Building	Central Hall as Parlor	1900	Not Eligible
52-00560	Building	Shotgun	1910	Not Eligible
52-00561	Structure/Building	Railroad Bridge/Shack	1940	Not Eligible
52-00569	Building	Double Shotgun	1925	Eligibility Unknown
52-00570	Building	Bungalow	1939	Not Eligible
52-00572/16ST261	Historic Site	Cemetery	1852	Not Eligible
52-00573	Building	Pyramidal Cottage	1915	Not Eligible
52-00574	Building	Queen Anne Shotgun	1900	Not Eligible
52-00575	Building	Double Shotgun	1920	Not Eligible
52-00576	Building	Craftsman Bungalow	1925	Not Eligible
52-00577	Building	Bungalow	1925	Not Eligible
52-00578	Building	Craftsman Bungalow	1930	Not Eligible
52-00579	Building	Craftsman Bungalow	1930	Not Eligible
52-00580	Building	Shotgun	1910	Not Eligible
52-00581	Building	Bungalow	1935	Not Eligible
52-00589	Building	Craftsman Bungalow	1925	Not Eligible
52-00611/NRHP #01000008	Building	French Creole Colonial Cottage	1820	Listed
52-00612	Building	Queen Anne	1890	Eligibility Unknown
52-00612-B	Building	Double Pen	1890	Not Eligible
52-00613	Building	Bungalow	1925	Not Eligible
52-00614	Building	Craftsman Bungalow	1919	Not Eligible
52-00615	Building	Creole Cottage	1900	Eligibility Unknown
52-00616	Building	Creole Cottage	1800	Not Eligible
52-00618-A	Object	Stone Marker-Cross	1913	Not Eligible
52-00618-B	Object	Stone Marker-Cross	1930	Not Eligible
NRHP #52041001 52-00619/16ST242	Historic Site	Cemetery	1850	Listed
52-00621	Building	Bungalow	1910	Eligibility Unknown
52-00622	Building	Shotgun	1915	Not Eligible
52-00646	Structure	Vehicular Bridge	1935	Not Eligible
52-00651	Building	Bungalow	1935	Not Eligible
52-02392 & 52-00571/DOTD Recal #058930	Structure	Vehicular Bridge	1938	Eligible
16ST269	Archaeological Site	Cemetery	1803	Eligibility Unknown

4.0 METHODS

An archival review portion of this investigation included a review of previously reported archaeological and historic site records and previous survey reports on file at the Louisiana Department of Archaeology, as well as a search on the Louisiana online NRHP database and the National Parks Service (NPS) online National Register Information System (NRIS). All previously reported archaeological and historic resources and surveys within 1-mile radius of the APE were investigated. Analysis of this data assisted in establishing a contextual framework for the types and density of cultural resources in the project area as well as understanding how this investigation relates to the body of archaeological and historic research for the project vicinity.

4.1 Archeological Site Survey Methods

Although the project area is covered with Aquet, dredged soils that overlay a deposit of accreted soil deposits from Bayou Lacombe (see Chapter 2), the locale was considered a low probability area for encountering prehistoric cultural deposits. However, because it was known that mid-twentieth century structures were present with the project area, it was assumed that associated buried deposits may be present. Therefore, the APE was investigated with a program of high probability subsurface testing and pedestrian survey. Thus, the surveying methodology for the 25.527 acres (10.330 hectares) consisted of close interval high probability systematic shovel testing at 30 m intervals along transects that were spaced 30 m apart (**Figure 13**). The STP locations were pre-plotted on a grid system, then mapped with Geographical Positioning System (GPS) coordinates to provide systematic coverage of the survey area.

4.2 Systematic Testing Methodology

Prior to the Phase I survey, ELOS staff conducted a site visit to assess the project area. During this site visit, ELOS performed a pedestrian survey across the entire project area. Based on the observations made during that visit, it was found that a large portion of the project area was comprised of marsh/swamp with standing water. The areas containing standing water were excluded from the shovel testing grid. In the areas that did not contain standing water, STP locations were pre-plotted, and located by field personnel using a combination of hand-held Trimble TDC100 GPS units, compasses, and pacing methods. Upon reaching the designated point, the shovel test was excavated and recorded. Ground visibility was approximately 25-35% due to thick ground vegetation comprised of a variety of grasses, flowering plants and trees.

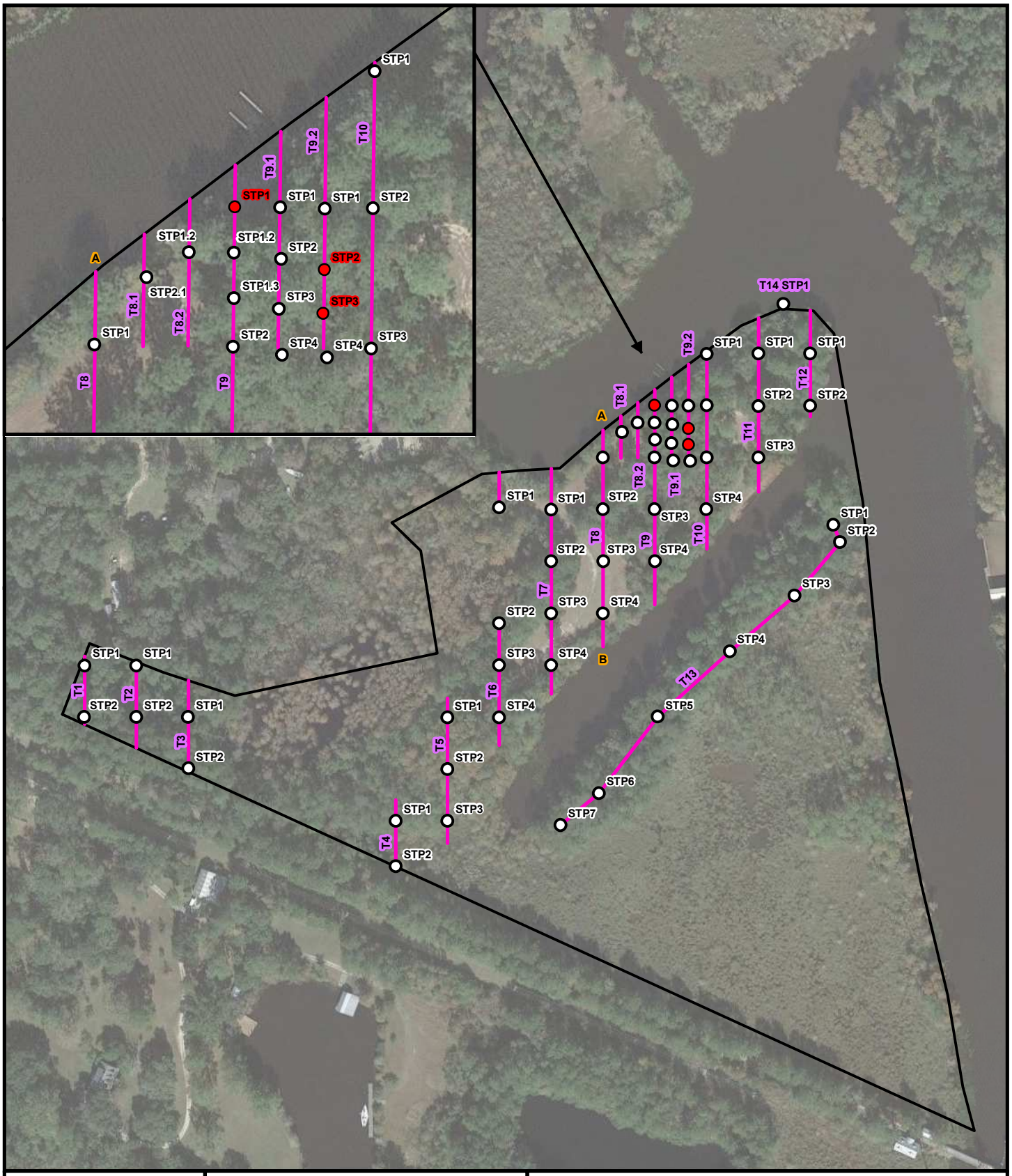
Each STP was 30 cm in diameter and excavated in 10 cm increments to a minimum depth of 50 cm or to sterile soil or water, whichever occurred first. All excavated soil samples were then examined in the field by photograph, recording soil colors and textures, and was screened through 0.64 cm (0.25 in) hardware cloth; extremely wet soils and clay were hand-sifted, troweled, and examined visually for cultural material. Each sample point was excavated to 50 cm or until water inundation, whichever occurred first. Munsell® Soil Color Charts were used to record soil color; soil texture and other identifiable characteristics were recorded using standard soils nomenclature. Soil stratigraphy was recorded for each STP, and all shovel tests were backfilled immediately after completion of recording.

4.3 Pedestrian and Bankline Survey

In addition to the systematic shovel testing program, ELOS conducted a pedestrian and bankline survey throughout the project area. The pedestrian survey was conducted by foot and by boat along the southern and eastern portions of the project area. This was done in an attempt to locate any access points into these areas that was not inundated so additional shovel testing could be conducted and to locate any cultural material or deposits that were exposed to the ground surface. The bank line survey was performed by boat, to examine the exposed banks of Bayou Lacombe and the various inundated dredged cuts across the project area to ascertain if any cultural material was located deeper within the subsurface due to the level of fill material encountered during the shovel testing.

4.4 Curation Statement

A copy of this report and all records of this project will be curated with the SHPO at the main office in Baton Rouge, Louisiana. The artifacts discovered during this Phase I will be returned to the land owners, which in this case is St. Tammany Parish.



