

APPENDIX E: Section 106

Durham-Orange Light Rail Transit Project



November 2016

Appendix E: Section 106

- Letter to State Historic Preservation Office from Federal Transit Administration (September 20, 2016)
- Letter to Federal Transit Administration from State Historic Preservation Office (October 18, 2016)
- Meeting Summary – D-O LRT NCCU Station Refinement Section 106 Consulting Parties Meeting
- Meeting Sign-in Sheet – D-O LRT NCCU Station Refinement Section 106 Consulting Parties Meeting
- Meeting Presentation – D-O LRT NCCU Station Refinement Section 106 Consulting Parties Meeting
- Letter to NC Office of State Archaeology from Federal Transit Administration (October 27, 2016)
- Archaeological Resources – Area of Potential Effects (APE) and Background Report: NCCU Station Refinement
- Letter to Eastern Band of Cherokee Indians from Federal Transit Administration (October 27, 2016)
- Letter to Catawba Indian Nation from Federal Transit Administration (October 27, 2016)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 1400
Atlanta, GA 30303
404-865-5600

Ms. Renee Gledhill-Earley
State Historic Preservation Office
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

SEP 20 2016

RE: ER 12-0378

**Durham-Orange Light Rail Project NCCU Extension, South Alston Avenue, Durham,
Durham County, North Carolina,**

Dear Ms. Gledhill-Earley:

GoTriangle, FTA's grantee, notified the Federal Transit Administration (FTA) that they are considering an extension to the GoTriangle Light Rail Project that would connect the proposed system to North Carolina Central University (NCCU) and the surrounding neighborhoods. The proposed extension would run along South Alston Avenue from approximately Colfax Street near E. Pettigrew Street to East Lawson Street. Due to the existing road width constraints, the additional route would require the acquisition and demolition of the structures near Colfax Street near E. Pettigrew Street and along the western edge of South Alston Avenue.

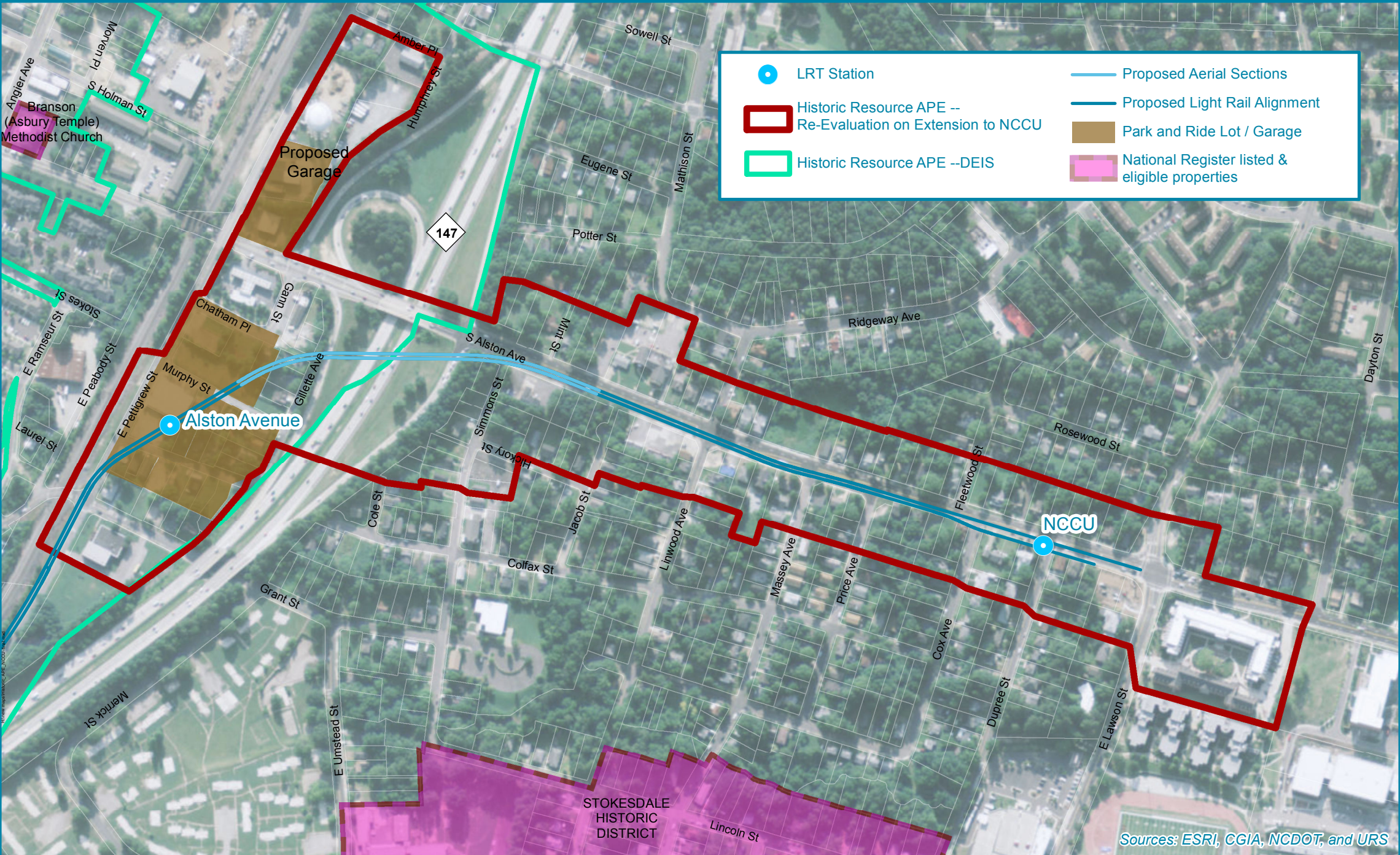
The FTA is requiring environmental studies and analysis for the additional route. We have attached a proposed APE for your consideration and input.








Please contact Mr. Stan Mitchell at (404) 865-5643 or at stanley.a.mitchell@dot.gov, or Ms. Julia Carrie Walker at (404) 865-5645 or at julia.walker@dot.gov should you have any questions.

Sincerely,

Yvette G. Taylor, Ph.D.
Regional Administrator

Encl: Proposed APE map



	LRT Station		Proposed Aerial Sections
	Historic Resource APE -- Re-Evaluation on Extension to NCCU		Proposed Light Rail Alignment
	Historic Resource APE --DEIS		Park and Ride Lot / Garage
			National Register listed & eligible properties



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

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

October 18, 2016

Yvette G. Taylor, Region IV Administrator
Federal Transit Administration
230 Peachtree Street NW
Suite 1400
Atlanta, GA 30303

RE: Durham-Orange Light Rail Transit Project, NCCU Extension along South Alston Ave,
Durham, Durham County, ER 12-0738

Dear Dr. Taylor:

Thank you for your September 20, 2016, letter concerning the above-referenced undertaking and providing a map for the proposed Area of Potential Effects (APE). We have reviewed the map and project description and concur with the APE, which appears appropriate for the project.

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 blue ink that reads "Renee Gledhill-Earley".

for Ramona M. Bartos

cc: Stan Mitchell, Stanley.a.mitchell@dot.gov
Julia Carrie Walker, Julia.walker@dot.gov
Marvin Brown, AECOM, marvin.brown@aecom.com

MEETING SUMMARY

Meeting Subject:	D-O LRT NCCU Station Refinement Section 106 Consulting Parties Meeting
Meeting Date:	October 19, 2016
Meeting Time:	3:00 P.M.
Meeting Place:	GoTriangle Board Room, Suite 101
Attendees:	See Attached List
Prepared By:	Ed Edens
Edited By:	Meghan Makoid

Discussion Items

1. GoTriangle welcomed everyone and covered the general agenda of the meeting
2. The group provided introductions
3. GoTriangle discussed the goals of the meeting with the attendees; an overview of the Section 106 process, review of the Area of Potential Effect, review listed or eligible resources, and receive input from the group to FTA to inform the determination of eligibility
4. FTA Region IV provided an overview of the Section 106 process, the National Register of Historic Places criteria, and the role of consulting parties in the Section 106 process. FTA discussed that the FTA is responsible for determining eligible historic resources in the Area of Potential Effects (APE) with input from the State Historic Preservation Office (SHPO) and consulting parties. FTA noted that resources 45 years or older potentially are reviewed for eligibility, as transit projects tend to span a longer period of time. FTA also reviewed the National Register Criteria and noted that to be eligible, properties must retain integrity and have historical significance. After eligible resources within the APE are determined, FTA assesses the effects of the project. If there is an effect, and the effect is determined to be adverse, FTA consults with SHPO on mitigation for any adverse effects. These mitigation efforts can include a number of things including curation, museum exhibits, enhanced landscaping/screening, etc. to offset the effect to the resource.
5. FTA noted that the intent of this meeting is to receive input from stakeholders on information and issues that could affect the assessment of eligibility.
6. GoTriangle next provided a project overview of the original D-O LRT project and discussed the prior environmental review, which culminated in the Combined FEIS/ROD. The Combined FEIS/ROD determined that the project would have no effect on 13 of 25 historic properties and no adverse effect on 12 historic resources. The Memorandum of Agreement between the FTA, SHPO, and

GoTriangle documents the procedures for ensuring effective protection of historic and/or archaeological resources during implementation and construction of the D-O LRT project.

