

FINAL REPORT

JUNE 2018

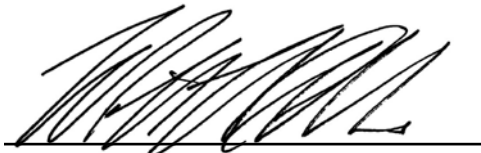
HISTORIC RESOURCES SURVEY OF LAPLACE HISTORIC DISTRICT

PREPARED FOR:


**ST. JOHN THE BAPTIST PARISH
102 E. AIRLINE HIGHWAY
LAPLACE, LA 70068**

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TABLE OF CONTENTS

I.	Introduction	1
	Introduction	1
	Survey Area and Description	1
	Project Objective	1
	Project Personnel	5
	Organization of the Report	5
II.	Research Design and Methodology	6
	The Role of the Historic Context in Resource Evaluation	6
	Archival Research	6
	Field Survey Methodology	6
	Data Analysis	6
III.	Historic Context	7
	LaPlace History	7
IV.	Survey Results	14
	Previous Investigations	14
	Survey Results	14
	Bungalow	15
	Freestanding Commercial	15
	Ranch	18
	Late Twentieth-Century Domestic Architecture	18
	Cottage/Queen Anne Cottage	18
	Minimal Traditional Cottage	18
	Mobile Home	22
	Shotgun/Double Shotgun	24
	Summary and Conclusions	25
V.	Analysis and Recommendations	27
	Local Criteria for Evaluation	27
	Data Analysis	27
	Periods of Significance	29
	Contributing and Non-Contributing Resources	29
	Summary and Recommendations	30
	References Cited	47
	Documented Resources in the LaPlace Survey Area	Appendix A
	Previous Investigations in the LaPlace Survey Area	Appendix B

LIST OF FIGURES

Figure 1.1	Location Map of Garvyville, Reserve, and LaPlace historic districts in St. John the Baptist Parish, Louisiana.	2
Figure 1.2	U.S. Geological Survey (USGS) of LaPlace Historic District within St. John the Baptist Parish, Louisiana.	3
Figure 1.3	LaPlace Historic District Survey Boundary.	4
Figure 3.1	Woodland Plantation, located at 1128 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	8
Figure 3.2	J.O. Montegut Plantation House, located at 1052 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	8
Figure 3.3	Excerpt from an 1848 by John La Tourrette depicting land encompassing present-day LaPlace. Image available online through the Library of Congress.	9
Figure 3.4	Excerpt from an 1875 map by the Mississippi River Commission (revised 1880 and 1894), depicting land encompassing present-day LaPlace. Image available online through the National Oceanic and Atmospheric Administration Office of Coast Survey Historical Map & Chart Collection.	10
Figure 4.1	Bungalow-type dwelling located at 851 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	16
Figure 4.2	Bungalow-type dwelling located at 609 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	16
Figure 4.3	Freestanding commercial-type building located at 509 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	17
Figure 4.4	Freestanding commercial-type building located at 603 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	17
Figure 4.5	Ranch-type dwelling located at 1142 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	19
Figure 4.6	Single-family domestic dwelling located at 141 Cottonwood Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	19
Figure 4.7	Single-family dwelling located at 247 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	20

Figure 4.8	Single-family dwelling located at 383 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	20
Figure 4.9	Multi-family apartment building located at 1093-1095 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.....	21
Figure 4.10	Tudor Revival cottage-type dwelling located at 202 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.....	21
Figure 4.11	Queen Anne cottage-type dwelling located at 278 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	22
Figure 4.12	Minimal traditional cottage-type dwelling located at 651 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.....	23
Figure 4.13	Minimal traditional cottage-type dwelling located at 5609 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	23
Figure 4.14	Mobile home-dwellings located at the mobile home park at Ideal Court. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.....	24
Figure 4.15	Shotgun-type dwelling located at 125 Ash Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.	25
Figure 4.16	Double shotgun-type dwelling located at 1152 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.....	26
Figure 5.1	Overview Boundary Map and Contributing/Non-Contributing resources.	32-46

CHAPTER I

INTRODUCTION

Introduction

This report presents the results of a reconnaissance-level architectural survey of the LaPlace Historic District. This investigation was undertaken by R. Christopher Goodwin & Associates, Inc. (RCG&A), on behalf of St. John the Baptist Parish. All work was conducted in accordance with the Scope of Work developed by St. John the Baptist Parish; the Secretary of the Interior's *Standards for Archeology and Historic Preservation; National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning; Criteria for Designation of Historic Districts and Local Landmarks* (Section 114-28[d]) of St. John the Baptist Parish Historic District Commission Ordinance 17-27, and *Louisiana Historic Resource Inventory Guidelines*.

Survey Area and Description

The LaPlace Historic District is located in St. John the Baptist Parish, Louisiana (Figure 1.1, Figure 1.2). The local district boundary as established in Section 114-29 Designated Historic Districts of the St. John the Baptist Parish Historic District Commission Ordinance 17-27 is reflected in Figure 1.3. St. John the Baptist Parish is situated along the Mississippi River between Baton Rouge and New Orleans. The Mississippi River bisects the Parish into northern or "east bank" and southern or "west bank" portions.

In 2016, the St. John the Baptist Planning and Zoning Department and the Historic Preservation Study Committee partnered with graduate students with the University of New Orleans Master of Urban and Regional Planning program to develop a historic preservation plan for the parish. This effort resulted in the preparation of a report entitled *Protecting the Future by Preserving the Past: A Report to the St. John the Baptist Parish Historic Preservation Study Committee*. The plan identified the presence of four potential

historic districts: Garyville, LaPlace, Reserve, and Westbank River Road.

In May 2017, the Historic Preservation Study Committee recommended that the Planning Commission and Parish Council establish four local historic districts, create a Historic Preservation District Commission, adopt a preservation ordinance, and "utilize the survey results from the University of New Orleans report to administer the preservation ordinance until a full survey can be conducted by a professional historic preservation firm" (St. John the Baptist Parish Historic Preservation Study Committee 2017). The Garyville, LaPlace, Reserve, and Westbank River Road historic districts and their boundaries formally were adopted by the St. John the Baptist Parish Council in July 2017 and codified in Chapter 114 – Historic Preservation of Ordinance 17-27.

In January 2018, St. John the Baptist Parish contracted RCG&A to identify and evaluate resources applying *Criteria for Designation of Historic Districts and Local Landmarks* (Section 114-28[d]) of St. John the Baptist Parish Historic District Commission Ordinance 17-27 and to identify contributing and non-contributing resources in the Garyville, LaPlace and Reserve local historic districts. This project has been partially funded through the Historic Preservation Fund (HPF), administered through the National Park Service (NPS), U.S. Department of the Interior, through the Louisiana State Historic Preservation Office (LASHPO), a component of the Office of Cultural Development.

Project Objective

The objective of this project was to survey and evaluate built resources within the LaPlace Historic District in St. John the Baptist Parish, Louisiana. Built resource evaluations were conducted applying *Criteria for Designation of*

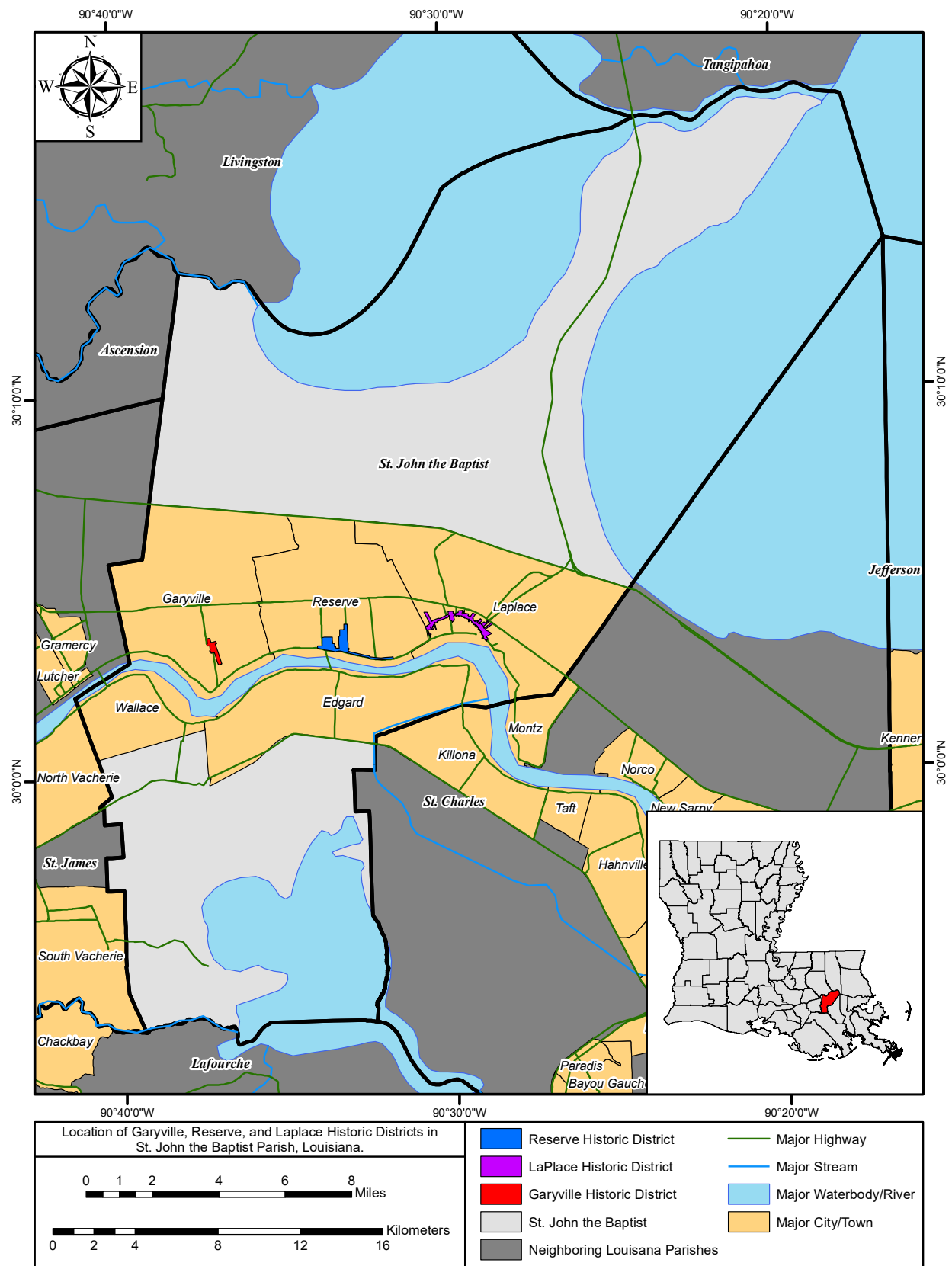


Figure 1.1 Location Map of Garvyille, Reserve, and LaPlace historic districts in St. John the Baptist Parish, Louisiana.