F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 13_Shovel Test Points and Pedestrian Survey Aerial Overview

5.0 RESULTS

The cultural resources Investigations were carried out across 100 percent of the site. The survey consisted of pedestrian survey, systematic shovel test excavation, and a bank line survey by boat. This investigation resulted in the recordation of the one archaeological site and eight structures greater than 50 years in age.

5.1 Archaeological Investigation

In July 2021, ELOS conducted a Phase I cultural resource survey of 25.527 acres (10.330 hectares) in St. Tammany Parish, Louisiana for the proposed Lacombe Trace and Trails project. The Phase I investigation was completed in fulfillment of the requirements of Section 106 of the NHPA of 1966 as amended. Fieldwork was performed in two mobilizations, June 14 through June 18, 2021, and July13 and 14, 2021. During the first mobilization, a field crew of four individuals conducted a 100 percent pedestrian survey of all ground surfaces that were not covered by water, as well as subsurface testing in the form of excavation of shovel tests. The shovel tests were systematically excavated at 30 m intervals along transects spaced 30 m apart. Each shovel test measured a minimum of 30 cm in diameter, and was excavated to a depth of 50 cm below the ground surface or to a depth where the soils were too compacted to allow for excavation. The excavated soil matrix was passed through quarter-inch hardware cloth. The characteristics of the soil found in each shovel test was recorded. These characteristics included soil color, plus hue and chroma, and the soil type and texture. The archaeological investigation resulted in the examination of archaeological site 16ST281, an abandoned bed for a rail spur.

Shovel Testing

A total of 35 shovel tests were excavated along 12 twelve transects across the project area (see **Figure 13**). The typical soil profile found in the shovel tests consists of three strata. The soil profile consists of a 10 cm thick dark brown (10YR3/2) clayey sandy loam, beneath which was a 15 cm thick layer of grayish brown (10YR 4/2) clayey sand with some oxidation, followed by a deposit of yellowish brown (10YR 6/4) clayey sand with tightly packed shells (rangia clam shells) that extended to 50 cm below the ground surface. 34 shovel tests proved to be negative for cultural material. One shovel test, STP #1 on Transect 9, produced a single shard of early twenty-first century bottle glass, and a single piece of unidentifiable iron (**Figure 14**).

During the second mobilization, 13 additional delineation shovel tests were excavated adjacent to STP #1 TR #9 at 10 m intervals. This was to determine if additional cultural material was present, and if so, did they constitute the presence of an archaeological site. A total of 15 artifacts were found in three additional shovel tests. The cultural material consisted of early twenty-first century glass shards, a metal pull tab, an iron fragment, a wire nail, a roofing nail, and a railroad spike (**Figure 15 - Figure 18**). This material was found in the upper disturbed 10 cm of the shovel test, and were identified as recent trash, and thus do not constitute an intact cultural deposit but recent trash. However, the railroad spike recovered from the shovel test is certainly associated with the rail spur that was utilized by the Green Brothers Gravel Company in the late twentieth century (see **Figure 9**).

Figure 14: A single piece of unidentifiable iron, and a single shard of early twenty-first century bottle glass from Transect 9 Shovel Test 1

Figure 15: Early twenty-first century glass shards recovered from Transect 9.2 Shovel Test 2

Figure 16: Brick fragments and a square head nail recovered from Transect 9.2 Shovel Test 3

Figure 17: Early twenty-first century glass shards recovered from Transect 8 Shovel Test 1.2

Figure 18: A railroad spike, iron fragment, nail, and metal pull tab recovered from Transect 9.2 Shovel Test 2

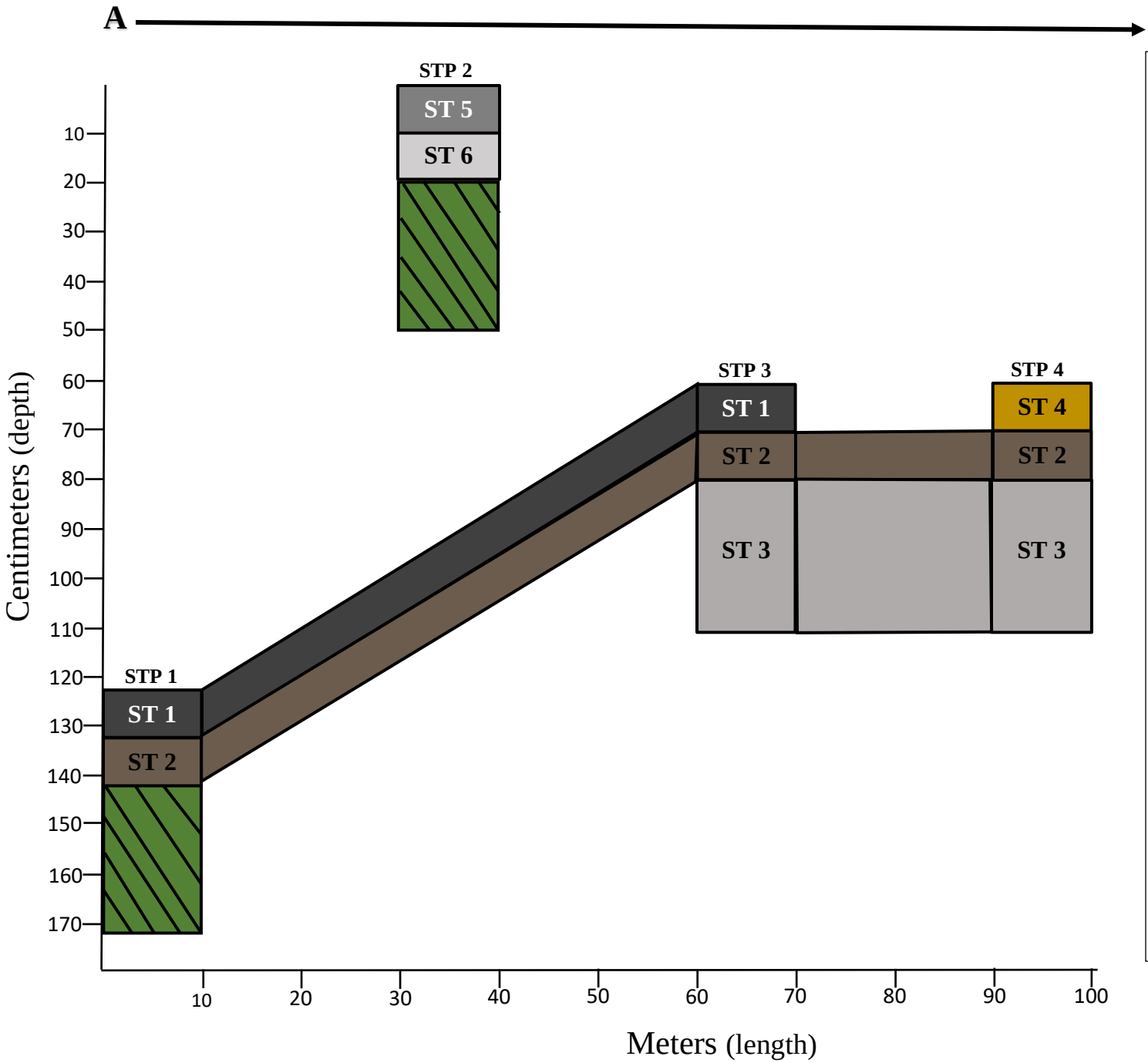
In addition to the delineation shovel tests, seven shovel tests were excavated along a ridge in the southeastern portion of the project area. The soils found in these shovel tests generally consists of two strata comprised of a 10-centimeter thick 10YR 3/2 silty sandy clay loam, beneath which was a 30-centimeter-thick deposit of 10YR 8/2 clayey sand, and a layer of 10YR 6/4 clayey sand that extended to 50 cm below the ground surface. It appears this ridge consists of redeposited dredge material. No artifacts were found in this area.

Soil Cross Section

To gain a more complete picture of the stratigraphy across the project area, a cross section was developed based on data from STP 1 to STP 4 along Transect 8 (**Figure 19**). Locations of the cross sections are shown on **Figure 13** extending between A and B on Transect Line 8. Transect 8 was chosen due to it being centrally located on the site, and spanning across the shovel testing area. STP 1 and 2 were terminated at 20 cm due to impenetrable gravel/shell fill material represented on **Figure 19** as "not excavated". Throughout this transect a total of 6 Strata comprised of man-made fill were identified. The fill was placed over the marsh soils. None of the shovel tests penetrated to the marsh soil. Stratum 1 consisted of 10YR 3/1 to 10YR 4/1, dark gray, silty sandy clay with gravel and shell and was present in STP 1 and STP 3 between 0 cm and 10 cm below the ground surface. Stratum 2 was a 10YR 5/1 to 10YR 5/2, gray colored, sandy clay/clay with gravel and shell and was present in STPs 1, 3 and 4 and measured 10 cm to 20 cm in thickness. Stratum 3 was a10YR 6/1 to 10YR 6/2 deposit of light brownish gray clay and was present in STPs 3 and 4 and was found between 20 cm and 50 cm below the ground surface. Stratum 4 consisted of 10YR 6/6, brownish yellow, sandy clay with gravel and shell and was found within the first 10 cm of the soil profile in STP 4. Stratum 4 is believed to be a deposit from flooding events that was placed

over the other fill deposits. Periodic cycles of flooding and receding water exposing the ferrous inclusions in the soil to the air causes them to oxidize thus giving the soil its brownish yellow coloration. Stratum 5 was a 10YR 3/1, dark grayish color silty clay/fill located within the first 10 cm of STP 2. Stratum 6 was a 10YR 5/1, grayish color silty clay/fill with shell and gravel and was present in STP 2 between 10 and 20 cm below the ground surface. Both, Stratum 5 and 6, are located within the archaeological site are associated with the construction of the railroad bed (Site 16ST281) and are not associated with the other fill strata found across the project area.

