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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic Name: U.S. Army Supply Base New Orleans
Other Names/Site Number: New Orleans Quartermaster Depot, New Orleans Port of Embarkation, F. Edward Hebert Defense Complex, NSA East Bank
Name of related multiple property listing: N/A

2. Location


Street & Number: 4400 Dauphine Street
City or town: New Orleans State: LA County: Orleans
Not for Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets, meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:
 national state local

Applicable National Register Criteria: A B C D


Signature of certifying official/Title: Phil Boggan, State Historic Preservation Officer Date: 8/14/15
Louisiana Department of Culture, Recreation, and Tourism
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official: Date
Title: State or Federal agency/bureau or Tribal Government

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4. National Park Certification

I hereby certify that the property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other, explain: _____

[Handwritten Signature]

2-1-2016

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

<input type="checkbox"/>	Private
<input checked="" type="checkbox"/>	Public – Local
<input type="checkbox"/>	Public – State
<input type="checkbox"/>	Public – Federal

Category of Property (Check only **one** box)

<input type="checkbox"/>	Building(s)
<input checked="" type="checkbox"/>	District
<input type="checkbox"/>	Site
<input type="checkbox"/>	Structure
<input type="checkbox"/>	object

Number of Resources within Property (Do not include previously listed resources in the count)

Contributing	Non-contributing	
4	8	Buildings
		Sites
5	11	Structures
	4	Objects
9	23	Total

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions (Enter categories from instructions.): DEFENSE/army facility;
INDUSTRY/industrial storage

Current Functions (Enter categories from instructions.): VACANT/not in use

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7. Description

Architectural Classification (Enter categories from instructions.): No style; Brutalism; Other: WWI/Stripped Classical

Materials: (enter categories from instructions.)

Foundation: WOOD, CONCRETE

Walls: CONCRETE

Roof: SYNTHETICS

Other:

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Constructed between 1918 and 1919, the U.S. Army Supply Base is a collection of three identically-designed six-story concrete warehouse buildings occupying the majority of the central portion of an irregularly-shaped 25.33 acre lot in the southeastern-most edge abutting the Bywater or Upper Ninth Ward neighborhood of New Orleans. Situated between Dauphine Street and the Mississippi River, Poland Avenue and the Inner Harbor Navigation Canal, the character of the surrounding area is largely residential and low-scale commercial. The buildings are adjacent to and just outside of the Bywater National Register Historic District of New Orleans. The three building subjects for this district nomination were built within one year from 1918 to 1919. They are largely devoid of style but could be considered "stripped Classical" as was popular with government buildings in the early 20th century. The façade elevation of building 603 is nearly flush with Poland Avenue. It is this most public façade that features the later addition metal screen and Brutalist cladding, added in the 1970s. In addition to the three warehouses, the Switching Building, also circa 1919, is a contributing element. Still extant on the property, it features the same rough-cast concrete detailing as the warehouses. There are five contributing structures in addition to the Switching Building; a circa 1932 service station canopy; the circa 1919 cargo ramp still extant on building 601; and the three circa 1919 water towers on top of each warehouse. There are eight non-contributing buildings and 15 non-contributing structures on the site. Despite these 23 non-contributing resources, the three original warehouse buildings along with the Switching Building, service station canopy, cargo ramp and water towers would be easily recognizable to anyone familiar with the U.S. Army Supply Base during the period of significance and the property remains eligible for listing on the National Register.

Narrative Description

The U.S. Army Supply Base (or New Orleans Quartermaster Depot, F. Edward Hebert Defense Complex or NSA East Bank as it is currently known) is located just outside of the Bywater Historic District (National Register) situated on 25.33 acres of land near river mile 93 on the east bank of the Mississippi. The site of the U.S. Army Supply Base New Orleans is considered "one of the best

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strategic locations on the Western Continent” according to an article in *The American Architect* in 1919. Three factors contribute to this strategic location:

- it is that it is at the terminus of the navigable water courses and railroads of the Mississippi Valley and many ship lines of both the Pacific and Atlantic Oceans
- it is secluded from military attack
- it was at a location equidistant between points of origin of raw materials and the destination of manufactured products.

While the three subject buildings were constructed within the Bywater period of significance (1807-1935) the significance for the district is based upon the small scale, low-rise residential and commercial architectural character of the neighborhood and thus, the Army Supply Base was excluded.

All three of the original Army Supply depot buildings are essentially identical reinforced concrete. Some cladding changes were made in the latter part of the 20th century, likely around 1972-73. Each building is 600 feet long, 140 feet wide and six stories tall. Each building contains over one-half million square feet of floor space. Each has an elevator tower protruding above the roofline at the northeast corner.

The main warehouse buildings are relatively narrow with a width that is roughly one quarter of the length. Because of this, there is more length allowed alongside the warehouses for railroad platforms. The height of each warehouse floor when built was 13'7" at the first floor and 10'8" at all upper levels. The warehouses feature flat slab design, and continuous beams designed for clear span and self-supporting spandrel walls. Each warehouse had 15 freight and 3 passenger elevators. Each warehouse was built using 31,700 piles; 480,000 cubic yards of sand; 93,000 cubic yards of gravel; 162,000 barrels of cement; 108,000 cubic yards of concrete; 7500 tons of reinforced steel; 9,000,000 feet of form lumber; 113,000 square feet of steel sash; and 252,000 square feet of roofing.

Contributing and Non-Contributing Resources

Contributing resources are those built during the period of significance that still retain a high degree of integrity. Non-contributing resources for the purpose of this nomination are those that were built well after the period of significance, as there are no extant buildings built during the period of significance that have been altered beyond recognition. In the early 1970s, there was a building campaign when the complex was re-named the F. Edward Hébert Defense Complex; it is from that time period or later when most of our non-contributing resources were built.

Main warehouses: (See photos referenced in narrative)

1. Building 603

Building 603 has received the most alterations of the three main warehouse buildings. Its massing and upper floor openings are the same as the other two warehouses. However, in the 1973 renovation, the applied screen and Brutalist elements were added to the north (See Photos 3, 61), west (See Photos 51, 54-56) and southern elevations (See Photo 49), covering up the "Stripped Classical" elements still extant on the other two buildings. The building originally looked like building 601 (See Photos 12, 19, 20), the most intact of the three. The Brutalist cladding is being considered non-contributing as it dates to 1973, outside of the period of significance. The rest of the building, including its one untouched elevation, retains enough of its original historic integrity under the cladding to remain contributing.

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The rear (north) elevation (See Photo 3) is five bays across; each bay features a large divided light metal window six lights wide by three lights tall. A few of the divided lights have been removed and there are vents in their place. The windows at this elevation are identical on floors two through five. The elevator tower at the northeast corner of the building appears to have had some cladding removed to expose the original façade detail with recessed vertical detailing. The elevator tower pops up above the sixth floor roof level. This façade has had a cementitious framed wall panel system clad to the original façade at the north (Dauphine), west (Poland Avenue See Photo 54), and southern (river side photo 49) elevations during a 1970s renovation. The ground floor-level cantilevered canopy, once supported by industrial-style tension rods attached to the façade of the building, has been changed to a column-supported “breezeway” (See Photos 5, 49) the original condition visible on the other two buildings. Concrete planters are situated between the column bays. (See Photo 4) The covered breezeway is supported by thick rectangular columns with a distinct reveal at the top and bottom in lieu of a column capital or base (See Photo 6). Centered beneath the window bays is a taller roof elevation located over a set of stairs from the parking lot level to the first floor of the building. (See Photo 3) At the roofline the former decorative parapets have been flattened out by adding concrete block. (See Photo 3) On the 601 and 602 buildings these parapets are over each corner tower and in the center of the shorter ends of the building, and on the corner towers (See Photo 12) only of the longer building sides.

The west (Poland Ave.) façade (See Photo 54) has undergone the greatest visible change with a metal screen applied to nearly the entire length of the building. In the early-mid 1970s the complex was renovated for the then renamed F. Edward Hébert Defense Complex. The screen is of a dark louvered metal on either end of the façade of the building, obscuring most of the windows. The central portion above and two bays on either side of the main Hébert monumental entrance however, has a different screen in a lighter color gray or white color, (See Photo 58) covering twelve bays' width. Centered in this lighter screen section is a two-story portico (See Photos 54-57) built to create a main entrance fronting Poland Avenue, the most public face of the building. There are two smaller raised entrances (See Photos 55, 56) eight breezeway column bays on either side of the larger main entrance. Each of these three entrances features a set of concrete stairs from the parking lot level to the raised breezeway/ground floor level of the building. Ground level openings are minimally visible from a distance given the overhang. Cladding at this level is a dark brick. (See Photo 59) Most openings are glass and aluminum storefront systems. This added cladding is considered non-contributing to this building as it was added after the period of significance. Furthermore, several sections of this have been removed and the original materials, design, and openings are intact. While the screen is jarring to one visual aspect, the other three elevations of the building have not been covered. It is not a significant change to the building itself and is purely a cosmetic change not related to the importance of the building and the overall facility.

The south (river side) façade is like the north façade however less of the cementitious framed wall panel system has been removed from the fifth floor of the southwest corner. The industrial steel sash window bays five across and five stories are the same as on the north facade. The Brutalist breezeway stops where the window bays begin. Here, the original cantilevered canopy with industrial-style tension rods resumes. There is some mechanical equipment located on top of the canopy beneath the far right (canal side) two window bays. An entrance has been built out to the edge of the overhang, beneath the second bay of windows. (See Photo 49)

The east (canal side) façade (photo 5, 7) retains its original design without the Brutalist cladding of the other three facades. Bays of industrial steel sash windows at floors two through six run the length

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of the building. The suspended canopy runs the entire length of this façade, as well. Round metal post supports have been placed to support the canopy at intervals where the concrete is experiencing failure. A metal three story pedestrian bridge links this building to building 602 at the ninth bay of windows from the front (river) side. There is a second pedestrian bridge with no windows, leading from the first window bay of the second floor rear canal side, to building 602. Pedestrian bridges date to circa 1958 or later.

While Building 603 has had the most alterations, it is still a contributing resource because the 1970s cladding could be easily removed as already seen on the northern and southern elevations of the building. The screen could also be removed, as well, to reveal the original cladding beneath. All of the windows in the upper levels remain and the eastern elevation is still largely intact.