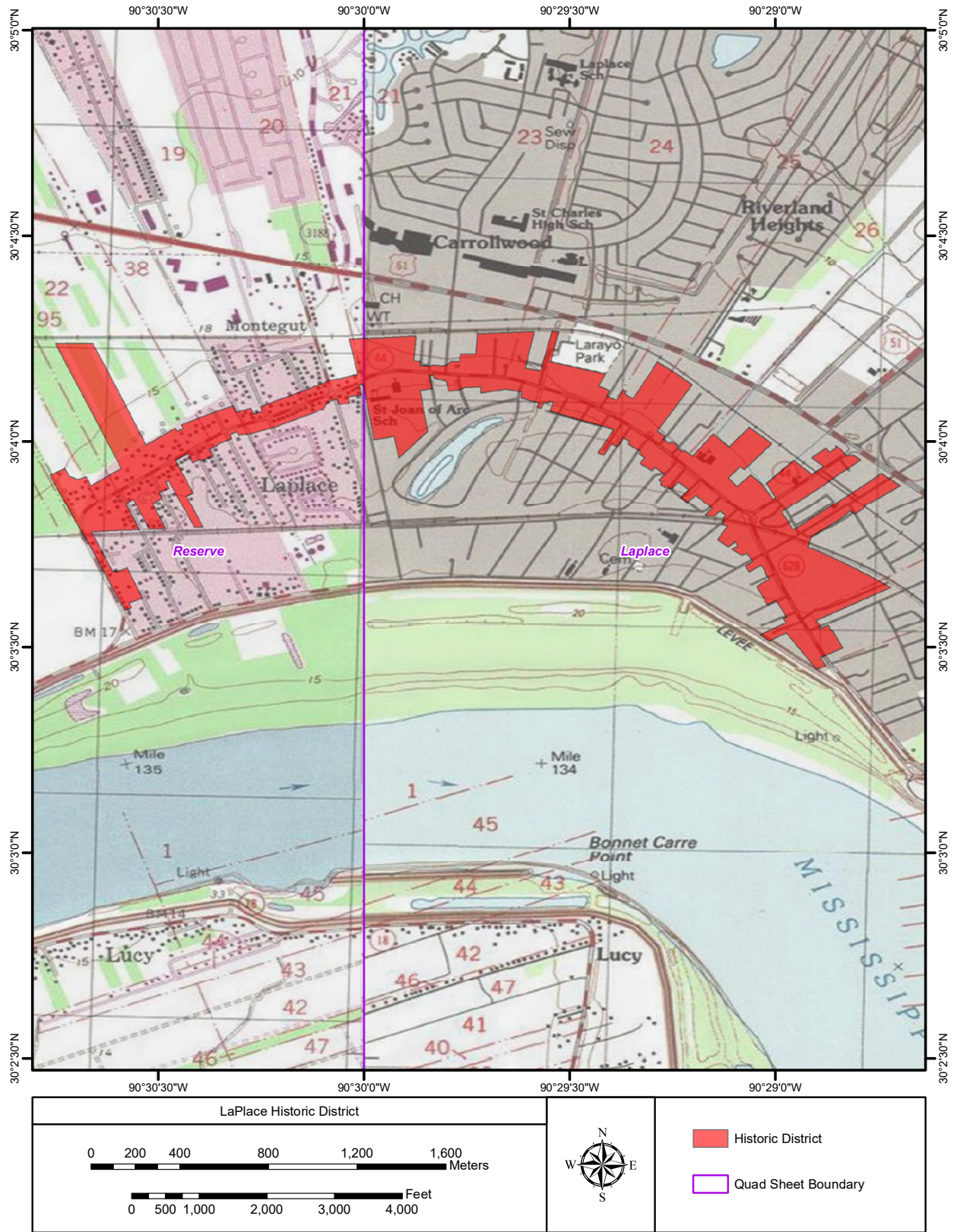


Figure 1.2 U.S. Geological Survey (USGS) of LaPlace Historic District within St. John the Baptist Parish, Louisiana.

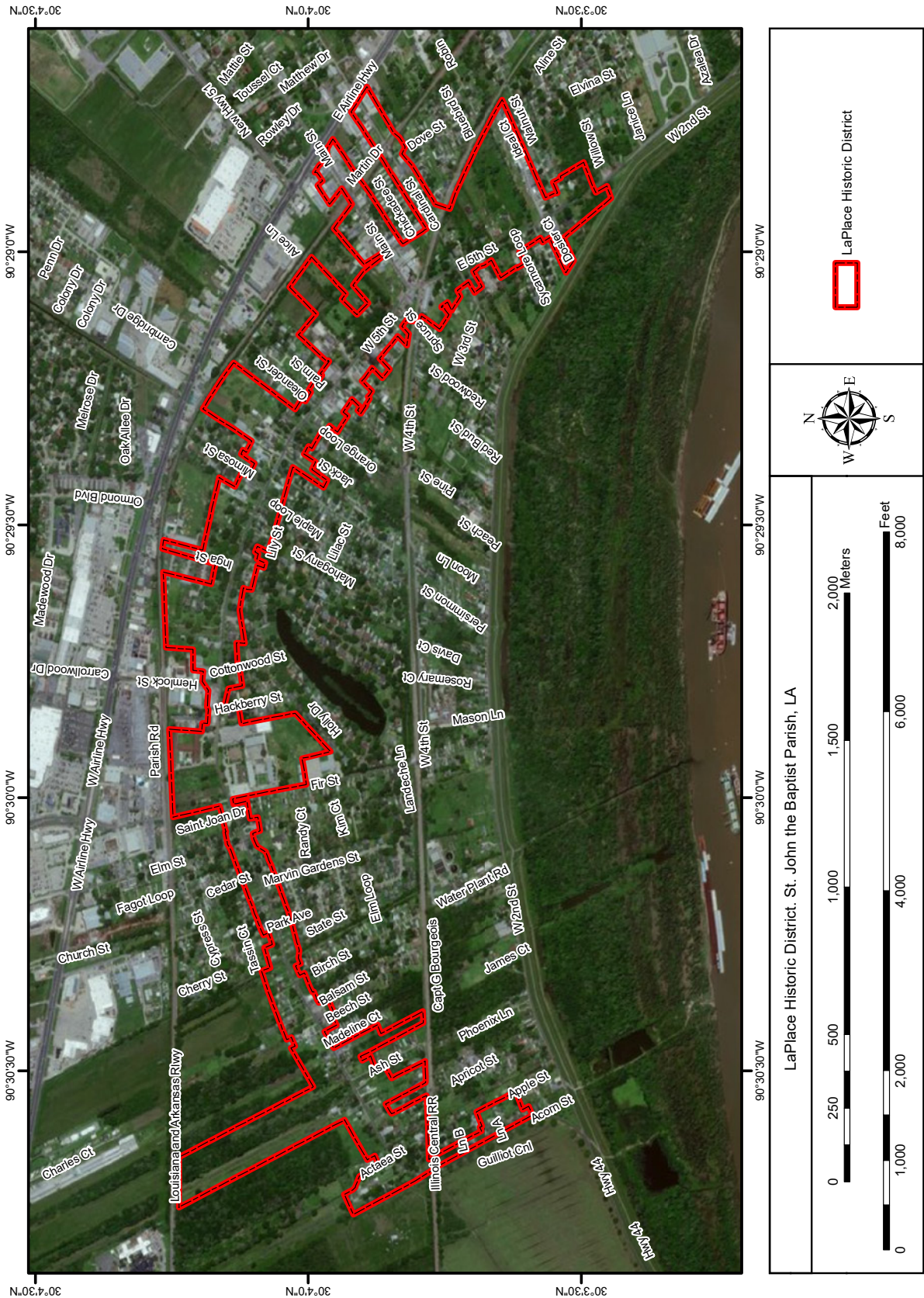


Figure 1.3 LaPlace Historic District Survey Boundary.

Historic Districts and Local Landmarks (Section 114-28[d]) of St. John the Baptist Parish Historic District Commission Ordinance 17-27. Individual *Louisiana Historic Resource Inventory Guidelines* (LHRI) survey forms were prepared for built resources 50 years old or older in accordance with the standards and guidelines developed by the Louisiana Office of Cultural Development, Division of Historic Preservation (LDHP 2018).

Project Personnel

All work was completed in accordance with guidelines set forth in the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation*. All work was undertaken by project staff who meet or exceed the

Secretary of the Interior's professional qualifications in the disciplines of history, architectural history, and/or historic preservation.

Organization of the Report

Chapter 1 contains a brief description of this survey project. The research design and methodology are described in Chapter 2. Chapter 3 provides a historic and thematic context for the LaPlace Historic District. Chapter 4 presents the results of the current architectural investigations. Survey recommendations are provided in Chapter 5. Appendix A includes a list of all resources surveyed within the district. Previous Investigations are provided in Appendix B. LHRI forms prepared for all built resources constructed before 1969 are presented in Appendix C.

RESEARCH DESIGN AND METHODOLOGY

The Role of the Historic Context in Resource Evaluation

This project was completed through an integrated program of archival research, field investigations, and data analysis. Archival research was conducted to develop an overview of the survey area's history to identify the period(s) of significance, and to establish appropriate historic contexts for identification and assessment of significance (St. John the Baptist Parish Council Ordinance 17-27 Section 114-28[d]).

Archival Research

Archival research was undertaken to refine the historic context for the survey area, and to elucidate chronological periods of development and important historic themes. The resulting historic context provided a framework for identifying and assessing built resources within the appropriate temporal, geographic, and thematic frameworks. Archival research included review of primary and secondary source materials pertaining to the history of LaPlace. Repositories consulted included the St. John Parish Library and Conveyance Office, St. John Clerk of Courts. Additional resources consulted included historic photos and aerials, United States Census records, digitized newspaper databases, and National Register nominations and associated documentation for the survey areas.

Field Survey Methodology

Field survey of the built resources was undertaken applying the guidelines set forth in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning* and the *Louisiana Historic Resource Inventory Guidelines*. Two architectural historians surveyed

the LaPlace Historic District between April 11 and 13, 2018. Team members also completed digital architectural data sets, which were supplemented by digital photographs executed according to photography standards developed by the National Park Service.

Survey data were recorded using the Fulcrum mobile data collection application on handheld smart mobile devices containing GPS with up to sub-meter accuracy. Survey data were entered manually into the devices. The Fulcrum data collection application for the surveys included all the data fields on the Louisiana Historic Resource Inventory (LHRI) form. The data collected included building type, architectural style, approximate date of construction, plan type, foundation, principal exterior materials, and roof type and material. Character-defining features, building modifications/ alterations, and historical or architectural importance also were recorded. Survey data were reviewed for completeness and accuracy.

Data Analysis

Following field investigations, survey and archival data were analyzed, and individual LHRI forms were produced for resources constructed before 1969. Resources were assessed individually and collectively to determine their potential significance and integrity within the appropriate historic context. Contributing and non-contributing resources to the LaPlace Historic District also were identified. *Criteria for Designation of Historic Districts and Local Landmarks* (Section 114-28[d]) of St. John the Baptist Parish Historic District Commission Ordinance 17-27 served as the primary guidance for these analyses.

CHAPTER III

HISTORIC CONTEXT

This chapter provides a general historic overview of LaPlace. Important themes and contexts shaping development also are presented.

LaPlace History

LaPlace maintained an agricultural identity throughout much of its history. Initial settlement of land comprising present-day LaPlace dates from the early eighteenth century, when German immigrants from the Karlstein settlement on the west bank of the Mississippi River established a farming community in the vicinity of the present-day town (Laurent 1983:3). Although originally referred to as Karlstein, the community later became known as Bonnet Carré after the introduction of French and Acadian peoples to the area (Leeper 2012:146). The community again was renamed after Frenchman Basile Laplace, Sr. during the late nineteenth century. (Although named for Basile Laplace, the spelling for the community officially was designated “LaPlace” by the parish police jury in 1971 [Bank of St. John 1974:19]). LaPlace presently represents the largest town in St. John the Baptist Parish.

Fertile soils supported the cultivation of sugarcane on plantations in Bonnet Carré during the eighteenth century. This agricultural development includes sugarcane cultivation at Woodland Plantation, which was established in 1793 by Colonel Manuel Andry on nearly 2,000 acres of land towards the eastern end of LaPlace, near the current day West 5th Street (Begue 2017:6). Andry built a two-room plantation house on the parcel in ca. 1793. The house was enlarged by subsequent owners during nineteenth and twentieth centuries (Figure 3.1) (Begue 2017:3-6). By 1848, there were nearly a dozen sugar plantations at Bonnet Carré (La Tourrette 1848). The plantations occupied long, narrow parcels fronting the Mississippi River. Property owners included the

Hollingsworth family, which acquired Woodland Plantation in 1839, as well as Zenon Boudousquié, who owned a plantation immediately downriver of Woodland Plantation and built a house there ca. 1815 (Figure 3.2) (Begue 2017:5; Sternberg 1996:123). An historical map from 1858 documents the names of other plantation owners at Bonnet Carré, including the Montegut family (alternately spelled Montaigut), who acquired the Boudousquié plantation in 1852 (Figure 3.3) (Persac 1858; Sternberg 1996:123).