Figure 19: Transect Line 8, Shovel Tests 1- 4 Cross Section



Legend

Stratum 1 (ST1): 10yr3/1 – 10yr4/1, Dark gray color, silty sandy clay

Stratum 2 (ST2): 10yr5/1 – 10yr5/2, Gray color, sandy clay/clay

Stratum 3 (ST3): 10yr6/1 – 10yr6/2, Light brownish gray color, clay

Stratum 4 (ST4): 10yr6/6, Brownish yellow color, silty clay

Stratum 5 (ST5): 10yr3/1, Dark grayish color, silty clay/fill

Stratum 6 (ST6): 10yr5/1, Grayish color, silty clay/fill

= Not excavated shovel test due to gravel/shell fill

STP = Shovel Test

Bankline Survey

A bank line survey was performed by boat, to examine the exposed banks of Bayou Lacombe and the various inundated dredged cuts across the project area (see **Figure 13**). A bank line profile was cleared at the northern portion of the project area. This profile was cleared to provide a more complete picture of the soil profile and stratigraphy of the project area. The upper portion of the profile reflected the soil stratigraphy found in the shovel tests and consisted of a 10 cm thick dark brown (10YR 3/2) clayey sandy loam, beneath which was a 15 cm thick layer of grayish brown (10YR 4/2) clayey sand with gravel and shells and some oxidation, followed by a deposit of yellowish brown (10YR 6/4) clayey sand with tightly packed shells (rangia clam shells) that extended to 50 cm. However, the strata of shell extended for approximately 1 m below the ground surface beneath which was a deposit of red (7.5R 3/4) clay measuring 15 cm thick. At this level the remnants of the rail spur were found protruding from the bank line. These remnants consisted of two metal rails. The final deposit consists of yellowish brown (10YR 6/4) clayey sand with tightly packed shells that extended to the level of Bayou Lacombe. This profile shows two fill episodes comprised of shells and are divided by a deposit of red clay. It became obvious that the majority of soils found across the project area consists of manmade fill, deposited to raid the ground level and stabilized the ground surface for the construction of the rail spur and various cranes and barge docks for the dredge transfer station (**Figure 20).**

Figure 20: Photograph of bankline profile T14 STP 1, shown on Figure 21

Newly Recorded Archaeological Site Lacombe Rail Spur (16ST281)

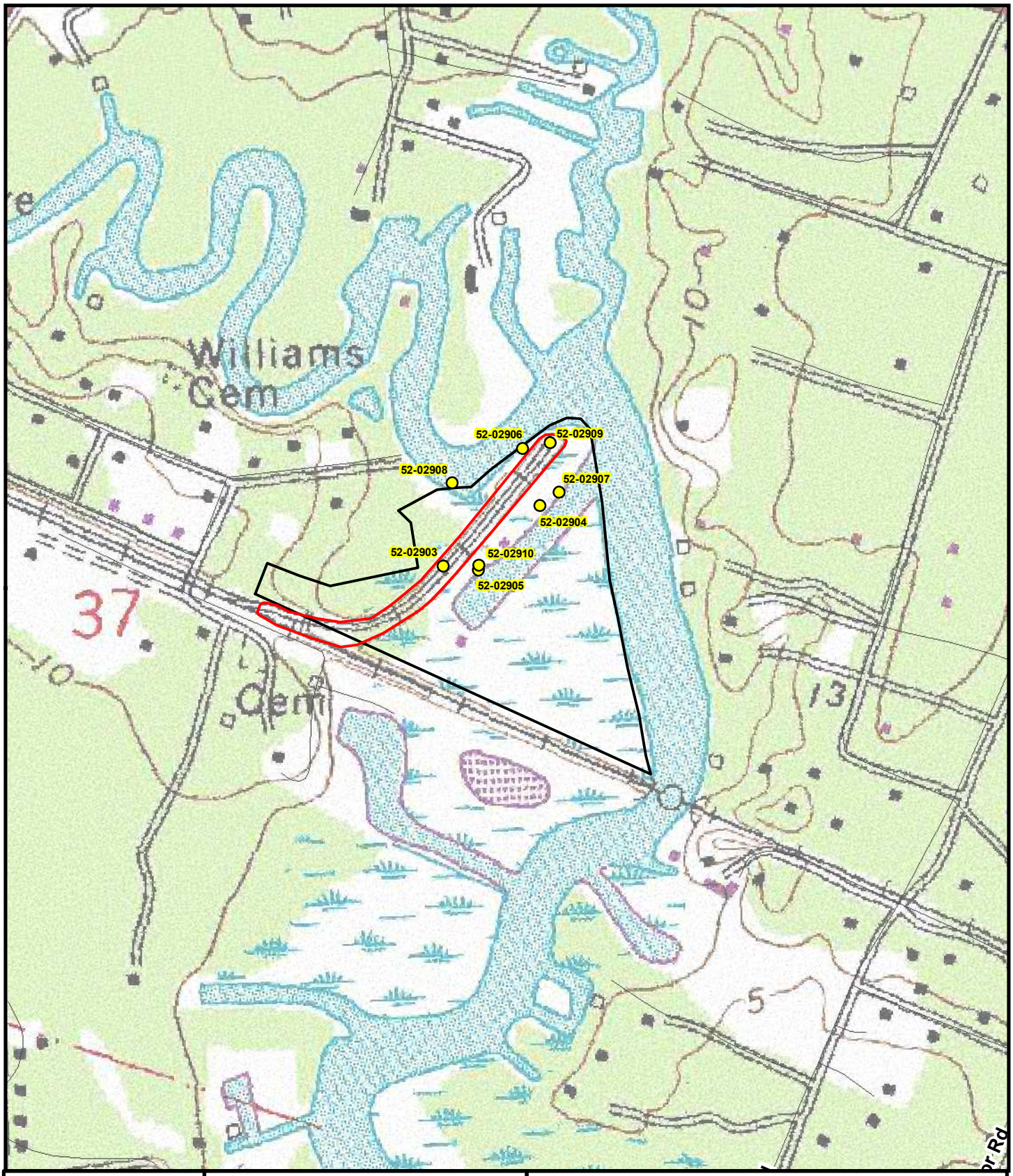
Although the artifacts recovered during the shovel testing program, except for the railroad spike, do not constitute an intact cultural deposit, one cultural feature was found that required recording as an archaeological site. This feature consists of the bed of a railroad spur, which will be referred to as the Lacombe Rail Spur (16ST281).

This feature extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. The Lacombe Rail Spur consists of a mid to late twentieth century railroad spur. It was a small spur that was associated with the Illinois Central Railroad. According to the former landowner, Johnny Green, the rail spur was used a part of a rail to barge transfer station for dredge material from the mid-1950s to the early 1980s. Thus, indicating that the rail spur is 55 years old. The spur can be clearly seen on the 1971 Lacombe, LA 7.5minute USGS topographic map (**Figures 21 and 22**). The rail spur is "J"- shaped, extending from the northeast and curving across the area to the southwest. It measures approximately 500-meter in length, and in cross-section the base of the rail spur varies in width between 5 to 10-meter, and approximately 3 m at its apex. The height of the rail bed is a very low 30 cm at its southwestern end and about 2 m at the northern end. While at the northern end the rail bed measures about 2 m above the surrounding ground surface. Wooden rail ties, and iron rials, can be found along portions of the top of the rail bed. The site is bisected near the center by an access road that extends from the entrance of the proposed park to the bayou.

Shovel tests were excavated near the base of the of the rail spur as part of a Phase I investigation (**Figure 23**). The stratigraphy found in the shovel tests at the base of the rail bed consists of one shovel test produced a large railroad spike. Attempts were made to excavate shovel tests on the apex of the spur but were unsuccessful due to compaction of the soil. Although this feature will receive an archaeological site number, it has been extensively impacted through disturbance, and is not considered significant.

5.2 Historic Structure Survey

In addition to the archaeological investigation within the direct APE, reviewed the historic structures within a 1.0-mile indirect APE. Because of intervening vegetation that is present on the project area, and is likely to remain as part of the park it was determined that none of the previously recorded historic structures will be impacted by the proposed work and the resultant park structures. However, eight historic structures were identified within the project area. These structures include a Train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910) (see **Figure**s **21 and 22**).



