US Army Corps of Engineers ®

Section 106 of the National Historic Preservation Act Compliance Summary and Effects Determinations for the Port Arthur Levee Portion of the Sabine Pass to Galveston Bay Coastal Storm Risk Management Project

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Background

Sabine Pass to Galveston Bay Coastal Storm Risk Management (CSRM) and Ecosystem Restoration Study was authorized by resolution by the Committee of Transportation and Infrastructure of the United States House of Representatives dated February 16, 2000, in accordance with Section 110 of the Rivers and Harbors Act of 1962, requesting the Secretary of the Army to review the feasibility of providing shore protection and related improvements between Sabine Pass and the entrance of Galveston Bay.

On February 24, 2017, the *Programmatic Agreement Regarding Compliance with Section 106 of the National Historic Preservation Act for the Sabine Pass to Galveston Bay Coastal Storm Risk Management and Ecosystem Restoration Project in Orange, Jefferson, Chambers, Galveston, Harris, and Brazoria Counties, Texas Among the U.S. Army Corps of Engineers, Galveston District, the Texas State Historic Preservation Officer, and Orange County, Texas, Jefferson County Drainage District No. 7, and the Velasco Drainage District* was executed to govern the undertaking's compliance with Section 106 of the National Historic Preservation Act (NHPA) as the project moved into the Preconstruction, Engineering and Design (PED) Phase. The Final Integrated Feasibility Report and Environmental Impact Statement was published May 2017.

The Sabine Pass to Galveston Bay CSRM project originally consisted of three distinct locations that required protection from coastal storm events: Port Arthur, Freeport and Orange County. Each location had its own non-federal sponsor. In 2024, the non-federal sponsor for the Freeport system decided not to continue supporting the project. As such, the Sabine Pass to Galveston Bay CSRM project consists only of the Port Arthur and Orange levee systems.

Gulf Coast Protection District was formed in 2021 by the 87th regular Texas Legislature to assume the role as the non-federal sponsor of the Orange Portion of the federal project. In addition, the GCPD supports the Port Arthur portion of the project, which is sponsored by Jefferson County Drainage District #7.

Since Port Arthur consists of an existing levee system that will be improved, the Port Arthur portion of the undertaking has an accelerated schedule compared to the Orange Levee project, where flood protection infrastructure does not currently exist. In addition to this varying pace of the two remaining components of the undertaking, the GCPD has pursued design and environmental compliance as work-in-kind for small sections of the Orange Levee portion of the CSRM project. Thus, the USACE determined that a modification of the existing programmatic agreement was necessary. After a review of the terms, the USACE terminated the original agreement and executed a new agreement in 2024.

The following summarizes investigations, reports and other documentation supporting the USACE's compliance with Section 106 for the Port Arthur portion of the Sabine Pass to Galveston Bay Coastal Storm Risk Management Project since the PED phase was initiated. This document also contains the USACE's determinations of eligibility and effects to historic properties, based upon the design as of 15 October 2025.

Section 106 Investigations and Report References

The following reports represent cultural resources surveys that were conducted on behalf of the USACE. The reports are provided in chronological order.

Emery, Sherry N. Defreece, Sara A. Hahn. Thurston Hahn, III, Susan Bruns, Mary Lucyia Schmidt, and Michelle Wurtz Penton.
2021 *Sabine to Galveston Coastal Storm Risk Management Section 106 investigations, Architectural Inventory and Evaluation, Orange, Jefferson, and Brazoria counties, Texas*. Report on file at U.S. Army Corps of Engineers, Fort Worth District.

Weinstein, Richard A., Erin E. Phillips, and Duane E. Peter.
2021 *Sabine to Galveston Coastal Storm Risk Management Section 106 Investigations, Archaeological Survey, Orange, Jefferson, and Brazoria Counties, Texas Interim Report.* Report on file at U.S. Army Corps of Engineers, Fort Worth District.

2023 *Sabine to Galveston Coastal Storm Risk Management Section 106 Investigations. Archaeological Survey, Orange, Jefferson, and Brazoria Counties, Texas Final Report.* Report on file at U.S. Army Corps of Engineers, Fort Worth District.

Penton, Michelle Wurtz, Anita Larson, and Richard A. Weinstein.
2025 *Phase I Archaeological Survey of the Area of Potential Effect, Revised Levee Alignment, Sabine Pass to Galveston Bay Coastal Storm Risk Management Project, Port Arthur Area, Jefferson County, Texas.* Report on file at U.S. Army Corps of Engineers, Fort Worth District.

Description of the Undertaking

The majority of the Port Arthur Levee project consists of improving upon existing flood protection facilities and infrastructure. For most of the project, this includes a levee or floodwall height increase of five feet and a maximum increase in levee toe (width) of 70 feet, with a few exceptions that will have a larger APE. All existing floodwall is anticipated to be demolished. Due to the narrow right of way present along certain segments of the flood protection system, a retaining wall may be necessary within limited extents of the proposed levee improvement APE. Two sections of the system are currently sheet pile (see Figure 2), which will be demolished and replaced with an earthen levee. There are portions of the existing system where the existing flood gate will be replaced with a road raise and earthen levee. These exceptions are detailed below to discuss changes from existing flood protection footprint to future footprint maximums.

The non-federal sponsor is providing land currently in its possession for staging areas. No additional staging areas, beyond those depicted, are anticipated as necessary for construction. The USACE shall ensure that commercial fill pre-processed by a private entity before purchase will be utilized for the undertaking. Should any previously undisturbed borrow areas be required, the USACE shall review these locations, conduct cultural resources surveys as necessary, and consult with the SHPO and federally recognized tribes prior to utilization for the project. Figure 1 illustrates the overall project plan and current status.

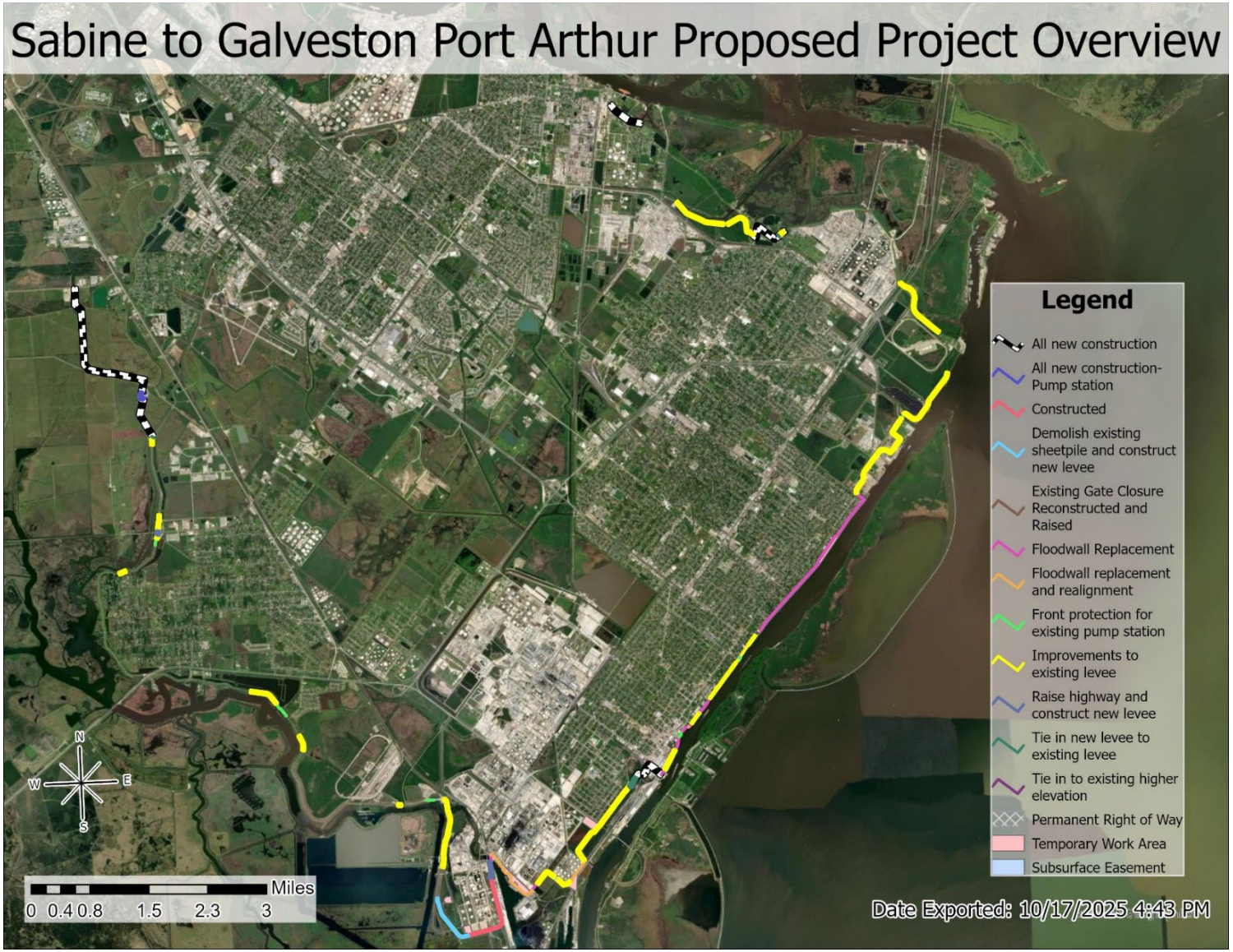

Figure 1 Project Overview. Note: Individual features not to scale. A buffer of 50-100 feet was created on a centerline to help make the features easily distinguishable.