Although farmers at Bonnet Carré benefited from the water and nutrient-rich silt provided by the Mississippi River, the river also was a source of potential destruction. Bonnet Carré was located at a sharp bend in the Mississippi River, which resulted in recurring levee breaches beginning as early as the 1840s. During one such breach in 1871, floodwaters from the Mississippi River caused a nearly 1,200-foot wide break in the levee near present-day Crevasse Avenue, forming the Bonnet Carré Crevasse. Water spilled through the breach at a rate of eight miles per hour and created a channel that connected the river to Lake Pontchartrain (*New Orleans Times* 1871). According to a contemporary account, residents in the path of the deluge were forced to flee their homes:

*Very near the break is a small collection of houses, back of them plantations, and still farther removed long lines of forests; over and through all the flood pours with a restless force, rushing up and down the country as fiercely as if in search of something upon which to satisfy its vengeance. From the village all life and light have fled, and the deserted houses, with their open doors, told too truly the painful story. [...] No words can convey the desolate appearance of the village of Bonnet Carre, abandoned as it is to the watery waste, which covers, as with a garment, the once pleasant spot [sic throughout] (*New Orleans Times* 1871).*



Figure 3.1 Woodland Plantation, located at 1128 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 3.2 J.O. Montegut Plantation House, located at 1052 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

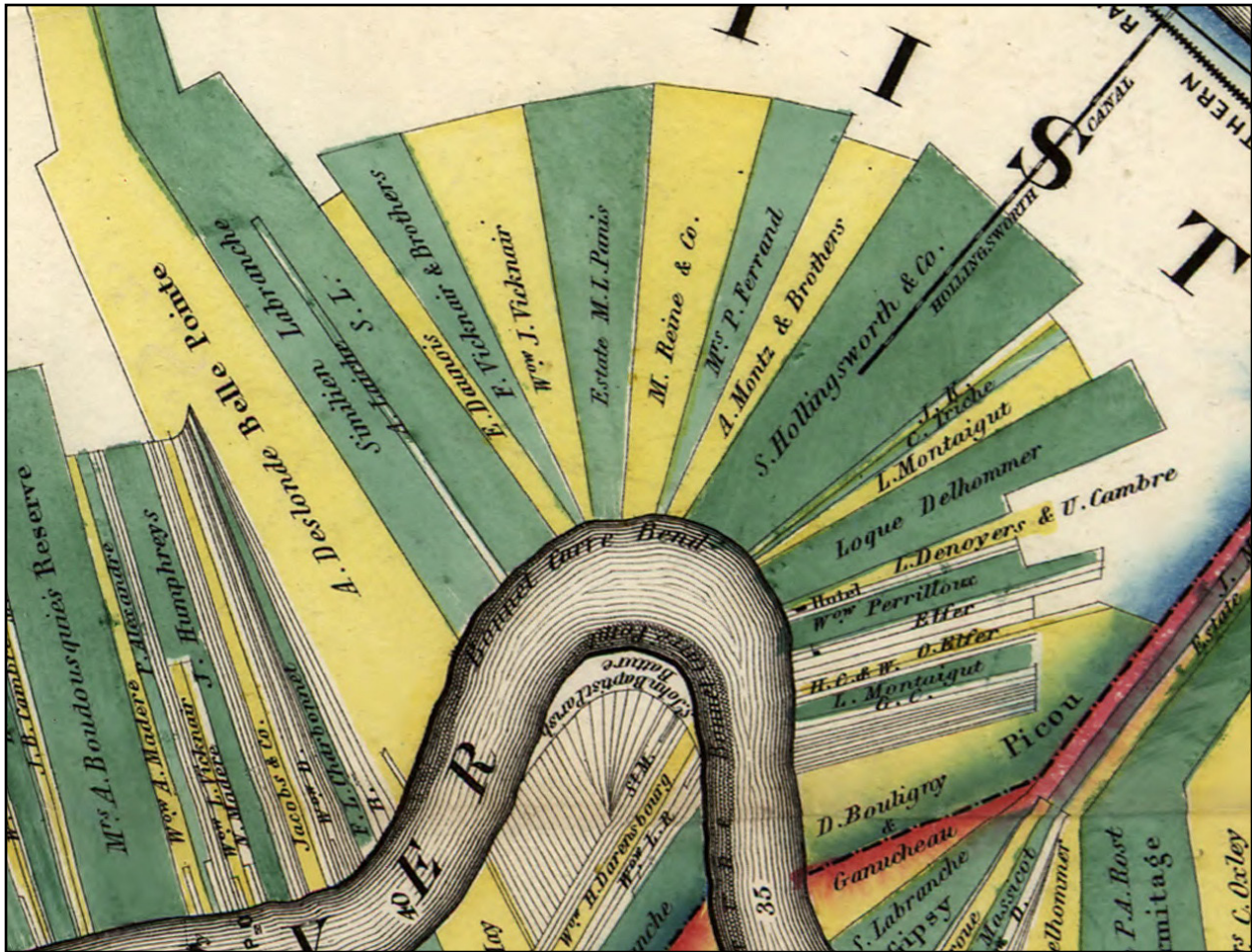


Figure 3.3 Excerpt from an 1848 by John La Tourrette depicting land encompassing present-day LaPlace. Image available online through the Library of Congress.

The Bonnet Carré Crevasse was closed through the construction of a levee by the federal government in 1883 (Sternberg 1996:122). Author Mary Ann Sternberg describes the lasting effect of nineteenth-century crevasses on the topography of LaPlace, stating that “Relic sloughs, low and now wooded, are visible on both sides of Crevasse Street; a left turn on Grand Coulee Street reveals a large relic pond. Dirt gouged out by the force of the river formed mounds on which area residents subsequently built houses” (Sternberg 1996:122-123). Visual evidence of the former crevasse are represented in the sharp curves along the current-day East 5th Street/Highway 628 at McReine Road and Anderson Court.

The settlement’s name changed after Frenchman Basile Laplace, Sr., a New Orleans-based pharmacist, acquired land in Bonnet Carré and established the Laplace Plantation there in

1879 (Laurent 1983:3; Sternberg 1996:121). By the last quarter of the nineteenth century, LaPlace evolved into a well-established community featuring plantations, commercial services, and dwellings. Laplace granted the Yazoo and Mississippi Valley Railroad passage through his property after 1879, and the depot that was built ca. 1884 became known as LaPlace Station (Laurent 1983:3). The station is depicted near the intersection of the railroad track with present-day Fir Street in a map dating from the last quarter of the nineteenth century (Figure 3.4) (Mississippi River Commission 1975). The same map provides the names of plantations in addition to LaPlace that subdivided the community, including New Era, St. Martin, and Louque, as well as the footprints of over 100 buildings fronting present-day East 5th Street/Highway 628 and West 5th Street. Present-day Cardinal Street is depicted in



Figure 3.4 Excerpt from an 1875 map by the Mississippi River Commission (revised 1880 and 1894), depicting land encompassing present-day LaPlace. Image available online through the National Oceanic and Atmospheric Administration Office of Coast Survey Historical Map & Chart Collection.

a separate map from 1892, when the thoroughfare served as the entrance to Woodland Plantation (U.S. Geological Survey 1892). The Mississippi River Sugar Belt Railroad was constructed to the north of present-day Airline Highway in 1895. The railroad efficiently and conveniently transported sugarcane from plantations in LaPlace, where the crop was cultivated, to the Godchaux sugar refinery in nearby Reserve, where it was processed (Keller and Watson 2011:43).

Although sugar production remained the primary industry in LaPlace into the early twentieth century, the cultivation and shipment of vegetables also emerged as an important component of the local agricultural-based economy during this time (Guillory 1983:6). Local farmer Armand Montz, Sr. found success as a vegetable grower and later as a pioneer in the frozen food industry when, in 1914, he opened an ice plant on Ice Factory Lane, where vegetables were frozen and packaged before being shipped nationwide. As many as 10 carloads of vegetables departed daily from the plant, which featured six water wells and diesel generators that supplied electricity to the surrounding community (Guillory 1983:11). Power lines from the plant later were extended as far as the communities of St. Rose and Garyville, and the enterprise was purchased by Louisiana Power and Light in the late 1920s (Guillory 1983:6). The Montz ice plant was operational for six decades before it shuttered its doors during the 1970s (*L'Observateur* 1983).

The population of LaPlace comprised 375 residents by 1914 (Fortier 1914:44). Despite its small size, the community was home to a variety of social and civic organization, including a drama club and the John L. Ory school, a two-story wood-frame building constructed in 1908 on land donated by the Ory family, then-owners of Woodland Plantation (Guillory 1983:11). According to a 1914 handbook on Louisiana:

Laplace, one of the principal towns in the parish of St. John the Baptist, is located on the east bank of the Mississippi river; about 5 miles northeast of Edgard, the parish seat, is one of the richest agricultural districts of the state. It has important sugar industries, a money order post office, express and telegraph offices, local and long distance telephone connections, and

is one of the greatest shipping points between New Orleans and Baton Rouge. Three lines of railroad—the Yazoo & Mississippi valley, the Louisiana Railway & Navigation company, and the Mississippi River Sugar Belt—pass through the town, and about a dozen lines of steamboats touch at Laplace, furnishing cheap transportation by water. Among these lines are the Ouachita and Red river steamers, the New Orleans, Natchez & Vicksburg Packet company, the St. Louis & Mississippi River Transportation company, and the St. Louis & New Orleans Anchor line. Population, 375 [sic throughout] (Fortier 1914:44).

Subdivision of Woodland Plantation into 100-acre tracts in 1923 provided the catalyst for the twentieth-century residential development of LaPlace. Around this time, the St. Joan of Arc Catholic Church was constructed by local architect and builder Jules A. Pastureau on the southern side of West 5th Street, opposite the John L. Ory School. Like the school, the church site also was donated by the Ory family. The John L. Ory School was altered through the construction of additional classrooms during the 1920s to accommodate a growing number of students, and by 1928, population growth in the community required replacement of the school with a larger facility (John L. Ory Communication Arts Magnet School n.d.).

Cartographic review suggests that construction at LaPlace exploded through the 1930s. This new construction consisted of commercial and residential development. Airline Highway was constructed to the north of West 5th Street during this time, providing a modern highway route between New Orleans and Baton Rouge. The highway contributed greatly to the commercial development of LaPlace, and new businesses catering to motorists were built along the thoroughfare. Historic quad maps also depict the rapid development of the eastern half of West 5th Street in the vicinity of Woodland Plantation during the 1930s, particularly along West 5th Street between present-day Maple Loop and Willow Street (Nationwide Environmental Title Research, LLC [NETR] var.). Buildings lined new thoroughfares that extended from either side of West 5th Street, including present-day Fir, Nutmeg, Jack, and Main streets, as well as Orange and Maple loops

and Dominican Road. New construction also traced East 5th Street/Highway 628 on land that once formed part of the Bonnet Carré Crevasse, including a Civilian Conservation Corps camp erected at the intersection of East 5th Street/Highway 628 and McReine Road. The camp opened in June 1933 as part of a federal work relief effort to combat unemployment during the Great Depression, and it employed approximately 200 young men from the region (Guillory 1983). Development of the western half of West 5th Street was less intensive than the development of the land surrounding Woodland Plantation to the east; however, between 1932 and 1949, new buildings were erected along West 5th, Apricot, and Ash streets, as well as Phoenix Lane (U.S. Geological Survey 1932, 1949). While the western and eastern ends of West 5th Street were more heavily developed during the 1930s, land encompassing the northern and southern sides of West 5th Street between present-day Fir Street and Bradford Place remained in agricultural use. The land was owned by Godchaux Sugars, Inc. and comprised the former Laplace Plantation, stretching from the Mississippi River to the location of present-day Interstate 10 well to the north.

Growth of LaPlace was spurred by new industrial complexes erected along River Road after World War II, and by 1950, the population had reached 2,352 residents, over six times as many as was recorded in 1914 (Unknown 1974:108). Newly-platted streets included present-day Beech, Balsam, Camphor, Cypress, Cedar, Elm, Lily, Lilac, and Mahogany streets, as well as Maple Loop, among others. A number of new dwellings were constructed along Fir Street, East 5th Street/Highway 628, and Orange Loop, and Main Street in particular became more heavily developed to the north of Airline Highway (NETR var.) This spike in residential construction reflects nationwide housing trends during the postwar period. A decline in construction during the Great Depression and World War II resulted in a housing shortage throughout the United States. This shortage later was exacerbated by a postwar baby boom. As a result of federal policies encouraging homeownership, over 6,000,000 houses were built nationwide during the 1950s to meet the housing demand (Office of Cultural Develop-

ment Division of Historic Preservation n.d.). This housing boom was facilitated by the lifting of war-time restrictions on certain building materials as well as through the passage of legislation such as the Servicemen's Readjustment Act of 1944 (also known as the GI Bill) that provided veterans with low-interest loans.

The sale of Godchaux Sugars, Inc. in 1957 as well as the construction of the DuPont plastics plant on 600 acres just west of LaPlace in 1964 contributed to another construction boom during the mid-twentieth century (Bank of St. John 1974:59). Additionally, LaPlace's population continued to rise, and by 1960, the town totaled 3,541 residents. Three new schools were erected during the 1960s to support the growing community (Guillory 1983:25). This includes the St. Joan of Arc Catholic School, which was built in 1961 on a parcel of undeveloped farmland at the intersection of West 5th and Fir streets that previously was owned by Godchaux Sugars, Inc. Other farmland formerly belonging to Godchaux Sugars was subdivided and developed into new residential communities during the late 1950s to mid-1960s. The Riverland Heights subdivision was platted to the north of Airline Highway in 1957, and was joined by the adjacent Carrollwood neighborhood in 1965. Godchaux Sugars land to the south of West 5th Street also was developed into a small subdivision with residential buildings lining Holly Drive, which encircled a small lake. The flurry of new development along West 5th Street led to the streets being renamed in 1966: those streets intersecting West 5th Street were named after trees, their names placed in alphabetical order from Apricot to Willow. Streets extending in an east-west direction, meanwhile, were placed in numerical order. Finally, streets east of Highway 51 were renamed after birds, their names placed in alphabetical order from Cardinal to Robin (*L'Observateur* 1966).