2. Building 602

The rear (north, Dauphine St. side) elevation is largely obscured from sight lines by the attached parking ramp. (See Photo 2) Both this building and building 601 retain most of their original exterior features. The five bays of industrial steel sash windows are different due to the cut outs where ramps into the building have been added leading from the attached ramp at the rear. These ramp entry cut-outs occur at floors three through six in the end bays on each side of this rear elevation. At the second level all five window bays are intact. The intervening three bays between the ramps have had the windows replaced with louvered metal vents in the same dimension as the former windows. (See Photos 2, 9, 17)

At each corner of the building there is a more decorated or stylized corner "tower" featuring tall vertical banding of a different color, extending from simple pilasters flanking three openings at the sixth floor level. A simple classical parapet caps each side of the tower. The parapet and pilasters are a different color from the rest of the building and project out beyond the face of the building. The overall effect is evocative of columns and a pediment on a classical building, albeit highly stripped down as these were originally government military warehouses. There are single openings at floors two through five on both sides of the northwest corner. At the sixth level there are three bays with a blind opening in the center and windows on either side. (See Photos 2, 17)

The west (Poland Ave. side) elevation has the same arrangement of openings as the mirror elevation of building 603; however the openings have been replaced with metal louvered vents. The opposing corner (same western side, but on the southern end) has the same decorative treatment but the window arrangement at floors two through five is different, while the sixth floor treatment is the same. Here, at floors two through five, there are staggered windows, two per floor in the outer two vertical sections. (See Photo 5, 7, 8, 47)

Rounding the corner to the southern (river)-facing façade, the corner resumes the same window pattern as on the rear (north)-facing side. Here, the treatment is similar to that on the north side but without the ramp cut outs; the second floor level features the steel sash industrial windows. The third through sixth levels have the louvered metal vents installed. These vents were installed due to the space being used for parking, and the necessity for fresh air in the space. The eastern side tower of this southern elevation has the same decorative and window treatment. The ground floor level openings are primarily metal roll up garage doors. (See Photos 32, 33, 35, 50)

The eastern (canal side) elevation features the same treatment on the corner tower closest to the river, both stylistically and opening-wise, however the sixth level center window is not a blind opening

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but has the pedestrian bridge to building 601 installed here. (See Photo 13) The arrangement of windows at the second level and louvered vents at the next four levels is constant along this elevation. There are two other pedestrian bridges located at the fifth floor level in the ninth window bay from the river side as well as at the second level at the northern end. (See Photos 10, 11, 13, 14) The corner stair tower on the eastern (canal) side has the alternating stepped windows. (See Photo 17, 32, 33) This staggered window treatment is also seen in the center stair sections on this elevation. (See photo 13)

The original suspended canopy with industrial style tie rods circumvents the entire building.

3. Building 601

Building 601 is similar to building 602 in that the original style of the façade is extant, as well as the suspended canopy. The rear (north) elevation has windows intact across five bays at floors two through six. There has been some glass block installed in one of the sixth floor windows. The ground floor openings have largely been filled-in except for some pedestrian doors. A large arched entrance portico has been added at the northern (Dauphine St.) end. The arched roof extends well beyond the edge of the suspended canopy and is supported by round columns. A new set of concrete steps leads up from the ground level to aluminum and glass set of entrance doors. An iron railing lines the edge of the elevated breezeway. (See Photos 12, 18, 19, 20, 61, 66)

The west elevation (Poland Ave. side) features the same number of window bays as the other buildings' western elevations, and as the mirror eastern elevations. Three entire bays starting at the rear end of the fourth floor have been entirely replaced with glass block and two of the windows have AC units installed. At the second floor first window bay from the rear is the pedestrian bridge that meets with the mirror side of building 602. (See Photos 12, 15) Some window bays have been filled-in with matching concrete cladding at the third and fifth floors. (See Photo 15) Closer to the river side there are two more pedestrian bridges, one each at the fourth and fifth levels. The fifth level bridge enters the building in the top two bays of the decorative corner. (See Photo 10-12, 15, 16, 39, 41, 79, 80)

The southern elevation (river side) features the one remaining cargo ramp extending from this façade to the edge of the dock where the large riverside wharf once stood. At one time all three buildings had such ramps; however this was the largest of the three. This ramp takes up the second, third and fourth floors central window bays. All other window bays are intact. Ground level openings consist of metal roll up garage doors. There is a large trailer-like structure visible on the roof at this elevation, but only when standing far from the building at the end of the ramp, well beyond the floodwalls; it is not original to the building. There are no windows in the decorative corner fifth floor openings, all are blind openings. (See Photos 29-31, 34, 41)

The eastern elevation (canal side) is the most intact of all the long-sided elevations as there are no bridges or screens attached to it. The arrangement of windows follows the corner tower with single windows, eight bays of industrial windows, staggered single windows (where there are stairs on the interior), ten bays of industrial windows, staggered single windows, eight bays of industrial windows, and corner tower with staggered windows. At the ground floor level most bays are filled with metal roll up garage doors and a few on the northern end are filled in and have pedestrian doors. Historically, the ground floor openings of all the buildings were likely roll up garage doors since goods were loaded directly to or from trains from the loading docks.

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The original suspended canopy circumvents this entire building, as well. All three buildings have platforms raised above grade. When originally built, the long spaces between each building had train tracks where trains were loaded and unloaded. There are still some extant train tracks visible along the canal side of the 601 building. (See Photos 25, 26) The others have been covered with asphalt to be open to vehicular traffic.

The roofs of each building still have their original water tanks, as well as a single-story elevator equipment building with similar industrial style windows. There are a variety of aerials, satellite dishes, pipes and HVAC equipment and stair towers, as well. (See Photo 24)

Interiors of 601, 602, and 603 (See Photos 81-95)

On the interiors of the buildings, there is office build-out throughout buildings 601 and 603. Partition walls, various different floors over the original concrete floors, and dropped ceilings have been installed throughout. Only building 602 retains a high degree of interior integrity. As a parking structure the large open floor plans are still visible as well as the dozens of bell columns and original ceilings. Inside the buildings with office build-out, these original bell columns have been boxed in. On the second floor of building 602 there are offices and a common cafeteria and gym space. Building 601 has some older office build-out still extant at the north end of the second floor. Older components include wood-framed two-light windows with operable transoms above, and solid wood two-panel doors with original hardware. There are also original steam heat radiators and older tile flooring. These were probably clerical offices built-out along the perimeter of the building around the open warehouse area.

Other contributing resources:

4. Recreation pavilion/service station, number 605, contributing structure (See Photo 48)

A simple covered structure consisting of a roof supported by six square columns or posts. The coffered appearance of the underside of the roof structure is similar to the underside of the overhang on building 601. The circa 1932 building was built as a service station, but it was most recently referred to as a recreation pavilion by the last tenants.

5. Switching Building, Building 607, circa 1919, contributing building (See Photos 43, 77, 78)

This cast concrete structure is one of the older ancillary structures on the site having been built in 1919 along with the three main warehouses. The rough formwork cast concrete was cast using wooden boards as guides thereby giving the appearance of wood grain. This was an older technique from the early days of reinforced vertical cast-in-place concrete. Steel operable sash twelve light windows with concrete lintels are still extant on three of four sides, but have been removed and in-filled with concrete block on the river-facing side. The skylight in the roof has fallen through into the building. There are a set of solid steel double doors on the north side, and a single steel door with six wired glass lights at the upper portion of the two interior doors. A little moat encircles the building and there are small "bridges" over the moat.

6. Cargo Ramp- number 613, c. 1919 contributing structure (Photos 31, 34, 36, 37, 73-76)

This multi-story bridge connected warehouse building 601 with the former wharhouse. The structure has four ramps; the first and second floors of the warehouse were connected to the second floor of the former wharhouse and the third and fourth floors of the warehouse were connected to the second floor of the former wharhouse.

7. Water Tank- number 618, c. 1919 contributing (Photo 24)

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Each warehouse has its own water tower tank located on the roof. These were originally used for the fire suppression system.

8. Water Tank- number 619, c. 1919 contributing (Photo 24)

9. Water Tank- number 620, c. 1919 contributing (Photo 24)

Non-contributing Resources:

1-Dauphine Street Gate/Sentry, Building 695- NC building (See Photo 1)

Likely constructed in the 1970s or later, this metal/iron and glass structure with sliding doors served as the primary entry point into the rear of the facility. As it was constructed outside the period of significance, it is non-contributing.

2-Fence, concrete and iron- NC object (See Photos 3, 53, 57)

This fence is more decorative than the chain link fence; however its Brutalist concrete elements appear to be circa the 1970s renovation and therefore are outside the period of significance and thus non-contributing.

3-Fence, chain link, NC object (See Photos 1, 32, 72)

A chain link fence surrounds most of the property in the areas where there is no concrete and iron fence. It is not historically significant and was added after the period of significance.

4- Attached parking access ramp- Building 625-NC building (See Photos 9, 17, 60, 61)

Five story concrete parking ramp added to building 602. Ramps from floors 2-5 lead into building 602, also parking. Constructed circa 1958, it is outside the period of significance and therefore non-contributing.

5- Gazebo- NC structure (See Photo 64)

This hexagonal open pavilion has a standing seam metal roof supported by round columns.

6-Racquetball facility- Building 781- NC building (See Photos 62, 63)

This stucco clad building has a standing seam metal roof and is heavily tagged with graffiti. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

7- Gate/Sentry house - no number, NC building (See Photo 65)

This is a small metal and glass structure with a hipped standing seam metal roof and sliding doors. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

8. Citgo/NEX Gas Station- Building 770- NC building (See Photo 67)

The gas station building features a wide post-supported canopy above and on either side of a concrete block with glass windows store. Gas pumps have been removed. The building is heavily tagged with graffiti. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

9. Pass and Tag Building- Building 795, NC building (See Photo 68)

A stucco building with glass windows and a standing seam metal roof. Motor vehicle registration was done here historically. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

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10. Canopy- no number, NC structure (See Photo 69)

A post-supported metal canopy structure sits at an angle behind the gas station. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

11. Sentry House- Building 692, NC building (See Photo 70)

This metal and glass sentry house is similar to the one in item number 7; however this has a tall metal canopy immediately adjacent to it. The roof supporting metal posts are set on top of round concrete bases. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

12. Sentry House- Building 691, NC building (See Photo 71)

This concrete block gate/sentry house is larger than the other sentry houses, positioned at the northernmost point of the property; it has a similar hipped roof of three-tab architectural shingles, and aluminum and glass windows. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

13. Poland Avenue Gate/Sentry, c. 1973, NC building (See Photo 53)

The gate house consists of one structure composed of a mostly open structure with a sanding seam metal roof supported by thick Brutalist columns/posts. A metal and glass guard house is situated underneath part of the roof. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

14. Corrugated metal shed, NC building (See Photo 48)

A pre-fab corrugated metal shed is located adjacent to the recreation pavilion/service station. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

15. Main switchgear- number 611, NC object (See Photo 45)

Electrical/telephone equipment, built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