0 0.05 0.1 0.2 Kilometers

0 450 900 Feet

N W E S

Legend:

- Project Area
- Archaeological Site 16ST281
- Site and Structure Location

Figure 21: Site and Structure Locations Topo (1971)

Lacombe Trace Trails
CRM Phase I Survey

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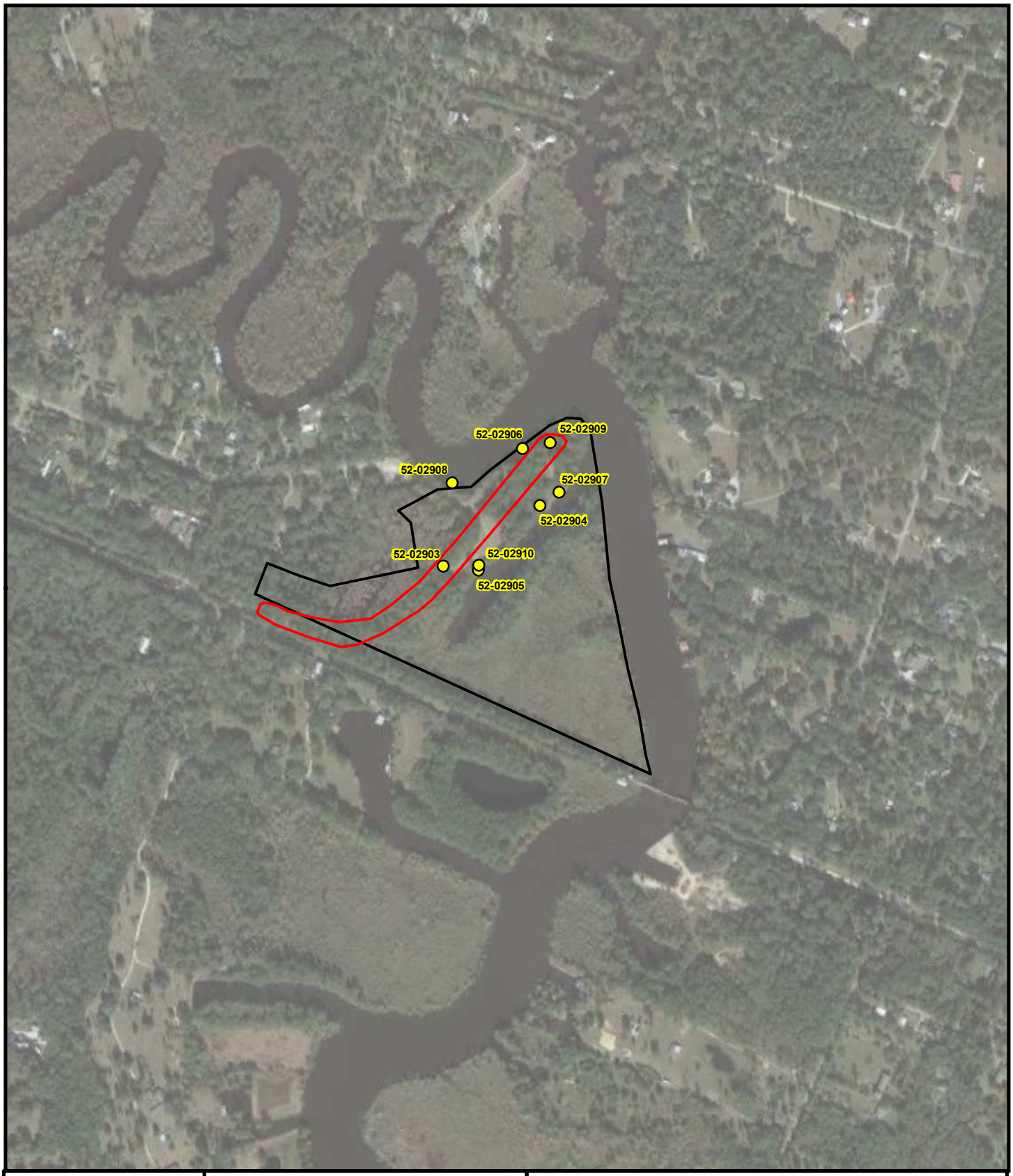
F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 21_Site and Structure Location Topo 1971



0 0.05 0.1 0.2 Kilometers

0 450 900 Feet

N W E S

Legend:

- Project Area
- Archaeological Site 16ST281
- Site and Structure Location

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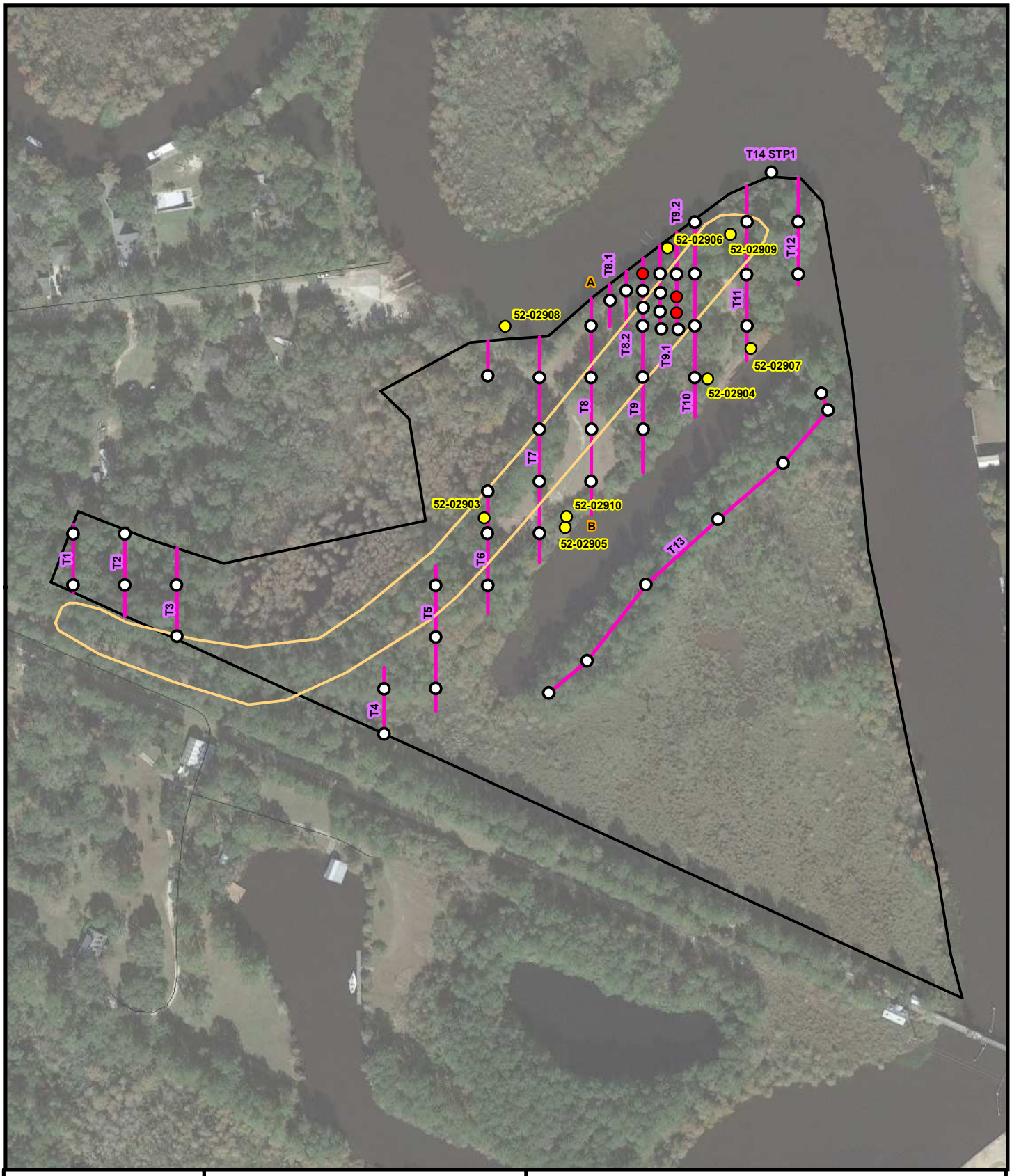
Figure 22: Site and Structure Location Aerial

Lacombe Trace Trails Environmental Assessment

F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 22_Site and Structure Location Aerial



0 0.025 0.05 0.1 Kilometers

0 195 390 Feet

N W E S

Legend:

- Project Area
- Archaeological Site 16ST281
- Transect
- Negative
- Positive
- Site and Structure Location

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Figure 23: STP Map with Sites and Structures

Lacombe Trace Trails CRM Phase I Survey

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F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\Figure 23_STP Map with Sites and Structures

52-02903

This structure is located within archaeological site 16ST281 in the southern portion of the project area. It consists of the remains of the of a train locomotive (**Figure 24**). It is located in the southern portion of the site and within the limits of archaeological site 16ST281 (**Figure 21** and appears this locomotive is an EMD (Electro Motive Diesel) Model 40. This type of locomotive, is initially produced in 1922 by the Electro-Motive Engineering Corporation, a designer and marketer of gasoline-electric self-propelled rail cars. It was later renamed Electro-Motive Company (EMC). In 1930, General Motors purchased Electro-Motive Company and the Winton Engine Co., and eleven years later it expanded EMC to include locomotive engine manufacturing as Electro-Motive Division (EMD). GM retained EMD until 2005 when it was sold to an equity group.

Built on 29 August 1942 as U.S. Army 7953, this locomotive was one of 11 Model 40 diesel-electric switchers built by the Electro-Motive Corporation and its successor, the Electro-Motive Division of General Motors. Built between August 1940 and April 1943, each 4-wheel unit weighed between 40 and 44 tons and was powered by two 150HP Detroit Diesel Model 6-71 truck engines. It was given serial number 2285, and seems to have spent its entire life in southeast Louisiana. Known owners included the Gulf South Warehouse Co. in New Orleans (which may have been its original assignment for the U.S. Army), American Creosote at Southport, and the Green Brothers' Coastal Sand & Gravel operation at Lacombe.

This locomotive was left on the remains of the rail spur (Site 16STXX). The motor parts including wiring and component parts have been removed from the locomotive. According to the former owner, he constructed the rail spur in the 1950s and conducted a dredge transfer operation in the area. It appears that this locomotive was utilized to move dredge material that was offloaded from barges moored in Bayou Lacombe, then transferred by crane to rail cars powered by the locomotive, then attached to larger trains on the Illinois Central Rail Road to be taken to other destinations.

Because this structure has been altered by the removal of most of its parts and its relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant. Therefore, it is not eligible for inclusion in the NRHP.