The population of LaPlace totaled 5,953 by 1970, representing a 253 per cent increase over 1950. Major employers, including Petroleum refineries along River Road and the DuPont plastics plant, established facilities and provided sources of employment during last decades of the twentieth century. Historic aerial photography suggest that the Riverland Heights and Carrollwood sub-

divisions to the north of Airline Highway expanded greatly during the 1970s, and by 1974, Riverland Heights alone totaled nearly 900 residential buildings (Bank of St. John 1974:59; NETR var.). Development of LaPlace continued into the following decades when Bayou Steel opened on the community's eastern edge during the 1980s. The 1995-1996 edition of the *Louisiana Almanac* in

recognizing the continued evolution of LaPlace stated that "LaPlace has experienced change and growth in the last decade. Its residential and business communities continue to expand at an unprecedented rate, reflecting the unusual industrial growth" (Calhoun 1995:242-243). Today, LaPlace is the largest town in St. John the Baptist Parish.

CHAPTER IV

SURVEY RESULTS

This chapter summarizes the results of previous architectural investigations in the LaPlace survey area. The results of the current architectural inventory also are provided.

Previous Investigations

A review of the National Register of Historic Places database maintained by the Louisiana Office of Cultural Development, Division of Historic Preservation revealed two individually-listed National Register properties in the LaPlace survey area. This includes Woodland Plantation, located at 1128 Highway 628, and the Montegut Plantation House, located at 1052 Highway 628. Woodland Plantation was constructed ca. 1793 and was enlarged through the construction of additions during the nineteenth and twentieth centuries. The building was listed in the National Register in 2017 and is significant under Criterion C as a rare extant example of bousillage construction in St. John the Baptist Parish, as well as under Criterion B for its association with jazz musician and pioneer Edward “Kid” Ory. The Montegut Plantation House, meanwhile, is significant at the local level as an example of St. John the Baptist’s early architectural heritage. The building was constructed ca. 1815 and was listed in the National Register in 1987.

In addition to the two National Register-listed properties, 66 resources in the survey area that individually were documented in Historic Resource Inventory forms prepared in 1983 and 1984. These resources are identified in Appendix B.

The University of New Orleans Department of Planning and Urban Studies undertook an architectural survey of LaPlace in fall 2016 for the purposes of recommending a “historic preservation strategy” to the St. John the Baptist Parish (Department of Planning and Urban Studies, University of New Orleans 2017:i). The bound-

aries of this 2016 survey coincide with those of the current survey area. The team surveyed 273 resources and identified 104 as contributing elements to a potential local historic district. The results of the survey are presented in a 2017 report entitled *Protecting the Future by Preserving the Past: A Report to the St. John the Baptist Parish Historic Preservation Study Committee*, which provided the basis for the local designation of the LaPlace Historic District in July 2017 (St. John the Baptist Parish Council Ordinance 17-27 Section 114-29[a][4]).

Survey Results

The LaPlace survey area encompasses resources located on either side of East 5th and West 5th streets, an arc-shaped thoroughfare that follows the historic course of the Mississippi River, which has since changed. An active railroad line is located to the north of West 5th Street, and Airline Highway extends in a northwest-southeast direction to the north of the railroad line, forming the community’s primary commercial corridor. A second railroad line extending in an east-west direction is located to the south of West 5th Street. This railroad line intersects West 5th Street at the eastern and western ends of the survey area. The portion of West 5th Street to the south of the railroad tracks on the eastern end of the survey area is known as East 5th Street (also known as Highway 628). Main Street is located just north of this intersection and extends in a northeast-southwest direction, connecting West 5th Street to Airline Highway and to Interstate 10 beyond. The portion of Main Street between West 5th Street and Airline Highway primarily is lined with commercial buildings, however, some residences also front the thoroughfare. West 5th Street predominantly features one- to two-story residences with some commercial and religious buildings interspersed throughout, particularly around that thorough-

fare's intersection with Main Street. Most dwellings in the survey area feature at least one outbuilding, such as a detached garage, carport, or shed. Lots range greatly in their size and shape. Building setbacks vary, but most buildings feature a uniform setback from the road. Several buildings on the western end of West 5th Street before that street crosses the railroad track display deep setbacks.

A total of 265 resources were documented at LaPlace. These resources include 33 vacant lots and 232 buildings, most of which are residential. Surveyed resources are identified in Appendix A. The following discussion summarizes the predominant building types that were identified during this current investigation.

Bungalow

The bungalow is a residential building type that popularly was built throughout the United States during the early part of the twentieth century. Bungalows typically are one- to one-and-a-half-stories in height. Other common characteristics include front porches and front-gable roofs. The building type often is associated with the Craftsman architectural style, and buildings displaying this influence commonly incorporate exposed rafter ends and visible columns; many of the bungalows documented during the current survey, for example, feature porches with roofs supported by tapered wooden box columns, such as the residence located at 851 West 5th Street (Figure 4.1).

Bungalows represent the most common building type identified during survey and account for approximately 22 per cent of the total building stock (51 of 232). Bungalows in the survey area were constructed between ca. 1900 and ca. 1970, with 50 of the buildings being constructed between ca. 1900 and ca. 1935. The buildings range from one- to one-and-a-half-stories in height. Almost all documented bungalows incorporate a front porch, and almost half of the buildings feature double-hung wooden windows. Although front-gable roofs are the most common roof type, eight of the bungalows terminate in hip roofs, including the dwelling located at 609 Main Street (Figure 4.2). Exterior materials vary widely and include asbestos, aluminum siding, brick,

clapboard, drop siding, stucco, vertical board, and vinyl siding. Most bungalow-type buildings rest on pier foundations.

Freestanding Commercial

Freestanding commercial buildings generally are identifiable by their storefronts, which broadly are defined as “a ground-level façade constructed with large expanses of glass to display merchandise” (City of New Orleans Historic District Landmarks Commission [HDLC] n.d.[b]:5). Storefronts first emerged during the mid-1800s and were instrumental in attracting customers through their eye-catching displays. During the early twentieth century, new materials such as aluminum and stainless steel replaced architectural cast iron for framing elements, while newly-developed products such as structural glass also were integrated into storefronts (Jandl 1983:3). The typical storefront consists of an entrance topped by a transom and flanked on either side by large display windows, such as that at 509 Main Street (Figure 4.3). Other character-defining features of freestanding commercial buildings include parapets and glazed doors.

Freestanding commercial buildings comprise 40 of the 232 buildings documented during survey of LaPlace, making it the second most prevalent building type in the survey area. Most of these buildings are concentrated on the commercial corridors of Main Street or Airline Highway, or are clustered on West 5th and Cardinal streets near the intersection with the commercial thoroughfares. Documented freestanding commercial buildings are one- to two-stories in height and commonly terminate in flat or gabled roofs; the building at 603 Main Street, for example, displays a front-gable roof that is hidden behind a parapet (Figure 4.4). Fixed-divided windows and glazed single-leaf or double-leaf doors also are common, and most of the buildings feature poured concrete-slab foundations. Exterior cladding varies and includes brick, clapboard, concrete block, stucco, and vertical board, among other materials. Eighteen of the 40 of the freestanding commercial buildings documented in the survey area were 50 years of age or older. Most of the buildings display minimal architectural elaboration.



Figure 4.1 Bungalow-type dwelling located at 851 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.2 Bungalow-type dwelling located at 609 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.3 Freestanding commercial-type building located at 509 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.4 Freestanding commercial-type building located at 603 Main Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

Ranch

Although the ranch building type developed in California during the early twentieth century, these dwellings exploded in popularity nationwide during the 1950s and 1960s. Ranches are characterized as one-story buildings with linear plans and asymmetrical façades. A horizontal emphasis is achieved through the building type's low-slung, low-pitched roof, which predominantly includes cross-hip and cross-gable types. Footprints commonly incorporate a garage.

A total of 32 ranch-type buildings were recorded during survey of LaPlace. One of these buildings has been converted into a daycare. Construction dates range from ca. 1955 to ca. 2000, with 15 of the buildings constructed after ca. 1968. The buildings generally are one-story in height with asymmetrical façades, brick exteriors, and poured concrete-slab foundations (Figure 4.5). Roofs predominantly are hipped and are covered in asphalt shingles. Window and door types vary.

Late Twentieth-Century Domestic Architecture

Late twentieth-century domestic architecture applies to 32 non-contributing resources in the survey area. The buildings generally do not display any historical architectural stylistic references. Two subcategories are contained under this classification: single-family dwellings (n = 29) and multi-family apartment buildings (n = 3). Documented single-family dwellings vary considerably in their appearance. These buildings were constructed between ca. 1970 and ca. 2017 and range from one to two stories in height. The vast majority have poured concrete-slab foundations and brick exteriors, although vinyl siding and stucco also are used as cladding materials. Most of the buildings terminate in asphalt shingle-covered hip or side-gable roofs. Windows generally are vinyl or metal-frame units, and doors typically are partially-glazed panel units accessible from porches. The dwellings at 141 Cottonwood Street, 247 West 5th Street, and 383 West 5th Street reflect the variety of this building type (Figures 4.6 – 4.8).

Three multi-family apartment buildings constructed between ca. 1975 and ca. 1985 also were identified during survey. These buildings

share many common features, including a two-story height and poured concrete-slab foundation. All three buildings have exteriors that are covered in brick with a combination of other materials, including vinyl siding, vertical board, and wood shingles, and asphalt shingles. Roof types consist of shed, flat, and gambrel types (Figure 4.9). Roofs all are sheathed in asphalt shingles. Windows vary, and doors all are replacements.

Cottage/Queen Anne Cottage

Cottage is a term used throughout Louisiana that applies to a vernacular dwelling characterized by an asymmetrical form, one to one-and-a-half story height, and side or cross-gabled roof. A total of 29 cottages were identified in the LaPlace survey area. Construction dates range from ca. 1900 to ca. 1975, with three of the buildings being constructed after 1968.

Documented cottages range from one- to two-stories and have exteriors clad in clapboard, brick, asbestos shingles, aluminum siding, concrete block, and vinyl siding. Roofs predominantly are front- or side-gable types; however, some of the buildings terminate in hip roofs. Almost all of the buildings feature porches or stoops, and most of the buildings feature double-hung wooden windows. With its steeply-pitched side-gable roof, round-arch door at the primary entrance, and prominent chimney, the building at 202 West 5th Street provides an example of a Tudor Revival-style cottage found in the survey area (Figure 4.10). The residence at 278 West 5th Street, meanwhile, represents the sole Queen Anne cottage identified in the survey area (Figure 4.11). The building displays the Queen Anne style through its turned, bracketed columns, spindlework frieze, and gable ends that are covered in wooden shingles.

Minimal Traditional Cottage

Minimal traditional cottage-type dwellings were constructed in the United States between 1935 and 1950. These homes are characterized by their small size and minimal architectural detailing. Minimal traditional cottages generally are one-story in height and terminate in shallow gabled roofs with little or no overhang. Other characteristics include double-hung wooden win-



Figure 4.5 Ranch-type dwelling located at 1142 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.6 Single-family domestic dwelling located at 141 Cottonwood Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.7 Single-family dwelling located at 247 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.8 Single-family dwelling located at 383 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.9 Multi-family apartment building located at 1093-1095 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.10 Tudor Revival cottage-type dwelling located at 202 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.11 Queen Anne cottage-type dwelling located at 278 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

dows. The building type popularly was built during the Great Depression because of its small size and affordable construction cost, and because the type was prompted by the Federal Housing Administration (FHA). Frequently, homeowners were able to obtain FHA-insured loans for the construction of this dwelling type (McAlester 2013:589). Minimal traditional cottages also were popular in the years immediately following World War II, when returning veterans and the subsequent baby boom resulted in the construction of new residential units across the nation.

A total of 16 minimal traditional cottages were documented during the current survey, with construction dates ranging from ca. 1930 to ca. 1940. The vast majority of these one-story wood-frame buildings feature front porches and asymmetrical façades. Windows and doors tend to be replacement units, while exteriors predominantly are clad in aluminum and vinyl siding. Over half of the documented minimal traditional cottages terminate in side-gable roofs with front gables attached to one end of the façades, such as the resi-

dence located at 651 West 5th Street (Figure 4.12). Architectural historians have identified a variety of subgroups within the minimal traditional type. The dwelling located at 651 West 5th Street is an example of the “gable-and-wing-roof” subgroup of the minimal traditional cottage as defined in *A Field Guide to American Houses* (McAlester 2015: 586, 590-591). Although less common, four minimal traditional cottages are included in the “side-gabled-roof” subgroup, which is defined by its side-gable roof (McAlester 2015: 586, 593-593). An example is provided by 5609 West 5th Street (Figure 4.13).

Mobile Home

Mobile homes emerged during the 1930s as small, factory-built, temporary dwellings pulled behind automobiles. During the 1950s and 1960s, however, mobile home designs with larger footprints that were “more suitable for permanent housing” were introduced (McAlester 2015:149-150). Footprints continued to expand into the following decades. Mobile homes are characterized



Figure 4.12 Minimal traditional cottage-type dwelling located at 651 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.13 Minimal traditional cottage-type dwelling located at 5609 West 5th Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

as one-story pre-fabricated dwellings that often-times are located in rural settings or are concentrated together in mobile home parks.