16. Electrical substation- Number 616, NC object (See Photo 40)

Electrical equipment, built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

17. Hazardous Waste Container, NC structure (See Photo 28)

A corrugated metal structure with doors on the front side, facing building 601, built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

18. Hazardous Waste Container, date unknown, NC (See Photo 28)

A corrugated metal structure with doors on the front side, facing building 601, built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

19. Pedestrian bridge- number 697, NC structure (See photos 32, 33, 39, 41)

A circa 1958 metal pedestrian bridge spans between the sixth floors of buildings 602 and 601. There are small operable sash windows on both sides. All pedestrian bridges between buildings enable foot traffic between the 602 parking building and the two office buildings 601 and 603, on either side. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

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20. Pedestrian bridge- number 693, NC structure (See photos 11, 13, 16)

A circa 1958 metal pedestrian bridge spans between the fifth floors of buildings 602 and 601. There are small operable sash windows on both sides. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

21. Pedestrian bridge- number 659, NC structure (See Photos 10-12, 14, 15)

A circa 1958 metal pedestrian bridge spans between the second floors of buildings 602 and 601. There are no windows on either side. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

22. Pedestrian bridge- number 658, NC structure (See Photos 2, 5, 6, 8)

A circa 1958 metal pedestrian bridge spans between the second floors of buildings 602 and 603. There are no windows on either side. Exactly like the # 659 pedestrian bridge between buildings 602 and 601. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

23. Pedestrian bridge- number 694, NC structure (See Photos 5, 7)

A circa 1958 metal pedestrian bridge spans between the third and fifth floors of buildings 602 and 603. There are small two light windows on either side, as well as air vents. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

24. Transformer house- number 622, NC structure (See Photo 27)

This corrugated metal structure shelters a transformer. Built in the 1970s or later, it is outside the period of significance and therefore is non-contributing.

The entire site is overgrown with vegetation and has been heavily tagged with graffiti since the caretaker staff was removed in 2013. The three main buildings, while structurally sound, are reported to have asbestos, lead paint and now mold and mildew issues due to having been unconditioned for two years. All other ancillary buildings on the site were built much later and are non-contributing resources. Despite the non-contributing resources (which outnumber the contributing, mainly because they are mostly small, unobtrusive buildings) and the current state of the site, the property retains integrity of location, setting, design, materials, workmanship, feeling, and association, and remains eligible for listing on the National Register.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
	B	Property is associated with the lives of persons significant in our past.
	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
	D	Property has yielded, or is likely to yield, information important in prehistory or history

Criteria Considerations:

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A	Owned by a religious institution or used for religious purposes
B	Removed from its original location
C	A birthplace or grave
D	A cemetery
E	A reconstructed building, object, or structure
F	A commemorative property
G	Less than 50 years old or achieving significance within the past 50 years

Areas of Significance (Enter categories from instructions.): Military; Industry

Period of Significance: 1918-1945

Significant Dates: 1919, 1941-1945

Significant Person (Complete only if Criterion B is marked above): N/A

Cultural Affiliation (only if criterion D is marked above): N/A

Architect/Builder (last name, first name): Ford, Bacon and Davis, Supervising Engineers
Fuller, George A., Company, builder

Period of Significance (justification):

The period of significance begins in 1918 when the buildings were constructed and ends in 1945, the year World War II ended, which is when the main military significance of the facility ceased.

Criteria Considerations (explanation, if necessary): N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations)

The US Army Supply Base New Orleans is significant on the local, state, and national level in the areas of military and industry under Criterion A because it was one of three such Army storage facilities built nationwide at the end of WWI. The other two such bases, still extant, are located in Brooklyn and South Boston. One of these, the Brooklyn Army Base, is individually listed on the National Register. The three original warehouses are largely intact on the exterior; however building 603 has been altered in a 1970s renovation, the alterations could be removed to the building's original exterior matching the other two buildings. In its capacity as a US Army Quartermaster/supply base, the three large warehouses stored supplies and munitions that were sent nationwide as well as to Central and South America. Built also to be used when not actively in wartime, the warehouses were leased to commercial ventures needing both storage and fast access to rail and the port on the Mississippi. The period of significance begins in 1918, the year the base began construction and ends in 1945 at the end of World War II.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Military, Industry

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US Army Supply Base

In April of 1917, after maintaining a policy of non-intervention since 1914, the United States became embroiled in World War I. Regiments were immediately raised including regiments in Alabama, Mississippi, and Louisiana. Supplying these new regiments increased the duties of the district Quartermaster for the Gulf Coast area. Due to this increase in military preparation, New Orleans was in the running to be selected as an army supply depot serving the Gulf States region. A New Orleans advisory committee for the purchase of army supplies was appointed by the Chamber of Commerce of the US. This advisory committee drafted a letter to the Quartermaster General in Washington, DC, General Henry G. Sharp, in late April and in it listed the myriad reasons New Orleans should be chosen for such a base. In addition to this letter, Ernest L. Jahncke, president of the New Orleans Association of Commerce lent his support, stating New Orleans was the superior choice versus other Southern cities due to its accessibility, markets and transportation. A supplementary letter from the advisory committee was also sent to Newton D. Baker, chairman of the Council of National Defense.

The letter laid out very plainly the current state of general supply depots where quartermasters were located. Through Louisiana Senator Robert F. Broussard, acting on the suggestion of the advisory committee, General Sharp was asked to officially consider the request of the city of New Orleans for a general supply depot, eight of which had already been established in other cities. The committee said they had been earnestly looking at how the army supply service could be better organized to serve the increased demands and functions of the growing First World War army.

According to the committee, the depots already existing in New York, St. Louis, Philadelphia, Chicago, Jeffersonville (Indiana), Omaha, San Antonio, Seattle and San Francisco, according to the committee, were built to supply a regular army of 100,000 men. These depots had proved inadequate when the National Guard of 150,000 men was called out in June of 1916. The committee said that such deficiencies should have been expected since the established system was not designed for the "emergency situation that has existed since that time."¹ As the army was being greatly enlarged during wartime, the committee encouraged the quartermaster system be further developed and additional depots placed where needed.

Choosing New Orleans for such a depot would enable supplying the army units forming from Georgia, Tennessee, Arkansas, East Texas, Louisiana, Mississippi, Alabama and Florida. New Orleans was especially well-located for supplying the last four states. At that time, the nearest supply depots for these four states were in St. Louis, Philadelphia, and San Antonio. In closing the letter the committee stated:

"We believe that there is no question that the interests of the army would be better served by the establishment of an additional depot at New Orleans, which is the largest manufacturing city and distribution center located in the states named."²

An article in the *Times-Picayune* one week after the news the city was seeking to be the site for a large army supply base stated the local quartermaster office had added thirty more staff to the clerical force since war was declared and regiments were raised in Alabama, Louisiana and Mississippi.

¹ "Committee Makes Request For Army Supply Station Advantages of New Orleans Set Forth in Communication." *Times-Picayune*, 22 April 1917: 24, *Newsbank*. Web. 4 June 2015.

² "Committee Makes Request For Army Supply Station Advantages of New Orleans Set Forth in Communication."

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Major John Stafford was the United States district quartermaster in New Orleans and his office handled supplying the Panama Canal Zone, as well. The article further explained that there would be no further expansion of the quartermaster office unless the city was granted a general supply depot under the new army bill. If the prize were to be awarded, the quartermaster would have to seek much larger facilities and have a clerical staff of 100 men. An additional argument made for New Orleans aside from the already-stated excellent ocean, river and rail transportation, was that the city was already a main market for most of the supplies the army bought.

By August of 1917 the army had authorized the large supply base to be built in New Orleans. Citing advantages in purchasing and storage facilities, it was a commercial victory to be the depot for the district. The New Orleans depot, headed by Major John Stafford was to provide the food, clothing and other equipment for the men at Camp Beauregard in Alexandria, LA and at Camp Shelby in Hattiesburg, MS. Each camp sheltered 30,000 men and "an immense number of horses." Upon receiving the news of the award, Major Stafford secured leases for 80,000 square feet of warehouse space. This initial square footage was to house 1,500,000 rations of food. Additional space was needed for clothes and other munitions.

New Orleans nearly lost the supply base to Atlanta in a very active competition. The reason given in an attempt to discredit New Orleans was that the damp climate was not conducive to large storage facilities or rather, the goods housed in them. However, the city answered the criticism and also cited the Mexican border campaign during which the New Orleans quartermaster supplied three states with favorable prices and service. Also mentioned was the supplying weekly of 30,000 people in the Panama Canal Zone in constant competition with New York. Major Stafford was quoted as saying,

"New Orleans has a right to feel proud of her victory and should not be slow in expressing appreciation of the splendid work of her commercial bodies. It means millions more business for the city and I believe it will prove of benefit to the army and the nation."³

Captain E.M. Graham, assistant to the quartermaster was also pleased with the choice. He lauded,

"I believe that the decision was in answer to the recognition of the quick and adequate service which could be had to every point in the district, due to the especially fine market at New Orleans and the excellent railroad facilities. The latter enable the delivery of supplies to any of the camps within a few hours after the receipt of the requisitions. In case this city is chosen...everything the army will require abroad can be obtained right here, thereby saving the nation a great deal of money as well as time. In order to supply the troops in this district it now becomes imperative to establish here a large supply depot... millions will be spent here and New Orleans will become one of the largest depots in the country."⁴

A September 1917 story in the *Times-Picayune* explained the duties of the quartermaster in great detail. The article mentioned that the "benefits to New Orleans merchants, to Louisiana industries and to Southern stuff generally, is incalculable."

Building the Supply Base

³ "Army Authorizes Big Supply Base in New Orleans: Natural Advantages in Purchasing and Storage Facilities." *Times-Picayune*, 16 August 1917: 9. *Newsbank*. Web. 4 June 2015.

⁴ "Army Authorizes Big Supply Base in New Orleans: Natural Advantages in Purchasing and Storage Facilities."

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In the late stages of WWI, Army supply bases were established in five locations; Boston, Brooklyn, Charleston, Philadelphia and New Orleans. They were used for the storage and shipment of freight overseas to the fighting forces. Of these five cities, only three sites; Boston, Brooklyn and New Orleans, had permanent structures built that were designed not only for war usage but that were also sited and arranged so they would be valuable additions to peacetime port operations, as well. The New Orleans base originally covered an area of 48 acres dominated by the three large reinforced concrete warehouses, each identical in design. The warehouses are 600 feet long, 140 feet wide and six stories tall. When built, each warehouse had a cargo ramp connecting it to the wharf. Currently only building 601 has an extant ramp. These ramps were built of structural steel and had enclosed multiple decks. The base was touted as having design features used in the world's greatest ports such as multi-story warehouse units, multiple deck connecting bridges (ramps) between the wharfhouse and warehouse and loading, unloading and transportation appliances.