Figure 24: Structure 52-02903 Lacombe Rail Spur

52-02904

Structure 52-02904 consists of the remains of a crane (**Figure 25**). It is located within the central portion of the project area, on the western bank of the barge cut (see **Figure 21**). The crane rests on a base of stacked wooden rail road ties. The cab portion of the superstructure is gone as well as the boom and bucket, but the counterweight, and a pulley mechanism or luffing cylinder seem to be present. The crane was most likely used by the Green Brothers' Coastal Sand & Gravel operation between the 1950s and the 1980s. The actual manufacture date of the crane is unknown. Because this structure has been altered by the removal of most of its parts and its relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

52-02905

Structure 52-02905 is also located on the western bank of the barge cut, approximately 115 m southwest from structure 52-02904. It is a dock structure made of multiple materials including concrete, metal, and treated wooden poles (**Figure 26**). The main frame of the dock is made of concrete with a metal ramp. Most likely there was a leveler below metal ramp, but it now is either missing or non-functional. The wooden poles have pulley with ropes that were either used to help moor boats or barges, or aide in the transfer of dredge material. Based on the structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

Figure 25: Structure 52-02904 Lacombe Crane

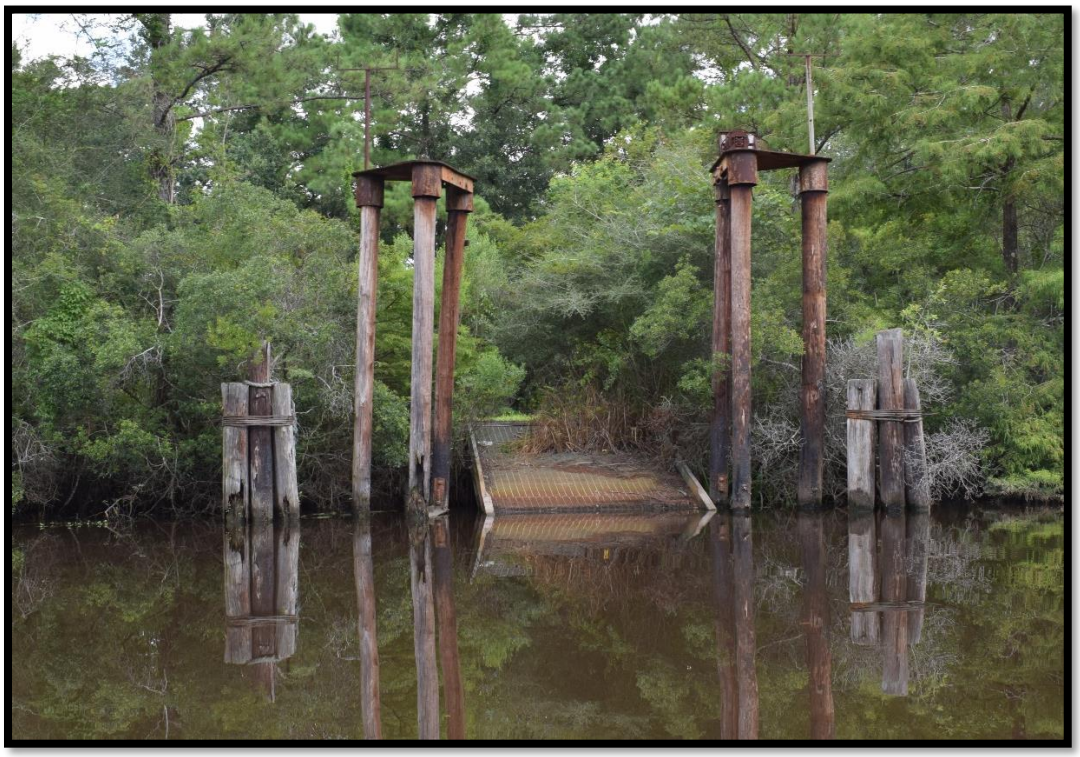

Figure 26: Structure 52-02905 Lacombe Transfer Dock 1

52-02906

Structure 52-02906 consists of the remains of a deck barge (**Figure 27**). It is located on the northwest portion of the project area along the bank approximately 145 m north east of the boat launch (see **Figure 21**). A deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to its present location by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The barge is made of steel and iron. it has large cleats on the deck for tying off and mooring it. it is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

52-02907

Structure 52-02907 consists of the remains of a second deck barge (**Figure 28**). It is located within the central portion of the project area, on the western bank of the barge cut (see **Figure 21**). A deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to its present location by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The barge is made of steel and iron. it has large cleats on the deck for tying off and mooring it. it is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

Figure 27: Structure 52-02906 Lacombe Dredge Barge 1

Figure 28: Structure 52-02907 Lacombe Dredge Barge 2

52-02908

Structure 52-02908 is located on the northwest portion of the project area along the bank approximately 55 m east of the boat launch (see **Figure 21**). This structure consists of a wooden retaining wall (**Figure 29**). The wall was most likely built during the ownership of the Green Brothers' Coastal Sand & Gravel operation in the 1950s to prevent the shell/gravel/soil fill from shifting or sliding into the Bayou. Based on the structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

Figure 29: Structure 52-02908 Lacombe Retaining Wall

52-02909

Structure 52-02909 is located approximately 38 m northeast from structure 52-02906 on the northwest bank of Bayou Lacombe (see **Figure 21**). This structure consists of a drag slip (**Figure 30**). The area was originally built up with fill associated with the rail spur, but then a cut was excavated through the foundational bed of the rail road spur, the sides were reinformed with wooden planking, and several poles were driven into the ground as moorings for boats. It is unclear if this structure was used as part of the Green Brothers' Coastal Sand & Gravel operation in the 1950s, or was constructed after the operation ceased and was used during highwater periods as a dock for pleasure boating. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

Figure 30: Structure 52-02909 Lacombe Drag Slip

52-02910

Structure 52-02910 is located on the western bank of the barge cut approximately 8 m north of structure 52-02905 (see **Figure 21**). This is a dock structure consists of a steel reinforced concrete platform that rest on steel reinforced concrete leg (**Figure 31**). Due to thick vegetation the Lacombe Dock 2 can only be seen from Bayou Lacombe and was not identified until the bankline survey. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

Figure 31: Structure 52-02910 Lacombe Transfer Dock 2

6.0 SUMMARY AND RECOMMENDATIONS

In June and July of 2021, ELOS conducted a Phase I cultural resource survey on 25.527 acres (10.330 hectares) acres in St. Tammany Parish, Louisiana. This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late-twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Additionally, none of the nearby NRHP listed properties will be impacted by the proposed work due to intervening vegetation that blocks the viewshed. Consequently, no further cultural resources work is recommended. A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana. A duplicate copy of the report and records as well as the artifacts will be curated with the St. Tammany Parish Government, at Mandeville Louisiana.

UNEXPECTED DISCOVERIES

Reasonable efforts have been made during this investigation to identify and evaluate possible locations of prehistoric or historic archaeological site locations. However, the possibility still exists that evidence of prehistoric and historic resources not identified during ELOS's investigation may be discovered during ground disturbing activities within the direct APE. Should evidence of archaeological resources be discovered during construction activities, it is recommended that all work in that portion of the project area cease immediately. Evidence of historic resources include: prehistoric or historic pottery, prehistoric stone tools, bone or shell tools, as well as historic archaeological remains. Should questionable materials be uncovered during construction, procedures contained in Advisory Council on Historic Preservation (ACHP) and 36 CFR Part 800 will take effect. If human remains are encountered, all work should stop and local law enforcement should be notified immediately in accordance with the provisions of the Louisiana Unmarked Human Burial Sites Preservation Act (Revised Statute 8:671-681). A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana.

INADVERTENT DISCOVERY CLAUSE

"In the advent that ground-disturbing work uncovers significant archaeological materials, such as stone arrowheads, ceramics, or early building foundations, or if work uncovers human burials or human remains, ground disturbing activities will immediately be stopped within a 300-foot radius and the materials protected. The State Historic Preservation Officer and the Choctaw Nation of Oklahoma Historic Preservation Department will be contacted as soon as possible, and given an opportunity to provide input before construction resumes. If any archaeological or cultural materials are discovered during the project undertaking, neither the construction team or the HUD applicant will disclose this information to the general public or the media in any manner. Discoveries of archaeological material will be kept private and confidential. "

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Appendix 1:
Louisiana Site Record Form

State of Louisiana Site Record Form

☐ **Update**

Site Name: Lacombe Rail Spur **State Site No.**:
Other Site Designations:
Project/Field Site No.:

Parish: St. Tammany
UTM Coordinates: **Zone:** 16 **Easting**: 218414 **Northing:** 3356622 **Datum:** WGS 84

Site Condition *(select all that apply)*

Present Use:

☐ Agricultural
☐ Sylvicultural
☐ Wooded
☒ Fallow
☐ Open Field
☐ Yard/Lawn
☐ Paved
☐ Pasture
☐ Residential
☐ Urban
☐ Heavy Construction
☐ Light Construction
☐ Industrial
☐ Other (please explain below)

Other Conditions:

☐ Inundated
☐ Heavy Erosion
☐ Light Erosion
☒ Roads or Trails
☐ Transmission Lines
☐ Submerged
☐ Shoreline Erosion
☐ Clear-Cut
☐ Modern Trash Dump
☒ Dredged
☒ Spoil Bank
☐ Other (please explain below)

Surface Visibility: 21-40%

Site Condition and Setting Narrative: The site has been impacted significantly. Portions of the rails and ties have been removed, sections of the rail bed have been removed and graded to ground level, particularly in the center to provide road access to the bayou, and at the northern end of the spur to create a dry drag slip for boat access to Bayou. Lacombe.