Seven mobile homes were identified in the survey area, including those located in the La-Place Riverside RV Park at Dosier Court, as well as at the Ideal mobile home park along Ideal Court. Construction dates range from ca. 1970 to ca. 2010. Mobile homes in the survey area are one-story in height, occupy rectangular footprints, and feature metal exteriors (Figure 4.14). They generally rest on pier foundations that are obscured by a metal skirting around the base of the building.

Shotgun/Double Shotgun

Shotgun residences were constructed in the American South between the early nineteenth and mid-twentieth centuries. The building type is defined by its long, narrow footprint, and by its interior arrangement of rooms: shotguns are one room wide by three or more rooms deep, “with each room opening onto the next” (HDLC

n.d.[b]:6). The buildings are one-story in height and typically feature clapboard-clad exteriors and brick pier foundations. Roof types commonly include front-gable, gable-on-hip, and hip. A variation on the shotgun, the double shotgun features a shotgun-type arrangement of rooms placed on either side of a party wall, thereby forming a two-unit building sharing the same roof.

Three shotgun-type buildings were identified during survey; this includes two residences dating from ca. 1925 and ca. 1980, and a religious facility built ca. 2000. The ca. 1925 shotgun at 125 Ash Street has been altered through the construction of additions to its side (east) and rear (north) elevations (Figure 4.15). The remaining two shotguns display the building type’s character-defining long, narrow rectangular footprint and terminate in asphalt shingle-clad hip roofs. Foundation types for the three shotguns include poured concrete slab and concrete-block pier. Exterior cladding includes vertical board, vinyl siding, and clapboard. All documented shotguns are one-story wood-frame buildings.



Figure 4.14 Mobile home-dwellings located at the mobile home park at Ideal Court. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.



Figure 4.15 Shotgun-type dwelling located at 125 Ash Street. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

In addition to the three aforementioned shotguns, four double shotgun-type dwellings also were recorded during the current investigation. These buildings were built between ca. 1930 and ca. 1935 and are characterized as one-story wood-frame buildings with front-gable roofs, clapboard exteriors, and brick- or concrete-block-pier foundations. While most of the buildings feature symmetrical two-bay wide façades with doors located in each bay, the double shotgun at 1152 Highway 628 is four bays wide (Figure 4.16). All double shotguns recorded during the survey incorporate full-width front porches. Exterior materials in-

clude clapboard and vinyl siding. Windows predominantly are replacement units.

Summary and Conclusions

A total of 265 resources were surveyed at LaPlace. This number includes 33 vacant lots and 232 buildings. Built resources range in date from ca. 1793 to ca. 2017. Most buildings in the survey area are residential and have wood framing members, pier foundations, and gable or hip roofs. A total of 40 freestanding commercial buildings also were recorded. Most documented buildings display minimal architectural elaboration.



Figure 4.16 Double shotgun-type dwelling located at 1152 Highway 628. Photograph by R. Christopher Goodwin & Associates, Inc., April 2018.

ANALYSIS AND RECOMMENDATIONS

This chapter presents a summary of analyses of archival and architectural data. It also provides a discussion of periods of significance within the LaPlace survey area, as well as a summary of contributing and non-contributing resources.

Local Criteria for Evaluation

The St. John the Baptist Parish Historic District Commission includes historic districts and local historic landmarks of the Parish. To be locally designated, or considered eligible for local designation, in the Parish, a historic district or local landmark must include resources that are at least 50 years old or must be a resource that is at least 50 years old and also must meet at least one of the five following criteria:

- Representative of or exhibits characteristics of a particular architectural style, type, period or way of life important to the Parish;
- Exemplifies the cultural, economic, religious, educational, political, social or economic growth and/or history of the Parish, state or nation;
- Serves as an example of a building or structure representative of its era for which there are few remaining examples of part architectural styles or types;
- Associated with a business or use that was once common but is now rare;
- Serves as an established and familiar visual feature of a neighborhood or community that contributes to the cultural, architectural or historic development of the Parish, state or nation.

Data Analysis

The earliest extant buildings recorded during survey date from LaPlace's are associated with the town's agricultural heritage that dominated the eighteenth and nineteenth centuries. These buildings include Woodland Plantation at 1128 Highway 628, built ca. 1793, and the neighboring Montegut Plantation at 1052 Highway 628, built ca. 1815. Sugar was grown at both Woodland and Montegut plantations, and sugar production remained the primary economic driver at LaPlace into the early 1900s. The cultivation and shipment of vegetables also became an important part of the local economy after A. Montz opened an ice plant in 1914. Development in the survey area dating from between ca. 1900 to ca. 1915 is limited to nine buildings located along East 5th Street/Highway 628 and West 5th and Cardinal streets (Cardinal Street was the historic entrance to Woodland Plantation). Of these nine buildings, seven are cottages and two are bungalows. They all are modest in scale with wood framing members and pier foundations. Most feature a uniform setback from the road. Many of these buildings were subject to previous investigations and were documented in Louisiana Historic Resource Inventory forms. According to the earlier documentation, many of these previously documented buildings were inhabited by families involved in the agriculture industry at LaPlace: one bungalow and one cottage represent former workers' quarters associated with Woodland Plantation (505 and 601 Cardinal Street); one cottage was used as a residence by the owner/operator of the store at Woodland Plantation (110 West 5th Street); and another cottage was the residence of a family of chicken ranchers (546 West 5th Street).

Ten documented buildings date from ca. 1920, including five bungalows, three cottages,

one church, and one freestanding commercial building located on Cardinal Street. All other buildings are located on the western and eastern ends of West 5th Street (the middle part of West 5th Street between Fir Street and Bradford Place was dominated by a large tract of undeveloped farmland until the early 1960s). Development of the survey area gained momentum in the latter half of the decade after the subdivision of Woodland Planation in 1923, with 13 buildings being constructed between ca. 1925 and 1928. These buildings primarily are located on West 5th Street ($n = 8$); others are located on East 5th Street/Highway 628 and Ash, Cardinal, and Main streets. Ten of the 13 buildings are bungalows, reflecting the popularity of this building type during the early twentieth century. Other building types include a freestanding commercial building and a shotgun dwelling. In order to accommodate a growing number of students, the John L. Ory School at 182 West 5th Street was constructed in 1928, replacing an earlier, smaller school at the same location. Of the 23 documented 1920s-era buildings, the John L. Ory School and the freestanding commercial building at 786 West 5th Street were erected in brick; all other buildings are wood frame. Most display a uniform setback, although some buildings on the western end of West 5th Street feature deeper setbacks from the road, such as 778, 872, and 843 West 5th Street.

Airline Highway was completed to the north of West 5th Street in 1933, stimulating development and growth within the community. A total of 65 buildings were constructed in the survey area between ca. 1930 and ca. 1939. These buildings predominantly are located along East 5th Street/Highway 628 and West 5th Street, however, some also were identified on Apricot, Ash, Cardinal, and Main streets, as well as on Ideal Court. These buildings are characterized by their wood framing members, pier foundations, and modest footprints. Setbacks generally are uniform and are consistent with earlier buildings. Of the 65 1930s-era buildings, 32 are bungalows, 11 are cottages, 5 are freestanding commercial buildings, and 4 are double shotguns. As part of a nationwide trend, 11 minimal traditional cottages also were erected in the survey area during this time. This building type became popular during

the Great Depression due to its compact size and affordable cost of construction, and because the dwelling type was promoted by the FHA, and thus making its construction eligible for FHA-guaranteed loans (McAlester 2015:588-589). The popularity of the minimal traditional cottage later was eclipsed by ranch-type dwellings during the 1950s and 1960s.

Construction at LaPlace slowed during the 1940s as a result of World War II, with 10 buildings constructed during the period. Five minimal traditional cottages, four bungalows, and one freestanding commercial building fronting East Airline Highway comprise this total. The other buildings are located on Apricot, Cardinal, and West 5th streets, as well as on Orange Loop. Only seven buildings were constructed during the 1950s: three freestanding commercial buildings on West 5th and Main streets, two cottages, a ranch-type dwelling, and a church on Main Street. Most documented buildings dating from the 1940s and 1950s feature a setback that is uniform with earlier construction. Documented buildings more frequently feature poured concrete-slab foundations beginning in the 1940s.

New industrial complexes erected along River Road during the 1960s, such as the DuPont plastics plant in 1964, contributed greatly to the local economy and prompted the development of 26 new buildings in the survey area between ca. 1960 and ca. 1965. This spike in new construction follows a national upswing in the construction industry in the decades after World War II. Fourteen ranch-type dwellings on East 5th Street/Highway 628 and West 5th Street and seven freestanding commercial buildings on East Airline Highway and Main and West 5th streets comprise the 1960s-era buildings in the survey area. The St. Joan of Arc Catholic School was erected at 412 Fir Street in 1961. The building occupied part of the large tract of undeveloped farmland that encompassed the northern and southern sides of West 5th Street between Fir Street and Bradford Place. Further subdivision and development of this tract continued into the 2000s. Notably, whereas the vast majority of documented buildings dating from the first half of the twentieth century have a pier foundation, all 1960s-era buildings feature a poured concrete-slab foundation. Furthermore,

20 of the 26 documented 1960s buildings have a brick exterior. This marks a point of departure from previous decades in which most of the buildings in the survey area that retain their original siding are clad in clapboard. Buildings dating from the mid-1960s onwards tend to be at a larger scale than earlier buildings, however, they generally display a setback that is uniform with this earlier development.

A booming local economy during the 1970s is reflected in the construction of 20 new buildings in the survey area along West 5th, Main, Sugar Pine, Cedar, and Ash streets, as well as on East 5th Street/Highway 628 and Orange Loop during this time. Predominant building types include ranch-type dwellings and freestanding commercial buildings. A nursing home also was built at 506 West 5th Street ca. 1975 on a part of the farmland tract to the north of the St. Joan of Arc Catholic School.

Growth of LaPlace proceeded rapidly into the last decades of the twentieth century, with 28 buildings being constructed during the 1980s and another 13 during the 1990s. Building types predominantly include freestanding commercial buildings (n = 13), ranch dwellings (n = 8), warehouses (n = 3), mobile homes (n = 2), and apartment buildings (n = 2). Several of the dwellings were built on the southern side of West 5th Street on the farmland tract to the east of the St. Joan of Arc Catholic Church School. Twenty-nine buildings in the survey area were constructed between ca. 2000 and ca. 2017, the vast majority of which comprise the late twentieth-century domestic architecture building type. The buildings are scattered throughout the survey area, including along West 5th Street on the farmland tract between Fir Street and Bradford Place.

Periods of Significance

The developmental history of the survey area is defined by two periods of significance: 1793-1922 and 1923-1968. The 1793-1922 period corresponds to the construction of Woodland Plantation in 1793 and ends in 1922, the year prior to that plantation's subdivision. Twenty-one buildings fall within this period, including the Woodland and Montegut plantation houses, ten cottages, seven bungalows, one freestand-

ing commercial building, and one church. These buildings reflect LaPlace's agricultural past and date from a time when the community was divided among several large plantations. They predominantly are located on the eastern and western ends of East 5th Street/Highway 628 and West 5th Street, with a more limited number also on Cardinal, Main, and Ash streets. Setback generally is uniform, and lots vary in size and shape.

The 1923-1968 period of significance begins with the subdivision of Woodland Plantation in 1923 and captures a subsequent housing boom in LaPlace that later was spurred by the completion of Airline Highway in 1933. Although development of the survey area slowed slightly during the 1940s and 1950s, a surge of new construction occurred during the 1960s as new industrial complexes erected along River Road strengthened the local economy. The 1968 terminal date for the period encompasses these waves of residential development within LaPlace and also captures a shift in the local economy from an agricultural emphasis to one based on industrial processing and manufacturing. Furthermore, the 1968 end date coincides with 50-year cutoff date utilized by the National Register and set forth in the St. John the Baptist Parish Commission Ordinance 17-27: *Criteria for designation of historic districts and local landmarks* (Section 114-28[d]). A total of 121 documented buildings date from the 1923-1968 period of significance. Building types predominantly include 42 bungalows constructed between ca. 1925 and ca. 1935; 20 cottages constructed between ca. 1930 and ca. 1965; 16 freestanding commercial buildings constructed between ca. 1930 and ca. 1965; 15 minimal traditional cottages constructed between ca. 1930 and ca. 1940; 15 ranch-type dwellings constructed between ca. 1955 and ca. 1965; and 4 double shotguns constructed between ca. 1930 and ca. 1935. The buildings are scattered on streets throughout the survey area and generally feature a setback that is uniform with earlier construction. Lots vary in size and shape.