The construction of the US Army Supply Base was supervised by General R.C. Marshall, Jr., USA Chief of the Construction Division of the Army. Under his direct charge was Lieutenant Colonel A. Pearson Hoover, Constructing Quartermaster, who arrived directly from the Boston Army Supply Base. Supervising engineers were the firm of Ford, Bacon and Davis, represented by George H. Davis, a member of the firm; Charles J. Hardy, the New Orleans resident engineer, and Frank J. Trelease, engineer in charge. The general contractor for the entire work was George A. Fuller Company, represented by Walter T. Smith, the vice-president of the company. The completion date scheduled for the base was to be June 15, 1919.

A June 22, 1919 article in the *Times-Picayune* lauded the huge task of moving into the warehouses. The move from seven warehouses and two big steel sheds of the Port Commission, as well as the offices from two floors of the Audubon Building, was completed in one week without interrupting the business of the Army Supply Zone. There was no precedent nationwide for completing such a task and was a great achievement for Colonel George Luberhoff, the zone supply officer. The facility was to be ready by June 15, and the lease on the other storage spaces ran out, and was not renewed, as of July 1. All important depot services including purchases and supply distribution to Panama, Puerto Rico, Louisiana and Mississippi had to carry on during the move and with no excuses. The article said it "was probably the biggest job of the kind the army had put up to it and this country."⁵ Complicating the matter, the new warehouses were not entirely complete and the railroad tracks had not yet straightened out, yet the feat was still accomplished.

All the best qualities of army and railroad organization were required to move into the new warehouses. Eighty thousand tons of freight had to be gathered from various locations around the city, then be carried from those locations to the base and organized there. This massive transfer cost the government approximately \$75,000.00 or roughly ninety cents per ton. The move needed 1500 men, which was 1000 over the regular force used at one time. The amount of supplies in storage required 192 train car loads per day to move. Six ships could be loaded or unloaded simultaneously along the river. One hundred train cars could be accommodated along the wharf tracks and 105 cars along the seven tracks that fed the warehouses. This capacity was reached during the move and cars were drawn up in double lines, with train doors lined up so two cars could be unloaded onto the same platform at once.⁶

⁵ "Fine Record Made In Moving Stores Into Army Depot Huge Task Accomplished by Quartermaster Department." *Times-Picayune*, 22 June 1919: 48. *Newsbank*. Web. 4 June 2015.

⁶ "Fine Record Made In Moving Stores Into Army Depot Huge Task Accomplished by Quartermaster Department."

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In the years after WWI, much of the warehouse space was leased to private companies. The buildings were partially used by the Quartermaster Corps until February 1931 when the Board of Commissioners, Port of New Orleans leased the buildings and established a historical precedent for civilian public use. This public-private usage was touted the year of the completion of the buildings. An advertisement in *Building Review* written by Mayor Martin Berhman praised the three great warehouses and the wharf. He said that two of the warehouses would be turned over to the port for public use and the third retained for government use. According to the 1937 Sanborn map (See Figure 1) only warehouse number three (currently 603) was used for US Army supplies. Warehouse number two was leased to Douglas Shipland Storage Corporation. Warehouse number one was leased to International Harvester Co. and Chase Bag Co., manufacturers of burlap and cotton bags.

As an example of peacetime private warehousing, it was noted that coffee merchants in Kansas City, Chicago, or Denver could have their consigned coffee transferred from ships to these storage warehouses, then from the warehouses to end points in Memphis, Birmingham, or Dallas, without handling beyond the port-of-entry storage. The same would be true of tobacco shipped from Kentucky that could then be stored while awaiting sales in Europe or other locations. The warehouses use could be used to supplement the storage capacity of all wholesale business. The capacity of the whole plant is 178,500 tons. That would equate to

- 2,400,000 coffee bags
- 350,000 bales of sisal
- 400,000 bales of cotton
- 100,000 hogs of tobacco⁷

WWII and beyond

With the onset of WWII, the Army Supply Base reverted to the U.S. War Department and became a deployment hub. Thousands of sailors met their ships there before going to war. New Orleans was one of ten principal army ports from December 1941 to December 1945. New Orleans was roughly seventh in total passengers in a list that included Boston, New York, Los Angeles, San Francisco, and Seattle.⁸ For native New Orleanians of that generation, the Base was known simply as the New Orleans Port of Embarkation. In 1941, the House Appropriations Committee fifth supplemental defense appropriation bill sought \$1,500,000.00 for Quartermaster Corps facilities. In July of 1941, it was reported that New Orleans Army units would receive \$1,635,000.00. The New Orleans Port of Embarkation received \$10,000.00 and the Quartermaster Depot received \$1,500,000.00. From 1941 to 1945, the facility embarked 166,696 passengers and 7,240,687 tons of cargo.

From after the war until 1955 the structures were still known as the Port of Embarkation. In 1955 they became known as the New Orleans Army Terminal. In 1965 the name changed again to the New Orleans Army Base. The Navy acquired the base from the Army in 1966 along with the Algiers Station on the West Bank and was re-named Naval Support Activity. It functioned as an administrative base with tenants including the national headquarters for the Navy and Marine Corps Reserves. In 1973, administrative changes in the Navy yielded notable alterations to the site and the exterior of the buildings, especially building 603. The architects responsible for the changes were Waldemar S. Nelson and Nolan, Holcombe, Apatini & Associates. On July 3, 1975 the buildings were dedicated as the F. Edward Hebert Defense Complex, named after the long-serving New Orleans

⁷ George B. Davis, "Army Base Facility Being Erected Here Will Cost \$15,000,000.00 Peace Time Use to be Important," *Times-Picayune*, 25 May 1919: 31. *Newsbank*. Web. 4 June 2015.

⁸ *American Merchant Marine at War*, 16 November 2006, <<http://www.usmm.org/armycargo.html>> (10 July 2015)

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congressman who was once chairman of the House Armed Services Committee. The congressman played a key role in filling the former base with Navy and Marine Corps commands.

Base Closure

In 2005, the former US Army Supply Base New Orleans, now called NSA East Bank, was included in the Base Realignment and Closure (BRAC) that became law in November of 2005. The Navy moved their reserve headquarters to Virginia and Tennessee. Other Navy operations moved to the Naval Air Station-Joint Reserve in Belle Chasse, LA. The Marine Forces Reserve headquarters moved across the river to Algiers and the Federal City campus. The actual closure did not take place until September 15, 2011, ending 92 years of military presence at that site.

As previously mentioned, the U.S. Army Supply Base New Orleans was one of three constructed in 1918-1919 to be working army warehouses during the war effort, and used for private commercial warehousing in peacetime. The South Boston Army Base, also a Port of Embarkation during WWII, was built in 1918 adjacent to the South Boston Naval Annex and warehoused and distributed military goods and supplies. Today, it has been repurposed as an innovative shared workspace.⁹ The Brooklyn Army Terminal was part of the New York Port of Embarkation and was completed in September of 1919. It was listed on the National Register in 1983.¹⁰ It also has been redeveloped into an innovative shared workspace.¹¹ All three properties were sold by the Federal Government and have been or have plans to be repurposed.

The US Army Supply Base, then called NSA East Bank, was sold by the Navy to the City of New Orleans. This was considered an adverse impact on the potential historic district since the site would no longer be in Federal hands and therefore subject to protection under Federal preservation laws. A Programmatic Agreement (PA) was prepared to mitigate the adverse effect. Under the proposed action all three warehouse buildings and their original water towers would be re-used and if done in accordance with the PA, no adverse effects would occur. Two other buildings on the site were identified as possibly eligible for listing in the National Register, buildings 605, a circa 1932 service station and building 607, a circa 1919 Switching Building.

Because of the important role it played during the years 1918-1945, the US Army Supply Base New Orleans is significant on the local, state, and national level in the areas of military and industry under Criterion A. Its original warehouses and ancillary resources were used not only during World War I and World War II, but also were designed to be used in times of peace as commercial storage ventures. As one of three Army storage facilities built in 1918 in the United States, the Base had a significant role in supplying the Army with resources needed in both World Wars as well as supplying the nation with goods during peacetime. For these reasons, it is eligible for listing on the National Register.

Developmental History/Additional historic context information

See above.

⁹ *The Innovation and Design Building*, 2015 www.idbld.com/about (10 July 2015)

¹⁰ David W. Dunlap, "Next Phase of Renovation to Begin at a Vast Military Remnant in Brooklyn," *New York Times*, 21 January 2015, NY/Regional section.

¹¹ *BKLYN Army Terminal*, 2015 www.bklynarmyterminal.com (July 2015)

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9. Major Bibliographical Resources

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreeage of Property: 25.33 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

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(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 29.963110 | Longitude: -90.029114 |
| 2. Latitude: 29.959630 | Longitude: -90.030312 |
| 3. Latitude: 29.958599 | Longitude: -90.029485 |
| 4. Latitude: 29.958426 | Longitude: -90.031373 |
| 5. Latitude: 29.958448 | Longitude: -90.031482 |
| 6. Latitude: 29.959548 | Longitude: -90.033079 |
| 7. Latitude: 29.961288 | Longitude: -90.032596 |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the US Army Supply Base is shown as the red line on the submitted imagery map as well as the sketch map. The property is bounded by a polygon bordered by the Mississippi River to the South, the levee and Inner Harbor Industrial Canal on the eastern side terminating at a point at the northern end. From this point, the boundary goes southwest along the railroad tracks to intersect at Poland Avenue. At the southern end of the property, the boundary includes the full extent of the loading ramp (which extends over a parking lot, most of which is not within the property's boundary).

Boundary Justification (Explain why the boundaries were selected.)

Boundaries follow property lines set forth by the November 2011 existing buildings GIS map by Weston Solutions used for the sketch map.