7. GoTriangle then covered the new segment that is currently being evaluated, known as the NCCU Station Refinement, which includes the reconfiguration of the existing Alston Avenue Station and park and ride, the extension of the alignment over 147 and down the middle of South Alston Avenue to the newly proposed NCCU Station. GoTriangle reviewed how the addition of the alignment down the middle of Alston Avenue will require the reconstruction of Alston Avenue, which may affect properties along Alston Avenue, and also how the addition of the rail in the middle of Alston Avenue will affect traffic operations on South Alston Avenue down to Lawson Street. GoTriangle discussed how access to/from some of the streets will change; that most streets would be converted to right-in/right-out operation due the section of the rail down Alston Avenue, with the exception of Linwood Street which would remain a full movement intersection.
8. The representatives from NCCU discussed the new business school that the University is planning, which would be located between Lawson and Dupree Streets on the west side of Alston Avenue. NCCU noted that they are interested in understanding traffic impacts at the corner and how they would be able to service the location of the building, how the building would need to be sited, what traffic impacts there might be at the corner. They will also be required to do a parking study for the new building and would need to better understand the access around the site. NCCU was very eager to continue coordination with GoTriangle on the project and their proposed business school.
9. AECOM (GoTriangle's project consultant historian) discussed the development of the Area of Potential Effects (APE); how the APE was developed and how it was related to the APE from the D-O LRT original project as well as the fact that the SHPO concurred with the new APE yesterday. AECOM noted 3 locations in the new APE that were reviewed for potential eligibility:
 - a. Potential South Alston Historic District
 - b. Russell Memorial CME Church
 - c. NCCU Old Chidley Residence Hall
10. AECOM also noted that in the original D-O LRT project and APE, the Durham Water Town and Valve House at 1318 Pettigrew Street was determined to be an eligible historic resource.
11. AECOM reviewed the properties within the potential South Alston Avenue Historic District, and concluded that it is unlikely to be determined eligible due to lack of distinctive and varying architectural styles, significant alterations to the properties, and lack of cohesiveness.
12. AECOM went on to review how the Russell Memorial CME Church was constructed in the 1950's and that a significant addition was built onto the facility in the 1960's. The church was constructed at its current location after the original St. Matthew's Church burned and was rebuilt on the current site. AECOM noted that it was unlikely that this church would be determined to be historically eligible due to the lack of distinctive characteristics in construction, that the structure has been altered, how there are other churches that more representatively embody this architectural style, and how there were no found ties to significant events in history, or to significant persons.

13. AECOM then went on to note how the Old Chidley Residence Hall was also assessed for eligibility. AECOM discussed that the building was named for Dr. Chidley and his congregation who had been an ardent supporters of NCCU. The building was constructed in the Georgian Revival Style architecture, but that this is a fairly common style in the area and there are more representative examples of this style. AECOM noted that the building is surrounded by newer buildings and currently boarded up. The building also was not within the current boundary of the NCCU Historic District that abuts the Fayetteville Street side of the campus. AECOM recommended that this is not eligible either as an individual resource or with the NCCU historic district.
14. GoTriangle opened the discussion for the parties to discuss the recommendations of AECOM. GoTriangle asked NCCU if there were plans to renovate or demolish Old Chidley Hall. NCCU noted there are no current plans to demolish Old Chidley Hall at the moment. They noted in the past there has been strong opposition to tearing down the building from alumni who have lived in the hall during their time at NCCU. NCCU is looking at possible renovation options but that they will have to address the black mold issues prior to renovation. NCCU agreed with AECOM historian's initial assessment of old Chidley Hall as not being historically significant and thus not likely to be National Register eligible.
15. NCCU offered to supply a history of the Russell Memorial CME Church to the project team to use in the document.
16. NCCU asked about parking for the NCCU Station and if there would any parking lots or parking decks planned for the light rail station. GoTriangle noted that the NCCU station is planned to be a walk-up station; due to the proximity to the freeway, Alston Avenue Station would have a park and ride, but that NCCU station is not planned to have parking. GoTriangle noted that this is similar to Charlotte's Blue Line Extension project, as it also has an end of the line station on the campus of UNC Charlotte that is a walk up station. NCCU indicated interest in continuing the coordination and discussion with GoTriangle as they plan their Business school, so they can better understand how to site their building on the property.
17. Preservation North Carolina asked if either NCCU or GoTriangle could consider either relocating the existing buildings/homes that would be affected by either project or at least reusing materials from the existing buildings as a potential mitigation effort.
18. The SHPO noted that if there is no adverse effects, then no mitigation would be required.
19. Preservation North Carolina clarified that if the buildings cannot be saved, that can NCCU and GoTriangle at least look at how materials from these buildings could possibly be diverted from the landfills and incorporated into the projects, as a sustainability measure.
20. NCCU noted that they anticipate applying for a LEED Building Certification for the Business School, so they are interested in reuse of materials, where possible.
21. GoTriangle noted that the project would be required to comply with all applicable Federal laws, including the Uniform Act, and would work with affected property owners, as guided by applicable laws, to relocate or compensate affected property owners and tenants. GoTriangle also noted that the project team will be evaluating in engineering, ways in which the project can incorporate

elements to be more sustainable. GoTriangle expressed appreciation for Preservation North Carolina's creative ideas and would pass them along to the real estate managers who will be carrying out the real estate process

22. The SHPO asked that the plans take into account the University's Master Plan
23. NCCU noted that the 2007 Master Plan does not go further north than Dupree
24. GoTriangle asked if there were plans to update the Master Plan
25. NCCU noted that the master plan was last updated in 2007 and they are currently looking at updating the plan
26. NCCU asked if GoTriangle had coordinated with the City of Durham Utilities. GoTriangle noted that only initial coordination had been done to date, but more detailed coordination will be addressed during final engineering design.
27. FTA discussed the next steps in the Section 106 Consultation process.
28. GoTriangle requested that the group submit any comments to GoTriangle by 10/26/16

Action Items

1. Provide any comments relative to these minutes to GoTriangle as soon as possible.
2. Provide any comments or issues on Section 106 related concerns to GoTriangle by 10/28/16.
3. Andre D. Vann will provide the project team with information on the history of Russell Memorial CME Church.

Attachments

Sign In Sheet
Presentation



List of Meeting Attendees:

NAME	ORGANIZATION/DEPARTMENT	TITLE
Renee Gledhill-Earley	NC State Historic Preservation Office	Environmental Review Coordinator
Jim Kessler	NC Railroad Corporation	Vice President
Lisa Miller	Durham City/County Planning	Senior Planner
Cathleen Turner	Preservation North Carolina	Regional Director
Ben Filippo	Preservation Durham	Executive Director
Pamela Thorpe Young	NC Central University	Director of External Affairs
Jonathan Peeler	NC Central University	Associate Vice Chancellor for Facilities Management
Ondin Mihalcescu	NC Central University	Facility Engineer
Andre D. Vann	NC Central University	Archivist & Historian
Carrie Walker	FTA Region IV	Environmental Protection Specialist
Meghan Makoid	GoTriangle	Environmental Planner
Jason Morgan	GoTriangle	Environmental Planner
Thomas Henry	GoTriangle	Assistant General Counsel
David Charters	GoTriangle	Design & Engineering Manager
Ed Edens	AECOM	Engineering Manager
Marvin Brown	AECOM	Senior Architectural Historian
Travis Hepler	AECOM	Engineer
Rob Hertz	AECOM	Associate Vice President



DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT MEETING SIGN-IN SHEET

PURPOSE: FTA/GoTriangle Consulting Parties Meeting **SUBJECT:** D-O LRT NCCU Station Refinement

Meeting Location: GoTriangle Offices, ~~Site 001~~ **GO TRIANGLE BOARD ROOM**

BY PHONE: 866-2013-6896 Passcode: 316-4112#

WEBINAR: <https://connect15.uc.att.com/urs/meet/?ExEventID=84611323>

Meeting Date/Time: October 19, 2016
3:00 - 5:00 p.m.

Name	Company	Title	Telephone	E-Mail	Initials
Renee Gledhill-Earley	North Carolina State Historic Preservation Office	Environmental Review Coordinator	919-807-6579	renee.gledhill-earley@ncdcr.gov	RSE
Ben Filippo	Preservation Durham	Executive Director	919-682-3036	ben@preservationdurham.org	
Jim Kessler	North Carolina Railroad Corporation	Vice President	919-954-7601	jimkessler@ncrr.com	
Lisa Miller	Durham City/County Planning	Senior Planner	919-560-4137 Ext. 28270	lisa.miller@durhamnc.gov	
Cathleen Turner	Preservation North Carolina	Regional Director	919-401-8540	cturner@presnc.org	CT
Pamela Thorpe Young	North Carolina Central University	Director of External Affairs	919-530-5402	Pamela.Young@ncceu.edu	PT
Jonathan Peeler	North Carolina Central University	Associate Vice Chancellor for Facilities Management	919-530-7403	jpeeler1@ncceu.edu	JMP
Ondin Mihalcescu	North Carolina Central University	Facility Engineer	919-530-6302	o.mihalcescu@ncceu.edu	OM
FTA Staff	TROY	EPS	4-865-5643	julia.walker@dot.gov	JW
Carrie Walker	Federal Transit Administration - Region IV	Environmental Protection Specialist	404-865-5645	julia.walker@dot.gov	✓
Stan Mitchell	Federal Transit Administration - Region IV	Environmental Protection Specialist	404-865-5643	stanley.a.mitchell@dot.gov	SM
GoTriangle Staff					
Meghan Makoid	GoTriangle	Environmental Planner	919-485-7554	mmakoid@gotriangle.org	
Jason Morgan	GoTriangle	Environmental Planner	919-485-7584	jmorgan@gotriangle.org	JSM
Thomas Henry	GoTriangle	Assistant General Counsel	919-485-7589	thenry@gotriangle.org	
David Charters	GoTriangle	Design & Engineering Manager	919-485-7558	dcharters@gotriangle.org	DAC
ED EDENS	AECOM	Engineering	919-239-7150	ed.edens@aecom.com	EE
Anche D. Vann	NCCU	Archivist & Historian	919-530-6254	avann@ncceu.edu	ADV
Marrin Brown	AECOM	" "	919-854-6200	marrin.brown@aecom.com	MB
TRAVIS HEPLER	AECOM	Engineering		Travis.Hepler@AECOM.com	TH

ON PHONE
ON PHONE
ON PHONE

(OVER)



D-O LRT Project
NCCU Station Refinement -
Section 106 Consulting Parties Meeting

October 19, 2016

Agenda

- Welcome and Introductions – GoTriangle
- Goals of the Meeting – GoTriangle
- Overview of Section 106 – FTA
- Previous Effects and Commitments - GoTriangle
- Project Update – GoTriangle
- Proposed NCCU Station Refinement – GoTriangle
- NCCU Station Refinement Draft APE – AECOM
- Prior Identified Historic Resources in Draft APE – AECOM
- Potential Historic Resources in Draft APE – AECOM
- Comments – Consulting Parties
- Next Steps – FTA
- Questions – All

Goals of the Meeting

- **Overview** of Section 106
- **Review** draft Area of Potential Effects (APE)
- **Review** listed or eligible resources in draft APE
- **Discuss** resource eligibility and provide information to FTA to inform determination

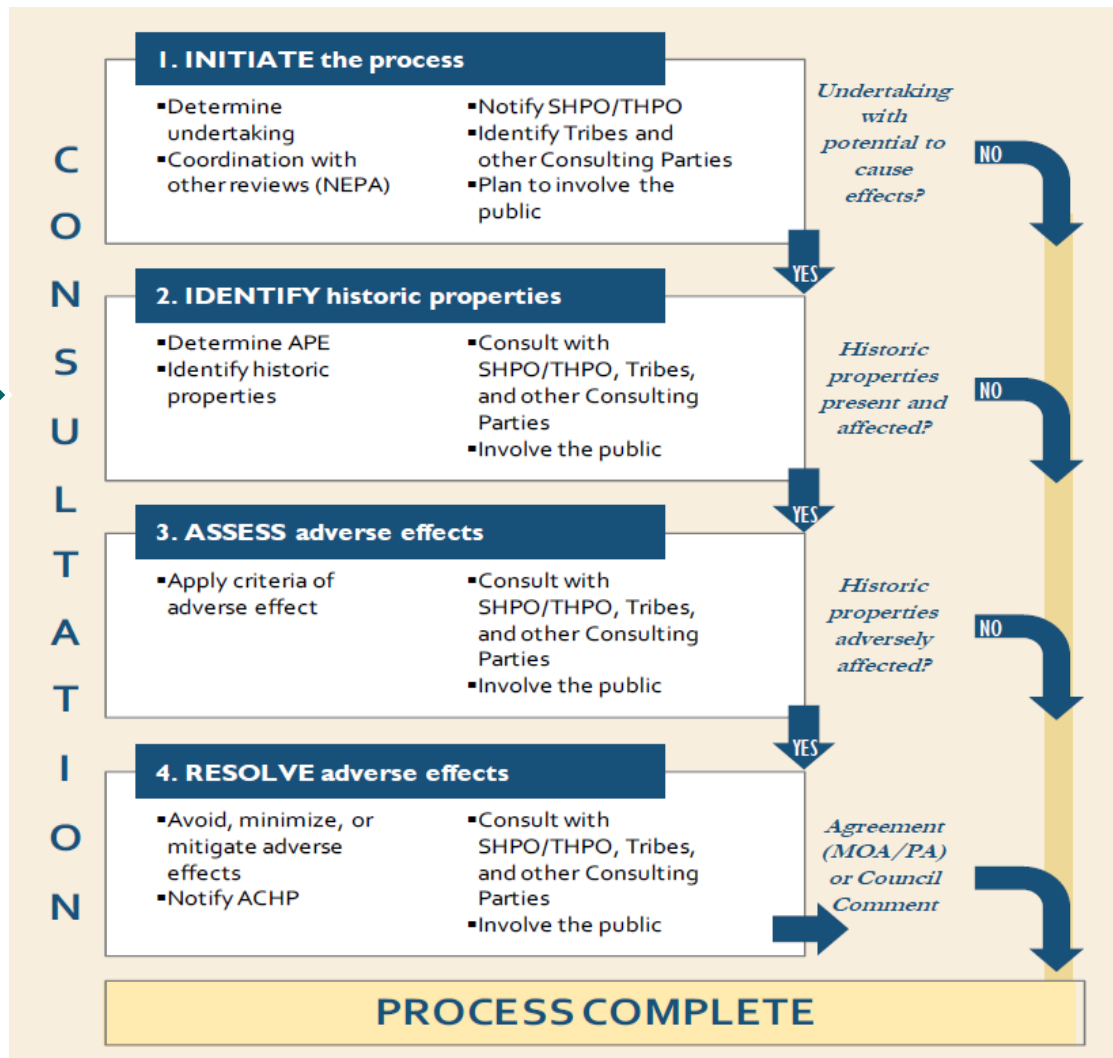
Overview of Section 106 of the National Historic Preservation Act – Just the Basics

- Section 106 of National Historic Preservation Act requires federal agencies to:
 - Determine resources in a project's Area of Potential Effects (APE) that are listed or eligible for listing on the National Register of Historic Places (NRHP)
 - Determine how listed and eligible Historic Resources might be affected by the project
 - Explore measures to avoid or reduce (mitigate) harm to any affected Historic Resources, and
 - Consult with the State Historic Preservation Officer (SHPO) on measures to resolve any Adverse Effects
- Locally designated properties are not part of Section 106, but are considered in assessing Section 4(f) resources

Section 106 Process

Codified in
36 C.F.R. § 800

We
are
Here



Source:
NEPA and NHPA
A Handbook for Integrating
NEPA and Section 106
(CEQ and ACHP, March 2013)

National Register Criteria

NRHP Criteria for Evaluation

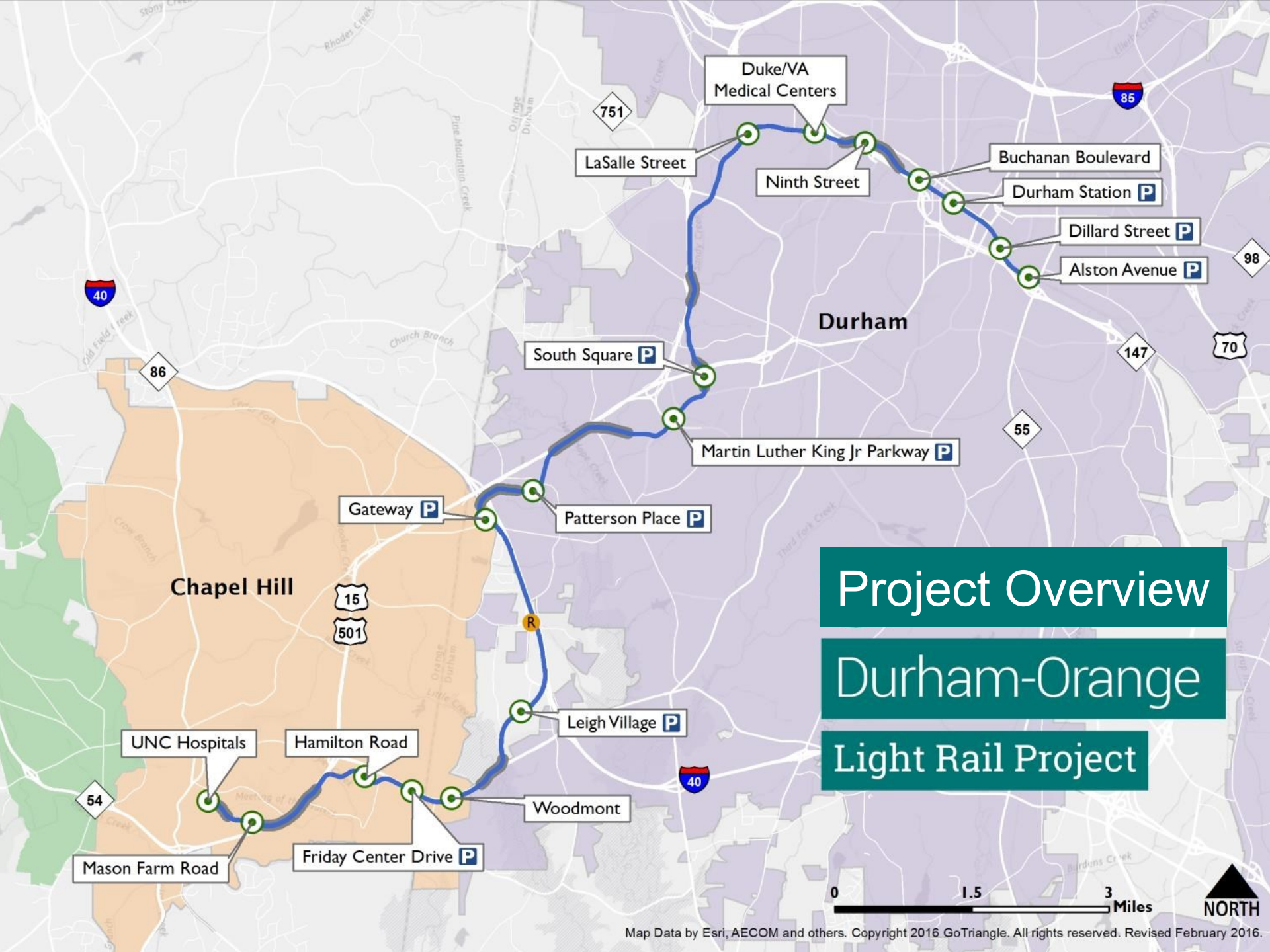
The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

****To be eligible properties have to retain integrity AND be significant**

Your Role in the Meeting

- Role of Consulting Parties in Section 106 Process:
 - Provide your organization's special knowledge of, concern for, or mandated regulatory role that pertains to the historic resources
 - Input will be considered by FTA for determination of eligibility



Mason Farm Road

UNC Hospitals

Hamilton Road

Friday Center Drive P

Woodmont

Leigh Village P

Patterson Place P

Martin Luther King Jr Parkway P

South Square P

Ninth Street

LaSalle Street

Duke/VA Medical Centers

Buchanan Boulevard

Durham Station P

Dillard Street P

Alston Avenue P

Chapel Hill

Durham

Project Overview

Durham-Orange

Light Rail Project



D-O LRT Project –

Previous Effects, Commitments, and MOA

- D-O LRT Project (documented in DEIS and Combined FEIS/ROD)
 - No Effect 13 of 25 historic properties
 - No Adverse Effect on 12 historic resources
 - Will provide landscape visual buffer for historic resources in non-urban settings
- Memorandum of Agreement (MOA)
 - MOA between FTA, SHPO & GoTriangle
 - Documents procedures for ensuring effective protection of historic and/or archaeological resources during implementation and construction of D-O LRT



D-O LRT Project

UPDATE

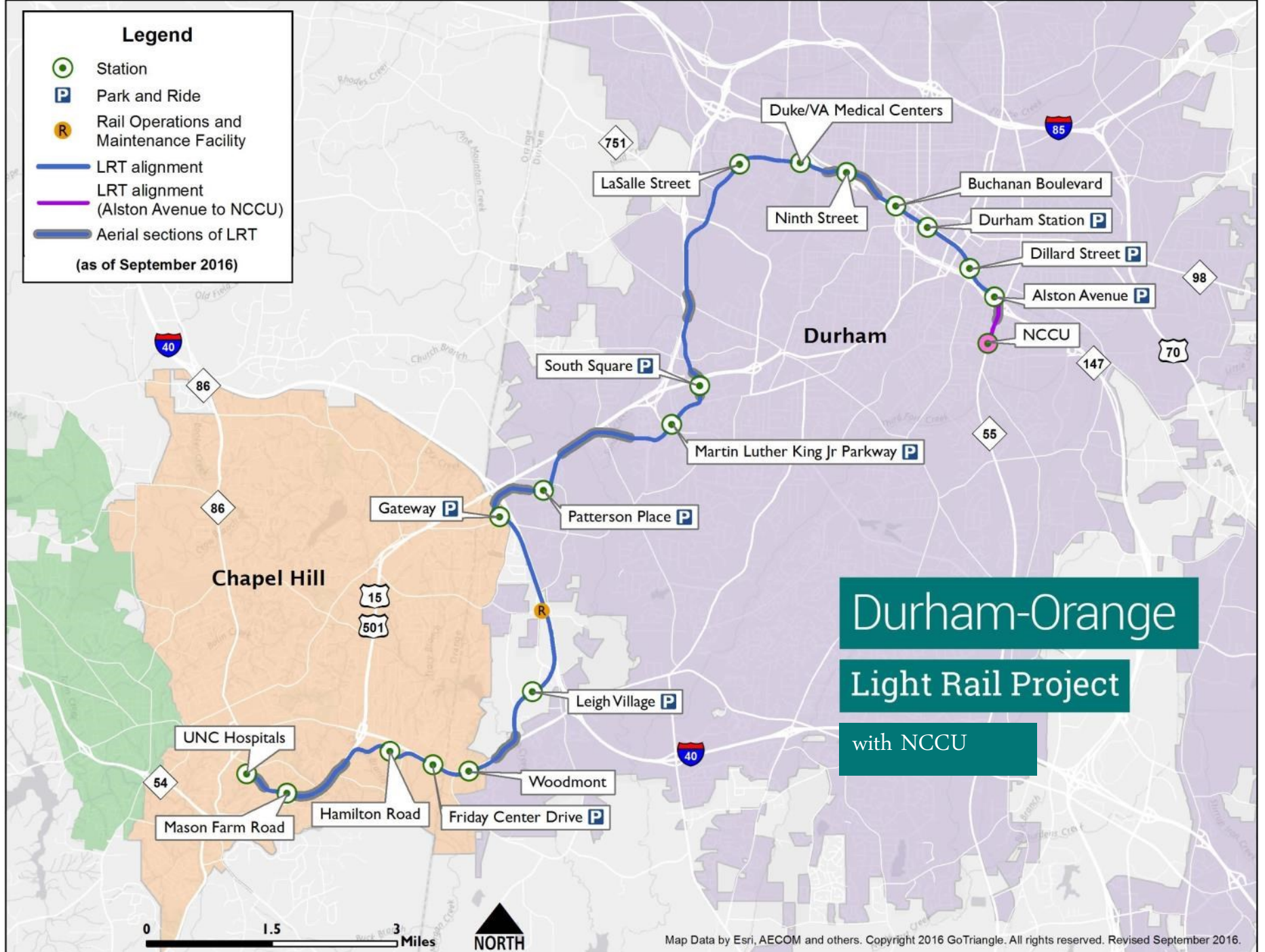
Background

- Environmental Study for the D-O LRT Project completed February, 2016
- GoTriangle committed to study several potential refinements, based on comments received on the initial evaluation
- Currently evaluating a proposed station to serve NCCU

Legend

- Station
- Park and Ride
- Rail Operations and Maintenance Facility
- LRT alignment
- LRT alignment (Alston Avenue to NCCU)
- Aerial sections of LRT

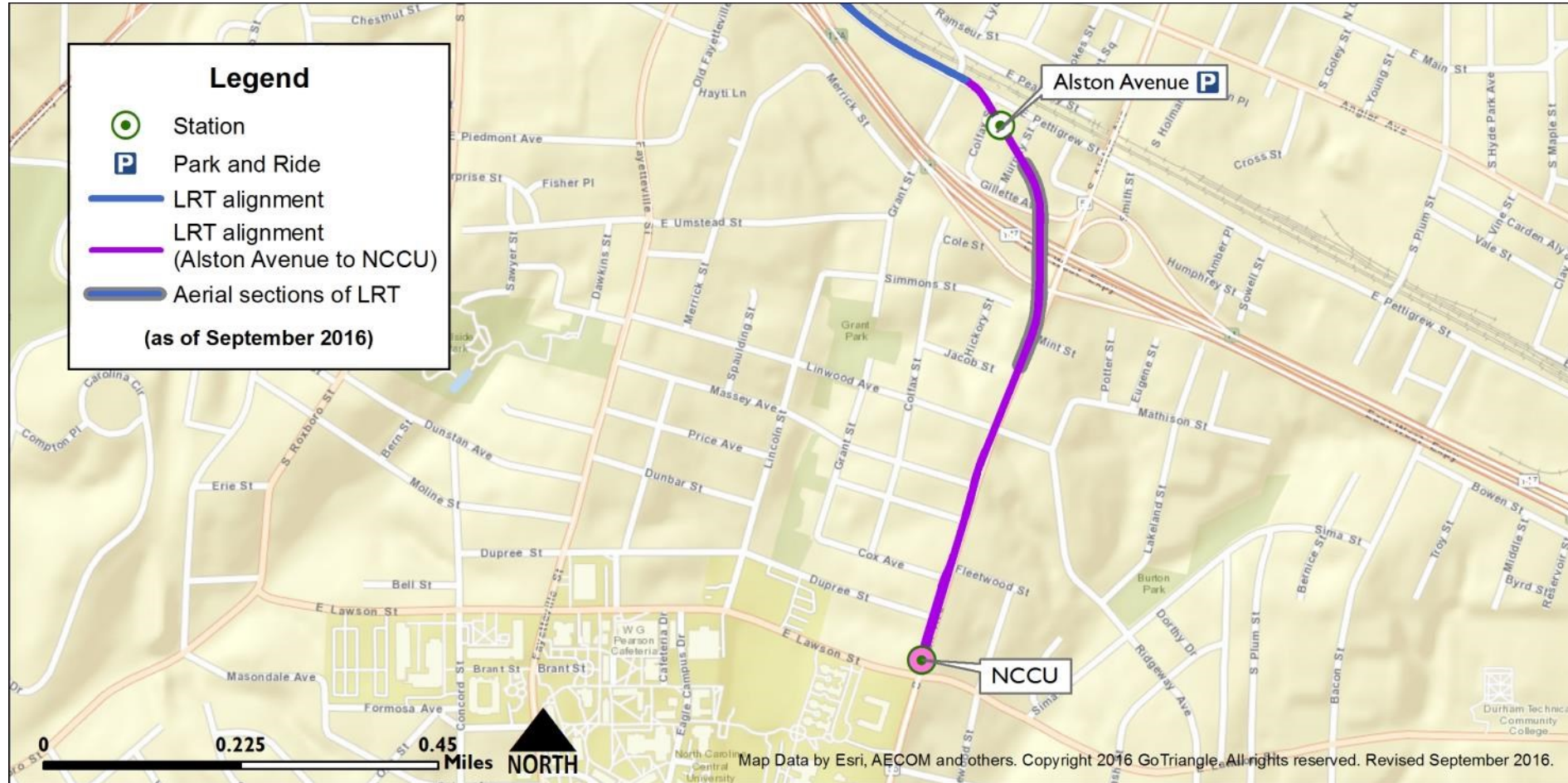
(as of September 2016)



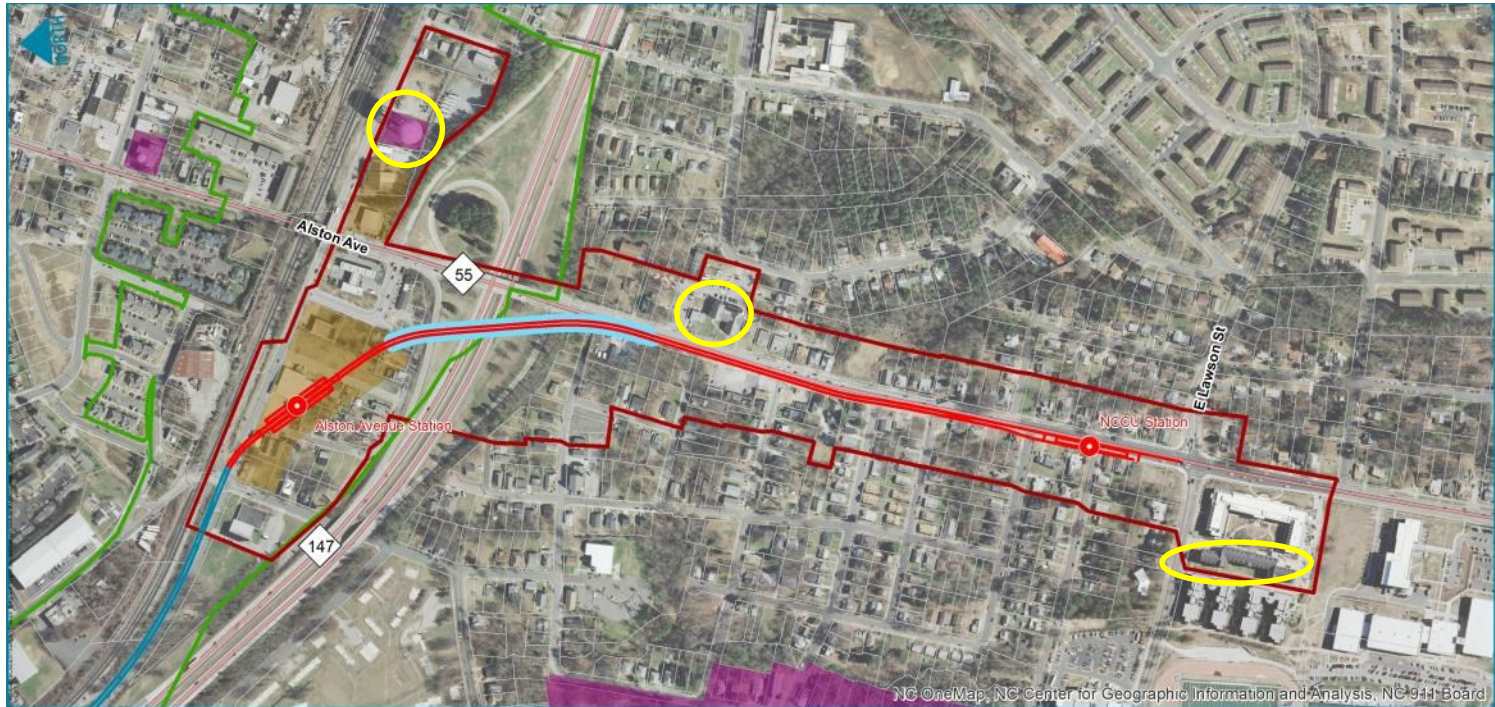
Durham-Orange Light Rail Project with NCCU



Proposed NCCU Station Location



NCCU Station Refinement – Draft APE



Historic Resource APE Proposed Expansion- NCCU Station Refinement

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT



0 250 500 Feet

Sources: ESRI, CGIA, NCDOT, and AECOM



- NCCU Station Refinement Stations
- NCCU Station Refinement Alignment
- D-O LRT Alignment
- Aerial Track Section
- Historic Resource APE - NCCU Station Refinement
- Historic Resource APE - D-O LRT Project
- National Register Listed & Eligible Properties
- Park and Ride Lot and Garage
- Railroad
- County Boundary

gotriangle.org/

Previously Identified Resource in Draft APE



Durham Water Tower & Valve House
1318 Pettigrew Street [1939]

Potential South Alston Avenue Historic District



709 S Alston Ave [mid-1920s]
(photo above)



805 S Alston Ave [mid-1920s]
(photo above)



911 S Alston Ave [1910s]
(photo above)



710 & 706 S Alston Ave [1910s]
(photo above)

Potential South Alston Avenue Historic District



812 S Alston Ave/
911 & 913 Massey Ave [mid-1970's]



1202 S Alston Ave [1920s]
(photo above)



1011 & 1013 Simmons St [1950s]
(photo above)



611 & 615 Hickory St [2010s]
(photo above)

Potential South Alston Avenue Historic District



1108 & 1106 Jacob St [1920s]
(photo above)



911 & 913 Price Ave [1930s]
(photo above)



918 & 910 Price Ave [1950s]
(photo above)



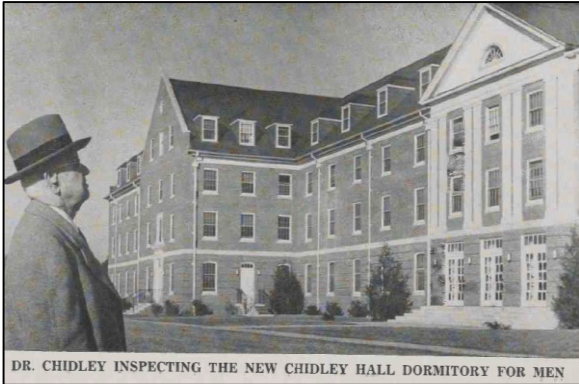
829 E Lawson St [1950s]
(photo above)

Russell Memorial CME Church

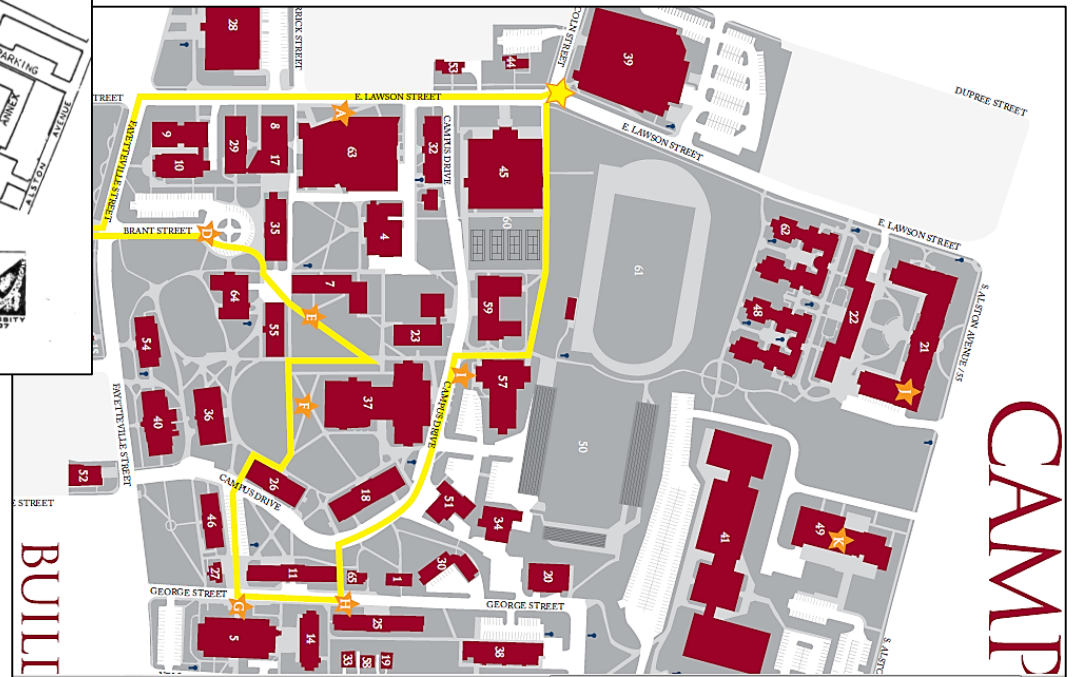
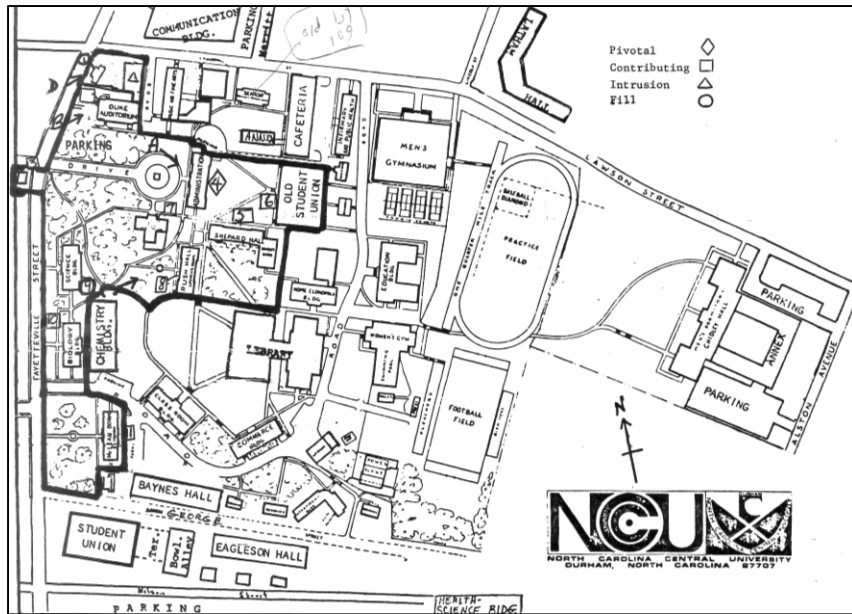


703 S Alston Ave [1952-53, 1960s]

Old Chidley Residence Hall



Old Chidley Residence Hall / NCCU Historic District



828 E Lawson St [1950-51]



CONSULTING PARTIES' COMMENTS

Next Steps

- FTA to determine eligibility based on input received today
- FTA to review proposed NCCU Station Refinement
- Consultation will continue as needed
 - Input will be considered by FTA for determination of effects
- Section 106 notification of preliminary determination of effects and public comment



QUESTIONS



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV

Alabama, Florida, Georgia,

RE Kentucky, Mississippi,
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

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404-865-5600

Susan Myers, Assistant State Archaeologist
North Carolina Office of State Archaeology
4619 Mail Service Center
Raleigh, NC 27699-4619

OCT 27 2016

RE: ER 12-0738
Durham-Orange Light Rail Transit Project, NCCU Station Refinement, South Alston Avenue,
Durham County, North Carolina

Dear Ms. Myers:

GoTriangle notified the Federal Transit Administration (FTA) that they are considering a refinement of the Durham-Orange Light Rail Transit Project. The refinement to the design is referred to as the "NCCU Station Refinement" and would include: the reconfiguration of the Alston Avenue Station and associated park and ride; the extension of the alignment to serve a new eastern terminal station to serve NCCU; and the construction of the NCCU Station near the corner of South Alston Avenue and Lawson Street. The NCCU Station Refinement would reconfigure the Alston Avenue Station and associated park and ride. The reconfigured Alston Avenue Station platform would be surrounded by surface parking and a parking garage would be constructed on the southwest corner of Alston Avenue and Pettigrew Street. The alignment would extend from the reconfigured Alston Avenue Station and ascend on structure to travel over the Durham Freeway (NC 147). The alignment would then descend on retained fill, just after the southbound NC 147 off-ramp, to enter the middle of South Alston Avenue. The alignment would travel at-grade in the middle of South Alston Avenue to the new eastern terminal station at East Lawson Street, adjacent to the North Carolina Central University Campus (proposed NCCU Station). The introduction of the alignment in the middle of South Alston Avenue would require the reconstruction of the existing roadway. South Alston Avenue would be reconstructed to the western side of South Alston Avenue.

The FTA is requiring GoTriangle to complete environmental studies and analysis for the proposed NCCU Station Refinement. Attached is a proposed APE for Archaeological Resources and Background Report for your consideration and input.

Please contact Mr. Stan Mitchell at (404) 865-5643 or at stanley.a.mitchell@dot.gov, or Ms. Julia Carrie Walker at (404) 865-5645 or at julia.walker@dot.gov should you have any questions.

Sincerely,

Yvette G. Taylor, Ph.D.
Regional Administrator

Encl: Proposed APE map and Archaeological Background Report

**Archaeological Resources -
Area of Potential Effects (APE)
and Background Report:
NCCU Station Refinement**

Durham-Orange Light Rail Transit Project



**DRAFT
October 2016**



Archaeological Resources – Area of Potential Effects (APE) and Background Report: NCCU Station Refinement

1. Introduction

GoTriangle is currently evaluating a refinement to the design of the Durham-Orange Light Rail Transit (D-O LRT) Project. The refinement to the design is referred to as the “NCCU Station Refinement.” This *Archaeological Resources - Area of Potential Effects (APE) and Background Report: NCCU Station Refinement* Document provides the following information: a history of the D-O LRT Project (the “undertaking”); a definition of the D-O LRT Project; a definition of the NCCU Station Refinement, which would be a modification to the project definition; the NCCU Station Refinement Draft APE for Archaeological Resources;

1.1 History of Undertaking

In late-2014 and early-2015 the Federal Transit Authority (FTA) and Triangle Transit Authority (now GoTriangle) engaged in archaeological consultation for Section 106 compliance for the D-O LRT project. During that time, the project’s lead environmental consultants, URS Corporation (now AECOM), provided the North Carolina Office of State Archaeology with a document showing the archaeological area of potential effects (APE) for the proposed undertaking (URS 2014a) and a separate document detailing the archaeological background of the project area including recommendations for portions of the project that should be subjected to archaeological studies (URS 2014b). A letter dated January 6, 2015 from Ramona M. Bartos (NC Department of Cultural Resources State Historic Preservation Office) to Meghan Makoid (GoTriangle) confirmed receipt of the documents and concurred with the recommended findings.

GoTriangle, in cooperation with the FTA, prepared a Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation to evaluate the D-O LRT Project. The DEIS evaluated the environmental, transportation, social, and economic impacts associated with the transportation improvements in the Durham-Orange Corridor, serving the town of Chapel Hill and City of Durham. The DEIS was issued on August 28, 2015. The public comment period spanned from August 28, 2015 to October 13, 2015.

During the same period, in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), the FTA issued a Notice to the Public of the Section 106 Assessment of Effects for Historic and Cultural Resources for the D-O LRT Project (an “undertaking,” pursuant to 36 C.F.R 800.4(a)(1) and 800.16(d)). GoTriangle and FTA received public comments on both the DEIS and Draft Section 4(f) Evaluation, as well as the Section 106 Assessment of Effects.

The SHPO concurred with the Section 106 and Section 4(f) evaluation, in a letter from Renee Gledhill-Earley to Dr. Yvette G. Taylor (FTA) on January 26, 2016. The FTA published the Combined FEIS/ROD on February 25, 2016. The Combined/FEIS includes in its appendices, the final Section 4(f) evaluation and determination, Section 106 Determination and Memorandum of Agreement (MOA), response to substantive public comments, and responses to Section 106 comments.

The Memorandum of Agreement (MOA) between the FTA, GoTriangle, and the North Carolina State Historic Preservation Office, establishes the procedures by which the FTA, GoTriangle, and SHPO (collectively, the Parties) will work together to ensure the effective protection of historic and/or archaeological resources during the implementation and construction of the proposed D-O LRT Project. This MOA was entered into by Dr. Yvette G. Taylor (FTA), Jeffrey G. Mann (GoTriangle), and Kevin Cherry (SHPO) on February 2, 2016.



Archaeological Resources – Area of Potential Effects (APE) and Background Report: NCCU Station Refinement

1.2 D-O LRT Project Definition

The D-O LRT alignment generally follows North Carolina Highway 54 (NC 54), Interstate 40 (I-40), United States (US) 15-501, and the North Carolina Railroad (NCRR) Corridor in downtown Durham and east Durham. The alignment begins in Chapel Hill at UNC Hospitals, parallels Fordham Boulevard, proceeds eastward adjacent to NC 54, travels north along I-40, parallels US 15-501 before it turns east towards Duke University and runs within Erwin Road, and then follows the NCRR Corridor that parallels NC 147 through downtown Durham, before reaching its eastern terminus in Durham near Alston Avenue. A total of 17 stations are planned, and up to 3,900 parking spaces along the D-O LRT alignment will be provided. In addition, a rail operations maintenance facility (ROMF) will be constructed to accommodate the D-O LRT fleet.

1.3 Proposed NCCU Refinement - Modification to Project Definition

GoTriangle is currently evaluating a refinement to the design of the D-O LRT Project that would change the location of the eastern terminus by adding a station near NCCU. The proposed NCCU Station Refinement” includes: the reconfiguration of the Alston Avenue Station and associated park and ride, as well as the extension of the alignment from the Alston Avenue Station to the NCCU Station, and the construction of the NCCU Station.

1.3.1 Alston Avenue Station and Park and Ride

The proposed design refinement would reconfigure the Alston Avenue Station and associated park and ride. Previously, the Alston Avenue Station and light rail alignment were located to the north side of Pettigrew Street. Under the NCCU Station Refinement, the alignment would cross Pettigrew Street at-grade and diagonally east of Grant Street to run toward NC 147, west of the Alston Avenue NC 147 Bridge.

The reconfigured platform for the Alston Avenue Station would be located between Pettigrew Street and the Alston Avenue/NC 147 westbound on-ramp. Previously a parking garage was planned for this location. Under the NCCU refinement, approximately 280 surface parking spaces will be constructed to surround the station platform. The parking garage will now be located in the southeast quadrant of Alston Avenue and Pettigrew Street. Approximately 920 spaces of additional parking will be constructed in a new parking garage.

1.3.2 Additional alignment to serve New NCCU Station

Previously, the Alston Avenue Station served as the eastern project terminus. With the NCCU Station Refinement, the alignment will be extended approximately 0.72 miles from the reconfigured Alston Avenue Station toward South Alston Avenue. The alignment will ascend on an elevated structure to cross over the Durham Freeway (NC 147). The alignment will then descend on retained fill, just after the NC 147 eastbound off-ramp, to enter the middle of South Alston Avenue. The alignment will operate at-grade within South Alston Avenue southward to the proposed NCCU station near the intersection of South Alston Avenue and Lawson Street.

Construction of the alignment and NCC Station in the middle of the roadway will require reconstruction of South Alston Avenue. In order to reduce property impacts, the eastern edge of pavement will be held. The alignment will run within the area currently occupied by the southbound lanes of South Alston Avenue. In order to maintain the same roadway capacity, South Alston Avenue will be widened westward. This widening will replace the southbound lanes.



Archaeological Resources – Area of Potential Effects (APE) and Background Report: NCCU Station Refinement

1.3.3 New NCCU Station

Under the NCCU Station Refinement, a new station will be constructed in the middle of South Alston Avenue, just prior to Lawson Street. The NCCU Station will be a walk-up station, meaning that no park and ride will be provided at this station. The station will serve as the eastern project terminus, providing light rail service to NCCU and the surrounding neighborhoods. Connecting bus service will provide service to nearby Durham Tech and other surrounding destinations.

2. NCCU Station Refinement Draft APE for Archaeological Resources

The proposed NCCU Station Refinement draft APE for archaeological resources would be similar to the one established for the D-O LRT project, extending 100 feet from the centerline of the proposed track alignment for a total width of 200 feet along the corridor. This width is adequately wide enough to encompass any proposed stations. In the location(s) of ancillary facilities (e.g., park and ride facilities), however, the archaeological APE would extend 100 feet beyond the proposed limits of said facility. For the purposes of this proposed extension, that would apply to the park and ride facility surrounding the Alston Avenue station. The total acreage of this new APE is approximately 36.11 acres (14.61 hectares). A map depicting the archaeological APE is included as Figure 1 of this document.

3. Archaeological Background

No previously-recorded archaeological sites exist within the draft APE. The only previously-recorded archaeological site in proximity to the current APE is Site 31DH659**. Site 31DH659** is located southeast and approximately 800 feet outside of the APE between South Pettigrew Street and the North Carolina Railroad (NCRR) right-of-way, just west of South Plum Street (Webb and Millis 1999:Figure 5.66b). Site 31DH659** was recommended as not eligible for the National Register of Historic Places (Webb and Millis 1999:44).

The archaeological APE crosses a densely urbanized landscape. Historic research conducted by AECOM's senior historian indicates that this portion of Durham was built up beginning in the 1910s with the bulk of development occurring between the 1920s and 1940s. Further, South Alston Avenue has been widened once since its initial alignment, and the Durham Freeway, constructed in the late-1960s, removed a large swath of the urban landscape within the APE.

Soils data from the Natural Resources Conservation Service (WSS 2016) indicates the entirety of the draft APE is some form of Urban land including the Urban Land (Ur) and White Store-Urban Land Complex (Ww) soil types. Urban land consists of impervious layers overlying human transported materials; White Store soils are moderately well drained soils derived from the residuum of weathered mudstone, shale, siltstone, and/or sandstone.

4. Summary

In summary, GoTriangle is currently evaluating a refinement of the D-O LRT Project design. The NCCU Station Refinement would diverge from the previously established archaeological APE. Therefore, a new Draft APE is proposed and would cover the anticipated limits of disturbance for construction.

No previously-recorded archaeological sites exist within the draft APE. The area inside the draft APE boundaries is primarily densely urbanized and disturbed. The soil data indicates the entirety of the draft APE is some form of Urban Land and White Store-Urban Land Complex soil types.



Archaeological Resources – Area of Potential Effects (APE) and Background Report: NCCU Station Refinement

5. Reference Cited

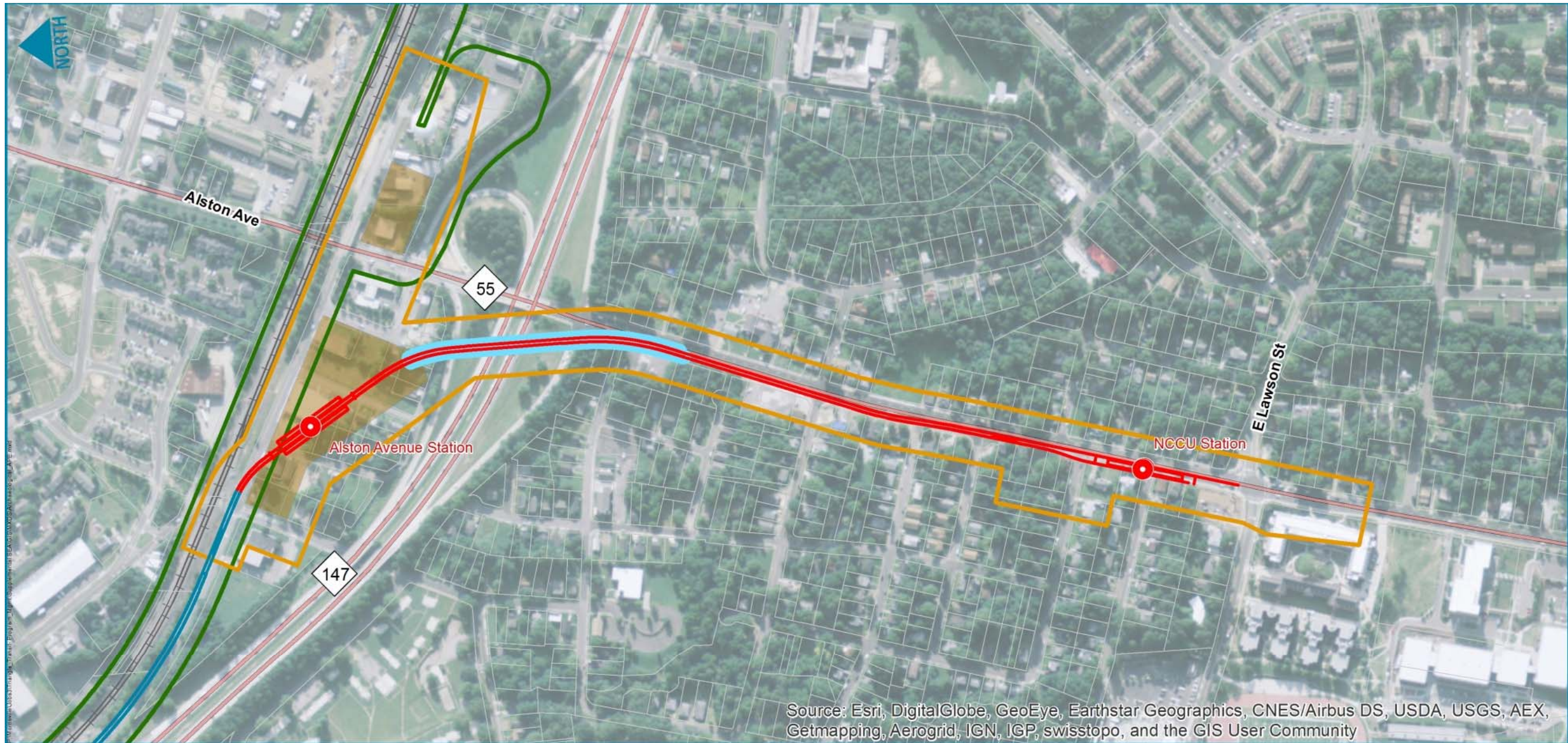
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URS 2014b. Archaeological Background Information Durham-Orange Light Rail Transit Project. URS Corporation, Morrisville, North Carolina. Prepared for Triangle Transit Authority, Durham, North Carolina. Manuscript on file, North Carolina Office of State Archaeology, Raleigh.

Web Soil Survey (WSS) 2016. Online Web Soil Survey. Natural Resources Conservation Service. Accessed October 4, 2016. <http://websoilsurvey.nrcs.usda.gov/app/>.

Webb and Millis 1999. Archaeological Survey for Phase I of the Proposed Triangle Transit Authority Regional Rail Project, Durham and Wake Counties, North Carolina. TRC Garrow Associates, Inc., Chapel Hill, North Carolina. Prepared for Parsons Brinckerhoff Quade & Douglas, Inc., Morrisville, North Carolina. Manuscript on file, North Carolina Office of State Archaeology, Raleigh.

Figure 1: Draft Archeological Resources APE



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Archaeological Resource APE Proposed Expansion- NCCU Station Refinement

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT



0 250 500 Feet

Sources: ESRI, CGIA, NCDOT, and AECOM



- NCCU Station Refinement Stations
- NCCU Station Refinement Alignment
- D-O LRT Alignment
- Aerial Track Section
- Archaeological Resource APE - NCCU Station Refinement
- Archaeological Resource APE - D-O LRT Project
- Park and Ride Lot and Garage
- +— Railroad
- County Boundary

gotriangle.org/



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404-865-5600

Mr. Russell Townsend
Eastern Band of Cherokee Indians
Qualla Boundary Reservation
88 Council House Loop
PO Box 455
Cherokee, NC 28719

OCT 27 2016

Re: Notification of Undertaking – Durham-Orange Light Rail Transit under Section 106 of the National Historic Preservation Act

Dear Mr. Townsend:

The Durham-Orange Light Rail Transit Project (project), with the cooperation of the Federal Transit Administration (FTA), is currently in the initiation phase of this proposed major transit investment in the Durham, NC area. The project meets the definition of a federal undertaking per 36 CFR Part 800 and FTA is the lead federal agency. FTA is requesting your consultation for the project per Executive Order 13084, Section 106 of the National Historic Preservation Act and 36 CFR Part 800.

Attached please find a proposed APE map package that contains a project description and background report.

We would be pleased to discuss project details with you, as well as any confidential concerns you may identify.

Thank you in advance for your assistance with the proposed project. Please contact Julia Carrie Walker at (404) 865-5645 or julia.walker@dot.gov, or Stan Mitchell at (404) 865-5643 or stanley.a.mitchell@dot.gov, of my staff should you have any questions or concerns. Your timely response will greatly help us incorporate your concerns into project development.

Sincerely,

Yvette G. Taylor, Ph.D.
Regional Administrator

Encl: Project Description and Map



U.S. Department
of Transportation
**Federal Transit
Administration**

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Catawba Indian Nation
Attn: Wenonah G. Haire, THPO
1536 Tom Steven Road
Rock Hill, SC 29730

OCT 27 2016

**Durham-Orange Light Rail Transit Project, NCCU Station Refinement, South Alston Avenue,
Durham County, North Carolina**

Dear Ms. Haire:

The Durham-Orange Light Rail Transit Project (project), with the cooperation of the Federal Transit Administration (FTA), is currently in the initiation phase of this proposed major transit investment in the Durham, NC area. The project meets the definition of a federal undertaking per 36 CFR Part 800 and FTA is the lead federal agency. FTA is requesting your consultation for the project per Executive Order 13084, Section 106 of the National Historic Preservation Act and 36 CFR Part 800.

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Sincerely,

Yvette G. Taylor, Ph.D.
Regional Administrator

Encl: Proposed APE map and Archaeological Background Report