Contributing and Non-Contributing Resources

Approximately 47 per cent of the resources documented during survey retain sufficient

integrity of location, design, setting, materials, workmanship, feeling, and association to convey their period of significance. These resources are considered contributing elements to the local LaPlace Historic District (124 out of 265) (Figure 5.1). If replacement materials are present, the buildings generally retain their original mass, scale, and form to convey their original construction periods. Non-contributing elements either were constructed after the periods of significance (1793-1922, 1923-1968), or were constructed within the periods of significance and have lost integrity. Non-contributing elements comprise approximately 53 per cent of the total building stock (141 out of 265). Contributing and non-contributing resources are presented in Appendix A.

Summary and Recommendations

A total of 265 resources were documented during survey of LaPlace, including 232 buildings and 33 vacant lots. Of the 265 resources, 125 are contributing elements to the local LaPlace Historic District, and 141 are non-contributing elements. A number of non-contributing resources are grouped in the central and eastern portions of the historic district, as depicted in Figure 5.1. In the central area of the district, many of these

resources are commercial buildings that were constructed after the period of significance on the northern side of West 5th Street between Fir Street and Bradford Place. Additionally, the eastern peripheral portion of the current boundary includes several vacant lots, a mobile home park, and buildings that were constructed after the period of significance. These resources include 1116 Highway 628, 1108 Highway 628, 120 Ideal Court, 500 Walnut Street, and 501 Walnut Street.

It is recommended that the Commission consider altering the boundaries of the LaPlace Historic District to exclude these resources in the central area of the district north of West 5th Street and on the eastern periphery of the survey area. An alternate recommendation is that the Commission consider the creation of a discontinuous district with boundaries that start at the southwestern boundary at 999 West 5th Street and end at St. Joan of Arc Catholic School, then start at Bradford Place and end at the southeastern boundary at Willow Street. National Register guidelines on selecting district boundaries can be found in *National Register Bulletin Defining Boundaries for National Register Properties* and *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*.

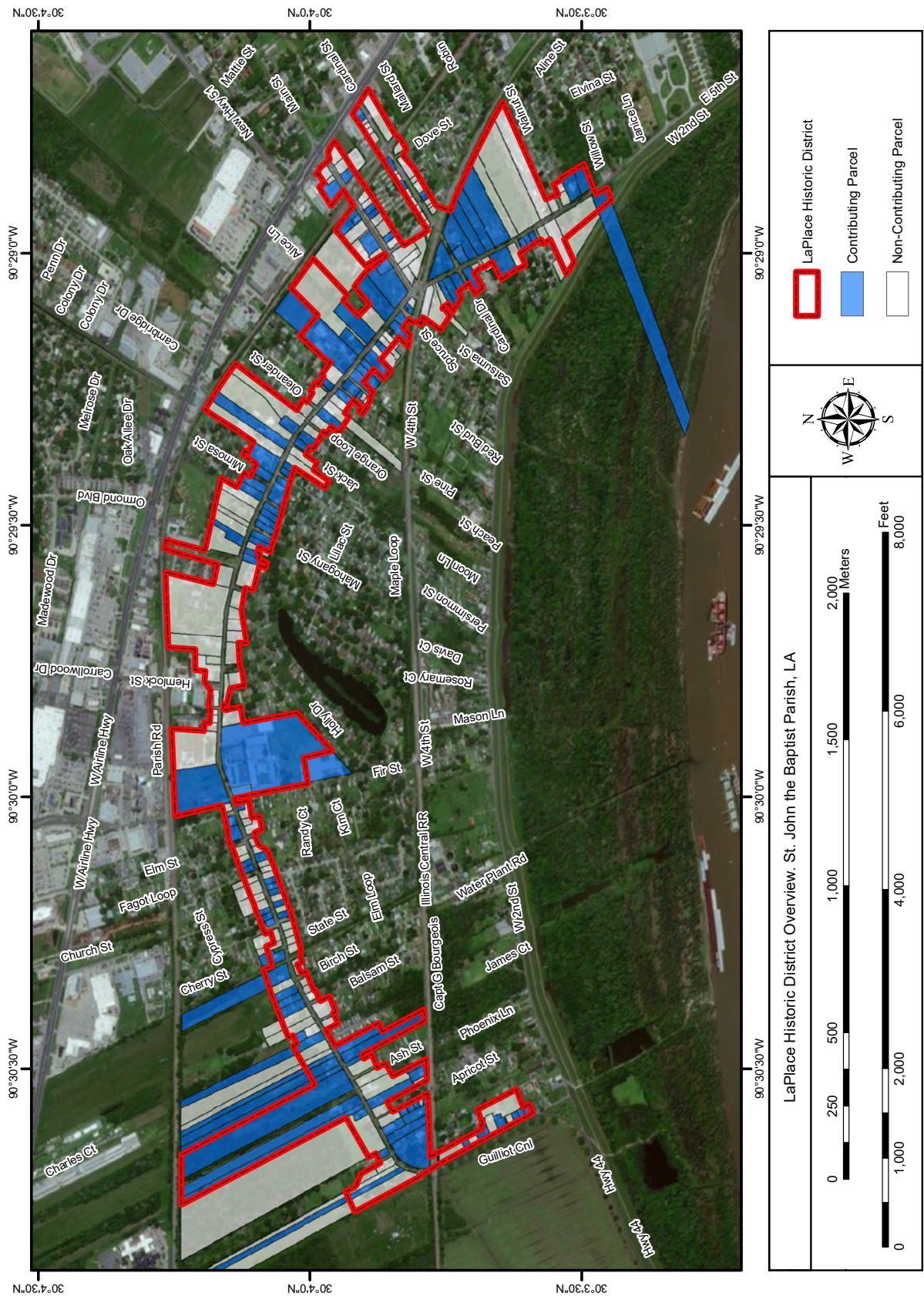


Figure 5.1 Overview Boundary Map.

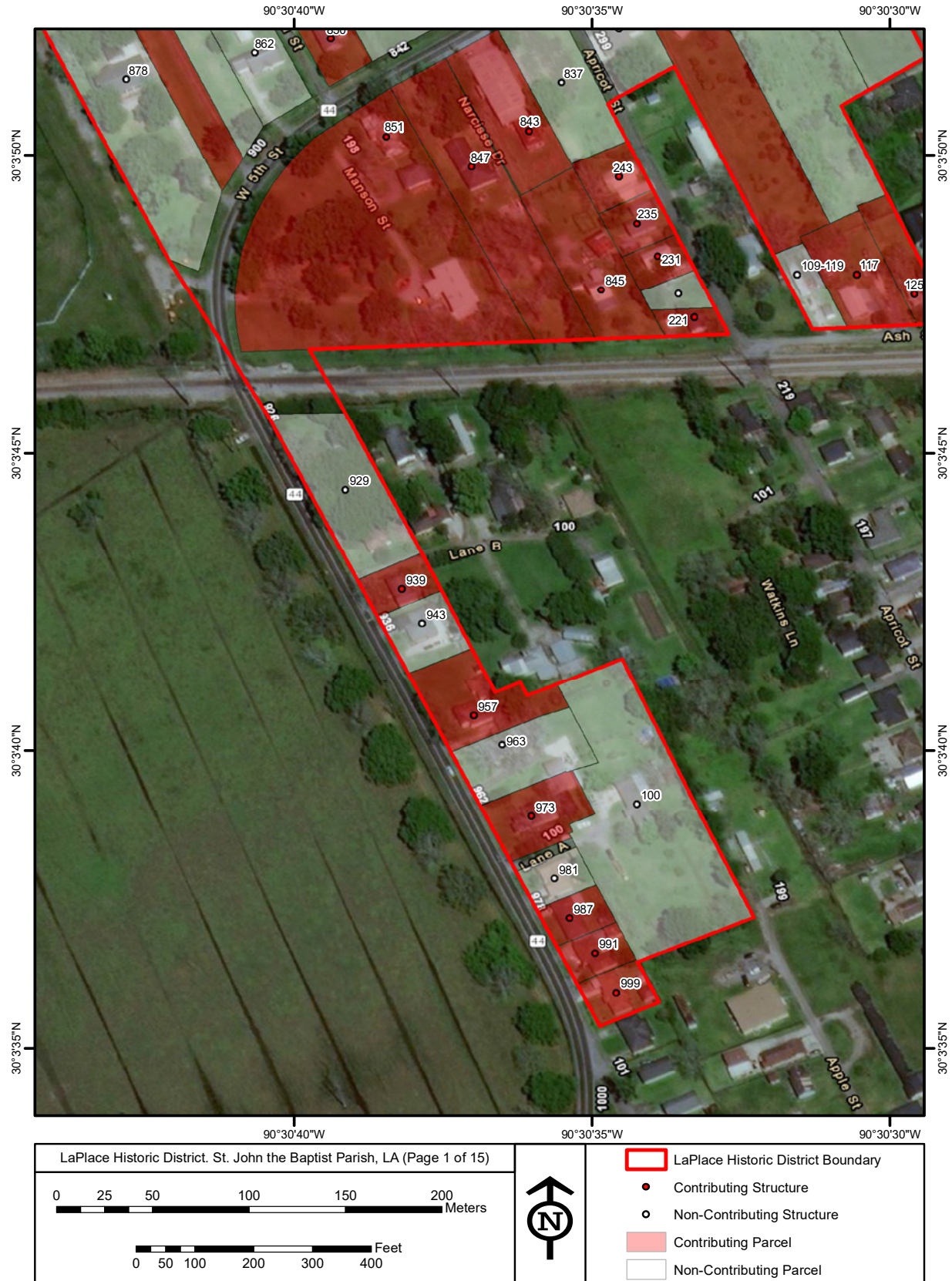


Figure 5.1 Contributing/Non-Contributing resources.
Sheet 1

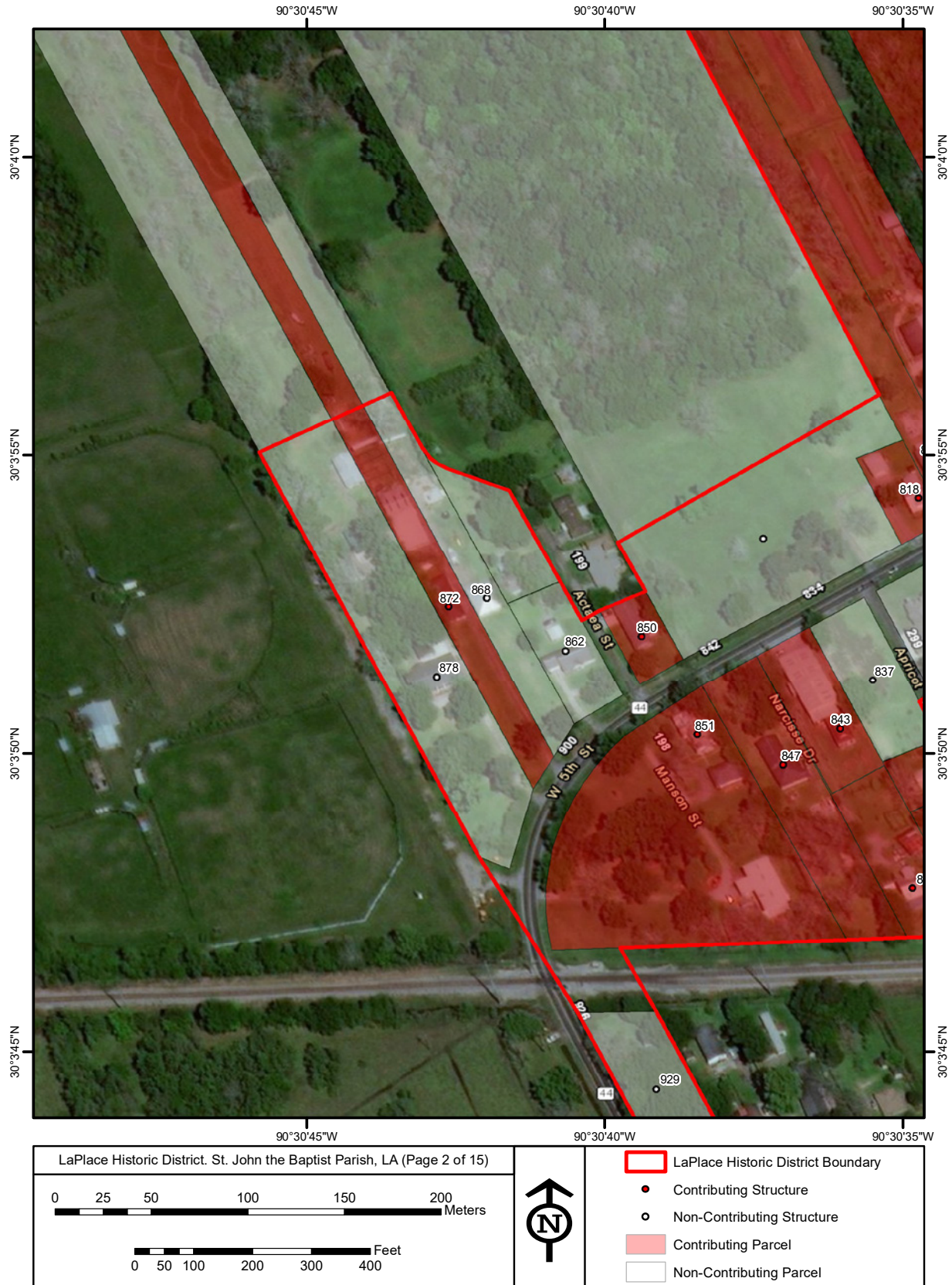


Figure 5.1 Contributing/Non-Contributing resources.
Sheet 2



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 3



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 4



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 5



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 6



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 7



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 8



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 9



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 10



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 11



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 12



Figure 5.1 Contributing/Non-Contributing resources.
Sheet



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 14



Figure 5.1 Contributing/Non-Contributing resources.
Sheet 15

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APPENDIX A

DOCUMENTED RESOURCES IN THE LAPLACE SURVEY AREA

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
221	APRICOT STREET	400119300	1940	Building	Contributing
231	APRICOT STREET	400537600	1930	Building	Contributing
235	APRICOT STREET	400140900	1935	Building	Contributing
243	APRICOT STREET	400022600	1920	Building	Contributing
UNKNOWN	APRICOT STREET	400322500	N/A	Site	Non-Contributing
109-119	ASH STREET	UNKNOWN	1970	Building	Non-Contributing
117	ASH STREET	400077900	1930	Building	Contributing
125	ASH STREET	400077900	1925	Building	Contributing
UNKNOWN	CAMPHOR STREET	400242518	N/A	Site	Non-Contributing
505	CARDINAL STREET	400211489	1915	Building	Contributing
601	CARDINAL STREET	400503000	1915	Building	Non-Contributing
602	CARDINAL STREET	400164020	2000	Building	Non-Contributing
604	CARDINAL STREET	400558300	2000	Building	Non-Contributing
606	CARDINAL STREET	400396800	1980	Building	Non-Contributing
608	CARDINAL STREET	400502700	2000	Building	Non-Contributing
609	CARDINAL STREET	400481000	1940	Building	Contributing
610	CARDINAL STREET	400239400	1930	Building	Non-Contributing
616	CARDINAL STREET	400095200	1925	Building	Contributing
617	CARDINAL STREET	9400012300	2000	Building	Non-Contributing
617	CARDINAL STREET	9400012300	N/A	Site	Non-Contributing
620	CARDINAL STREET	9400012301	1960	Building	Non-Contributing
624	CARDINAL STREET	400165100	1920	Building	Contributing
740	CARDINAL STREET	400122514	1985	Building	Non-Contributing
760	CARDINAL STREET	400178500	2000	Building	Non-Contributing
UNKNOWN	CARDINAL STREET	400101715	N/A	Site	Non-Contributing
506	CEDAR STREET	400178991	1930	Building	Contributing
507	CEDAR STREET	400153400	1955	Building	Non-Contributing
609	CHICKADEE STREET	400528600	1980	Building	Non-Contributing
141	COTTONWOOD STREET	410098700	1995	Building	Non-Contributing
95-138	DOSIER COURT	400135500	1995	Building	Non-Contributing
100	DOVE STREET	400250500	N/A	Site	Non-Contributing
102	EAST AIRLINE HIGHWAY	9400011500	1965	Building	Non-Contributing
132	EAST AIRLINE HIGHWAY	400166200	1940	Building	Contributing
200	EAST AIRLINE HIGHWAY	400211710	2010	Building	Non-Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
342	ELM STREET	400376200	1990	Building	Non-Contributing
361	ELM STREET	400008800	1965	Building	Non-Contributing
412	FIR STREET	UNKNOWN	1961	Building	Contributing
6	HACKBERRY	410112100	2005	Building	Non-Contributing
500	HEMLOCK STREET	400420300	1980	Building	Non-Contributing
1031	HIGHWAY 628	UNKNOWN	1930	Building	Contributing
1050	HIGHWAY 628	400383300	1935	Building	Contributing
1052	HIGHWAY 628	400383200	1815	Building	Contributing
1071	HIGHWAY 628	400383500	1970	Building	Non-Contributing
1093-1095	HIGHWAY 628	400383700	1980	Building	Non-Contributing
1103	HIGHWAY 628	400479400	1965	Building	Contributing
1108	HIGHWAY 628	400021600	N/A	Site	Non-Contributing
1109	HIGHWAY 628	400336101	1965	Building	Contributing
1113	HIGHWAY 628	400336100	1925	Building	Contributing
1116	HIGHWAY 628	400405700	1980	Building	Non-Contributing
1123	HIGHWAY 628	400336000	N/A	Site	Non-Contributing
1128	HIGHWAY 628	400136900	1793	Building	Contributing
1133	HIGHWAY 628	400174890	1965	Building	Contributing
1142	HIGHWAY 628	400016400	1965	Building	Contributing
1152	HIGHWAY 628	400191800	1930	Building	Contributing
1158	HIGHWAY 628	400211489	1900	Building	Contributing
1168	HIGHWAY 628	400211700	1935	Building	Contributing
1169	HIGHWAY 628	400055296	1930	Building	Contributing
1178	HIGHWAY 628	400371100	1950	Building	Contributing
1179	HIGHWAY 628	400251800	1935	Building	Contributing
1189	HIGHWAY 628	400228410	1935	Building	Contributing
1193	HIGHWAY 628	400536555	1925	Building	Contributing
1197	HIGHWAY 628	400081600	1965	Building	Non-Contributing
1199	HIGHWAY 628	400371300	2000	Building	Non-Contributing
1205	HIGHWAY 628	400254400	1980	Building	Non-Contributing
120	IDEAL COURT	400248366	1930	Building	Non-Contributing
100	LANE A	400382080	2010	Building	Non-Contributing
501	MAIN STREET	400235000	1975	Building	Non-Contributing
505	MAIN STREET	400286210	1980	Building	Non-Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
509	MAIN STREET	400286200	1980	Building	Non-Contributing
520	MAIN STREET	400079601	1955	Building	Contributing
600	MAIN STREET	400080000	1990	Building	Non-Contributing
601	MAIN STREET	400308490	1980	Building	Non-Contributing
603	MAIN STREET	400052100	1930	Building	Contributing
604	MAIN STREET	9400008386	1965	Building	Contributing
605	MAIN STREET	400373100	1930	Building	Non-Contributing
607	MAIN STREET	400201101	1975	Building	Non-Contributing
609	MAIN STREET	400527900	1930	Building	Contributing
610	MAIN STREET	400358500	1925	Building	Contributing
611	MAIN STREET	400202800	1935	Building	Contributing
612	MAIN STREET	9400008385	1955	Building	Non-Contributing
614	MAIN STREET	1400044900	1965	Building	Contributing
625	MAIN STREET	400379400	1980	Building	Non-Contributing
801-809	MAIN STREET	400386200	1950	Building	Contributing
820	MAIN STREET	96140042533	1930	Building	Contributing
104	MILTON STREET	400249600	2000	Building	Non-Contributing
121	MILTON STREET	400422320	2000	Building	Non-Contributing
LOT B	NEIL COURT	UNKNOWN	N/A	Site	Non-Contributing
116	NEWSPAPER ROAD	400043600	1980	Building	Non-Contributing
402	ORANGE LOOP	400378800	1940	Building	Contributing
404	ORANGE LOOP	400064400	1940	Building	Non-Contributing
410	ORANGE LOOP	400009300	1970	Building	Non-Contributing
171	SLEEPY REDWOOD STREET	400409500	1990	Building	Non-Contributing
420	SUGAR PINE STREET	400537913	1975	Building	Non-Contributing
UNKNOWN	SUGAR PINE STREET	9640442950	N/A	Site	Non-Contributing
500	WALNUT STREET	400327290	1985	Building	Non-Contributing
501	WALNUT STREET	400284100	N/A	Site	Non-Contributing
105	WEST 5TH STREET	400432591	1990	Building	Non-Contributing
109	WEST 5TH STREET	400289520	1965	Building	Contributing
110	WEST 5TH STREET	400303100	1900	Building	Contributing
111	WEST 5TH STREET	400506800	1960	Building	Contributing
119	WEST 5TH STREET	9400000400	1935	Building	Contributing
126	WEST 5TH STREET	400385800	1965	Building	Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
127	WEST 5TH STREET	400059200	1935	Building	Contributing
138	WEST 5TH STREET	400197400	1975	Building	Non-Contributing
139	WEST 5TH STREET	400364790	1980	Building	Non-Contributing
145	WEST 5TH STREET	400169500	1935	Building	Non-Contributing
149	WEST 5TH STREET	400048500	1935	Building	Contributing
152	WEST 5TH STREET	400384700	1965	Building	Contributing
153	WEST 5TH STREET	400048100	1980	Building	Non-Contributing
164	WEST 5TH STREET	400385600	1900	Building	Contributing
165	WEST 5TH STREET	400095800	1935	Building	Contributing
167	WEST 5TH STREET	400304690	1930	Building	Contributing
177	WEST 5TH STREET	400120600	1935	Building	Contributing
181	WEST 5TH STREET	400393300	1920	Building	Contributing
182	WEST 5TH STREET	9400014000	1910	Building	Contributing
191	WEST 5TH STREET	400312600	1930	Building	Contributing
194	WEST 5TH STREET	400225990	1970	Building	Non-Contributing
199	WEST 5TH STREET	400282525	1930	Building	Contributing
202	WEST 5TH STREET	400386100	1935	Building	Contributing
205	WEST 5TH STREET	9400016300	1975	Building	Non-Contributing
216	WEST 5TH STREET	400096200	1940	Building	Non-Contributing
217	WEST 5TH STREET	400373900	1975	Building	Non-Contributing
221	WEST 5TH STREET	400054700	1935	Building	Contributing
228	WEST 5TH STREET	400096100	1985	Building	Non-Contributing
233	WEST 5TH STREET	400335320	2000	Building	Non-Contributing
238	WEST 5TH STREET	400328520	2010	Building	Non-Contributing
239	WEST 5TH STREET	400207300	N/A	Site	Non-Contributing
244	WEST 5TH STREET	400459600	1930	Building	Contributing
247	WEST 5TH STREET	400428800	2005	Building	Non-Contributing
254	WEST 5TH STREET	400055700	1990	Building	Non-Contributing
255	WEST 5TH STREET	400385100	1920	Building	Contributing
257	WEST 5TH STREET	400428800	1935	Building	Contributing
262	WEST 5TH STREET	400229800	1960	Building	Contributing
270	WEST 5TH STREET	400368400	2010	Building	Non-Contributing
277	WEST 5TH STREET	400351902	1935	Building	Contributing
278	WEST 5TH STREET	400352700	1911	Building	Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
281	WEST 5TH STREET	400167900	1935	Building	Contributing
289	WEST 5TH STREET	400566100	1935	Building	Contributing
290	WEST 5TH STREET	400087500	1925	Building	Contributing
295	WEST 5TH STREET	400223300	1935	Building	Contributing
302	WEST 5TH STREET	400266300	1925	Building	Contributing
306	WEST 5TH STREET	400399790	1930	Building	Contributing
311	WEST 5TH STREET	400437900	1930	Building	Contributing
314	WEST 5TH STREET	400385900	1995	Building	Non-Contributing
317	WEST 5TH STREET	400255310	1930	Building	Contributing
323	WEST 5TH STREET	400491300	1940	Building	Contributing
328	WEST 5TH STREET	400006000	1980	Building	Non-Contributing
329	WEST 5TH STREET	400529900	1935	Building	Contributing
335	WEST 5TH STREET	400043300	1930	Building	Contributing
338	WEST 5TH STREET	400375000	1935	Building	Non-Contributing
341	WEST 5TH STREET	400046700	1965	Building	Contributing
344	WEST 5TH STREET	400036000	1955	Building	Contributing
347	WEST 5TH STREET	400352400	1970	Building	Non-Contributing
349	WEST 5TH STREET	400526800	1965	Building	Contributing
354	WEST 5TH STREET	400035001	N/A	Site	Non-Contributing
355	WEST 5TH STREET	400494600	1945	Building	Contributing
367	WEST 5TH STREET	410090900	2010	Building	Non-Contributing
372	WEST 5TH STREET	400035000	1980	Building	Non-Contributing
383	WEST 5TH STREET	410100200	1995	Building	Non-Contributing
400	WEST 5TH STREET	400035800	2000	Building	Non-Contributing
401	WEST 5TH STREET	410133400	2000	Building	Non-Contributing
409	WEST 5TH STREET	410003300	1985	Building	Non-Contributing
421	WEST 5TH STREET	410074300	2015	Building	Non-Contributing
430	WEST 5TH STREET	400405901	1970	Building	Non-Contributing
437	WEST 5TH STREET	410042600	1980	Building	Non-Contributing
456	WEST 5TH STREET	400004601	2000	Building	Non-Contributing
492	WEST 5TH STREET	400459100	1990	Building	Non-Contributing
494	WEST 5TH STREET	400459200	1990	Building	Non-Contributing
506	WEST 5TH STREET	400531700	1975	Building	Non-Contributing
546	WEST 5TH STREET	400035200	1910	Building	Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
554	WEST 5TH STREET	400140600	1980	Building	Non-Contributing
557	WEST 5TH STREET	400548590	1935	Building	Contributing
563	WEST 5TH STREET	400264100	1935	Building	Non-Contributing
566	WEST 5TH STREET	400139600	1965	Building	Contributing
567	WEST 5TH STREET	400223600	1975	Building	Non-Contributing
572	WEST 5TH STREET	400116220	1925	Building	Contributing
587	WEST 5TH STREET	400153500	1935	Building	Non-Contributing
593	WEST 5TH STREET	400183301	2000	Building	Non-Contributing
598	WEST 5TH STREET	400260500	1930	Building	Contributing
599	WEST 5TH STREET	400297866	1930	Building	Contributing
605	WEST 5TH STREET	400331400	1975	Building	Non-Contributing
613	WEST 5TH STREET	400387300	1980	Building	Non-Contributing
615	WEST 5TH STREET	400270801	N/A	Site	Non-Contributing
619	WEST 5TH STREET	400274600	1935	Building	Contributing
623	WEST 5TH STREET	400271010	1935	Building	Contributing
626	WEST 5TH STREET	400414460	1975	Building	Non-Contributing
629	WEST 5TH STREET	400406900	1935	Building	Contributing
635	WEST 5TH STREET	400537700	N/A	Site	Non-Contributing
636	WEST 5TH STREET	400198110	1930	Building	Non-Contributing
639	WEST 5TH STREET	400374500	1960	Building	Contributing
640	WEST 5TH STREET	400133150	1930	Building	Contributing
643	WEST 5TH STREET	400552400	N/A	Site	Non-Contributing
644	WEST 5TH STREET	400161500	1920	Building	Contributing
650	WEST 5TH STREET	400242515	1930	Building	Contributing
651	WEST 5TH STREET	400086900	1935	Building	Contributing
659	WEST 5TH STREET	400303503	N/A	Site	Non-Contributing
665	WEST 5TH STREET	400303504	2005	Building	Non-Contributing
668	WEST 5TH STREET	400242514	N/A	Site	Non-Contributing
671	WEST 5TH STREET	400303505	2005	Building	Non-Contributing
677	WEST 5TH STREET	400303506	2005	Building	Non-Contributing
678	WEST 5TH STREET	400510900	1920	Building	Contributing
694	WEST 5TH STREET	400230100	1920	Building	Contributing
698	WEST 5TH STREET	400230000	1980	Building	Non-Contributing
705	WEST 5TH STREET	9640442775	2017	Building	Non-Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
708	WEST 5TH STREET	400333890	1930	Building	Contributing
712	WEST 5TH STREET	400229400	1940	Building	Contributing
713	WEST 5TH STREET	9640442776	N/A	Site	Non-Contributing
719 & 721	WEST 5TH STREET	400498700	1975	Building	Non-Contributing
720	WEST 5TH STREET	400229425	1930	Building	Contributing
726	WEST 5TH STREET	400499711	2000	Building	Non-Contributing
735	WEST 5TH STREET	400110600	1985	Building	Non-Contributing
742	WEST 5TH STREET	400271800	1975	Building	Non-Contributing
743	WEST 5TH STREET	400172390	2010	Building	Non-Contributing
744	WEST 5TH STREET	400199200	1925	Building	Contributing
748	WEST 5TH STREET	400271900	1965	Building	Contributing
756	WEST 5TH STREET	400330500	N/A	Site	Non-Contributing
764	WEST 5TH STREET	400255200	1980	Building	Non-Contributing
766	WEST 5TH STREET	400271400	1930	Building	Contributing
769A-B	WEST 5TH STREET	400547800	1950	Building	Contributing
772	WEST 5TH STREET	400189800	1925	Building	Contributing
775	WEST 5TH STREET	400189500	1935	Building	Contributing
778	WEST 5TH STREET	400483100	1915	Building	Contributing
781	WEST 5TH STREET	400312690	1935	Building	Contributing
786	WEST 5TH STREET	400255700	1925	Building	Contributing
799	WEST 5TH STREET	400272300	N/A	Site	Non-Contributing
808	WEST 5TH STREET	400298400	1935	Building	Contributing
809	WEST 5TH STREET	400298300	2010	Building	Non-Contributing
816	WEST 5TH STREET	400073700	1965	Building	Contributing
818	WEST 5TH STREET	400333810	1920	Building	Contributing
819	WEST 5TH STREET	400074400	1930	Building	Contributing
825	WEST 5TH STREET	9640057515	2005	Building	Non-Contributing
837	WEST 5TH STREET	400535300	N/A	Site	Non-Contributing
843	WEST 5TH STREET	400177100	1920	Building	Contributing
845	WEST 5TH STREET	400395200	1915	Building	Contributing
847	WEST 5TH STREET	400118700	1935	Building	Contributing
850	WEST 5TH STREET	400550500	1910	Building	Contributing
851	WEST 5TH STREET	400338700	1925	Building	Contributing
862	WEST 5TH STREET	400202900	1995	Building	Non-Contributing