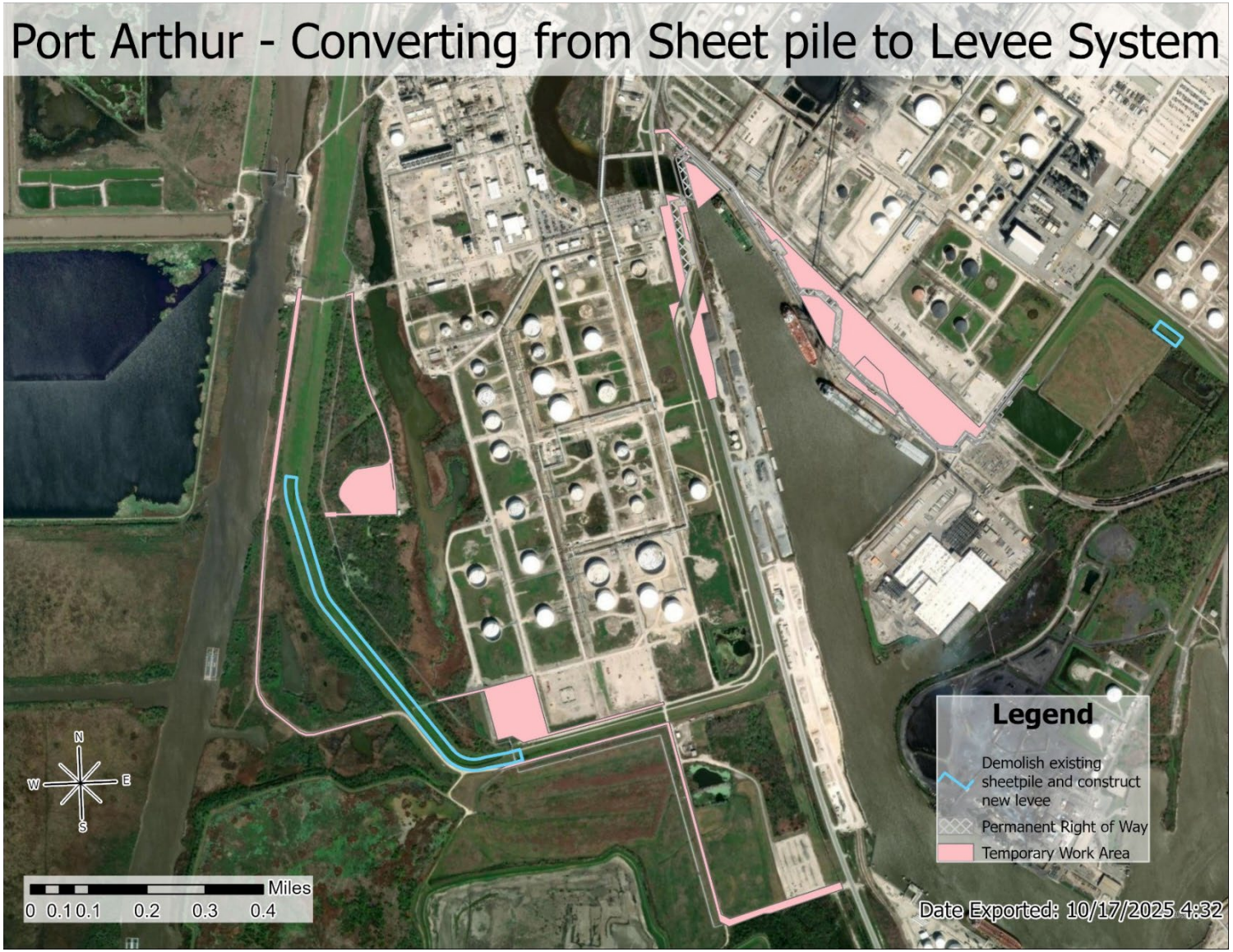

Figure 2 Areas in blue indicate portions of the existing levee system that are currently sheetpile I-wall. Project footprint will expand more significantly in these locations.

Exception 1 is located around existing station 744+00 to 746+10, depicted as the eastern blue rectangle in Figure 2. Existing sheetpile I-wall will be demolished and levee will be built. The project footprint will change from approximately 1 ft to approximately 150 ft.

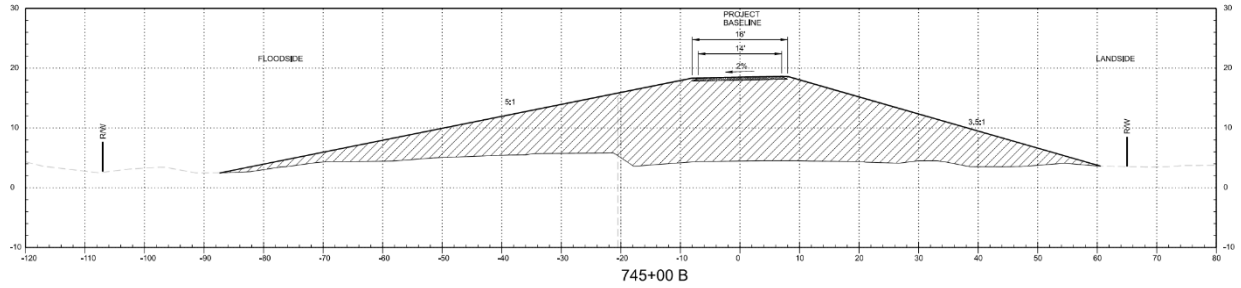

Figure 3 Proposed levee cross-section between stations 744-746.

Exception 2 is located around existing station 934+65 to 969+95, depicted as the western blue curved rectangular feature in Figure 2. Existing sheetpile I-wall will be demolished and levee will be constructed. The project footprint will change from approximately 1 ft to approximately 140 ft.

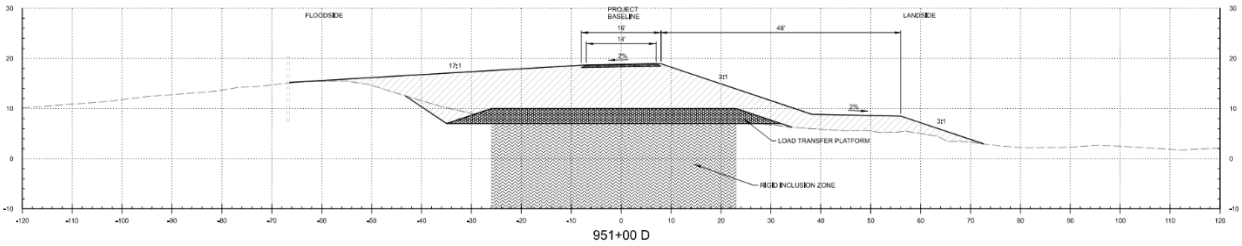

Figure 4 Proposed levee cross-section between stations 934-969.

Exception 3 is located around existing station 1452+40 to 1453+85. Existing feature changes from a gate structure to a levee system with FM 365 crossing over the new levee. The project footprint will change from approximately 20 ft (including existing foundation width) to approximately 155 ft. See Figure 18 in Appendix A.

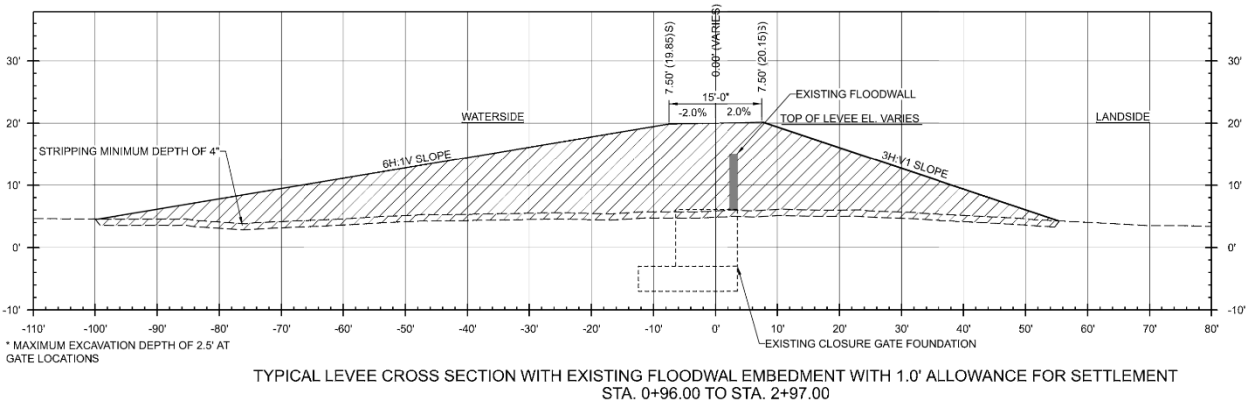

Figure 5 Proposed levee cross-section between stations 1452-1454.