11. Form Prepared By

Name/title: Mary Lane Carleton, consultant
 Organization: Williams Architects
 Street & number: 824 Baronne Street
 City or town: New Orleans state: LA zip code: 70113
 E-mail: mlcarleton@williamsarchitects.com
 Telephone: 504-566-0888
 Date: 6/29/15

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be

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numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: US Army Supply Base

City or Vicinity: New Orleans

County: Orleans Parish

State: LA

Name of Photographer: Mary Lane Carleton, Andrew Stout, John Williams

Date of Photographs: August 2011, October 2012, June 2015

Exterior photos

Photo 0001

Exterior- gate/sentry house and concrete and iron fence, camera facing NE

Photo 0002

Exterior- Building 603, building 602 with parking ramp, building 601, camera facing E

Photo 0003

Exterior- Building 603, north elevation, camera facing S

Photo 0004

Exterior- Building 603, north elevation, camera facing SW

Photo 0005

Exterior- Buildings 602 and 603 (right) with pedestrian footbridges, camera facing S

Photo 0006

Exterior- Building 603 northeast corner, camera facing W

Photo 0007

Exterior- Three story pedestrian bridge between buildings 602 and 603, camera facing S

Photo 0008

Exterior- Loading dock area between buildings 603 and 602, camera facing N

Photo 0009

Exterior- Bridges from parking ramp to building 602, camera facing W

Photo 0010

Exterior- Pedestrian bridge between buildings 601 and 602, camera facing S

Photo 0011

Exterior- Three pedestrian bridges between buildings 601 and 602, camera facing S

Photo 0012

Exterior- Building 601 NW corner, camera facing SE

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Photo 0013

Exterior- Building 602 eastern façade, camera facing SW

Photo 0014

Exterior- Building 602 eastern façade, camera facing NE

Photo 0015

Exterior- Building 601 western façade, camera facing NE

Photo 0016

Exterior- Building 601 western facade, pedestrian bridges, camera facing SW

Photo 0017

Exterior- Buildings 601,602 and parking ramp, 603 northern elevations, camera facing W

Photo 0018

Exterior- Building 601 northern façade entrance, camera facing S

Photo 0019

Exterior- Building 601 northern façade, part of eastern façade, camera facing SW

Photo 0020

Exterior- Building 601 eastern façade, northern façade, camera facing SW

Photo 0021

Exterior- Building 601 eastern façade, camera facing SW

Photo 0022

Exterior- Building 601 ramp, northeastern corner, camera facing N

Photo 0023

Exterior- Building 601 covered loading dock, camera facing S

Photo 0024

Exterior- Building 601 rooftop, water towers of all three buildings, camera facing SW

Photo 0025

Exterior- Building 601, train tracks, camera facing N

Photo 0026

Exterior- Building 601 loading dock eastern façade, camera facing N

Photo 0027

Exterior- Transformer house, camera facing SE

Photo 0028

Exterior- Hazardous waste disposal, container facing SE

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Photo 0029

Exterior- Building 601 eastern façade, southern façade, camera facing NW

Photo 0030

Exterior- Building 601 southern, eastern facades with cargo ramp, camera facing NW

Photo 0031

Exterior- Building 601 southern façade, cargo ramp, camera facing N

Photo 0032

Exterior- Building 602 southern facades of buildings 601,602, and eastern façade of 602, camera facing NW

Photo 0033

Exterior- Buildings 602 and 603, southern and eastern facades, camera facing NW

Photo 0034

Exterior- Building 601 southern façade and cargo ramp, camera facing N

Photo 0035

Exterior- Building 602 southern façade, camera facing N

Photo 0036

Exterior- Cargo ramp, camera facing SE

Photo 0037

Exterior- Cargo ramp attached to building 601, camera facing E

Photo 0038

Exterior- eastern façade of building 602 loading dock, camera facing N

Photo 0039

Exterior- southern facades, western façade building 601, pedestrian bridges, camera facing NE

Photo 0040

Exterior- Electrical substation, camera facing SE

Photo 0041

Exterior- Building 601 western and southern elevations, cargo ramp, pedestrian bridges, camera facing NE

Photo 0042

Exterior- southern facades, buildings 603 and 602, eastern façade building 603, camera facing NW

Photo 0043

Exterior- Switching building north façade, camera facing S

Photo 0044

Exterior- Building 603 southern and eastern facades

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Photo 0045

Exterior- main switchgear, camera facing S

Photo 0046

Exterior- Between buildings 603 and 602, pedestrian bridges, camera facing N

Photo 0047

Exterior- Building 602 western façade and loading dock, camera facing NE

Photo 0048

Exterior- Former service station, camera facing SE

Photo 0049

Exterior- Building 603 southern façade, camera facing N

Photo 0050

Exterior- Buildings 603,602 and 601 southern facades, camera facing NE

Photo 0051

Exterior- Building 601 southwestern corner, camera facing NE

Photo 0052

Exterior- Buildings 603,602 and 601 southwest corners, camera facing NE

Photo 0053

Exterior- Poland Avenue gate/sentry house, camera facing S

Photo 0054

Exterior- Building 603 western façade with screen, camera facing NE

Photo 0055

Exterior- Building 603 western façade with screen, camera facing SE

Photo 0056

Exterior- Building 603 western façade with screen, camera facing NE

Photo 0057

Exterior- Beneath entrance canopy western façade building 603, camera facing S

Photo 0058

Exterior- Building 603 western façade with screen and main entrance, camera facing SE

Photo 0059

Exterior- Building 603 beneath Brutalist canopy western façade, camera facing S

Photo 0060

Exterior- Parking ramp north façade, camera facing S

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Photo 0061

Exterior- Building 601, parking ramp, building 603, camera facing S

Photo 0062

Exterior- Racquetball facility northeast elevation, camera facing SW

Photo 0063

Exterior- Racquetball facility southern elevation, camera facing N

Photo 0064

Exterior- Picnic pavilion camera facing E

Photo 0065

Exterior- Gate/sentry house and chain link fence, camera facing E

Photo 0066

Exterior- Buildings 601,602, parking ramp, racquetball facility, building 603, camera facing SW

Photo 0067

Exterior- Citgo/NEX gas station, pass and tag building, camera facing NE

Photo 0068

Exterior- Pass and tag building northeast corner, camera facing SW

Photo 0069

Exterior- Canopies, gate/sentry house, chain link fence, camera facing NE

Photo 0070

Exterior- Canopy and gate/sentry houses, chain link fence, camera facing NE

Photo 0071

Exterior- Gate/sentry house, camera facing E

Photo 0072

Exterior- Chain link security gate/fence, camera facing W

Interior or not keyed to plan- photos

Photo 0073

Interior- Ground floor beneath cargo ramp, camera facing S

Photo 0074

Interior- Cargo ramp at wharf level, camera facing S

Photo 0075

Interior- Cargo ramp, two levels visible, camera facing SW

Photo 0076

Interior- Cargo ramp moving from one level to another, camera facing N

U.S. Army Supply Base New Orleans
Name of Property

Orleans Parish, LA
County and State

Photo 0077

Interior- Switching building, camera facing N

Photo 0078

Interior- Switching building, camera facing SE

Photo 0079

Exterior- Building 601 from parking ramp bridge, camera facing SE

Photo 0080

Exterior- Building 601 and pedestrian bridges from parking ramp bridge, camera facing SE

Photo 0081

Interior- Building 601 ground floor, camera facing E

Photo 0082

Interior- Building 601 ground floor, camera facing N

Photo 0083

Interior- Building 601 ground floor, camera facing NE

Photo 0084

Interior- Building 601 ground floor, camera facing NE

Photo 0085

Interior- Building 601 ground floor, camera facing N

Photo 0086

Interior- Building 601 ground floor, camera facing E

Photo 0087

Interior- Building 601 second floor older offices, camera facing S

Photo 0088

Interior- Building 601 second floor steam radiator, camera facing N

Photo 0089

Interior- Building 601 second floor older offices, camera facing N

Photo 0090

Interior- Building 602 second floor gym, camera facing S

Photo 0091

Interior- Building 602 third floor parking, camera facing S

Photo 0092

Interior- Building 602 third floor parking, camera facing SE

Photo 0093

U.S. Army Supply Base New Orleans

Name of Property

Orleans Parish, LA

County and State

Interior- Building 602 third floor parking, camera facing SW

Photo 0094

Interior- Building 602 third floor parking, camera facing SW

Photo 0095

Interior- Building 603 ground floor main entrance, camera facing W

Figures

Figure 1. Photo of the three main buildings on the site being constructed in December 1918. Image courtesy of Historic New Orleans Collection; Charles L. Franck; December 18, 1918.

Figure 2. Rendering of the US Army Supply Base prior to its construction. Image courtesy of Louisiana Digital Libraries; LA State Museum photography John N. Teunisson.

Figure 3. 1937 Sanborn Map showing the layout of the Supply Base. Image courtesy of the State Library of Louisiana's Digital Sanborn Map Collection.

Figure 4. 1942 Sanborn Map showing the layout of the Supply Base. Image courtesy of the State Library of Louisiana's Digital Sanborn Map Collection.

U.S. Army Supply Base New Orleans
Name of Property

Orleans Parish, LA
County and State



Figure 1. Photo of the three main buildings on the site being constructed in December 1918. Image courtesy of Historic New Orleans Collection; Charles L. Franck; December 18, 1918.



Figure 2. Rendering of the US Army Supply Base prior to its construction. Image courtesy of Louisiana Digital Libraries; LA State Museum photography John N. Teunisson.