Street Number	Street Name	Tax Parcel	Estimated Construction Date	Resource Type	Resource Count
868	WEST 5TH STREET	400245400	1985	Building	Non-Contributing
872	WEST 5TH STREET	400139500	1920	Building	Contributing
878	WEST 5TH STREET	400050500	1990	Building	Non-Contributing
929	WEST 5TH STREET	400090300	1970	Building	Non-Contributing
939	WEST 5TH STREET	400337100	1935	Building	Contributing
943	WEST 5TH STREET	400333900	1975	Building	Non-Contributing
957	WEST 5TH STREET	400525600	1940	Building	Contributing
963	WEST 5TH STREET	400298000	1980	Building	Non-Contributing
973	WEST 5TH STREET	400549200	1930	Building	Contributing
981	WEST 5TH STREET	400426400	1985	Building	Non-Contributing
987	WEST 5TH STREET	400075100	1965	Building	Contributing
991	WEST 5TH STREET	400253400	1965	Building	Contributing
999	WEST 5TH STREET	400426300	1965	Building	Contributing
LOT 1 C	WEST 5TH STREET	400384900	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400223300	1935	Building	Contributing
UNKNOWN	WEST 5TH STREET	400167600	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400008700	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400080500	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	UNKNOWN	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400375100	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	UNKNOWN	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400223100	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400189400	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400499711	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	9400010400	N/A	Site	Non-Contributing
UNKNOWN	WEST 5TH STREET	400040500	N/A	Site	Non-Contributing
101	WEST AIRLINE HIGHWAY	400183000	1965	Building	Non-Contributing

APPENDIX B

PREVIOUS INVESTIGATIONS IN THE LAPLACE SURVEY AREA

Resource ID Number	Address	Date of Construction	Date of Survey	Surveyor
48-00375	Unknown West 5th St.	ca.1880	Nov-83	Paul Leslie
48-00376	110 West 5th St.	ca.1900	Nov-83	Paul Leslie
48-00377	Unknown West 5th St.	1919	Nov-83	Paul Leslie
48-00378	278 West 5th St.	ca.1910	Nov-83	Paul Leslie
48-00379	290 West 5th St.	ca.1925	Nov-83	Paul Leslie
48-00380	302 West 5th St.	1931	Nov-83	Paul Leslie
48-00381	306 West 5th St.	ca.1924	Nov-83	Paul Leslie
48-00382	Unknown West 5th St.	ca.1895	Nov-83	Paul Leslie
48-00383	Unknown West 5th St.	ca.1920	Nov-83	Paul Leslie
48-00385	317 West 5th St.	ca.1930	Nov-83	Paul Leslie
48-00386	311 West 5th St.	ca.1930	Nov-83	Paul Leslie
48-00387	Unknown West 5th St.	ca.1934	Nov-83	Paul Leslie
48-00388	Unknown West 5th St.	ca.1932	Dec-83	Paul Leslie
48-00389	Unknown West 5th St.	ca.1931	Dec-83	Paul Leslie
48-00390	277 West 5th St.	ca.1928	Dec-83	Paul Leslie
48-00391	Unknown West 5th St.	ca.1880	Dec-83	Paul Leslie
48-00392	255 West 5th St.	ca.1915	Dec-83	Paul Leslie
48-00393	257 West 5th St.	ca.1925	Dec-83	Paul Leslie
48-00394	191 West 5th St.	ca.1898	Dec-83	Paul Leslie
48-00395	181 West 5th St.	ca.1923	Dec-83	Paul Leslie
48-00396	177 West 5th St.	ca.1933	Dec-83	Paul Leslie
48-00397	167 West 5th St.	ca.1925	Dec-83	Paul Leslie
48-00398	149 West 5th St.	ca.1933	Dec-83	Paul Leslie
48-00399	127 West 5th St.	ca.1924	Dec-83	Paul Leslie
48-00417	Unknown Main St.	ca.1929	Jan-84	Paul Leslie
48-00418	Unknown Main St.	ca.1930	Jan-84	Paul Leslie
48-00421	505 Cardinal St.	ca.1915	Jan-84	Paul Leslie
48-00422	601 Cardinal St.	ca.1910	Jan-84	Paul Leslie
48-00423	Unknown Caridnal St.	ca.1910	Jan-84	Paul Leslie
48-00424	Unknown Caridnal St.	ca.1910	Jan-84	Paul Leslie
48-00425	Unknown Main St.	ca.1920	Jan-84	Paul Leslie
48-00426	820 Main St.	1929	Jan-84	Paul Leslie
48-00427	Unknown at Cardinal St. and Airline Hwy.	ca.1910	Jan-84	Paul Leslie

Resource ID Number	Address	Date of Construction	Date of Survey	Surveyor
48-00428	Unknown at Cardinal St. and Airline Hwy.	ca. 1930	Jan-84	Paul Leslie
48-00441	Unknown West 5th St.	ca.1895	Feb-84	Paul Leslie
48-00443	Unknown Route 1	ca.1926	Feb-84	Paul Leslie
48-00444	Unknown Route 1	ca.1934	Feb-84	Paul Leslie
48-00445	Unknown Route 1	ca.1930	Feb-84	Paul Leslie
48-00455	Unknown Ash St.	ca.1933	Mar-84	Paul Leslie
48-00457	Unknown Apricot St.	ca.1920	Mar-84	Paul Leslie
48-00459	Unknown Apricot St.	ca.1900	Mar-84	Paul Leslie
48-00460	Unknown Apricot St.	ca.1926	Mar-84	Paul Leslie
48-00465	851 West 5th St.	ca.1921	Mar-83	Paul Leslie
48-00466	Unknown West 5th St.	ca.1890	Mar-84	Paul Leslie
48-00467	843 West 5th St.	ca.1924	Mar-84	Paul Leslie
48-00468	845 West 5th St.	ca.1910	Mar-84	Paul Leslie
48-00469	Unknown Route 1	ca.1900	Mar-84	Paul Leslie
48-00470	Unknown Route 1	ca.1930	Mar-84	Paul Leslie
48-00472	819 West 5th St.	ca.1934	Mar-84	Paul Leslie
48-00473	Unknown West 5th St.	ca.1925	Mar-84	Paul Leslie
48-00474	Unknown West 5th St.	ca.1920	Mar-84	Paul Leslie
48-00475	Unknown West 5th St.	ca.1928	Mar-84	Paul Leslie
48-00476	Unknown West 5th St.	ca.1925	Mar-84	Paul Leslie
48-00477	546 West 5th St.	ca. 1880, ca.1920	Mar-84	Paul Leslie
48-00478	Unknown West 5th St.	ca.1930	Mar-84	Paul Leslie
48-00479	Unknown West 5th St.	ca.1934	Apr-84	Paul Leslie
48-00483	694 West 5th St.	1929	Apr-84	Paul Leslie
48-00484	708 West 5th St.	1929	Apr-84	Paul Leslie
48-00485	Unknown Route 1 (unclear street name)	ca.1910	Apr-84	Paul Leslie
48-00488	778 West 5th St.	ca.1915	Apr-84	Paul Leslie
48-00492	818 West 5th St.	ca.1925	Apr-84	Paul Leslie
48-00493	Unknown West 5th St.	ca.1930	Apr-84	Paul Leslie
48-01126	Unknown	mid-late nineteenth century	6/22/1983	Eugene Cizek and B. Lemann

NB: Street numbers have been re-numerated since resources last were recorded; resources are identified by their current address, if known.