Exception 4 consists of select areas around existing station 512+00 to 575+00. Existing feature is a levee system with adjacent and intersecting roadways. As levee raises, the roadways will

need to be raised, and levee will continue well past existing levee footprint due to this. Project footprint will change from approximately 35 ft to a maximum of 110 feet, depending on the roadway alignment and the extent of the required tie-ins. This portion of the expansion is adjacent to several architectural historic properties (see Figures 10 and 11).

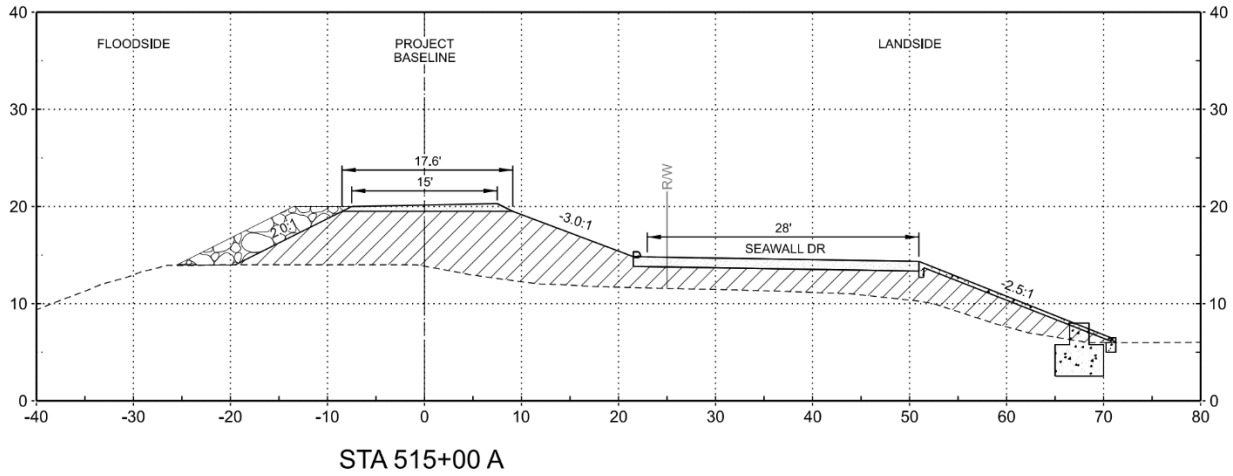

Figure 6 Proposed levee cross-section between stations 512-575.

Inventory and Effects

Above Ground Resources

The eligibility recommendations included in the 2021 Architectural report by Emery et al. received concurrence from the SHPO in a letter dated July 23rd, 2021. On September 8, 2021, the USACE submitted a letter that specifically called out 10 individually eligible architectural properties and three districts, determining that the project will have no adverse effect to these historic properties. The SHPO concurred with these determinations of effect, in a response dated October 7, 2021. Unfortunately, due to changes in staff, the enclosure cited in this letter was not found and it is unclear which historic properties were included in this consultation. As such, this document shall include determinations of eligibility and effect for all those resources identified by Emery et al. in 2021 for the unconstructed portions of the project.

The USACE has determined that the only architectural historic property that will experience significant physical impacts from the construction of the Port Arthur Levee system is the Jefferson County Drainage District No. 7. The undertaking consists of the demolition and removal of floodgates, sheetpile, and existing floodwall to be replaced with earthen levees, new floodgates, and new floodwall. In addition, some of the alignment will shift; however, the new alignment will largely follow the same general path as the original flood control system. The Jefferson County Drainage District No. 7 conveys its significance by functioning as a flood control feature that helps ongoing urban development. It gives its importance primarily through location, setting, feeling, and association. The report does not recognize any significance under Criterion C for its design and engineering values. Therefore, direct impacts from alterations to the system's engineering design is not an adverse effect as it does not diminish its ability to

convey its associative significance under Criterion A. Thus, the USACE determined the proposed project has **no adverse effect** on the Jefferson County Drainage District No. 7.

The five-foot raise of the flood control system will likely affect the viewshed of many two-story eligible homes. Most of the eligible buildings post-date the original construction of the levee system and would have had some view of Sabine Lake/Pleasure Island from the second story; however, the USACE has determined that while this change constitutes an effect to an historic property, it does not affect any of the properties in a manner that diminishes its ability to convey its significance. This effect determination includes individually eligible buildings and structures within the APE and those that contribute to the eligibility of the Lakeshore Drive Historic District, Port Arthur Downtown Historic District, and Eddingston Court Historic District.

Table 1 details the eligibility determinations per the 2021 report for architectural historic properties within the Port Arthur APE and an effect determination based upon the most up to date plans and specs. One historic property identified in the 2021 report, 4700 Lakeshore Drive, was purchased by the non-federal sponsor in 2020 for the specific purpose of removing an inground pool located adjacent to the levee toe. The purchase of the property was made independently by the non-federal sponsor, without direction from the USACE, and was not intended for use in connection with the proposed undertaking. Following the acquisition, the non-federal sponsor demolished both the home and the inground pool. Recently, the now vacant lot was proposed as a potential staging area. Given that the building is no longer extant, the USACE has determined that 4700 Lakeshore Drive is **ineligible** for inclusion in the NRHP.

Lastly, traffic expected for access and staging by heavy equipment throughout the project area, may result in vibrational effects to individually eligible buildings and structures within the APE and those that contribute to the eligibility of the Lakeshore Drive Historic District, Port Arthur Downtown Historic District, and Eddingston Court Historic District. Vibration monitoring to Unified Facilities Guide Specifications (UFGS) dated May 2022 or newer shall be required for all historic properties within 200 feet of construction limits. With these avoidance measures in place, the USACE has determined that the undertaking shall result in **no adverse effects to architectural historic properties**.

Table 1 Eligibility and Effects Determinations for Architectural Historic Properties

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Pompeiian Villa/Elwood-Craig House	1953 Lakeshore Dr	A,C	Architecture,Social_Cultural	Over 250 feet from construction zone	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Residence	1831 Lakeshore Dr	C	Architecture	Over 450 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Residence	100 Woodworth Blvd	A,C	Architecture, Social History	**Within 100 feet of construction zone.**	**No Adverse Effect. Vibration monitoring required.**
Port Arthur College Radio Tower (Lamar State College)	1500 Procter St	A	Education, Communications	Over 500 feet of construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
U.S. Post Office and Federal Building	500 Austin Ave	C	Architecture	Over 1,300 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
John R. Adams Department Store	501 Austin Ave	A,B	A&B-Commerce	Over 1,300 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Residence	2545 Lakeshore Dr	A,C	Planning_Development,Architecture	**Within 100 feet of construction zone.**	**No Adverse Effect. Vibration monitoring required.**
First United Methodist Church	1500 Procter St	A,C	Education, Architecture	Over 400 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Frank Trost Studio	749 Procter St	A,B,C	Commerce-A & B, architecture-C	Over 700 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Charles A. Domaschk House	2949 5th St	C	Architecture	Over 1,100 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Gates Memorial Library (Lamar State College)	317 Stilwell Blvd	C	Architecture	Over 500 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Port Arthur Beaumont Interurban RR Station	320 Austin Ave	A,C	Commerce, Architecture	Over 600 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Residence	3100 Procter St	C	Architecture	Over 500 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Port Arthur Federated Women's Clubhouse	1924 Lakeshore Dr	A	Social_Cultural	**Within 100 feet of construction zone.**	**No Adverse Effect. Vibration monitoring required.**
Adams/World Trade Building	448 Austin Ave	A	Commerce	Over 1,200 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Dr. Seward C. Thompson House	3420 Procter St	C	Architecture	Over 600 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Masonic Temple	1901 Lakeshore Dr	C	Archiitecture	Over 300 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Eddingston Court	3300 Procter St	A,C	Architecture,Arts,Planning_Development	Over 300 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Vaughan Hotel/Hotel Sabine	610 Procter St	A,C	Commerce and architecture	Over 600 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Port Arthur Savings Building	501 Procter St	A,C	Commerce and architecture	Over 900 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
South County Office Building	525 Lakeshore Dr	A,C	Architecture and Government	**Over 150 feet from construction zone.**	**No Adverse Effect. Vibration monitoring required.**
Judge Raymond L. Murray House	3423 Procter St	C	Architecture	Over 900 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
Marvin Louvier House	4425 Lakeshore Dr	C	Architecture	Over 250 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
Fred A. Rosen House	4700 Lakeshore Dr	C	Architecture	Demolished by private entity prior to federal undertaking.	No Effect. Building no longer extant. Please see letter from non-federal sponsor.
Port Arthur City Hall	444 4th St	C	Architecture	Over 300 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.
St. John Baptist Church	749 W 8th St/801 Grannis Ave	C	Architecture	Over 1,200 feet from construction zone.	No effect. Will include vibration monitoring if the contractor determines that access/staging will be conducted within 200 feet of building.

