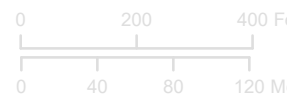


ASSESSMENT OF EFFECTS for the PROPOSED NEW BERN AVENUE CORRIDOR BUS RAPID TRANSIT PROJECT

Raleigh, Wake County, North Carolina



- Post 1970 Construction
- NRHP District
- APE
- Project Area



NEW SOUTH ASSOCIATES, INC.

* This is an inventory of station amenities and does not represent a proposed design.

Assessment of Effects for the Proposed New Bern Avenue Corridor Bus Rapid Transit Project

Raleigh, Wake County, North Carolina

Report submitted to:

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January 8, 2021 • **Final Report**
New South Associates Technical Report 4073

MANAGEMENT SUMMARY

New South Associates (New South) prepared this assessment of effects for the proposed New Bern Avenue Corridor Bus Rapid Transit (BRT) project in Wake County, North Carolina. The prime consultant, WSP, is under contract with the City of Raleigh (City) and GoRaleigh, the City's public transportation department. The project is funded by the Federal Transit Administration (FTA) which subjects it to the requirements of the National Environmental Policy Act (NEPA) of 1970 and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The New Bern Avenue Corridor BRT project proposes to further develop and implement a 5.1-mile BRT corridor along East Edenton Street and New Bern Avenue between the GoRaleigh Station in Downtown Raleigh and New Hope Road. A 3.3-mile portion of the corridor would include dedicated transit infrastructure improvements between the GoRaleigh Station in downtown Raleigh and WakeMed Campus at Sunnybrook Road, and approximately 1.8 miles of service in general traffic lanes between Sunnybrook Road and New Hope Road. Infrastructure improvements along the corridor would include transit signal priority (TSP) at intersections and 10 low-scale weather-protected stops. All stops along the New Bern Avenue corridor would have branding, off-board fare payment, level vehicle boarding, real-time bus arrival information, schedule and route information, bicycle parking, and all stops would be Americans with Disabilities Act (ADA) accessible.

The FTA defined the project's Area of Potential Effects (APE) for historic architecture as the project site and adjacent parcels along the 5.1-mile corridor. The APE incorporates all new project construction, including the 10 transit stops, signal upgrades, pedestrian crossings, proposed sidewalk, and proposed curb and gutter. The proposed BRT service would run on existing streets, although some of the proposed stops may require land outside of the existing right-of-way (ROW). The APE was defined by FTA in consultation with the North Carolina State Historic Preservation Office (HPO).

On behalf of the City and GoRaleigh, and in consultation with FTA and the North Carolina State Historic Preservation Office (HPO), New South completed a historic architecture survey of the APE that documented 16 architectural resources, 14 of which had been previously surveyed by the HPO. The historic architecture survey determined that 13 NRHP-listed or eligible resources are located within the APE. Four of the 13 NRHP-listed or eligible resources are located within the boundary of the Capitol Area Historic District (WA00053) and were assessed as part of the district. One NRHP-listed resource, the North Carolina State Capitol (WA0007) at 127 East Edenton

Street, is a designated National Historic Landmark (NHL) and is within the boundary of the Capitol Area Historic District (WA0053). Seven of the NRHP-listed or eligible resources are historic districts. The HPO concurred with these eligibility findings and recommendations in a letter dated August 21, 2020 (Appendix A).

In consultation with the HPO, New South applied the Criteria of Effect as codified in 36 CFR 800.5 in compliance with Section 106 of the NHPA to assess the impacts of the proposed project on the NRHP-listed and eligible resources in the APE. As a result of this assessment, FTA determined that the proposed project would have **no adverse effect** on the NRHP-listed and eligible properties in the APE. Four resources were determined to have a potential Section 4(f) use. Since the proposed project would have no adverse effect, FTA has determined that under Section 6009 of the SAFETEA-LU provisions of 2005, the proposed project qualifies as a *de minimis* impact of the four NRHP-listed or eligible resources identified in the table below.

The following information was prepared in conjunction with the local government, City of Raleigh, GoRaleigh, FTA, and HPO.

Effects Determinations

Survey #	Name	Resource Type	NRHP Status	Effects Determination	4(f) Evaluation
WA0053	Capitol Area Historic District	District	Listed (1978)	No Adverse Effect	No 4(f) use
WA0192	Moore Square Historic District	District	Listed (1983)	No Adverse Effect	De minimis use
WA0219	Oakwood Historic District – South Amendment	District	Listed (1974)	No Adverse Effect	No 4(f) use
WA3905	City Cemetery	Cemetery	Listed (2008)	No Adverse Effect	No 4(f) use
WA4309	Fayetteville Street Historic District	District	Listed (2008)	No Adverse Effect	No 4(f) use
WA4436	Longview Park Historic District	District	NC Study List (2018)	No Adverse Effect	De minimis use
WA4441	Longview Gardens Historic District	District	Listed (2010)	No Adverse Effect	De minimis use
WA4564	Terry Sanford Federal Building	Individual	DOE (2020)	No Adverse Effect	No 4(f) use
WA8309	Lincoln Terrace Historic District	District	DOE (2020)	No Adverse Effect	De minimis use

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I. INTRODUCTION

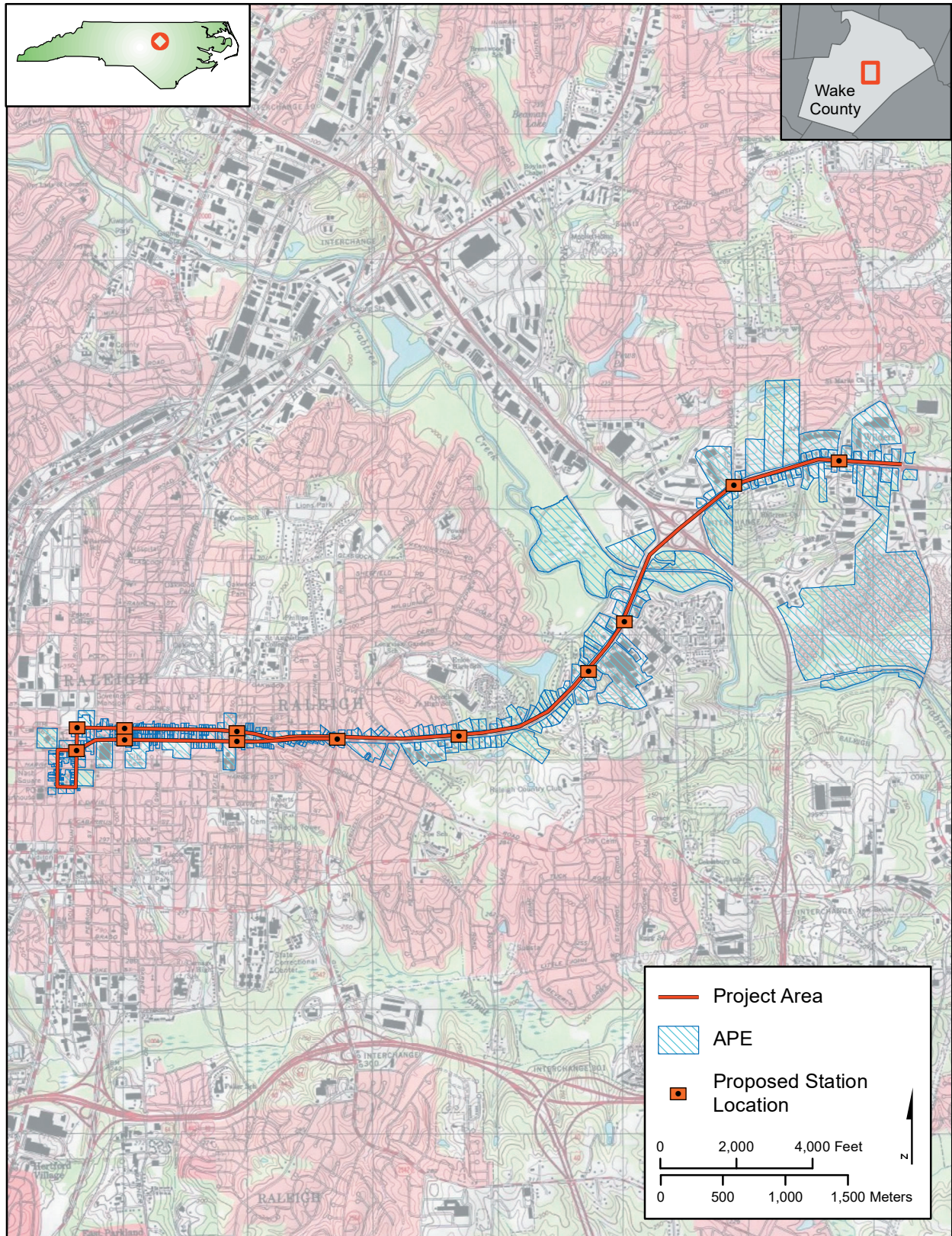
The City of Raleigh (City) and GoRaleigh, the City’s public transportation department, with funding made available by the Federal Transit Administration (FTA), proposes to implement the New Bern Avenue Corridor Bus Rapid Transit (BRT) project in the city of Raleigh, Wake County, North Carolina. The presence of federal funding subjects this project to the requirements of the National Environmental Policy Act (NEPA) of 1970 and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

Regulations codified in 36 CFR 800 require the City, GoRaleigh, and FTA to identify any resources (including above ground buildings, sites, structures, objects, and below ground archaeological resources) of historic significance within the project area. Historically significant resources are defined as properties that are eligible for or listed in the National Register of Historic Places (NRHP) per eligibility criteria codified in 36 CFR 60.4. After historic resources are identified, federal agencies are required to determine if and how the proposed activity would affect the historic resource. If any historic resources would be affected, the federal agency is required to provide the Advisory Council on Historic Preservation (ACHP), an independent federal agency, an opportunity to comment on those effects.

Because the proposed project is transportation related, the City, GoRaleigh, and FTA are also required to assess the applicability of Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended. This law prohibits the Secretary of Transportation from approving any project that requires the “use” of a historic resource unless there is no prudent and feasible alternative to the proposed use and the project includes all possible plans to minimize harm to the historic resource.

FTA defined this project’s Area of Potential Effects (APE) for historic architecture as the project site and adjacent parcels along the 5.1-mile corridor extending from the GoRaleigh Station in downtown, through the WakeMed Campus, to New Hope Road (Figure 1). On behalf of the City and GoRaleigh, and in consultation with FTA and the North Carolina State Historic Preservation Office (HPO), New South Associates (New South) completed a historic architecture survey of the APE that documented 16 architectural resources, 14 of which had been previously surveyed by the HPO. The historic architecture survey determined that 13 NRHP-listed or eligible resources are located within the APE. Four of the 13 NRHP-listed or eligible resource are located within the boundary of the Capitol Area Historic District (WA0053) and were assessed as part of the district. One NRHP-listed resource, the North Carolina State Capitol (WA0007) at 127 East Edenton Street, is a designated National Historic Landmark (NHL) and is within the boundary of the Capitol

Figure 1.1.
Project Location and APE in Raleigh, North Carolina



Source: USGS Raleigh East and Raleigh West, North Carolina Topographic Quadrangles

Area Historic District (WA0053). Seven of the NRHP-listed or eligible resources are historic districts. The HPO concurred with these eligibility findings and recommendations in a letter dated August 21, 2020 (Appendix A).

In consultation with the HPO, New South applied the Criteria of Effect as codified in 36 CFR 800.5 in compliance with Section 106 of the NHPA to assess the impacts of the proposed project on the NRHP-listed and eligible resources in the APE. As a result of this assessment, FTA determined that the proposed project would have no adverse effect on the NRHP-listed and eligible properties in the APE. Four resources were determined to have a potential Section 4(f) use. Since the proposed project would have no adverse effect, FTA has determined that under Section 6009 of the SAFETEA-LU provisions of 2005, the proposed project qualifies as a de minimis impact of the four NRHP-listed or eligible resources identified in Table 1 below.

The following information was prepared in conjunction with the local government, City of Raleigh, GoRaleigh, FTA, and HPO.

Table 1. Effects Determinations

Survey #	Name	Resource Type	NRHP Status	Effects Determination	4(f) Evaluation
WA0053	Capitol Area Historic District	District	Listed (1978)	No Adverse Effect	No 4(f) use
WA0192	Moore Square Historic District	District	Listed (1983)	No Adverse Effect	De minimis use
WA0219	Oakwood Historic District – South Amendment	District	Listed (1974)	No Adverse Effect	No 4(f) use
WA3905	City Cemetery	Cemetery	Listed (2008)	No Adverse Effect	No 4(f) use
WA4309	Fayetteville Street Historic District	District	Listed (2008)	No Adverse Effect	No 4(f) use
WA4436	Longview Park Historic District	District	NC Study List (2018)	No Adverse Effect	De minimis use
WA4441	Longview Gardens Historic District	District	Listed (2010)	No Adverse Effect	De minimis use
WA4564	Terry Sanford Federal Building	Individual	DOE (2020)	No Adverse Effect	No 4(f) use
WA8309	Lincoln Terrace Historic District	District	DOE (2020)	No Adverse Effect	De minimis use

DESCRIPTION OF PROPOSED UNDERTAKING

The City and GoRaleigh, with funding made available by FTA, proposes to implement the New Bern Avenue Corridor BRT project in the city of Raleigh, Wake County, North Carolina.

The proposed project involves the development and implementation of a 5.1-mile BRT corridor between the GoRaleigh Station in the Raleigh Central business district (CDB) and New Hope Road. The project is located primarily within existing right-of-way (ROW) and includes the construction of 10 weather-protected BRT stops on the approximately 5.1-mile corridor along E. Edenton Street and New Bern Avenue. A 3.3-mile portion of the corridor would include dedicated transit infrastructure improvements between the GoRaleigh Station in downtown Raleigh and WakeMed Campus at Sunnybrook Road and approximately 1.8 miles of service in general traffic lanes between Sunnybrook Road and New Hope Road. Infrastructure improvements along the corridor would include transit signal priority (TSP) at intersections, 10 low-scale weather-protected stops, and a multi-use path on New Bern Avenue that begins west of the intersection of South Blount Street and East Morgan Street and ends west of the intersection of East Campus Drive and New Bern Avenue. All stops along the New Bern Avenue corridor would have branding, off-board fare payment, level vehicle boarding, real-time bus arrival information, schedule and route information, bicycle parking, and all stops would be Americans with Disabilities Act (ADA) accessible.

II. METHODS

BACKGROUND RESEARCH

The architectural survey involved background research, fieldwork, and analysis. New South conducted background research at the HPO on October 16 and October 17, 2019. This research provided data on previous architectural surveys and recorded sites in the APE to assist in planning and developing contexts for interpretation and evaluation of architectural resources. Historic maps and local histories were gathered to aid in locating and interpreting historic resources identified during the survey.

FIELD METHODS

Between September 24-27, 2019, New South historians Brittany Hyder and Sherry Teal conducted windshield surveys of the project's APE per regulations set forth in 36 CFR 800. For this project, the FTA determined that the APE for historic architecture includes parcels located adjacent to the project site along the 5.1-mile corridor. FTA and HPO staff subsequently determined that three resources along the project corridor warranted intensive National Register eligibility evaluations: the Terry Sanford Federal Building (WA4564), the Milburnie Homes (WA8305) section of Longview Gardens, and the Lincoln Terrace (WA8309) neighborhood. On April 21, 2020, New South architectural historian Brittany Hyder surveyed and documented the FTA and HPO-identified properties for intensive study and a NRHP eligibility evaluation. Unless noted, all photographs were taken in September 2019, April 2020, or September 2020.

Historic properties are evaluated based on criteria for NRHP eligibility specified in the Department of Interior Regulations 36 CFR Part 60: National Register of Historic Places. Cultural properties can be defined as significant if they “possess integrity of location, design, setting, materials, workmanship, feeling, and association,” and if they are 50 years of age or older and:

- A) are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- B) are associated with the lives of persons significant in our past (person); or
- C) embody the distinctive characteristic of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or

D) have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP. However, such properties would qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- Criterion Consideration A: a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Criterion Consideration B: a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- Criterion Consideration C: a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- Criterion Consideration D: a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- Criterion Consideration E: a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived; or
- Criterion Consideration F: a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- Criterion Consideration G: a property achieving significance within the past 50 years if it is of exceptional importance.

III. RESULTS

The historic architecture survey conducted by New South for the New Bern Avenue Corridor BRT project documented 16 architectural resources, including portions of five NRHP-listed historic districts and three historic districts on the North Carolina (NC) Study List. Fourteen of the resources had been previously surveyed by the HPO. Four of the 13 NRHP-listed or eligible resources are located within the boundary of the Capitol Area Historic District (WA00053) and were assessed as part of the district.

The historic architecture survey determined that the APE contains nine NRHP-listed resources, including seven historic districts, a federal building, and a cemetery. One NRHP-listed resource, the North Carolina State Capitol (WA0007) at 127 East Edenton Street, is a designated National Historic Landmark (NHL) and within the boundary of the Capitol Area Historic District (WA0053). The HPO concurred with these eligibility findings in a letter dated August 21, 2020 (Appendix A).

Table 3 provides a brief summary of resources in the project's APE that had been listed in the NRHP or formally determined eligible for listing in the NRHP prior to survey. A full inventory and NRHP eligibility recommendations are located in the corresponding report titled *Historic Architecture Survey of the New Bern Avenue Corridor Bus Rapid Transit Project*; page numbers in Table 2 and Table 3 correspond to this separate document. Detailed mapping is including in Appendix A.

Table 2. Current NRHP Status of Surveyed Resource

Survey #	Location	Name	Resource Type	NRHP Status	Page # in Survey Report
WA0053	40 acres roughly bounded by the buildings fronting West Edenton Street to the north, South Dawson Street to the west, buildings fronting West Morgan Street to the south, and South Person Street to the east.	Capitol Area Historic District	District	Listed (1978)	21
WA0192	29.12-acres roughly bounded by West Morgan Street to the north, the buildings on South Wilmington Street to the west, South Person Street to the east, and East Davie Street to the south, including the four-acre Moore Square.	Moore Square Historic District	District	Listed (1983)	29
WA0219	This 12-acre extension lies directly south of the original Oakwood Historic District's southern boundary, encompassing five blocks to the north and south of New Bern Avenue. The Oakwood Historic District South Amendment is roughly bounded by East Street, Bloodworth Street, Person Street, and East Jones Street.	Oakwood Historic District-South Amendment	District	Listed (1974)	38

Table 2. Current NRHP Status of Surveyed Resource

Survey #	Location	Name	Resource Type	NRHP Status	Page # in Survey Report
WA3905	17 South East Street	City Cemetery	Cemetery	Listed (2008)	40
WA4309	12-acre district comprised of 29 buildings and sites along the 100-400 blocks of Fayetteville Street, the south side of West Hargett Street, the north side of West Martin Street, and the 100-400 blocks of South Salisbury Street.	Fayetteville Street Historic District	District	Listed (2008)	53
WA4436	138 acres north of New Bern Avenue bounded by N Raleigh Boulevard to the west, Milburnie Road to the north, and Colleton Road to the east.	Longview Park Historic District	District	NC Study List (2018)	77
WA4441	350-acre suburban residential district roughly bounded by Poole Road to the south, Donald Ross Drive and Albemarle Avenue to the east, Clarendon Crescent and Beatie Drive to the north, and Colleton Road to the west.	Longview Gardens Historic District	District	Listed (2010)	57

As a result of the survey, two additional resources in the project APE were identified and recommended eligible for listing in the NRHP. Table 3 provides a brief summary of resources recommended NRHP eligible as a result of this study.

Table 3. Surveyed Resources Recommended NRHP-eligible

Survey #	Location	Name	Resource Type	NRHP Status	Page #
WA4564	310 New Bern Avenue	Terry Sanford Federal Building	Building	Eligible	93
WA8309	71 properties along Lincoln Court between South Tarboro Street and South Pettigrew Street, south of New Bern Avenue	Lincoln Terrace	District	Eligible	145

SECTION 106 ASSESSMENT OF EFFECTS

Regulations codified in 36 CFR 800 require federal agencies to consider the effect of their agency's undertaking on historic properties. The regulations used for assessing effects are outlined in 36 CFR 800 "Protection of Historic Properties." The Criterion of Adverse Effect under 36 CFR 800 is applied below to the NRHP-listed and eligible properties.

An adverse effect is described in 36 CFR 800.5 as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonable foreseeable effects by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

SURVEYED RESOURCE – CAPITOL AREA HISTORIC DISTRICT (WA0053)

Listed in the NRHP in 1978, the Capitol Area Historic District (WA0053) is comprised of approximately 64 commercial, religious, institutional, and residential buildings that are situated near the six-acre Union Square. Centered around the North Carolina State Capitol (WA0007) (NHL), the district spans approximately five city blocks and seven buildings in the district are related to the state’s seat of government including the Revenue Building and Annexes (WA0134), Department of Justice Building (WA0190), and the North Carolina Department of Transportation Highway Building and Annexes (WA0129). Four individually NRHP-listed and one NHL-designated building are located in the district and the project APE (Table 4).

Table 4. Individually NRHP-listed and NHL-Designated Buildings in both the Capitol Area Historic District and the Project APE

Property Name	Designation (Year Listed)	Address
White-Holman House (WA0049)	NRHP (1971)	206 New Bern Place
North Carolina State Capitol (WA0007)	NHL (1970)	1 West Edenton Street
Richard B. Haywood House (WA0019)	NRHP (1970)	127 East Edenton Street
Haywood Hall (WA0018)	NRHP (1969)	211 New Bern Avenue

Buildings in the Capitol Area Historic District were constructed between 1792 and circa 1990 in a range of architectural styles including examples of Greek Revival, Gothic Revival, and Romanesque architecture in addition to more streamlined expressions of the Art Deco and Art Moderne styles. Although the 1978 NRHP nomination did not provide contributing and noncontributing determinations, the nomination recognized 33 of the 64 buildings in the district as “Positive” to the character of the district. Approximately six buildings were labeled as fill or intrusions. Of the previously identified buildings, approximately eight have been demolished or moved from their previously identified locations (Mobley and Smith 1978).

The district retains most of its original layout including the central grid that extends from Union Square. Prior to the district's listing in 1978, a segment of New Bern Avenue extending between North Blount Street and North Person Street was closed and a cul-de-sac was added to create New Bern Place. Additionally, a section of East Morgan Avenue was redirected. Brick sidewalks edged with curbs of local granite surround Union Square, and the core of the district retains mature trees. Most of the supplementary governmental and religious buildings surrounding Union Square are oriented toward the state capital, the district's historic core, further contributing to its feel as the city's institutional center.

NRHP DETERMINATION

The Capitol Area Historic District was listed in the NRHP in 1978 under Criteria A and C in the areas of architecture, art, community planning, education, landscape architecture, law, politics/government, religion, sculpture, humanitarian, and transportation history. The period of significance is 1700-1899 and 1900 onward. The NRHP boundary includes approximately 40 acres bounded roughly by buildings fronting West Edenton Street to the north, South Dawson Street to the west, the buildings fronting West Morgan Street to the south, and South Person Street to the east (Mobley and Smith 1978).

Though individual buildings in the historic district have been modified since the district's listing in 1978, the Capitol Area Historic District retains integrity of location, setting, and feeling. The district retains its original footprint centered around Union Square and the State Capitol Building. A majority of the historic grid and circulation patterns associated with Raleigh's institutional core are intact. Some of the buildings in the district have been updated with non-historic materials since 1978, but most retain their original massing, form, placement on the lot, and character-defining elements outlined in the 1978 nomination. Additionally, material integrity requirements are less stringent for resources contributing to a NRHP-listed district than for those individually eligible or individually listed in the NRHP. For these reasons, Capitol Area Historic District retains sufficient integrity to retain its NRHP-listed status. In a letter dated August 21, 2020, the HPO concurred that the Capitol Area Historic District remain eligible for the NRHP (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to construct two new bus stop platforms (North Blount/East Edenton Street Stop and South Blount/East Morgan Street Stop) and a 14-foot multi-use path along streets traveling through the Capitol Area Historic District (Figure 3.1).

The North Blount/East Edenton Street Stop would be located just within the northeast corner of the Capitol Area Historic District, approximately 200 feet east of the intersection of North Blount Street and East Edenton Street (Figure 3.2). The raised 75-foot by 10-foot bus stop platform would

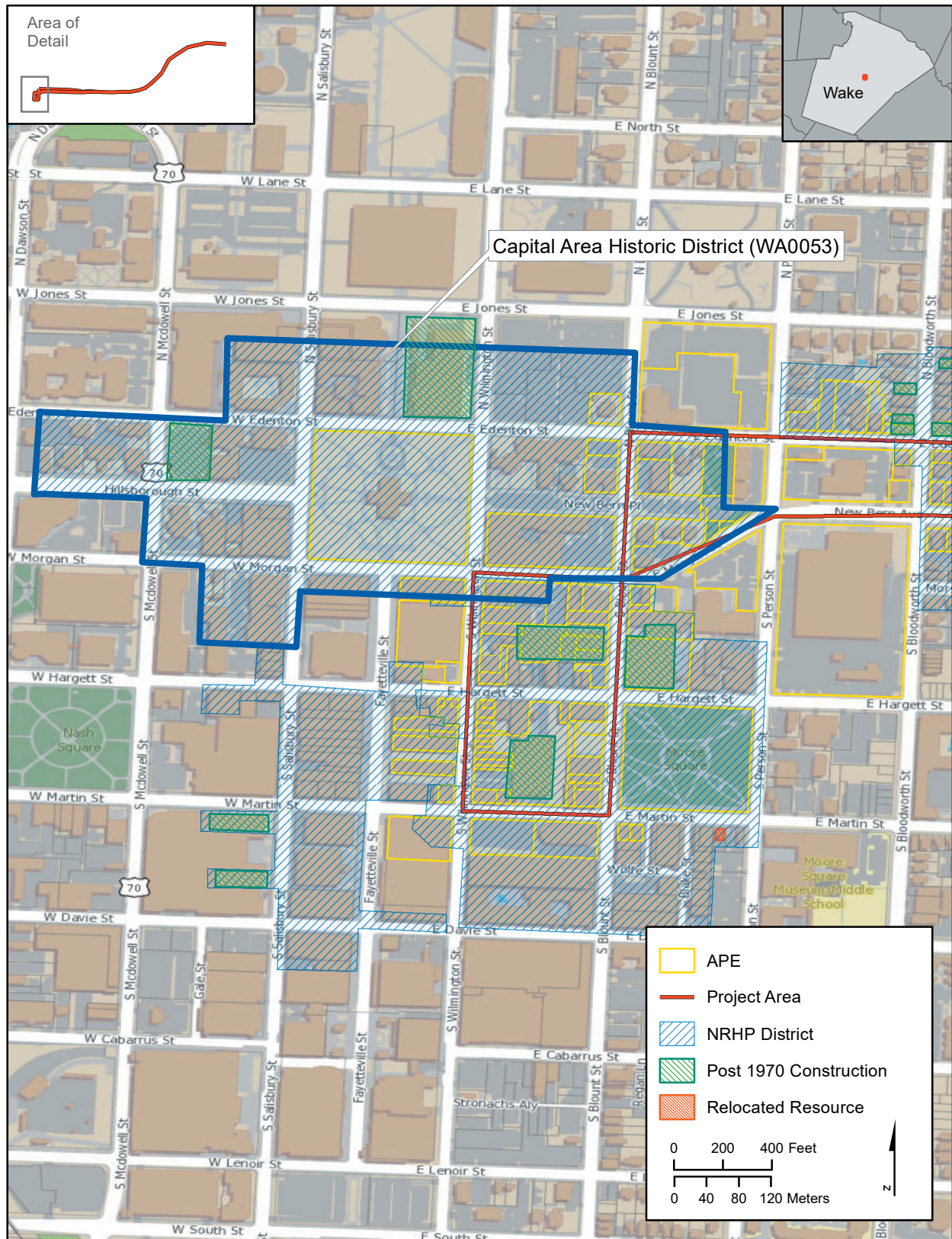
be situated on the north side of East Edenton Street, with an additional 25-foot hardscape approach. All BRT platforms would feature an 18-foot tall open-air shelter with a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and two ADA-compliant ramps with handrails on each side. The stop would also include panels with real-time arrival information, trash disposal, speakers, signage, and textured safety strips along the vehicle level boarding platform (Figure 3.3).

The new bus stop would be constructed entirely within the existing ROW in a current eight-foot parking lane and adjacent sidewalk. The adjacent lane would be converted from a vehicular travel lane to a bus-only lane with a proposed concrete bus pad. The hardscape approaches would be lined with granite curbs which would remain in-place in all areas except beneath BRT platforms. The North Blount/East Edenton Street Stop would be situated directly in front of an asphalt-surface parking lot that supports the North Carolina State Bar building at 217 East Edenton Street (Figure 3.4). The parking lot is not within the boundaries of the Capitol Area Historic District (Figure 3.4 and 3.5).

The South Blount/East Morgan Street Stop would be located at the southeast corner of the Capitol Area Historic District, approximately 58 feet west of the intersection of South Blount Street and East Morgan Street. The bus stop would be located on the south side of East Morgan Street and would be identical in design to the North Blount/East Edenton Street Stop with minor variations in the design of the hardscape approach. In addition to the bus stop, lane patterns along East Morgan, South Blount Street, and South Wilmington Street would be altered within the existing ROW to create dedicated bus lanes. A 14-foot multi-use path would be constructed along the south side of East Morgan Street beginning approximately 161 feet west of its intersection with South Blount Street. This multi-use path would be situated directly south of the South Blount Street/East Morgan Street Stop and would be constructed within the existing ROW (Figure 3.6).

The South Blount/East Morgan Street Stop would alter the use of approximately 1,000-feet of asphalt-surface parking lane and sidewalk directly adjacent to East Morgan Street along the southern boundary of the Capitol Area Historic District NRHP. The South Blount/East Morgan Street Stop and the 14-foot multi-use path would be constructed entirely within the existing ROW. Construction of the 14-foot multi-use path would require an approximately 0.084-acre temporary construction easement that extends along the south side of East Morgan Street adjacent to the proposed path. Currently occupied by a 0.95-acre asphalt surface parking lot owned by Blount Hourly Parking Service LLC, this 0.084-acre temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the multi-use path and is just outside the district boundaries. There are no

Figure 3.1.
Map of the NRHP Boundary of the Capitol Area Historic District (WA0053)



Source: ESRI Resource Data

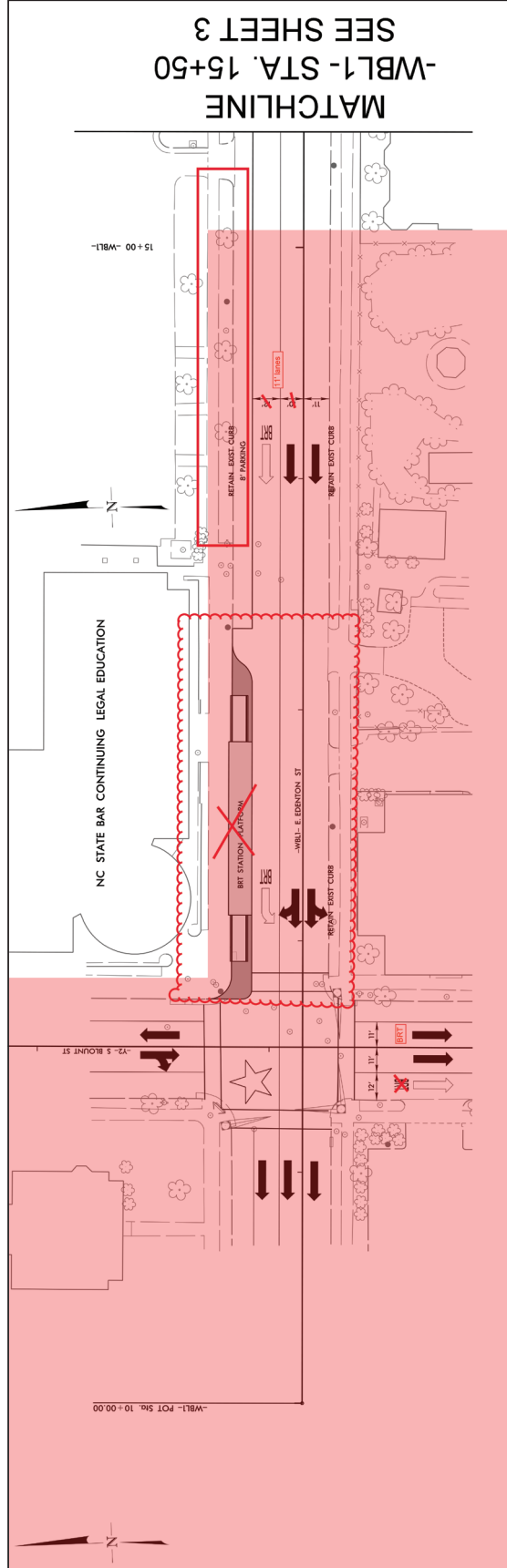


Figure 3.2. Capitol Area Historic District NRHP Boundary (red) and the North Blount/East Edenton Street Stop, Wake BRT New Bern Corridor Preliminary Plans, Roll Plot Sheet 3, Updated December 2020

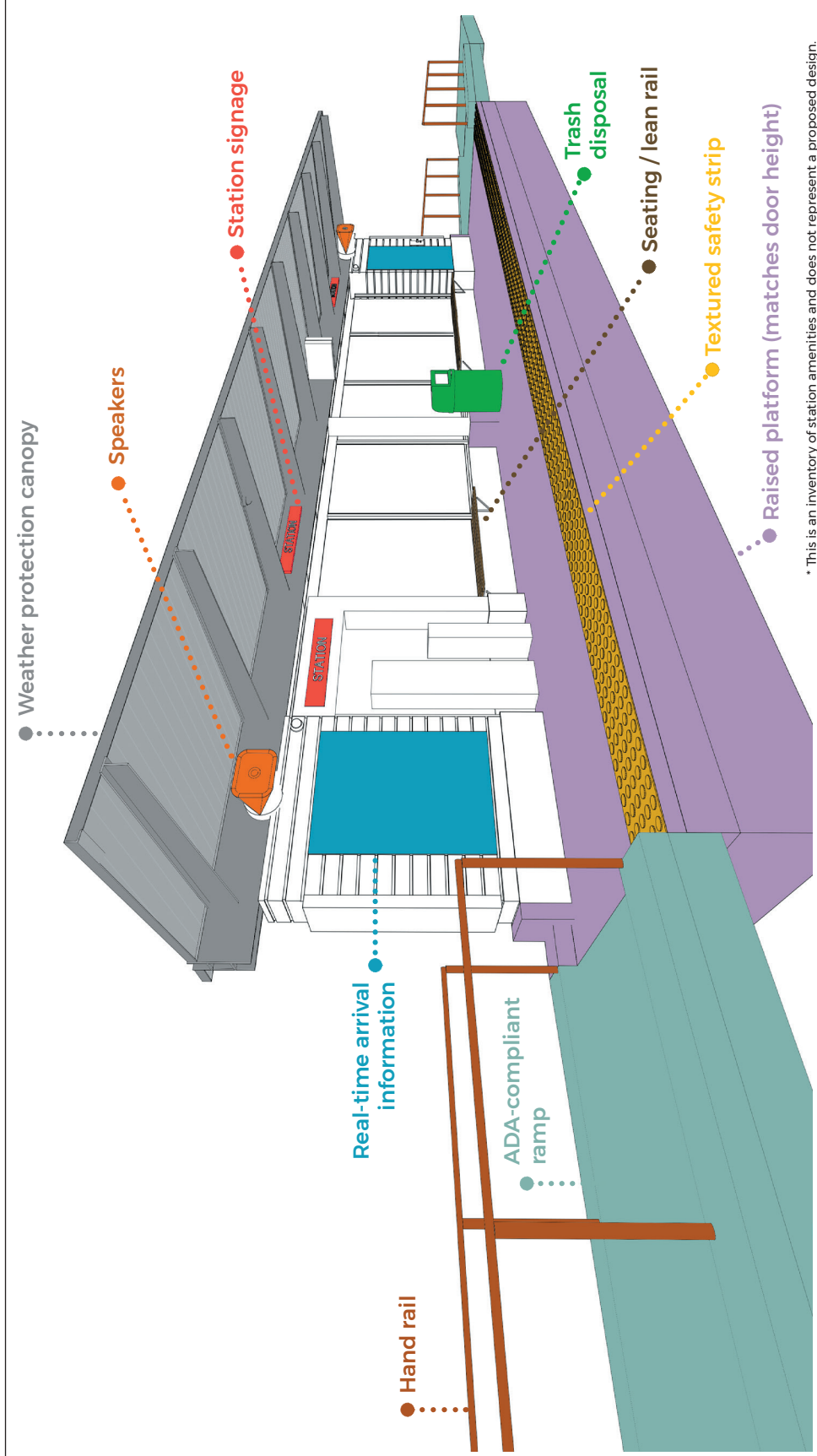


Figure 3.3.
Proposed Station Amenities, Conceptual Rendering, WSP

Figure 3.4.
North Blount/East Edenton Street Stop



A. Proposed Stop Location, Facing Northeast



B. View from Proposed Stop Location, Facing East

Figure 3.5.

Capitol Area Historic District near the Proposed North Blount/East Edenton Street Stop



A. View Southeast into the Capitol Area Historic District from the Proposed Stop Location



B. View Southwest into the Capitol Area Historic District from the Proposed Stop Location

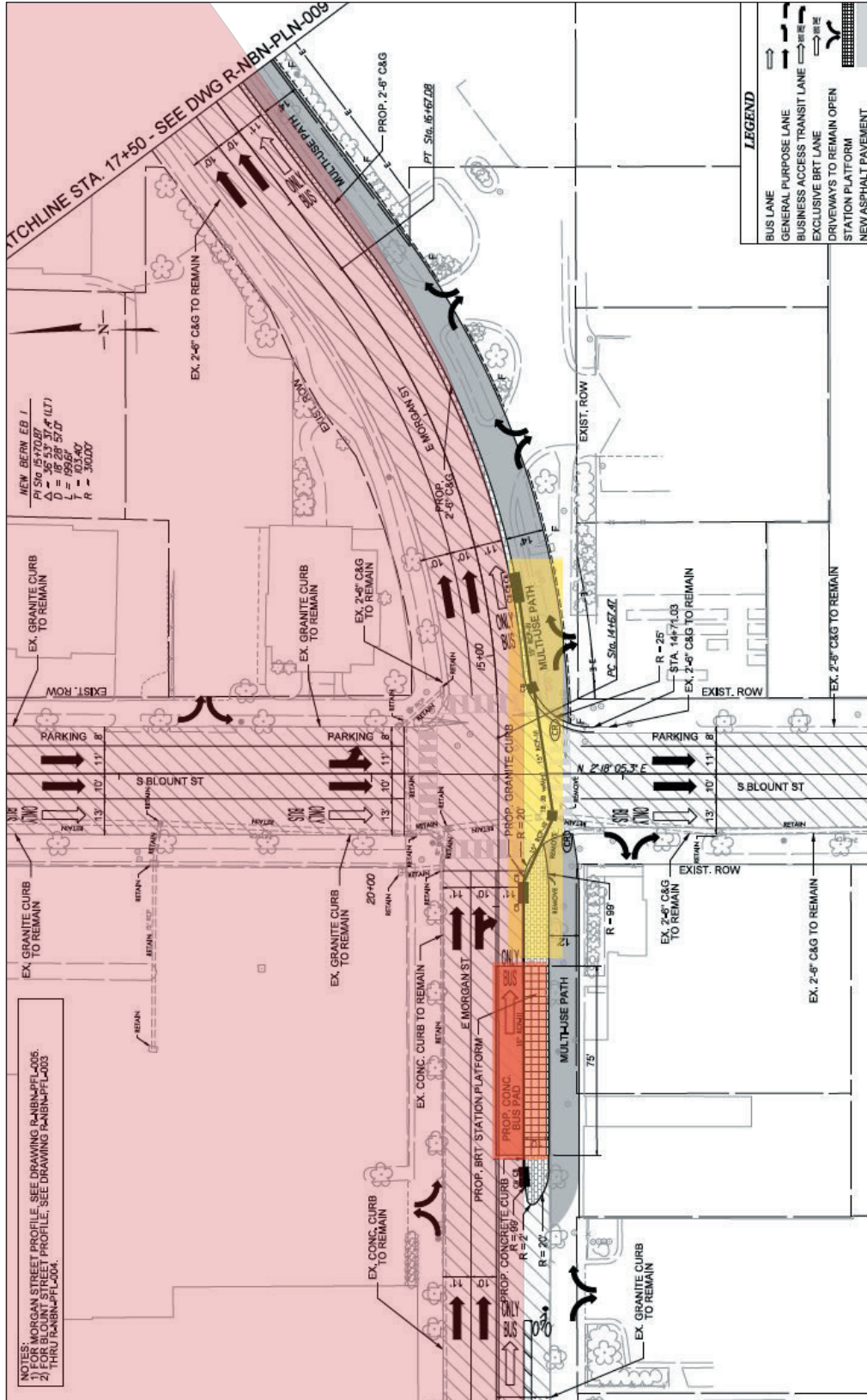


Figure 3.6. Capitol Area Historic District (red) and the South Blount/East Morgan Street Stop, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-028, 2020

buildings on the parcel and the parcel lies outside of the district boundaries. There would be no change of ownership or permanent impacts to the property. The occupancy would be temporary and would be limited to the duration of project construction, the property would be returned to a condition that is good or better than its existing condition. The adjacent lane would be converted from a vehicular turn lane to a bus-only lane with a proposed concrete bus pad. The hardscape approaches would be lined with granite curbs and the platforms would be lined with concrete curbs (Figure 3.7).

The South Blount/East Morgan Street Stop would be situated directly in front of the buildings at 130 and 136 East Morgan Street, both of which are contributing buildings in the Moore Square Historic District (WA0192) (assessed in the following section) (Figure 3.8). An asphalt surface parking lot fronts the proposed multi-use path and the 1895 Sally Bretsch House is situated at the northeast corner of South Blount Street and West Morgan Street (Figure 3.9).

Capitol Area Historic District is eligible for listing in the NRHP due to its significance in the areas of the areas of architecture, art, community planning, education, landscape architecture, law, politics/government, religion, sculpture, social/humanitarian, and transportation history. The current setting of the district features roadside bus stops, signal poles, parking signage, and modern infrastructure. Since the district's listing in 1978, East Edenton Street and East Morgan Street have been multi-lane roadways with integral parking lanes. The project would not require the acquisition of new ROW from the Capitol Area Historic District. The project would not permanently remove any old-growth trees, sidewalks or statuary; would preserve the granite curbs in all areas with the exception of curbs under proposed bus platforms. The project would have no direct effect to any of the contributing buildings within the district boundaries. The addition of two raised platform bus stops would not alter any elements of the district that make it eligible for listing in the NRHP; improvements to multi-lane East Edenton Street and East Morgan Street would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association. While minor alterations would be made to areas of sidewalk, the sidewalk has been previously resurfaced on multiple occasions since the district's listing in 1978 and alterations to the sidewalk surface would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

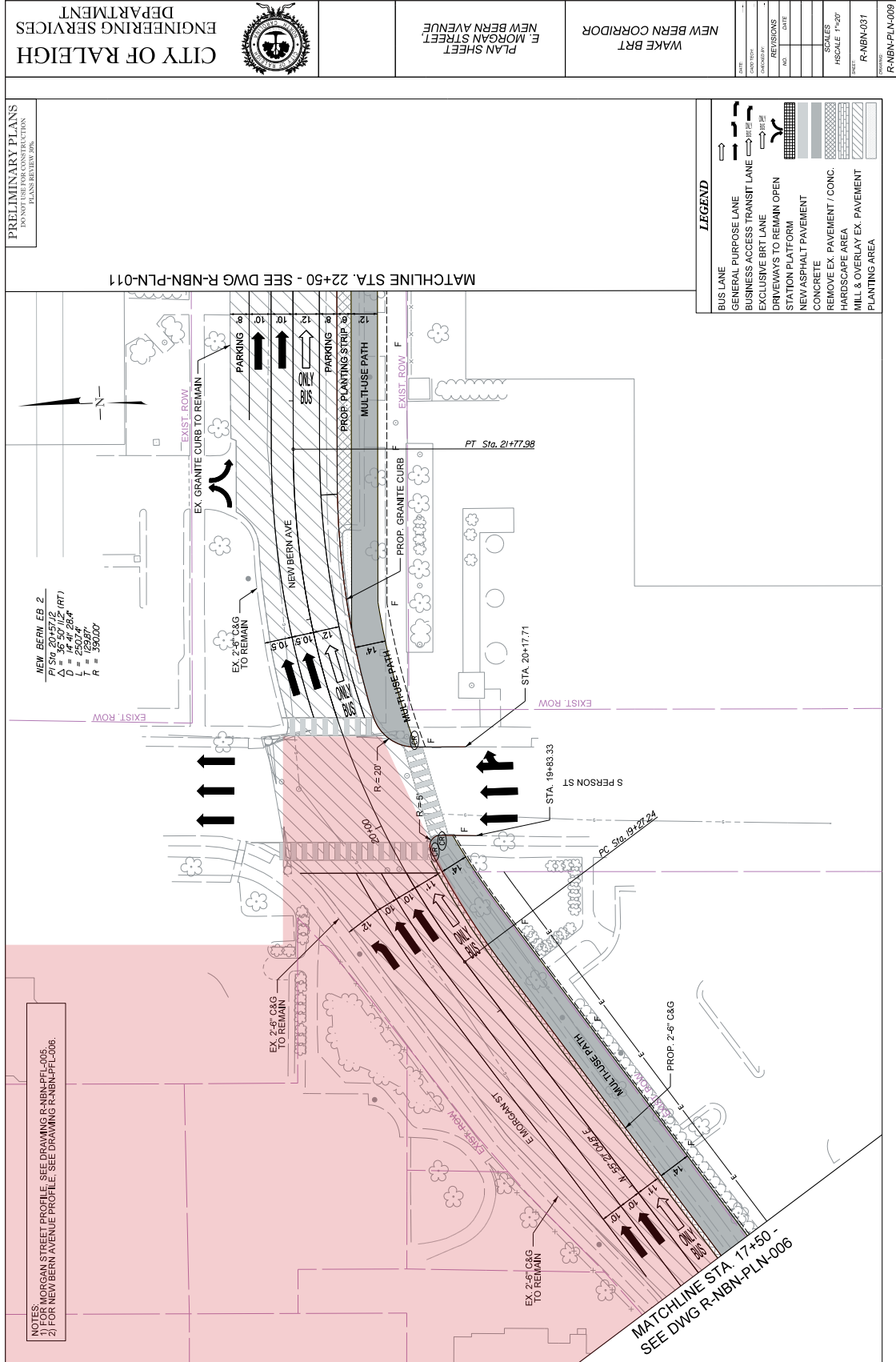


Figure 3.7. Capitol Area Historic District (red) and Multi-Use Path, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-031, Revised, 2020

Figure 3.8.
Capitol Area Historic District near the Proposed South Blount/East Morgan Stop



A. Proposed Location of South Blount/East Morgan Stop near the 130 Block of East Morgan Street, Facing Southwest



B. Proposed Location of South Blount/East Morgan Stop near the 130 Block of East Morgan Street, Facing East

Figure 3.9.
Capitol Area Historic District near the Proposed Multi-Use Path

A. Location of Proposed Multi-Use Path at the Corner of South Blount and East Morgan Street, Facing East



B. Location of Proposed Multi-Use Path at the Corner of South Blount and East Morgan Street, Facing South



C. Location of Proposed Multi-Use Path along East Morgan Street, Facing Northeast



Direct Effects

The project would construct two bus stop platforms and a segment of a 14-foot multi-use path within the ROW of streets traversing the Capitol Area Historic District. The proposed stops would be situated on existing asphalt-surface parking lanes and pedestrian sidewalks.

The proposed bus stops would be constructed entirely within the existing ROW of East Edenton Street and East Morgan Street, an urban transportation corridor. Although these streets traverse the NRHP-listed Capitol Area Historic District, the roadways are not considered contributing elements in the historic district or part of the district boundaries. Therefore, the proposed project would have an effect that is not adverse to the Capitol Area Historic District under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Capitol Area Historic District from its historic location or the removal of any of the character-defining elements that make the district eligible for listing in the NRHP. Although the granite curbs that extend along streets in the Capitol Area Historic District are not formally identified as contributing elements, they are mentioned in NRHP nomination. Therefore, all granite curbs would remain in-place with the exception of those beneath the bus stop platforms.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The project would have no direct effect to the use of the Capitol Area Historic District. These segments of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to construct two 75 by ten-foot bus stop platforms with 25-foot hardscape approaches and open-air shelters with shed roof canopies, raised boarding platforms and other supporting passenger infrastructure. The bus stops would be located entirely within the existing ROW of East Edenton Street and East Morgan Streets. Additionally, a 12-foot multi-use path would be added along the south side of East Morgan Street, within the existing ROW and would require a 0.084-acre temporary construction easement just outside of the district's southern boundary, on the south side of East Morgan Street. The project would not remove any character defining features including dwellings, old-growth trees, or statuary that make the district eligible for the NRHP. The proposed project would have an effect that is not adverse to the setting of the Capitol Area Historic District.

Visual

Construction of the new bus stops and multi-use path would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The setting of the Capitol Area Historic District features existing roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. Both corners of the district have existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the Capitol Area Historic District.

Atmospheric and Noise

Construction of the proposed bus stops and 14-foot multi-use path constitutes an improvement to the bus system along East Edenton Street and East Morgan Street, existing transportation corridors. The bus stops would be utilized by pedestrians and non-motorized cyclists. Three GoRaleigh bus lines (Longview, Poole Road Express, and WakeMed) and one GoTriangle route currently use the existing roadside bus stops along these corridors and pass through these intersections. Both streets are one-way routes with three traffic lanes and modern traffic-calming measures. The introduction of these sheltered bus stops is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements that are out of character with the Capitol Area Historic District.

Indirect and Cumulative Effects

The project would not have an indirect adverse effect to the Capitol Area Historic District, an institutional and residential district of buildings constructed between 1792 and 1990. The proposed project would construct two open-air bus stops and a multi-use path along existing transportation corridors and is not anticipated to result in planned growth or a change in land-use patterns. The Capitol Area Historic District is zoned Downtown Mixed Use with few vacant lots and height variances ranging from three to 12 stories. A change to the Capitol Area Historic District's current zoning is not proposed as part of this project. The district contains multi-family and institutional buildings typically over four stories tall and surrounded by perimeter sidewalks. Large, asphalt surface parking lots are located on North Blount Street and East Edenton Street, which are used by The North Carolina Bar Association and North Carolina Archives and History Building, north of the district. The Robert W. Bailey Apartment Building (WA3780), a circa 1930 four-story, brick multi-family apartment building and the outbuildings of the individually NRHP-listed Haywood Hall (WA00118) are located on the opposite side of East Edenton Street as South Blount/East Edenton Street Stop. These buildings would continue to be bounded by the multi-lane East Edenton Street and brick pedestrian sidewalks. Furthermore, the Haywood Hall outbuildings are sheltered by a large wooden fence resting on a brick and concrete retaining wall (Figure 3.10).

Figure 3.10.
View to Haywood Hall (WA0018) from the North Blount/East Edenton Street Stop, Facing South



The South Blount/East Morgan Street Stop would be situated directly in front of two buildings at 130 and 136 East Morgan Street, both of which are contributing buildings in the Moore Square Historic District (WA0192) (assessed in the following section). An asphalt surface parking area is located across West Morgan Street and the 1895 Sally Bretsch House is situated at the northeast corner of South Blount Street and West Morgan Street, on the opposite side of the intersection. Moved to this location in 1982, this one-story Eastlake dwelling is a contributing building in the Capitol Area Historic District (Figure 3.11). The project is not anticipated to catalyze new development at or near the historic resource. The project would have no indirect adverse effect to the Capitol Area Historic District.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new temporary or permanent ROW from the NRHP boundary of the Capitol Area Historic District and would convert two approximately 1,000-foot sections of existing asphalt-surface parking lanes that run through the district to sheltered bus stops. East Edenton Street and East Morgan Street have been multi-lane roadways since the district's listing in the NRHP in 1978. Improvements to these transportation corridors would not limit the use of the district and would not permanently remove any of the district's character defining old-growth trees, dwellings, or statuary. While not identified as a contributing feature in the NRHP nomination, the existing granite curbs are mentioned in the NRHP nomination. As part of the project, granite curbs would remain in-place with the exception of those directly under bus stop platforms. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Capitol Area Historic District for listing in the NRHP. Therefore, the proposed project does not constitute a Section 4(f) use of Capitol Area Historic District.

SURVEYED RESOURCE – MOORE SQUARE HISTORIC DISTRICT (WA0192)

Listed in the NRHP in 1985, the Moore Square Historic District (WA0192) is a 29.12 urban commercial district anchored by Moore Square. Historically, this district marked the meeting point of Raleigh's nineteenth-century business district and residential neighborhoods to the east. The district is comprised of buildings representative of a range of commercial styles primarily constructed in the late nineteenth and early twentieth century, including local examples of Italianate and Midcentury Modern architecture. The area along North Wilmington Street, East Hargett Street, and South Blount Street is characterized by one to three-part commercial buildings embellished with stepped parapets, variegated brick facades, and corbeled and bracketed cornices. Many buildings retain their original fenestration patterns, including original prismatic storefront transoms and recessed entries.

Figure 3.11.
Image of Sally Bretsch near South Blount/West Morgan Street Stop, Facing Northeast



Since the district was listed in the NRHP in 1985, approximately six buildings have been demolished or moved from their previously identified locations. Around 2015, a high-rise, mixed-use building was constructed at the corner of East Martin Street and South Blount Street. The existing GoRaleigh central bus terminal is located near the center of the district between East Wilmington Street and East Blount Street. A review of aerial imagery reveals that portions of the bus terminal and corresponding parking deck were extant when the district was listed in 1985. In 2017, the bus terminal was expanded, and additional shelters and boarding platforms were constructed behind the 200 block of North Blount Street. These additions are sheltered from street view by the surrounding buildings. Aerial imagery also reveals that Moore Square was regraded and rehabilitated between 2018 and 2019. This renovation included the addition of concrete pavers, a freestanding restaurant, and concrete benches and paths. Though modern, these alterations are in keeping with Moore Square’s historic character as a public gathering space surrounded by mature trees. The historic Norwood House was relocated to 224 East Martin Street in the Moore Square Historic District in 1997 (Bushong and Brown 1983).

The district contains a total of 102 buildings and sites, 82 of which are contributing to the district’s historic character. The district boundary includes the granite curbstones of Moore Square. Twenty buildings in the district are considered non-contributing and three are on the NC Study List (Table 5).

Table 5. Individually NRHP-listed and NHL-Designated Buildings in both the Capitol Area Historic District and the Project APE

Property Name	Year Designated	Address
Hamlin Drugs – Hallmark Building (WA6548)	Study List (2014)	126 East Hargett Street
(former) Tabernacle Baptist Church (WA3937)	Study List (1977)	118 South Person Street
City Market (WA3881)	Study Listed (1973)	214 East Marin Street

NRHP DETERMINATION

The Moore Square Historic District was listed in the NRHP in 1985. It is particularly significant as the location of Raleigh’s historic “Black Main Street,” a hub for African American businesses and business professionals in the years Raleigh was racially segregated. The Moore Square Historic District was listed in the NRHP under Criterion A, B, and C in the areas of architecture, community planning, and social history. The nomination established the period of significance as “the nineteenth and early twentieth centuries” (Bushong and Brown 1983).

Although individual buildings in the historic district have been modified or removed since the district’s listing in 1985, the Moore Square Historic District retains integrity of location, setting, and feeling. The district retains its original footprint centered around East Hargett Street, South Wilmington Street, and Moore Square and retains the historic grid and circulation patterns

associated with Raleigh's commercial center (Figure 3.12). Since 1985 some of the buildings in the district have been updated with non-historic materials; however, most retain their original massing, form, placement on the lot, and character-defining elements outlined in the 1985 nomination. Additionally, material integrity requirements are less stringent for resources contributing to a NRHP-listed district than for resources individually eligible or individually listed in the NRHP. Moore Square Historic District retains sufficient integrity to retain its NRHP-listed status. The HPO concurred with this determination in a letter dated August 21, 2020 (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

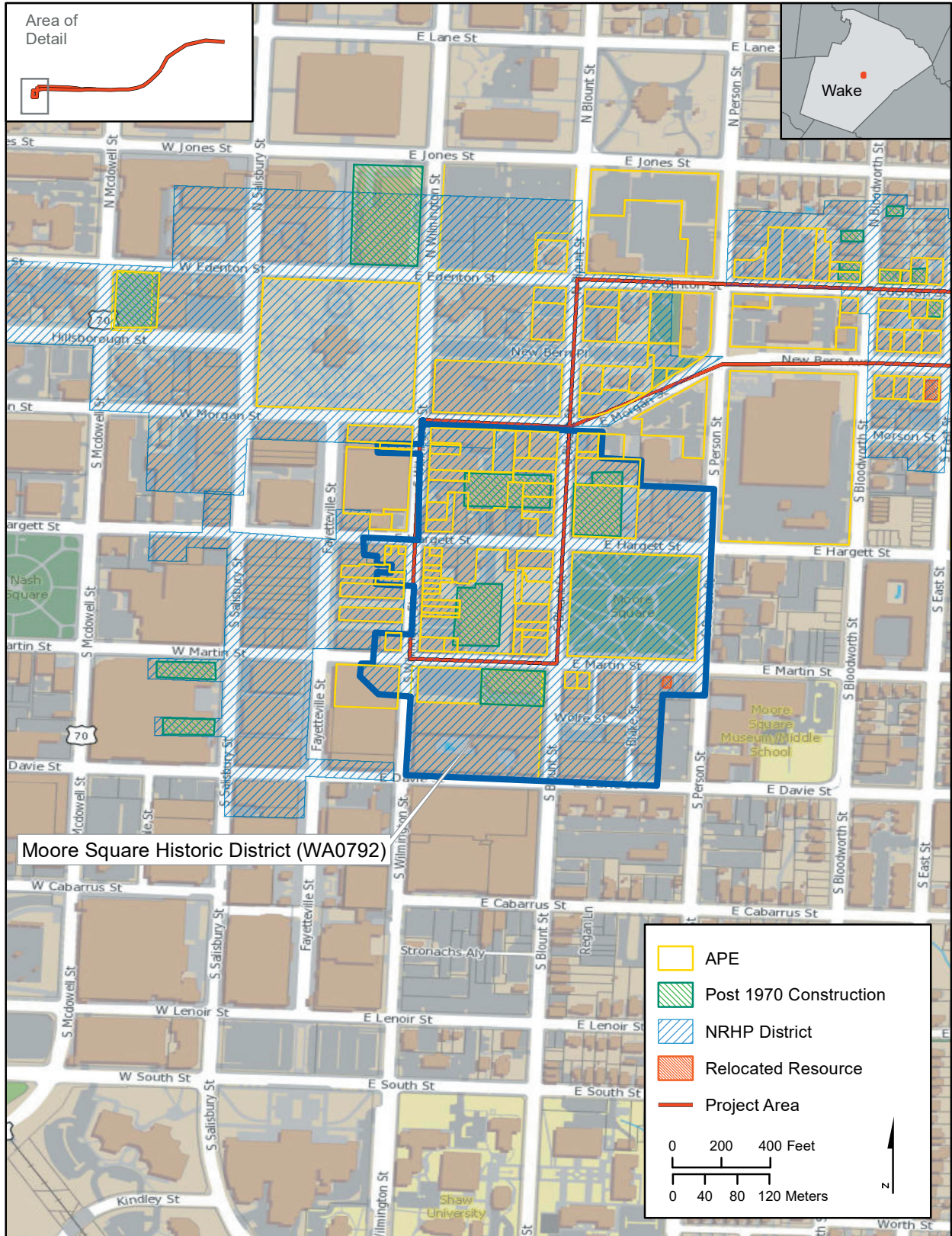
The New Bern Avenue Corridor BRT project proposes to construct two new bus stop platforms (South Wilmington Street Stop and South Blount/East Morgan Street Stop) and a 14-foot multi-use path along streets traveling through or adjacent to the Morgan Square Historic District.

The South Wilmington Street Stop platform would be situated approximately 60 feet south of the intersection of South Wilmington Street and East Hargett Street on the east side of South Wilmington Street at the location of an existing bus stop. This 75-foot by 10-foot, open-air bus shelter would be bounded by approximately 270-feet of concrete sidewalk to be constructed entirely within the existing ROW in an existing bus and parking lane that occupies the current bus zone. The adjacent travel lanes would be altered to accommodate a bus-only lane and two, one-way travel lanes (Figure 3.13). The open-air shelter would include a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and would be accessed by two ADA-compliant ramps with handrails on each side. The stop would also include panels with real-time arrival information, trash disposal, speakers, stop signage, and textured safety strips along the vehicle level boarding platform (Figure 3.14).

The South Wilmington Street Stop would be situated directly in front of four contributing buildings in the Moore Square Historic District: the circa 1930 Phillip Horwitz Building at 201 South Wilmington Street, the 1968 Taz's Supermarket at 207 South Wilmington Street, a circa 1910 commercial building at 209 South Wilmington Street, and a two-story commercial building at 211 South Wilmington Street. Though significantly altered with replacement materials, each of these buildings communicate the feel of a historic commercial node (Figure 3.15).

The South Blount/East Morgan Street Stop would be located directly north of the Moore Square Historic District, approximately 58 feet west of the intersection of South Blount Street and East Morgan Street. The bus stop would be located on the south side of East Morgan Street and would be identical to in design to the South Wilmington Street Stop with minor variations in the length

Figure 3.12.
Map of the NRHP Boundary of the Moore Square Historic District (WA0192)



Source: ESRI Resource Data



Figure 3.13. Moore Square NRHP Boundary (red) and the South Wilmington Street Stop

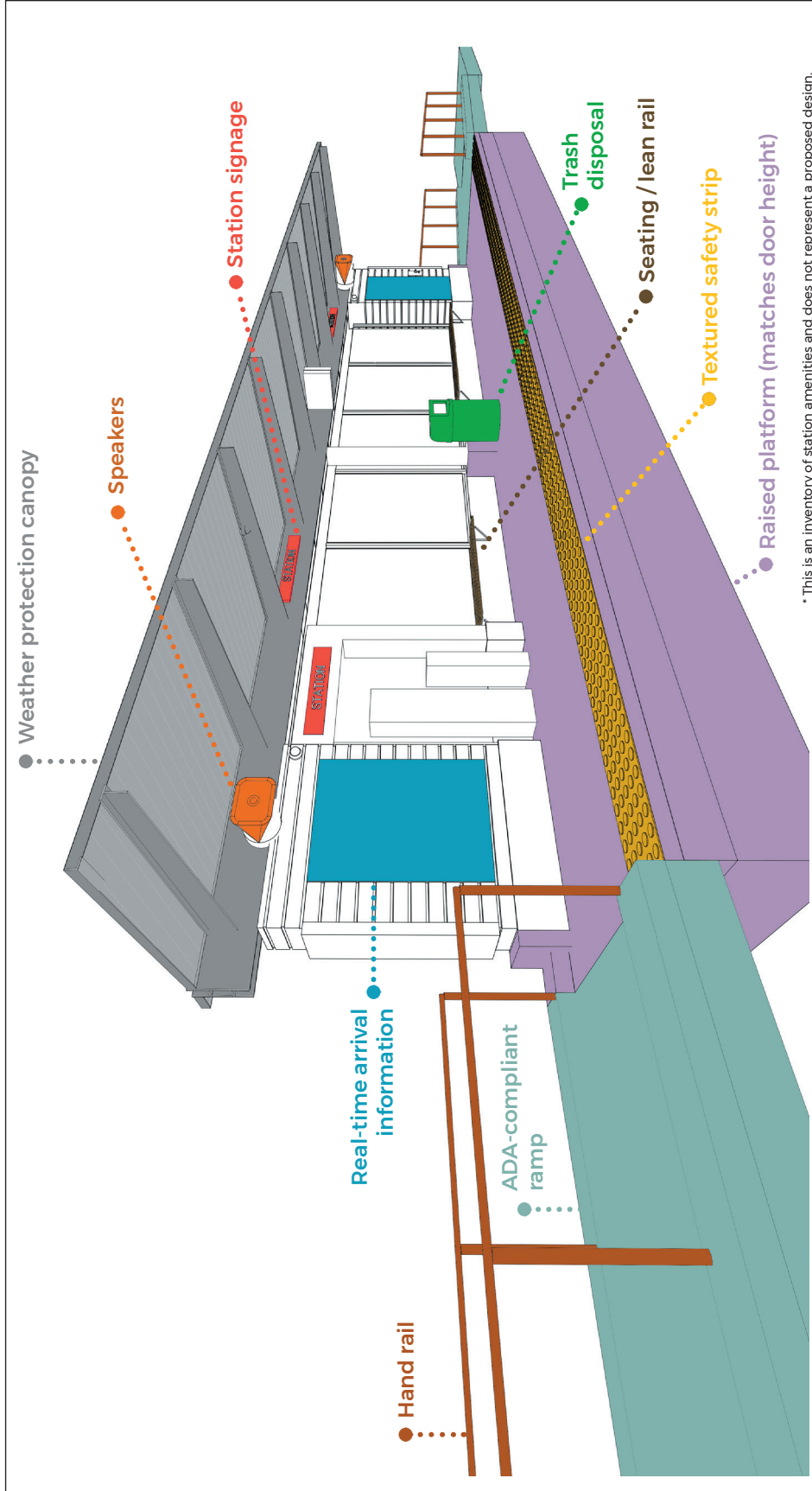


Figure 3.14. Proposed Stop Amenities, Conceptual Rendering, WSP

Figure 3.15.
Current Views of the Proposed Location of the South Wilmington Street Stop, 2019



A. Proposed Stop Location, Facing North



B. 200 Block of South Wilmington Street, Facing Northeast

of the hardscape approach (Figure 3.16). The South Blount/East Morgan Street Stop would be situated directly in front of a parcel containing three contributing buildings in the Moore Square Historic District: a two-story brick commercial building constructed circa 1920 at 130 East Morgan and a circa 1960 service station and garage at 136 E Morgan Street. Though significantly altered with replacement materials, both of these buildings communicate the feel of a historic commercial node (Figure 3.17).

In addition to the bus stops, lane patterns along East Morgan, South Blount Street, and South Wilmington Street would be altered within the existing ROW to create dedicated bus lanes. A 14-foot multi-use path would be constructed along the south side of East Morgan Street beginning approximately 161 feet west of its intersection with South Blount Street. This multi-use path would be situated directly south of the South Blount/East Morgan Street Stop and would be constructed within the existing ROW. Construction of the 14-foot multi-use path would require an approximately 0.005-acre temporary construction at the southeast corner of South Blount and East Morgan Streets (shown in green in Figure 3.16). This parcel is currently owned by Wake County and is occupied by a 0.12-acre open-space associated with the adjacent Marbles Kids Museum. This 0.005-acre temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the multi-use path and constitutes less than 0.019percent of the 29.12-acre district. There would be no change of ownership or permanent impacts to the property. The occupancy would be temporary and would be limited to the duration of project construction; the property would be returned to a condition that is good or better than its existing condition.

Moore Square Historic District is eligible for listing in the NRHP under Criterion A, B, and C due to its significance in the areas of architecture, community planning, and social history. The current setting of the district features roadside bus stops, signal poles, parking signage, and modern infrastructure. Since the district's listing in 1985, both South Wilmington Street and East Morgan Street have been multi-lane roadways with integral parking lanes. The project would not require the acquisition of new permanent ROW from the Moore Square Historic District. The project would not permanently remove any contributing elements and would have no direct effect to any of the contributing buildings within the district boundaries. The addition of two raised platform bus stops would not alter any elements of the district that make it eligible for listing in the NRHP; improvements to multi-lane South Wilmington and East Morgan Street would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

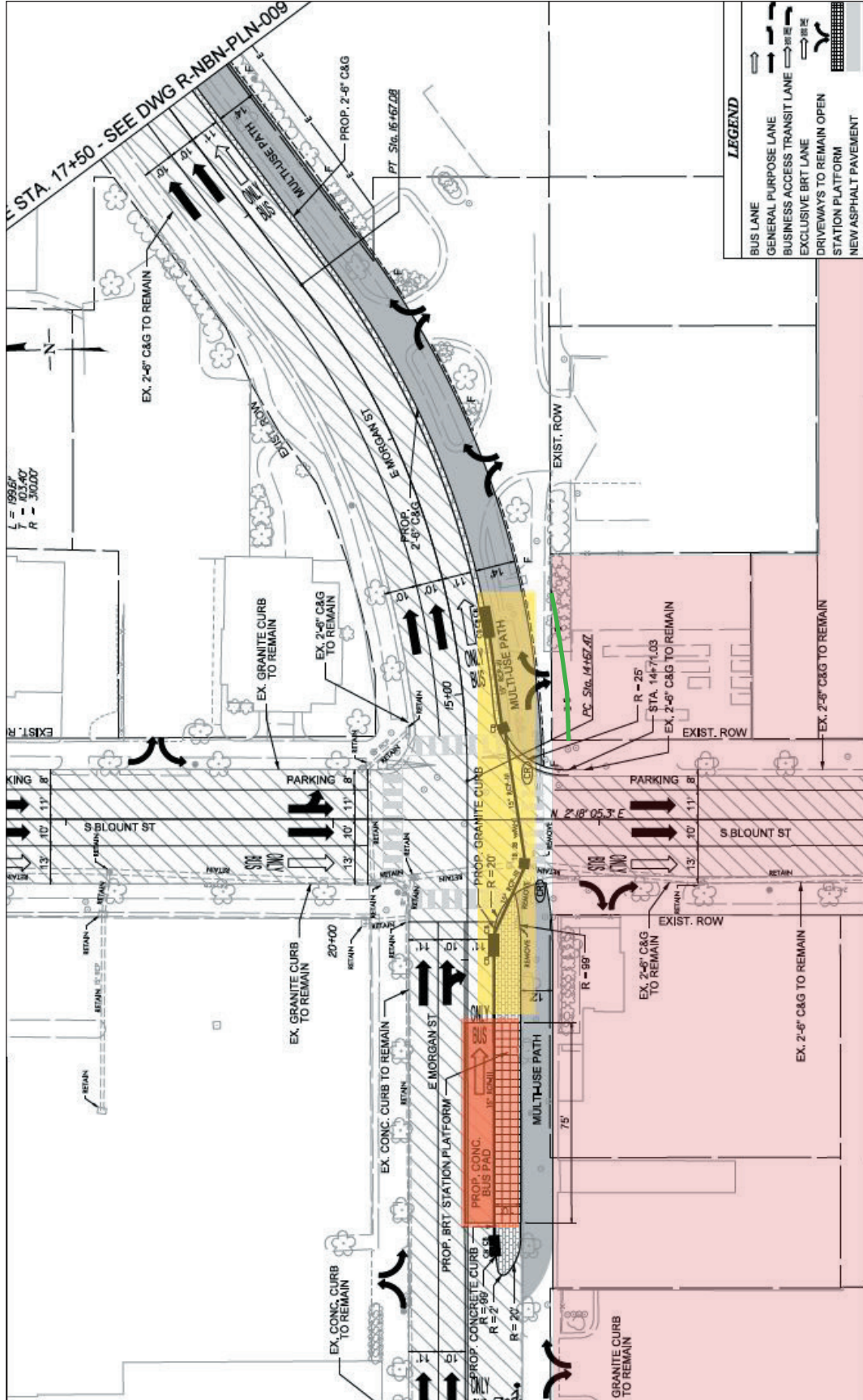


Figure 3.16. Moore Square Historic District (red) and the South Blount/East Morgan Street Stop and Multi-Use Path, Sheet R-NBN-028, 2020

Figure 3.17.
Current Photographs of the Southeast Corner of South Blount Street and East Morgan Street,
Facing Southeast



A. View Southwest to the 130 Block of East Morgan Street



B. View South to the Northeast Corner of the District and the Parcel Containing the Temporary Construction Easement

Direct Effects

The project would construct 10 new BRT stop platforms along the proposed project corridor and a 14-foot multi-use path along sections of New Bern Avenue. Two of these bus stop platforms and a segment of the multi-use path would be located within the ROW of streets traversing the Moore Square Historic District. The South Wilmington Street Stop would front South Wilmington Street near its intersection with East Hargett Street and the South Blount/East Morgan Street Stop would front East Morgan Street near its intersection with South Blount Street. The proposed stops would be situated on an existing asphalt-surface parking and bus lanes.

The proposed bus stops would be constructed entirely within the existing ROW of South Wilmington Street and East Morgan Street, an urban transportation corridor. Although these streets traverse the NRHP-listed Moore Square Historic District, the roadways are not considered contributing elements in the historic district and are not part of the district boundaries. Therefore, the proposed project would have an effect that is not adverse to the Moore Square Historic District under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Moore Square Historic District from its historic location or the removal of any of the character-defining elements that make the district eligible for listing in the NRHP.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The project would have no direct effect to the use of the Moore Square Historic District. These segments of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to construct two 75-foot by 10-foot bus stop platforms with open-air shelters featuring shed roof canopies, raised boarding platforms and other supporting passenger infrastructure. The bus stops would be located entirely within the existing ROW of South Wilmington Street and East Morgan Street. Additionally, a 14-foot multi-use path would be added along the south side of East Morgan Street inside the existing ROW and would require a 0.005-acre temporary construction easement from one parcel in the Moore Square Historic District. This temporary construction easement would be less than 0.019 percent of the 29.12-acre district. The

project would not remove any of the character defining features, such as buildings, old-growth trees, statuary, or the granite curbs around Moore Square that make the district eligible for the NRHP. The proposed project would have an effect that is not adverse to the Moore Square Historic District.

Visual

The project proposes to construct two 75-foot long bus stops featuring open-air shelters and a 14-foot wide multi-use path along streets in the Moore Square Historic District. The bus stops and multi-use path would be located entirely within the existing ROW of South Wilmington Street and East Morgan Street. Construction of these elements would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The setting of the Moore Square Historic District features existing roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. Both intersections feature existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the Moore Square Historic District.

Atmospheric and Noise

The construction of the proposed bus stop platforms and multi-use path constitute an improvement to the bus systems along South Wilmington and East Morgan Street, existing transportation corridors. The bus stops would be utilized by pedestrians and non-motorized cyclists. Due to the area's proximity to GoRaleigh Station, 11 bus lines currently travel along South Wilmington Street and use the existing roadside bus stop at the proposed location of the South Wilmington Stop. Three GoRaleigh bus lines (Longview, Poole Road Express, and WakeMed) and one GoTriangle Route currently use the existing roadside bus stops along East Morgan Street. Both streets are one-way routes with three traffic lanes and modern traffic-calming measures. The introduction of these sheltered bus stops and multi-use path is in keeping with the surrounding urban fabric and would not introduce atmospheric or audible elements which are out of character with the Moore Square Historic District.

Indirect and Cumulative Effects

The project would not have indirect adverse effects on the Moore Square Historic District. The proposed project would construct two open-air bus stops and a multi-use path along existing transportation corridors and is not anticipated to result in planned growth or changes in land-use patterns. The Moore Square Historic District is zoned Downtown Mixed Use with few vacant lots and height variances ranging from three to 40 stories. A change to the Moore Square Historic District's current zoning is not proposed as part of this project. Comprised of primarily two to five-story buildings, the district is characterized by its dense urban setting anchored by Moore Square in the southeastern corner. The existing GoRaleigh central bus terminal is located near the

center of the district between East Wilmington Street and East Blount Street. The project is not anticipated to catalyze new development and would have no indirect effect to the Moore Square Historic District.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new permanent ROW from the NRHP boundary of the Moore Square Historic District but would convert two approximately 1,000-foot sections of existing asphalt-surface parking lanes that run through the district boundaries to sheltered bus stops. The project would require an 0.005-acre temporary construction easement from one parcel in the northeast corner of the district. The new temporary construction easement would be less than 0.019 percent of the 29.12-acre district. This minimal and temporary easement would not limit the use of the resource. South Wilmington Street and East Morgan Street have been multi-lane roadways since the district's listing in the NRHP in 1985. Improvements to these transportation corridors would not limit the use of the district and would not permanently remove any of the district's character defining elements including nineteenth and twentieth century commercial buildings and the granite curbstone and mature trees of Moore Square. Though found throughout the district, the only granite curbstones addressed in the nomination are those surrounding Moore Square. As part of the project, granite curbs would remain in-place with the exception of those directly under bus stop platforms.

The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Moore Square Historic District for listing in the NRHP. Therefore, the proposed project would have a Section 4(f) determination of *de minimis* impact to the Moore Square Historic District.

SURVEYED RESOURCE – OAKWOOD HISTORIC DISTRICT – SOUTH AMENDMENT (WA0219)

Listed in the NRHP in 1988, the Oakwood Historic District – South Amendment (WA0219) is an extension of the Oakwood Historic District listed in the NRHP in 1974. This 12-acre extension lies directly south of the original historic district's southern boundary, encompassing five blocks to the north and south of New Bern Avenue. The district contains one and two-story houses built between 1840 and 1925 that represent the Greek Revival, Second Empire, Classical Revival, Queen Anne, and Craftsman styles. Dwellings in the Oakwood Historic District are primarily single-family units of frame construction. Many dwellings feature elaborate sawn wood details, including spindled balustrades, bargeboard below the eaves, and lacework brackets. The district's layout is representative of Raleigh's early streetcar suburbs and dwellings are situated near the street on lots of between 0.10 and 0.40 of an acre. Most lots are entirely occupied by a dwelling and one small outbuilding. Although some individual buildings in the Oakwood Historic District

South Amendment have been updated with the addition of non-historic materials, including synthetic siding and windows, a majority of residences retain their original massing, form, and fenestration patterns. Many materials have been replaced in-kind, preserving the historic character and feel of the early twentieth-century neighborhood. The district contains a total of 55 buildings, 49 of which are contributing to the district's historic character. Five buildings are considered non-contributing and one is individually listed in the NRHP but is not within the project APE (Black 1987).

NRHP DETERMINATION

Oakwood Historic District – South Amendment was listed in the NRHP in 1988 under Criteria A and C in the areas of community development and architecture. The NRHP nomination identifies the period of significance as circa 1877 to circa 1938. The NRHP boundary for the South Amendment includes approximately 12 acres along North and South Bloodworth streets, North and South East streets, North Person Street, East Morgan Street, New Bern Avenue, and East Edenton Street directly south of the Oakwood Historic District boundaries (Figure 3.18) (Black 1987).

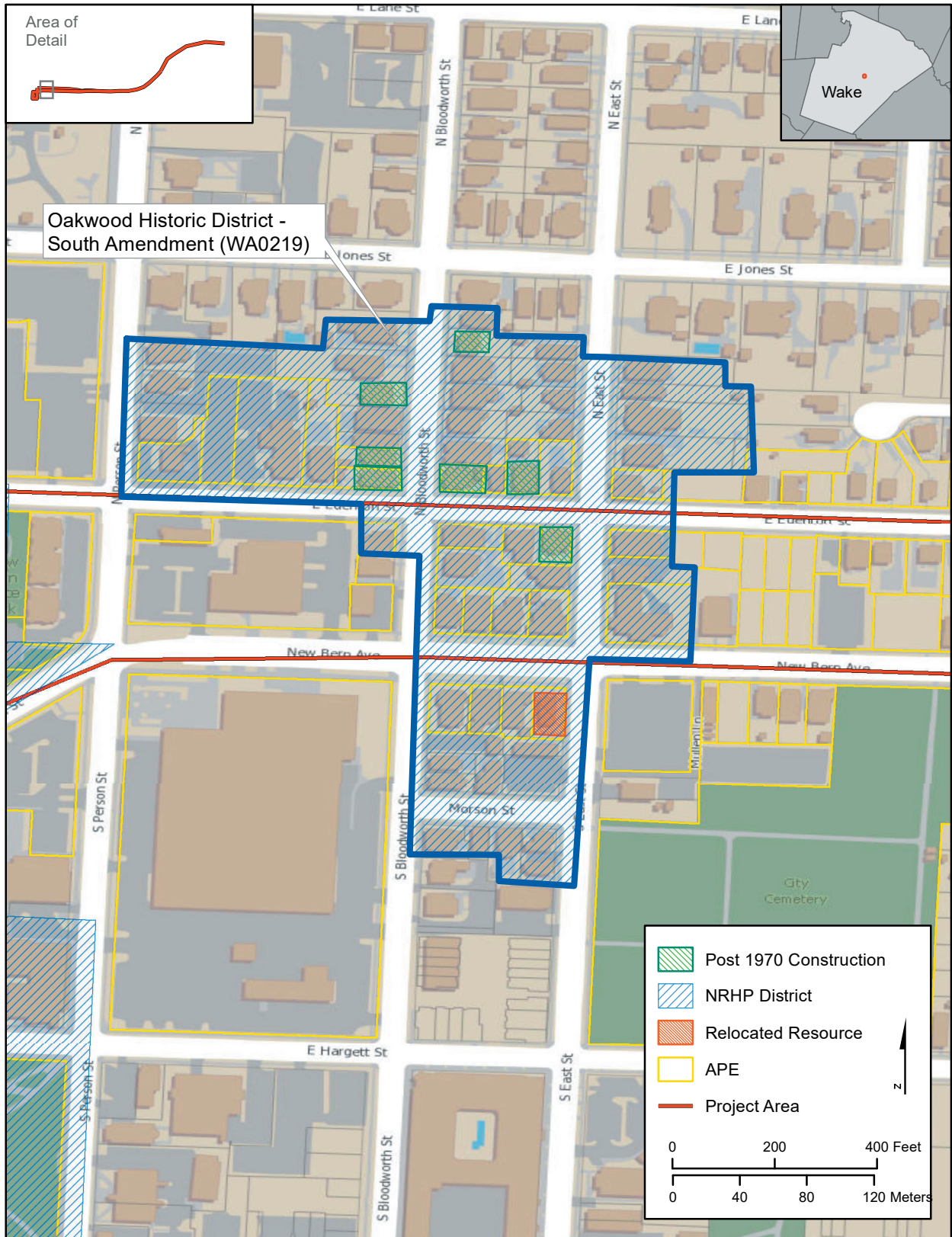
Though individual buildings in the historic district have been modified with non-historic materials and rear additions since the district's listing in 1988, the Oakwood Historic District – South Amendment has integrity of location, association, setting, and feeling. The district possesses its original residential use and character, including its footprint and the historic grid and circulation patterns associated with Raleigh's early streetcar suburbs. Since 1988, some of the buildings in the district have been updated with non-historic materials but most have their original massing, form, placement on lots, and character-defining elements outlined in the 1988 nomination. The Oakwood Historic District – South Amendment retains sufficient integrity to retain its NRHP-listed status. In a letter dated August 21, 2020, the HPO concurred that the Oakwood Historic District – South Amendment remains eligible for the NRHP (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to construct a 14-foot multi-use path along streets traveling through the Oakwood Historic District -South Amendment. The multi-use path would be constructed entirely within the existing ROW of New Bern Avenue. Traveling from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, this path would pass through one block of Oakwood Historic District – South Amendment between South Bloodworth Street and South East Street. This section of the multi- use path would be 12-feet wide with a six-foot planting strip that shields the path from a parking lane, bus only lane, and two

Figure 3.18.

Map of the NRHP Boundary of the Oakwood Historic District – South Amendment (WA0219)



Source: ESRI Resource Data

one-way travel lanes. Constructed entirely within the existing ROW, the path would be constructed in space currently occupied by a parking lane, bike lane, and planting strip (Figure 3.19). The path would travel directly in front of four dwellings built between 1894 and 1920 in the 400 block of New Bern Avenue. All four dwellings contribute to the district (Figure 3.20).

Oakwood Historic District – South Amendment is eligible for listing in the NRHP under Criteria A and C in the areas of community development and architecture. The residential district features roadside bus stops, signal poles, parking signage, and modern infrastructure. Since the district’s listing in 1988, East Edenton Street and New Bern Avenue have been multi-lane roadways with integral parking lanes. The project would not require the acquisition of new ROW, temporary or permanent easements from the Oakwood Historic District – South Amendment. The project would not permanently remove any old-growth trees, historic residences, gates, or outbuildings that make the district eligible for listing in the NRHP. The project would preserve roadside granite curbs and would have no direct effect to any of the contributing buildings within the district boundaries. Improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource’s setting, materials, design, location, workmanship, feeling, and association. While minor alterations would be made to areas of sidewalk, the sidewalk has been previously resurfaced on multiple occasions since the district’s listing in 1988 and alterations to the sidewalk surface would not diminish the integrity of the historic resource’s setting, materials, design, location, workmanship, feeling, and association.

Direct Effects

The project would construct a segment of a 14-foot, multi-use path on the south side of New Bern Avenue which extends through one block of the district. The proposed multi-use path would be constructed entirely within the existing ROW of New Bern Avenue, an urban transportation corridor. Although these streets traverse the NRHP-listed Oakwood Historic District – South Amendment, the roadways are not considered contributing elements in the historic district or part of the district boundaries. Therefore, the proposed project would have an effect that is not adverse to the Oakwood Historic District – South Amendment under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Oakwood Historic District – South Amendment from its historic location or the removal of any of the character-defining elements that make the district eligible for listing in the NRHP.

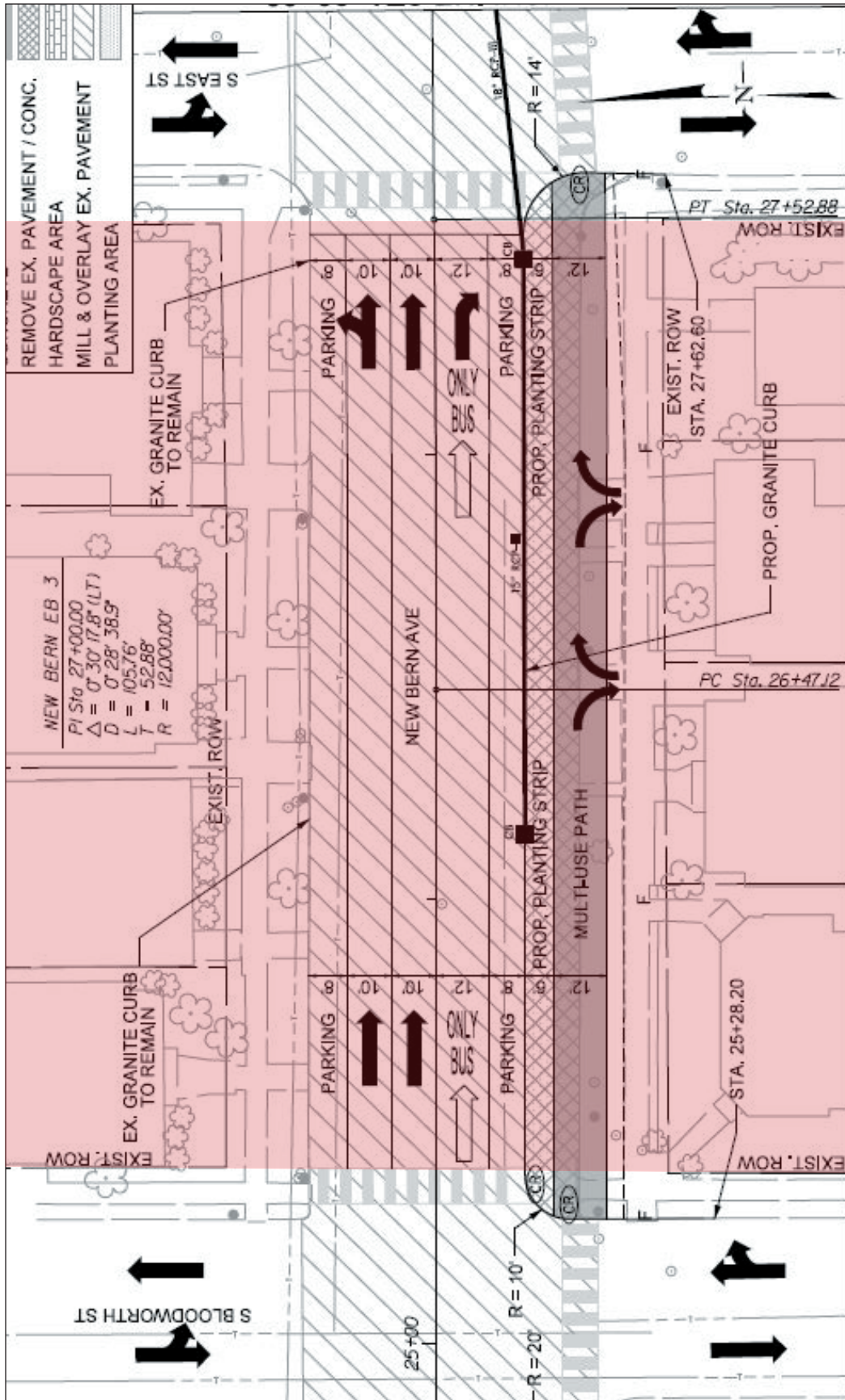


Figure 3.19. Oakwood Historic District – South Amendment (red) and Multi-Use Path, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-033, 2020

Figure 3.20.
Contributing Dwellings on the South Side of the 400 Block of New Bern Avenue, Facing Southwest



b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of the Oakwood Historic District – South Amendment. These segments of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to construct a 12-foot multi-use path along the south side of New Bern Avenue within the existing ROW. The project would not remove any character-defining features including dwellings or old-growth trees that make the district eligible for the NRHP. The proposed project would have an effect that is not adverse to the setting of the Oakwood Historic District – South Amendment.

Visual

Construction of the multi-use path would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The setting of the Oakwood Historic District – South Amendment features existing roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. Intersections feature existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the Oakwood Historic District – South Amendment.

Atmospheric and Noise

Construction of the 12-foot multi-use path constitutes an improvement to the bus system along East Edenton Street and New Bern Avenue, existing transportation corridors. The path would be utilized by pedestrians and non-motorized cyclists. Three GoRaleigh bus lines (Longview, Poole Road Express, and WakeMed) and one GoTriangle route currently use the existing roadside bus stops along these corridors and pass through these intersections. Both streets are one-way routes with three traffic lanes. The introduction of this path is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with the Oakwood Historic District – South Amendment.

Indirect and Cumulative Effects

The project would not indirectly affect the Oakwood Historic District – South Amendment, a residential district characterized by pre-1924 construction. The proposed project would construct

a multi-use path that travels along an existing transportation corridor. These features are not anticipated to result in planned growth or a change in land-use patterns. The Oakwood Historic District -South Amendment is zoned Residential with few vacant lots. A change to the district's current zoning is not proposed as part of this project. Dwellings are situated on rectangular lots between 1.10 and 0.40 of an acre fronted by retaining walls and pedestrian sidewalks. These buildings would continue to be bounded by the multi-lane East Edenton Street, New Bern Avenue, and paved sidewalks. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. Thus, the project would have no indirect adverse effect to the Oakwood Historic District – South Amendment.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW, temporary, or permanent easements from the NRHP boundary of the Oakwood Historic District – South Amendment. The project would convert a 12-foot section of roadway containing bike and parking lanes to a multi-use path. New Bern Avenue has been a multi-lane roadway since the district's listing in the NRHP in 1988. Improvements to this transportation corridor would not limit or alter the use of the district and would not permanently remove any of the district's character defining architecture. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Oakwood Historic District – South Amendment for listing in the NRHP. Therefore, the proposed project does not constitute a Section 4(f) use of Oakwood Historic District – South Amendment.

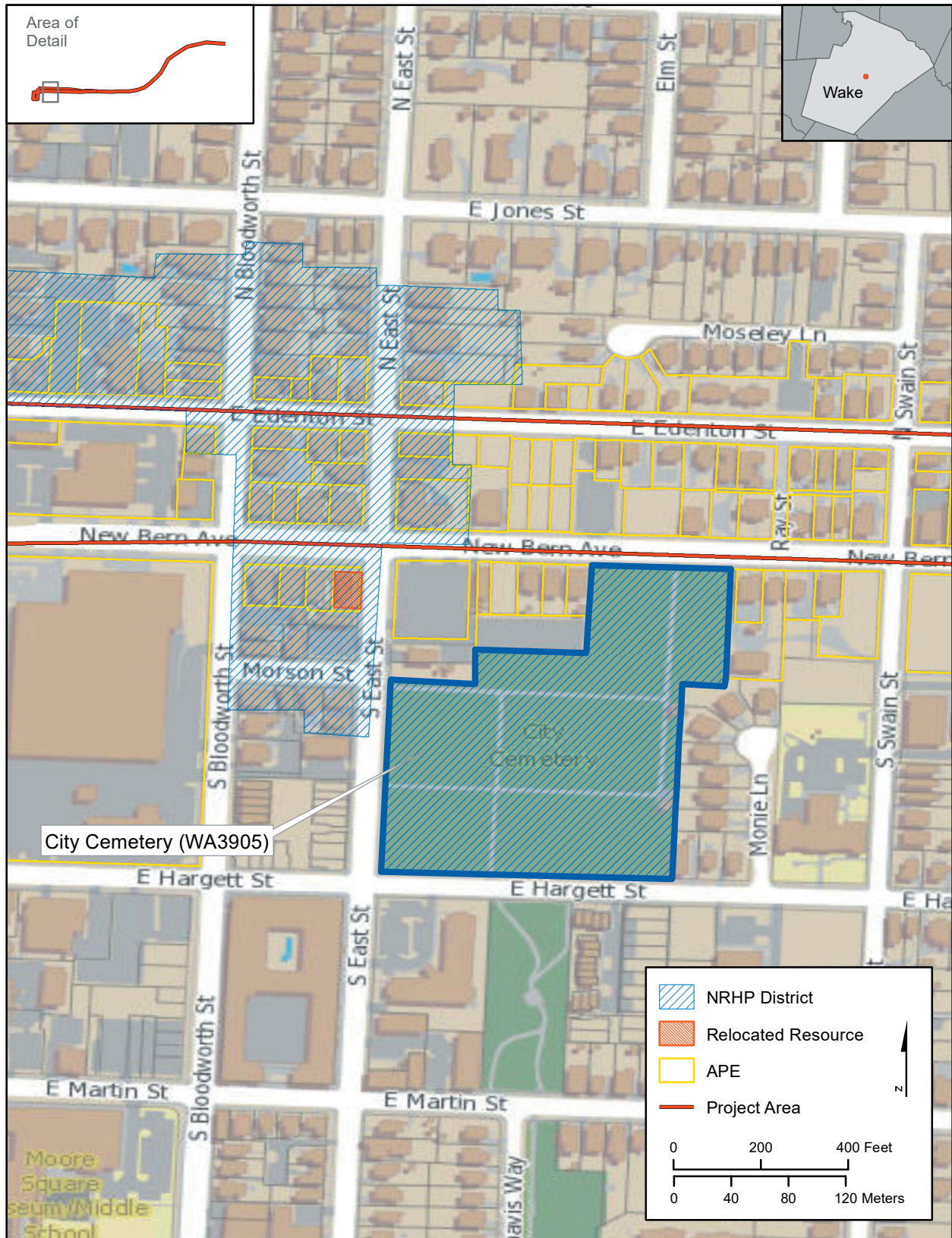
SURVEYED RESOURCE – CITY CEMETERY (WA3905)

Listed in the NRHP in 2008, City Cemetery is located at 17 South East Street, east of Raleigh's central business district. The oldest public cemetery in Raleigh, the parcel contains 7.46 acres bounded by New Bern Avenue to the north, East Street to the west, Hargett Street to the south, and an irregular boundary defined by the adjacent parcels to the west (Figure 3.21). City Cemetery is an enclosed tract containing approximately 1,800 monuments, most burials date from between 1798 and circa 1900 as the cemetery reached capacity around 1880 (Little 2008).

NRHP DETERMINATION

City Cemetery was listed in the NRHP in 2008 under Criteria A and C in the areas of social history and funerary art. The cemetery is significant as one of the oldest municipal cemeteries in North Carolina and as one of few city cemeteries that included space for African American residents from its establishment. Additionally, the cemetery includes local examples of funerary sculpture

Figure 3.21.
Map of the NRHP Boundary of the City Cemetery (WA3905)



Source: ESRI Resource Data

crafted by a group of prominent Raleigh stonecutters and artisans. Examples of head and footstones, obelisks, and box-tombs, carved in local granite, are dispersed throughout the cemetery. Due to its statewide significance, the cemetery meets Criteria Consideration D which requires cemeteries listed in the NRHP to derive their primary significance from age, distinctive design features, association with historic events, or burials of significant persons (Joeckel 2001).

The NRHP boundary for City Cemetery includes the entire 7.46-acre parcel (PIN 1703983554). City Cemetery retains integrity of location, setting, feeling, and association. The current 7.46-acre parcel reflects the cemetery's 1869 boundaries and pathways included in the cemetery's original design. Features added in early improvement campaigns such as granite curbs and cobblestone paths are also present. Additionally, the cemetery retains integrity of design, materials, and workmanship. Though some features, including the surrounding cast iron fence and granite walls, show signs of deterioration, most individual monuments and landscape features retain their original materials and design. The cemetery contains monuments that feature elements of the Neoclassical style and exhibit popular nineteenth-century funerary designs such as urn-and-willow and clasped hands motifs. The historic layout is preserved and prominent family plots surrounded by brick borders are recognizable. For these reasons, the City Cemetery retains sufficient integrity to retain its NRHP-listed status. In a letter dated August 21, 2020, the HPO concurred that City Cemetery remains eligible for the NRHP (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to conduct transportation improvements to New Bern Avenue including a 12-foot multi-use path adjacent to the northern NRHP boundary of City Cemetery.

Traveling from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, this path would run adjacent to the northern NRHP boundary of City Cemetery. This section of multi-use path would be 12-feet wide. The path would be constructed entirely within the existing ROW of New Bern Avenue in an area currently occupied by existing sidewalk and a bike-lane. The 12-foot wide path would be shielded from three-lane New Bern Avenue by a six-foot planting strip. The southernmost lane in the travel way would be converted to a 12-foot bus-only lane and would be bounded by two ten-foot, one-way travel lanes and an eight-foot parking lane to the north (Figure 3.22).

City Cemetery is eligible for listing in the NRHP under Criteria A and C in the areas of social history and funerary art. The cemetery's northern boundary is created by its northern parcel boundary and is marked by an iron gate resting on granite walls. City Cemetery would not be

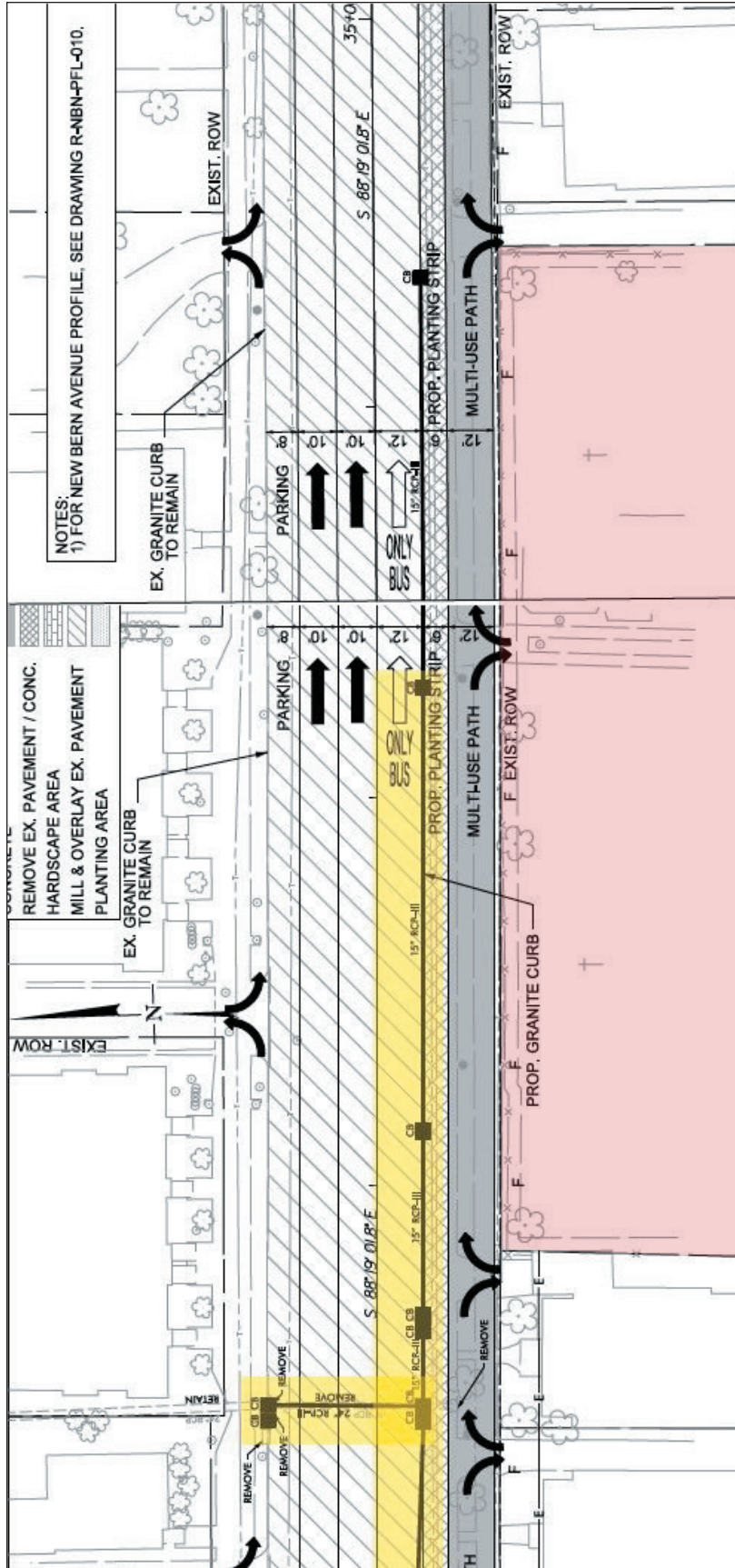


Figure 3.22. City Cemetery (red) and the Multi-Use Path, Wake BRT New Bern Corridor Preliminary Plans, Combined Sheets R-NBN-034 and R-NBN-035, 2020

Figure 3.23.
City Cemetery and the Location of the Proposed 12-foot Multi-Use Path



A. Existing Sidewalk, Facing East



B. View Southeast into City Cemetery and Location of Multi-Use Path

subject to ground disturbance during construction of the multi-use path and all staging would take place outside of the resource's NRHP boundaries. The iron fence and brick pillar at the entrance gate would be avoided and the existing grass strip that provides a buffer between the NRHP boundary line and the non-historic sidewalk would be preserved (Figure 3.23).

Since the resource's listing in 2008, the northern boundary of City Cemetery has been bounded by multi-lane New Bern Avenue. The project would not require the acquisition of new ROW, temporary or permanent easements from the district boundaries and would not remove any old-growth trees, burials, headstones, gates, or other landscape features that make the resource eligible for listing in the NRHP. The project would have no direct effect to any of the contributing elements within the district boundaries. Improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

Direct Effects

The project would conduct improvements to New Bern Avenue, adjacent to the resource's northern boundary. The proposed 12-foot multi-use path and adjacent planting strip would be constructed entirely within the ROW of New Bern Avenue, an existing urban transportation corridor, approximately 1.5 feet north of the cemetery's NRHP boundary. All temporary construction easements would be located outside of the NRHP boundary. As designed, the proposed project would have no direct effect to City Cemetery under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the City Cemetery from its historic location or the removal of any of the character-defining elements that make the resource eligible for listing in the NRHP.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of City Cemetery. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to conduct transit improvements along the segment of New Bern Avenue adjacent to the resource. These improvements would be located entirely within the existing ROW of New Bern Avenue, which travels north of the resource's NRHP boundary. The project would not remove any character-defining features from the resource and would not impact any burials, headstones, or the perimeter granite wall, fencing, and brick pillars that mark the entrance to the cemetery. No ground disturbing activities would occur within the resource's NRHP boundary and an existing grass strip that provides a buffer between the NRHP boundary line and the non-historic sidewalk would be preserved. The proposed project would have no effect to the setting of the City Cemetery.

Visual

Construction of these transit improvements just outside the district boundaries would not alter the character or integrity of any features that contribute to the resource's historic significance, visual setting or surrounding viewshed. The setting of the City Cemetery is urban residential and features existing roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. The proposed project would have an effect that is not adverse to City Cemetery.

Atmospheric and Noise

Construction of the 12-foot multi-use path, six-foot planting strip, and conversion of an existing lane to a bus-only lane constitute as improvements to the bus system along New Bern Avenue, an existing transportation corridor. The multi-use path would be utilized by pedestrians and non-motorized cyclists. Two GoRaleigh bus lines (Poole Road Express and WakeMed) and one GoTriangle route currently travel this route and pass City Cemetery. At this location, New Bern Avenue is currently a one-way route with three traffic lanes, a bike lane, and integral parking lanes. The improvement of this travel way is in keeping with the surrounding urban fabric and will would introduce atmospheric and audible elements which are out of character.

Indirect and Cumulative Effects

The project would not indirectly affect City Cemetery, a 7.46-acre public cemetery just east of Raleigh's central business district. The proposed project would improve an existing transportation corridor adjacent to the resource's northern boundary. The improvement of an existing transportation corridor is not anticipated to result in planned growth or a change in land-use patterns. City Cemetery is situated within an urban residential area of Raleigh primarily zoned for single and multi-family use with few vacant lots. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. Thus, the project would have no indirect effect to City Cemetery.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW, temporary, or permanent easements from the NRHP boundaries of City Cemetery. New Bern Avenue has been a multi-lane roadway since the resource's listing in 2008. Improvements to this transportation corridor would not limit or alter the use of the resource and would not permanently remove any of the resource's character-defining features including burials, headstones, and the perimeter granite wall, iron fence, or brick pillars at the cemetery's New Bern Avenue pedestrian entrance. Furthermore, ground disturbing activities would be limited to New Bern Avenue, north of the NRHP boundaries and the existing grass strip that separates the cemetery from the existing sidewalk will be preserved. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the City Cemetery for listing in the NRHP. Therefore, the proposed project does not constitute a Section 4(f) use of City Cemetery.

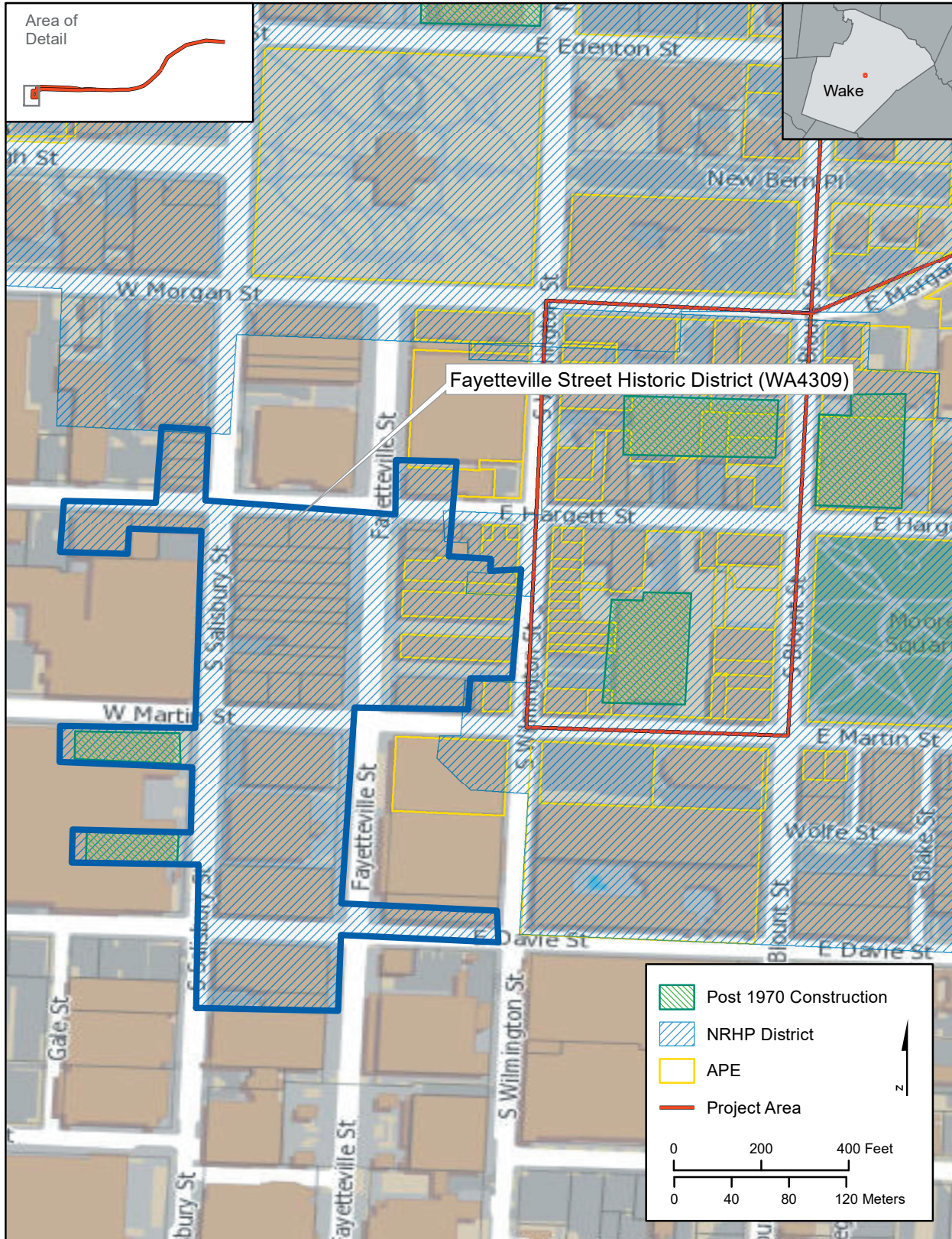
SURVEYED RESOURCE – FAYETTEVILLE STREET HISTORIC DISTRICT (WA4309)

Listed in the NRHP in 2008, the Fayetteville Street Historic District (WA4309) is a 12-acre district comprised of 29 buildings and sites along the 100-400 blocks of Fayetteville Street, the south side of West Hargett Street, the north side of West Martin Street, and the 100-400 blocks of South Salisbury Street. Fayetteville Street is the spine of Raleigh's central business district and is defined by multi-story commercial buildings constructed between 1870 and 1965 (Figure 3.24). Characterized by its dense urban setting, the district includes local commercial examples of Italianate, Second Empire, Classical Revival, and Art Deco architecture in addition to modest, two-part commercial buildings with little ornamentation. The district also includes later expressions of the Modernist Movement and Brutalism. The architectural fabric of the district evolved in the mid-twentieth-century when business owners altered first floor storefronts with new materials such as large, plate glass windows, and streamlined façades of aluminum and tile (de Miranda and Martin 2008).

NRHP DETERMINATION

The Fayetteville Street Historic District was listed in the NRHP in 2008 under Criteria A and C in the areas of architecture and commerce. The NRHP nomination identifies the period of significance as 1874 to 1965, which extends from the oldest extant building's date of construction to the construction of three pivotal, Modernist bank buildings. According to the nomination, as of 2008, 80 percent of the district's buildings were previously listed in the NRHP or considered contributing to the district's character. The collection of Modernist and Brutalist commercial and institutional buildings along Fayetteville Street gained significance after 1965, which, as of the district's listing in 2008, was outside of the NRHP's 50-year eligibility guideline. As a result, the district met Criteria Consideration G (de Miranda and Martin 2008).

Figure 3.24.
Map of the NRHP Boundary of the Fayetteville Street Historic District (WA4309)



Source: ESRI Resource Data

Though some storefronts along Fayetteville Street have been remodeled since their construction, the Fayetteville Street Historic District retains integrity of location, setting, and feeling. Most of the buildings retain character-defining elements including ornate cornices, parapet walls, and applied ornamentation on the façade. These factors strengthen the district's integrity of design, materials, and workmanship. Additionally, the boundaries appear justified and the historic grid and circulation patterns associated with Raleigh's historic commercial center are intact. For these reasons, Fayetteville Street Historic District retains sufficient integrity to retain its NRHP-listed status. The district boundary includes 12 acres roughly bounded by South Salisbury Street, West Hargett Street, South Wilmington Street, and West Davie Street. In a letter dated August 21, 2020, the HPO concurred that the Fayetteville Street Historic District retains its NRHP-listed status (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to construct one new bus stop platform (South Wilmington Street Stop) just northeast of the NRHP boundaries of the Fayetteville Street Historic District.

The South Wilmington Stop would be located across the street (approximately 45 feet) from the district's eastern boundary and approximately 60 feet south of the intersection South Wilmington Street and East Hargett Street. The raised bus stop platform would be an improvement of an existing bus stop on the east side of South Wilmington Street. This 75-foot by 10-foot, open-air bus shelter would be bounded by approximately 270-feet of concrete sidewalk to be constructed entirely within the existing ROW in a bus and parking lane that occupies the current bus zone. The adjacent travel lanes would be altered to accommodate a bus-only lane and two, one-way travel lanes (Figure 3.25). The open-air shelter would include a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and would be accessed by two ADA-compliant ramps with handrails on each side. The stop would also include panels with real-time arrival information, trash disposal, speakers, stop signage, and textured safety strips along the vehicle level boarding platform (Figure 3.26).

Fayetteville Street Historic District is eligible for listing in the NRHP under Criteria A and C in the areas of architecture and commerce. This urban commercial district features roadside bus stops, signal poles, parking signage, and modern infrastructure. Since the district's listing in 2008, South Wilmington Street has been multi-lane, one-way street with integral parking lanes. The project would not require the acquisition of new ROW, temporary or permanent easements from the Fayetteville Street Historic District. The project would not permanently remove any old-

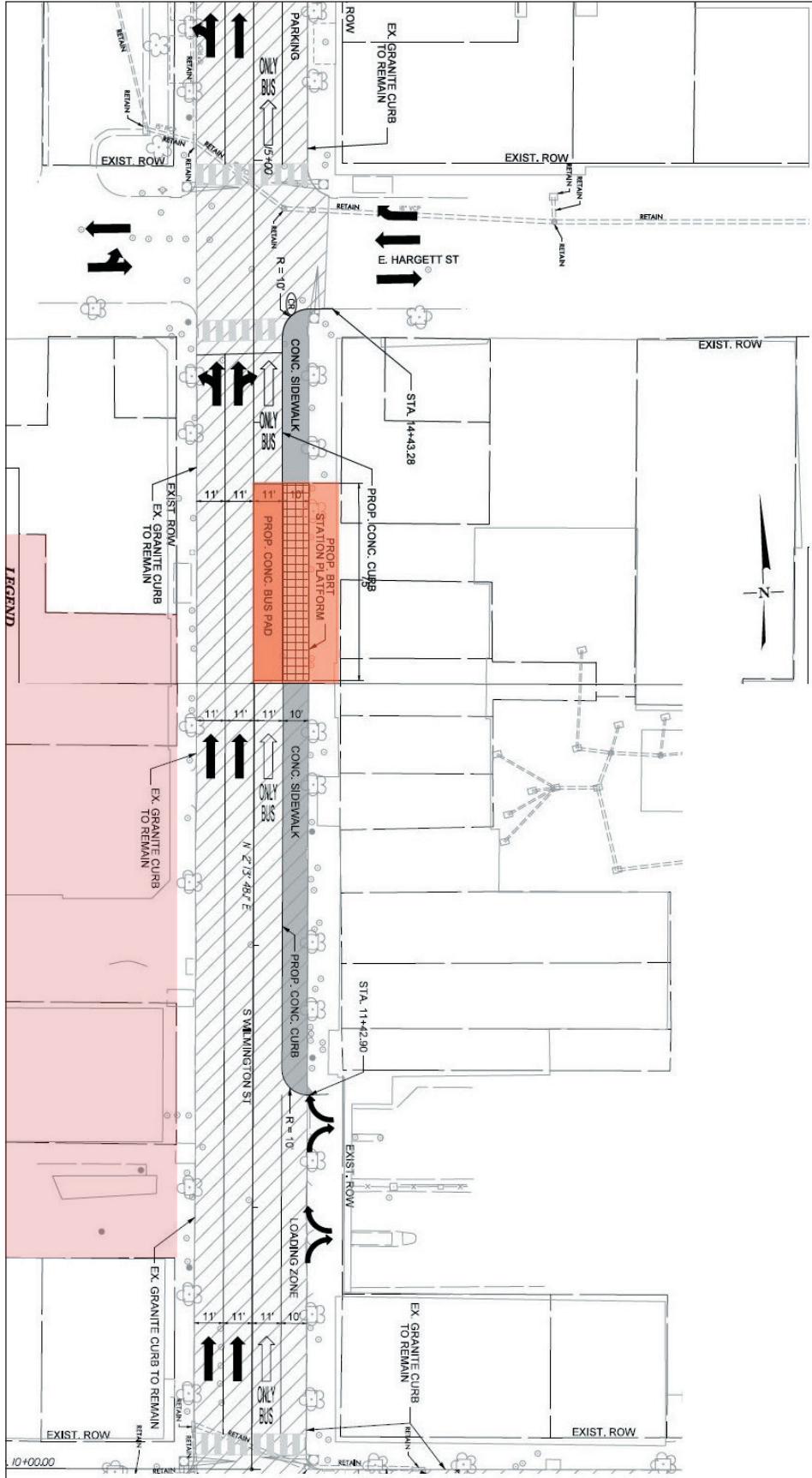


Figure 3.25. Fayetteville Street Historic District (red) and South Wilmington Street Stop, Combined Sheets R-NBN-026 and Sheet R-NBN-025, 2020

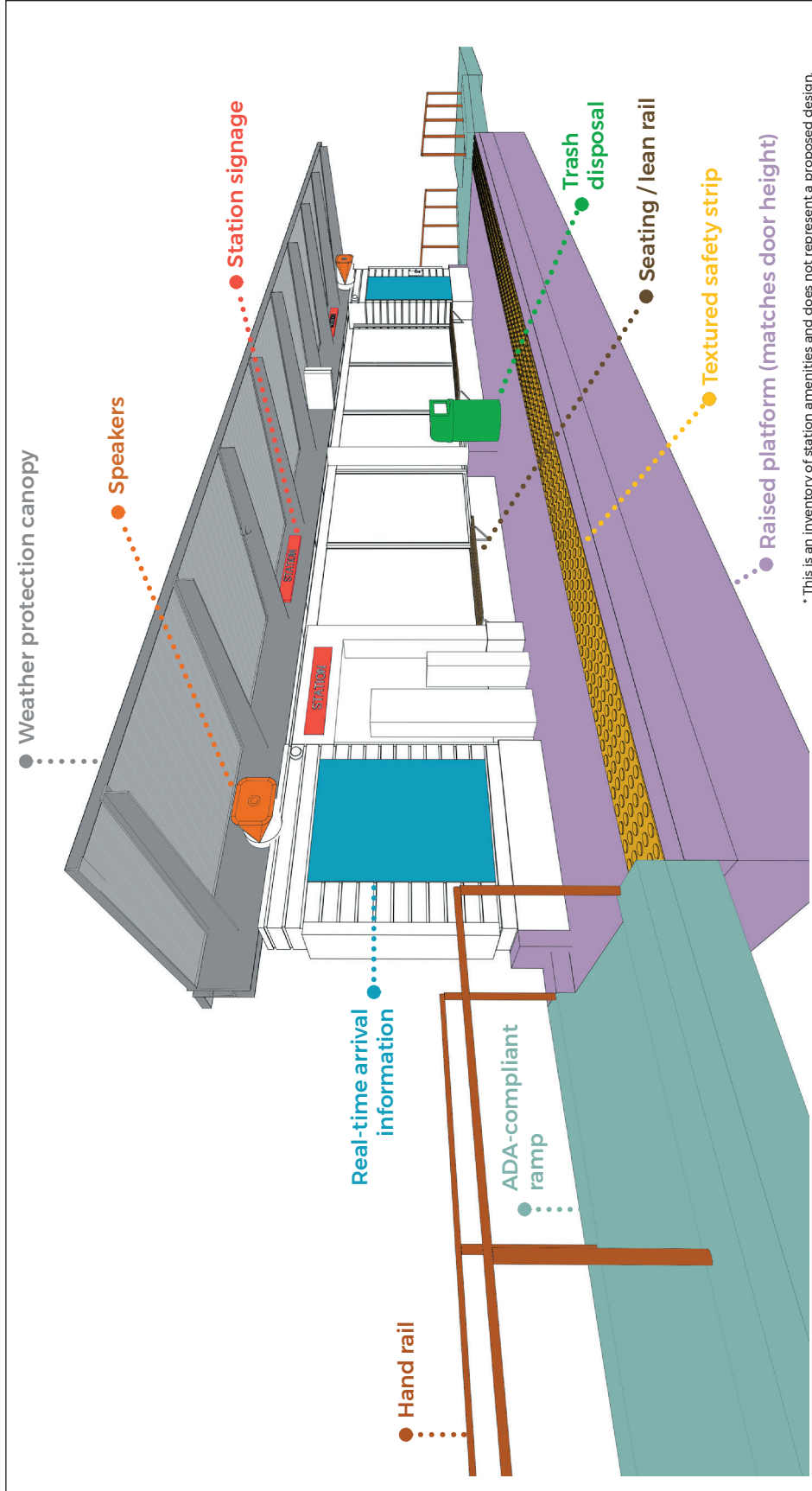


Figure 3.26. Proposed Stop Amenities, Conceptual Rendering, WSP

growth trees, buildings, or plazas that make the district eligible for listing in the NRHP. The project would have no direct effect to any of the contributing buildings within the district boundaries. The addition of one raised platform bus stop near the district would not alter any elements of the district that make it eligible for listing in the NRHP; improvements to multi-lane South Wilmington Street would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association (Figure 3.27).

Direct Effects

The project would construct one bus stop platform just outside the boundaries of the Fayetteville Street Historic District. The proposed raised platform bus stop would be constructed entirely within the existing ROW of South Wilmington Street, an existing urban transportation corridor. Although this street traverses the NRHP-listed Fayetteville Historic District, the street is not considered a contributing element in the historic district or part of the district boundaries. Therefore, the proposed project would have no direct effect to the Fayetteville Street Historic District under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Fayetteville Street Historic District from its historic location or the removal of any of the character-defining elements that make the district eligible for listing in the NRHP.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of the Fayetteville Street Historic District. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to construct a 75 by ten-foot bus stop platform and improve approximately 270 feet of sidewalk. The bus stop and sidewalk would be located entirely within the existing ROW of South Wilmington Street, east of the district boundaries. The project would not remove any character-defining features including historic commercial buildings or plazas that make the district eligible for the NRHP. The proposed project would have no effect to the Fayetteville Street Historic District.

Figure 3.27.
Views to and from South Wilmington Stop to Buildings in the Fayetteville Street
Historic District



A. View to Fayetteville Historic District from the South Wilmington Street Stop, Facing Southwest



B. View from Fayetteville Historic District to the South Wilmington Street Stop, Facing Northeast

Visual

Construction of a new raised platform bus stop just outside the district boundaries would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The setting of the Fayetteville Street Historic District is urban commercial and features existing roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. This bus stop would front the existing GoRaleigh bus terminal and the nearby intersection features existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse the Fayetteville Street Historic District.

Atmospheric and Noise

Construction of this proposed raised platform bus stop constitutes an improvement to the bus system along South Wilmington Street, an existing transportation corridor. The bus stop would be utilized by pedestrians and non-motorized cyclists. Due to the area's proximity to GoRaleigh Station, 11 bus lines currently travel along South Wilmington Street and use the existing roadside bus stop at the proposed location of the South Wilmington. The improvement of this bus stop with a shelter and sidewalk is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with the Fayetteville Street Historic District.

Indirect and Cumulative Effects

The project would not adversely indirectly affect the Fayetteville Street Historic District, a dense urban district characterized by commercial and office buildings built between 1874 and 1965. The proposed project would construct an open-air bus stop just outside the district boundaries at the location of an existing roadside bus stop. The improvement of an existing bus stop is not anticipated to result in planned growth or a change in land-use patterns. The Fayetteville Street Historic District is zoned Downtown Mixed Use with few vacant lots and height variances ranging from three to 40 stories. A change to the Fayetteville Street Historic District's current zoning is not proposed as part of this project. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. The project would have no indirect adverse effect to the Fayetteville Street Historic District.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW, temporary, or permanent easements from the NRHP boundaries of the Fayetteville Street Historic District. South Wilmington Street has been a multi-lane roadway since the district's listing in the NRHP in 2008.

Improvements to this transportation corridor would not limit or alter the use of the district and would not permanently remove any of the district's character defining architecture. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Fayetteville Street Historic District for listing in the NRHP. Therefore, the proposed project does not constitute a Section 4(f) use of Fayetteville Street Historic District.

SURVEYED RESOURCE – LONGVIEW PARK HISTORIC DISTRICT (WA4436)

Longview Park Historic District is comprised of roughly 138 acres north of New Bern Avenue and east of Raleigh's central business district. Anchored by Longview Park at its approximate center, the district contains residential, religious, educational, and recreational properties north of New Bern Avenue and south of Milburnie Road. Boundaries for Longview Park Historic District were proposed in the 2017 Raleigh Survey Update prepared by Hanbury Preservation Consulting and encompass approximately 322 buildings. In February of 2018, Hanbury Preservation Consulting's survey results and potential boundaries were approved by the North Carolina National Register Advisory Committee (NRAC) and Longview Park Historic District was placed on the NC Study List. Placement on the NC Study List does not automatically nominate a district to the NRHP but confirms that the district appears to be eligible for listing (North Carolina Department of Archives and History 2018).

Dwellings in the Longview Park Historic District are representative of popular post-war architectural styles and most often exhibit Minimal Traditional and Compact Ranch forms. Longview Park is distinctive for its landscape and street design. Constructed after WWII, the neighborhood's design is reflective of the popularity and accessibility of automobiles. Most secondary streets were designed without sidewalks and dwellings are setback on their individual lots, accessed by paved and unpaved driveways. The neighborhood is characterized by subtle traffic calming features such as gently curving roads, roundabouts, and treed traffic islands. Since its placement on the NC Study List in 2018, there have been few significant alterations to buildings in the district. The 2017 Raleigh Survey Update identified about 15 buildings less than 50 years old or older inside the proposed 138-acre boundary. The survey update and study list application did not provide preliminary contributing and non-contributing building counts, but a windshield survey reveals that roughly 90 percent of the buildings in the district are contributing to its historic character. None of the buildings in the district have been individually listed in the NRHP (North Carolina Department of Archives and History 2018).

NRHP DETERMINATION

The Longview Park Historic District was placed on the NC Study List in 2018 under Criterion A in the areas of community planning and development. Longview Park is one of Raleigh's mid-size, twentieth-century suburban developments platted between 1946 and 1959. The district features elements of mid-twentieth century suburban landscape design including sweeping, curvilinear streets, incorporated open space, and traffic calming measures such as traffic circles. Preliminary boundaries for the Longview Park Historic District were identified in the 2017 Raleigh Survey Update. These boundaries include approximately 138 acres roughly bounded by Milburnie Drive to the north, North Peartree Lane to the east, North Raleigh Boulevard to the west, and New Bern Avenue and Bertie Drive to the south (Figure 3.28) (Hanbury Preservation Consulting 2017).

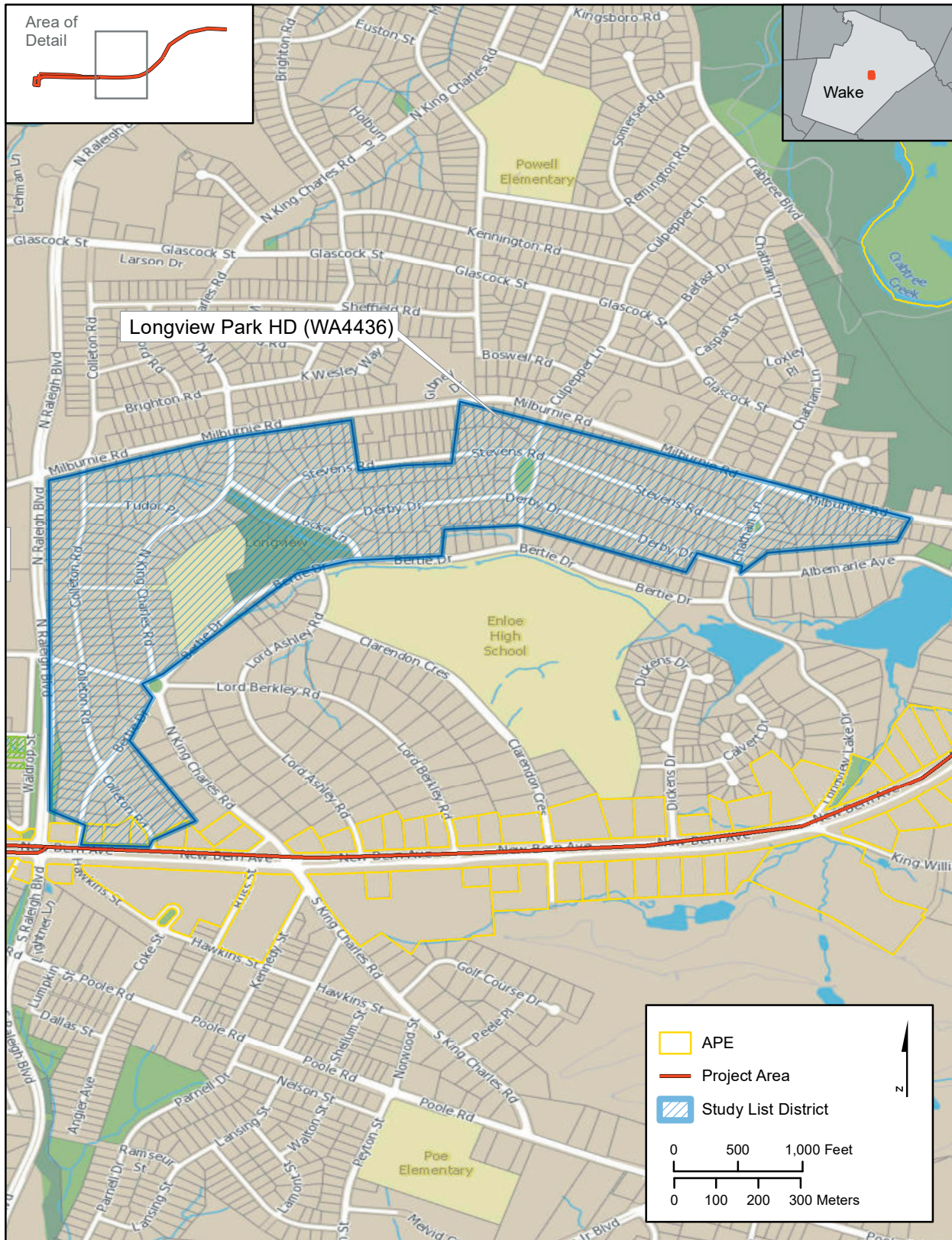
Though individual buildings in the district have been modified with non-historic materials and carport or garage additions since the district's Study List nomination in 2018, Longview Park Historic District retains integrity of location, setting, feeling, and association. The district retains its original historic residential use and footprint, characterized by the curvilinear streets, standardized house designs, and dense foliage that made the district distinctive and attractive to Raleigh's mid-twentieth century working class residents. While buildings have been updated with non-historic materials, most retain their original massing, form, placement on the lot, and character-defining elements. For these reasons, Longview Park Historic District retains sufficient integrity to remain on the NC Study List and be considered eligible for listing in the NRHP. In a letter dated August 21, 2020, the HPO concurred that the Longview Park Historic District is eligible for listing in the NRHP (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT Project proposes to construct a new bus stop platform (Raleigh Boulevard/New Bern Avenue Stop East) and conduct transportation improvements including a 12-foot multi-use path along streets just outside the preliminary NRHP boundaries of the Longview Park Historic District.

The Raleigh Boulevard/New Bern Avenue Stop East would be located in the median of New Bern Avenue approximately 110 feet east of its intersection with Raleigh Boulevard. This raised bus stop platform would be bounded by a proposed two-way transit way and five travel lanes to the north and a 10-foot planting swale, two travel lanes, a planting strip, and a 12-foot multi-use path to the south. In addition, a six-foot sidewalk and six-foot planting strip would be constructed on the north side of New Bern Avenue adjacent to the preliminary district boundaries (Figure 3.29).

Figure 3.28.
Map of the Preliminary NRHP Boundary of the Longview Park Historic District (WA4436)



Source: ESRI Resource Data

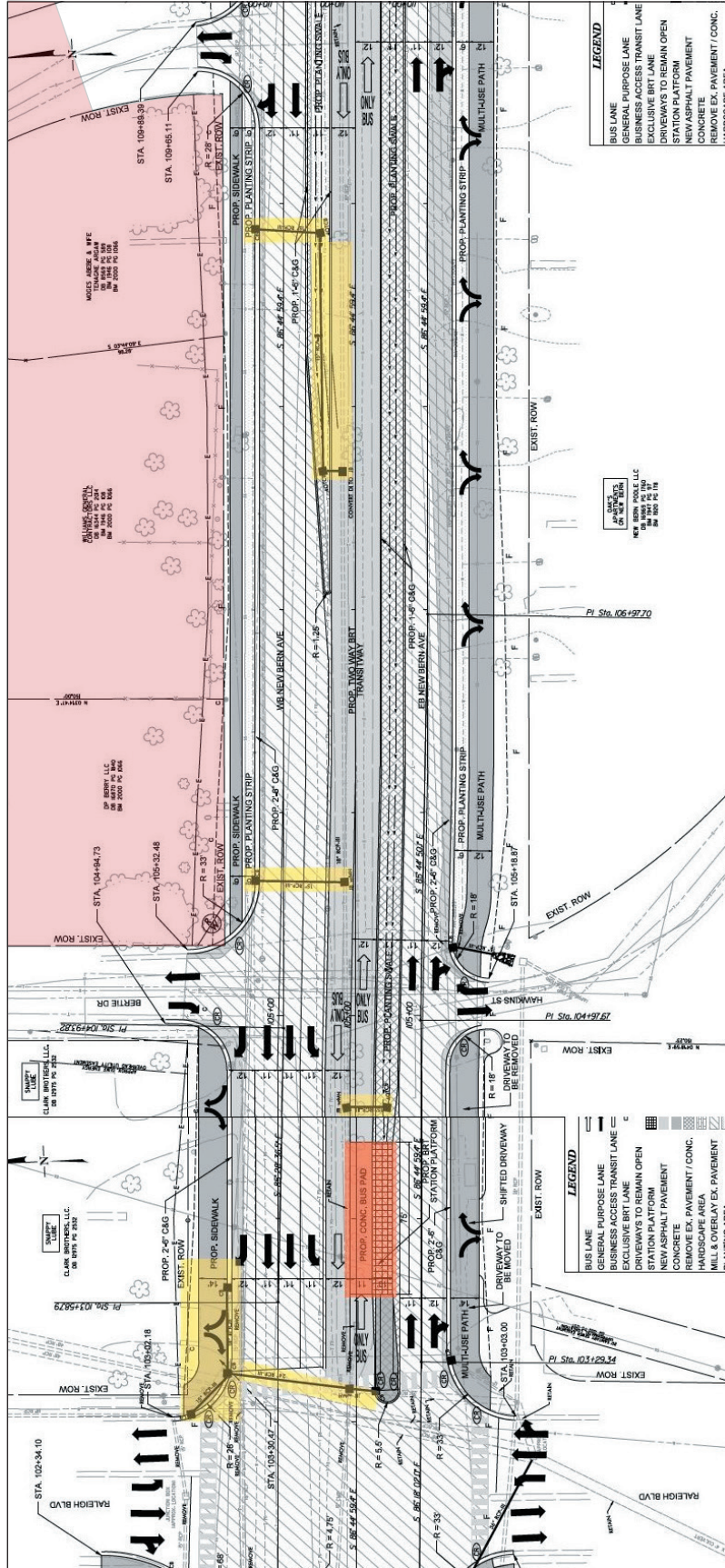


Figure 3.29. Longview Park Historic District (red) and the Raleigh Boulevard/New Bern Avenue Stop East, Wake BRT New Bern Corridor Preliminary Plans, Combined Sheets R-NHN-23 and R-NBN-024, 2020

The raised 75-foot by 10-foot bus stop platform would feature an 18-foot tall open-air shelter with a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and two ADA-compliant ramps with handrails on each side. The stop would also include panels with real-time arrival information, trash disposal, speakers, stop signage, and textured safety strips along the vehicle level boarding platform (Figure 3.30). The bus stop platform would be located approximately 65 feet southwest of the preliminary boundaries of the Longview Park Historic District. The new bus stop would be constructed entirely within the existing ROW in a current raised median and travel lane (Figure 3.31 and 3.32).

In addition to the proposed bus stop platform, a multi-use path and sidewalk would be constructed entirely within the existing ROW of New Bern Avenue. Traveling from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, this path would pass through one block of the Longview Park Historic District between Bertie Drive and Colleton Road. This section of the multi-use path would be 12-feet wide with a six-foot planting strip. Constructed entirely within the existing ROW, the path would be constructed in space currently occupied by a travel lane and shoulder. The path would be located on the south side of New Bern Avenue, which at this location, is a six-lane, median-divided roadway, approximately 100 feet south of the preliminary district boundaries.

Sidewalks would be constructed entirely within the existing ROW directly in front of three dwellings within the district. Sidewalk construction would require an approximately 0.099-acre temporary construction easement that extends along the north side of New Bern Avenue between Bertie Drive and Colleton Road (Figure 3.33). This temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the adjacent sidewalks and constitutes 0.072 percent of the 138-acre district. There would be no change of ownership or permanent impacts to the property. The occupancy would be temporary and would be limited to the duration of project construction, the property would be returned to a condition that is good or better than its existing condition. The temporary easement and sidewalks would front the Richard Hall House at 1901 New Bern Avenue, the Ronald Williams House at 105 Colleton Road, and the Moses and Tenagne Abebe House at 1915 New Bern Avenue. All three of the houses appear to be contributing to the district's historic character and are representative of Minimal Traditional and Linear Ranch Forms (Figure 3.34).

Longview Park Historic District is was placed on the NC Study List in 2018 and is significant in the area of community planning. Since the district's listing on the NC Study List in 2018, it has been bounded to the south by New Bern Avenue, a four-lane median-divided roadway. The project would not require the acquisition of new permanent ROW from the preliminary district boundaries

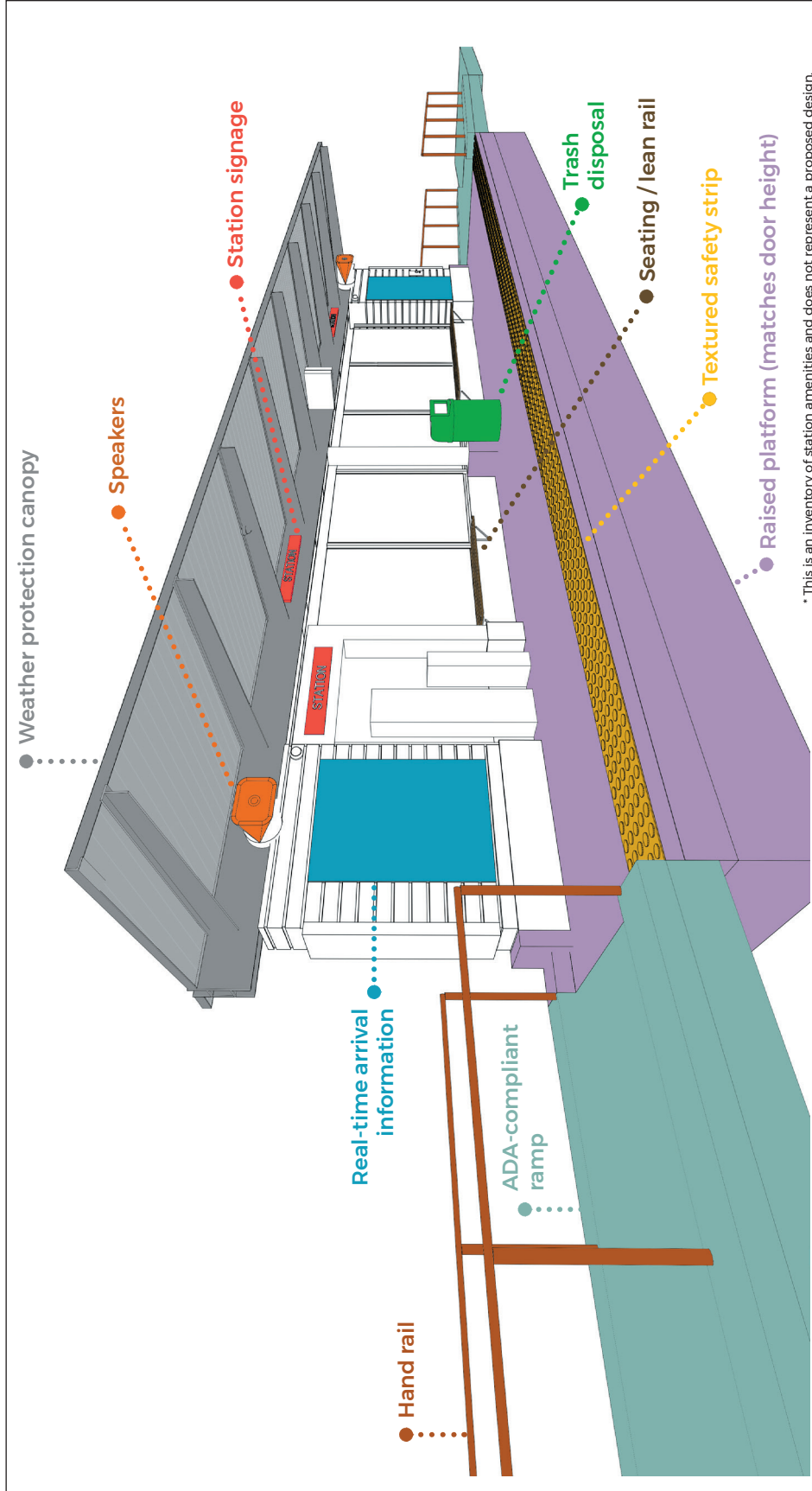


Figure 3.30. Proposed Stop Amenities, Conceptual Rendering, WSP

Figure 3.31.
Bird's Eye View of Offset Stop Pair in Median, WSP



Figure 3.32.
View of Raleigh Boulevard/New Bern Avenue Stop East



A. Facing Southwest



B. Facing Southeast

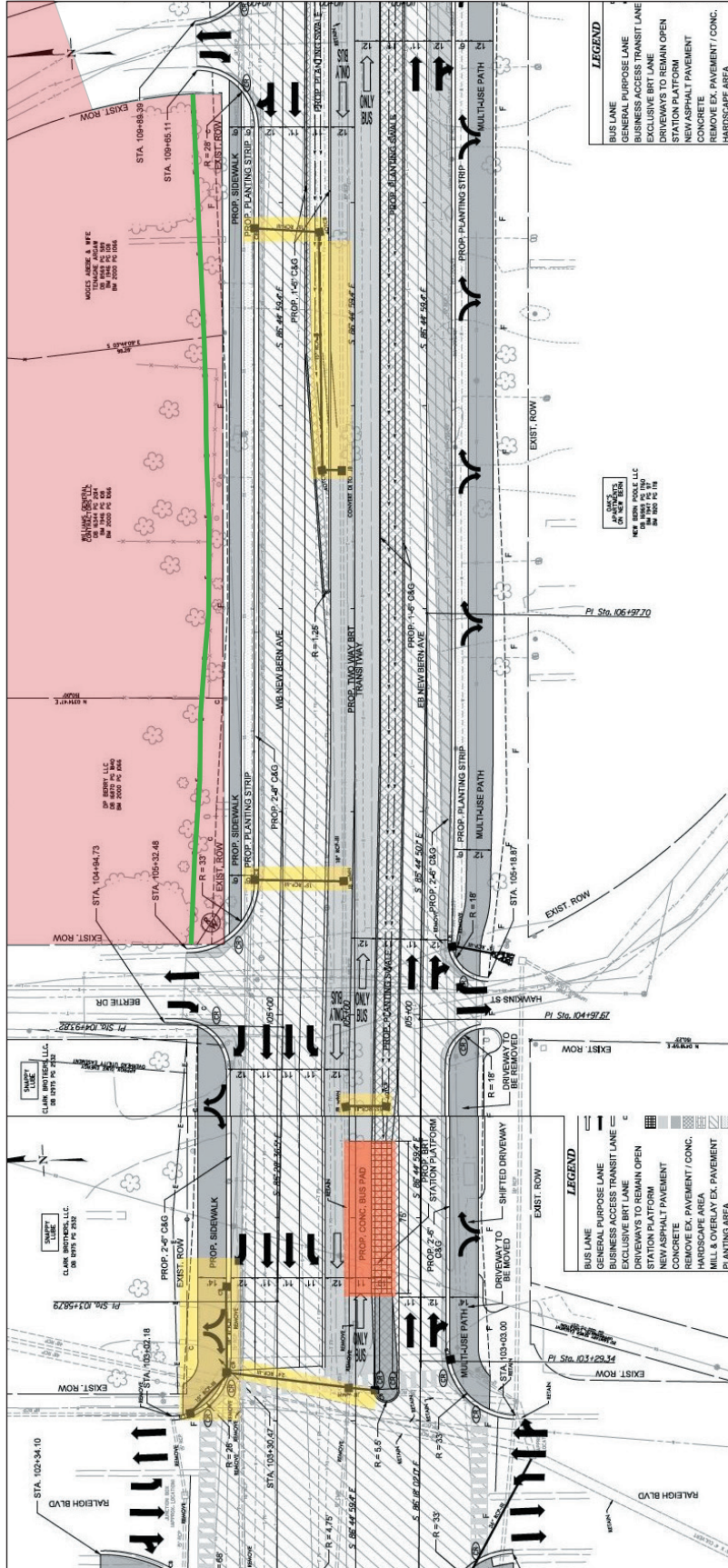


Figure 3.33. Temporary Construction Easement (green) and the New Bern Avenue Improvements, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-024, 2020

Figure 3.34.
Contributing Dwellings in the Longview Park Historic District adjacent to the
Proposed Sidewalk



A. Tenagne Abebe HoUse at 1915 New Bern Avenue



B. Richard Hall HoUse at 1901 New Bern Avenue

and will not permanently remove any old-growth trees, historic residences, gates, curvilinear streets, traffic islands, or outbuildings that make the district eligible for listing in the NRHP. The addition of a raised platform bus stop and sidewalk near the district would not alter any elements of the district that make it eligible for listing in the NRHP; improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

Direct Effects

The project would construct a bus stop platform approximately 65 feet southwest of the boundaries of the Longview Park Historic District, within the median of New Bern Avenue. The project would also include improvements to New Bern Avenue which travels along the district's southern boundary. Improvements would include a six-foot sidewalk, two-way BRT transit way, planting swale, planting strip, and a 12-foot multi-use path. All improvements would be located entirely within the existing ROW of New Bern Avenue which extends along the southern boundary of one block of the Study List district. New Bern Avenue is an active urban transportation corridor outside of the district boundaries. Therefore, the proposed project would have an effect that is not adverse to the Longview Park Historic District under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Longview Park Historic District from its historic location or the removal of any of the character-defining elements that make the district eligible for listing in the NRHP.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct permanent effect to the use of the Longview Park Historic District. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The proposed bus stop platform would be located entirely within the existing ROW of New Bern Avenue, south of the district boundaries. Construction of sidewalks along the north side of New Bern Avenue would require an approximately 0.099-acre temporary construction easement from the Longview Park Historic District. The temporary easement area would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration

for the construction of the adjacent sidewalks and constitutes 0.072 percent of the 138-acre district. There would be no change of ownership or permanent impacts to the property. The project would not remove any character-defining features including dwellings or landscape features that make the district eligible for the NRHP. The proposed project would have an effect that is not adverse to the setting of the Longview Park Historic District.

Visual

Construction of a new bus stop and sidewalk would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The Longview Park Historic District is bounded to the south by New Bern Avenue, a multi-lane median divided roadway with roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. The nearby Raleigh Boulevard and New Bern Avenue intersection features existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the Longview Park Historic District.

Atmospheric and Noise

Construction of the proposed bus stop, sidewalk, transitway, and multi-use path constitute an improvement to the bus system along New Bern Avenue, an existing transportation corridor. The bus stops would be utilized by pedestrians and non-motorized cyclists. One GoRaleigh bus line (WakeMed) and one GoTriangle route currently use the existing roadside bus stops along New Bern Avenue and pass by the district. This section of New Bern Avenue is a two-way, five-lane, median-divided roadway. The introduction of a sheltered bus stop is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with the Longview Park Historic District.

Indirect and Cumulative Effects

The project would not indirectly affect the Longview Park Historic District, a mid-twentieth-century residential district. The proposed project would construct an open-air bus stop approximately 65 feet southwest of the district boundaries and improve New Bern Avenue, an existing transportation corridor. These features are not anticipated to result in planned growth or a change in land-use patterns of the district. The Longview Park Historic District is zoned Residential with few vacant lots. A change to Longview Park Historic District's current zoning is not proposed as part of this project. The district would continue to be bounded by the multi-lane New Bern Avenue on the south side. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. Thus, the project would have no indirect adverse effect to the Longview Park Historic District.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW or permanent easements from the preliminary NRHP boundary of the Longview Park Historic District. The project would convert a 1,000-foot section of roadway and median to a raised sheltered bus stop and improve an existing transportation corridor with the addition of sidewalks, a BRT transitway, and a 12-foot multi-use path. Sidewalk construction would require an approximately 0.099-acre temporary construction easement from the district boundaries. This temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the adjacent sidewalks and constitutes 0.072 percent of the 138-acre district. There would be no change of ownership or permanent impacts to the property. New Bern Avenue has been a multi-lane roadway since the district's listing placement on the NC Study List in 2018. Improvements to this transportation corridor would not limit or alter the use of the district and would not permanently remove any of the district's character defining architecture.

The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Longview Park Historic District for listing in the NRHP. Therefore, the proposed project would have a Section 4(f) determination of de minimis impact to the Longview Park Historic District.

SURVEYED RESOURCE – LONGVIEW GARDENS HISTORIC DISTRICT (WA4441)

Listed in the NRHP in 2011, the Longview Gardens Historic District (WA4441) is a 350-acre suburban residential district east of Raleigh's central business district. Anchored by the 1948 Raleigh Country Club and Golf Course, the Longview Gardens Historic District contains residential, religious, and recreational properties on the north and south sides of New Bern Avenue. Developed by Clarence Poe, editor of the *Progressive Farmer*, and designed by Charles Gillette, Longview Gardens features a range of buildings from Classical and Tudor Revival dwellings constructed in the late 1930s to Ranch Modernist-influenced designs constructed in the late 1960s. The district boasts curvilinear streets, with large, open lots. The linear nature and size of the lots in the Longview Gardens Historic District are reflective of its residents' mid-twentieth-century reliance on the automobile. West of Longview Gardens, dwellings were constructed on narrow, street-facing lots that best accommodated pedestrians and streetcars. With the popularity and accessibility of the automobile came linear "rambling" designs that were set back from the street and often included attached or detached carports and garages. Streets in the district (excluding New Bern Avenue) were designed without sidewalks. Many houses in the southern section of the district are shielded from street view by large trees, predominantly oaks and crepe myrtles. The neighborhood's original design incorporated three small parks: North King Charles Road Park,

Sycamore Circle, and King William Road Park (Little 2010). The North King Charles Road Park is located within the APE and contains small benches, a circa 2000s bus shelter, and paved bus-loading zone.

NRHP DETERMINATION

The Longview Gardens Historic District was listed in the NRHP under Criteria A and C in the areas of architecture, landscape architecture, and community planning and development. The District includes areas initially platted in 1938 by Charles Gillette and extended in 1948 and 1949 around the Donald Ross-designed, Raleigh Country Club golf course. The NRHP nomination identifies the period of significance as 1938 to 1965 (Little 2010).

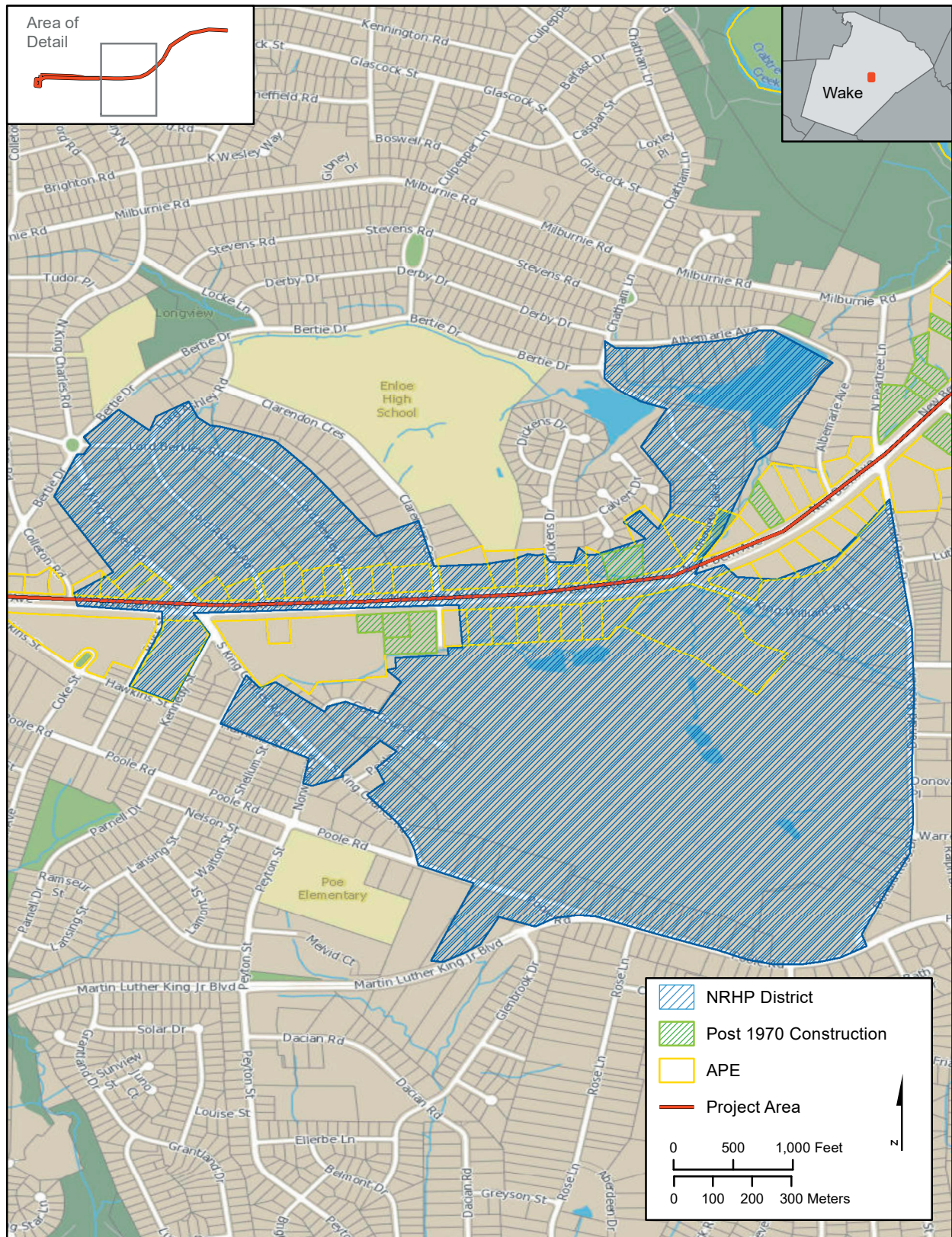
The NRHP boundary for the Longview Gardens Historic District includes approximately 350 acres on the north and south sides of New Bern Avenue roughly bounded by Poole Road to the south, Donald Ross Drive and Albemarle Avenue to the east, Clarendon Crescent and Beatie Drive to the north, and Colleton Road to the west (Figure 4.35). Though individual buildings in the historic district have been modified with non-historic materials and carport or garage additions since the district's listing in 2011, the Longview Gardens Historic District retains integrity of location, setting, feeling, and association. The district retains its original historic residential use and footprint characterized by the curvilinear streets, wide lots, and shade streets that made the district distinctive and attractive to Raleigh's mid-twentieth-century professionals. Since 2010, some buildings have been updated with non-historic materials; however, most retain their original massing, form, placement on the lot, and character-defining elements outlined in the 2010 nomination. The Longview Gardens Historic District retains sufficient integrity to retain its NRHP-listed status. In a letter dated August 21, 2020, the HPO concurred that Longview Gardens Historic District remains eligible for the NRHP (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to construct two new bus stop platforms (Clarendon Crescent/New Bern Avenue Stop and Farris Court/New Bern Avenue Stop), a two-way BRT transitway, a 12-foot multi-use path, and six-foot sidewalks along the segment of New Bern Avenue that extends through the Longview Gardens Historic District.

These identical raised bus stop platforms would be located in the median of New Bern Avenue at its intersection with Clarendon Crescent and Farris Court at the location of an existing roadside sheltered bus stop. The eastbound stop (Farris Court/New Bern Avenue) would be located on the south side of the median approximately 60 feet east of the intersection. The westbound stop

Figure 3.35.
Map of the NRHP Boundary of Longview Gardens Historic District (WA4441)



Source: ESRI Resource Data

(Clarendon Crescent/New Bern Avenue Stop) would be located approximately 60 feet west of the intersection. Both of these raised bus stop platforms would be bounded by a two-way BRT transitway that would occupy the existing raised median and would be shielded from the adjacent travel lanes by a planting swale on each side. This transitway extends along the full length of the 0.79-mile segment of New Bern Avenue that travels through the Longview Gardens Historic District. The transitway features two 12-foot bus-only lanes and is bounded by 11-foot planting swales with emergency access points (Figure 3.36).

Both raised 75-foot by 10-foot bus stop platforms would feature an 18-foot tall open-air shelter with a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and two ADA-compliant ramps with handrails on each side. The stops would also include panels with real-time arrival information, trash disposal, speakers, stop signage, and textured safety strips along the vehicle level boarding platform (Figure 3.37-3.39).

In addition to the proposed bus stop platforms, a multi-use path and sidewalk would be constructed entirely within the existing ROW of New Bern Avenue. Traveling from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, the 12-foot multi-use path would pass through approximately three blocks of the Longview Gardens Historic District between Russ Street and Donald Ross Drive (Figure 3.46). This section of the multi-use path would be 12-feet wide with a six-foot planting strip that shields the path from the New Bern Avenue travel lanes. Constructed entirely within the existing ROW, the path would be built in space currently occupied by a travel lane and wide shoulder. The path would be located on the south side of New Bern Avenue, which at this location, is a four-lane, median-divided roadway.

Sidewalks would be constructed along the north side of New Bern Avenue beginning east of Colleton Road until the district's eastern boundary, east of Longview Lake Road. The six-foot sidewalks would be bounded by a six-foot planting strip that shelters them from the New Bern Avenue travel lanes (Figure 3.40 and 3.41).

The construction of the sidewalks and multi-use path would require an approximately 0.338-acre temporary construction easement. This minor easement extends along the north and south sides of the proposed sidewalks and multi-use path, respectively. Temporary construction easements on the north side begin east of Colleton Road and terminate just before Longview Lake Road, roughly paralleling the existing ROW of parcels in the Longview Gardens Historic District that front New Bern Avenue to the south (Figure 3.42). The temporary constructed easement would extend across approximately 19 parcels, 14 of which contain a dwelling that is contributing to the Longview Lake Historic District beginning with the Isiah Lynn House (WA5415) at 1919 New Bern Avenue

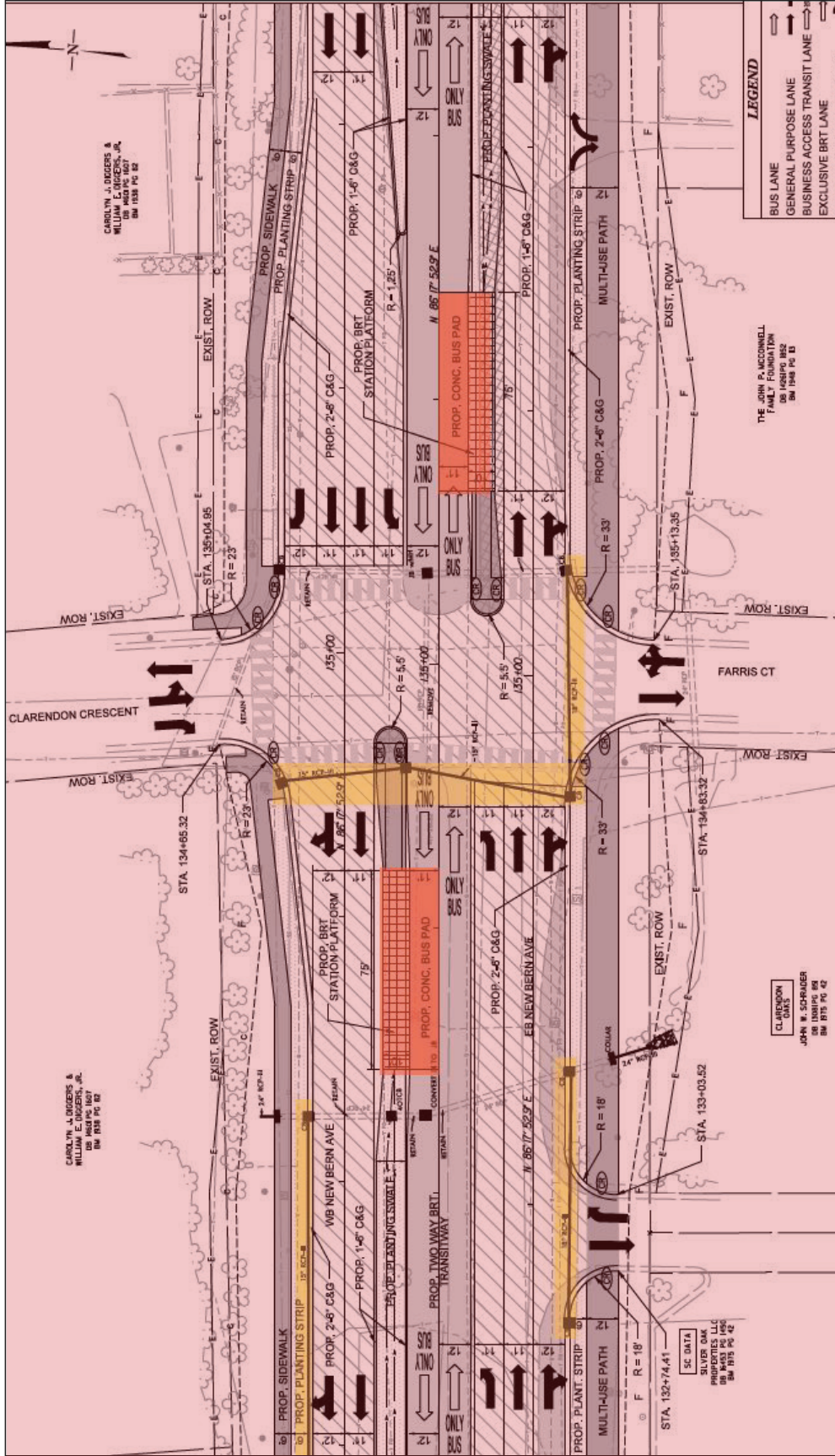


Figure 3.36. Longview Gardens Historic District (red) and the Clarendon Crescent/ New Bern Avenue and Farris Court/New Bern Avenue Stops, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-029, 2020

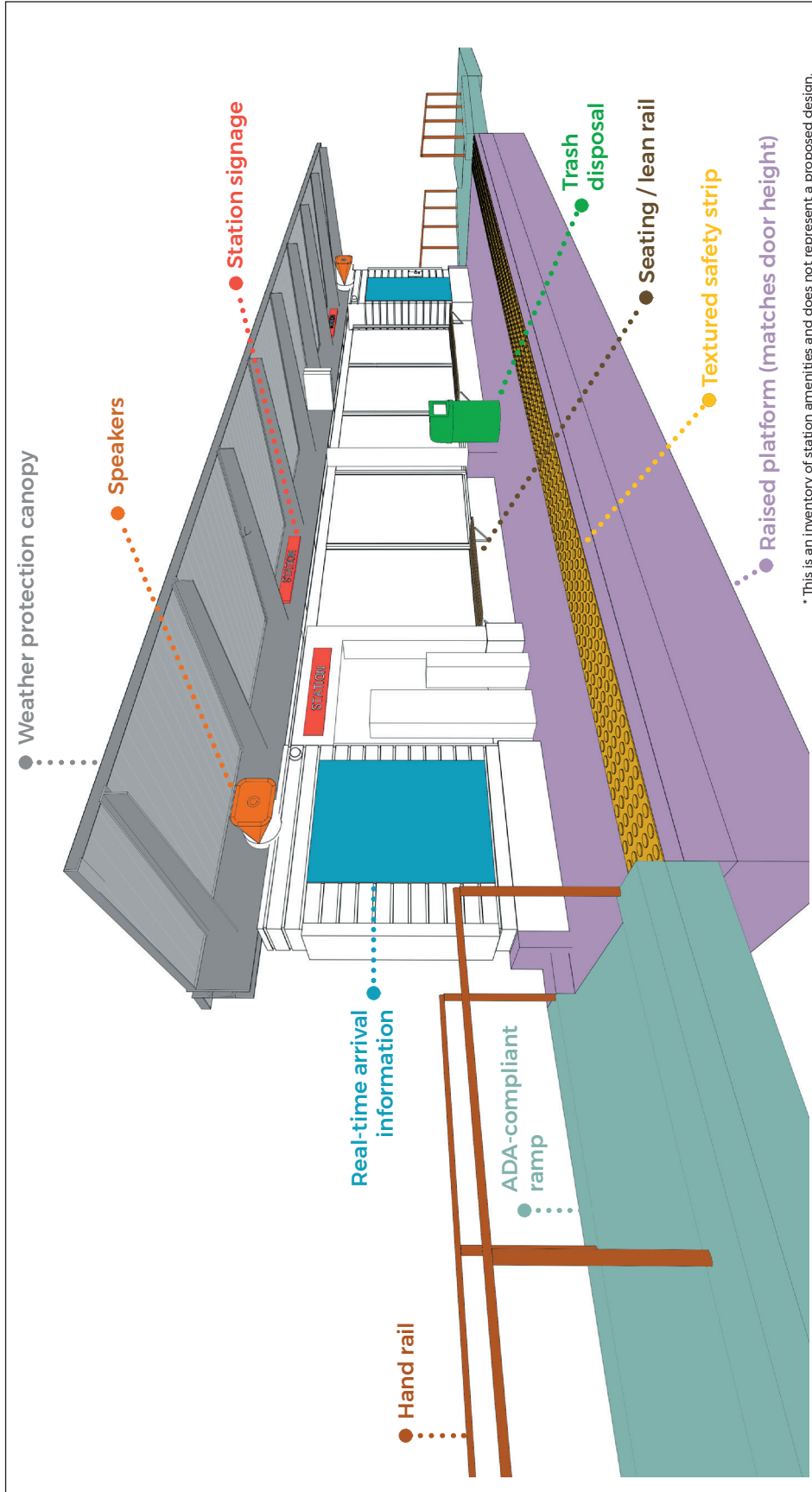


Figure 3.37. Proposed Stop Amenities, Conceptual Rendering, WSP

Figure 3.38.
Bird's Eye View of Offset Stop Pair in Median, WSP



Figure 3.39.
Views of the Proposed Location of the Clarendon Crescent/New Bern Avenue and Farris Court/
New Bern Avenue Stops

A. View Northeast
of the Proposed
Intersection and
Existing Sheltered Bus
Stop



B. Proposed Location
of the Westbound Stop,
Facing Northeast



C. Proposed Location
of the Eastbound Stop,
Facing Northeast



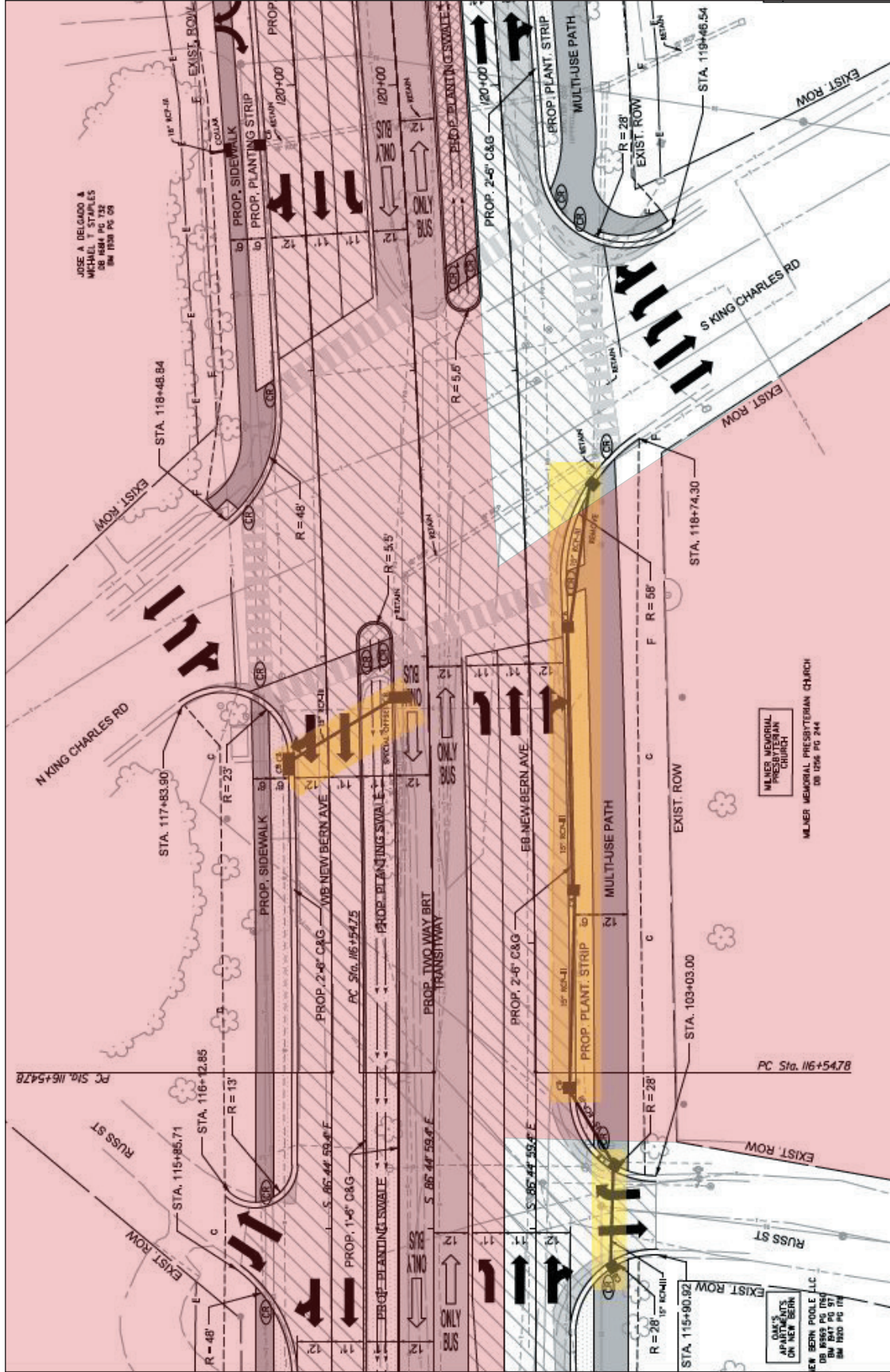


Figure 3.40. New Bern Avenue Improvements and Longview Gardens Historic District (red), Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-026, 2020

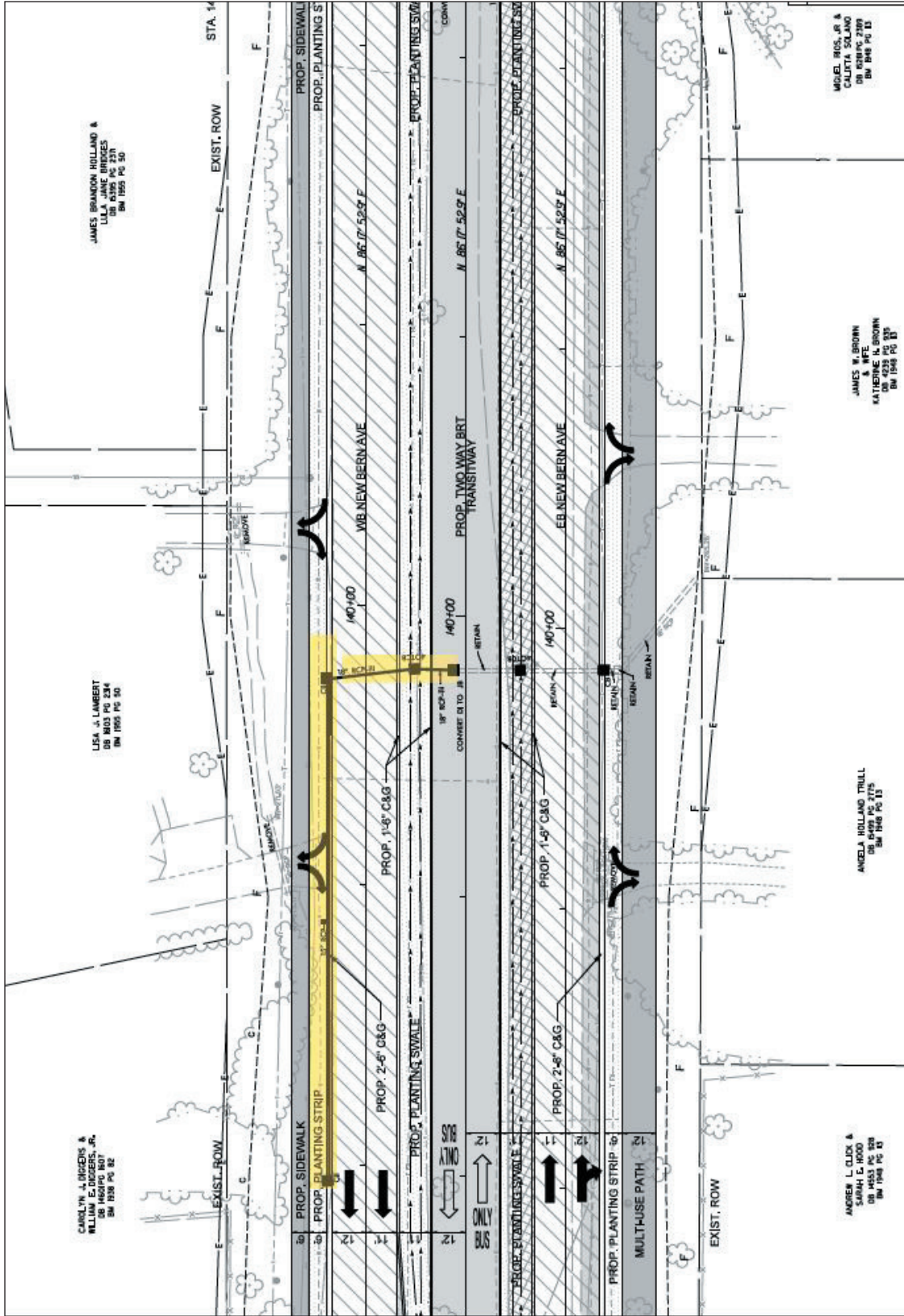


Figure 3.41. New Bern Avenue Improvements within Longview Gardens Historic District, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-030, 2020

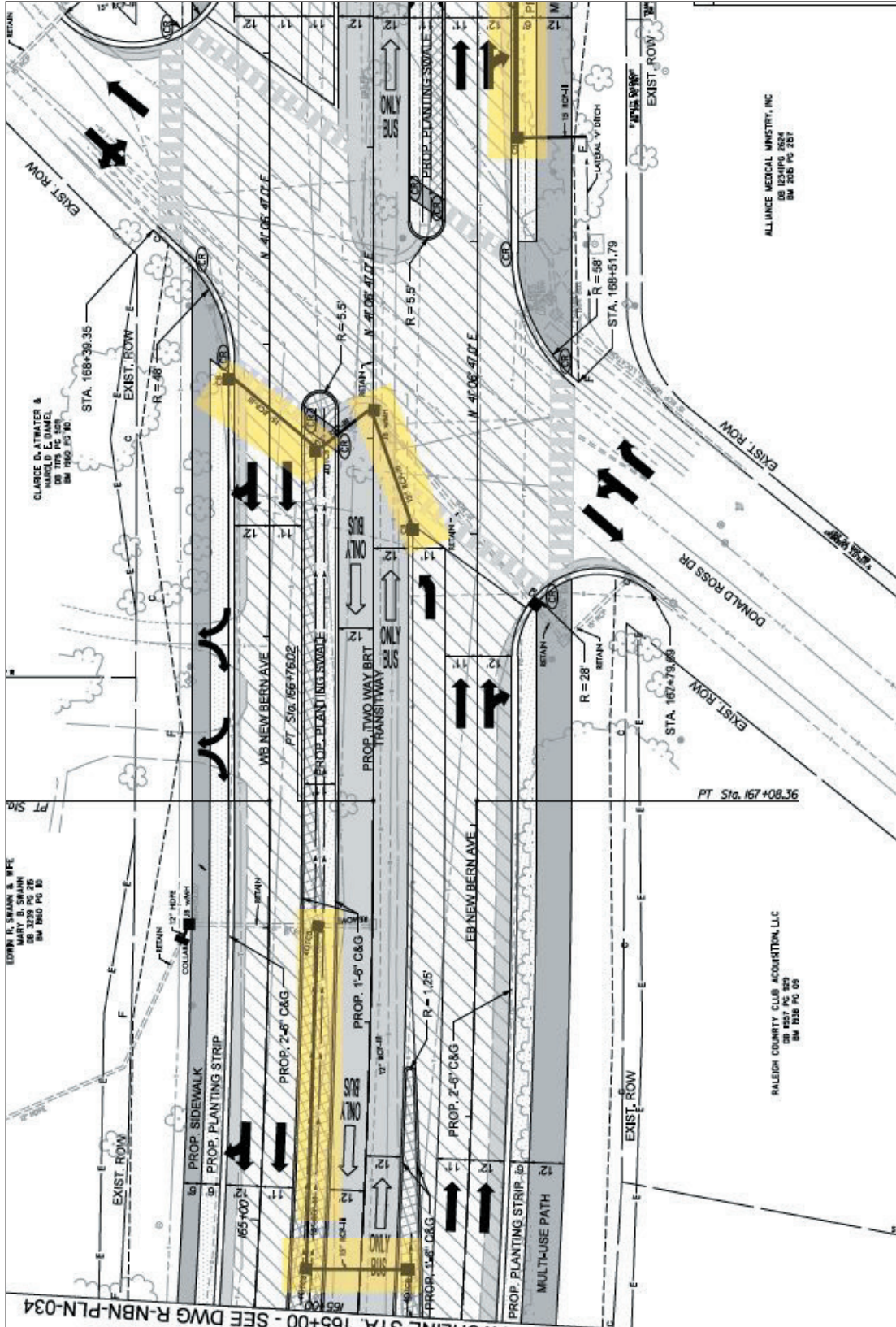


Figure 3.42. New Bern Avenue Improvements within Longview Gardens Historic District, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-035, 2020

and continuing intermittently until the Thad and Minta Eure House (WA2559) at 2345 New Bern Avenue (Figure 3.43). This section of the neighborhood is characterized by wide grassy shoulders and houses that are set back between approximately 90 and 150 feet from the roadway. Existing roadside bus stops with benches dot the north side of New Bern Avenue including a sheltered bus stop at King Charles Road Park (WA5414) (Figure 3.44).

Temporary construction easements on the south side of New Bern Avenue begin just east of Farris Court and front six contributing dwellings in the Longview Gardens Historic District beginning with the Earl and Ann Puryear House (WA5430) at 2306 New Bern Avenue and ending with the Paul and Rebecca Rust House (WA5436) at 2342 New Bern Avenue (Figure 3.45-3.47).

These temporary easement areas would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the sidewalks and multi-use path for New Bern Avenue, these temporary easements would impact the existing vegetation on the south side of New Bern Avenue. All six of the residences on the south side of the 2300 block of New Bern Avenue contribute to the historic character of the Longview Gardens Historic District. Each of the one-story Ranch houses are presently shielded from New Bern Avenue by vegetative screening including shrubbery and mature trees and are setback between approximately 95 to 155 feet from New Bern Avenue (Figure 3.48-3.50). As stated in the 2011 NRHP nomination, the initial owner and developer of Longview Gardens, Clarence Poe, sought to beautify the common areas of the neighborhood by overseeing the planting of hundreds of “crepe myrtles, hibiscus and other flowering plants, shrubs and trees in the median and along the edges of New Bern Avenue...” (Little 2010:71).

In an effort to preserve the historic feel and vegetative screening of the residences bounding this transportation corridor, vegetation similar to what is identified in the NHRP nomination would be planted along the south side of the corridor within the proposed six-foot planting strip and New Bern Avenue ROW, where feasible. This vegetation would continue to shield residences in the 2300 block of New Bern Avenue from the existing multi-lane roadway. As part of this minimization effort, the City of Raleigh would coordinate with property owners adjacent to the multi-use path and NCDOT prior to the selection of plants. Plantings will be maintained by the City of Raleigh for 10 years and would be limited to the public ROW. An effort would be made to preserve as many existing trees and shrubs on the south side of New Bern Avenue during the construction of the multi-use path in an effort to sensitively improve this existing transportation corridor and retain the mid-twentieth-century neighborhood’s historic feel.

Figure 3.44.
Representative Dwellings with Temporary Construction Easements on the North Side of
New Bern Avenue



A. Isiah Lynn HoUse (WA5415) at 1919 New Bern Avenue, Facing Northeast



B. Representative Easement Area at 1919 New Bern Avenue, Facing East

Figure 3.45.
Existing Transit Infrastructure on the North Side of New Bern Avenue

A. Existing Roadside
Bus Stop near Dickens
Drive, Facing Southeast



B. Existing Roadside
Bus Stop near the
Charles and Myrtle
Cross HoUse
(WA5468) at 2321 New
Bern Avenue, Facing
Northwest



C. Sheltered Bus Stop
at King Charles Road
Park 9WA5414), Facing
East



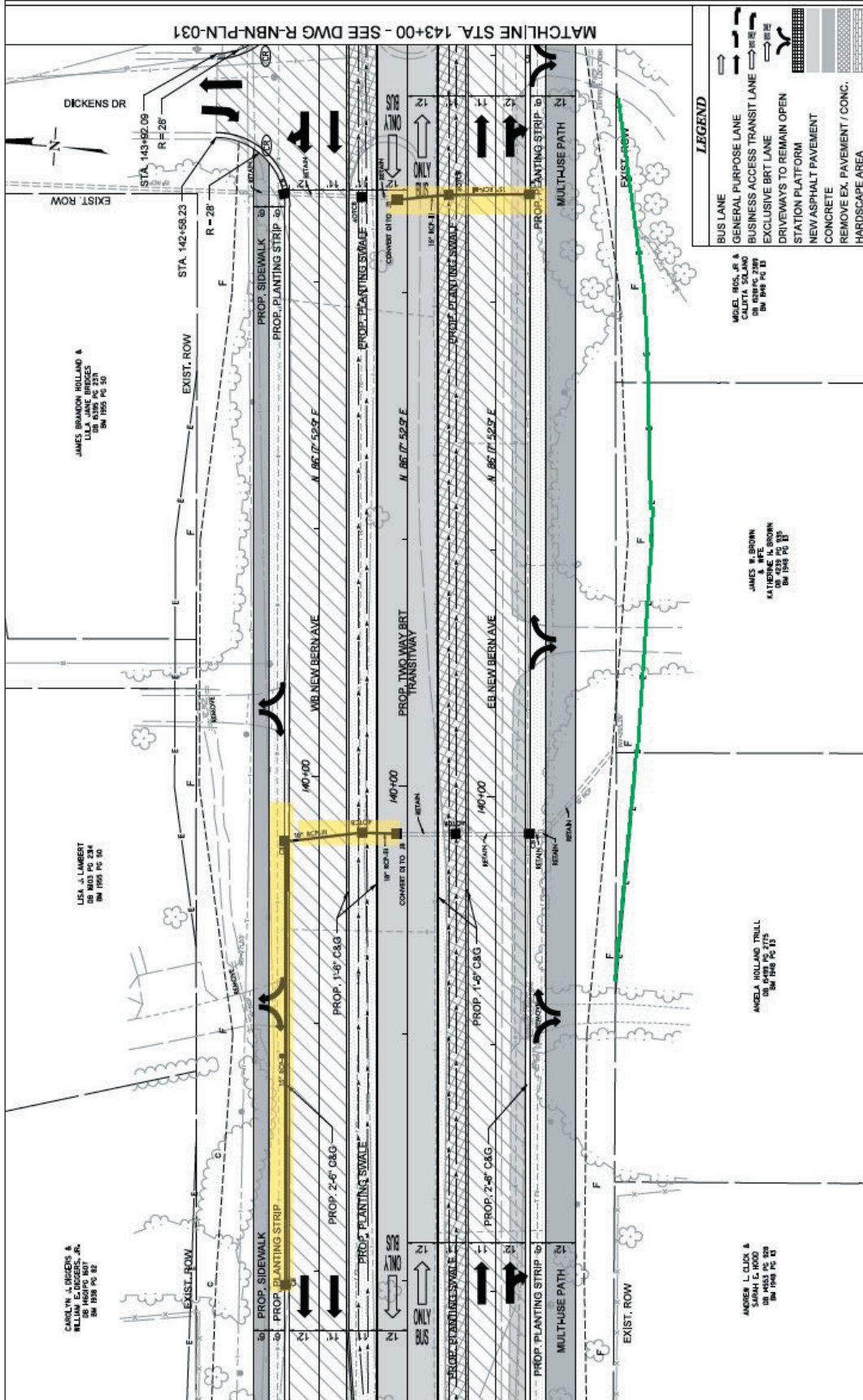


Figure 3.46. Temporary Construction Easements Shown in Green, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-030, 2020

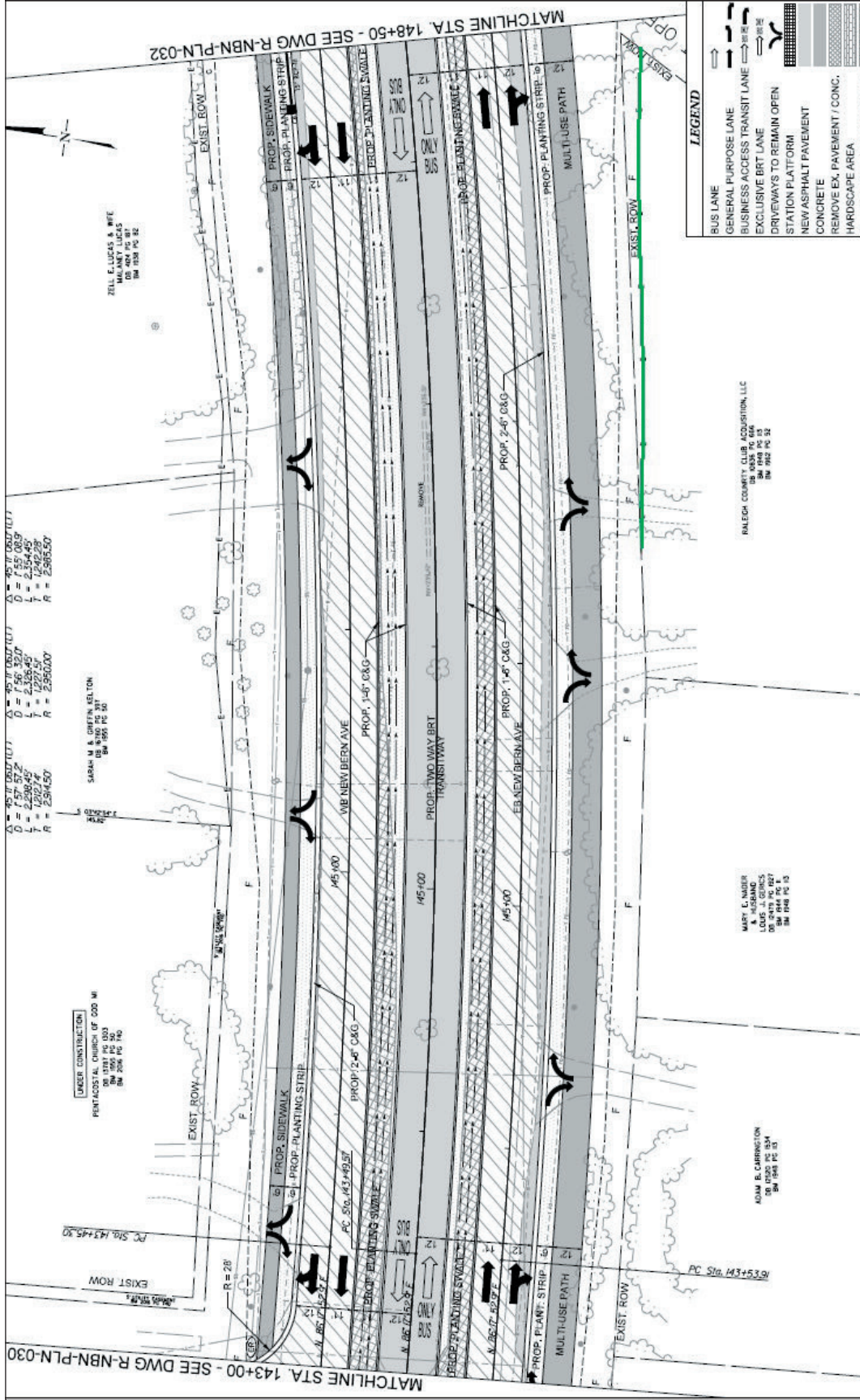


Figure 3.47. Temporary Construction Easements Shown in Green Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-031, 2020



Source: HPOWeb

Figure 3.49. Aerial View of Contributing Dwellings on the South Side of New Bern Avenue

Figure 3.50.
Contributing Dwellings Shielded by Vegetation on the South Side of New Bern Avenue



A. 2300 Block of New Bern Avenue, Facing Southwest



B. 2300 Block of New Bern Avenue, Facing Southeast

Figure 3.51.
Representative Viewshed along the South Side of New Bern Avenue, 1 of 2



A. Albert and Helen Honeycutt HoUse (WA5434) at 2330 New Bern Avenue, Facing Southwest



B. Representative Bus Stop at 2330 New Bern Avenue, Facing East

Figure 3.52.
Representative Viewshed along the South Side of New Bern Avenue, 2 of 2



A. John R. Adams HoUse (WA5435) at 2336 New Bern Avenue, Facing Southwest



B. View Northwest to New Bern Avenue

Additionally, vegetation that is removed from the existing raised median would be replaced by similar vegetation in the two 11-foot planting swales that bound the two-way BRT transitway, located centrally in the median of New Bern Avenue.

Longview Park Historic District was listed in the NRHP in 2011 under Criteria A and C in the areas of architecture, landscape architecture, and community planning and development. Since the district's listing in 2011, it has been bisected by New Bern Avenue, a four-lane median-divided roadway. The NRHP nomination identifies New Bern Avenue as the central boulevard of the district and therefore a prominent feature. While an important feature, improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association. The roadway has been resurfaced multiple times since its construction and enhancement in 1940 when Clarence Poe donated land to create the road's wide median (Little 2010:67). New Bern would continue to serve its transportation-use and the existing treed median would be replaced with a transitway that is shielded by two planting swales. The improvement of existing bus stops with raised platform bus stops, sidewalk, and multi-use path along the roadway would not alter any elements of the Longview Gardens Historic District that make it eligible for listing in the NRHP and minimization efforts would be made to preserve and replace the corridor's vegetative screening, identified in the NRHP nomination. Additionally, the project would not remove any historic buildings, gates, curvilinear streets, traffic islands, or outbuildings that make the district eligible for listing in the NRHP.

Direct Effects

The project would construct two bus stop platforms within the median of a segment of New Bern Avenue that travels through the Longview Gardens Historic District. The project would also conduct transit improvements to New Bern Avenue including the addition of a six-foot sidewalk and planting strip on the north side of New Bern Avenue, a two-way BRT transit way and planting swales in the median, and a second six-foot planting strip and a 12-foot multi-use path on the south side. All improvements would be located entirely within the existing ROW of New Bern Avenue with the exception of a 0.338-acre strip of temporary construction easements that extend along the north and south sides of New Bern Avenue. These easements constitute 0.096 percent of the 350-acre district. There would be no change of ownership or permanent impacts to the district. The occupancy would be temporary and would be limited to the duration of project construction, the properties would be returned to a condition that is good or better than its existing condition with new plantings and preserved vegetative screening. Therefore, the proposed project would have an effect that is not adverse to the Longview Gardens Historic District under this criterion.

a) Removal of the Property from its Historic Location

The proposed project would not result in the removal of the Longview Gardens Historic District from its historic location or the permanent removal of any of the character-defining elements that make the district eligible for listing in the NRHP. Vegetative screening would be replaced or preserved where feasible.

b) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of the Longview Gardens Historic District. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation and would continue to be used as a transportation corridor.

Physical Features

The proposed bus stop platforms would be located entirely within the existing ROW of New Bern Avenue. Construction of sidewalks along the north side of New Bern Avenue and a multi-use path along the south side of New Bern Avenue would require approximately 0.338-acres of temporary construction easements from the Longview Gardens Historic District. The temporary easement areas would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the adjacent sidewalks and multi-use path and constitute 0.096 percent of the 350-acre district. There would be no change of ownership or permanent impacts to the property. While character-defining landscape features including the vegetative screening along the south side of New Bern Avenue would be affected, efforts would be made to avoid and replace the mature trees and shrubbery that characterize this section of the district. The proposed project would have an effect that is not adverse to the setting of the Longview Gardens Historic District.

Visual

With the proposed minimization efforts, construction of new bus stops, two-way transitway, sidewalk, and a multi-use path along this existing transportation corridor would not alter the character or integrity of any features that contribute to the district's historic significance, visual setting or surrounding viewshed. The Longview Gardens Historic District is bisected by New Bern Avenue, a multi-lane median divided roadway with roadside bus stops, signal poles, and other modern urban infrastructure. The nearby Raleigh Boulevard and New Bern Avenue

intersection features existing traffic light supports with pedestrian crosswalk signal lights. As part of the minimization efforts, vegetative screening along the south side of New Bern Avenue and the roadway median would be preserved or replaced. The proposed project would have an effect that is not adverse to Longview Gardens Historic District.

Atmospheric and Noise

Construction of the proposed bus stop, sidewalk, transitway, and multi-use path constitute an improvement to the bus rapid transit system on New Bern Avenue, an existing transportation corridor. The bus stops would be utilized by pedestrians and non-motorized cyclists. One GoRaleigh bus line (WakeMed) and one GoTriangle route currently use the existing roadside bus stops along New Bern Avenue and pass through the district. This section of New Bern Avenue is a two-way, four-lane, median-divided roadway. The introduction of sheltered bus stops, sidewalks, and multi-use path is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with this section of the Longview Gardens Historic District.

Indirect and Cumulative Effects

The project would not indirectly affect the Longview Gardens Historic District, a mid-twentieth-century residential neighborhood anchored by the Raleigh Country Club. The proposed project would construct two open-air bus stops and a two-way BRT transitway within the median of New Bern Avenue, an existing transportation corridor, and improve the corridor with pedestrian sidewalks and a 12-foot multi-use path. These features are not anticipated to result in planned growth or a change in land-use patterns of the district. The Longview Park Historic District is zoned Residential with few vacant lots. A mid-twentieth-century commercial area is bounded by the district on the south side of New Bern Avenue but falls outside of the district boundaries. A change to the Longview Gardens Historic District's current zoning is not proposed as part of this project. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. Thus, the project will have no indirect adverse effect to the Longview Gardens Historic District.

SECTION 4(F) EVALUATION

The proposed project would convert approximately 2.4 acres of roadway and treed median to two raised sheltered bus stops and a two-way BRT transitway with planting swales. In addition, the project proposes to improve New Bern Avenue with the addition of sidewalks and a 12-foot multi-use path. The converted ROW constitutes 0.686 percent of the 350-acre district and is limited to the roadway and treed medians that travel through the NRHP district boundaries. Construction of

the sidewalks and 12-foot multi-use path would require an approximately 0.338-acre temporary construction easement from the district boundaries. This temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the adjacent sidewalks and multi-use path and constitutes about 0.096 percent of the 350-acre district. There would be no change of ownership or permanent impacts to the property. In total approximately 0.782 percent of the 350-acre district would be temporarily or permanently affected by the proposed project.

New Bern Avenue has been a multi-lane roadway since the district's listing 2011. Improvements to this transportation corridor would not limit or alter the use of the district and would not permanently remove any of the district's character defining features. Affected vegetative screening along the south side of New Bern Avenue would be preserved where possible and replaced with additional shrubbery. The treed medians that would be converted to a two-way BRT transitway would be bounded by 11-foot planting swales to preserve the character of the district. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Longview Gardens Historic District for listing in the NRHP. Therefore, the proposed project would have a Section 4(f) determination of *de minimis* impact to the Longview Gardens Historic District.

SURVEYED RESOURCE – TERRY SANFORD FEDERAL BUILDING (WA4564)

The Terry Sanford Federal Building was determined eligible for listing in the NRHP in 2020. Situated on a 6.75-acre parcel at 310 New Bern Avenue commonly referred to as the Federal Complex, the Terry Sanford Federal Building is a rectangular plan office building featuring elements of both the International and Brutalist styles constructed in 1969. Designed in part by Leif Valand, the building was initially constructed to house district courtrooms and offices in its eight-story north wing and a post office and mail sorting facility in the rear, two-story south wing (Sullivan and Price 2010). The approximately 353,390 square-foot Terry Sanford Federal Building occupies over half of the 6.75-acre parcel and is bounded on the east, west, and south sides by an asphalt surface parking lot that is accessible from multiple curb cuts. The parking lot is surrounded by a circa 2000 iron fence resting on a rough-surface concrete block retaining wall. The northwest corner of the building is fronted by a paved and landscaped plaza dotted with mature trees and raised landscaped beds. Part of the building's original design, this sunken courtyard features pebbledash cast concrete pavers and is surrounded by low, pebbledash landscaped garden beds with prominent overhanging edges that serve as seating. The 1969 Vehicle Maintenance Facility (WA5023) is situated near the southeast corner of the parcel and is surrounded by an asphalt-surface parking lot and is fronted by a paved driveway.

NRHP DETERMINATION

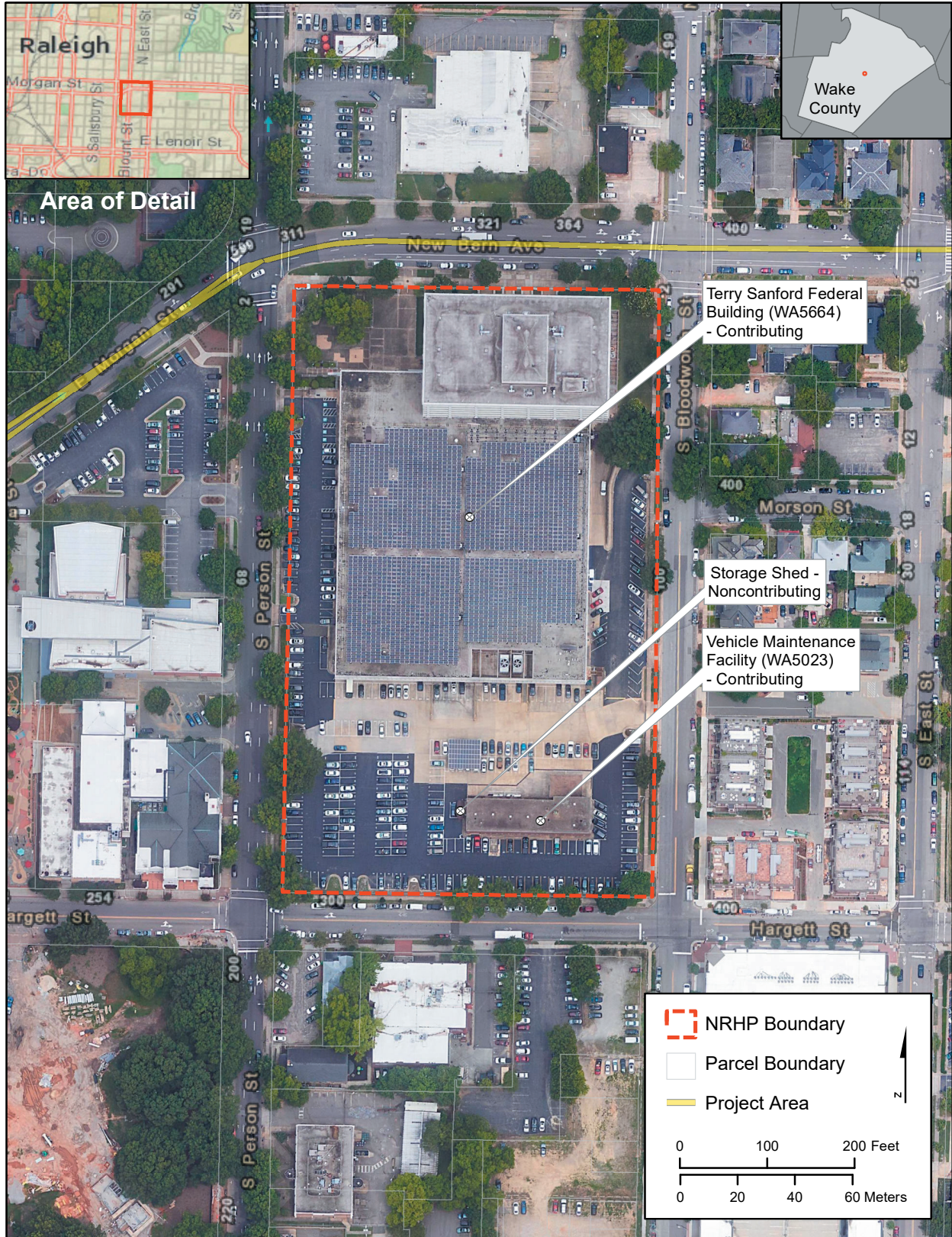
The Terry Sanford Federal Building was determined individually eligible for listing in the NRHP in 2020 under Criteria A and C. Constructed in 1969, this office building is representative of federal buildings constructed under the Government Services Administration’s “Guiding Principles for Federal Architecture.” These guidelines ushered in a new era of governmental design that put less emphasis on constructing imposing and symbolic public buildings and focused on efficiency and experimental design. Federal buildings built in the southeast between 1950 and 1974 are reflective of Brutalist, Formalist, and International styles. While a modest example of Brutalism in Raleigh, the design and components of the Terry Sanford Federal Building are reflective of the GSA’s Guiding Principles for Federal Architecture and therefore associated with a significant national movement. Additionally, the Terry Sanford Federal Building is an intact local example of a hybrid of the International and Brutalist styles in Raleigh.

The NRHP boundary for the Terry Sanford Federal Building encompasses the entire 6.75-acre parcel at 310 New Bern Avenue. The boundaries follow the existing ROW and contain three buildings on the property and the sunken plaza (Figure 4.53). In a letter dated August 21, 2020, the HPO concurred with these boundaries and eligibility recommendation for the Terry Sanford Federal Building (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to implement transit improvements along New Bern Avenue, adjacent to the NRHP boundaries of the Terry Sanford Federal Building. These improvements include the construction of a 12-foot multi-use path, a 6-foot planting strip, and a 12-foot bus-only lane along New Bern Avenue. These improvements would be constructed entirely within the existing ROW. Extending from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, the multi-use path runs adjacent to the northern NRHP boundary of the Terry Sanford Federal Building between South Person Street and South Bloodworth Street. Bounded to the north by a six-foot planting strip, two eight-foot parking lanes, 12-foot bus-only lane, and two 10-foot parking lanes, the path would be constructed entirely within the existing ROW in place of an existing sidewalk, bike lane, parking lane, and treed and grass-lined curb. As part of the project’s minimization efforts, this multi-use path was pulled north to avoid the sunken plaza at the northwest corner of the Terry Sanford Federal Building NRHP Boundary (Figure 3.55-3.56).

Figure 3.53.
Map of the NRHP Boundaries of the Terry Sanford Federal Building (WA4564)



Source: Google Aerial

Figure 3.55.
Photograph of the Location of the Multi-Use Path and the Terry Sanford Federal Building,
Facing Southeast



Figure 3.56.
Photographs of the Location of the Multi-Use Path and the Terry Sanford Federal Building



A. Facing East



B. Facing Southwest

The Terry Sanford Federal Building is eligible for listing in the NRHP under Criteria A and C. The NRHP boundaries follow the existing ROW lines. The segment of New Bern Avenue that travels along the resource's north boundary features signal poles, parking signage, and modern infrastructure. Since the resource's determination of eligibility in 2020, New Bern Avenue has been a multi-lane roadway with integral parking lanes. The project would not require the acquisition of new ROW, temporary or permanent easements from the Terry Sanford Federal Building. The project would not permanently remove any buildings or landscape features that make the resource eligible for listing in the NRHP. The project would avoid the sunken plaza and concrete garden beds that front the Terry Sanford Federal Building and would have no direct effect to any of the contributing resources on the parcel. This multi-use path and bus-only lane would not alter any elements of the resource that make it eligible for listing in the NRHP; improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association. While minor alterations would be made to areas of sidewalk, the sidewalk has been previously resurfaced on multiple occasions and alterations to the sidewalk surface would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

Direct Effects

The project would construct a segment of a 12-foot, multi-use path entirely within the ROW of New Bern Avenue which travels along the northern NRHP boundary of the Terry Sanford Federal Building. The proposed multi-use path would be constructed entirely within the existing ROW of New Bern Avenue, an urban transportation corridor and would not impact any features within the NRHP boundary. Therefore, the proposed project would have no direct effect to the Terry Sanford Federal Building under this criterion.

a) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of the Terry Sanford Federal Building. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The project proposes to construct a 12-foot multi-use path and transit improvements along the south side of New Bern Avenue within the existing ROW. The project would not remove any character-defining features, such as buildings or landscape elements that make the resource eligible for the NRHP. The proposed project would have no effect to the Terry Sanford Federal Building.

Visual

Construction of the multi-use path would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The setting of the Terry Sanford Federal Building is urban and features existing signal poles, parking signage, and other modern urban infrastructure. The resource is bounded by two intersections featuring existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the visual setting of the Terry Sanford Federal Building.

Atmospheric and Noise

Construction of the 12-foot multi-use path and bus-only lane constitutes an improvement to the bus system along New Bern Avenue, an existing transportation corridor. Three GoRaleigh bus lines (Longview, Poole Road Express, and WakeMed) and one GoTriangle route currently use the existing roadside bus stops along this corridor and pass through this area. This segment of New Bern Avenue is currently a one-way street with three travel lanes, two parking lanes, and one bike lane. The introduction of a multi-use path and bus-only lane is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with the area surrounding the Terry Sanford Federal Building.

Indirect and Cumulative Effects

The project would not indirectly affect the Terry Sanford Federal Building, an eight-story rectangular plan office building constructed in 1969. The proposed project would construct a multi-use path and bus-only lane that travel along an existing transportation corridor. These features are not anticipated to result in planned growth or a change in land-use patterns. The Terry Sanford Federal Building is zoned for office use and is situated between Raleigh's downtown central business district to the west and residential areas in the east. The project does not propose to remove or impact the concrete block retaining wall that surrounds the resource's parking area or the sunken plaza and landscape beds at the north and west sides of the parcel. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. The project would have no indirect effect to the Terry Sanford Federal Building.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW, temporary, or permanent easements from the NRHP boundary of the Terry Sanford Federal Building. The project would convert a 12-foot section of roadway containing bike and parking lanes to a multi-use path. New Bern Avenue has been a multi-lane roadway since the resource was determined NRHP-eligible in

2020. Improvements to this transportation corridor would not limit or alter the use of the building or site and would not permanently remove any of the district's character defining buildings or landscape features. The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Terry Sanford Federal Building for listing in the NRHP. Therefore, the proposed project does not constitute a Section 4(f) use of Terry Sanford Federal Building.

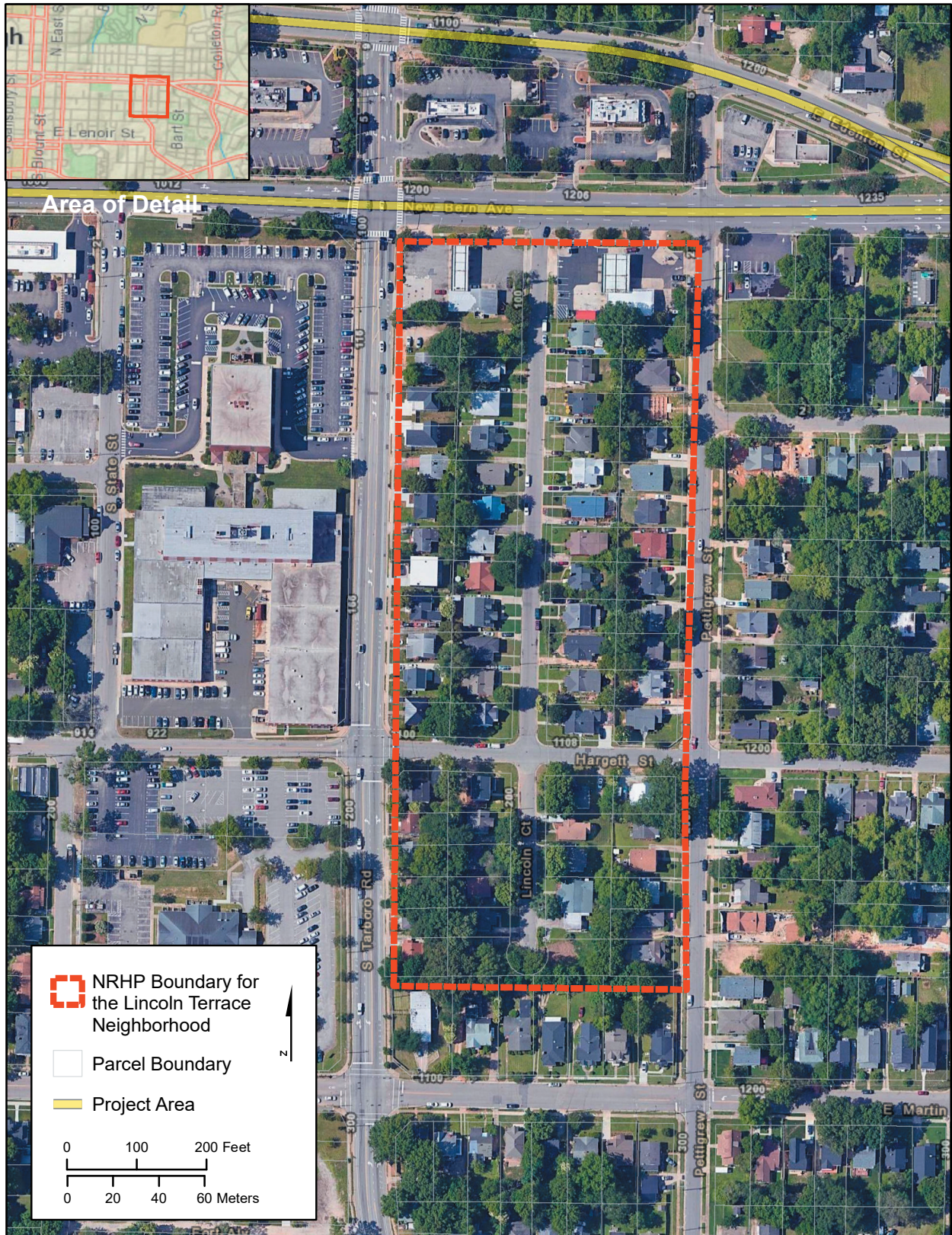
SURVEYED RESOURCE – LINCOLN TERRACE HISTORIC DISTRICT (WA8309)

Lincoln Terrace Historic District consists of approximately 10.3 acres just south of New Bern Avenue between South Tarboro Street and South Pettigrew Street. Platted in 1938, the neighborhood is comprised of approximately 71 residences along one- and one-half city blocks. Lincoln Court acts as the spine of the neighborhood and travels south from New Bern Avenue before terminating in a cul-de-sac at the rear property lines of dwellings fronting the 1100 block of East Martin Street. New Bern Avenue, South Pettigrew Street, East Martin Street, and South Tarboro Street create the neighborhood's unofficial northern, eastern, western, and southern boundaries (Figure 3.57). The neighborhood is bounded to the east and south by the circa 1945 Battery Heights neighborhood and the 1970 North Carolina Department of Motor Vehicles on the west. The neighborhood's northernmost blocks are occupied by 1972 and 1969 service stations.

Lincoln Terrace is characterized by single-family, one-story Minimal Traditional and Compact Ranch dwellings situated on rectangular parcels of either 0.11 or 0.12 acres. Since platted in 1938, the neighborhood has been reflective of a traditional grid pattern with little to no formal landscaping. Paved sidewalks front the dwellings on the west side of South Pettigrew Street and the east side of South Tarboro Street. There are no sidewalks on Lincoln Court and the street is edged with curb and gutter. Dwellings are set back about 30 feet from the street with lawns in front. Most parcels have paved pathways and paved driveways flanking the north and south property lines. Though platted in December 1938, most dwellings in Lincoln Terrace were not built until between 1950 and 1965. Dwellings are characteristic of modest Minimal Traditional rectangular forms with side-gable or cross-gable roofs and are usually clad in a single material such as brick veneer, aluminum or asphalt shingles, pressed wood, or replacement vinyl siding. Rare examples of irregular fieldstone veneers are also present.

Lincoln Terrace is a significant local example of the post-WWII neighborhoods owned and occupied by Raleigh's African American working professionals during legal segregation. Primary sources indicate that this area was a hub for the surrounding community and an extension of the historically Black communities to the north and west that developed around Saint Augustine College and Saint Agnes Hospital. Most of the dwellings were owner-occupied by professionals, including teachers, physicians, and attorneys.

Figure 3.57.
Map of the NRHP boundary of the Lincoln Terrace Historic District (WA8309)



Source: Google Aerial

NRHP DETERMINATION

Lincoln Terrace Historic District was determined eligible for listing in the NRHP in August 2020 under Criterion A in the areas of community planning and development and social history. The district features residences constructed between 1950 and 1965 that are primarily representative of Minimal Traditional and Compact Ranch styles. Dwellings in Lincoln Terrace were constructed during an era of social evolution for African American professionals in Raleigh. The neighborhood developed during the Civil Rights Movement and was home to a segment of the city's Black professional class. Although individual dwellings have been updated in recent years with in-kind replacements, when compared to contemporary neighborhoods, Lincoln Terrace stands out as an intact representation of a community of African American homeowners and working professionals.

Preliminary NRHP boundaries for the Lincoln Terrace Historic District were identified in 2020 that include all 84 lots illustrated on the original 1938 plat of the neighborhood. In a letter dated August 21, 2020, the HPO concurred with these boundaries and eligibility determination (Appendix A).

SECTION 106 ASSESSMENT OF EFFECT

The New Bern Avenue Corridor BRT project proposes to construct a new bus stop platform (South Tarboro/New Bern Avenue Stop) and conduct transportation improvements including a 12-foot multi-use path along streets adjacent to the preliminary NRHP boundaries of the Lincoln Terrace Historic District.

The South Tarboro/New Bern Avenue Stop would be located on the north side of New Bern Avenue approximately 60 feet west of its intersection with South Tarboro Street (Figure 3.58). This raised bus stop platform would be an improvement of an existing sheltered bus stop currently situated about 110 feet west of the proposed stop location. The raised 75-foot by 10-foot bus stop platform would feature an 18-foot tall open-air shelter with a shed-roof canopy supported by metal posts, sitting rails, leaning rails, and two ADA-compliant ramps with handrails on each side. The stop would also include panels with real-time arrival information, trash disposal, speakers, station signage, and textured safety strips along the vehicle level boarding platform (Figure 3.59). The bus stop platform and hardscape approach would be located approximately 60 feet west of the of the NRHP boundaries of the Lincoln Terrace Historic District. The new bus stop would be constructed entirely within the existing ROW in an area currently occupied by a travel lane (Figure 3.60).

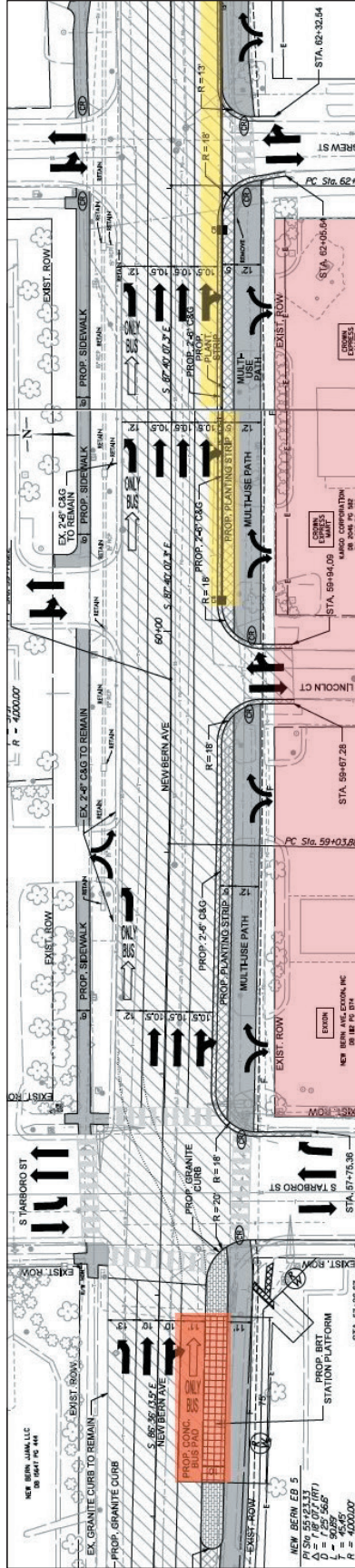


Figure 3.58. Lincoln Terrace Historic District (red) and the South Tarboro/New Bern Avenue Stop, Preliminary Plans, Sheet R-NBN-039, 2020

Figure 3.60.

South Tarboro/New Bern Avenue Stop and Lincoln Terrace Historic District

A. Proposed Stop Location, Facing West



B. View to Lincoln Terrace Historic District, Facing Southeast



C. View to Lincoln Terrace Historic District, Facing Southeast



In addition to the proposed bus stop platform, a multi-use path and sidewalk would be constructed entirely within the existing ROW of New Bern Avenue. Traveling from East Morgan Street to East Campus Avenue along the south side of New Bern Avenue, this path would pass through two blocks of the Lincoln Terrace Historic District between South Tarboro Street and South Pettigrew Street. This section of the multi-use path would be 12-feet wide with a five-foot planting strip that shields the path from four travel lanes including a bus-only turn lane. Constructed entirely within the existing ROW, the path would be constructed in space currently occupied by a travel lane, curb and gutter, and a raised shoulder with grass surface. The path would be located on the south side of New Bern Avenue, which at this segment is a four-lane, one-way road (Figure 3.61).

While the multi-use path would be constructed entirely within the existing ROW, construction would require an approximately 0.019-acre temporary construction easement that extends along the south side of New Bern Avenue between Lincoln Court and South Pettigrew Street (in green in Figure 3.62). The lot is currently occupied by a circa 1970 filling station that is non-contributing to the district's historic character (Figure 3.63). This 0.019-acre temporary easement will be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the multi-use path and would be less than 0.18 percent of the 10.3-acre district. There would be no change of ownership or permanent impacts to the property. The occupancy would be temporary and would be limited to the duration of project construction, the property will be returned to a condition that is good or better than its existing condition. The easement area is limited to two noncontributing properties within the district boundary.

Lincoln Terrace Historic District was determined eligible for listing in the NRHP in 2020 and is significant in the areas of community planning and social history. Since this eligibility determination, the district has been bounded to the north by New Bern Avenue, a four-lane one-way roadway. The project would not require the acquisition of new ROW or permanent easements from the preliminary district boundaries. The project would not permanently remove any historic residences or landscape features that make the district eligible for listing in the NRHP. The addition of a raised platform bus stop and sidewalk near the district would not alter any elements of the district that make it eligible for listing in the NRHP; improvements to multi-lane New Bern Avenue would not diminish the integrity of the historic resource's setting, materials, design, location, workmanship, feeling, and association.

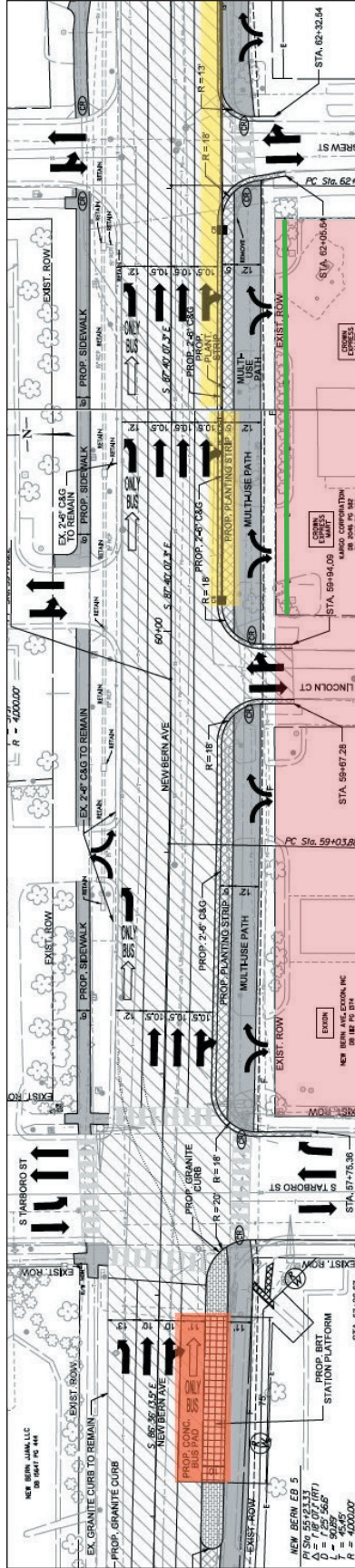


Figure 3.61. Multi-Use Path and Temporary Construction Easement (green) adjacent to Lincoln Terrace, Wake BRT New Bern Corridor Preliminary Plans, Sheet R-NBN-039 and Sheet R-NBN-040, 2020

Figure 3.62.
Location of the Multi-Use Path adjacent to Lincoln Terrace Historic District, Facing East



Figure 3.63.
View to Lincoln Court from Proposed Multi-Use Path, Facing Southeast



Direct Effects

The project would construct a bus stop platform approximately 60 feet west of the boundaries of the Lincoln Terrace Historic District, on the south side of New Bern Avenue. The project would also include improvements to New Bern Avenue which travels along the district's northern boundary. Improvements would include a 12-foot multi-use path, five-foot planting strip, and bus-only lane. All of improvements would be located entirely within the existing ROW of New Bern Avenue which extends along the northern boundary of two blocks of the district adjacent to two non-contributing buildings. New Bern Avenue is an active, urban transportation corridor outside of the district boundaries. Therefore, the proposed project would have an effect that is not adverse to the Lincoln Terrace Historic District under this criterion.

a) Change of the Character of the Property's Use or Physical Features within the Property's Setting that Contribute to its Historic Significance

Use

The improvement of this existing transportation corridor would have no direct effect to the use of the Lincoln Terrace Historic District. This segment of roadway would remain under the ownership of the North Carolina Department of Transportation.

Physical Features

The proposed bus stop platform and BRT improvements would be located entirely within the existing ROW of New Bern Avenue, north of the district boundaries, with the exception of a 0.019-acre temporary construction easement at the northeast corner of the district. The project would not remove any character-defining features including dwellings or landscape features that make the district eligible for the NRHP. The proposed project would have an effect that is not adverse to the setting of the Lincoln Terrace Historic District.

Visual

Construction of a new bus stop and sidewalk would not alter the character or integrity of any features of the district that contribute to its historic significance, visual setting or surrounding viewshed. The Lincoln Terrace Historic District is bounded to the north by New Bern Avenue, a multi-lane one-way roadway with roadside bus stops, signal poles, parking signage, and other modern urban infrastructure. The nearby South Tarboro Street and New Bern Avenue intersection features existing traffic light supports with pedestrian crosswalk signal lights. The proposed project would have an effect that is not adverse to the Lincoln Terrace Historic District.

Atmospheric and Noise

Construction of the proposed bus stop and multi-use path constitute an improvement to the bus system along New Bern Avenue, an existing transportation corridor. The bus stop would be utilized by pedestrians and non-motorized cyclists. Two GoRaleigh bus lines (WakeMed and Poole Road Express) and one GoTriangle route currently use the existing roadside bus stops along New Bern Avenue and pass by the district. This section of New Bern Avenue is currently a four-lane, one-way roadway with sidewalks and raised grass covered shoulders with curb and gutter. The introduction of a sheltered bus stops is in keeping with the surrounding urban fabric and would not introduce atmospheric and audible elements which are out of character with the Lincoln Terrace Historic District.

Indirect and Cumulative Effects

The project would not indirectly affect the Lincoln Terrace Historic District, mid-twentieth-century residential district. The proposed project would construct an open-air bus stop approximately 60 feet west of the district boundaries and improve New Bern Avenue, an existing transportation corridor. These features are not anticipated to result in planned growth or a change in land-use patterns of the district. The Lincoln Terrace Historic District is zoned Downtown Mixed Use and Residential with few vacant lots. A change to the Lincoln Terrace Historic District's current zoning is not proposed as part of this project. The district would continue to be bounded by the multi-lane New Bern Avenue on the north side. Furthermore, the project is not anticipated to catalyze new development at or near the historic resource. The project would have no indirect adverse effect to the Lincoln Terrace Historic District.

SECTION 4(F) EVALUATION

The proposed project would not require the acquisition of new ROW or permanent easements from the preliminary NRHP boundary of the Lincoln Terrace Historic District. The project would convert 1,000-foot section of roadway and sidewalk to a raised sheltered bus stop and improve an existing transportation corridor with the addition of a 12-foot multi-use path and five-foot planting strip. Construction of the multi-use path would require an approximately 0.019-acre temporary construction easement from one noncontributing property in the district boundaries. This temporary easement would be utilized for staging, cut or fill of the existing slopes, vegetation removal, grading, repair of curb/gutter, or restoration for the construction of the adjacent multi-use path and constitutes 0.18 percent of the 10.3-acre district, there would be no change of ownership or permanent impacts to the property. New Bern Avenue has been a multi-lane roadway

since the district was determined eligible in 2020. Improvements to this transportation corridor would not limit or alter the use of the district and would not permanently remove any of the district's character defining buildings or landscape features.

The proposed project and minimization efforts would not impair any activities, features, or attributes that qualify the Lincoln Terrace Historic District for listing in the NRHP. Therefore, the proposed project would have a Section 4(f) determination of de minimis impact to the Lincoln Terrace Historic District.

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IV. CONCLUSION

New South Associates (New South) prepared this assessment of effects for the proposed New Bern Avenue Corridor Bus Rapid Transit (BRT) project in Wake County, North Carolina. The prime consultant, WSP, is under contract with the City of Raleigh (City) and GoRaleigh, the city's public transportation department. The project is funded by the Federal Transit Administration (FTA) which is subject to the requirements of the National Environmental Policy Act (NEPA) of 1970 and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The New Bern Avenue Corridor BRT project proposes to further develop and implement a 5.1-mile BRT corridor along East Edenton Street and New Bern Avenue between the GoRaleigh Station in Downtown Raleigh and New Hope Road. A 3.3-mile portion of the corridor would include dedicated transit infrastructure improvements between the GoRaleigh Station in downtown Raleigh and WakeMed Campus at Sunnybrook Road and approximately 1.8 miles of service in general traffic lanes between Sunnybrook Road and New Hope Road. Infrastructure improvements along the corridor would include transit signal priority (TSP) at intersections and 10 low-scale weather-protected stops. All stops along the New Bern Avenue corridor would have branding, off-board fare payment, level vehicle boarding, real-time bus arrival information, schedule and route information, bicycle parking, and all stops would be Americans with Disabilities Act (ADA) accessible.

The FTA defined the project's Area of Potential Effects (APE) for historic architecture as the project site and adjacent parcels along the 5.1-mile corridor. The APE incorporates all new project construction, including the 10 transit stops, signal upgrades, pedestrian crossings, proposed sidewalk, and proposed curb and gutter. The proposed BRT service would run on existing streets, although some of the proposed stops may require land outside of the existing right-of-way (ROW). The APE was defined by FTA in consultation with the North Carolina State Historic Preservation Office (HPO).

On behalf of the City and GoRaleigh and in consultation with FTA and the North Carolina State Historic Preservation Office (HPO), New South completed a historic architecture survey of the APE that documented 16 architectural resources, 14 of which had been previously surveyed by the HPO. The historic architecture survey determined that 13 NRHP-listed or eligible resources are located within the APE. Four of the 13 NRHP-listed or eligible resources are located within the boundary of the Capitol Area Historic District (WA00053) and were assessed as part of the district. One NRHP-listed resource, the North Carolina State Capitol (WA00019) at 127 East Edenton

Street, is a designated National Historic Landmark (NHL) and is within the boundary of the Capitol Area Historic District (WA0053). Seven of the NRHP-listed or eligible resources are historic districts. The HPO concurred with these eligibility findings and recommendations in a letter dated August 21, 2020 (Appendix A).

In consultation with the HPO, New South applied the Criteria of Effect as codified in 36 CFR 800.5 in compliance with Section 106 of the NHPA to assess the impacts of the proposed project on the NRHP-listed and eligible resources in the APE. As a result of this assessment, FTA determined that the proposed project would have **no adverse effect** on the NRHP-listed and eligible properties in the APE. Four resources were determined to have a potential Section 4(f) use: Moore Square Historic District (WA0192), Longview Park Historic District (WA4436), Longview Gardens Historic District (WA4441), Lincoln Terrace Historic District (WA8309). Since the proposed project would have no adverse effect, FTA has determined that under Section 6009 of the SAFETEA-LU provisions of 2005, the proposed project qualifies as a *de minimis* impact of the four NRHP-listed or eligible resources.

REFERENCES CITED

Black, David R.

- 1987 Oakwood Historic District - South Amendment National Register Historic District Nomination Form. National Park Service. North Carolina SHPO, Raleigh, North Carolina.

Bushong, William B., and Charlotte V. Brown

- 1983 Moore Square Historic District National Register of Historic Places Nomination Form. National Park Service. North Carolina SHPO, Raleigh, North Carolina.

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- 2017 Raleigh Survey Update 2017. NC Division of Archives and History, State Historic Preservation Office Raleigh, North Carolina.

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- 2008 Raleigh City Cemetery National Register of Historic Places Nomination Form. National Park Service. North Carolina SHPO, Raleigh, North Carolina.
- 2010 Longview Gardens Historic District National Register of Historic Places Registration Form. North Carolina Division of Archives and History, State Historic Preservation Office, Raleigh, North Carolina. North Carolina Division of Archives and History, State Historic Preservation Office.

de Miranda, Cynthia, and Jennifer Martin

- 2008 Fayetteville Street Historic District National Register of Historic Places Nomination Form. National Park Service. North Carolina SHPO, Raleigh, North Carolina.

Mobley, Joe, and H. McKelden Smith

- 1978 Capitol Area Historic District National Register of Historic Places Nomination Form. National Park Service. North Carolina SHPO, Raleigh, North Carolina.

North Carolina Department of Archives and History

2018 Longview Park (WA4436) Survey File. North Carolina SHPO, Raleigh, North Carolina.

Sullivan, Patrick, and David Price

2010 GSA Modern-Era Buildings (1965-1978) Region 4 Inventory and Assessment. Prepared for General Services Administration. New South Associates, Inc., Stone Mountain, Georgia.

APPENDIX A: CORRESPONDENCE

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**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

August 21, 2020

Dr. Yvette Taylor
Regional Administrator
Federal Transit Administration
% Carrie Walker

Julia.walker@dot.gov

RE: Historic Architecture Survey of the New Bern Avenue Corridor Bus Rapid Transit,
Raleigh, Wake County, ER 20-0298

Dear Dr. Taylor:

Thank you for your July 21, 2020, letter transmitting the Historic Architecture Survey Report, which we have reviewed and for which we offer the following comments.

The following National Register-listed resources remain eligible for the Register:

- Capitol Area Historic District (WA0053)
- Moore Square Historic District (WA0192)
- Oakwood Historic District--South Amendment (WA0219)
- City Cemetery (WA3905)
- Fayetteville Street Historic District (WA4309)
- Longview Gardens Historic District (WA4441)

The following Study List resources no longer retain sufficient integrity and are not eligible for the National Register:

- College Park Historic District (WA4878)
- Hungry Neck and Idlewild Historic District (WA4079)

The following resources are eligible for listing in the National Register:

- Longview Park Historic District (WA4436)
- Terry Sanford Building (WA4564)
- Lincoln Terrace (WA8399)

The following resources are not eligible for listing in the National Register:

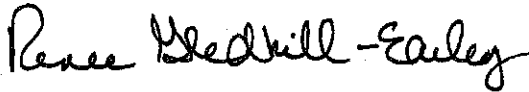
- Milburnie Homes (WA8308)

The report does not have a clear table listing all resources discussed in the report and their eligibility status, but the report and historic context was thorough, concise, and well-illustrated.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in cursive script that reads "Renee Gledhill-Earley".

J Ramona Bartos,
Deputy State Historic Preservation Officer