U.S. Army Supply Base New Orleans
Name of Property

Orleans Parish, LA
County and State

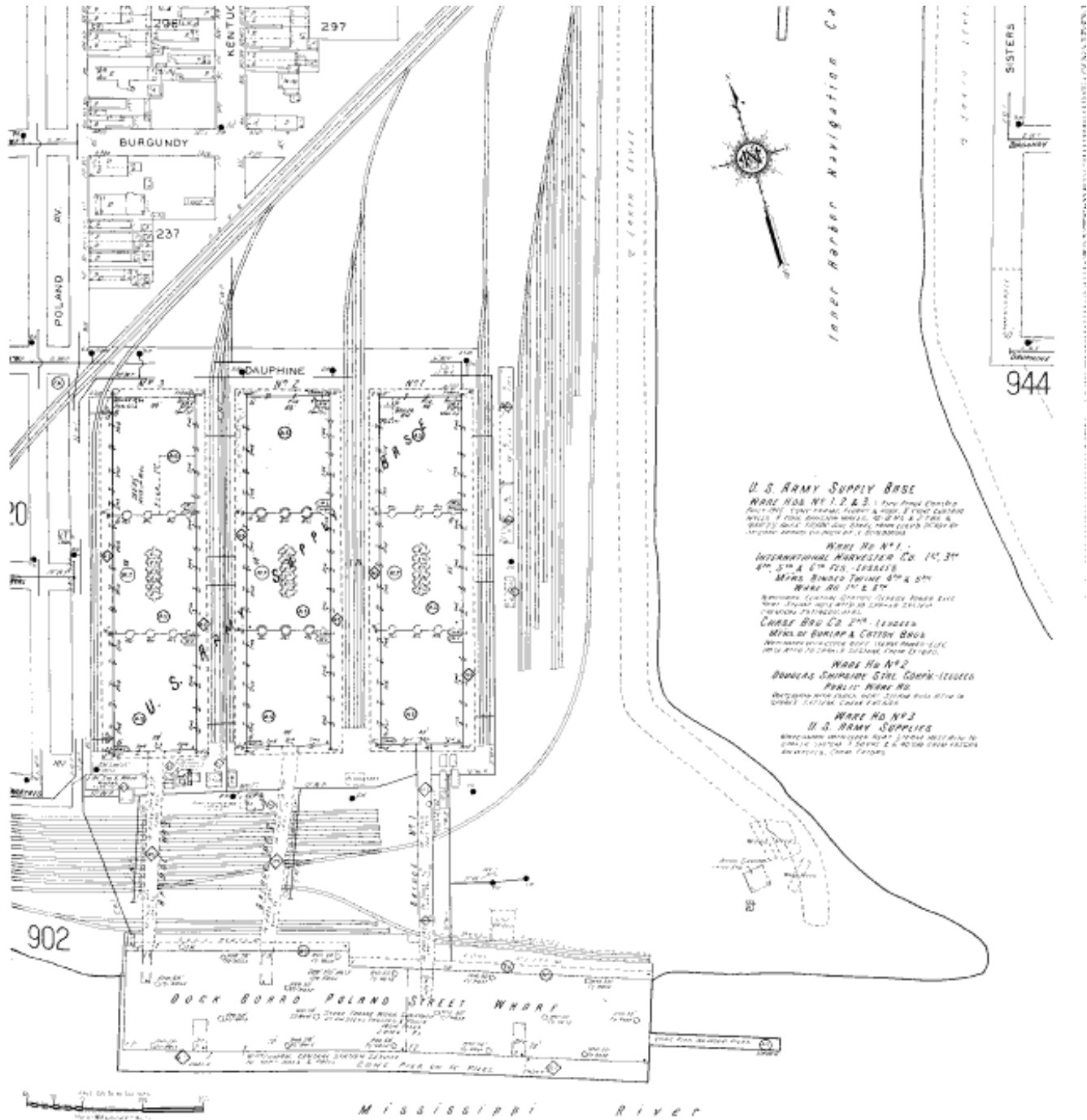


Figure 3. 1937 Sanborn Map showing the layout of the Supply Base. Image courtesy of the State Library of Louisiana's Digital Sanborn Map Collection.

U.S. Army Supply Base New Orleans
Name of Property

Orleans Parish, LA
County and State

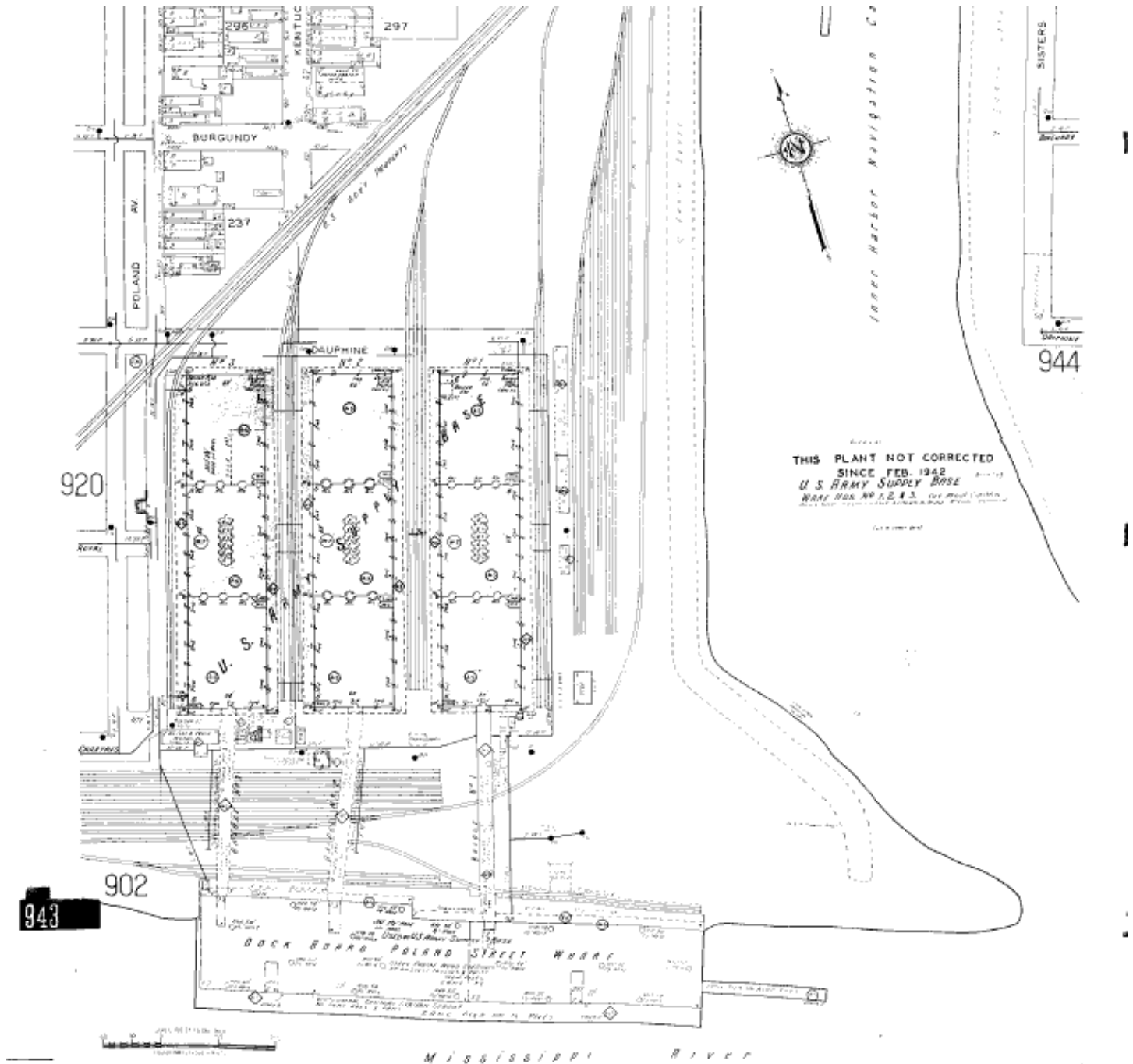
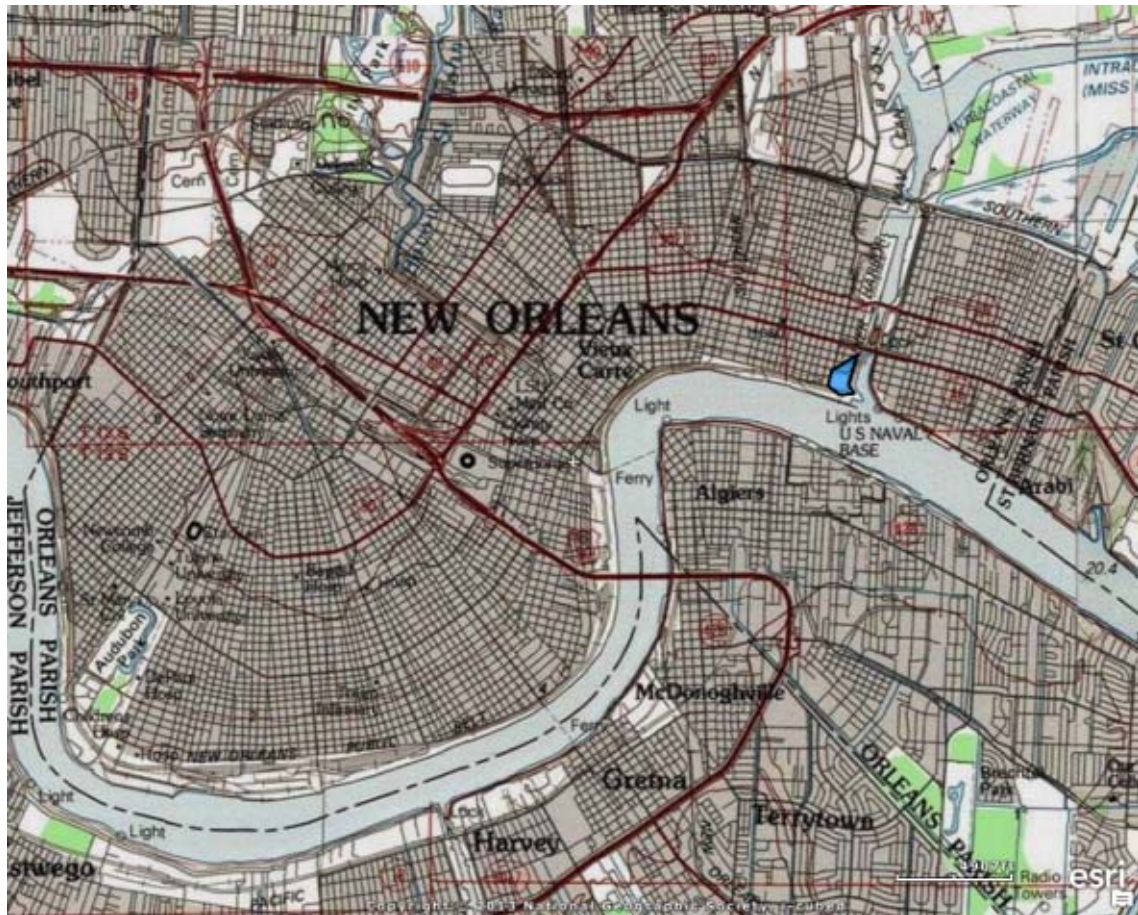


Figure 4. 1942 Sanborn Map showing the layout of the Supply Base. Image courtesy of the State Library of Louisiana's Digital Sanborn Map Collection.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