Name	Address	Eligibility Criterion	Theme	Description of Activity	Effect
SH82 over Intracoastal Canal "Dr. Martin Luther King Jr. Memorial Bridge"	N/A	Determined by TxDOT	Transportation	**Above construction zone.**	**No Adverse Effect. Vibration monitoring required.**
Jefferson County Drainage District No. 7	N/A	A	Community Planning and Development.	Demolition of existing floodwall along the alignment and complete replacement of those portions in place or with a minor shift in alignment.	No Adverse Effect.
Lakeshore Drive Historic District	N/A	C	Architecture	Within 100 feet of construction zone.	**No Adverse Effect. Vibration monitoring required.**
Port Arthur Downtown Historic District	N/A	A&C	Community Planning and Development/Architecture	Within 100 feet of construction zone.	**No Adverse Effect. Vibration monitoring required.**

Figure 7 Proximity of architectural historic properties to the proposed undertaking.

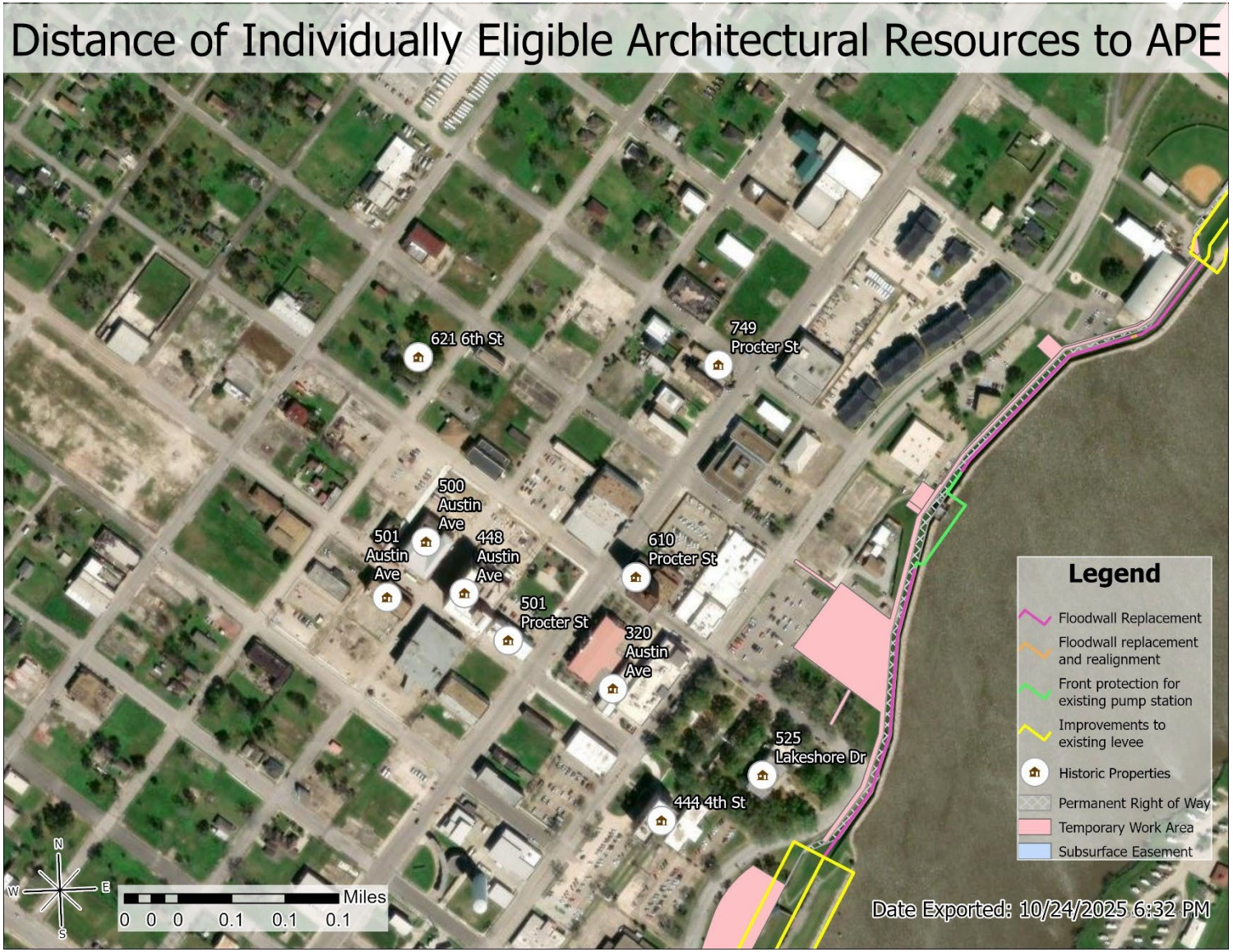

Figure 8 Proximity of architectural historic properties to the proposed undertaking. Approximate distances are included in the table.

Figure 9 Proximity of architectural historic properties to the proposed undertaking. Approximate distances are included in the table.

Figure 10 Proximity of architectural historic properties to the proposed undertaking. Approximate distances are included in the table.

Figure 11 Proximity of architectural historic properties to the proposed undertaking. Approximate distances are included in the table.

Figure 12 Proximity of architectural historic properties to the proposed undertaking. Approximate distances are included in the table.

Summary

The USACE has determined that a full inventory of historic properties has been conducted for the proposed undertaking. The USACE has further determined that the entirety of the proposed Port Arthur Levee project, as currently defined, shall have **No Adverse Effect to historic properties.**

The following avoidance and minimization stipulations must be met for this No Adverse Effect Determination:

- Vibration monitoring for individually eligible buildings within 200 feet of construction activities.

Appendix A:

Detailed Maps of the Entire Port Arthur Costal Storm Risk Management Project

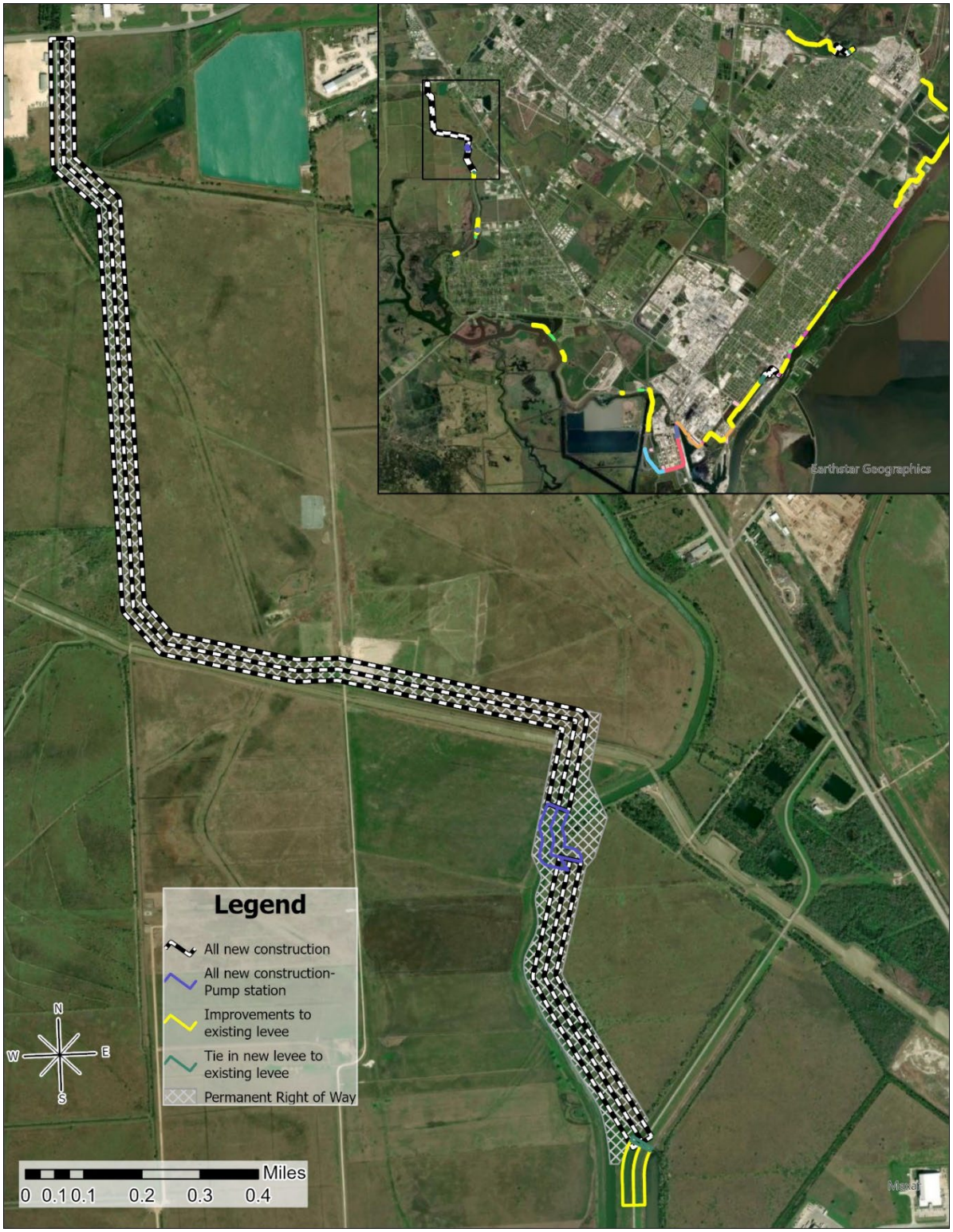

Figure 13 Western extent of the APE consists primarily of all new levee construction, a new pumpstation and newly acquired real estate for the project.

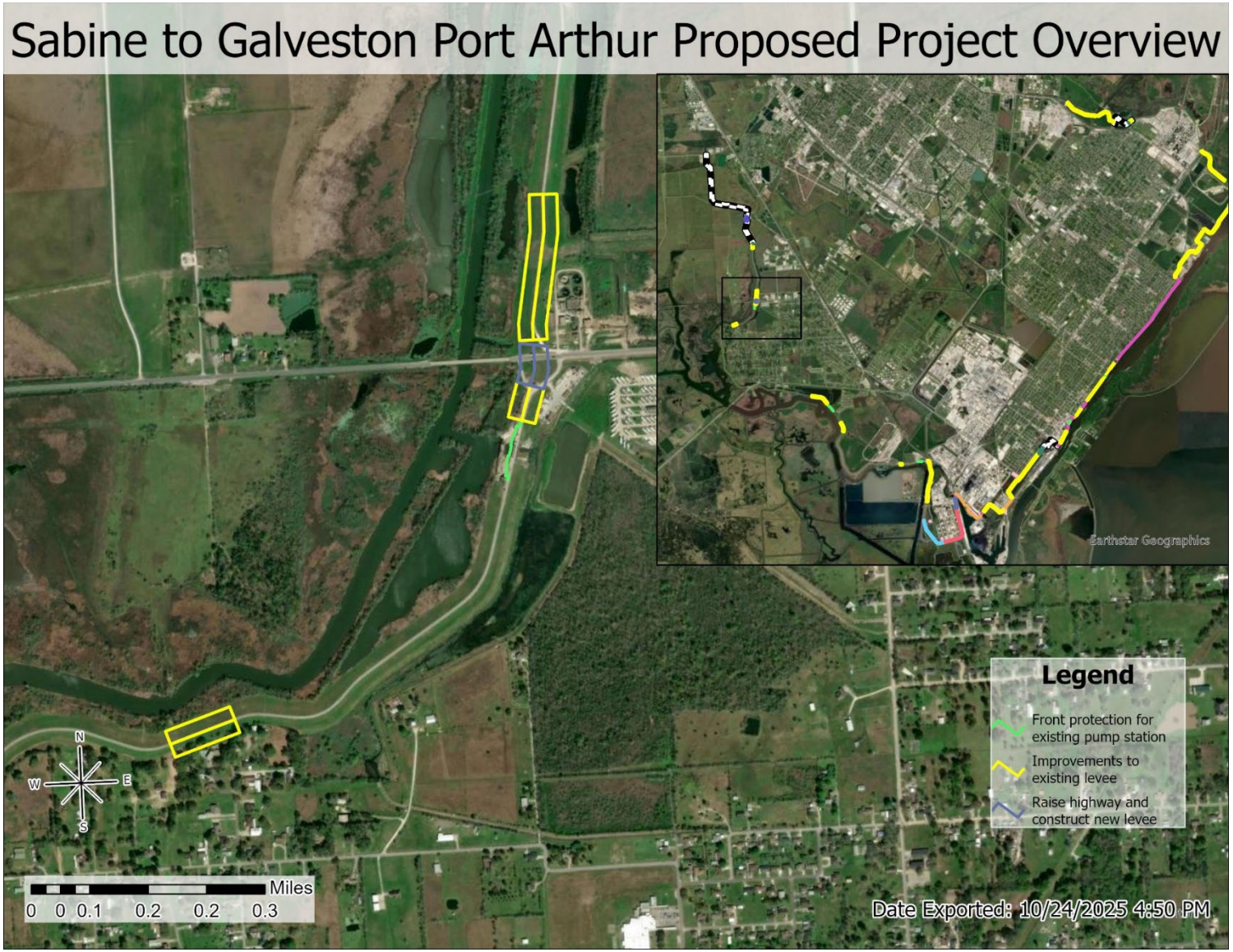

Figure 14 This portion of the project area includes improvements to the existing levee system, demolition of a flood gate, front protection for an existing pump station and the construction of levee and road raise across Highway 365. This map includes the area described as Exception 3.

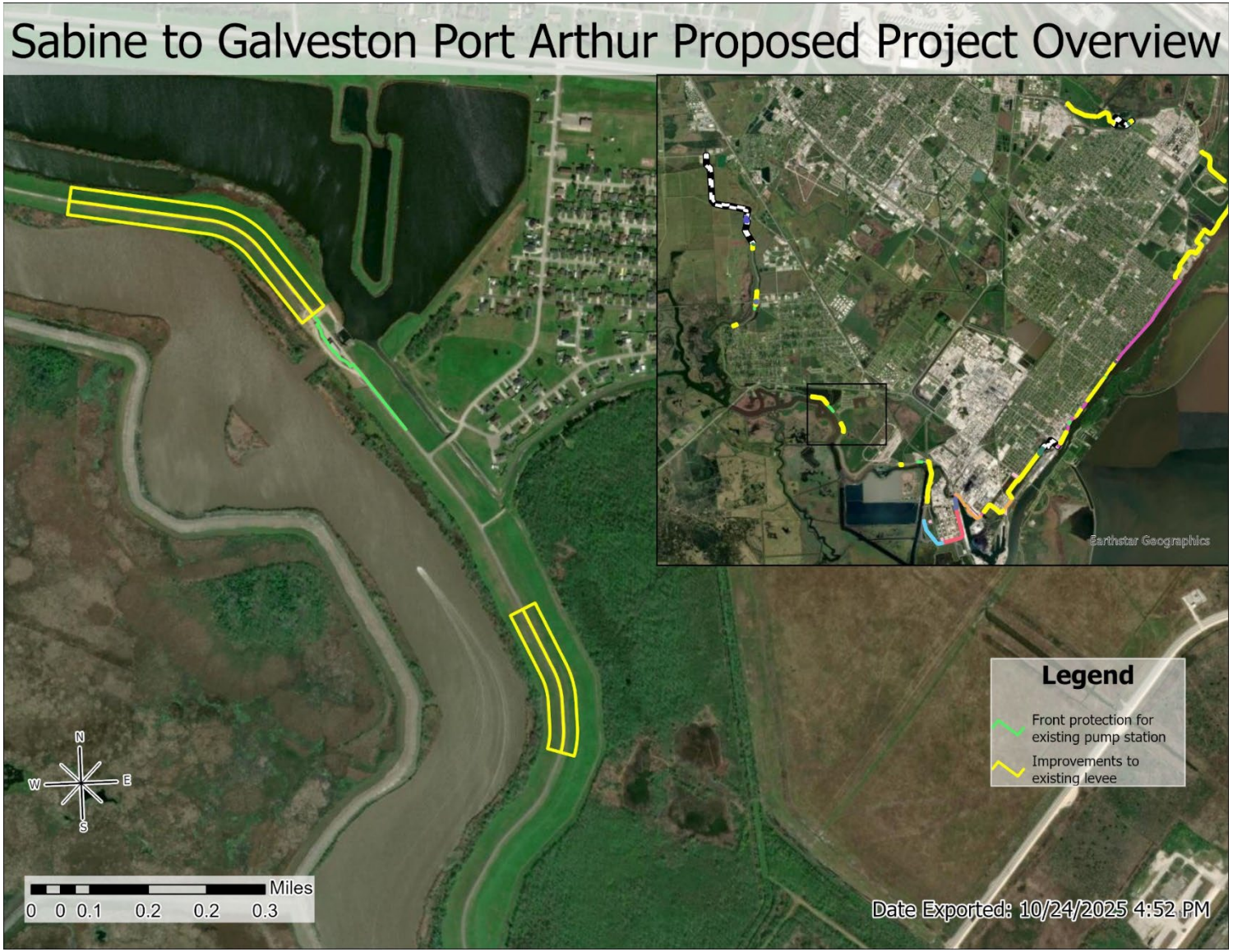

Figure 15 This portion of the project area includes improvements to the existing levee system and construction of new front protection for an existing pump station.

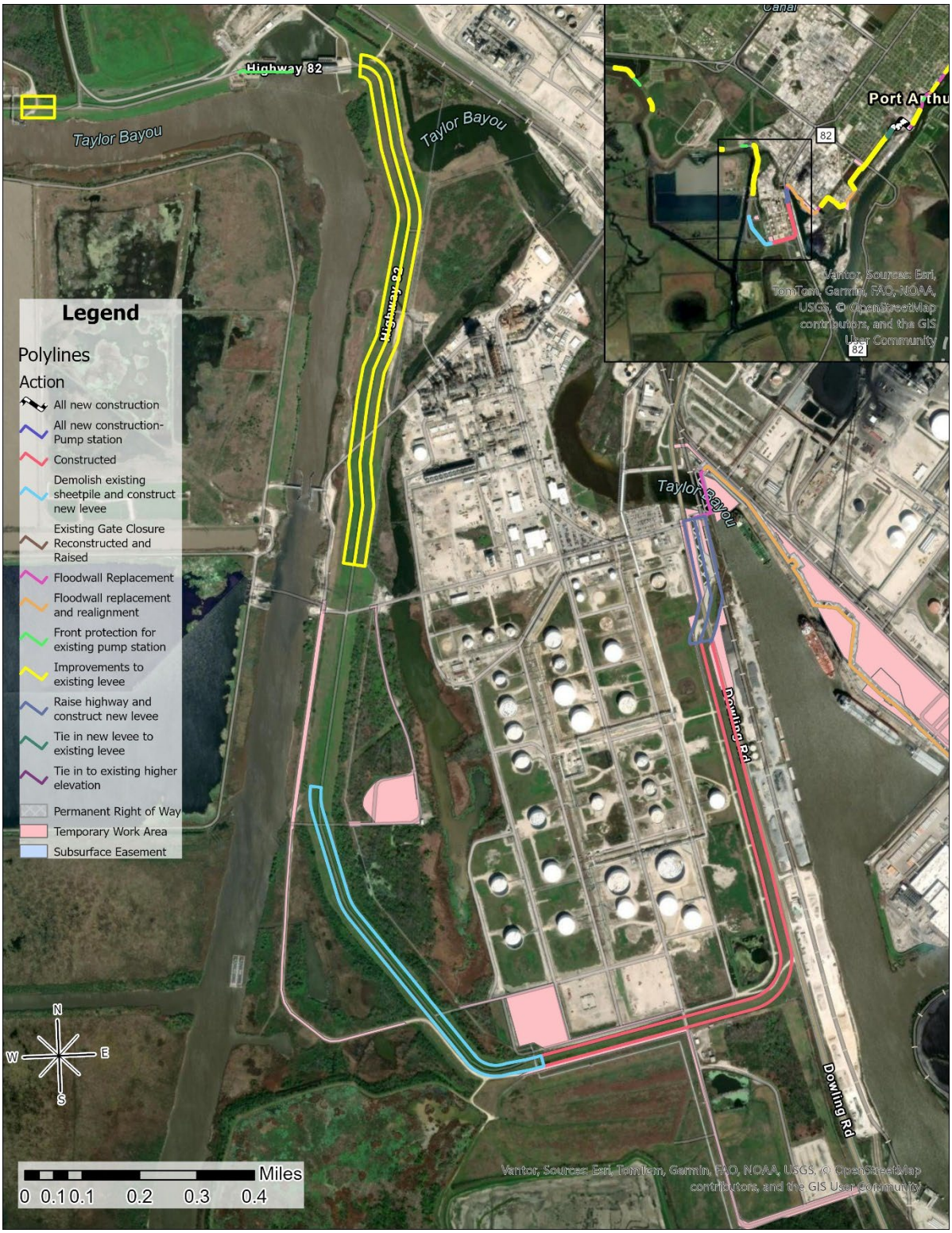

Figure 16 This portion of the project area includes the very first construction contract awarded for this undertaking (in red) consisting of levee improvements, levee improvements, front protection for pump stations, realignment/replacement of existing floodwall, conversion of sheetpile to levee, and a permanent highway raise/realignment. Construction is complete on the area in red. Access and staging areas are also defined in this image.

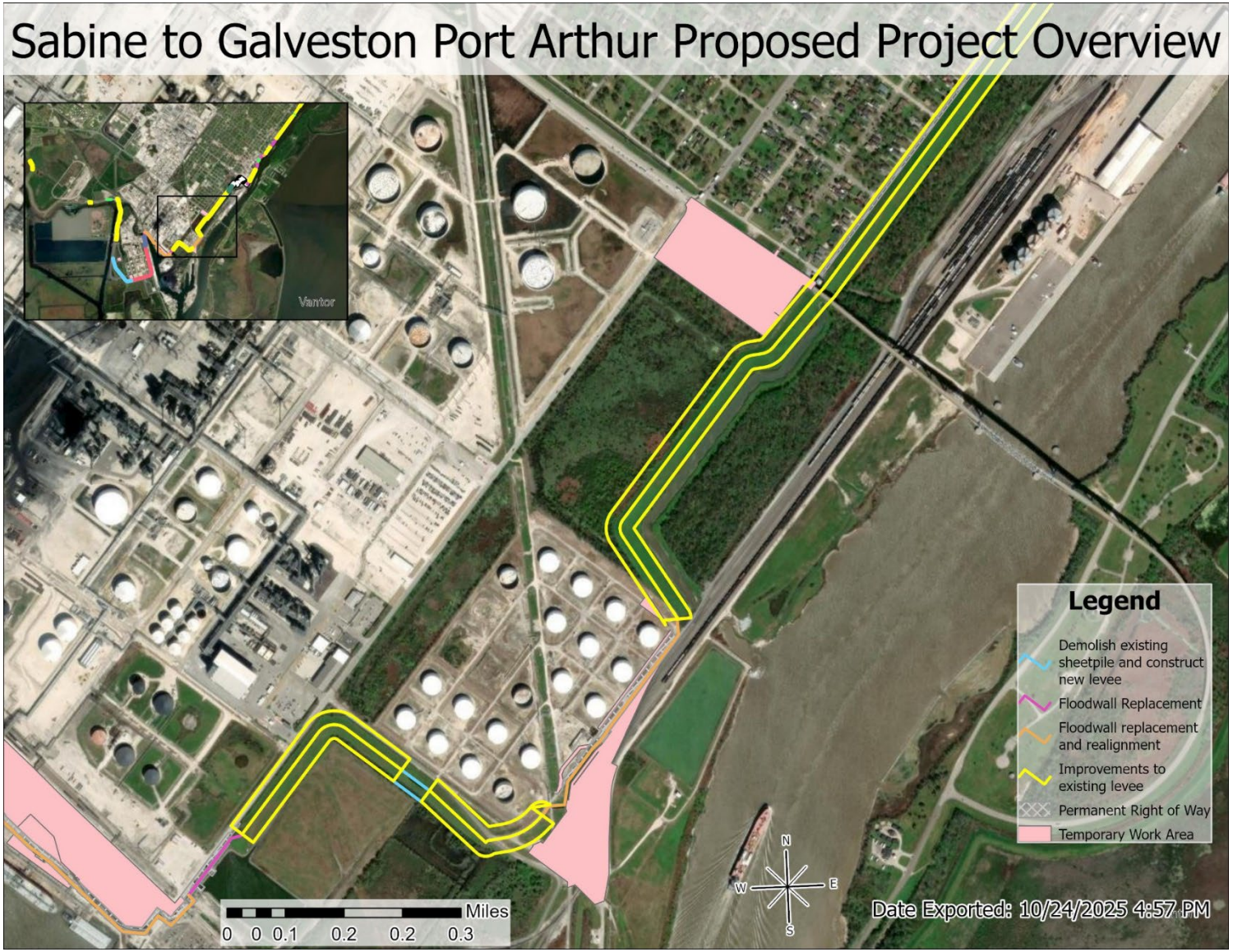

Figure 17 This portion of the project area includes demolishing existing sheetpile and constructing new levee, replacement/realignment of floodwall, and improvements to existing levee.

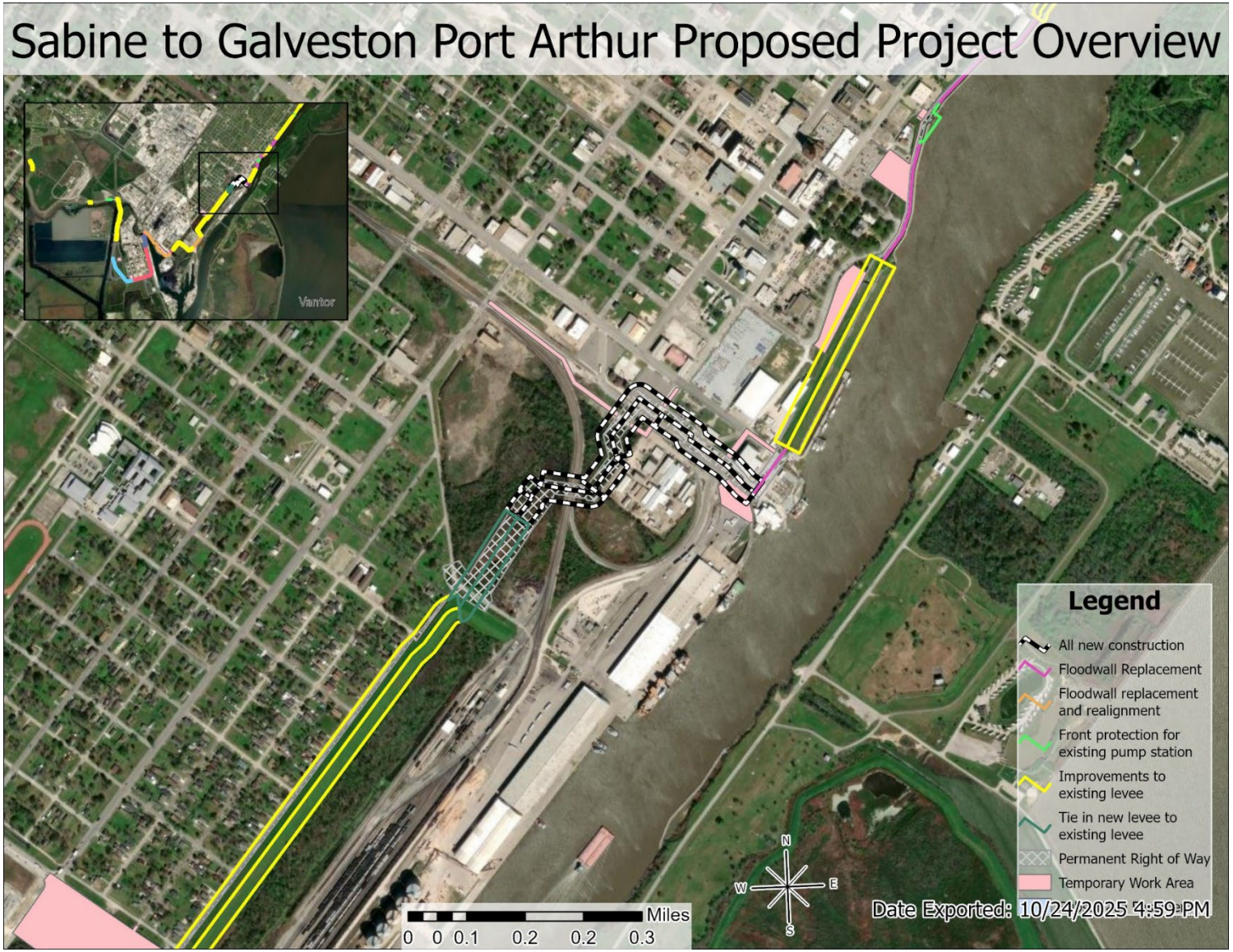

Figure 18 This portion of the project area includes the realignment of the area previously coordinated with the SHPO's office in 2022 as PAV03b. This area includes temporary staging areas and access routes, improvements to existing levee, construction of completely new levee, realignment/replacement of floodwall, and front protection for existing pump stations.

Figure 19 This portion of the project area alternates frequently between improvements to existing levee and replacement/realignment of floodwall. This area is adjacent to many architectural historic properties and historic districts.

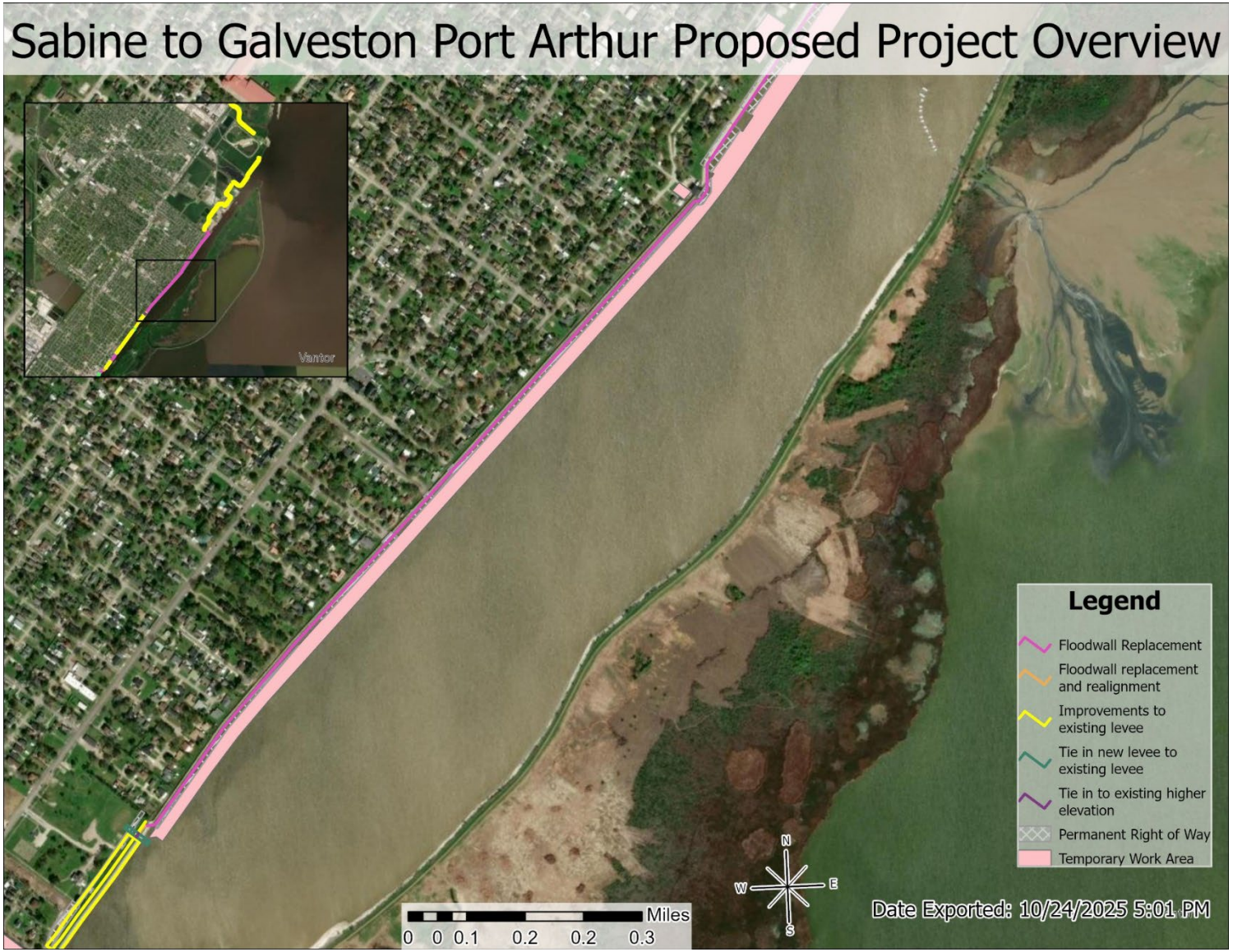

Figure 20 Floodwall to be constructed in the water. Existing floodwall to be demolished. Most of the construction work will be conducted from the water; however, access and staging areas are required landside.

Figure 21 Floodwall construction as described in the previous figure transitions into levee improvements as the project extends to the north.

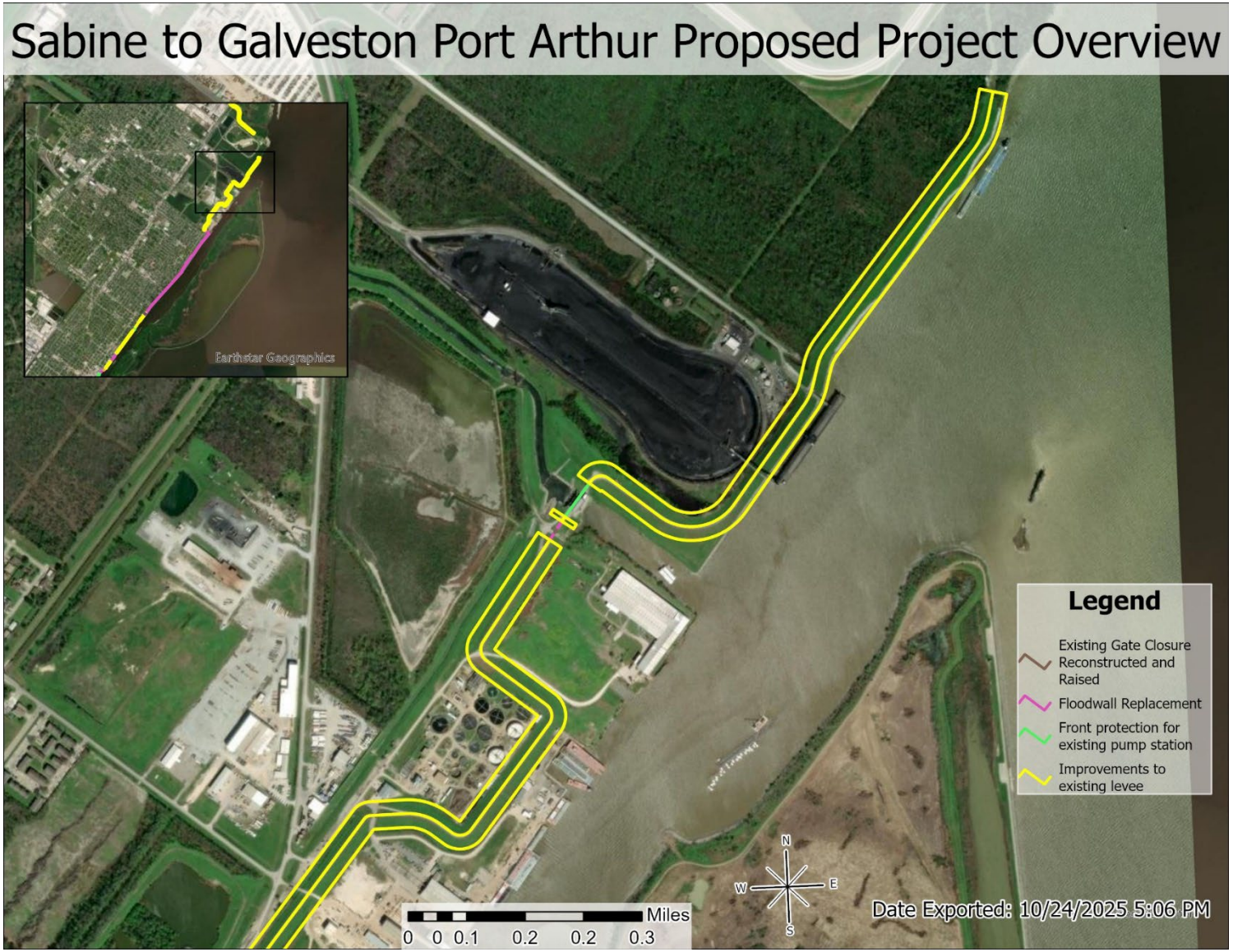

Figure 22 This portion of the project includes the reconstruction of an existing gate structure, floodwall replacement, front protection for an existing pump station and improvements to the levee.

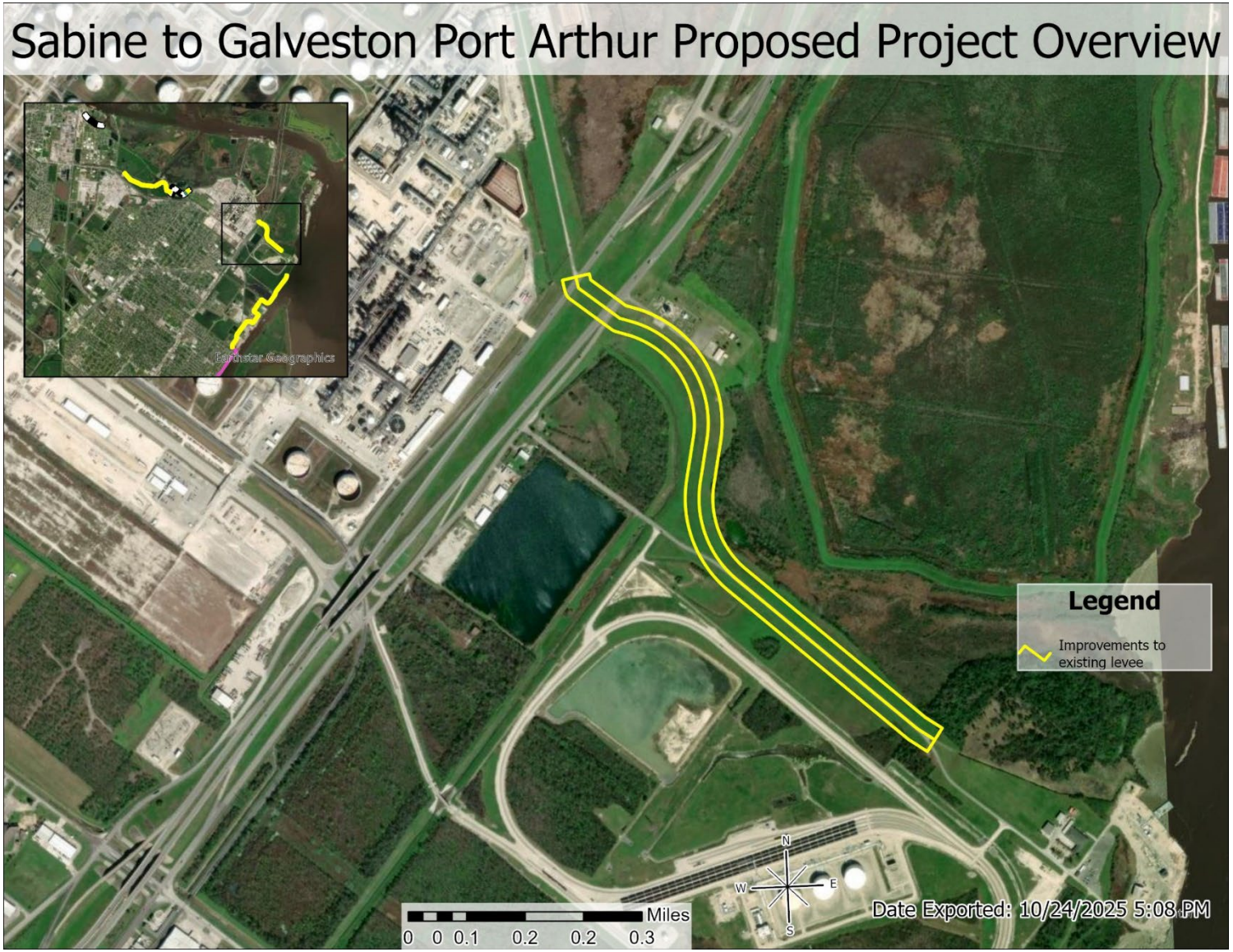

Figure 23 This portion consists of improvements to the existing levee system.

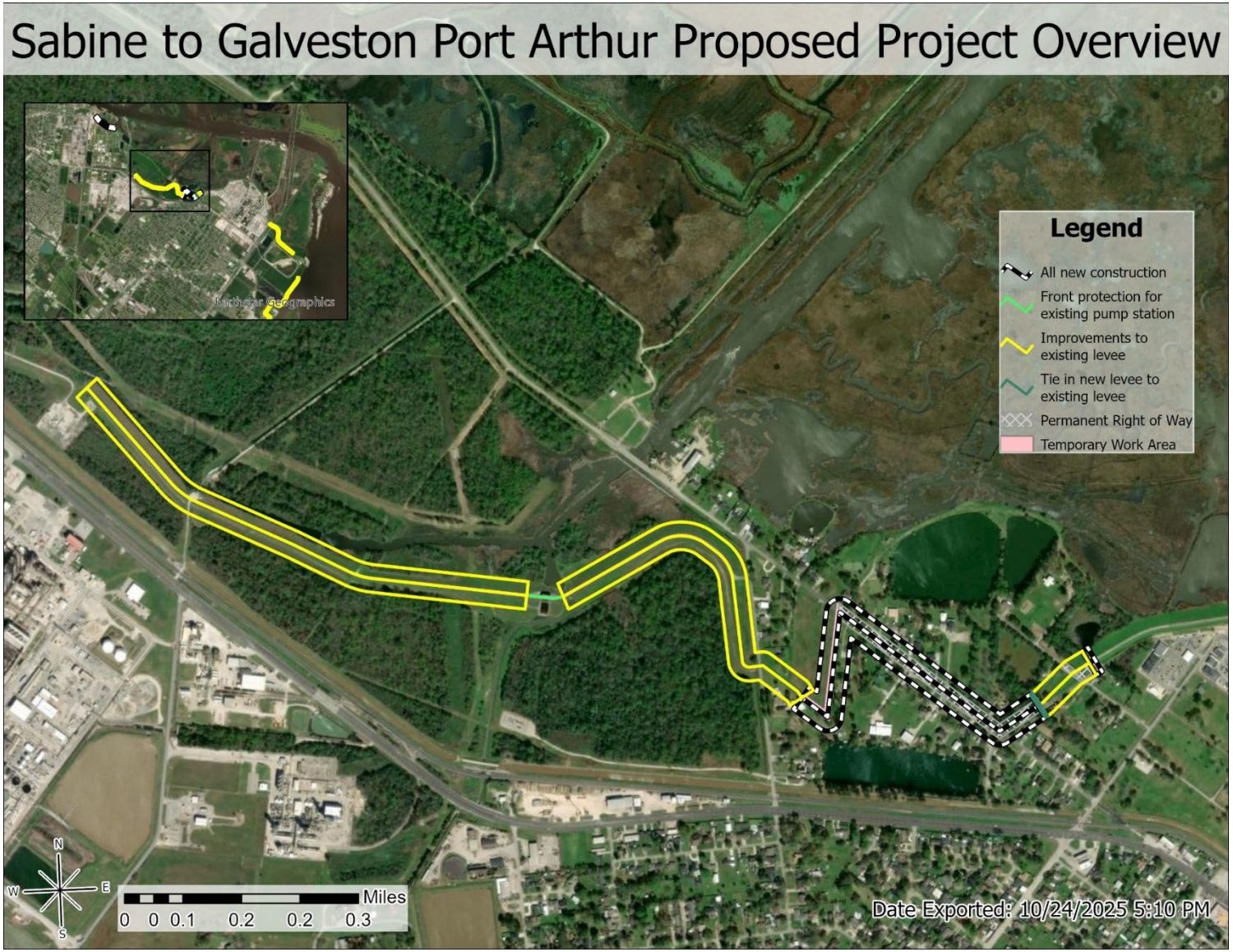

Figure 24 New levee construction, fronting protection of existing pump station and improvements to existing levee.

Figure 25 This portion of the project area is adjacent to an archival record of an historic cemetery. Archaeological monitors will be required during construction.

Appendix B:
Letter from Non-federal Sponsor