Site Investigation *(select all that apply)*

Nature of Investigation: CRM Phase I

Fully Delineated? Yes
Artifacts Collected? Yes

Investigation Method(s):
Surface Collection: ☒ Controlled ☐ Uncontrolled
Shovel Testing: ☒ Systematic ☐ Judgmental

☐ **Test Units** ☐ **Trenches**
☐ **Excavation Units** ☐ **Augering**
☐ **Remote Sensing** ☐ **Coring**

Site Dimensions: approximately 10m by 500 m narrow arched oblong in shape

Site Investigation Narrative: The site was investigated through systematic shovel test excavation at 30 m intervals along 30 m transects spaced 30 m apart and pedestrian survey as part of a Phase I survey of the wider vicinity The site was delineated through pedestrian survey as shovel tests could not be excavated on the railroad bed due to compacted fill. The entire length of the rial spur is included in the project area. It is bounded on the north by Bayou Lacombe and on the south by the Tammany Trace Bike Path. One railroad spike was found in a disturbed context in a nearby shovel test. Thus, the entire site consists only of the rail bed.

State of Louisiana Site Record Form (contd)

Site Name: Lacombe Rail Spur **State Site No.**:

Site Description (*select all that apply*)

If form is an update, select only characteristics that apply to current visit.

Site Characteristics:

☐ Pre-Contact ☒ Post-Contact ☐ Both

☐ Artifact Scatter	☒ Earthwork(s)	☐ Standing Structure
☐ Single Artifact	☐ Midden	☐ Historic Ruin(s)
☐ Shipwreck	☐ Shell Midden	☐ Military
☐ Mound(s)	☐ Cemetery	☐ Destroyed

Cultural Affiliation:

☐ Pre-Contact (unknown)	☐ Tchefuncte	☐ Caddo - Early
☐ Paleo-Indian	☐ Marksville	☐ Caddo - Middle
☐ Archaic (unknown)	☐ Issaquena	☐ Caddo - Late
☐ Early Archaic	☐ Baytown	☐ Post-Contact (unknown)
☐ Middle Archaic	☐ Troyville	☐ Historic Exploration 1541-1803
☐ Late Archaic	☐ Coles Creek	☐ Antebellum 1803-1860
☐ Post-Archaic (UID pottery present)	☐ Plaquemine	☐ War and Aftermath 1860-1890
☐ Poverty Point	☐ Mississippian	☐ Industrial & Modern 1890-1945
☐ Woodland (unknown)	☐ Caddo (unknown)	☒ Post-WWII 1945-

Site Function:

☐ Pre-Contact (unknown)	☐ Farmstead	☐ Commercial/Service Cen.
☐ Post-Contact (unknown)	☐ Plantation	☐ Institution (Rel. & Ed.)
☐ Chipping Station	☐ Residence	☐ Governmental
☐ Habitation	☐ Urban	☒ Industrial
☐ Extraction Locale	☐ Watercraft	☐ Dump
☐ Ceremonial Center	☐ Hist. Transport	☐ Military
☐ Hamlet/Village	☐ Cemetery (Mort.)	

Description of Material (collected and observed):

☐ Pottery (American Indian)	☐ Human Bone/Teeth	☒ Construction Mat'l (brick, mortar, cement, wattle/daub)
☐ Chipped Stone	☐ Unmodified Bone (faunal)	
☐ Ground Stone	☐ Floral Remains	☐ Personal Items (jewelry, clothing, personal care)
☐ Projectile Points	☒ Wood	
☐ Fire Cracked Rock	☐ Charcoal	☐ Toys (dolls, marbles, tea sets)
☐ Shell	☐ Rubber/Plastic	☐ Recreation Items (dice, musical instruments, dominoes, smoking)
☐ Poverty Point Object (s)	☐ Farm Equipment	
☐ Baked Clay/Earth Items	☐ Glass	☐ Pottery (Non-American Indian)
☐ Worked Bone/shell	☒ Metal	

Artifact Description Narrative: One Iron Railroad spike was found in a nearby shovel test. Wooden railroad ties and short portions of metal rails were observed on the ground surface but not collected.

State of Louisiana Site Record Form (contd)

Site Name: Lacombe Rail Spur **State Site No.**:

Curation

Collection Type: Artifacts and Associated Records

Permanent Disposition of Artifacts: Returned to landowner

Permanent Disposition of Records: Returned to landowner

Additional Information:

Records

Date: 07/29/2021

Form Completed By: S. Perrault

Contractor/Organization Name and Contact Info: ELOS Environmental

Owner/Tennant Address or Contact Info: St. Tammany Parish 21490 Koop Dr. Mandeville, LA 70471

Informant Address Or Contact Info: Same as above

Report Title: Phase I Cultural Resources Survey of St. Tammany Parish Lacombe Trails and Park, Lacombe, St. Tammany Parish, Louisiana

Report Number:

Additional References:

Instructions for reaching Site: From Interstate 12, Take Exit 74 (HWY 434) South at traffic circle take 1st exit onto US HWY 190 West. Turn south (left) onto Lake Road, then southeast (left again) onto Main Street. Continue to the end of Main Street until the dead end at Bayou Lacombe Boat Launch. Enter proposed park area to the southeast, site will be to the southeast (right) approximately 150 m from the entrance.

State of Louisiana Narrative Continuation Page

Site Name: Lacombe Rail Spur **State Site No.**:

Use this section to elaborate on details from earlier sections, if needed, so that the level of investigation, types (not necessarily numbers) of artifacts recovered, site delineation, site conditions and future threats are clearly understood. Describe representative soils profiles (including Munsell designations) and artifact/feature depths. If methodological changes were necessary due to ground conditions, this is where justification should be provided. If any special circumstances apply, they should be discussed here as well. Updates should include a short description of previous work/interpretations. ***If this investigation was a Phase II or III, the author should provide a more in-depth discussion regarding field methods, results, and interpretation than is expected from a survey.***

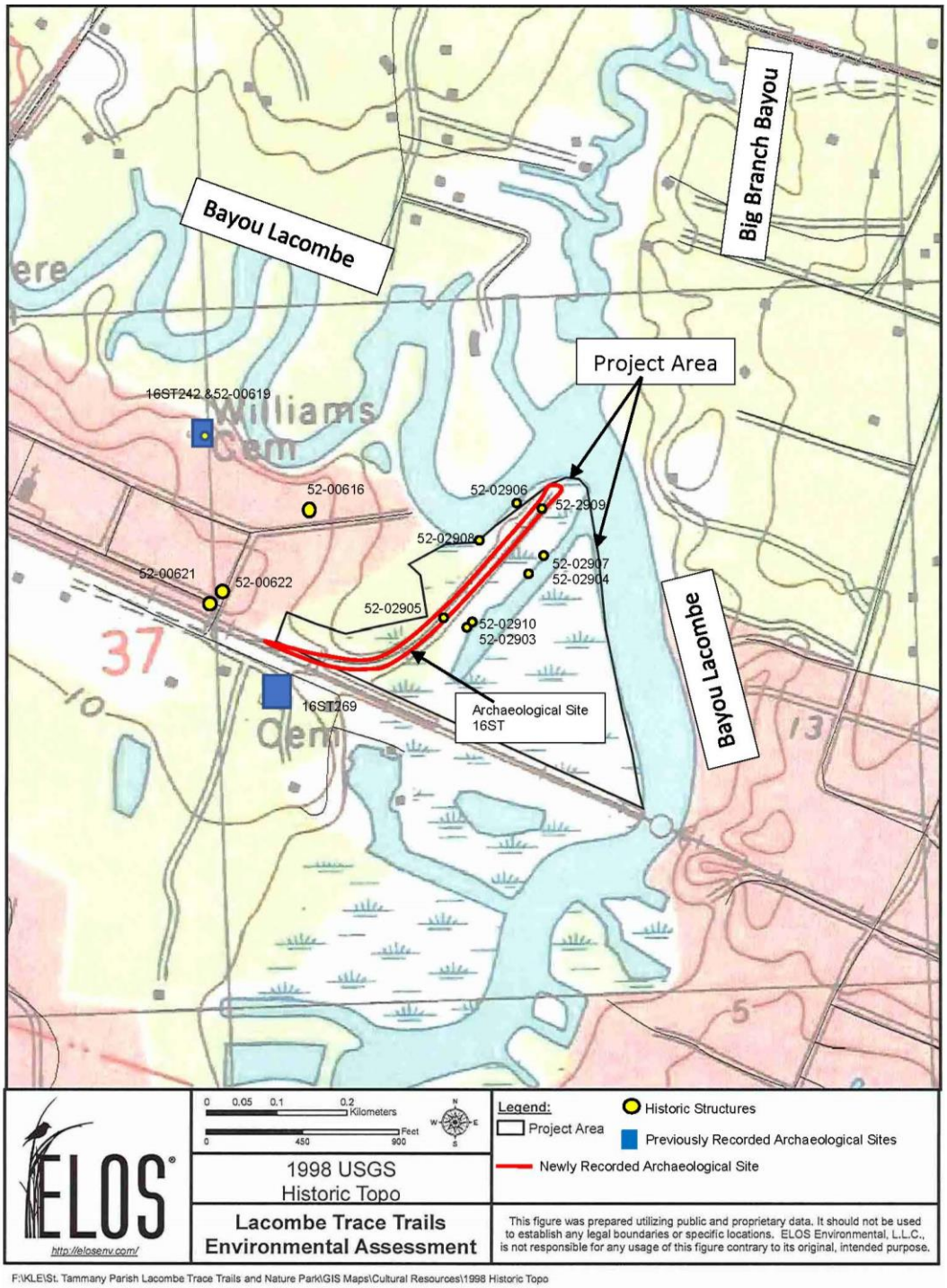
. The Green Rail Spur consists of a mid- to late-twentieth century railroad spur. It was a small spur that was associated with the Illinois Central Railroad. According to the former landowner, Johnny Green, the rail spur was used a part of a rail to barge transfer station for dredge material from the mid-1950s to the early 1980s. Thus, indicating that the rail spur is 55 years old. The spur can be clearly seen on the 1971 Lacombe, LA 7.5minute USGS topographic map. The rail spur is "J"- shaped, extending from the northeast and curving across the area to the southwest. It measures approximately 500 meters (m) in length, and in cross-section the base of the rail spur varies in width between 5 to 10 meters, and approximately 3 m at it's apex. The height of the rail bed is a very low 30 cm at its southwestern end and about 2 m at the northern end. While at the northern end the rail bed measures about 2 m above the surrounding ground surface. Wooden rail ties, and iron rials, can be found along portions of the top of the rail bed. The site is bisected near the center by an access road that extends from the entrance of the proposed park to the bayou. Shovel tests were excavated near the base of the of the rail spur as part of a Phase I investigation. One shovel test produced a large railroad spike. Attempts were made to excavate shovel tests on the apex of the spur but were unsuccessful due to compaction of the soil

State of Louisiana Map Page

Site Name: Lacombe Rail Spur **State Site No.**:

USGS 7.5' Quadrangle Map of Site Area

Quadrangle Name and Date: 1998 USGS Lacombe, LA 7.5-Minute, 1:24,000

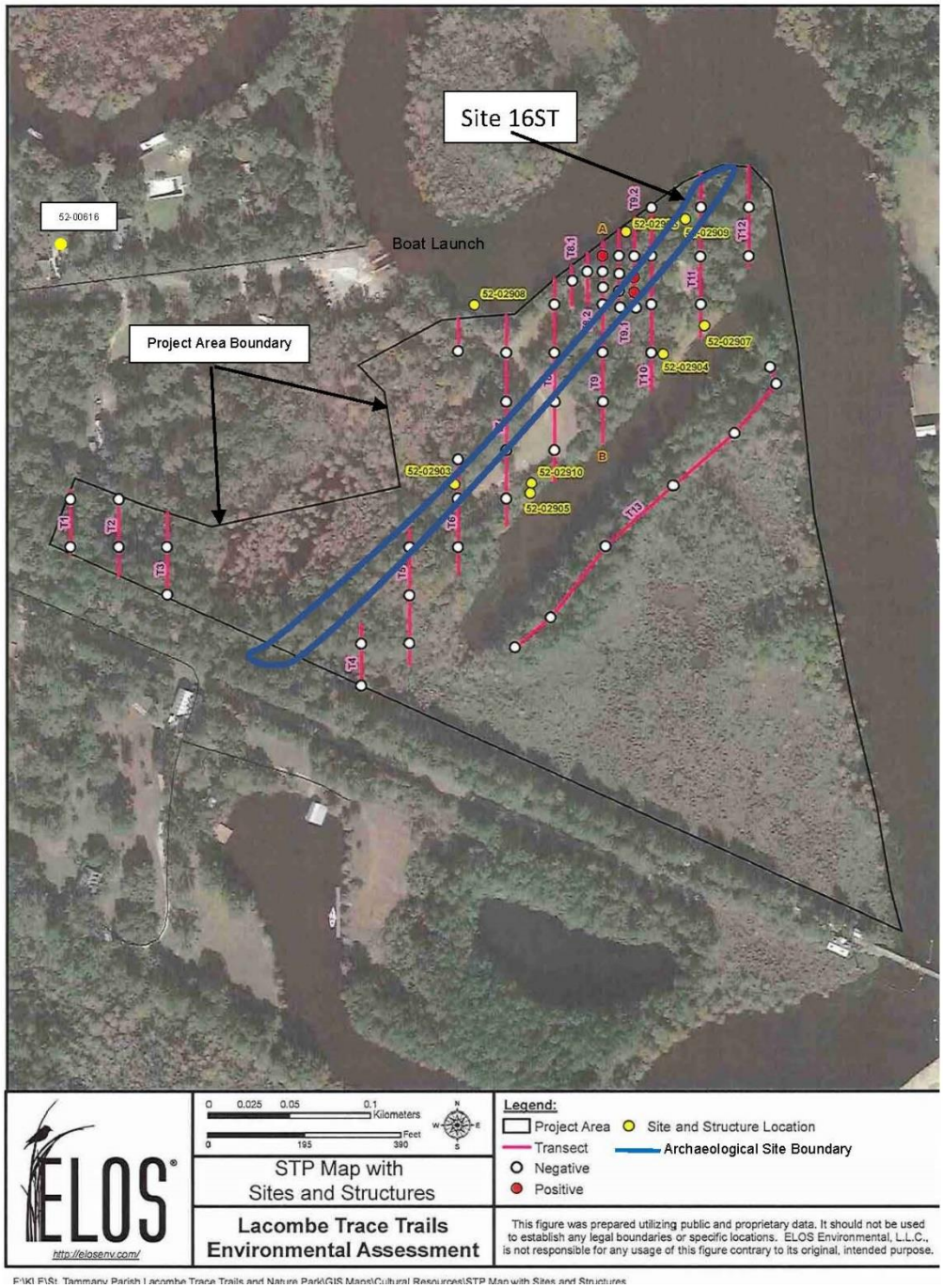


State of Louisiana Map Page

Site Name: Lacombe Rail Spur **State Site No.**:

Aerial Photograph with Site Boundaries

Date of Aerial Photograph: 8/6/2021

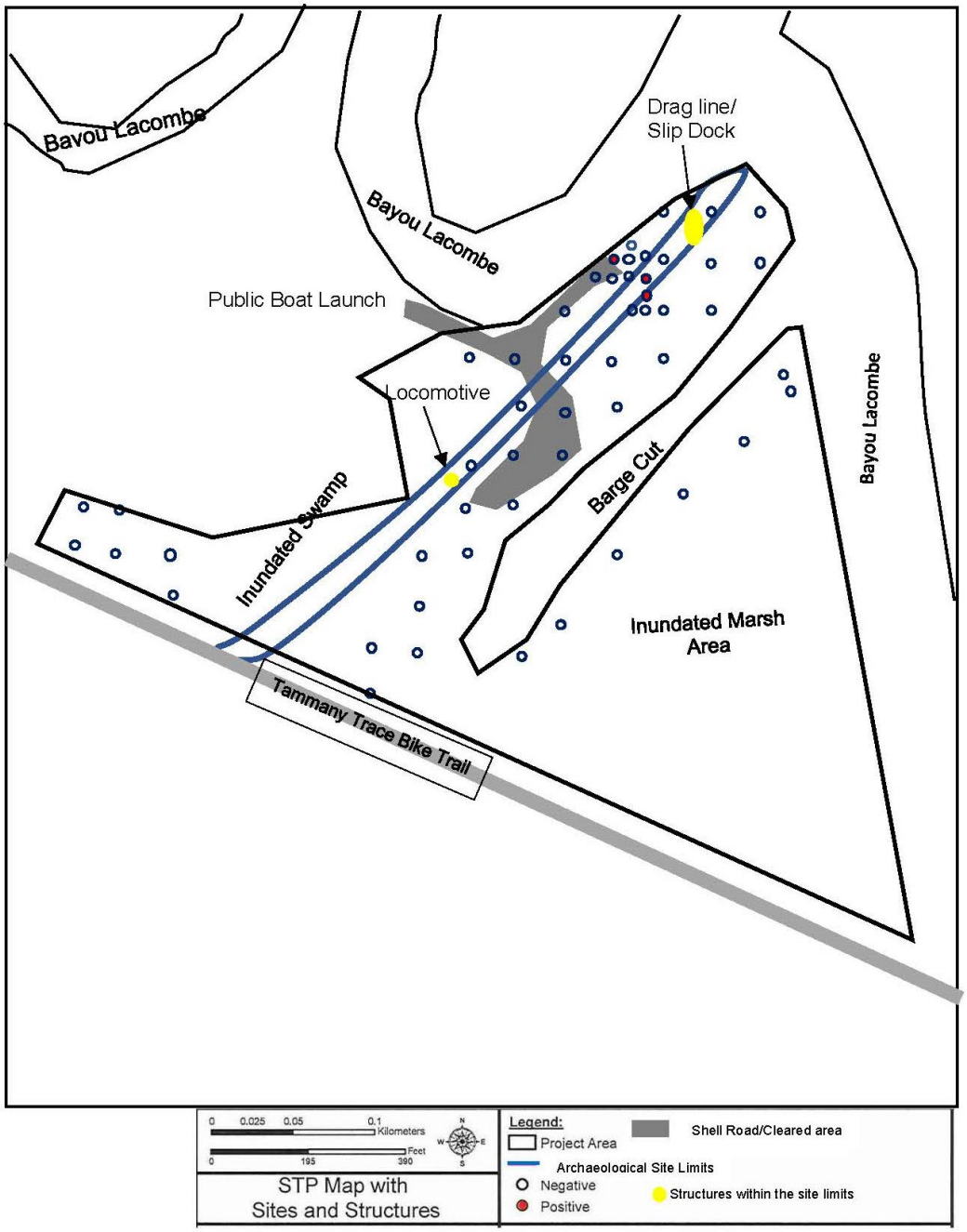


State of Louisiana Map Page

Site Name: Lacombe Rail Spur **State Site No.**:

Site Sketch Map

Drawn By: S. Perrault
Date: 7/14/2021



State of Louisiana Photograph Page

Site Name: Lacombe Rail Spur **State Site No.**:

Site Overview Photograph

Date of Photograph:
Direction: 6/10/21

Overview of abandoned Rail Spur of the Green Brother's Gravel Operation in the 1950s-1980s.

State of Louisiana Photograph Page

Site Name: Lacombe Rail Spur **State Site No.**:

Date of Photograph: 6/10/2021

Description: Remnants of abandoned Rail Spur of the Green Brother's Gravel operation in the 1950s-1980s showing remaining wooden ties.

State of Louisiana Photograph Page

Site Name: Lacombe Rail Spur **State Site No.**:

Date of Photograph: 7/13/2021

Description: Iron rail remnants protruding from Bayou Lacombe Bankline at northern extent of site.

Appendix 2:
Louisiana Historic Resource Inventory
(LHRI) Forms

Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02903

Historic Name: Lacombe Locomotive

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.307996

Longitude (Decimal Degrees): -89.928844

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hanno-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a train locomotive. It appears this locomotive is an EMD (Electro Motive Diesel) Model 40. This type of locomotive, is initially produced in 1922 by the Electro-Motive Engineering Corporation, a designer and marketer of gasoline-electric self-propelled rail cars. It was later renamed Electro-Motive Company (EMC). In 1930, General Motors purchased Electro-Motive Company and the Winton Engine Co., and eleven years later it expanded EMC to include locomotive engine manufacturing as Electro-Motive Division (EMD). GM retained EMD until 2005 when it was sold to an equity group.

Built on 29 August 1942, as U.S. Army 7953, this locomotive was one of 11 Model 40 diesel-electric switchers built by the Electro-Motive Corporation and its successor, the Electro-Motive Division of General Motors. Built between August 1940 and April 1943, each 4-wheel unit weighed between 40 and 44 tons and was powered by two 150HP Detroit Diesel Model 6-71 truck engines. It was given serial number 2285, and seems to have spent its entire life in southeast Louisiana. Known owners included the Gulf South Warehouse Co. in New Orleans (which may have been its original assignment for the U.S. Army), American Creosote at Southport, and the Green Brothers' Coastal Sand & Gravel operation at Lacombe.

This locomotive was was left on the remains of the rail spur (Site 16ST281). The motor parts including wiring and component parts that have been removed from the locomotive. According to the former owner, he constructed the rail spur in the 1950s and conducted a dredge transfer operation in the area. It appears that the this locomotive was utilized to move dredge material that was offloaded from barges moored in Bayou Lacombe, then transfered by crane to to rail cars powered by the locomotive, then attached to larger trains on the Illinois Central Rail Road to be taken to other destinations. This structure was recorded during a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park project. Due to the poor condition of this structure, it is not considered significant and therefore not eligible for inclusion in the National Register of Historic Places.

Resource ID Number
52-02903

Insert Photo Here: File/Image Name: 52-02903-01

Insert Photo Here: File/Image Name: 52-02903-02

Use this button to add a page which will display entire architectural description when printed. **Add Print Page**

SHPO Concurrence (SHPO Use Only!) ☐

Only authorized updates and/or changes to the LHRI form must be made by DHP Staff only.

Date Revised June 2021

Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02904

Historic Name: Lacombe Locomotive

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.308705

Longitude (Decimal Degrees): -89.927495

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hano-ELOS Environmental LLC

Resource ID Number
52-02904

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a crane. The crane rests on a base of stacked wooden rail road ties. The cab portion of the superstructure is gone, but the counterweight, and a pulley mechanism or luffing cylinder seem to be present. The crane was most likely used by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The actual manufacture date of the crane is unknown. The site was recorded during a 106 Survey. Because most of the workings (i.e. cab, boom, bucket, motor, etc) have been removed the structure has been significantly altered. Due to alterations, and bad its poor condition due to abandonment, the crane is not considered significant and therefore not eligible for inclusion in the National Register of Historic Places. This structure was recorded during a 106 survey for the St. Tammany Parish Lacombe Trace Trails and Nature Park.

Resource ID Number
52-02904

Insert Photo Here: File/Image Name: 52-02904-01

Insert Photo Here: File/Image Name: 52-02904-02

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Date Revised June 2021

Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02905

Historic Name: Lacombe Transfer Dock 1

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.307944

Longitude (Decimal Degrees): -89.928361

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hanno-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure is a dock made of multiple materials including concrete, metal, and treated wooden poles. The main frame of the dock is made of concrete with a metal ramp. Most likely there was a leveler below metal ramp, but it now is either missing or non-functional. The wooden poles have pulleys with ropes that were either used to help moor boats or barges, or aide in the transfer of dredge material. The structure is in poor condition due to abandonment, thus, it is not considered a significant resource, and is not eligible for listing in the National Register of Historic Places. This structure was recorded during a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park project.

Resource ID Number
52-02905

Insert Photo Here: File/Image Name: 52-02905-01

Insert Photo Here: File/Image Name: 52-02905-02

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Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02906

Historic Name: Lacombe Barge 1

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.309395

Longitude (Decimal Degrees): -89.927736

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hano-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a deck barge located in Bayou Lacombe, immediately east of the the public boat launch. This deck barge has a flat deck that was most likely used as a platform for machinery, and in this case probably had cranes on the deck aide in the transfer of dredge material. The barge was most likely brought to it's present location by the Green Brothers' Coastal Sand & Gravel operation sometime between the 1950s and the 1980s. The barge is made of steel and iron. It has large cleats on the deck for tying off and mooring it. It is currently in very bad condition and is partially submerged. It is not a significant resource and is not considered eligible for inclusion in the National Register. This structure was recorded as part of a 106 investigation as part of the St. Tammany Lacombe Trace Trails and Nature Park Project.

Resource ID Number
52-02906

Insert Photo Here: File/Image Name: 52-02906-01

Insert Photo Here: File/Image Name: 52-02906-02

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Date Revised June 2021

Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02907

Historic Name: Lacombe Barge 2

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.308862

Longitude (Decimal Degrees): -89.927223

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hanno-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a deck barge located in a dredged slip emanating from the south bank of Bayou Lacombe. This deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to it's present location by the Green Brothers' Coastal Sand & Gravel operation between the 1950s and the 1980s. The barge is made of steel and iron. It has large cleats on the deck for tying off and mooring it. It is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. It is not considered significant and not eligible for inclusion in the National Register. The structure was recorded during a 106 survey as part of the St. Tammany Lacombe Trace Trail and Nature Park Project.

Resource ID Number
52-02907

Insert Photo Here: File/Image Name: 52-02907-01

Insert Photo Here: File/Image Name: 52-02907-02

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Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02908

Historic Name: Lacombe Retaining Wall

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.308992

Longitude (Decimal Degrees): -89.928704

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hanno-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of a wooden retaining wall. The wall was most likely built during the ownership of the Green Brothers' Coastal Sand & Gravel operation in the 1950s to prevent the shell/gravel/soil fill from shifting or sliding into Bayou Lacombe. It is located immediately east of the Lacombe public boat launch on the south bank of Bayou Lacombe. The retaining wall is in fairly good condition, however a major flood could damage the wall. This structure was recorded as part of a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park Project. It is not considered significant and thus not eligible for inclusion in the National Register of Historic Places.

Resource ID Number
52-02908

Insert Photo Here: File/Image Name: 52-02908-01

Insert Photo Here: File/Image Name:

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Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02909

Historic Name: Lacombe Drag Slip

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.309455

Longitude (Decimal Degrees): -89.927347

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hano-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of a drag slip located at the northern end of the former rail spur. The locale was originally built up with fill associated with the rail spur (Site 16ST281), but then a cut was excavated through the foundational bed of the rail road spur, the sides were reinforced with wooden planking, and several poles were driven into the ground as moorings for boats. It is unclear if this structure was used as part of the Green Brothers' Coastal Sand & Gravel operation in the 1950s, or was constructed after the operation ceased in the 1980s and was used during high-water periods as a dock for pleasure boating. The structure is in very bad condition due to abandonment and neglect and is not a significant resource and is therefore not eligible for inclusion in the National Register of Historic Places. This structure was recorded as part of a 106 investigation for the St. Tammany Lacombe Trace Trails and Nature Park Project.

Resource ID Number
52-02909

Insert Photo Here: File/Image Name: 52-02909-01

Insert Photo Here: File/Image Name: 52-02909-02

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Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation
Office of Cultural Development
Department of Culture, Recreation and Tourism

See Guidelines & Instructions Here

Resource ID Number: 52-02910

Historic Name: Lacombe Transfer Dock 2

Address: Main Street

City: Lacombe

Parish: St. Tammany

Latitude (Decimal Degrees): 30.307998

Longitude (Decimal Degrees): -89.928347

Date Surveyed: 06/13/21

National Register Status: Ineligible

Type of Resource: Object

Construction Date: 1950s

National Register Eligibility Criteria
(click for NR Criteria for Evaluation Bulletin)

- ☐ A-Event
- ☐ B-Person
- ☐ C-Design or Construction
- ☐ D-Information Potential

Date(s) of Alterations:

Form:

Style:

Purpose of Survey (select all that apply):

- ☐ Due Dilligence Submittal
- ☐ Grant
- ☐ National Register District Expansion
- ☐ National Register District Update
- ☐ National Register Nomination
- ☑ Section 106
- ☐ Update Survey Form
- ☐ Other (describe in comments; see page 2)

Surveyor Name: S. Perrault/W. Hanno-ELOS Environmental LLC

Comments: Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

Due to thick vegetation the Lacombe Dock 2 can only be seen from Bayou Lacombe and was not identified until the bankline survey. This dock structure consists of a steel reinforced concrete platform that rests on steel reinforced concrete legs. It was recorded during a 106 survey for the St. Tamanny Lacomb Trace Trails and Nature Park Project. The structure is in poor condition due to abandonment, thus, it is not considered a significant resource, and is not eligible for listing in the National Register of Historic Places.

Resource ID Number
52-02910

Insert Photo Here: File/Image Name: 52-02905-01

Insert Photo Here: File/Image Name: 52-02905-02

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