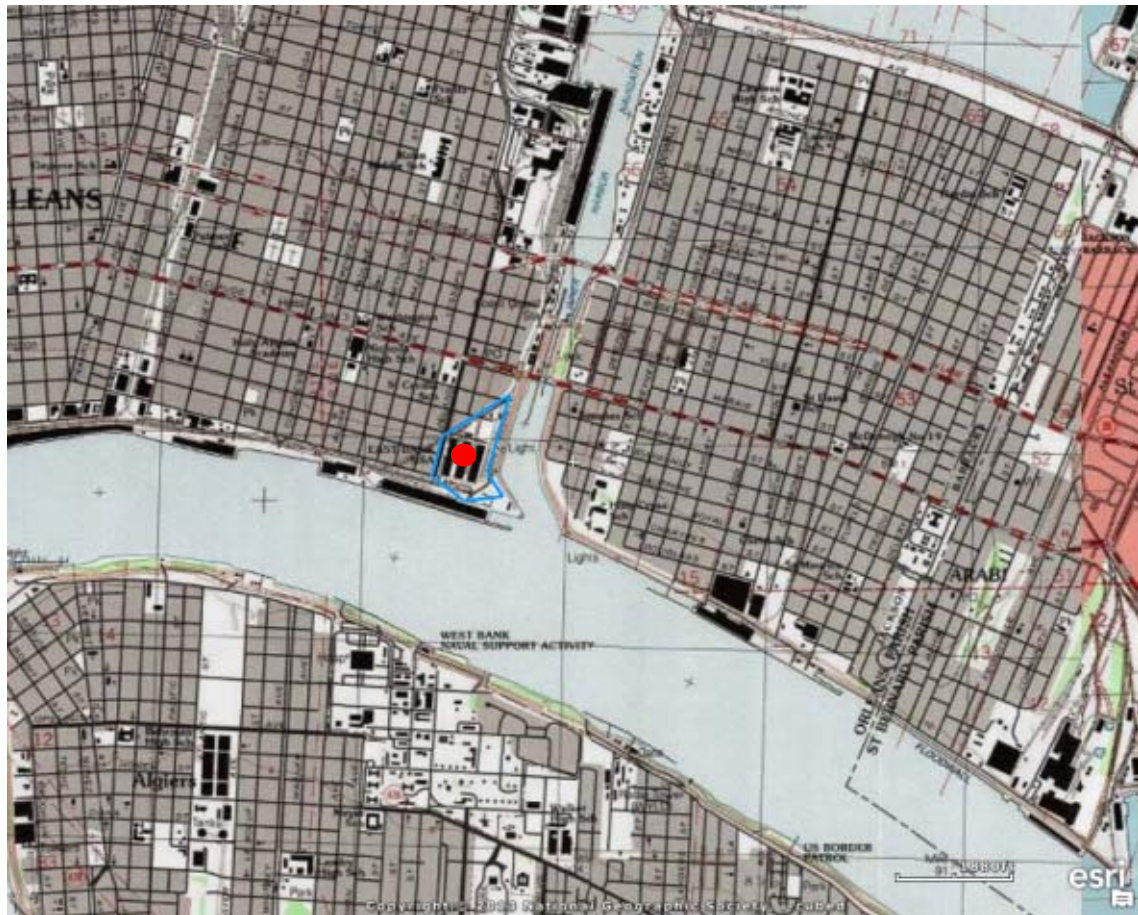
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

US Army Supply Base New Orleans, Orleans Parish, LA



Latitude: 29.960528 Longitude: -90.031472

US Army Supply Base New Orleans, Orleans Parish, LA



Latitude: 29.960528 Longitude: -90.031472

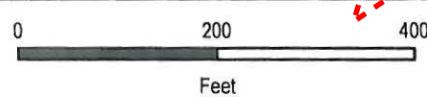
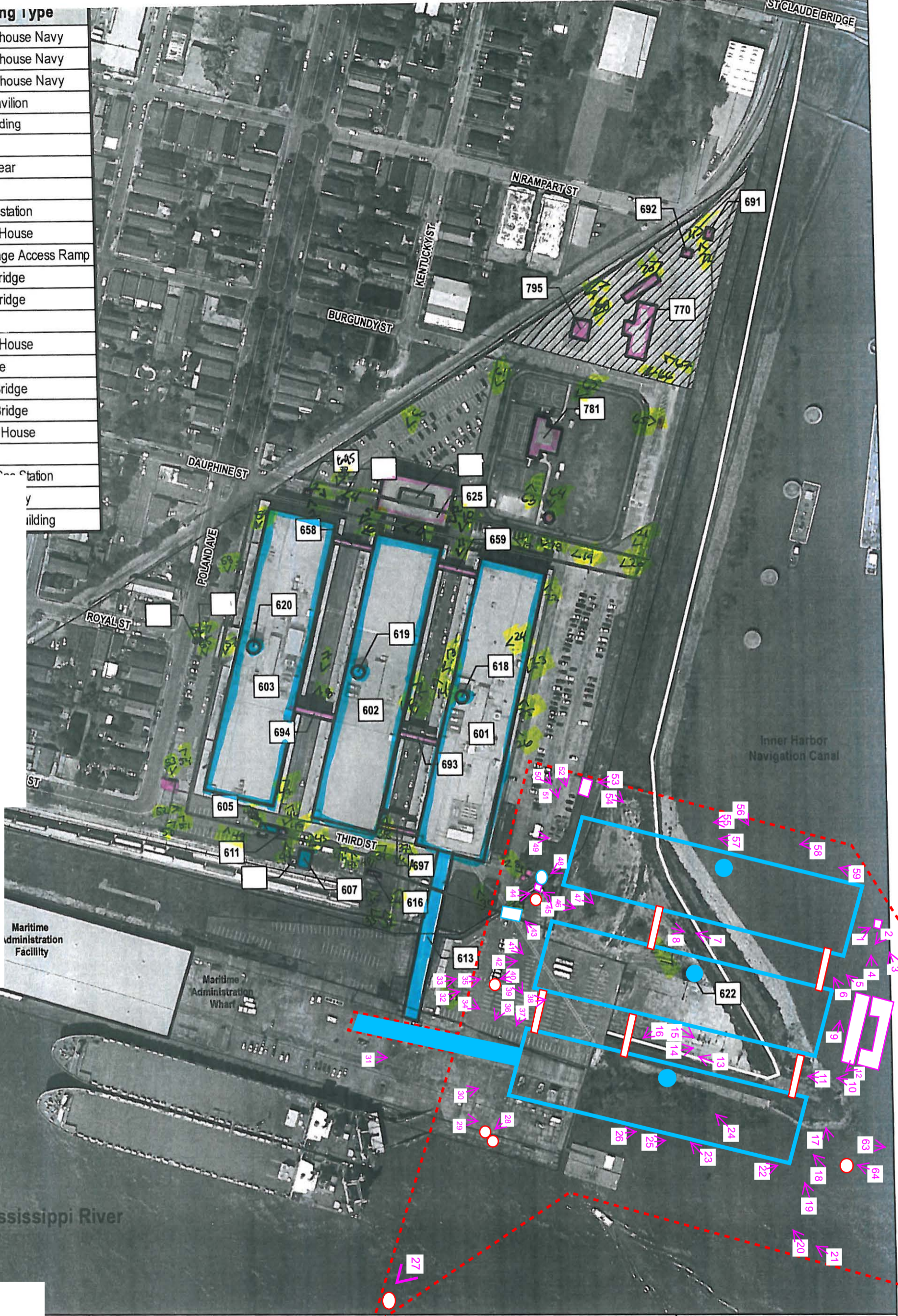
US Army Supply Base New Orleans, Orleans Parish, LA



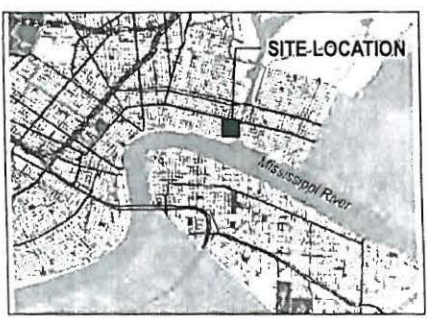
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4. Latitude: 29.958426 Longitude: -90.031373
5. Latitude: 29.958448 Longitude: -90.031482
6. Latitude: 29.959548 Longitude: -90.033079
7. Latitude: 29.961288 Longitude: -90.032596

— Boundary
— Lat/Long Polygon

number	Building type
601	General Warehouse Navy
602	General Warehouse Navy
603	General Warehouse Navy
605	Recreation Pavilion
607	Switching Building
611	Main Switchgear
613	Cargo Ramp
616	Electrical Substation
622	Transformer House
625	Parking Garage Access Ramp
658	Pedestrian Bridge
659	Pedestrian Bridge
691	Gate/Sentry House
692	Sentry House
693	Pedestrian Bridge
694	Pedestrian Bridge
695	Gate/Sentry House
770	CHANEY Gas Station
781	y
795	ilding



- Public Benefit Conveyance
- New Orleans Parcels
- NSA Buildings
- = contributing elements
- = non contributing elements



APPENDIX E
 EXISTING BUILDINGS
 WITH BUILDING INDEX
 NSA EAST BANK EDC APPLICATION
 NEW ORLEANS EAST
 ORLEANS PARISH, LOUISIANA

DATE NOVEMBER, 2011	PROJECT NO 14925.001.001.0200	SCALE AS SHOWN
------------------------	----------------------------------	-------------------

So
1)
2)
3) Naval Support Activity East Bank, Naval Complex New Orleans, LA



RAILROAD
CROSSING

RAILROAD
CROSSING



603

602

NO
PARKING
IN
THIS
AREA







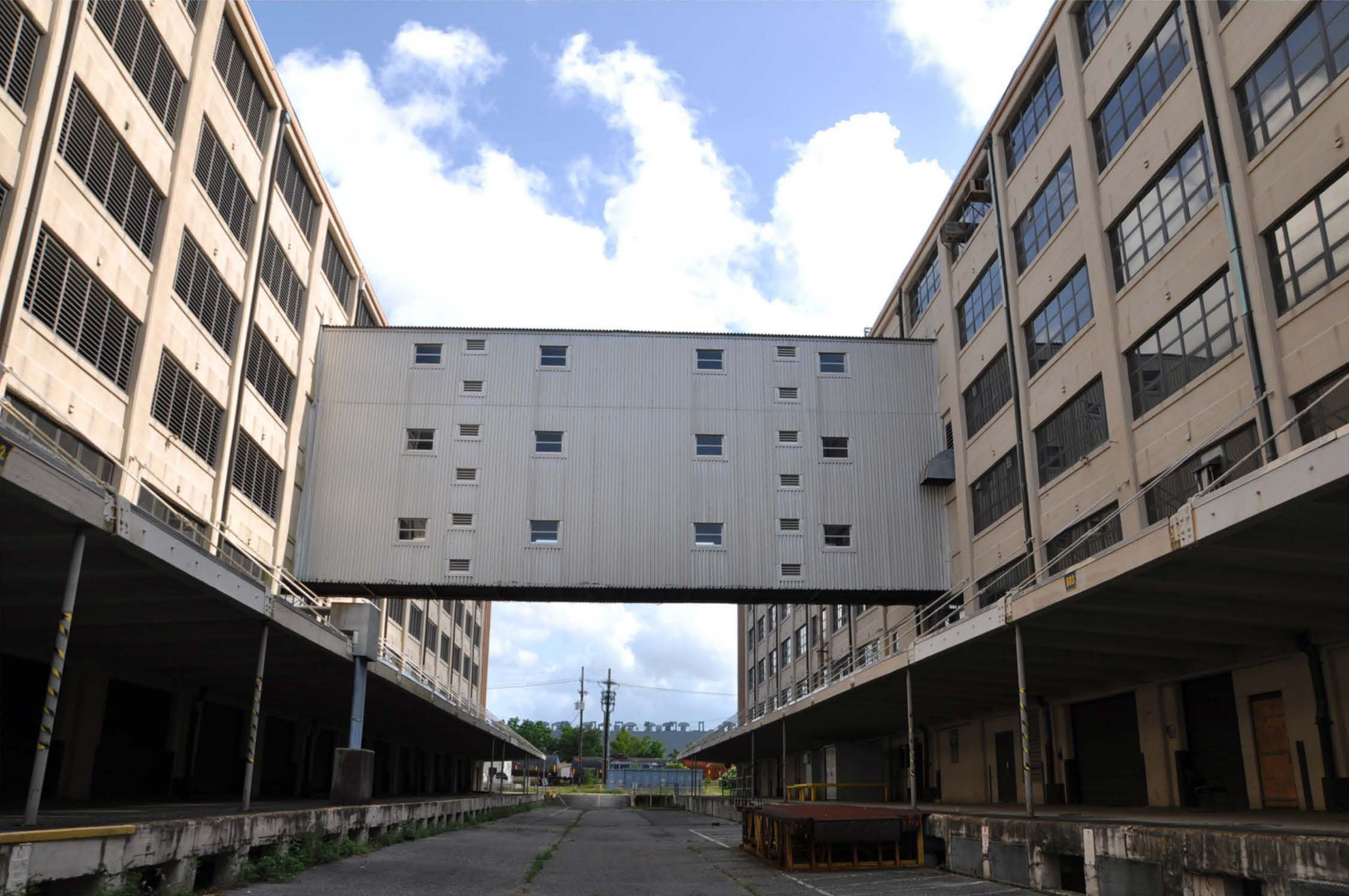
602





603

CAUTION
WALK SLOWLY
AT ALL TIMES













WORLD
OF
CANDIES

601













MARINE CORPUS RESERVE U.S.M.C.



NO SMOKING

NO SMOKING





















DANGER
REPORT ANY LEAKS TO
ENVIRONMENTAL DIVISION
AT
679-8422 (0730-1600 Hrs.)
OR

DANGER!
HAZARDOUS
WASTE





SPEED
LIMIT
15





















ENTER
HERE

NO
PARKING

602

601

601









607



802



DANGER
HIGH VOLTAGE

DANGER
HIGH VOLTAGE

CAUTION
POSSIBLE
BACK FEED
FROM PL1

611
DANGER
HIGH VOLTAGE

CAUTION
POSSIBLE
BACK FEED
FROM PL1

CAUTION
POSSIBLE
BACK FEED
FROM PL2

CAUTION
POSSIBLE
BACK FEED
FROM PL3





RESERVED FOR RECRUITERS ONLY



605

NO
SMOKING













SE
COMPLEX





F EDWARD





















WONK

Handwritten graffiti on a grey electrical cabinet, including the letters 'GB' and 'ORIDY'.



NEX

SPARKY
MADONAS
XXX
2015

EMZO

RIKIN



Hand-drawn graffiti on the left wall, featuring a peace symbol and abstract shapes.

Large, stylized black graffiti letters, possibly spelling 'RAK' or similar, on the wall to the left of the pillar.

Large, stylized black graffiti letters, possibly spelling 'RAK' or similar, on the wall to the right of the pillar.

A vertical black pipe or downspout running down the side of the white pillar.

A solid black door on the wall to the right of the pillar.

Vertical black graffiti on the wall to the right of the pillar, consisting of a series of connected loops.

A solid black door on the wall to the right of the pillar.

Hand-drawn graffiti on the right wall, featuring abstract shapes and lines.







NOTICE
FLATBED DRIVERS
ALL HOUSEHOLD WRECK BODIES MUST
BE TARPEED FOR ROAD WARE MOVEMENT.
BOXES WILL BE LOADED IN AN UPRIGHT
POSITION AND WILL NOT OVERHANG THE
REAR OF TRAILER MORE THAN 12 INCHES.



MONDAY THRU FRIDAY

0700 - 0900

1130 - 1300

1500 - 1600

BASE POLICE PHONE NUMBERS

WESTBANK - 678-2570

EASTBANK - 678-1880











PETAL 1
FEBRU 19-1

DANGER
Feed Back

BLDG 607
FEEDER

DANGER

UNIT NO. 3
FEEDER NO. 2

DANGER
Feed Back

UNIT NO. 2
FEEDER NO. 2

DANGER
Feed Back

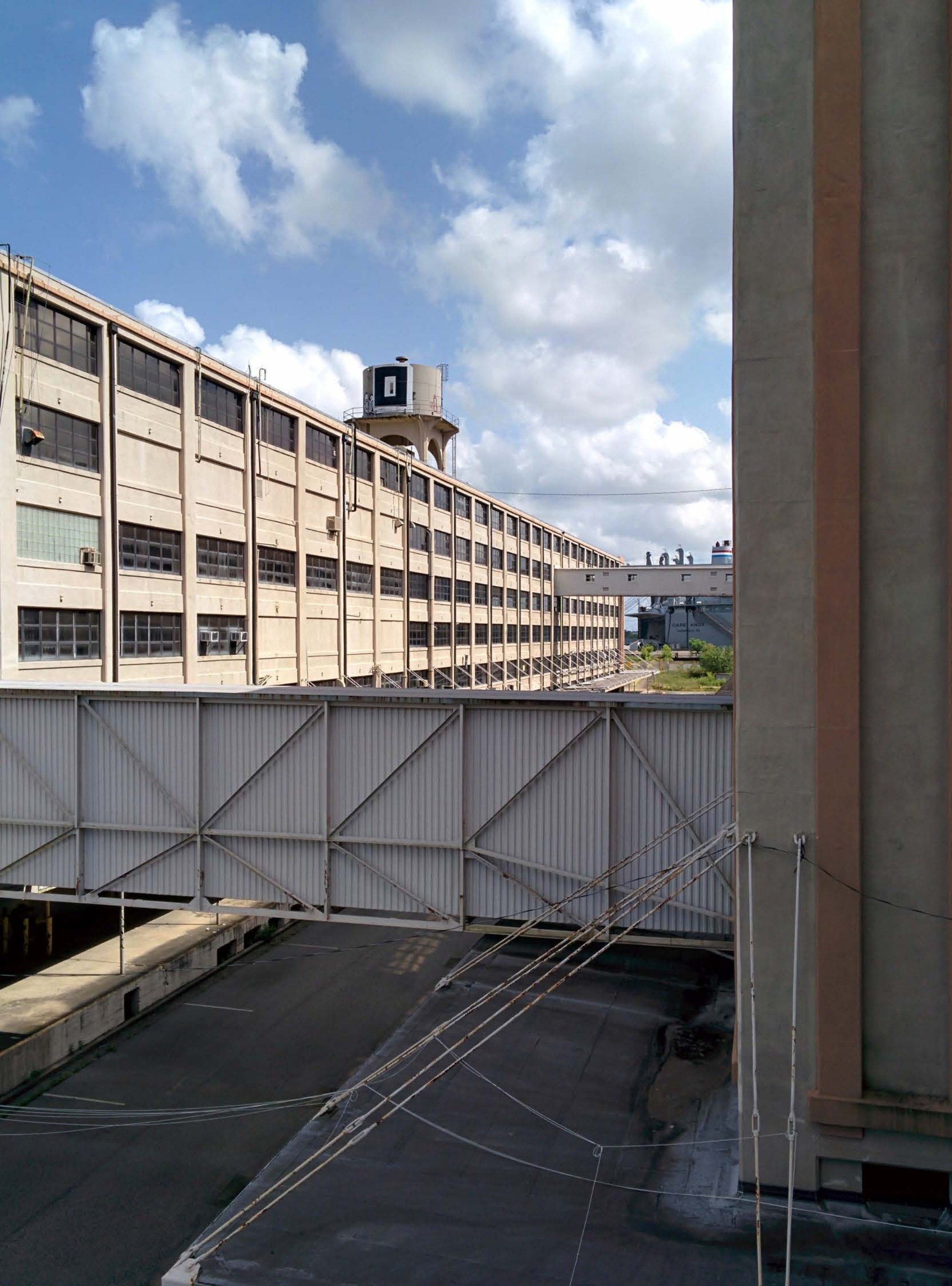
UNIT NO. 1
FEEDER NO. 2

DANGER
Feed Back





601







BT



















2

3

6

3

5





CHILLED WATER SUPPLY

CHILLED WATER RETURN





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U.S. Army Supply Base New Orleans
NAME:

MULTIPLE
NAME:

STATE & COUNTY: LOUISIANA, Orleans

DATE RECEIVED: 12/18/15 DATE OF PENDING LIST: 1/15/16
DATE OF 16TH DAY: 2/01/16 DATE OF 45TH DAY: 2/02/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15001014

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: Y PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2-1-2016 DATE

ABSTRACT/SUMMARY COMMENTS:

Nationally important in its role during WW II as one of the primary
supply & embarkation points for US forces. Its strategic location at
the end of the Mississippi allowed for easy riverine transport of goods
& access to the Gulf. Built for WW I, it was not finished in time for
service in that war, but became a central part of the US Army logistical plan.

RECOM./CRITERIA Accept A

REVIEWER J. Gabbert DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N Y see attached SLR Y/N Y

If a nomination is returned to the nominating authority, the
nomination is no longer under consideration by the NPS.



RECEIVED 2280

DEC 18 2015

Nat. Register of Historic Places
National Park Service

State of Louisiana

JAY DARDENNE
LIEUTENANT GOVERNOR

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PHIL BOGGAN
ASSISTANT SECRETARY

December 15, 2015

TO: Mr. James Gabbert
National Park Service 2280, 8th Floor; National Register of Historic Places
1201 "I" Street, NW; Washington, DC 20005

FROM: Jessica Richardson, National Register Coordinator
Louisiana Division of Historic Preservation

RE: US Army Supply Base New Orleans, Orleans Parish, LA

Jim,

The enclosed disk contains the true and correct copy of the nomination for the US Army Supply Base New Orleans to the National Register of Historic Places. The second disk contains the photographs of the property in TIF format. Should you have any questions, please contact me at 225-219-4595 or jrichardson@crt.la.gov.

Thanks,

Jessica 

Enclosures:

- CD with PDF of the National Register of Historic Places nomination form
- CD with electronic images (tif format)
- Physical Transmission Letter
- Physical Signature Page, with original signature
- Other:

Comments:

- Please ensure that this nomination receives substantive review
- This property has been certified under 36 CFR 67
- The enclosed owner(s) objection(s) do _____ do not _____ constitute a majority of property owners.
- Other: