

APPENDIX E: Section 106

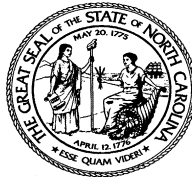
Durham-Orange Light Rail Transit Project



December 2016

Appendix E: Section 106

- Letter from State Historic Preservation Office to AECOM (November 21, 2016)
- Letter from GoTriangle to Russell Memorial CME Church (November 30, 2016)
- Letter from FTA to State Historic Preservation Office (December 1, 2016)
 - Architectural History Survey for Durham-Orange Light Rail Transit Project NCCU Station Refinement, Durham County, North Carolina
- Letter from State Historic Preservation Office to GoTriangle (December 2, 2016)
- Concurrence Form For Assessment of Effects



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

November 21, 2016

Marvin Brown marvin.brown@aecom.com
AECOM
701 Corporate Center Drive
Raleigh, NC 27607

Re: Architectural History Addendum for NCCU Station Refinement, D-O LRT Project,
Durham County, ER 12-0738

Dear Mr. Brown:

Thank you for your October 27, 2016, letter transmitting the above-reference report. We have reviewed the report and offer the following comments.

Several of the properties in the potential **Alston Avenue Historic District** that are evaluated as noncontributing appear to be contributing (709 S. Alston, 922 Dupree, 918 Dupree, 911 Cox, 912 Massey). (Figure 23 would be more informative if C/NC status were indicated on each property.) Regardless, we agree with the assessment that this potential district is not eligible for listing in the National Register of Historic Places.

Built in 1952-53, **Russell Memorial CME Church** replaced an earlier building in Morehead Hill. No information about the history of the congregation either prior to construction of the current building or after is provided; the history discussion focuses only on construction of the Alston Avenue building and its addition built sometime between 1960 and 1966, although the assessment discussion does explain that research into the church's role in the local Civil Rights movement did not yield information of any significance. The assessment discussion focuses primarily on potential eligibility under Criterion C and states that "Russell Memorial is not believed to be a significant example of its Colonial Revival style in either the black or white communities in Durham." The discussion goes on to address only African American churches, noting that two Gothic Revival-style churches are individually listed and that many others are "more comparable to Russell Memorial in style, scale, and period of construction," including three contributing buildings in the Stokesdale Historic District. No further comparing and contrasting of Russell Memorial to the other churches is given.

Given this discussion and our knowledge of Durham's African American churches, we disagree with the evaluation. Russell Memorial is a Romanesque Revival-style design, not Colonial Revival and its 1960s addition, at least fifty years old, was designed to have minimal impact on the design of the original building by its set-back from the main façade of the church, almost flush with the front-facing side of the original west wing, and its wrapping along the rear elevation so that only one small façade of the original building (the north side of the original west wing) visible from the street is obscured. Durham's two African American churches that are individually listed are Gothic Revival in style and much earlier (Emmanuel AME Church, 1888, and St. Joseph's AME Church, 1891). Most of the other mid-20th-century churches cited (some Colonial Revival in style, some not) appear to be largely intact on the exterior but no information is given on the interiors. As there should be no limit to the number of NR-eligible mid-20th-century African American churches in Durham and Russell Memorial CME Church is largely intact on both the exterior and interior and does embody the distinctive characteristics of its type, I believe it should be deemed NR-eligible under Criterion C for architecture. We suggest that the boundary along Alston Avenue should be the brick retaining wall and steps in front of the church.

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,



for Ramona M. Bartos

November 30, 2016



The Reverend Dr. Wayne A. Williams
Russell Memorial CME Church
703 South Alston Avenue
Durham, NC 27701

Connecting all points of the Triangle

Dear Rev. Dr. Williams,

It was a pleasure meeting you and Brother Herman Alston on October 24, 2016 to discuss the proposed design refinement of the Durham-Orange Light Rail Transit Project. As we discussed, this design refinement, known as the "North Carolina Central University (NCCU) Station Refinement," would introduce light rail in the middle of South Alston Avenue in front of the Russell Memorial CME Church and add a station at the corner of South Alston Avenue and Lawson Street, known as the "NCCU Station."

GoTriangle recently completed a historic architectural survey of a study area along South Alston Avenue associated with the Durham-Orange Light Rail Project's proposed NCCU Station Refinement. This survey was required to comply with the federal requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). As we previously communicated, Russell Memorial CME Church is located within this study area, which is formally known in Section 106 terminology as the project's Area of Potential Effects (APE).

Since our meeting and following the completion of the survey of the potential historic resources within the APE, the Federal Transit Administration (FTA), in consultation with the North Carolina State Historic Preservation Office (HPO), officially determined that Russell Memorial CME Church is eligible for listing in the National Register of Historic Places (NRHP). It is eligible under NRHP Criterion C for its architecture, as a significant and largely intact example of an African-American, Romanesque Revival-style church in Durham. The determination of eligibility (DOE) identified the NRHP-eligible boundaries of Russell Memorial CME Church as the two lots—parcels 117950 and 117949—that are occupied by the church building and the former house immediately to its north. It does not include other adjacent property owned by the church.

The DOE identifies Russell Memorial CME Church as eligible for NRHP listing for the purposes of Section 106 only. It does not officially list the church in the NRHP and does not limit the congregation in its disposition of the buildings or the property.

The FTA and the HPO have determined that the NCCU Station Refinement will not alter any of the characteristics of Russell Memorial CME Church that make it NRHP-eligible. The construction of the NCCU Station Refinement will not take place within the NRHP-eligible boundaries.

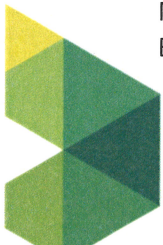
Should you have any questions, please contact me at mmakoid@gotriangle.org or 919-485-7554.

Sincerely,

Meghan A. Makoid, AICP
Environmental Planner

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**Federal Transit
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Ms. Renee Gledhill-Earley
State Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617

**RE: Architectural History Addendum for NCCU Station Refinement, D-O LRT Project,
Durham County, ER 12-0378**

Dear Ms. Gledhill-Earley:

Thank you for your November 21, 2016 letter providing comments on the Architectural Survey addendum associated with the Durham-Orange Light Rail Project's proposed NCCU Station Refinement. GoTriangle and their consultants revised the historic architectural survey to address your comments, which are described below.

The status of 709 S. Alston, 918 and 922 Dupree, 911 Cox, and 912 Massey in the potential South Alston Avenue Historic District previously noted as non-contributing have been revised to contributing. No changes were made to the eligibility, as you concurred with the recommendation that the potential district is not eligible for NRHP listing due to loss of integrity and lack of significance.

The description of the Russell Memorial CME Church was revised to state and justify that it is recommended as individually eligible for NRHP listing under Criterion C for architecture. The revised description includes: identification and description as Romanesque Revival; an expanded discussion of predecessor buildings/congregation; justification of eligibility under Criterion C; a revision of the elements of integrity table; and the addition of the NRHP-eligible boundary description and map.

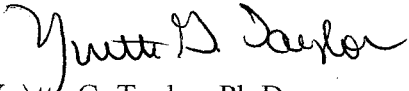
Attached please find the final Architectural History Report for your files (2 hard copies; 1 CD). In addition to the revised report, the Concurrence Form for the Assessment of Effects is enclosed for your review and signature. This form includes the provisions you raised during the November 21, 2016 call.

We ask for your concurrence with our finding of No Adverse Effect to historic properties for this station refinement. If you concur, please sign, scan, and email back a copy to julia.walker@dot.gov and stanley.a.mitchell@dot.gov. The HPO's concurrence with this determination will also serve as concurrence for FTAs' determination of *de minimis* impacts to Section 4(f) properties for the Durham Water Tower and Valve House and the Russell Memorial CME Church, pursuant to Section 4(f) of the Department of Transportation Act of 1966.

Architectural History Addendum for NCCU Station Refinement

Thank you for your continued efforts with the proposed project. Please contact Carrie Walker at (404) 865-5645 or Stan Mitchell at (404) 865-5643 if my staff should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Yvette G. Taylor". The signature is fluid and cursive, with the first name "Yvette" being more prominent.

Yvette G. Taylor, Ph.D.
Regional Administrator

Encl: Architectural History Report (2 hard copies; 1 CD) and Concurrence Form for the
Assessment of Effects

Federal Aid #:

TIP#:

County: Durham

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: **Durham-Orange Light Rail Transit Project, NCCU Station Refinement, Durham, Durham County (ER 12-0738)**

On **November 21, 2016** representatives of the

- Federal Transit Administration (FTA)
- North Carolina State Historic Preservation Office (HPO)
- GoTriangle

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

	12-1-16
Representative, FTA	Date

Representative, HPO	Date
---------------------	------

	11/30/16
Representative, GoTriangle	Date

Federal Aid #:

TIP#:

County: Durham

Property and Status	Alternative	Effect Finding	Reasons
Durham Water Tower and Valve House (DH-3508) (determined eligible for National Register of Historic Places (NRHP) listing in 2015)		No Adverse Effect	The project will not alter any of the characteristics of the Durham Water Tower and Valve House that made it NRHP-eligible. The top deck of the proposed parking deck will not be taller than 60' relative to the base of the water tower and will not include any antennas or stair or elevator towers on its eastern half, as shown at attached Alston Ave. LRT Station Parking Deck conceptual rendering (November 2016).
South Alston Avenue Historic District (DH-3662) (not eligible for NHRP listing)		N/A	
Russell Memorial CME Church (DH-36633) (determined eligible for NRHP listing as a result of project in 2016)		No Adverse Effect	The project will not alter any of the characteristics of Russell Memorial CME Church that made it NRHP-eligible. The project will not take place within the NRHP-eligible boundaries of Russell Memorial CME Church, as shown at attached Plan and Profile NCCU Station Refinement sheet NCCU-02 (10/11/2016)
Chidley Residence Hall (DH-3664) (not eligible for NHRP listing)		N/A	

Initialled: GoTHAMULE NCEOT DAC FTA EHWA 47 HPO _____

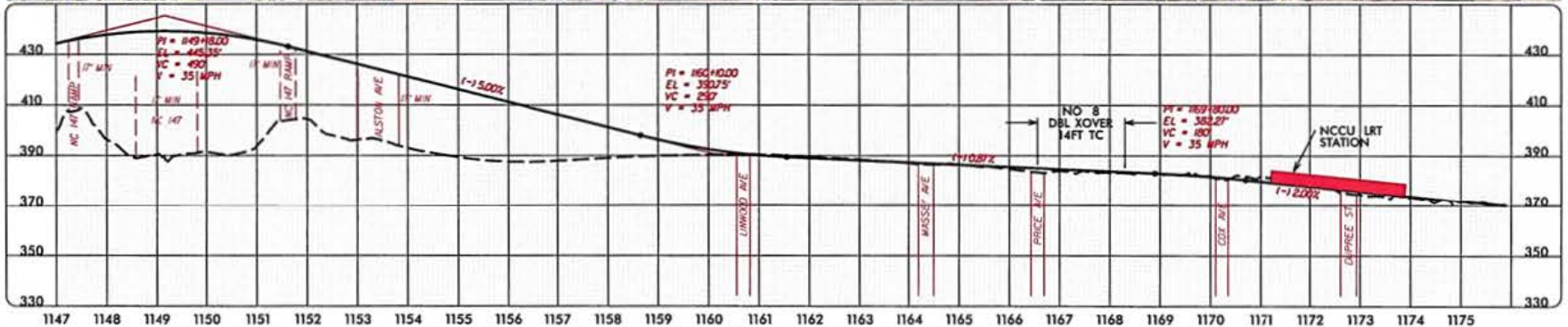
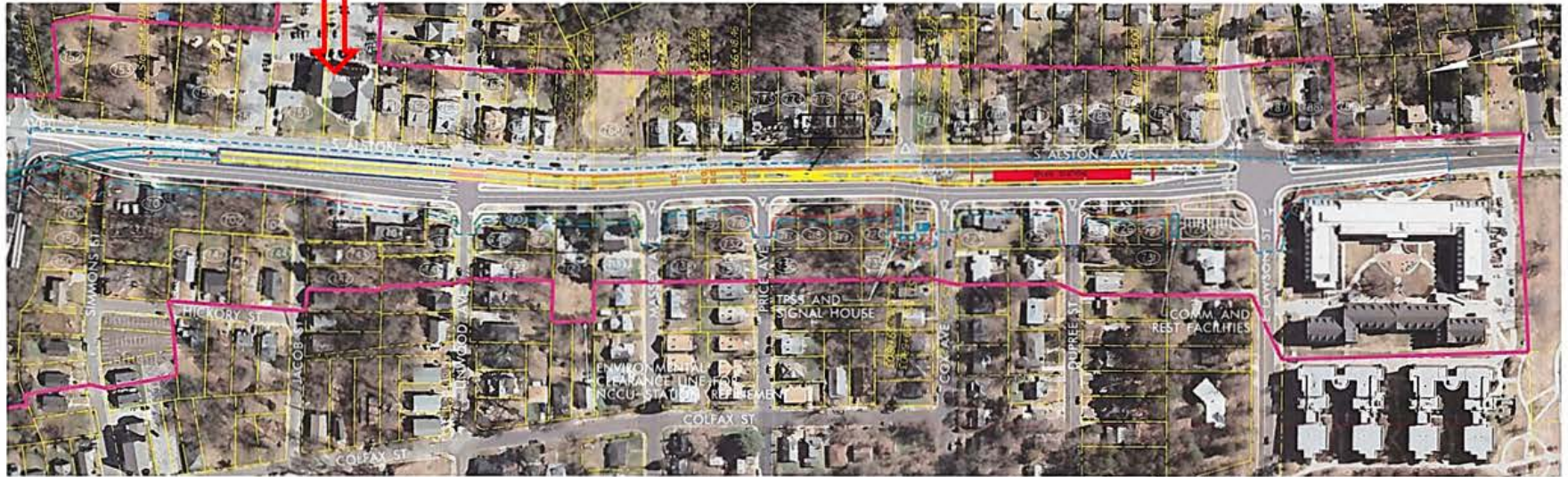
FTA intends to use the HPO's concurrence as a basis for a "de minimis" finding for the Durham Water Tower and Valve House and the Russell Memorial CME Church, pursuant to Section 4(f)



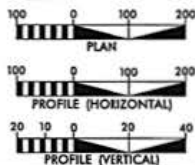
Alston Ave. LRT Station Parking Deck
Conceptual Rendering
November 2016

Russell Memorial CME Church

NCRR CORRIDOR - NCCU STATION



GRAPHIC SCALES



CONCEPT PLANS ONLY
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR 3/4" JUNCTION

LEGEND

 STATION	● BRIDGE PIERS
 AT-GRADE TRK	--- CONST. LIMITS
 ELEVATED TRK	--- FILL LINE
 MSE WALL	--- CUT LINE
 BALLAST CURB	--- CROSSING PANEL
 CONC. BARRIER	--- NCDOT U-314H
 ENV. CLEARANCE	--- ENV. CLEARANCE
 FOOTPRINT DEIS	--- NCCU STA. REFINE.

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PLAN AND PROFILE

NCCU STATION REFINEMENT

PLAN &
PROFILE

SHEET:
NCCU - 02

AECOM DIN 02240

**Architectural History Survey for Durham-
Orange Light Rail Transit Project NCCU Station
Refinement, Durham County, North Carolina**



November 2016

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Executive Summary

This architectural history survey report addresses the changes in the Durham-Orange Light Rail Transit (D-O LRT) Project associated with the proposed North Carolina Central University (NCCU) Station Refinement. The Federal Transit Administration (FTA), in consultation with the North Carolina State Historic Preservation Office (HPO), established the Area of Potential Effects (APE) for the D-O LRT Project in 2015 and for the current NCCU Station Refinement in 2016. The two APEs overlap north of the Durham Freeway. One historic architectural property is located within the overlapping portions of the APE—the Durham Water Tower and Valve House. The FTA in consultation with the HPO determined this property to be eligible for listing in the National Register of Historic Places (NRHP) through an official Determination of Eligibility (DOE) in 2015, as part of the preparation of the Environmental Impact Statement (EIS) for the D-O LRT Project. There are no NRHP-listed resources within the overlapping APE.

The APE for the NCCU Station Refinement south of the Durham Freeway was not assessed as part of the D-O LRT Project. It contains no historic architectural resources that are listed or have previously been determined eligible for listing in the NRHP. Every architectural resource within that southern portion of the APE is assessed in this report as part of a potential South Alston Avenue Historic District. Additionally, two resources located within the potential historic district are individually assessed, Russell Memorial CME Church and Chidley Residence Hall. The historic district and residence hall are recommended as not eligible for NRHP listing. Russell Memorial CME Church is recommended as individually eligible for listing in the NRHP.

The following summarizes the status and recommended eligibility of the resources within the APE of the NCCU Station Refinement:

Name/Site Number	Current NRHP Status	NRHP Eligibility/Recommended Eligibility
Durham Water Tower and Valve House (DH-3508)	DOE, 2015	<i>Previously determined eligible</i> for NRHP listing under Criterion A for its history and Criterion C for its architecture.
South Alston Avenue Historic District (DH-3662)	None, not previously inventoried	Recommended not eligible for NRHP listing due to loss of integrity and lack of significance.
Russell Memorial CME Church (DH-3663)	None, not previously inventoried	<i>Recommended eligible</i> for NRHP listing under Criterion C for its architecture.
Chidley Residence Hall (DH-3664)	None, not previously inventoried	Recommended not eligible for NRHP listing due to lack of significance.

1. Introduction

This architectural history survey report addresses the changes in the D-O LRT Project associated with the proposed NCCU Station Refinement. GoTriangle is proposing to construct a light rail project between the University of North Carolina (UNC) Hospitals in Chapel Hill and NCCU in Durham. The Combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) issued in February 2016 evaluated the D-O LRT Project from UNC Hospitals in Chapel Hill to Alston Avenue in Durham. The NCCU Station Refinement resulted in the following changes subsequent to the Combined FEIS/ROD: Reconfiguration of Alston Avenue Station, park and ride, and associated alignment; addition of alignment from Alston Avenue Station to new NCCU Station; and addition of new NCCU Station (new eastern project terminus).

1.1 Proposed Project Description

Alston Avenue Station and Park and Ride

The NCCU Station Refinement requires a shift in the location of the Alston Avenue Station, located in Pettigrew Street, to the west of Alston Avenue. In order for the light rail alignment to cross over the Durham Freeway/North Carolina Highway 147 (NC 147) and head toward NCCU, the location of the Alston Avenue Station must rotate in the direction of Alston Avenue. The new location of the Alston Avenue Station would be centered on the property previously disclosed as the Alston Avenue park and ride garage.

As such, the Alston Avenue park and ride garage would need to be relocated and reconfigured. GoTriangle is proposing to use the GoTriangle-owned property east of Alston Avenue on Pettigrew Street as the new location for the parking garage. The area around the new Alston Avenue Station location would also be used as a park and ride (surface lot). While the light rail alignment, Alston Avenue Station, and associated park and ride were previously addressed within the Combined FEIS/ROD, the shift in the location of the platform, the configuration of the alignment and platform, as well as the configuration of the park and ride are changes to the design.

Alston Avenue Alignment

From the new Alston Avenue Station location, a new segment of the light rail alignment would ascend on structure in order to cross NC 147. The light rail alignment would cross over NC 147, structured on piers, and then descend shortly after the NC 147 southbound ramps, where it would enter the median of Alston Avenue (state route 55).

The construction of light rail in the median of Alston Avenue would require the reconstruction of Alston Avenue. In order to reduce the number of potential property acquisitions, the eastern edge of pavement would be held. The light rail would then be constructed in the center of Alston Avenue within a median and the existing number of remaining travel lanes would be reconstructed on the western side. While the reconstruction of Alston Avenue requires acquisition of properties along the western side of Alston Avenue, the total number of properties required will be less than widening to the east, or equal widening of both sides of Alston Avenue.

The light rail alignment between the NC 147 ramps to Lawson Street would primarily be light rail on ballast, with the exception of the at-grade crossing of Linwood Avenue. For this reason, vehicular access along Alston Avenue would be restricted to right-in-right-out movements, with the exception of Linwood Avenue and Lawson Street, which would remain full-movement intersections.

NCCU Station

The NCCU Station Refinement would include the addition of a new station, located near the NCCU campus, in the median of Alston Avenue just north of Lawson Street. The new NCCU Station would serve as the eastern project terminus.

Access to the station would be at-grade with the roadway at the intersection of Alston Avenue and Lawson Street. Pedestrians would cross at the traffic signal crosswalk at the intersection of Alston Avenue and Lawson Street to enter the station.

The station would be a walk-up station with no park and ride parking. As such, primary modes of access to the station would consist of walk-up, bicycle, or bus. Bus stops, some of which are existing, would be adjusted to make walking to and from the station more convenient. As identified in the prior environmental documentation, buses will be reconfigured to integrate with the rail.

1.2 Architectural History Survey

The FTA in consultation with the North Carolina HPO established the APE for the D-O LRT Project in 2015 and the APE for the current NCCU Station Refinement in 2016. The two APEs overlap north of the Durham Freeway (Figure 2). One historic architectural property is located within the overlapping portions of the APE—the Durham Water Tower and Valve House. The FTA in consultation with the HPO determined this property to be eligible for NRHP listing through an official Determination of Eligibility in 2015, as part of the preparation of the EIS for the D-O LRT Project. There are no NRHP-listed resources within the overlapping APEs. The area within the overlap was revisited as part of this project and it was concluded that its historic architectural resources had not changed since it was inventoried within the past two years. It was therefore not reassessed. The NRHP eligibility of the Durham Water Tower and Valve House, however, is summarized below.

The APE for the NCCU Station Refinement south of the Durham Freeway was not assessed as part of the D-O LRT Project. A review of HPO files and GIS mapping indicate that it contains no historic architectural resources that are listed or have previously been determined eligible for listing in the NRHP. Every one of the architectural resources within that southern portion of the APE, however, is assessed in this report as part of a potential South Alston Avenue Historic District. Two potential historic resources are further individually assessed, Russell Memorial CME Church and Chidley Residence Hall.

This report analyzes the potential NRHP eligibility of the South Alston Avenue Historic District, Russell Memorial CME Church, and Chidley Residence Hall in compliance with the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation regulations on the Protection of Historic Properties (36 CFR 800).

The resources were evaluated under the National Register Criteria for Evaluation, found at 36 CFR Part 60.4, which are as follows:

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 our 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.

Further, their integrity of location, design, setting, materials, workmanship, feeling, and association was evaluated to assess whether they retained sufficient integrity to support any NRHP significance.

Figure 1. Project Locator Map depicting Durham-Orange Light Rail Transit project in blue and, at far right in purple, NCCU Station Refinement

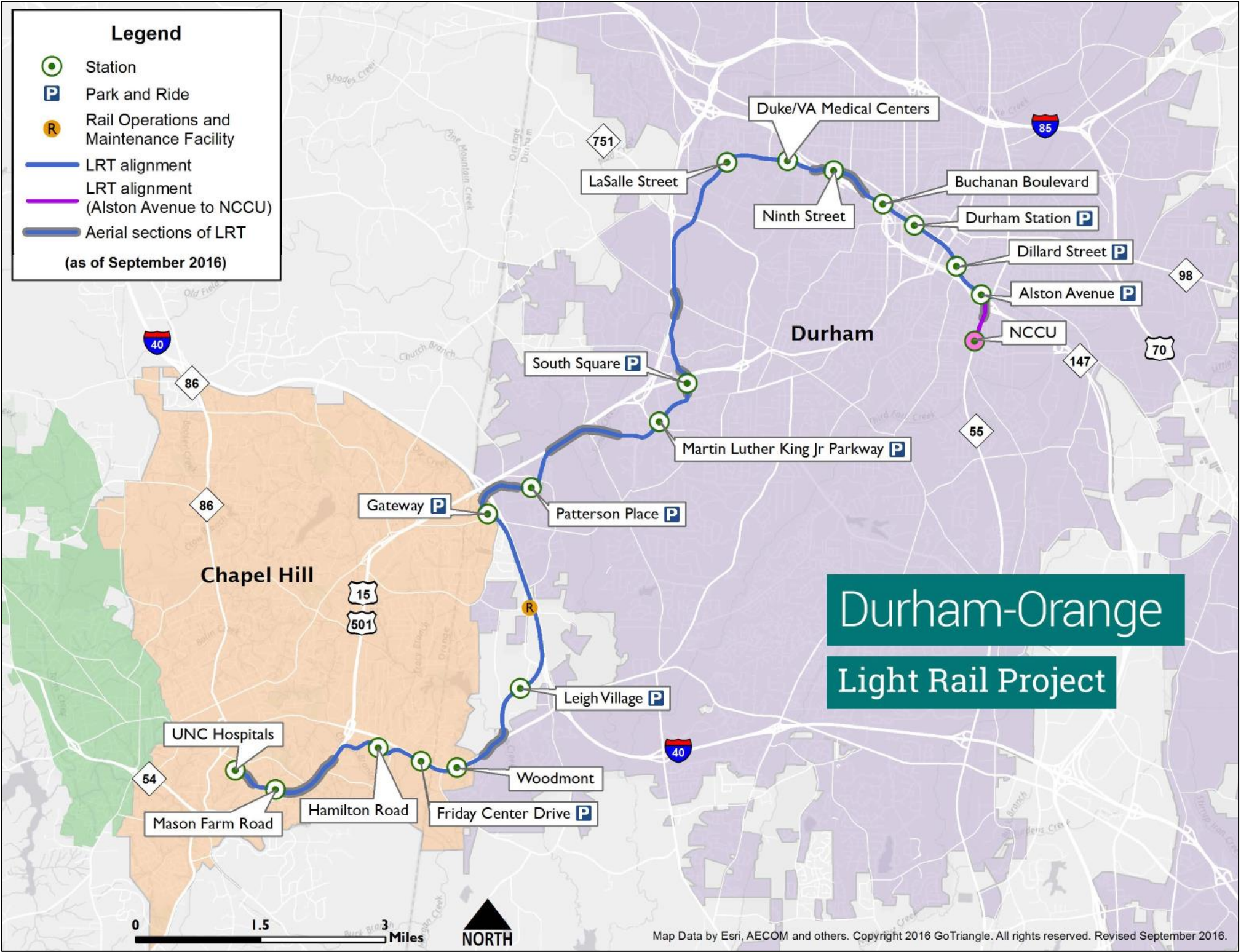
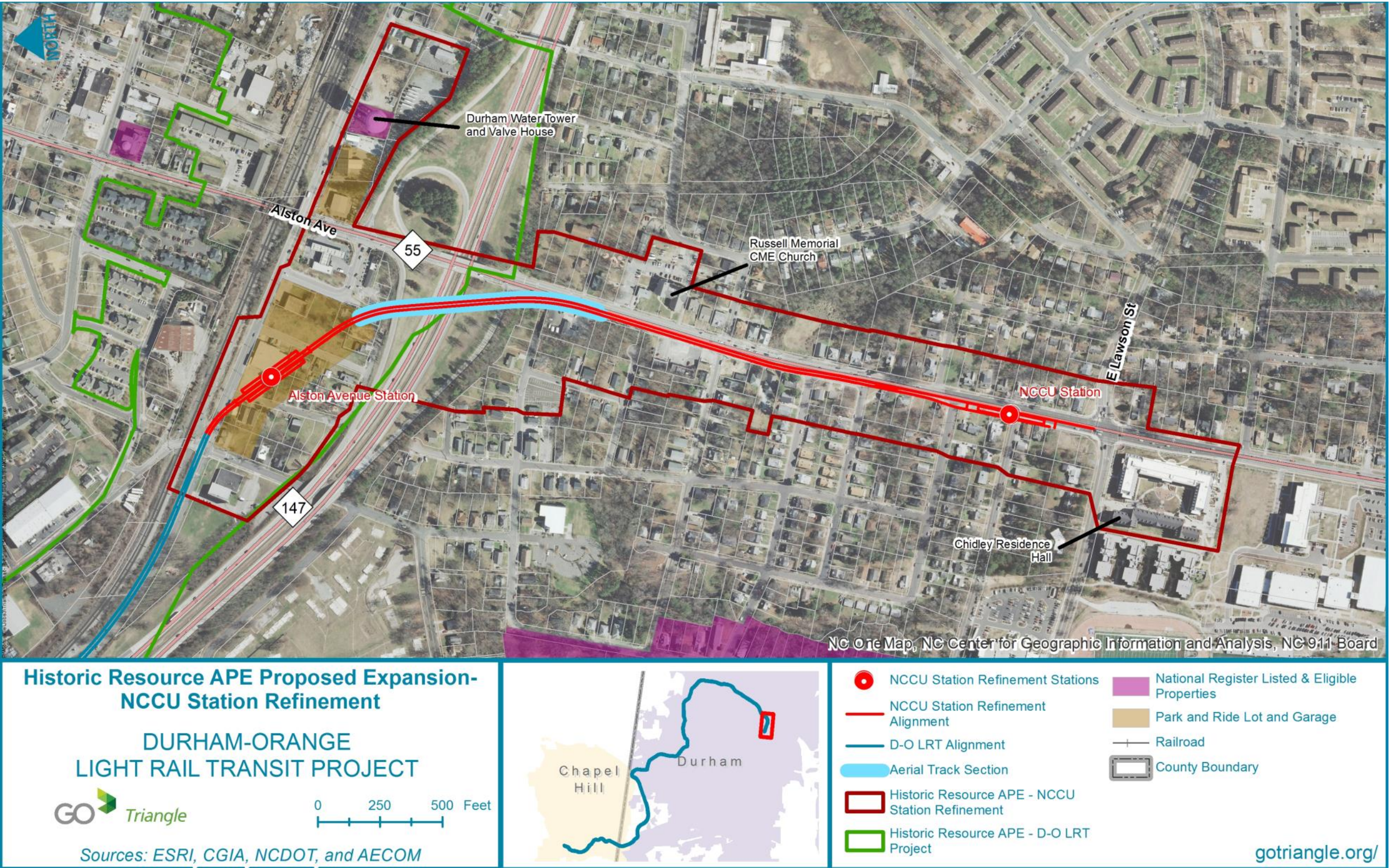


Figure 2. Area of Potential Effects map with locations of individually assessed resources



2. Methodology


During the week of September 19, 2016, AECOM senior architectural historian and principal investigator Marvin A. Brown conducted fieldwork within the APE for the NCCU Station Refinement. A portion of this APE overlaps with the APE for the D-O LRT Project. Mr. Brown revisited the overlapping portions of the APEs and concluded that the historic architectural resources within the overlap had not changed in any notable fashion since it was inventoried within the past two years. He therefore did not reassess it.

Mr. Brown surveyed, inventoried, photographed, and assessed all of the architectural resources within the portion of the NCCU Station Refinement APE located south of the Durham Freeway, whether more than 50 years old or younger. As part of that effort, during the weeks of September 19 and 26, 2016, he conducted research, in person and online, in the repositories of the North Carolina State Library and Archives and the North Carolina HPO in Raleigh and, in Durham, the Durham Public Library, North Carolina Central University Library, the Duke University libraries, and the Durham County Register of Deeds and tax offices. Online resources that he reviewed as part of this and subsequent research that were particularly useful were Durham city directories, Sanborn and other historic maps, historic aerial photographs, tax records, historic newspapers (especially Durham's African-American *Carolina Times*), and histories of NCCU compiled by university archivist André Vann. Additional useful resources were *The Durham Architectural and Historic Inventory*, 1982, by Claudia Roberts (Brown); Durham NRHP nominations prepared by Brown and Heather Wagner; and Gary Kueber's accounts at the Open Durham website. Specific historic and architectural contexts were developed to directly address the potential significance of the resources assessed in the report.

3. Inventory and Assessment

3.1 Resources Previously Listed or Determined Eligible for Listing in the NRHP

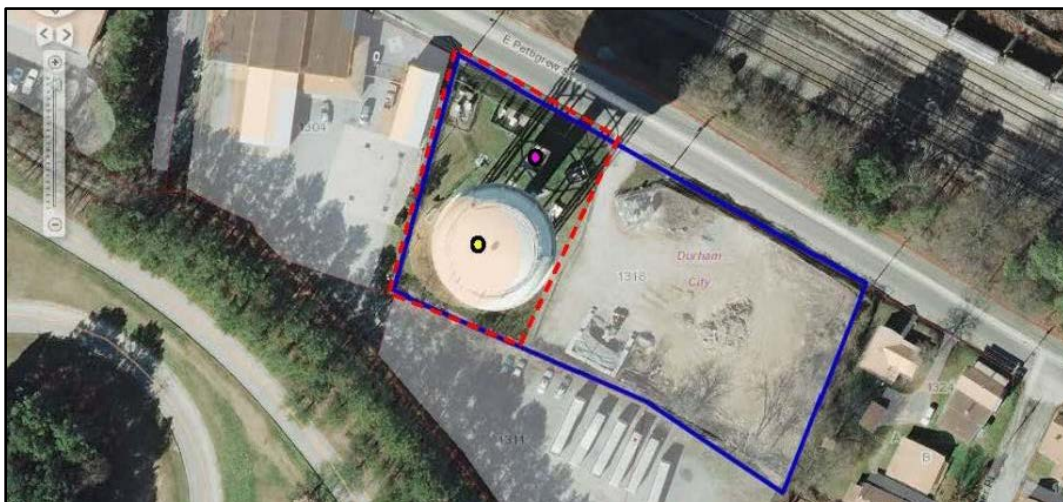
3.1.1 Durham Water Tower and Valve House

	Durham Water Tower and Valve House
	DH-3508
	1318 East Pettigrew Street, Durham
	Parcel # 119085
	1939
	Determined eligible for NRHP listing in 2015 under Criterion A for its history and Criterion C for its architecture.

History and National Register Eligibility

The resource comprising the Durham Water Tower and Valve House was built in 1939 with funds provided by the Federal Emergency Administration of Public Works. The water tower's 1.5-million-gallon capacity, double ellipsoidal, steel tank is 145 feet tall; the fireproof-construction valve house is built of concrete and brick. In 2015 the FTA, in consultation with the North Carolina HPO, determined through an official Determination of Eligibility that the Durham Water Tower and Valve House was NRHP-eligible under Criterion A for its association with the activities of the Federal Emergency Administration of Public Works in Durham, and under Criterion C as an excellent and unusually large example of a 1930s-era water tower. The NRHP-eligible boundaries were determined to be the western third of parcel 119085. These boundaries, within which the tower and valve house stand, encompass approximately 0.4 acres of the 1.2-acre parcel (Figure 3 and Figure 2, above).

Figure 3. NRHP-eligible boundaries of the Durham Water Tower and Valve House outlined with dashed red lines (parcel boundary is outlined in blue) (source: Durham County tax maps)



3.2 Newly Inventoried Resources

3.2.1 South Alston Avenue Historic District

	South Alston Avenue Historic District
	DH-3662
	South Alston Avenue and some adjacent parcels between Durham Freeway and East Lawson Street, Durham
	Multiple parcels
	1910s to 2010s
	Recommended not eligible for National Register listing

History

South Alston Avenue is absent from a map drawn around the time of Durham County's 1881 creation (McDuffie 1881). On an 1887 county map, however, it may appear as a stub of a road extending a short distance south of the North Carolina Railroad tracks, east of city limits (Cram 1887) (Figure 4). The road is first shown with certainty, by name, on the 1907 Sanborn map of Durham (Figure 5). It is included within a half-block-long inset running north from Glenn Street that was added by the Sanborn company to depict a newly built knitting mill (Sanborn Map Company 1907). This area is within this project's APE, although outside of the potential boundaries of the South Alston Avenue Historic District. None of the buildings included on the image still stand. The revised 1913 Sanborn includes an additional portion of Alston, all of which was obliterated by the late 1960s/early 1970s construction of the Durham Freeway (Sanborn Map Company 1907) (Figure 6).

Figure 4. Section of McDuffie's 1887 Map of Durham County



Figure 5. Section of 1907 Sanborn Map of Durham covering Alston Avenue north of Glenn Street, now partially covered by Durham Freeway; no depicted resources survive

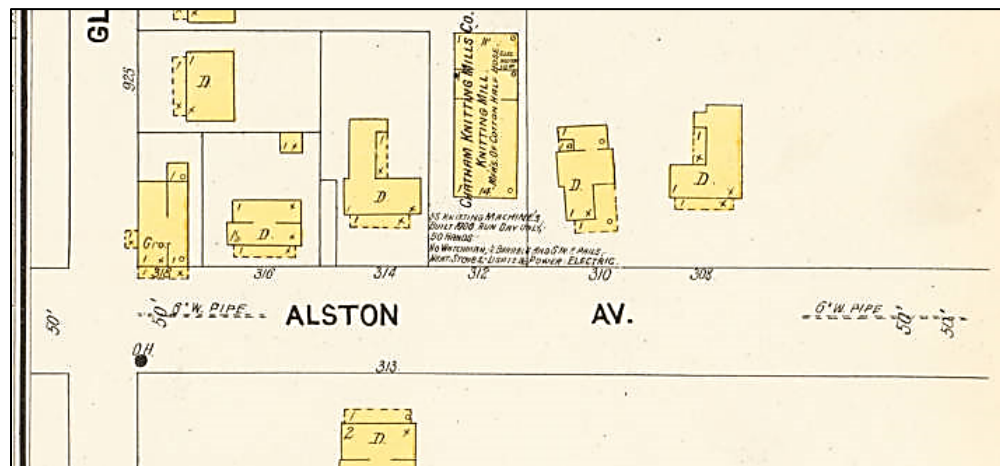


Figure 6. Contiguous sections of 1913 Sanborn Map of Durham covering Alston Avenue south of Glenn Street; all depicted resources removed for construction of Durham Freeway



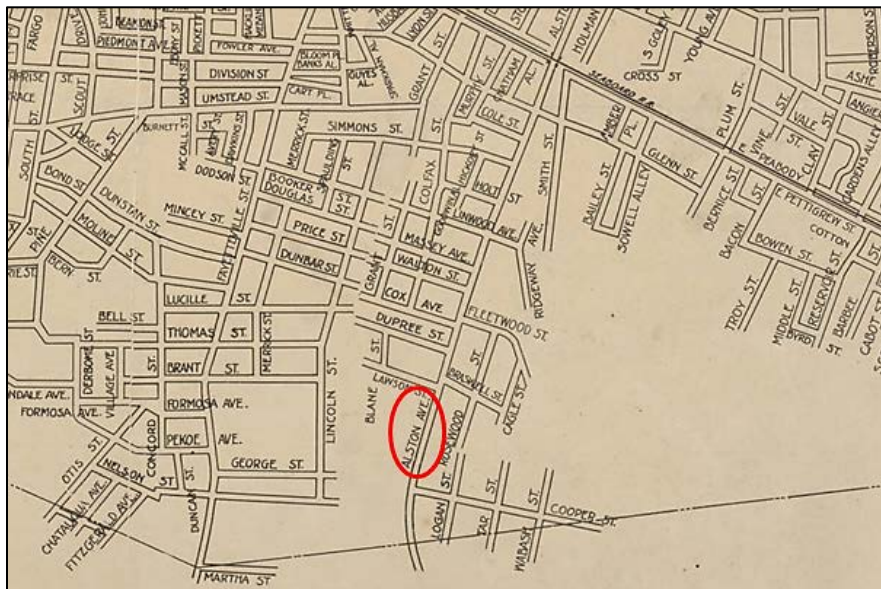
A 1920 street map of Durham depicts a larger extent of Alston than the 1913 Sanborn that runs to the southern tip of the contemporary city limits, past two unnamed streets that are the current Simmons Street and Linwood Avenue (Eastwood 1920) (Figure 7). Not until 1925 does a map depict Alston as far south as its intersection with Lawson Avenue within the APE (Durham County Department of Public Works 1925) (Figure 8). This map reflects new city limits and includes: six additional cross streets—Cole, Holt (now Jacob), Massey, Walton (now Price) Cox, and Dupree; Hickory Street, parallel to and just west of Alston; and a few cross streets east of Alston—Fleetwood, Braswell, and an extension of Linwood—within the APE. The mapping of the cross streets cannot be taken at face value, however. The 1925 city directory includes only some of these streets, most of which have only a house or two on them near Alston (Hill Directory Co. 1925). Not until the late 1920s was the street network at South Alston Avenue complete, and even then building activity on the cross streets was sparse (Hill Directory Co. 1930).

In summary, the history of the road network within the potential historic district began around the opening of the twentieth century. South Alston Avenue was in place by the early twentieth century, but the creation of its cross streets awaited the 1920s, and in many instances these streets were not built out until the 1950s and 1960s. Further, the advent of the Durham Freeway beginning in the late 1960s, and its reverberations, led to the demolition of many of the resources erected within and near the potential historic district from the 1910s through the 1960s. This development is reflected at the surviving resources discussed below.

Figure 7. 1920 “City of Durham, East and West” street map depicting Alston Avenue extending to the southern tip of then city limits, at bottom center (source: Eastwood 1920)



Figure 8. 1925 street map showing Alston, at bottom center, extending past Lawson Street to new city limits; note disconnected streets west of Alston and vacant land at southeast quadrant of image (source: Durham County Department of Public Works 1925)



The potential historic district is defined by more than its road network and surviving buildings. It developed within the context of a growing city. Few people apparently lived on South Alston Avenue (south of the Durham Freeway) within the APE in the first two decades of the twentieth century. The three earliest surviving houses within the potential historic district likely date from the 1910s. Many houses were erected on the avenue and immediately off of it to the west in the 1920s and 1930s. Development to the east, on the other hand, was virtually nil until the 1950s.

Even though the South Alston Avenue corridor is now firmly part of Southeast Durham’s African-American community, that was not the case for much of its history. According to the 1941 city directory, every house on Alston within the potential historic district was occupied by a Caucasian family. The early African-American neighborhoods of Southeast Durham—Hayti, Lincoln Hospital, St. Theresa, and Dunstan—and the later College View and North Carolina Central neighborhoods were centered around

Fayetteville Street (Roberts 1982:112-119). Although located only a short distance to the west, Southeast Durham was largely distinct from South Alston Avenue until the boom years that followed World War II.

The corridor of South Alston Avenue was separate from the African-American core of Southeast Durham due to its relative distance from the activity of Fayetteville Street, a gulley/storm sewer that divides it from the historically black neighborhoods centered on Fayetteville, and its elevation. In conformance with Durham's distinctive development history, white families long occupied South Alston—the neighborhood high ground—as they had numerous other elevated areas of the city (Roberts 1982).

The potential historic district grew incrementally rather than as part of any major development activities. The only development laid out within it was Pine Grove Park, which was platted in late 1921 (Figure 9). The plat depicted 54 lots, 12 on Alston and the other 42 to the east. The namesake Pine Grove Park judiciously occupied the wet ground. Surviving houses, Sanborn maps, and city directories indicate that development in the 1920s only took place on the Alston lots. The others remained empty until after World War II and were eventually populated separate from any visions of Pine Grove Park's planners. Eleven of the 12 houses erected on the Alston lots in the 1920s continue to stand, although largely much altered.

The few surviving Pine Grove Park Development records date from late 1921. The September 14, 1921 plat remains on file, as does an advertisement announcing festivities and the proposed auction of lots placed in the *Durham Morning Herald* on September 20. Two brief articles in the September 22 and 29 *Morning Herald*—waxing eloquent upon the wonders of the proposed new park, plans to equip it, and the filing of deeds—also survive. They evidence the successful marketing efforts of the developers more than the overall success of the planned development and park (Figure 10).

Figure 9. Pine Grove Park Development plat map of September 21, 1921 (source: Durham County Plat Book 5/Page 105)

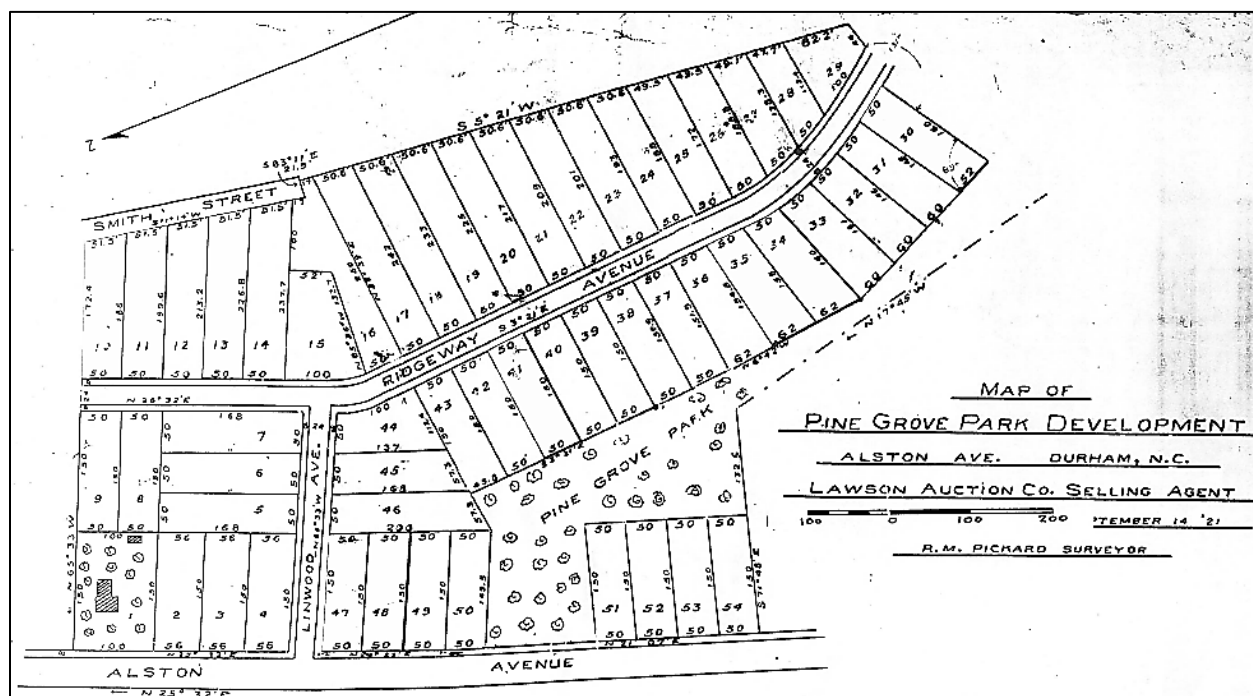
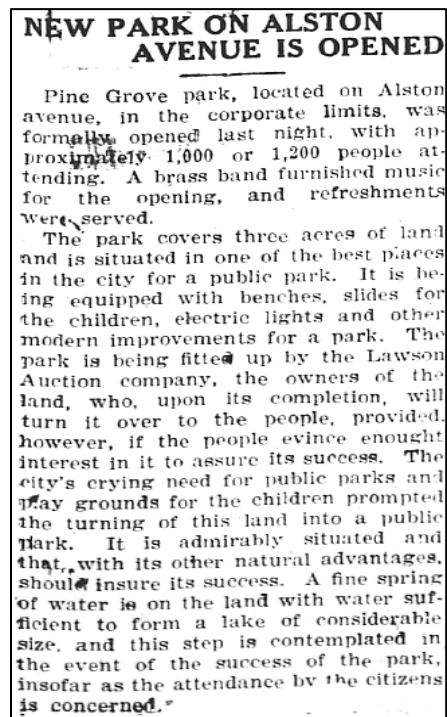


Figure 10. Article reporting opening of Pine Grove Park Development (source: *Durham Morning Herald*, September 22, 1921)



The Pine Grove Park Development was occupied by Caucasian families, as were all of the houses on South Alston, Linwood, and Dupree streets within the potential historic district in 1930, according to the city directory (Hill 1930). However, African-American tenants and homeowners began to extend west from Fayetteville Street to South Alston during the decade. By 1941 about 13 houses near South Alston—on current Price, Massey, Holt, Hickory, Simmons, and Cole streets—were home to African-American families (Hill 1941). This change only hinted at the near-total demographic shift the area would make in the next ten years. Of the houses that still stand within the potential historic district, only two had Caucasian occupants in 1951, 911 and 1003 South Alston, both of which were occupied by tenants, not owners (Hill 1951).

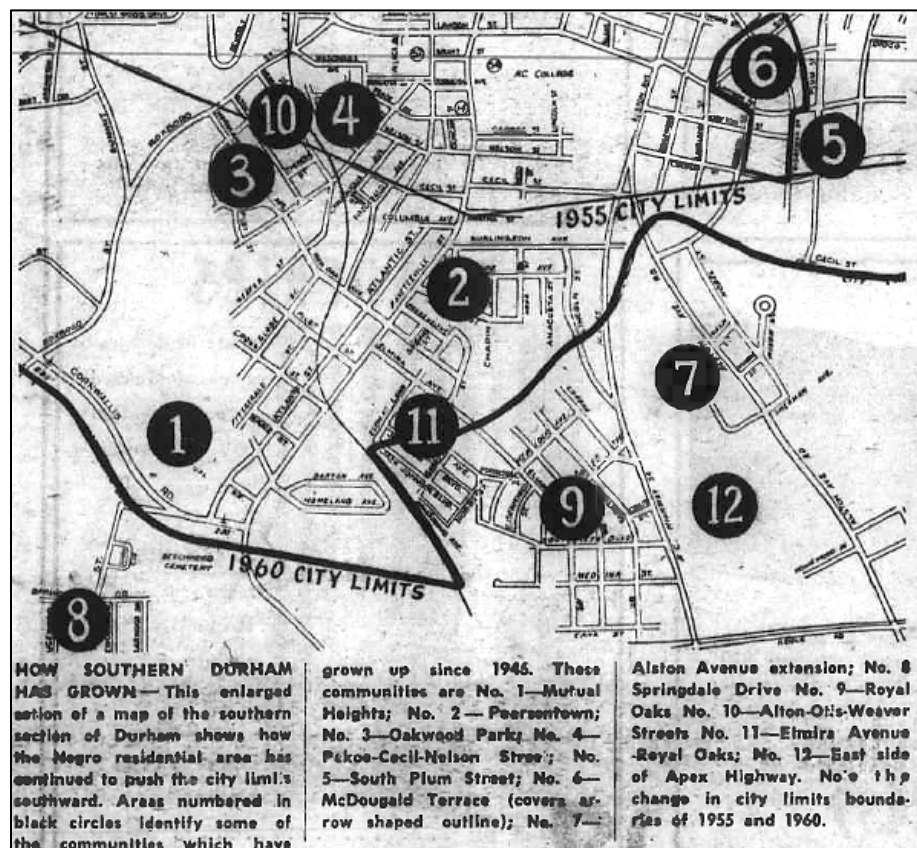
The transition from largely white to virtually all African-American occupancy between 1941 and 1951 was due to the rapid growth of Durham's black community at mid-century, coupled with the proximity of the South Alston corridor to the historically black neighborhoods of Southeast Durham. Further, in the early 1950s, two black institutions moved into the corridor. The North Carolina College for Negroes at Durham, now North Carolina Central University (NCCU), expanded its campus well east of its historic boundaries in 1950 when it began construction of a dormitory at the southeast corner of South Alston Avenue and East Lawson Street. Chidley Residence Hall, named for a longtime financial supporter and trustee, opened in 1951. The dormitory was followed in 1952-1953 by the African-American Russell Memorial CME Church, which rose on the east side of Alston on what had been Lot 1 of the Pine Grove Park Development. (Both the dormitory and the church are individually assessed at separate entries, below.)

One other major development—McDougald Terrace—firmly planted the South Alston corridor within the orbit of Southeast Durham in the 1950s. Located just east of South Alston, McDougald Terrace was built in 1952-1953 to house 247 low-income, African-American families. It remains Durham's largest

conventional public housing community (*Carolina Times*, April 19, 1952; Durham Housing Authority 2016).

Perhaps because of its gradual shift from white to black ownership, its lack of a particular development pattern, its use as a thoroughfare in and out of the city, and its near absence of notable community resources, the South Alston corridor never developed a distinct identity. A special section of the *Carolina Times* (July 15, 1961), focused on the explosive growth of Durham's black community in the 15 years preceding 1961, included a map depicting the post-War neighborhoods of Southeast Durham. It captures the expansion of black Durham during the period, including neighborhoods east, west, and south of the South Alston corridor (Figure 11).

Figure 11. Map depicting growth of African-American neighborhoods in Southeast Durham between 1945 and 1961 (source: *Carolina Times*, July 15, 1961)



The development of a road network and the shift of the South Alston corridor from white to black occupancy were the most notable events in the area's history through the first half of the twentieth century. A third event that had a major impact on the development and appearance of the area was the construction of the East-West Expressway, or Durham Freeway or NC 147, between 1966 and 1970. Planning commenced on the highway in the late 1950s and during the winter of 1966-1967 clearance began on the roadway and interchange at South Alston Avenue (*Durham Sun*, May 8, 1967; *Durham Morning Herald*, January 6, 1967) (Figure 12). Construction was quick. The *Durham Sun* reported on November 10, 1969 that the portion of the expressway between Chapel Hill Street and Alston Avenue was "nearing completion." By early January 1970 this first section of the highway was slated for opening (*Durham Morning Herald*, January 7, 1970).

Figure 12. Area around intersection of South Alston Avenue and Glenn Street in 1967, “already almost cleared and ready for construction work to begin [on East-West Freeway]” (source: *Durham Morning Herald*, January 6, 1967)



The immediate impact of the freeway on the corridor was the demolition of dozens of houses on and near South Alston, and the truncation of the potential historic district from areas to the north. The effect went beyond construction. The upper third of the potential district, from Linwood north past Simmons, saw the loss of almost all of its early buildings. Alston here is now characterized by empty lots and commercial buildings (see 602, 702, 710, and 712 South Alston) erected not long after the highway’s opening. Further, in this section of the district access to Cole, Simmons, and Jacob streets from Alston was largely closed. Cole now dead ends with no access to Alston; the other two streets also dead end, although concrete stairways connect them with the avenue (Figure 13). Near the center of the potential district—on the west side of Alston at Massey and Price streets—small multi-family buildings (see, for example, 812, 902, and 910 South Alston) were erected not long after the highway’s opening.

Figure 13. Steps put in, during construction of East-West Expressway, from South Alston Avenue down to new cul-de-sac at east end of Jacob Street



The Durham Freeway was the major, but not only, source of the loss of early buildings on and near South Alston. Along Hickory Street at the north, redevelopment and Habitat for Humanity projects led to the demolition of early residences and construction of modern replacements within the past ten years (see, for example, 609, 611, and 615 Hickory). And at the south the expansion of NCCU has led to the destruction of houses near the intersection of Lawson and Alston. The house lots became vacant or paved parking lots. The Durham Freeway, however, had the most deleterious impact on the architecture of the potential historic district.

Description

The potential South Alston Avenue Historic District is located south of the Durham Freeway, southeast of downtown Durham. Its buildings rose incrementally in Southeast Durham beginning about 1910. The only notable development within it is the former Pine Grove Park Development, which dates to the early 1920s and was only partly realized in small part.

The potential district contains 73 buildings: 64 of these are residential and nine non-residential. The non-residential buildings—all but two of which were built after 1970—are located on or just off of the district's core, South Alston Avenue. The potential district includes portions of 11 streets, but Alston holds 46, or two-thirds, of its buildings. In addition to its 73 buildings, the district has about 25 vacant lots that held houses in 1950, almost all on Alston Avenue.

The district's lot sizes are generally consistent, not because they were part of an overall development, but because they were created to hold modestly sized houses. Almost all of the houses are set at the fronts of their lots with small yards to the rear. Alston was widened after the Durham Freeway opened and in recent years, cutting off portions of front yards on the avenue. The post-freeway commercial buildings on Alston, however, are set at the backs of their lots to allow for front parking lots. The few houses in the potential district that are two- rather than one- or one-a-half-stories tall stand on Alston.

The oldest houses in the district—at 911, 1003, and 1303 South Alston—date from the 1910s. The neighbors at 911 and 1003 are nearly identical, two-story dwellings with L-shaped footprints that were likely built at the same time. The house at 1303 is only one-story tall. All three are heavily altered (Figure 14).

Figure 14. 911 (at left) and 1303 (at right) South Alston Avenue, both built with L-shaped footprints in 1910s



Forty of the surviving houses in the potential district date from the 1920s or early/mid-1930s. Most of these stand on South Alston. Those built during these decades are almost all straightforward gable-end or, occasionally, hip-roofed dwellings that lack (or no longer retain) any particular stylistic elements. Those with a gable-end, single-pile form—with or without a façade gable—harken back to vernacular dwellings commonly built in the state in the late nineteenth and early twentieth centuries. Others have minimal Craftsman-style features, such as porches with tapered posts on brick piers or multi-pane-over-one windows. A few are almost full-blown, Craftsman-style bungalows. These various forms, all common in the 1920s, occasionally persisted into the 1930s and even 1940s in the potential district (Figure 15 through Figure 19).

Figure 15. 1107 South Alston Avenue (at left) and 1106 Linwood Avenue (at right), both built in 1920s with façade gables



Figure 16. 912 Price Avenue (at left), built in 1930s with a façade gable, and 1201 South Alston Avenue (at right), built in 1920s with an engaged porch and shed-roofed dormer



Figure 17. 918 Dupree Street (at left), built in 1940s with front gable and engaged porch, and neighboring 922 Dupree Street (at right), built in 1920s with front gable and attached porch



Figure 18. 1005 (at left) and 907 (at right) South Alston Avenue, both Craftsman-style gable-front houses built in 1920s



Figure 19. 805 South Alston Avenue (at left), built with Craftsman-features in 1920s, and 911 and 913 Price Avenue (at right), built adjacent to each other in 1930s with Craftsman porches



The houses erected in the neighborhood from the 1910s through the 1930s and even 1940s have much in common: frame construction, largely traditional forms, occasional Craftsman-style features and, with few exceptions, numerous alterations that have resulted in loss of historic materials. In the 1950s a small number of brick houses that utilized mid-century forms were erected as infill on vacant lots in the South Alston corridor. Like their frame predecessors, these are not architecturally notable dwellings. Due to their brick masonry cladding, however, they are much more intact than the corridor's earlier frame residences (Figure 20).

Figure 20. 913 Dupree Street (at left) and 829 East Lawson Street (at right), both built in 1950s



The architectural legacy of the 1970 opening of the East-West Expressway along the corridor is inexpensively constructed strip-type commercial buildings, multi-family residences, and empty lots. Almost all of this building activity took place in the early 1970s immediately on the heels of the opening of the highway. Construction within the South Alston corridor in the twenty-first century has largely consisted of low-income residences, two of which were erected by Habitat for Humanity. The largest building in the corridor, also built since the turn of the century, is the new Chidley North Men's Residence Hall on the NCCU campus, at the southern end of the APE (Figure 21 and Figure 22).

Figure 21. 710 and 706 South Alston Avenue (at left), and 902 and 904 South Alston Avenue (at right), all built in 1970s

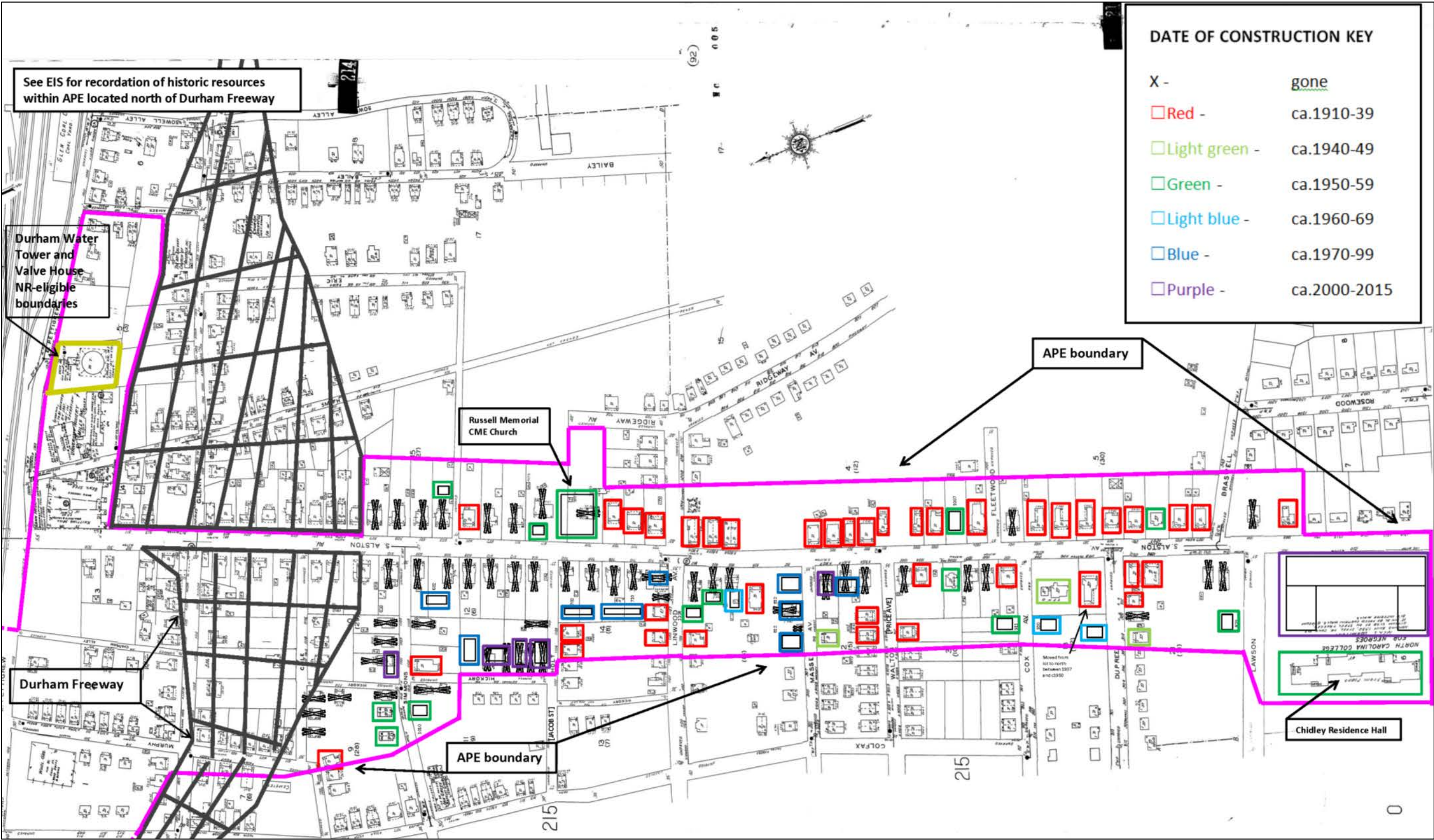


Figure 22. 611 and 615 Hickory Street (at left) and Chidley North Men's Residence Hall at 1310 South Alston Avenue (at right), all erected in 2010s



The following table includes an entry for every architectural resource located within the APE south of the Durham Freeway. It identifies each resource's address and parcel number, includes a brief history and description, and makes a recommendation of whether the resource contributes to the potential South Alston Avenue Historic District. The histories are largely based upon city directories, Sanborn maps, tax records, and the formal and stylistic appearances of the resources. The addresses and date ranges of the resources are identified at Figure 23 and Figure 24.

Figure 24. Potential South Alston Avenue Historic District date-range map on 1950 Sanborn base map (APE and Durham Freeway boundaries approximate)



Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1303 S. Alston Avenue/ 117655	Form and ca.1910 tax date suggest erected during 1910s. Changed from white to black owner-occupancy between 1941 and 1951.	One-story, L-plan, frame house with gabled roofs terminating in cornice returns and original/early rear ell. Much changed through addition of modern windows and vinyl siding, alteration of front porch, and construction of large ell at south within past 40 years (Figure 25).	Noncontributing - loss of integrity.
1207 S. Alston Avenue/ 117524	Ca.1920 tax date and form suggest 1920s construction date. Changed from white to black occupancy between 1941 and 1951. [Note: resources on 600-1200 block of S. Alston Ave. previously recorded on blockface form DH-325.]	One-story, hip-roofed, frame dwelling. Craftsman-style, engaged, full-façade front porch. Much altered through addition of modern vinyl siding, entry, and windows with snap-in muntins (Figure 26).	Noncontributing - loss of integrity.
1205 S. Alston Avenue/ 117523	1920s date of construction suggested by form and ca.1920 tax date. Between 1941 and 1951, switched from white to African-American owner-occupancy.	Frame, one-story house with gable-end roofs, front dormer, and recessed front porch. Retains Craftsman-style triangular knee braces and brick porch piers. Modern vinyl siding, metal porch posts, and windows with snap-in muntins have altered appearance (Figure 27).	Noncontributing - loss of integrity.
1203 S. Alston Avenue/ 117522	Absence from 1941 city directory, ca.1945 tax date, form, and inclusion on 1950 Sanborn map suggest erected ca.1945-49. Vacant in 1951 city directory.	Boxy, one-story, gable-end, frame dwelling with projecting entry bay. Greatly altered by addition of aluminum siding and modern windows with snap-in muntins (Figure 28).	Noncontributing - loss of integrity.
1201 S. Alston Avenue/ 117521	1920s construction suggested by form and inclusion in 1930 city directory (ca.1935 tax date inaccurate). Two white occupants in 1941; single-family black owner-occupancy in 1951.	One-story, gable-end, frame dwelling with shed-roofed front dormer and full-façade, engaged front porch. Appearance heavily altered through removal of porch supports, replacement of original windows, and addition of modern vinyl siding and front bay window (Figure 29).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1109 S. Alston Avenue/ 117520	Ca.1920 tax date, form, and inclusion in 1930 city directory suggest built in 1920s. Switched from white to black owner-occupancy between 1941 and 1951.	Façade-gable marks front of one-story, single-pile, gable-end, frame house. Original or early ell across rear. Northern portion of porch later enclosed and posts and railings replaced. Other alterations include vinyl siding and replaced windows with snap-in muntins (Figure 30).	Noncontributing - loss of integrity.
1107 S. Alston Avenue/ 117519	Form, ca.1928 tax date, and inclusion in 1930 city directory suggest erected in 1920s. White occupant in 1941 replaced by African-American occupant by 1951.	One-story, frame, gable-end dwelling with façade gable. Much altered through addition of concrete porch floor and metal posts, aluminum siding, replacement of front door, and installation of windows with snap-in muntins (Figure 31).	Noncontributing - loss of integrity.
1105 S. Alston Avenue/ 117518	Form, ca.1928 tax date, and 1930 city directory listing suggest constructed in 1920s. Vacant in 1941; black occupancy by 1951.	Form similar to neighboring houses: frame, one-story, single-pile with ell, façade gable. Much altered through addition of modern porch posts and balustrade, windows with snap-in muntins, and aluminum siding (Figure 32).	Noncontributing - loss of integrity.
1103 S. Alston Avenue/ 117517	Ca.1921 tax date, 1930 city directory listing, and form suggest built in 1920s. White tenant in 1941 replaced by black owner by 1951.	One-story, frame, single-pile, gable-end form marked by a centered façade-gable and rear ell. Engaged front porch heavily altered through addition of extended hoods and replacement of supports. Additionally changed by siding in asbestos shingles and installation of windows with snap-in muntins (Figure 33).	Noncontributing - loss of integrity.
1009 S. Alston Avenue/ 118007	1920s date of erection suggested by form and inclusion in 1930 city directory (ca.1940 tax date inaccurate). Switched from white owner-occupancy in 1941 to black occupancy by 1951.	Boxy, one-story, frame house topped by high-hipped roof and gable-front dormer. Large original or early rear ell. Front elevation retains full-façade porch supported by early or original round columns and, at south, projecting bay. One-over-one windows appears to be original. Vinyl siding later added (Figure 34).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1007 S. Alston Avenue/ 118006	Form and absence from 1950 Sanborn map and 1951 city directory suggest construction between 1952 and 1959.	Frame, one-story, gable-end residence with façade gable. Much altered through replacement of porch posts and balustrade, alteration of windows, and addition of vinyl siding (Figure 35).	Noncontributing - loss of integrity.
1005 S. Alston Avenue/ 118005	Ca.1920 tax date, inclusion in 1930 city directory, and form suggest built in 1920s. White owner-occupancy in 1941 replaced by black owner-occupancy by 1951.	Gable-front, one-story, frame house that retains brick piers of former Craftsman-style, engaged, full-façade porch. Notable alterations include replacement of two brick porch posts, addition of vinyl siding, and insertion of pair of picture windows at front elevation (Figure 36).	Noncontributing - loss of integrity.
1003 S. Alston Avenue/ 118004	Form and ca.1910 tax date suggest built in 1910s, along with neighboring house at 911 S. Alston. Counter to local post-WWII demographic shift, continued to have white occupant in 1951.	This two-story, frame house is one of S. Alston's earliest. Its front entry is recessed, giving it an L-shaped footprint. Cornice returns mark its gable-end roofs. Alterations include later porch posts and balustrade, asbestos siding, and windows with snap-in muntins (Figure 37).	Noncontributing - loss of integrity.
911 S. Alston Avenue/ 118003	Form and ca.1910 tax date suggest erected in 1910s, along with adjacent house at 1003 S. Alston. Counter to local post-WWII demographic shift, continued to have white occupant in 1951.	This house was likely built around the same time as its nearly identical neighbor to the north: it is frame, L-shaped, and two stories tall. It is much more altered, for it not only has a modern porch, vinyl siding, and windows, but has lost its cornice returns and a number of its window bays have been sided over (Figure 38).	Noncontributing - loss of integrity.
909 S. Alston Avenue/ 118002	Built on Pine Grove Park Development Lot 54 between 1921 plat and 1925 city directory. (Ca.1920 tax date.) White occupants in 1941 replaced by black occupant by 1951.	Two front bay windows, sash with snap-in muntins, porch posts on a concrete pad, and vinyl siding have essentially transformed this gable-end, one-and-a-half-story, frame house with dormer into a new dwelling (Figure 39).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
907 S. Alston Avenue/ 118001	Built on Pine Grove Park Lot 53 between drawing of 1921 plat and 1925 city directory. (Ca.1920 tax date.) Changed from white to black occupancy between 1941 and 1951.	This one-story, gable-front, frame bungalow is more intact than any other early house on S. Alston. Its original features include an engaged, full-façade, Craftsman-style front porch, weatherboards, multi-pane-over-one windows, and exposed rafter ends (Figure 40).	Contributing – retains sufficient integrity.
905 S. Alston Avenue/ 118000	Erected on Lot 52 of Pine Grove Park Development between 1921 plat and 1925 city directory. (Inaccurate ca.1940 tax date.) White occupants in 1941; vacant in 1951.	This one-story, frame house is vinyl sided, but otherwise is largely intact. It retains six-over-six windows, a high-hipped roof and façade gable, and Craftsman-style porch with tapered wooden posts supported on brick piers (Figure 41).	Contributing – retains sufficient integrity.
903 S. Alston Avenue/ 117999	Built on Pine Grove Park Development Lot 51 between 1921 plat and 1925 city directory. (Ca.1920 tax date.) White owner-occupancy in 1941; black occupant in 1951.	Modern T1-11 engineered siding, replaced recessed entries, and altered windows with snap-in muntins have heavily altered appearance of this one-story, frame, gable-front house. Some multi-pane-over-one windows are intact at south side elevation (Figure 42).	Noncontributing - loss of integrity.
805 S. Alston Avenue/ 117997	Erected on Pine Grove Park Development Lot 49 between 1921 plat and 1925 city directory. (Inaccurate ca.1915 tax date.) White owner-occupancy in 1941; black occupants in 1951.	This one-and-a-half-story, gable-front, frame bungalow was built as a duplex. Its two front doors have been replaced and one of the entryways altered, and it now has windows with snap-in muntins. It retains, though, triangular kneebraces, exposed rafter ends, original weatherboards, and a Craftsman-style porch with tapered wood posts on brick piers (Figure 43).	Contributing – retains sufficient integrity.
803 S Alston Avenue/ 117996	Built on Lot 48 of Pine Grove Park Development between 1921 and 1925 city directory. (Ca.1910 tax date inaccurate.) White owner-occupants in 1941 replaced by black owner-occupant by 1951.	Built as a duplex, this frame, one-and-a-half-story house has a clipped gable-end roof and a pair of pedimented dormers. Its full-façade porch is supported by later posts, but most of its windows are intact and it retains its original German siding (Figure 44).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
801 S. Alston Avenue/ 117994	Constructed on Lot 47 of Pine Grove Park Development between 1921 plat and creation of 1925 city directory. (Ca.1920 tax date.) White owner-occupancy in 1941 replaced by black occupant by 1951.	Built as a one-and-a-half-story duplex with two front entries. Gable-end, frame, two pedimented front dormers. Full-façade attached porch has replaced posts and balustrades. T1-11-type siding on front façade; other elevations retain original German siding. Some six-over-six windows remain, other windows replaced (Figure 45).	Noncontributing - loss of integrity.
709 S. Alston Avenue/ 117953	Erected on Pine Grove Park Development Lot 4 between 1921 plat and 1925 city directory. (Ca.1920 tax date.) White occupant in 1941 replaced by black owner-occupant by 1951.	Frame, gable-end, one-and-one-half-story house. Paired windows at three-bay façade. Posts and balustrades in place at attached porch; metal hood for shade later added. Originally open porch across rear enclosed. Some two-over-two windows in place, other sash replaced. Vinyl siding (Figure 46).	Contributing – retains sufficient integrity.
707 S. Alston Avenue/ 117952	Constructed on Lot 3 of Pine Grove Park Development between 1921 and 1925 city directory. (Ca.1920 tax date.) White occupant in 1941 replaced by black owner-occupancy by 1951.	Vinyl siding, altered dormer, replaced windows and porch posts, and addition of bay window at façade have greatly altered appearance of this frame, gable-end, one-and-one-half-story house (Figure 47).	Noncontributing - loss of integrity.
705 S. Alston Avenue/ 117951	Built on Lot 2 of Pine Grove Park Development between 1921 and 1925 city directory. (Ca.1920 tax date.) White occupant in 1941 replaced by black owner-occupant by 1951.	Frame, gable-end, one-and-one-half-story residence. Front porch much altered through enclosure of end section, replacement of posts, and addition of metal hood. Other notable changes include vinyl siding and replaced windows (Figure 48).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
703 S. Alston Avenue/ 117950	Original house that stood on Lot 1 of Pine Grove Park Development when platted in 1921 was replaced by African-American Russell Memorial CME Church in 1952-1953.	Gable-front brick church. Semi-elliptical-arched windows and entry framed by surrounds of soldier bricks and concrete (or limestone) keystones. Brick false fronts at front entry and parapet edged by concrete coping. Large, functional education and social wings appended to north side and east rear (Figure 49).	Contributing – retains sufficient integrity (to contribute to a potential historic district. <i>See individual NRHP eligibility assessment below.</i>
613 S. Alston Avenue/ 117949	Likely built as parsonage for Russell Memorial church on Pine Grove Park Lot 1 in ca.1958, when the church acquired the parcel. Now used for church outreach.	Rectangular, one-story, gable-end brick, former residence. Plainly finished. Projecting one-car garage bay closed in, but for a door (Figure 50).	Contributing – retains sufficient integrity. <i>See individual NRHP eligibility assessment for church below.</i>
605 S. Alston Avenue/ 117946	Form, ca.1920 tax date, and 1930 city directory listing suggest built in 1920s. White owner-occupant in 1941 replaced by black owner-occupant by 1951. Now a childcare facility.	This one-a-half-story bungalow retains its gable-end form, multi-pane-over-one windows, and gable-front porch supported by Craftsman-style, tapered stone piers. Only notable alteration is vinyl siding (Figure 51).	Contributing – retains sufficient integrity.
603 S. Alston Avenue/ 119141	Appearance suggests erected ca.1967, date assigned by tax records. Vacant. Last occupied by Oak Grove Happy Land Nursery and Daycare.	Functional, rectangular, non-residential building. Built of brick with gable-end roof and rear ell. Front window bays have been filled (Figure 52).	Noncontributing - loss of integrity.
1310 S. Alston Avenue/ 116991	NCCU opened in 2011 as Chidley North Residence Hall to hold 517 students (www.nccu.edu).	Expansive, modern, four-story, masonry and steel dormitory (Figure 53).	Noncontributing – outside period of significance.
1204 S. Alston Avenue/ 117591	Ca.1920 tax date, inclusion in 1930 city directory, and form suggest built in 1920s. Switched from white to black owner-occupancy between 1941 and 1951.	Numerous changes to this one-story, hipped-roof, frame house include replaced windows, metal porch posts set upon original brick piers, and vinyl siding (Figure 54).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1202 S. Alston Avenue/ 117592	Form and inclusion in 1930 city directory suggest built in 1920s. (Ca.1930 tax date.) Changed from white to black owner-occupancy between 1941 and 1951.	This front-gable, one-story, frame house has been much altered through enclosure of half of front porch and removal of other half, vinyl siding, and addition of windows with snap-in muntins (Figure 55).	Noncontributing - loss of integrity.
1108 S. Alston Avenue/ 117568	Ca.1920 tax date, form, and 1930 city directory suggest erected in 1920s. 1937 and 1950 Sanborn maps and directories indicate moved from site of 1104 S. Alston in late 1940s. Between 1941-1951 occupancy changed from white to black.	Vinyl siding and large rear ell added to this one-and-a-half-story, frame, gable-end dwelling. It retains, however, tapered wooden columns at engaged front porch, early sash set in triangular-peaked surrounds, and a front entry flanked by sidelights .It was moved from original site one lot to north, but retains setting and presence on street (Figure 56).	Contributing – retains sufficient integrity.
1104 S. Alston Avenue/ 117569	Built in 1950 for African-American owners Mary and W. Fred Henderson, who owned a grocery store in East Durham (<i>Carolina Times</i> , July 15, 1950 and March 21, 1953; opendurham.org).	The long, low, rectangular profile and attached garage of this one-story, brick dwelling lends it a ranch house appearance when viewed from S. Alston. Front chimney and two front gables, however, suggest the Tudor Revival. At the rear, it is minimally and functionally finished. The house is minimally altered (Figure 57).	Contributing – retains sufficient integrity.
1012 S. Alston Avenue/ 117488	Form, ca.1920 tax date, and inclusion in 1930 city directory suggest built in 1920s. Changed from white to black owner-occupancy between 1941 and 1951.	Boxy, frame, one-and-a-half-story with engaged, full-façade, front porch. Front and side hip-roofed dormers. Later shed-roofed dormer and ell added at rear; second front door also added when converted to two-family dwelling. Much altered through replacement of porch posts, addition of windows with snap-in muntins, and vinyl siding (Figure 58).	Noncontributing - loss of integrity.
1006 S. Alston Avenue/ 117491	Tax date of ca.1949 and inclusion on 1950 Sanborn map suggest constructed in late 1940s. Black owner-occupancy in 1951.	Brick, one-story, boxy dwelling with projecting central bay and original metal casement windows. Modern deck added to rear (Figure 59).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1004 S. Alston Avenue/ 117492	Ca.1920 tax date, form, and inclusion in 1930 city directory suggest built in 1920s. White tenant in 1941; black owner-occupant in 1951.	One-story, frame, gable-end house with engaged full-façade porch. Vinyl siding added along with some new windows with snap-in muntins. Side windows retain some original multi-pane-over-one windows and porch posts are original or early (Figure 60).	Contributing – retains sufficient integrity.
904 S. Alston Avenue/ 117462	Erected ca.1971 according to tax records.	Multi-family, brick-veneered dwelling erected on site of earlier house. Basic unadorned, rectangular, gable-end form (Figure 61).	Noncontributing – outside period of significance.
902 S Alston Avenue/ 117463	Appearance suggests built between ca.1970 and 1990. (No tax date.)	Multi-family, vinyl-sided, frame dwelling erected on site of earlier house. Basic unadorned, rectangular, gable-end form (Figure 62).	Noncontributing – outside period of significance.
812 S. Alston Avenue/ 118062	Single house stood on large lot on 911 Massey/812 S. Alston in 1930 city directory and on 1937 Sanborn. Replaced by three identical multi-family houses ca.1973 according to tax date.	Brick-veneered, multi-family, gable-end house with 812 S. Alston address; two identical, plainly finished, contemporary units to west on Massey Avenue (Figure 63)	Noncontributing – outside period of significance.
808 S. Alston Avenue/ 118063	Inclusion in 1930 city directory and form suggest built in 1920s. (Ca.1930 tax date.) Owner-occupancy switched from white to black from 1941 to 1951.	One-and-a-half-story, frame house with clipped-gable roof at front elevation and two tall, side-elevation dormers. Original engaged, full-façade, front porch much altered through full enclosure of posts, eaves, and any balusters. Other notable alterations include vinyl siding and replaced windows with snap-in muntins (Figure 64).	Noncontributing - loss of integrity.
806 S. Alston Avenue/ 118064	Tax date of ca.1964 and appearance suggest erected in 1960s.	This boxy, brick house is one-story tall over a full basement. Stairs lead up to its central front entry; stair also climb to an entry on the north side. A hipped roof tops the house and the one-bay front porch (Figure 65).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
804 S. Alston Avenue/ 118065	Built ca.1970, according to tax date, on site of earlier house.	One-story, flat-roofed, brick commercial building set back on lot with parking in front. Some windows and entries altered (Figure 66).	Noncontributing – outside period of significance.
712 S. Alston Avenue/ 118038	Erected ca.1970, according to tax date, on site of an earlier house.	Frame, one-story, commercial building with asymmetrical roof. Set back on lot with front parking (Figure 67).	Noncontributing – outside period of significance.
710 S. Alston Avenue/ 118039	Erected ca.1974, according to tax date, on site of earlier house.	Very long, one-story, masonry, commercial building with plate glass doors and windows and metal mansard-front roof. Set at back of lot with large parking lot on S. Alston (Figure 68).	Noncontributing – outside period of significance.
706 S. Alston Avenue/ 118040	Built ca.1978, according to tax date, on site of earlier house.	Long, brick, commercial building. One-story, flat-roofed with metal casement windows shaded by sloping metal overhang (Figure 69).	Noncontributing – outside period of significance.
602 S. Alston Avenue/ 119199	Built in shadow of East-West Freeway ca.1971, according to tax date, on site of earlier house.	One-story, masonry, former gas station converted to laundromat. Retains canopy that covered no-longer-extant pumps (Figure 70).	Noncontributing – outside period of significance.
828 E. Lawson St/ 116991	Built for North Carolina College for Negroes (now North Carolina Central University) in 1950-1951 as Chidley Men's Residence Hall. Annex added in 1965 and removed in 2009. Boarded-up since 2003.	Long, large, three-and-a-half-story dormitory. Colonial Revival-style features include brick bands, segmental-arched windows, and limestone beltcourse at first story; entries in projecting wings set in classical surrounds; four pairs of pilasters topped by triangular pediment at main west entrance; and classical entablatures and hipped-roof dormers at roof (Figure 71).	Contributing – retains sufficient integrity. <i>See individual NRHP eligibility assessment below.</i>
829 E. Lawson St/ 117586	Tax date of ca.1955 conforms with appearance. Built as residence; now houses NCCU Foundation call center and other university functions.	One-story, brick, minimal mid-century-modern house. Retains metal casement windows; wide overhanging clipped-hip roof with gablet-like ventilators; rounded front (west) bay window; and pair of garages at basement level (Figure 72).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
922 Dupree St/ 117593	Form and 1930 city directory listing suggest built in 1920s. (Ca.1930 tax date.) Occupancy switched from white to black from 1941 to 1951.	Frame, gable-front, one-story house with full-façade porch. Much altered through vinyl siding, addition of sash with snap-in muntins, and replaced porch posts upon original or early brick piers (Figure 73).	Contributing – retains sufficient integrity.
918 Dupree St/ 117595	Exclusion from 1941 city directory, ca.1940 tax date, and inclusion on 1950 Sanborn suggest this house erected in 1940s. Black owner-occupancy in 1951.	One-story, frame house retains some multi-pane over-one, Craftsman-style windows and an engaged, full-façade porch with original or early square columns. Much of its sash has been replaced by windows with snap-in muntins and its original siding and triangular kneebraces have been encased in vinyl. A gable-front, seam-metal roof, likely not the original material, tops it (Figure 74).	Contributing – retains sufficient integrity.
913 Dupree St/ 117567	Absent from 1950 Sanborn map and given a ca.1955 date by tax records; likely dates from the 1950s.	Minimal mid-century-modern house built of brick with bands of windows. One story raised over basement with garage and topped by hipped roof (Figure 75).	Contributing – retains sufficient integrity.
910 Cox Ave/ 117570	Absence from the 1950 Sanborn, ca.1960 tax date, and form suggest construction in 1960s.	One-story, hip-roofed, brick house in minimal mid-century-style (Figure 76).	Contributing – retains sufficient integrity.
911 Cox Ave/ 117487	Although assigned a ca.1951 tax date, this house is not on the 1950 Sanborn or in the 1951 city directory. It likely dates from the 1950s.	Boxy, hipped-roof-with-gablet, one-story, frame house. Altered windows and front and side porches; vinyl sided (Figure 77).	Contributing – retains sufficient integrity.
912 Price (formerly Walton) Ave/ 117494	This residence—included on the 1937 Sanborn map and assigned a ca.1940 tax date—likely dates from the 1930s. It had a black tenant by 1941 and a black owner-occupant by 1951.	One-story, single-pile, gable-end, frame house. Shed-roofed rear ell. Retains brick piers at attached full-façade porch. Otherwise altered through addition of later porch posts, vinyl siding, and windows with snap-in muntins (Figure 78).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
913 Price (formerly Walton) Ave/ 117460	Likely erected in 1930s— depicted on 1937 Sanborn and assigned ca.1940 tax date. Black tenants in 1941 and 1951 city directories (see DH- 0370, DH-0368, and DH- 369).	Boxy, one-story, two-family dwelling. Frame with German siding and hipped roof. Engaged, full-façade, Craftsman-style porch retains tapered wooden posts on tall brick piers. Intact one-over-one windows. Very similar to houses to east at 911 and 909 Price (Figure 79).	Contributing – retains sufficient integrity.
911 Price (formerly Walton) Ave/ 117459	Like neighboring 913 Price, shown on 1937 Sanborn, assigned ca.1940 tax date, and likely erected in 1930s. Black tenants in 1941 and 1951 (see DH-0368 and DH-369).	Frame, German-sided, one-story dwelling with German siding. Built for two families. Engaged, full-façade porch retains tapered wooden posts; brick piers and stuccoed-over foundation. Original windows intact (Figure 80).	Contributing – retains sufficient integrity.
912 Massey Ave/ 117464	This house is absent from 1937 Sanborn map, but has a ca.1940 tax date and is in 1941 directory. Likely built at opening of 1940s. Black occupancy in 1941 and 1951 city directories.	One-story, gable-front, frame house. Full-façade porch retains two Craftsman-style brick piers and tapered wooden posts. Altered through addition of vinyl siding and windows with snap-in muntins, and loss of some original porch features (Figure 81).	Contributing – retains sufficient integrity.
1108 Linwood Ave/ 118067	Not on 1950 Sanborn or in 1951 city directory, but given ca.1951 date of construction in tax records, all of which suggests built in 1950s utilizing earlier form. Alternatively, may have been moved to site.	Gable-end, frame, one-story house much altered by addition of vinyl siding, metal porch posts and balustrade, and windows with snap- in muntins (Figure 82).	Noncontributing - loss of integrity.
1106 Linwood Ave/ 118068	Tax record date of ca.1920 and in 1930 city directory. Appears to date from 1920s. Changed from white to black owner-occupancy between 1941 and 1951 (see DH-364)	One-story, frame house with gable- end roof, façade gable, and attached shed-roofed porch. Alterations include vinyl siding, windows, and extension of porch, as well as replacement of posts and balustrade (Figure 83).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1107 Linwood Ave/ 118037	Like 1106 Linwood across the street, ca.1920 tax date, inclusion in 1930 city directory, and form suggest built in 1920s. Switched from white to black occupancy between 1941 and 1951	Gable-end roof and façade gable top this one-story, frame house. Changes include vinyl siding and replacement of once-open front porch with a screened porch (Figure 84).	Noncontributing - loss of integrity.
1105 Linwood Ave/ 118036	The form of this house, combined with its 1920 tax date and inclusion in 1930 city directory, suggest construction in 1920s. Switched from white to black occupancy between 1941 and 1951	Straightforward, one-story, three-bay form topped by gable-end roof and façade gable. Asbestos-shingled siding and replaced windows with snap-in muntins. Square wooden porch appears original; tall balustrade a later addition (Figure 85).	Noncontributing - loss of integrity.
1108 Jacob (formerly Holt and Harrell) St/ 118042	Ca.1920 tax date, 1930 city directory inclusion, and form suggest built in 1920s. White tenancy in 1930 changed to black tenancy by 1941 (see DH-0354).	One-story, gable-front, frame house much altered by vinyl siding, windows with snap-in muntins, replaced porch posts and balustrade (Figure 86).	Noncontributing - loss of integrity.
1106 Jacob (formerly Holt and Harrell) St/ 118043	Like nearly identical neighbor at 1108 Jacob, ca. 1920 tax date, 1930 city directory inclusion, and form suggest built in 1920s. Switched from white to black occupancy between 1930 and 1941. First known occupant Rev. William Francis Cox, who founded nearby African-American Oak Grove Free Will Baptist Church in 1924 (DH-0356 and DH-0354).	Frame, one-story, gable-front residence much altered through replacement of porch and windows and addition of vinyl siding (Figure 87).	Noncontributing - loss of integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
615 Hickory St/ 119194	Built ca.2010 per tax records. Lot held shotgun house on 1937 Sanborn that had a black occupant in 1941 (see DH-355).	New, one-story, gable-front, frame house (Figure 88).	Noncontributing – outside period of significance.
611 Hickory St/ 119192	Built ca.2016 by Habitat for Humanity. Lot previously held a small shotgun house (see DH-350 and-355), standing by 1937, that was black-occupied in 1941.	Frame, gable-end, one-story dwelling (Figure 89).	Noncontributing – outside period of significance.
609 Hickory St/ 119191	Tax records assign ca.2007 date of construction. A house previously stood here, by 1937, that was black-occupied in 1941 (see DH-0355).	Modern, two-story, two-family, frame residence (Figure 90).	Noncontributing – outside period of significance.
605 Hickory St/ 119190	The 1950 Sanborn does not depict a house on this lot. Tax records state this dwelling erected ca.1986 (see DH-0355).	Rectangular, one-story, gable-front, two-family, frame house (Figure 91).	Noncontributing – outside period of significance.
1102 Simmons St/ 119189	Ca.1920 tax date, 1930 city directory inclusion, and form suggest built in 1920s. White tenancy in 1930 changed to black tenancy by 1941.	A hipped roof with a façade gable tops this one-story, frame house. It is much altered by vinyl siding, replaced windows with snap-in muntins, and a new porch (Figure 92).	Noncontributing - loss of integrity.
1010 Simmons St/ 119214	Although dated ca.1951 by tax records, this residence is not on the 1950 Sanborn or in the 1951 city directory. It was likely built in the 1950s.	A small, frame, gable-front house, it is four bays wide with two central entries. It retains two-square columns at its front porch and six-over-six windows. It has been vinyl sided (Figure 93).	Contributing – retains sufficient integrity.

Potential South Alston Avenue Historic District			
Address/ Parcel #	History	Description	Recommended contribution to potential HD
1101 Simmons St/ 119179	Built by Habitat for Humanity ca.2008 according to tax records. A house with a white resident stood on its lot in 1930. By 1941 it was occupied by a black family.	New, gable-end, one-story, frame house (Figure 94).	Noncontributing – outside period of significance.
1013 Simmons St/ 119177	This house was not on the 1950 Sanborn, but has a ca.1950 tax date and is included in the 1951 city directory. Therefore like built ca.1950. It had two black occupants in 1951, the owner and a tenant.	Gable-front, concrete block, one-story house. Built as two-family house. Narrow four-bay façade suggests a double-shotgun plan. Retains six-over-six windows and two-bay front porch (Figure 95).	Contributing – retains sufficient integrity.
1011 Simmons St/ 119176	Identical to 1013 Simmons: not on the 1950 Sanborn, ca.1950 tax date, included in the 1951 city directory. Therefore like built ca.1950. Two black tenants in 1951.	Like 1013 Simmons, gable-front, concrete block, one-story house built to hold two families. Retains six-over-windows and two-bay front porch. Narrow four-bay façade suggests double-shotgun plan (Figure 96).	Contributing – retains sufficient integrity.
1010 Cole St/ 119186	This house—included in the 1930 city directory and carrying a ca.1930 tax date—likely erected in 1920s. White tenancy in 1930 changed to black tenancy by 1941.	Typical, modest, one-story, gable-front, frame form. Square columns at front porch appear to be original, but much altered through addition of vinyl siding and altered sash that includes a front picture window (Figure 97).	Noncontributing - loss of integrity.

Figure 25. 1303 South Alston Avenue: west front and south side elevations



Figure 26. 1207 South Alston Avenue: west front and north side elevations



Figure 27. 1205 South Alston Avenue: west front and south side elevations



Figure 28. 1203 South Alston Avenue: west front and north side elevations



Figure 29. 1201 South Alston Avenue: west front and north side elevations



Figure 30. 1109 South Alston Avenue: west front and south side elevations



Figure 31. 1107 South Alston Avenue: west front and north side elevations



Figure 32. 1105 South Alston Avenue: west front and south side elevations



Figure 33. 1103 South Alston Avenue: west front and north side elevations



Figure 34. 1009 South Alston Avenue: west front elevation



Figure 35. 1007 South Alston Avenue: west front and north side elevations



Figure 36. 1005 South Alston Avenue: west front elevation



Figure 37. 1003 South Alston Avenue: west front and north side elevations



Figure 38. 911 South Alston Avenue: west front and south side elevations



Figure 39. 909 South Alston Avenue: west front and south side elevations



Figure 40. 907 South Alston Avenue: west front and south side elevations



Figure 41. 905 South Alston Avenue: west front and south side elevations



Figure 42. 903 South Alston Avenue: west front and north side elevations



Figure 43. 805 South Alston Avenue: west front and south side elevations



Figure 44. 803 South Alston Avenue: west front and north side elevations



Figure 45. 801 South Alston Avenue: west front and north side elevations



Figure 46. 709 South Alston Avenue: west front and south side elevations



Figure 47. 707 South Alston Avenue: west front and south side elevations



Figure 48. 705 South Alston Avenue: west front and north side elevations



Figure 49. Russell Memorial CME Church at 703 South Alston Avenue: west front and south side elevations



Figure 50. Russell Memorial CME Church parsonage at 613 South Alston Avenue: west front elevation



Figure 51. 605 South Alston Avenue: west front and north side elevations



Figure 52. 603 South Alston Avenue: west front and south side elevations



Figure 53. Chidley North Residence Hall at 1310 South Alston Avenue: east rear and north side elevations



Figure 54. 1204 South Alston Avenue: east front and north side elevations



Figure 55. 1202 South Alston Avenue: east front and north side elevations



Figure 56. 1108 South Alston Avenue: east front and north side elevations



Figure 57. 1104 South Alston Avenue: east front elevation



Figure 58. 1012 South Alston Avenue: east front and north side elevations



Figure 59. 1006 South Alston Avenue: east front and south side elevations



Figure 60. 1004 South Alston Avenue: east front and north side elevations



Figure 61. 904 South Alston Avenue: east front and north side elevations



Figure 62. 902 South Alston Avenue: north front and east side elevations



Figure 63. 812 South Alston Avenue: east front and north side elevations



Figure 64. 808 South Alston Avenue: east front and north side elevations



Figure 65. 806 South Alston Avenue: east front and north side elevations



Figure 66. 804 South Alston Avenue: east front and north side elevations



Figure 67. 712 South Alston Avenue: east front and south side elevations



Figure 68. 710 South Alston Avenue: east front and north side elevations



Figure 69. 706 South Alston Avenue: east front and south side elevations



Figure 70. 602 South Alston Avenue: east front and south side elevations



Figure 71. Chidley Men's Residence Hall at 728 East Lawson Street: west front elevation



Figure 72. 829 East Lawson Street: south front and west side elevations



Figure 73. 922 Dupree Street: north front and east side elevations



Figure 74. 918 Dupree Street: north front and west side elevations



Figure 75. 913 Dupree Street: south front elevation



Figure 76. 910 Cox Avenue: north front and east side elevations



Figure 77. 911 Cox Avenue: south front elevation



Figure 78. 912 Price Avenue: north front and east side elevations



Figure 79. 913 Price Avenue: south front and east side elevations



Figure 80. 911 Price Avenue: south front and east side elevations



Figure 81. 912 Massey Avenue: north front elevation



Figure 82. 1108 Linwood Avenue: north front and east side elevations



Figure 83. 1106 Linwood Avenue: north front and east side elevations



Figure 84. 1107 Linwood Avenue: south front and west side elevations



Figure 85. 1105 Linwood Avenue: south front and west side elevations



Figure 86. 1108 Jacob Street: north front and west side elevations



Figure 87. 1106 Jacob Street: north front and west side elevations



Figure 88. 615 Hickory Street: west front and north side elevations



Figure 89. 611 Hickory Street: west front and north side elevations



Figure 90. 609 Hickory Street: west front and south side elevations



Figure 91. 605 Hickory Street: west front and south side elevations



Figure 92. 1102 Simmons Street: north front and east side elevations



Figure 93. 1010 Simmons Street: north front and west side elevations



Figure 94. 1101 Simmons Street: south front and east side elevations



Figure 95. 1013 Simmons Street: south front and west side elevations



Figure 96. 1011 Simmons Street: south front and west side elevations



Figure 97. 1010 Cole Street: north front and west side elevations



National Register Eligibility Assessment

The potential South Alston Avenue Historic District is believed to lack significance under any of the NRHP Criteria and is also believed to lack the integrity to support any such significance. It is therefore recommended as not eligible for NRHP listing.

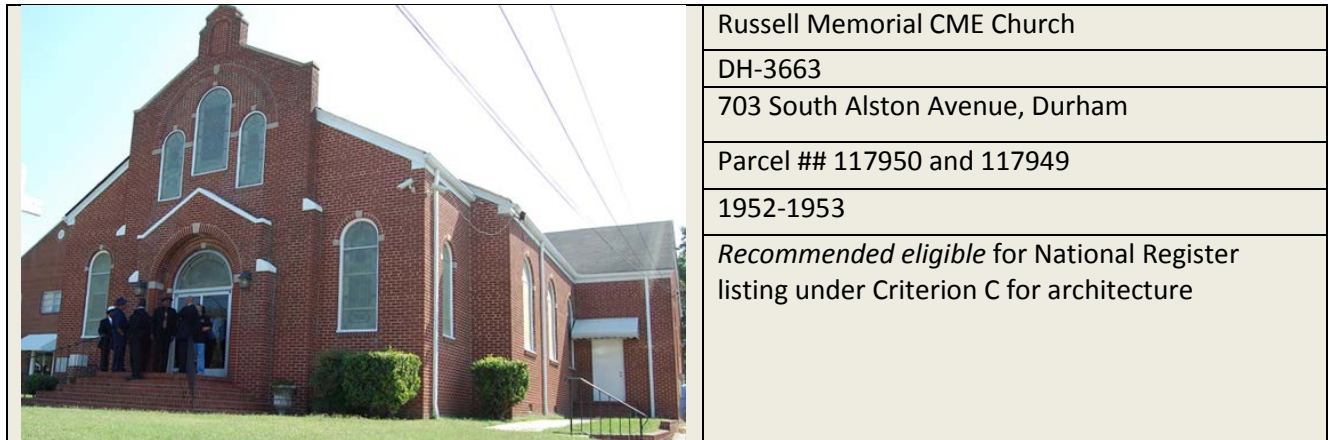
The potential historic district was developed piecemeal over time with no planned developmental pattern, other than the construction of a small number of houses on South Alston as part of the Pine Grove Park Development, which had limited success. It was not the historic base of any identifiable community. From a white neighborhood in the first four decades of the twentieth century, it rapidly transitioned to an African-American one during the 1940s. During the first half of the twentieth century, it developed no notable institutions for either white or black residents. It also is not known to have played any role in the social movements of the 1950s or 1960s. In the 1950s, as an extension of black Southeast Durham, it received a black church, Russell CME Memorial Church, and a dormitory as North Carolina Central University slowly began to expand after the war toward Alston. Otherwise it was strictly residential. It is therefore not believed to be NRHP-eligible under Criterion A for its history in the areas of community planning and development, ethnic heritage, or social history.

The potential historic district is also not known to have an association with any persons significant in our past. As discussed below at the individual assessment of Russell Memorial CME Church, Rev. W.A. McEwan, pastor of the church when it relocated to Alston, was not a significant figure in the black community; he was a pastor who performed his ministerial functions, but did not become notable. As discussed below at the individual assessment of Chidley Residence Hall, any notable activities of the Rev. Dr. Howard J. Chidley, for whom the dormitory was named, would have taken place in association with his congregation in Winchester, Massachusetts, not at NCCU. The district is therefore not recommended as NRHP-eligible under Criterion B.

The potential historic district also does not represent a significant and distinguishable entity. Its buildings are not architecturally noteworthy either individually or collectively and, as summarized below, they have been much altered as a whole and have thereby lost their integrity. Many NRHP-listed historic districts in Durham have stronger and more intact collections of early/mid-twentieth-century resources. These include the contemporary African-American Stokesdale Historic District, the East Durham Historic District, and the North Durham-Duke Park Historic District (including its potential boundaries increases). The potential district is therefore not recommended as eligible for NRHP listing under Criterion C. Finally, the district is believed to lack the potential to yield important information on the basis of its appearance or construction. It is therefore not recommended as NRHP-eligible under Criterion D. (This report does not address archaeological significance under Criterion D.) The integrity of the potential district, in terms of the seven NRHP elements of integrity, is addressed below.

POTENTIAL SOUTH ALSTON AVENUE HISTORIC DISTRICT		
Element of Integrity	Level of Integrity	Assessment
Location	Low to medium	The district's resources stand on the sites on which they were constructed, but the presence of approximately 25 vacant lots once occupied by houses, the infill of resources erected within the past 45 years, and the construction of the Durham Freeway have had a negative impact on integrity of location.
Design	Low to medium	The large majority of the resources in the district built prior to 1950 have been heavily altered through the addition of modern siding and windows with snap-in muntins, and the alteration of porches and removal of other decorative features. Almost all of the district's resources, however, retain their original form and the brick residences erected in the 1950s remain intact.
Setting	Low to medium	The presence of numerous vacant lots, the infill of houses erected within the past 45 years, the addition of a large modern dormitory, and the construction of the Durham Freeway have had a negative impact on integrity of setting.
Materials	Low	The large majority of the resources in the district built prior to 1950 have been heavily altered through the addition of modern siding and windows with snap-in muntins, and the alteration of porches and removal of other decorative features. This has obscured or removed the materials that went into their construction.
Workmanship	Low	The large majority of the resources in the district built prior to 1950 have been heavily altered through the addition of modern siding and windows with snap-in muntins, and the alteration of porches and removal of other decorative features. This has obscured or removed the workmanship that went into their construction.
Feeling	Low	The elements that have negatively impacted the district's integrity of location, design, setting, materials, and workmanship—alterations and removal of decorative features; modern infill; displacement of houses with vacant lots; construction of the Durham Freeway—have had a negative impact on its integrity of feeling.
Association	Low	The elements that have negatively impacted the district's integrity of location, design, setting, materials, and workmanship—alterations and removal of decorative features; modern infill; displacement of houses with vacant lots; construction of the Durham Freeway—have had a negative impact on its integrity of association.

3.2.2 Russell Memorial CME Church



History

The congregation of Russell Memorial Colored (now Christian) Methodist Episcopal Church had its start on Chapel Hill (now Kent) Street in the home of Mr. and Mrs. Thomas Stroud. It soon purchased its first building, which was called King Chapel. In the early 1930s the congregation erected a brick church on Matthews Street and changed its name to St. Matthew C.M.E. Church. The 1937 Sanborn map depicts this building on the southwest corner of the intersection of West Cobb and Matthews streets in the Morehead Hill neighborhood. On Sunday, December 11, 1949 this building caught fire during the morning service. All the parishioners safely vacated the sanctuary, but the conflagration totally consumed the church (Russell Memorial CME Church website; *Carolina Times*, December 31, 1940; Sanborn Map Company 1937).

By January 4, 1951 the congregation had acquired and platted a new tract of land on South Alston Avenue about a mile-and-a-half to the southeast. The 100'-by-300' parcel comprised lots 1, 8, and 9 of the Pine Grove Park Development (Figure 9, above). Construction began upon Lot 1, which fronted South Alston, in October 1952. It was completed, but for some interior furnishings, in time for a dedication service on December 13, 1953 (*Carolina Times*, December 12, 1953 and December 19, 1953; Durham County Plat Book 23/Page 129 (1951)).

A fund drive that reaped some 235 contributions allowed the congregation to construct the \$115,000 building. Rev. W.A. McEwan—the church's pastor when its predecessor burned and at the opening of its new home—was joined at the dedication by Rev. C.R. White, presiding Elder of the Durham District, and Bishop T.Y. Bell, the presiding Bishop of the Fourth Episcopal District of the CME Church (*Carolina Times*, December 12, 1953 and December 19, 1953). (In 1953 the acronym "CME" stood for Colored Methodist Episcopal; the following year the denomination rechristened itself as the Christian Methodist Episcopal Church.)

By June 1958 the congregation had acquired and platted a second parcel, also approximately 100'-by-300', on the north. The parcel was one of the many holdings of Ernestine Scarborough Bynum, a well-to-do and prominent figure in Durham's African-American community. Mrs. Scarborough, as she was known, was a lifelong member of St. Joseph A.M.E. Church and had no identified connection with the Russell Memorial congregation (Durham County Plat Book 37/Page 159 (1958); *Carolina Times*, June 24,

1972). The straightforward mid-century appearance of the former church parsonage, which stands on this added lot, suggests it was erected not long after the acquisition.

When opened, the church had a roughly T-shaped footprint. A wing added on the new lot on the church's north between 1960 and 1966, according to aerial photographs, increased the size of the building by about 50 percent. The church building has not expanded since, although the congregation has acquired additional lots along South Alston Avenue.

Description

Russell Memorial CME Church is essentially a straightforward, cross-gabled building clad in stretcher-bond brick punctuated by limestone and concrete decorative elements (Figure 98 through Figure 107). Regularly placed, segmental-arched, stained-glass windows continue to cross its intact west front and north and south side elevations. Rowlock-laid brick arches and contrasting keystones crown the front entry and window bays. Russell Memorial's masonry construction, heavy appearance, rounded arches, and relatively tall front and vertical projection combine to make it a basic representative of the Romanesque Revival style.

The church's decorative focus is its west elevation which faces South Alston Avenue. The façade's entry—surmounted by a half-round, stained-glass transom—is set in a shallow, projecting, triangular-peaked panel accented by white-painted coping. A second shallow panel, sandwiched between the entry and the body of the church, rises above the front gable as a parapet. It holds three segmental-arched stained-glass windows that extend up into a large, blind, stretcher-bond arch mirroring the entry below. A stripped-down, Dutch-type gable with unpainted concrete coping crowns the parapet.

A large, brick-clad, two-story-over basement addition obscures the original north side of the church. It is plainly finished with metal casement windows and a front (west) gable that barely extends up into a parapet wall. A two-story ell, also brick veneered with metal casement windows, extends across the church's rear elevation.

A comparison of the sanctuary's current finish with photographs taken at its dedication indicates that almost all of the original interior features remain in place (Figure 108 through Figure 110). These include pews, wainscoting, door and window surrounds, hanging light fixtures, and the balcony face.

The former parsonage immediately to the church's north is a modest mid-century building. Plainly finished, it is one-story tall, brick-veneered, and topped by a gable-end roof. It is intact but for the closing off of the entry to the single-bay garage projecting from its west front elevation toward the street (Figure 104 and Figure 105). Largely contemporary with the church, the building is recommended as a contributing resource.

Figure 98. Russell Memorial CME Church, west front and south side elevations



Figure 99. Newly completed Russell Memorial CME Church with inset image of its pastor, Rev. W.A. McEwan (source: *Carolina Times*, December 12, 1953)



Figure 100. Russell Memorial CME Church, west front and south side elevations



Figure 101. Russell Memorial CME Church, west front and south side elevations, pre-1966
(source: Durham County Public library)



Figure 102. Russell Memorial CME Church, west front and north side elevations with 1960s addition at center left and edge of former parsonage at far left



Figure 103. Russell Memorial CME Church, west front and north side elevations, pre-1966 (source: Durham County Public library)



Figure 104. Russell Memorial CME Church, north side of 1960s wing at left and rear (east) elevation of former parsonage at right



Figure 105. Russell Memorial CME Church, front (west) and south side elevations of former parsonage



Figure 106. Russell Memorial CME Church, north side and east rear elevations



Figure 107. Russell Memorial CME Church, east rear elevation



Figure 108. Russell Memorial CME Church sanctuary, late 2014 (source: Russell Memorial CME Church)



Figure 109. Russell Memorial CME Church dedication service, sanctuary (source: *Carolina Times*, December 19, 1953)



Figure 110. Russell Memorial CME Church sanctuary, late 2014 (source: Russell Memorial CME Church)



National Register Eligibility Assessment

Russell Memorial CME Church could potentially be eligible for NRHP listing as part of a South Alston Avenue Historic District or as an individual resource. This report, above, recommends that the potential South Alston Avenue Historic District is not eligible for NRHP listing and therefore the church is not eligible as part of a historic district. However, it is recommended that the church is individually eligible for NRHP listing under Criterion C for its architecture.

Russell Memorial is believed to be NRHP-eligible under Criterion C as a significant and largely intact example of an African-American, Romanesque Revival-style church in Durham. Two unusually early and fine African-American churches in the city are NRHP-listed, the Gothic Revival-style (former) Emmanuel AME Church (1888) at 706 Kent Street in the West End neighborhood and St. Joseph's AME Church (1891) on Fayetteville Street south of the Durham Freeway in the Hayti neighborhood (Brown 1984a and 1984c). A number of other black churches more comparable to Russell Memorial in style, scale, and/or period of construction stand in Durham. These include three that contribute to the NRHP-listed Stokesdale Historic District—Kyles Temple AME Zion Church (1944) at 409 Dunstan Avenue, Covenant United Presbyterian Church (1948) at 1306 Lincoln Street, and the Seventh Day Adventist Church (1954) at 1311 Lincoln Street. All three, as is Russell Memorial, are brick, gable-front, mid-twentieth-century churches, although they are Colonial Revival rather than Romanesque Revival-style buildings. Other intact, similar, masonry black churches not listed in the NRHP include St. Mark AME Church (1954) at 531 South Roxboro Street in Hayti; Morehead Avenue Baptist Church (late 1940s/early 1950s) at 1008 Morehead Avenue in the Lyon Park neighborhood; Mt. Vernon Baptist Church (1940) at 1007 South

Roxboro Street in the Southside neighborhood; and the stone Holy Cross Church (1952), which was shifted to its current location on Fayetteville Street in the College View neighborhood in 2010 (see www.opendurham.org and *Carolina Times*, September 4, 1954).

Russell Memorial's brick construction, solid appearance, numerous rounded arches, and relatively tall front and vertical projection are believed to embody the distinctive characteristics of the Romanesque Revival style. As the building is believed to retain sufficient integrity (see below) to support its significance as a characteristic African-American, Romanesque Revival-style church in Durham, it is recommended as NRHP-eligible under Criterion C for its architecture. The ca.1958 former parsonage, which stands on the historic church grounds immediately north of the church building, is believed to be a contributing building to Russell Memorial CME Church.

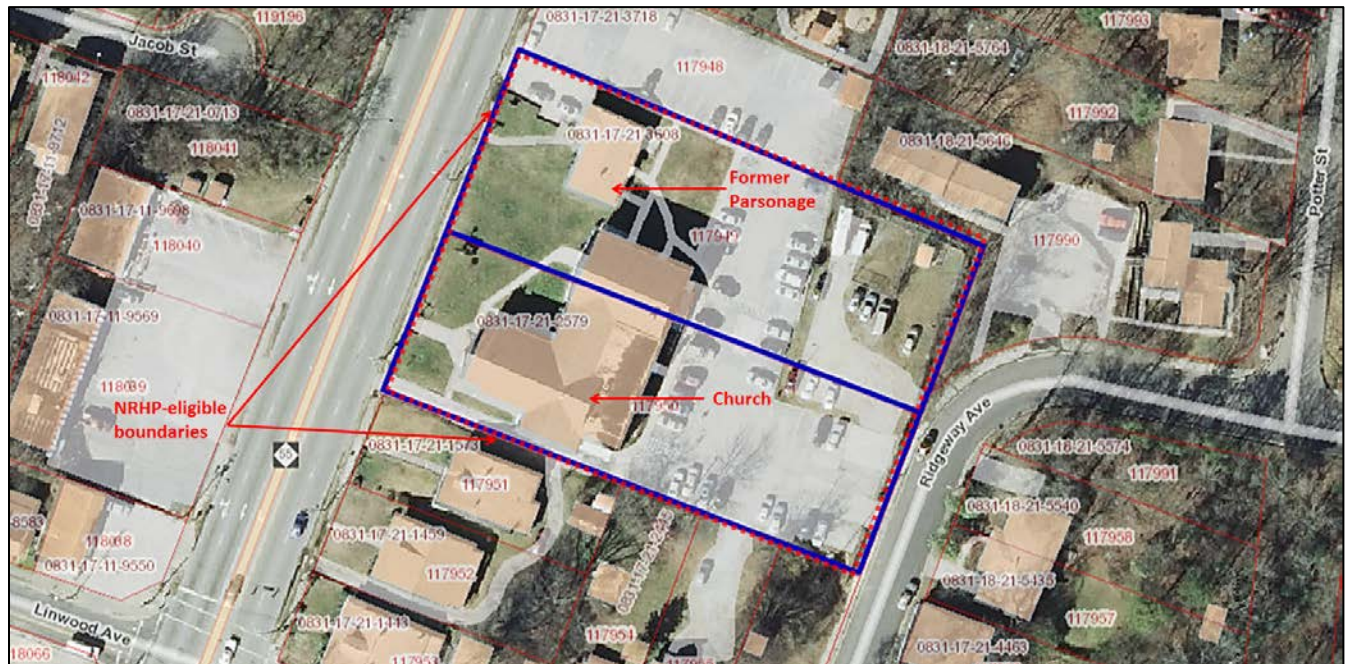
The church is not recommended as individually eligible under any other of the NRHP's Criteria. It has no known association with notable historic events and is therefore not recommended as eligible under Criterion A. The CME Church played a role in the Civil Rights movement in the 1950s and 1960s, along with other African-American dominations (Baldwin 2004). However, a search of the Durham Public Library's online collection of the *Carolina Times*, Durham's primary African-American newspaper of the time, and of North Carolina newspapers at www.newspapers.com and www.digitalnc.org, identified no notable role that Russell Memorial's congregation or pastor played in the movement or, more generally, in the history of Durham or its African-American community. (Similar searches of the church's predecessors, King Chapel and St. Matthew CME Church, also failed to identify any historic significance.) The church is further not believed to be eligible under NRHP Criterion B. Rev. W.A. McEwan—the pastor when the previous church burned in 1949 and when this building was erected four years later—is not known to have been an individual who made a significant contribution to our history. Searches of the *Carolina Times* and other North Carolina newspapers find no references to him other than his performance of such customary ministerial roles as conducting services and presiding at funerals. The building is believed to lack the potential to yield important information on the basis of its appearance or construction. It is therefore not recommended as NRHP-eligible under Criterion D. (This report does not address archaeological significance under Criterion D.)

RUSSELL MEMORIAL CME CHURCH		
Element of Integrity	Level of Integrity	Assessment
Location	High	Continues to stand on the place where it was constructed.
Design	Medium to high	Original Romanesque Revival-style block remains largely intact at its exterior and within the sanctuary. Large, functional 1960s addition is out of character with the original building, but covers only the east rear elevation, not visible from the street, and the extended gable-end portion of the north side elevation. Integrity of design therefore largely remains intact.
Setting	Medium	At original location with front lawn continuing to extend east to original/early brick retaining wall. Lots to south on both sides of Alston Street continue to retain many houses that were in place when church was built. Paved parking on the northern and eastern portions of the church property, post-1970 commercial buildings and vacant lots on both sides of South Alston to the north, and the Durham Freeway beyond have negatively affected the church's integrity of setting on the north.
Materials	Medium to high	Original Romanesque Revival-style block remains largely intact at its exterior and within the sanctuary. Large, functional 1960s addition is out of character with the original building, but covers only the east rear elevation, not visible from the street, and the extended gable-end portion of the north side elevation. Integrity of materials therefore largely remains intact.
Workmanship	Medium to high	Original Romanesque Revival-style block remains largely intact at its exterior and within the sanctuary. Large, functional 1960s addition is out of character with the original building, but covers only the east rear elevation, not visible from the street, and the extended gable-end portion of the north side elevation. Integrity of workmanship therefore largely remains intact.
Feeling	Medium	At original location with front lawn continuing to extend east to original/early brick retaining wall. Lots to south on both sides of Alston Street continue to retain many houses that were in place when church was built. Paved parking on the northern and eastern portions of the church property, post-1970 commercial buildings and vacant lots on both sides of South Alston to the north, and the Durham Freeway beyond have negatively affected the church's integrity of feeling on the north.
Association	Medium	At original location with front lawn continuing to extend east to original/early brick retaining wall. Lots to south on both sides of Alston Street continue to retain many houses that were in place when church was built. Paved parking on the northern and eastern portions of the church property, post-1970 commercial buildings and vacant lots on both sides of South Alston to the north, and the Durham Freeway beyond have negatively affected the church's integrity of association on the north.


National Register Eligible Boundaries

The recommended NRHP-eligible boundaries of Russell Memorial CME Church are those of its two lots—parcels 117950 and 117949—which the congregation acquired by 1951 and 1958, respectively (Figure 111). They include the church and the former parsonage, which is recommended as a contributing building. The boundaries of these lots, as currently shown on tax maps, extend on the west to a retaining wall and steps in front of the church, but not to the sidewalk and South Alston Avenue and its right-of-way. On the east they also extend to a retaining wall and not beyond to the sidewalk or to Ridgeway Avenue and its right-of-way.

Figure 111. Russell Memorial CME Church, recommended NRHP-eligible boundaries marked with dotted red line (source: Durham County tax maps)



3.2.3 Chidley Residence Hall

	Chidley Residence Hall
	DH-3664
	828 East Lawson Street, Durham
	Portion of parcel # 116991 (48.5-acre NCCU campus parcel)
	1950-1951
	Recommended not eligible for National Register listing

History

Chidley Residence Hall was erected at the northeastern corner of the campus of North Carolina Central University in 1950-1951. Dr. James E. Shepard founded NCCU as the National Religious Training School and Chautauqua for the Colored Race in 1909. In 1916 the small, private school reorganized as the National Training School and in 1923 the state of North Carolina took it over and renamed it the Durham State Normal School. The state transformed the school in 1925 by converting it into the North Carolina College for Negroes, the first four-year, liberal-arts college for African-Americans in the country. In 1969 the college's name changed once more, to the current North Carolina Central University. In 1972 it became one of the institutions that comprise the University of North Carolina system (Brown 1984c).

The conversion to a four-year college was accompanied, from the late 1920s through 1940, by a physical transformation of the campus. In 1929 the Clyde R. Hoey Administration Building opened. Its Georgian Revival-style design was a grander, brick version of the style that had informed the more modest, frame Sarah P. Avery Auditorium (1910) and Florence Burroughs Chidley Dormitory (1910s), neither of which still stand. The Georgian Revival in brick remained the preferred style for buildings erected on the campus into the 1960s.

The core of the NCCU campus has historically been oriented toward Fayetteville Street south of Lawson Street. When a 108-acre portion of NCCU was listed in the NRHP in 1984, its boundaries encompassed the campus' pre-World War II buildings. All of these are brick, Georgian Revival-style buildings, including the Hoey Administration Building, Annie Day Shepard Residence Hall (1930), the Alexander-Dunn Building (1930), B.N. Duke Auditorium (1937), Albert Lewis Turner Hall, now the William Jones Building (1937), the William H. Robinson Science Building (1937), Angus W. McLean Residence Hall (1937), Ruth G. Rush Residence Hall (1939), and the noncontributing, postwar James S. Lee Biology Building (1956) (Brown 1984c; Vann 2010e).

The majority of the buildings erected at NCCU in the 1950s continued to utilize the Georgian Revival style in brick. These include James E. Shepard Memorial Library (1950), Chidley Residence Hall, the Dent Human Sciences Building (1952), the Taylor Education Building (1955), the Willis Commerce Building (1956), and the Lee Biology Building. The 1950s saw the beginnings of the construction of modernist buildings, too, most notably the McDougald-McLendon Gymnasium (1950). This became the dominant style in the 1960s (Brown 1984c; Vann 2010e).

Chidley Residence Hall was one of a group of buildings (many listed above) erected on campus in the early/mid-1950s. Construction on the dormitory likely began in 1950: it is depicted from plans on the Sanborn map of that year. It opened in 1951 and was formerly dedicated in honor of Dr. Rev. Howard J.

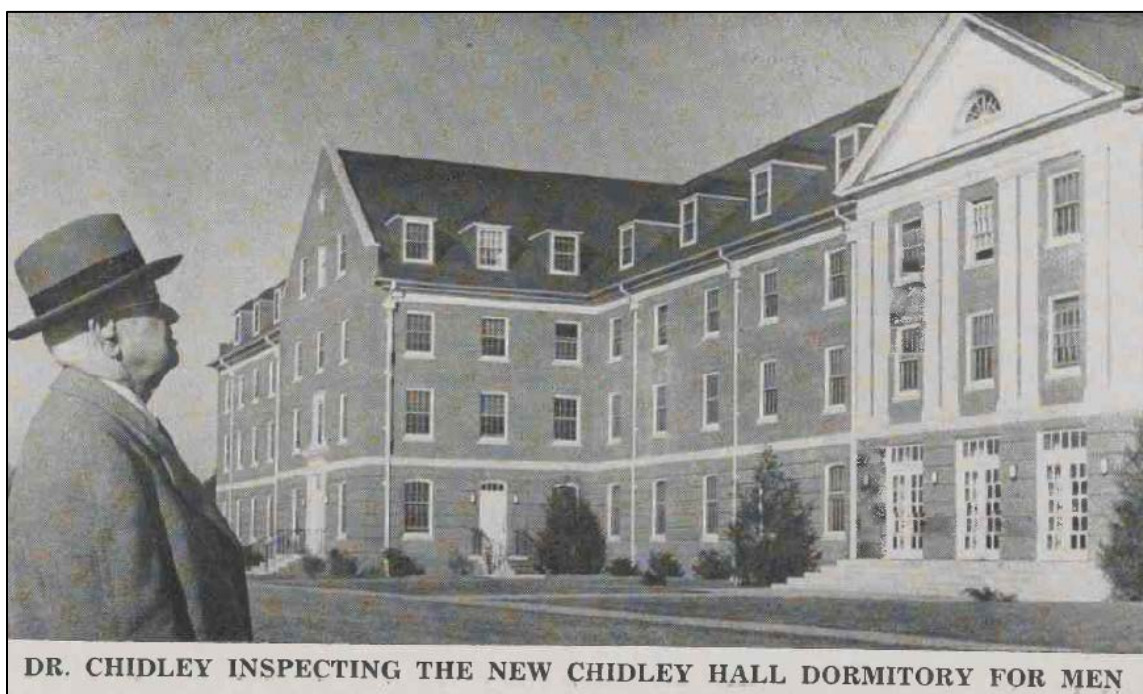
Chidley in February 1952, when he made his annual visit to the campus (Vann 2010e; *Campus Echo*, February 1952).

Dr. Chidley was a longtime benefactor of the college. His involvement started no later than 1915, when he delivered a series of addresses at the National Religious Training School. In 1916 the school awarded him an honorary Doctor of Divinity degree and he joined the Board of Trustees, which he chaired from 1919 to 1921. For many years he regularly spoke at the school, often at commencement or convocation (Vann 2010a, 2010b, 2010c, and 2010d).

Dr. Chidley (1878-1966) was a prominent minister and speaker. A native of Ontario, he graduated from Dartmouth College in 1906 and the Union Theological Seminary in 1909. He was the pastor of the Trinity Congregational Church of East Orange, New Jersey, when he joined the Board. In 1915 he became minister of the First Congregational Church of Winchester, Massachusetts, with which he remained associated the rest of his life (*Durham Morning Herald*, January 25, 1915; *Charlotte News*, February 21, 1917; *Golden Echo*, January 1960).

Chidley and his Winchester congregation contributed to the college for many years. As part of its 50th anniversary celebration in 1960, according to the monthly campus paper (*Golden Echo*, January 1960), the college marked “the semi-centennial observance of an annual “pilgrimage” to the institution by one of its oldest friends and supporters,” Dr. Chidley. It noted that contributions from Chidley and his congregation totaled close to \$60,000 by 1960 and “in the early days, gifts from the congregation also included clothes, linen, food and other material goods.” (The article also notes that a dormitory—erected in the 1910s and no longer standing—was named for Dr. Chidley’s first wife, Frances Burroughs Chidley, who died in 1917.) This long history led to the naming of the dormitory in Dr. Chidley’s honor (Figure 112).

Figure 112. Howard J. Chidley and the dormitory named for him, February 1952 (source: *Golden Echo*, January 1960)



In 1965 the college added a large, U-shaped annex to the rear (east) of Chidley Residence Hall (Figure 113). NCCU demolished the annex in 2009 to make way for the third dormitory on the campus to carry the Chidley name, Chidley North Residence Hall (Figure 114). The new dormitory, opened in 2011, extends from just east of Chidley Residence Hall to Alston Avenue. It joined Tyrnza Richmond Residence Hall, opened just to the west of Chidley Residence Hall in 2009. Since 2003—due to problems with mold and the subsequent construction of new dormitories—the old Chidley Residence Hall has stood vacant and boarded-up (North Carolina Central University-University Archives-James E. Shepard Memorial Library).

Figure 113. Chidley Residence Hall with U-shaped Annex at east on 1966 US Department of Agriculture aerial photograph, at left, and on early 2000s image, at right

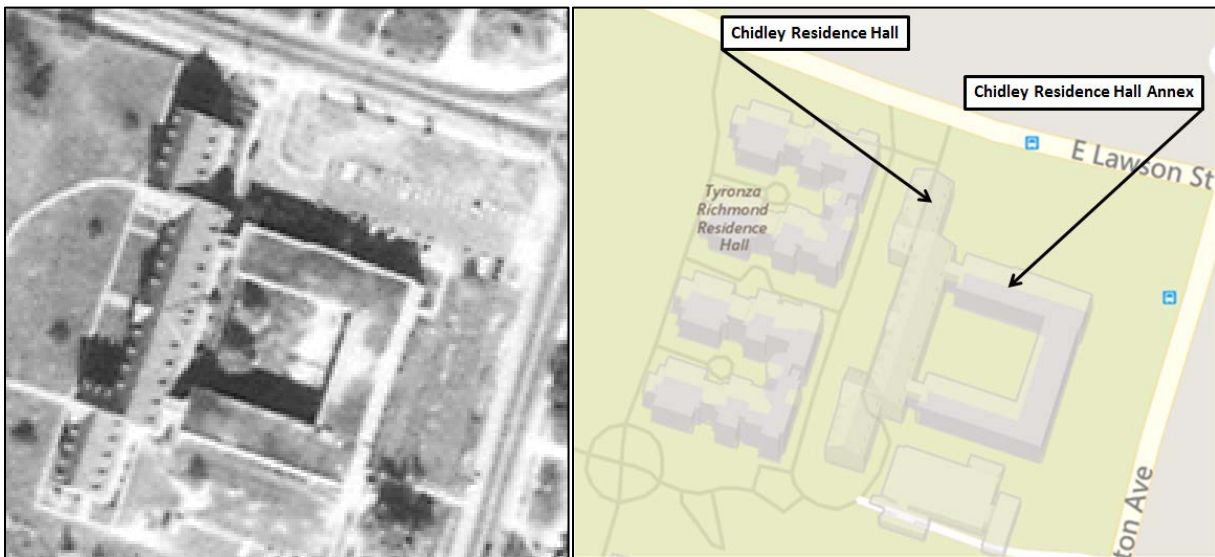


Figure 114. Demolition of Chidley Residence Hall Annex, September 2009 (source: NCCU Eagles Yuku, September 11, 2009)



Description

Chidley Residence Hall is built of brick on a steel frame, four stories tall over a basement. Like almost all of the other buildings erected on the campus up to 1951, it is Georgian Revival in style (Figure 115 through Figure 122). The first story is set off by raised brick stringcourses and topped by a wide limestone (or cast stone) stringcourse. Surrounds with elliptical lintels frame its windows and classical limestone surrounds frame its doors. The building's second and third stories are more simply finished, marked by flush brick walls, regular rows of windows in plain surrounds with limestone sills, and a limestone stringcourse at the roofline. The main entry—three doors set in a projecting bay at the front elevation's center—is highlighted, however, by four pairs of limestone columns that climb the second and third stories, terminating at a broad triangular pediment. (The doors at this triple entry are not original.) Adorning the fourth story are parapet walls where the roof's cross gables terminate and hip-roofed dormers across the east and west elevations.

Plywood and steel-mesh panels cover the building's windows, obscuring views of its interior. Since 2003 it has been sealed off and vacant and—since the completion of the Richmond Residence Hall on its west in 2009 and Chidley North Residence Hall on its east in 2011—it has been cut off from the body of the campus and largely hidden from view.

Figure 115. Front (west) elevation of Chidley Residence Hall in the 1950s (source: North Carolina Central University-University Archives-James E. Shepard Memorial Library)



Figure 116. South side and east rear elevations of Chidley Residence Hall at center; Chidley North Residence Hall at right and Richmond Residence Hall at left



Figure 117. South side and east rear elevations of Chidley Residence Hall



Figure 118. West front and south side elevations of Chidley Residence Hall



Figure 119. West front elevation of Chidley Residence Hall



Figure 120. West front and north side elevations of Chidley Residence Hall



Figure 121. North side and east rear elevations of Chidley Residence Hall



Figure 122. East rear elevation of Chidley Residence Hall; plaza and wing of Chidley North Residence Hall at center and left



National Register Eligibility Assessment

Chidley Residence Hall could potentially be eligible for NRHP listing as part of a South Alston Avenue Historic District or the NRHP-listed North Carolina Central University Historic District. It could also be NRHP-eligible as an individual resource. This report, above, recommends that the potential South Alston Avenue Historic District is not eligible for NRHP listing. As discussed below, this report also recommends that Chidley Residence Hall should not be included as part of any expanded NCCU Historic District due to the numerous noncontributing resources that separate it from that district. It further recommends that the dormitory is not significant under any of the NRHP Criteria and is therefore not individually eligible for listing.

The NRHP boundaries of the NCCU Historic District include the university's pre-World War II buildings, which are oriented toward Fayetteville Street, and early landscaped quadrangles (Figure 123) (Brown 1984c). When the historic district was created in 1984, the boundaries were drawn to exclude buildings to its east erected outside of its period of significance (with NRHP Criterion Consideration G exceptions made for buildings erected in the 1930s within 50 years of 1984). As is evident from a modern campus map (Figure 124), Chidley Residence Hall (#22 at upper right of the map) is separated from the historic district most immediately by a series of resources erected within the past 42 years. These include Richmond Residence Hall (2009) (#62 and #48 on map), which completely screens it from the historic district; the LeRoy T. Walker Physical Education Complex (1983) (#41 on map); O'Kelly-Riddick Stadium, erected in 1974 on the site of an early football field (#50 on map); and the university's current Track and Practice Field, which was built on the site of an earlier track and field in the 1990s. Due to the presence of these resources, none of which would contribute to the NCCU Historic District, Chidley Residence Hall is recommended as not eligible for NRHP listing as part of any expanded NCCU district.

Figure 123. National Register boundaries of the NRHP-listed North Carolina Central University Historic District, outlined in black; note Chidley Residence Hall and former Annex at far right (source: Brown National Register nomination, 1984)

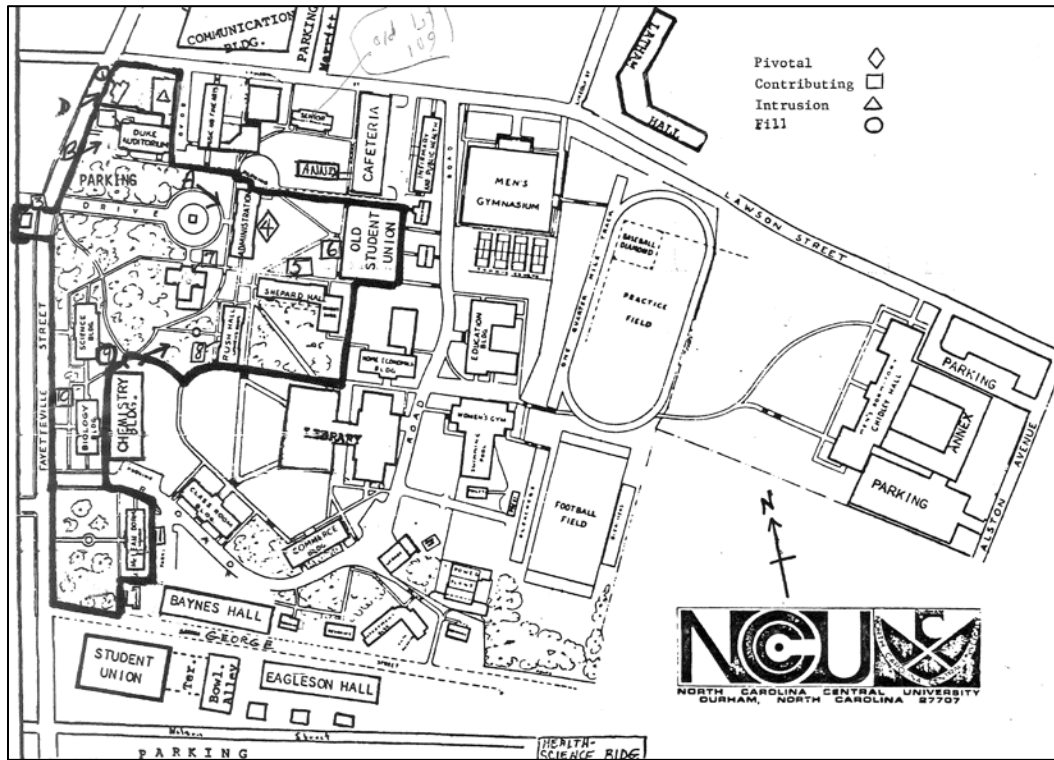
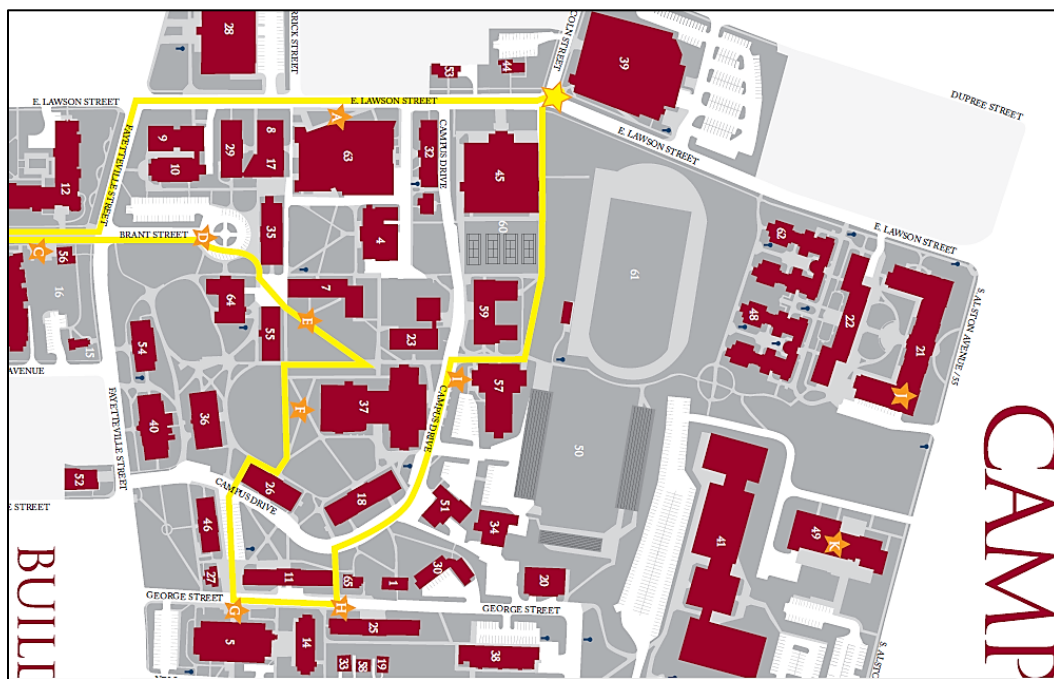


Figure 124. Modern map of NCCU campus with Chidley Residence Hall/#22 at upper right (source: North Carolina Central University)



Chidley Residence Hall is also recommended as not individually eligible, for it is believed to lack significance under any of the NRHP Criteria. The building has no known association with any notable historic events and is therefore not believed to be individually NRHP-eligible under Criterion A: it is not known to have played any notable role in the development of North Carolina Central University or in the history of Durham. Any significant contributions that Dr. Howard J. Chidley may have made to our history, as required for significance under Criterion B, were tangentially, if at all, associated with the dormitory. He never lived, worked, or wrote there and is not even known to have spoken or preached there. The building was named after him to honor a long history of giving to the university. In 1915 he became minister of the First Congregational Church of Winchester, Massachusetts, with which he remained associated until his death in 1966. The 1854 church building that he served for a half-century still stands and would be much more central to his life and contributions than the Chidley dormitory (Seventy-Fifth Anniversary Committee 1916). The residence hall is therefore not believed to be significant under Criterion B.

Chidley Residence Hall is also not believed to be architecturally significant as defined by Criterion C. Within the context of Durham it is not a notable example of the Georgian Revival style and even within the more limited context of NCCU, it is not a notable example of the style. The Hoey Administration Building, B.N. Duke Auditorium, and the William Jones Building within the NRHP-listed NCCU Historic District, for example, are better examples of the style than the residence hall. It is therefore not recommended as eligible for NRHP listing under Criterion C. Finally, the building is believed to lack the potential to yield important information on the basis of its appearance or construction. It is therefore not recommended as NRHP-eligible under Criterion D. (This report does not address archaeological significance under Criterion D.) The integrity of the residence hall, in terms of the seven NRHP elements of integrity, is addressed below.

HOWARD J. CHIDLEY RESIDENCE HALL		
Element of Integrity	Level of Integrity	Assessment
Location	High	Continues to stand on the place where it was constructed.
Design	Medium	Retains original form and many exterior features, but plywood and wire mesh hide almost all of its window bays.
Setting	Low	Sandwiched between two modern dormitories, which fill the views from its east and west-facing bays.
Materials	Medium	Retains original exterior features, but plywood and wire mesh hide almost all of its window bays, which may no longer be intact.
Workmanship	Medium	Retains original exterior features, including brick and limestone stringcourses and classical entry bays, but plywood and wire mesh hide almost all of its window bays, which may no longer be intact.
Feeling	Low	The placement of large modern dormitories adjacent to the building's two principal elevations, cutting it off from the early parts of the campus, as well as the sealing up of most of its window bays, have negatively affected its sense of feeling and association with NCCU.
Association	Low	The placement of large modern dormitories alongside of the building's two principal elevations, cutting it off from the early parts of the campus, as well as the sealing up of most of its window bays, have negatively affected its historic association with NCCU.

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**Appendix: Resume of Principal Investigator for
Architectural History Survey for Durham-Orange
Light Rail Transit Project NCCU Station Refinement,
Durham County, North Carolina**



October 2016

Marvin A. Brown

Senior Architectural Historian

Areas of Expertise

Historic and Architectural
Studies/Section 106 (36 CFR Part
61) Assessment
NEPA/SEPA Cultural
Resources/Environmental
Documentation
Memoranda of Agreement and
Programmatic Agreements
HABS/HAER-Level Recordation
FEMA Emergency and Long-term
Response

Years of Experience

With AECOM: 24 Years
With Other Firms: 10 Years

Education

1980/JD/Stanford Law School
1977/MA/American
Civilization/University of
Pennsylvania *magna cum laude*
1977/BA/American
Civilization/University of
Pennsylvania *magna cum laude*

Overview

Mr. Brown has over 34 years of experience in historic and architectural studies, environmental compliance procedures, and project management. This experience includes performing historic architectural surveys in support of state and federal projects in compliance with Section 106 and other statutes and regulations; determination of effects and development of mitigation measures, including Memoranda of Agreement, Programmatic Agreements, Historic Preservation Plans, HABS/HAER-level recordation, and Section 4(f) documentation; environmental documentation including Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions for airport, highway, and other projects; recordation of historic bridges; emergency and long-term response for FEMA projects; and drafting Multiple Property Documentation forms and National Register nominations for individual properties and historic districts. The Vernacular Architecture Forum recently presented Mr. Brown with the Paul E. Buchanan Award for Excellence in Field Work and Interpretation for his Rosenwald Schools project for NCDOT. The award committee was unanimous in its praise of the document as an excellent example of a Section 106 cultural resources study, supported by thorough, well-presented research and careful field investigation, focusing on an endangered building type, and with potential application to similar studies in other regions.

Representative project experience includes:

Project Specific Experience

North Carolina

Project Manager/Architectural Historian, Rosenwald School Study in Edgecombe, Halifax, Johnston, Nash, Wayne, and Wilson Counties, North Carolina Department of Transportation. To assist NCDOT and the North Carolina State Historic Preservation Office in evaluating the National Register eligibility of Rosenwald Schools in the state, inventoried the Rosenwald Schools of the six-county study area, established comprehensive historic and architectural contexts for the schools in North Carolina, and recommended National Register registration requirements for assessing the inventoried resources and other schools throughout the state.

Project Manager/Architectural Historian and Historian, Phase I and II Historic Architectural Surveys and Mitigation Documentation, Statewide, North Carolina, North Carolina Department of Transportation, 1992-Present: Architectural Historian and Historian for various highway and bridge projects under four multi-year, open-end, historic services contracts with the NCDOT, including the following:

- Ashe County, NC 21 from NC 16 to Alleghany County Line
- Buncombe and Henderson Counties, US 25 from SR 1361 to US 25A and NC 280
- Catawba County, Hickory, Lenoir Rhyne Boulevard from Tate Boulevard to 7th Avenue
- Chatham and Randolph Counties, US 64 at Smith Farm
- Columbus County, NC 130 from Brunswick County Line to US 701
- Craven County, US 17 from NC 43 to Bridgeton
- Duplin and Lenoir Counties, NC 11 from NC 24 to Pink Hill
- Durham County, Guess from SR 1407 to SR 1409
- Gaston County, NC 274 from NC 275 to US 29-74
- Henderson County, US 64 from US 25 to SR 1180
- Henderson County, NC 191 from NC 280 to SR 1411
- Henderson County, SR 1503 from NC 191 to I-26
- Henderson County, US 25 from SR 1538 to SR 1361
- Hyde County, US 264 over Rose Bay Canal
- Johnston County, Replacement of Bridge No. 52 over Little Swamp
- McDowell, Burke, and Avery Counties, US 221 from NC 226 to Blue Ridge Parkway
- Martin County, NC 125 Bypass of Williamston
- Mitchell and Avery Counties, US 19E from Spruce Pine east to SR 1106
- Mitchell and Yancey Counties, US 19E from Spruce Pine west to SR 1186
- Person County, US 501 from NC 49 to Virginia State Line
- Randolph County, US 220 Business from SR 2261 to US 220 at US 311

Architectural Historian, Supplemental Draft Environmental Impact Statement, Phase II Historic Architectural Survey Report, Herbert C. Bonner Bridge Replacement through Rodanthe, Dare County, North Carolina Department of Transportation. Reevaluated the National Register eligibility and boundaries of a proposed historic district in Rodanthe, including the Chicamacomico Lifesaving Station, on Hatteras Island in the Outer Banks.

Architectural Historian and Historian, Cape Fear Skyway EIS and Design Studies, Brunswick and New Hanover Counties, North Carolina Turnpike Authority: Preparation of historic architectural and historic components, including historic contexts and National Register evaluations, for environmental studies associated with a proposed multi-lane, freeway facility connecting US 17, west of the City of Wilmington near the terminus of the proposed Wilmington Bypass (I-140) in Brunswick County, extending eastward approximately nine miles to the port area of the City.

Architectural Historian, Falls of Neuse Road Realignment and Widening, Raleigh, North Carolina, City of Raleigh. Preparation of historic architectural components for environmental studies associated with improvements to Falls of Neuse Road located northeast of the City of Raleigh in Wake County.

Historian, Archaeological and Historical Contexts Study Associated with Proposed Relocation of NC 16, Lincoln, Catawba, Gaston, Union, Mecklenburg, and Iredell Counties, North Carolina Department of Transportation. Drafted comprehensive historic context, to support future studies of archaeological resources in the Catawba River Valley, in a six-county study area flanking the banks of the river.

Architectural Survey, Rowan and Davidson Counties, North Carolina Department of Transportation. Architectural Historian and Historian for assessment of National Register eligibility of five potential historic districts along the Yadkin River near Salisbury, North Carolina. The potential historic districts were recommended as not eligible for National Register listing in two separate reports. The Keeper of the National Register concurred with these recommendations. The five potential districts were:

- Trading Path and Trading Fords, including Cape Fear Road
- Yadkin Ford and Ferry
- Greene's Crossing at the Trading Ford
- Battle at Camp Yadkin
- Yadkin River Crossings Historic District

Architectural Historian, Environmental and Engineering Studies, Walker Street Extension, Town of Cary. Conducted reconnaissance-level inventory and prepared components of environmental documentation for project within downtown Cary adjacent to the National Register-listed Page-Walker Hotel and Cary Historic District.

Architectural Historian and Historian, Phase II Historic Architectural Surveys and EIS Documentation, Wilmington, North Carolina, North Carolina Department of Transportation: Architectural Historian and Historian for project involving the identification and evaluation of historic properties to be affected by construction of new highway and the preparation of an Environmental Impact Statement.

Historian, Environmental Justice Mitigation, Wilmington Bypass, New Hanover County, North Carolina Department of Transportation: As part of mitigation of environmental justice concerns, researched, wrote, and designed monograph recording the life of Reverend Luke Grady. Also wrote text for historic marker honoring Reverend Grady and delivered talk at unveiling.

Project Manager/Architectural Historian, Phase I Historic Architectural Survey of US 311, Randolph County, North Carolina, Ko & Associates: Architectural Historian for project involving identification and evaluation of historic properties to be affected by roadway widening.

Architectural Historian and Historian, Intensive-Level Architectural Survey of NC 12, Dare County, North Carolina Department of Transportation: Architectural Historian and Historian for project involving the identification and evaluation of historic properties on the length of Hatteras Island in the Outer Banks of North Carolina. Included documentation of two large historic districts in Avon and Buxton, two historic Coast Guard and lifesaving stations, and numerous individual resources.

Architectural Historian and Historian, Piedmont Triad International Airport EIS, Guilford County, North Carolina, Piedmont Triad Airport Authority and the Federal Aviation Administration: Architectural Historian and Historian for historical components of EIS for PTIA/FedEx airport improvement project. Efforts included historic architectural survey, NEPA documentation, and drafting of Memorandum of Agreement.

Architectural Historian and Historian, Historic Architectural Survey and Mitigation Documentation, Ellis Street Bridge Replacement, Salisbury, Rowan County, North Carolina, City of Salisbury: Architectural Historian and Historian for historic architectural survey of 12-square-block study area for bridge replacement project for the City of Salisbury. Prepared Effects Documentation and Programmatic Agreement for the project.

Historian, Community History, Town of Speed, Edgecombe County, North Carolina, Federal Emergency Management Agency: Historian for project requiring drafting of community history of Town of Speed as mitigation under Memorandum of Agreement.

Historian, Archaeological Investigations in Support of Integrated Resources Management Plan, Camp Butner, Granville, Person, and Durham Counties, North Carolina, Barrett Kays and Associates,: Historian for archaeological investigations in support of preservation plan at National Guard facility.

Historian, Programmatic Agreement, Global TransPark, Lenoir County, North Carolina, Federal Aviation Administration: Drafted Programmatic Agreement to cover various levels of activity by the FAA and the US Army Corps of Engineers within 15,000+-acre Area of Potential Effect, off-site wetlands mitigation area, and 7-county induced-impact area.

Project Manager/Architectural Historian and Historian, Phase II Historic Architectural Survey Town of Stedman, Cumberland County, North Carolina, Parsons Transportation Group:

Architectural Historian and Historian for National Register evaluation of Town of Stedman a part of NC 24 widening and bypass project.

Historian, Memorandum of Agreement and Advisory Council on Historic Preservation Consultation, Former Marshall Elementary School, Madison County, North Carolina, Federal Emergency Management Agency: Prepared Memorandum of Agreement and ACHP consultation for acquisition and demolition project.

Project Historian/Architectural Historian, Intensive-Level Inventory of National Guard Armories, Second Phase, Statewide North Carolina, North Carolina National Guard: Architectural Historian for project assessing National Register eligibility of National Guard armories throughout North Carolina.

Architectural Historian for Historic Architectural Survey for Proposed Landing Field (OLF) Sites, Multiple Counties, North Carolina, R. Christopher Godwin & Associates and the US Navy: Architectural Historian for inventory of proposed OLF sites in the following counties:

- Bertie County, OLF Site B
- Craven and Beaufort Counties, OLF Site E
- Hyde and Dare Counties, OLF Site D
- Perquimans and Pasquotank Counties, OLF Site A
- Washington and Beaufort Counties, OLF Site C

Architectural Historian, National Register Evaluation, Memorandum of Agreement, and Mitigation, Sandhill Power Company Dam and Powerhouse on the Deep River, Lee and Chatham Counties, North Carolina, Restoration Systems, Inc.: Evaluated the National Register eligibility of dam and powerhouse for project to remove dam and restore Deep River; drafted Memorandum of Agreement to address adverse effect of project upon historic resources; addressed stipulations of the Memorandum of Agreement.

Architectural Historical Consultant, National Register Project, Greensboro, North Carolina, Greensboro Preservation Society, City of Greensboro, and State Historic Preservation Office, 1990 to 1992: Directed National Register project, including the drafting of a Multiple Property Documentation Form covering the history and architecture of Greensboro; National Register historic district nominations for a 670-property suburb; a 384-property, 376-property neighborhood, and 269-property neighborhood; a college campus, and a mill village; and National Register nominations for three schools, two residences, a hospital, and a row of townhouses. Wrote and photographed an architectural history and inventory of Greensboro, which was published in 1995.

Architectural Historical Consultant, Historic Sites Inventory, Granville County, North Carolina, Granville County and State Historic Preservation Office, 1984 to 1987: Directed Granville County Historic Sites Inventory, which included the following: surveyed, photographed, and researched more than 500 eighteenth, nineteenth, and twentieth-century buildings and farm complexes. Drafted countywide Multiple Property Documentation Form and 37 National Register nominations for individual properties and districts. Also wrote and photographed book on architecture and history of county, which was published in 1988.

Architectural Historical Consultant, Historic Sites Inventory, Lincoln County, North Carolina, Lincoln County and State Historic Preservation Office, 1984 to 1987: Directed Lincoln County Sites Inventory, which included the following: surveyed, photographed, and researched more than 5000 eighteenth, nineteenth, and twentieth-century buildings and farm complexes. Drafted historical and architectural descriptions of each inventoried property. Also wrote and photographed book on architecture and history of county, which was published in 1986.

New Jersey

Architectural Historian and Historian, Historic Architectural Survey, Route 206 and Myrtle Avenue, Hammonton, Atlantic County, New Jersey, Crown Castle Atlantic: Architectural Historian and Historian for study of proposed cell tower location.

Architectural Historian and Historian, Historic Architectural Survey, Routes 47 and 40, Millville, Cumberland County, New Jersey, Crown Castle Atlantic: Architectural Historian and Historian for study of proposed cell tower location.

Historian and Architectural Historian, HAER Recordation and Determination of Effects Report, Bergen Tunnels, Jersey City, New Jersey: Historian and Architectural Historian for effects documentation and Historic American Engineering Recordation of South Bergen and North Bergen railroad tunnels.

Historian, Documentation of Former Inmont Facility, Belvidere, Warren County, New Jersey, BASF Corporation: Documented World War II history of former gunpowder and proximity fuze facility. Involved intensive research at the National Archives in College Park, Maryland.

Architectural Historian and Historian, Level of Action Assessments (LOAAs), Categorical Exclusions, and Historic Architectural Surveys, Statewide New Jersey, New Jersey Department of Transportation: Architectural Historian and Historian for various highway and bridge projects under multi-year, open-end, historic services contracts with the NJDOT, including the following:

- Bergen County, US Route 9W Intersections in Alpine Borough LOAAs (6)
- Burlington County, Route 206 Intersections LOAAs (3)
- Cape May County, Route 47 Intersections LOAA
- Cape May County, Routes 49 and 50 Intersections LOAAs
- Hunterdon County, Routes 31 and 579 Intersection LOAA
- Hunterdon and Mercer Counties, I-95/Route 31 Interchange Project:
Intensive-Level Survey for Categorical Exclusion
HABS Recordation of Hendrickson Family Farmstead
- Mercer County, Route 31, Climbing Lanes LOAA
- Middlesex and Monmouth Counties, Route 35 Intersections LOAA
- Monmouth County, Freehold Township Intersections LOAAs (4)
- Monmouth County, Route 537 in Colt Neck Intensive-Level Survey
- Monmouth County, Route 71 at Shadow Lawn Estate (NHL)
Intensive-Level Survey
- Passaic County, Route 20 in Paterson LOAA
- Passaic County, Route 21 Extension Project:
HABS Documentation of School Street-Monroe Street
Neighborhood
HABS Documentation of Dundee Canal Industrial Historic
District
HAER Addendum, Dundee Canal
- Statewide Historic Architectural Survey of Motor Vehicle Inspection
Stations
- Union County, Route 28 Intersections in Westfield LOAA

Architectural Historian and Historian, Phase I Cultural Resource Management Plan and Survey, Hackensack Meadowlands, Hudson and Bergen Counties, New Jersey, Hackensack Meadowlands Development Commission, 1988 to 1990: Architectural Historian and Historian for survey of sites in 14 municipalities to help guide the planning of land use and preservation policies.

Architectural Historian and Historian, Phase IA and IB Survey of Monmouth-Ocean Transmission Line, Monmouth and Ocean Counties, New Jersey, New Jersey Natural Gas Company, 1988 to 1990: Architectural Historian and Historian for cultural resource survey of 35-mile-long pipeline project through six municipalities.

Architectural Historian and Historian, Phase IA Survey of South Toms River-Lacey Township Gas Main, Ocean County, New Jersey, New Jersey Natural Gas Company, 1988 to 1990: Architectural Historian and Historian for cultural resource survey of 35-mile-long pipeline project along a historic railroad alignment through seven municipalities.

Architectural Historian and Historian, Phase 1A Survey of CD-1 Adjustment Program, Morris County, New Jersey, Texas Eastern Gas Pipeline Company, 1988 to 1990: Architectural Historian and Historian for cultural resource survey for project in association with pipeline construction and improvements in five municipalities.

Architectural Historian and Historian, Historic Architectural Survey of Route 27, Middlesex and Somerset Counties, New Jersey, New Jersey Department of Transportation, 1988 to 1990: Architectural Historian and Historian for historic architectural survey of a section of the route of the historic King's Highway between New Brunswick and Princeton.

Historian and Architectural Historian, Historic Sites Inventory, Somerset County, New Jersey, Freeholders of Somerset County and the State Office of Historic Preservation, 1988 to 1990: Directed the two-year Somerset County Historic Sites Inventory, which included recording and photographing all of the county's historic structures, and writing histories and architectural histories of the county and each of its 21 municipalities.

Architectural Historian and Historian, National Register Nominations, Statewide New Jersey, Various Public and Private Entities, 1988 to 1990: Individual, district, and multiple property National Register nominations and listings of residential properties, bridges, synagogues, and churches throughout New Jersey.

Architectural Historian and Historian, Historic Architectural Review, GSA Raritan Depot, Edison, New Jersey, US Environmental Protection Agency and Enviroresponse, Inc., 1988 to 1990: Archaeological and architectural assessment of a portion of the GSA Raritan Depot.

Architectural Historian and Historian, Historic Architectural Review, East Jersey State Prison TDWR Tower Site, Woodbridge, New Jersey, Federal Aviation Administration, 1988 to 1990: Historic architectural review and impact assessment of TDWR tower site.

Maryland

Architectural Historian and Historian, Phase I and II Historic Architectural Surveys, Historic Investigation, and Bridge Inventory Statewide Maryland, Maryland State Highway Administration, Years: Architectural Historian and Historian for various highway and bridge projects under multi-year, open-end historic services contracts including the following:

- Allegany County, Westernport, emergency National Register Evaluation following flood
- Calvert County, Maryland Route 2/4 Interconnector Survey

- Carolina and Talbot Counties, Maryland Route 331/Dover Bridge Investigations
- Carroll County, Maryland Route 30/Manchester Bypass
- Montgomery County, I-95/Ritchie-Marlboro Road Interchange
- Statewide, Comprehensive Historic Bridge Inventory of Concrete, Metal Girder, Metal Truss, and Metal Arch Bridges

Historian and Architectural Historian, Historic Preservation Plan, Baltimore/Washington International Airport, Maryland, Maryland and Federal Aviation Administrations: Prepared historical and technical components of Historic Preservation Plan for the Baltimore/Washington International Airport.

Historian, Runway Improvement Archaeological Investigation, Baltimore/Washington International Airport, Maryland, Maryland and Federal Aviation Administrations: Historian for Phase II archaeological investigation of proposed runway improvement project.

Historian, Mid-Field Cargo Facility Archaeological Investigation, Baltimore/Washington International Airport, Maryland, Maryland and Federal Aviation Administrations: Historian for Phase II archaeological investigation of proposed Mid-Field Cargo Facility project.

Historian, Parking Lot-Hiker/Biker Trail Archaeological Investigation, Baltimore/Washington International Airport, Maryland, Maryland and Federal Aviation Administrations: Historian for Phase I archaeological investigation of parking lot-hiker/biker trail.

Historian/Architectural Historian, Memorandum of Agreement and HAER Recordation, Allender Road Bridge, Baltimore County, Maryland, Baltimore County Department of Public Works: Drafted Memorandum of Agreement and prepared Historic American Engineering Record recordation of historic bridge.

Historian/Architectural Historian, Memorandum of Agreement and Recordation, Stoneybrook Drive Bridge, Montgomery County, Maryland, Montgomery County Department of Public Works: Drafted Memorandum of Agreement and recorded historic bridge.

Historian, Historic and Archaeological Surveys and Evaluations of Antietam National Battlefield, Washington County, Maryland, National Capital Region of the National Park Service: Historian for multi-year, multi-component inventory and evaluation of all archaeological resources at Antietam Battlefield.

Historian, Recordation of Thomas Jefferson School, Baltimore, Maryland, Baltimore Department of Education: Under terms of Memorandum of Agreement, recorded historic school to National Register standards.

Historian, Recordation of Hamilton Elementary-Middle School, Baltimore, Maryland, Baltimore Department of Education: Under terms of Memorandum of Agreement, recorded historic school to National Register standards.

Historian, Tony Tank Bridge Recordation and Replacement, Wicomico County, Maryland, Wicomico County Department of Public Works: Recorded and evaluated National Register-eligible early twentieth-century timber beam bridge.

Historian, Chick Farm Site Investigations, Frederick County, Maryland, National Capital Region of the National Park Service: Historian for archaeological investigations of eighteenth- through early twentieth-century prehistoric, agricultural, and Civil War site along the Chesapeake and Ohio Canal.

Architectural Historian, Recordation of Brumbaugh-Kendle-Grove Farmstead, Hagerstown, Washington County, Maryland, Maryland Hagerstown Regional Airport Authority: Historic architectural evaluation of farmstead in association with improvements to Hagerstown Regional Airport.

Pennsylvania

Architectural Historian and Historian, Phase I and II Historic Architectural Surveys and Effects Evaluations, Statewide Pennsylvania, Pennsylvania Department of Transportation: Architectural Historian and Historian for various highway and bridge projects under environmental services contracts with various regions of PADOT, including the following:

- Berks County, Spring and South Heidelberg Township, Cacoosing Bridge Replacement
- Bucks County, Biles Island Wetlands Mitigation Site Archaeological Investigation
- Delaware County, Wallingford Park and Ride Historic Structures Survey
- Lycoming County, Lycoming County Airport Historic Structures Survey
- Lycoming County, Larry's Creek Archaeological Survey
- Montgomery County, East Main Street, Lansdale, Historic Structures Survey
- Montgomery County, Sumneytown Pike, Towamencin Township, Historic Structures Survey
- Northumberland County, Mt. Carmel Viaduct Replacement Historic Structures Survey and Effects Documentation
- Philadelphia, Wissahickon Avenue Historic Architectural Inventory
- Venango County, Drake Well Memorial Park, HABS Recordation of Pratt Truss Bridge

Architectural Historian and Historian, Environmental Assessment and Historic Architectural Survey, Erie County, Pennsylvania, Erie International Airport and Federal Aviation Administration:

Architectural Historian and Historian for surveys and environmental documentation of location sites for new ASR-11 radar facility.

Architectural Historian and Historian, Historic Structures Survey of Cogeneration Facility Site, Northampton County, Pennsylvania, Conectiv Mid-Merit, Inc.:

Architectural Historian and Historian for archaeological and intensive-level historic architectural survey in association with locating new cogeneration facility near Bethlehem.

Architectural Historian and Historian, Historic Structures Survey of Cogeneration Facility Site, Lancaster County, Pennsylvania, Conectiv Mid-Merit, Inc.:

Architectural Historian and Historian for archaeological and intensive-level historic architectural survey in association with new cogeneration facility near Marietta.

Architectural Historian and Historian, Historic Structures Survey of Cogeneration Facility Site, York County, Pennsylvania, Conectiv Mid-Merit, Inc.:

Architectural Historian and Historian for archaeological and intensive-level historic architectural survey in association with locating new cogeneration facility near Delta.

Architectural Historian and Historian, Historic Structures Survey of Cell Tower Site, Lancaster County, Pennsylvania, Nextel Partners:

Architectural Historian and Historian for intensive-level historic architectural survey in association with locating new cell tower in crossroads community of Truce.

Architectural Historian and Historian, Historic Architectural Survey for Proposed Saltsburg to Clarksburg Railroad Line, Indiana County, Pennsylvania, Norfolk Southern Railway Company, Years:

Architectural Historian and Historian for intensive-level historic architectural survey associated with construction of proposed rail line.

South Carolina

Architectural Historian and Historian, Daniel Island Terminal Expansion EIS, Charleston, South Carolina, South Carolina Ports Authority:

Architectural Historian and Historian for cultural resource components of Environmental Impact Statement for container port expansion in Charleston Harbor.

Historian, Sandy Island Investigations, Georgetown County, South Carolina, South Carolina Department of Transportation:

Historian for archaeological investigations of former rice plantations.

Architectural Historian and Historian, HABS Photographic Recordation of Building, Greenville, South Carolina, South Carolina Department of Transportation: Supervised Historic American Buildings Survey-level photographic recordation of turn-of-the-century commercial building in the City of Greenville.

Guam

Architectural Historian and Historian, National Register Nomination, Government House, Hagatna, Guam, Federal Emergency Management Agency: Drafted National Register nomination of Guam's governor's residence – a resource of territory-wide significance designed by Richard Neutra.

Ohio

Architectural Historian and Historian, Effects Assessment and Mitigation, Cleveland, Ohio, Port of Cleveland: As Architectural Historian and Historian conducted background research in connection with mitigating the effect of removing historic Hulett ore unloaders from Lake Erie waterfront.

Missouri

Architectural Historian and Historian, Lambert-St. Louis International Airport EIS, Saint Louis County, Missouri, Federal Aviation Administration: Prepared historic architectural components of Lambert-St. Louis International Airport Environmental Impact Statement relating to noise contours.

Florida

Naval Air Station Jacksonville, Naval Facilities and Engineering Command Southeast, Jacksonville, Florida: NRHP eligibility determination of Atlantic Fleet Photographic Laboratory, significant Cold War-era resource.

Key West International Airport EIS, Key West, Florida. Prepared historic architectural components of airport terminal study, for the Federal Aviation Administration.

Key West International Airport Runway Safety Zone Study, Key West, Florida. Prepared historic architectural components of runway safety zone study, for the Federal Aviation Administration.

Architectural Historian and Historian, Federal Courthouse Annex Site Survey, Tallahassee, Florida: Conducted historic architectural survey for Phase I study of Proposed Federal Courthouse Annex site, for General Services Administration.

St. Petersburg-Clearwater International Airport EIS, St. Petersburg, Florida. Prepared historic architectural components of Palm Beach

International Airport Environmental Impact Statement relating to noise contours, for the Federal Aviation Administration.

Preliminary Cultural Resources Survey, CR 540A from US 98 to CR 37B, Polk County, Florida. Architectural Historian and Historian for preliminary study of road widening project.

Architectural Historian and Historian, Determination of National Register Eligibility of Atlantic Fleet Photographic Laboratory, Naval Air Station Jacksonville, Jacksonville, Florida: Recommended determination of eligibility for significant Cold War-era building, for Crystal Clear Maintenance, Inc.

Architectural Historian and Historian, Palm Beach International Airport EIS, West Palm Beach, Florida: Prepared historic architectural components of Palm Beach International Airport Environmental Impact Statement relating to noise contours, for the Federal Aviation Administration. Included intensive assessment of National Register eligibility of a neighborhood platted in 1920s, but largely built from late 1940s through late 1950s, and submittal of information to the Keeper of the National Register.

Kentucky

Architectural Historian and Historian, Blue Grass Airport National Register Documentation, Section 4(f) Document, Memorandum of Agreement, and EIS, Lexington, Kentucky, Lexington-Fayette Urban County Board and Federal Aviation Administration: Drafted revised National Register nomination, Section 4(f) document, Memorandum of Agreement, and historic architectural components of Environmental Impact Statement.

Illinois

Architectural Historian and Historian, Proposed South Suburban Airport EIS, Will and Kankakee Counties, Illinois: Prepared historic architectural components of draft Environmental Impact Statement.

Michigan

Architectural Historian and Historian, Intensive-Level Historic Architectural Survey, 44th Street from Clyde Park Avenue to Eastern Avenue, Wyoming and Kentwood, Kent County, Michigan, Ken County Road Commission and City of Wyoming: Architectural Historian and Historian for road widening project.

Virginia

Architectural Historian and Historian, Norfolk International Airport EIS, Norfolk, Virginia, Federal Aviation Administration: Prepared historic architectural components of Environmental Impact Statement relating to noise contours.

Historian, Pump Station Site Preliminary Engineering Report, Fort Eustis, Virginia, Hampton Roads Sanitation District: Historian for location study of proposed pump station on grounds of Fort Eustis near Matthew Jones House.

Arkansas

Historian, Archaeological Investigations of Proposed Power Plant Site near Fulton, Hempstead County, American Electric Power Company. Prepared historic contexts in support of Phase I and II archaeological investigations at Fulton site in southwest Arkansas near the Red and Little Rivers, which included Civil War fortifications and a historic ferry crossing.

Historian, Archaeological Investigations of Proposed Power Plant Site near Tontitown, Washington County, American Electric Power Company. Prepared historic context in support of Phase I archaeological investigations at Tontitown site in northwest Arkansas.

Tennessee

Architectural Historian and Historian, Intensive-Level Architectural Survey and Effects Evaluation, State Route 34/US Highway 11E from Morristown to I-81, Hamblen, Hawkins, and Greene Counties, Tennessee, Tennessee Department of Transportation: Architectural Historian and Historian for project involving identification and evaluation of historic resources to be affected by roadway widening and construction on new alignment.

Architectural Historian, Historic Property Investigations at Chickamauga Lock, Hamilton County, US Army Corps of Engineers. National Register Eligibility Evaluation of the Norfolk Southern Railroad Bridge over the Tennessee River north of Chattanooga.

Historian, Phase I Archaeological Assessment of State Route 32 from State Route 73 to Wilton Springs Road, Cocke County, Tennessee, Tennessee Department of Transportation: Historian for archaeological investigations of roadway widening project.

Historian, Phase I Archaeological Survey of Jones Franklin Road, Morristown, Hamblen County, Tennessee, Tennessee Department of Transportation: Historian for archaeological investigations of roadway widening project.

Mississippi

Architectural Historian and Historian, Natchez Trace Parkway Multi-Use Trail Project, Adams County and City of Natchez, Mississippi, National Park Service: Architectural Historian and Historian for preliminary historic survey adjacent to site of Natchez Trace Parkway extension.

Alabama

Architectural Historian and Historian, Birmingham International Airport Environmental Documentation, Birmingham, Alabama, Federal Aviation Administration: Prepared architectural historic components of environmental document for BHM.

Louisiana

Federal Emergency Management Agency/Louisiana Transitional Recovery Office, New Orleans, Louisiana. For FEMA, as part of a nine-month assignment, reviewed National Register eligibility of thousands of resources on demolition lists; prepared materials for and conducted workshops on National Register-listed historic districts to be re-surveyed as part of mitigation plan; drafted determinations of eligibility for the following individual resources and potential historic districts:

- Homedale Historic District
- Hymel House
- Lakeview School
- H. Jordan Mackenzie House
- Park Place Historic District
- South Lakeview Historic District Extension
- Seventh Ward

West Virginia

Historian, Historic Context Study, Pre-1955 Highway Bridges of West Virginia, Statewide, West Virginia State Historic Preservation Office: Assisted historians and architectural historians in drafting historic bridge contexts.

Connecticut

Architectural Historian, House Elevation Projects, East Haven, Milford, Stratford, and Westport, Connecticut, Federal Emergency Management Agency: Architectural Historian for proposed house elevation projects in four coastal communities.

Massachusetts

Historian, Peabody Square Flood Mitigation Project, Peabody, Federal Emergency Management Agency: Responsible for preparation of historic context for archaeological investigations in historic center of Peabody, which dates to ca.1626.

New York

Architectural Historian, Old Albany Post Road Mitigation Project Philipstown, Putnam County, Federal Emergency Management Agency. For Region II drafted and helped negotiate Memorandum of Agreement for National Register-listed Old Albany Post Road, a 6.6-mile-long, 17th- through 20th-century resource of statewide significance. Recorded all resources on road, including numerous stone walls, as part of mitigation to satisfy requirements of MOA.

Historian, Cultural and Archaeological Resources Assessment for the Hudson River PCBs Superfund Site, Fort Edward, Washington and Saratoga Counties, General Electric Corporation. Prepared general and site specific contexts, in support of archaeological investigations, for resources dating from the French and Indian War into the twentieth century along the Upper Hudson River within and near the town of Fort Edward.

Multi-State

Architectural Historian, Cultural Resources Inventory, Delaware Water Gap National Recreation Area, Pennsylvania and New Jersey, National Park Service: Assessed the National Register eligibility of 49 historic resources dating from the eighteenth through the twentieth centuries in the DWGNRA located within Pike, Monroe, and Northampton Counties in Pennsylvania and Sussex and Warren Counties in New Jersey.

Historian and Architectural Historian, Transmission Line Study, West Virginia, Virginia, and North Carolina: Historian and Architectural Historian for research associated with environmental documents for proposed construction of transmission lines in three states.

Architectural Historian, Historic Architectural Survey for Proposed Outlying Land Field (OLF) Site F, Burke and Screven Counties, Georgia, and Allendale and Barnwell Counties, South Carolina, R. Christopher Goodwin & Associates and the US Navy, Years: Architectural Historian for inventory of proposed OLF site.

California

Independent Architectural Historical Consultant, National Register Nominations, Southern California, Various Public and Private Entities, 1982 to 1984: Wrote National Register nominations and Historic Preservation Certification applications for properties in Southern California.

Independent Architectural Historical Consultant, Historic-Cultural Monument Nominations, Los Angeles, California, Los Angeles Conservancy, 1982 to 1984: Wrote Los Angeles Historic-Cultural Monument nominations.

Professional Societies/Affiliates

Vernacular Architecture Forum:

- Co-chair, Annual Conference, Durham, NC, 2016
- Editor, *Vernacular Architecture Newsletter*, 2004-2014
- Board Member, May 2001-2014
- Chair of Papers Committee, Saint-Pierre et Miquelon, Territorial Collectivity, France, Annual Meeting, 2003
- Organizer and Presenter, Preservation Roundtable, Columbus, Georgia, Annual Meeting, 1999

Preservation North Carolina
Historic Architecture Roundtable (HART), North Carolina
National Trust for Historic Preservation

Publications

“Luke Grady of New Hanover County, North Carolina: ‘Quite Acceptable to His People’.” Monograph on African-American legislator prepared as part of environmental justice mitigation for Wilmington Bypass Project, for the NC Department of Transportation, 2000.

Greensboro: An Architectural Record. (447 pp., ISBN 0-9647647-0-9).
Preservation Greensboro: Greensboro, NC, 1995.

Heritage and Homesteads: The History and Architecture of Granville County, North Carolina. (480 pp.). Delmar: Charlotte, NC, 1988.

Our Enduring Past: A Survey of 235 Years of Life and Architecture in Lincoln County, North Carolina. (295 pp.). Delmar: Charlotte, NC, 1986.

Awards/Honors

2008/The Vernacular Architecture Forum Paul E. Buchanan Award for Excellence in Field Work and Interpretation for *Rosenwald Schools Project for NCDOT*.

1991/*Historic and Architectural Resources of Granville County, North Carolina*
Multiple Property Documentation Form included in part in *National Register Bulletin 16B, How to Complete the National Register Multiple Property Documentation Form*.

1990/*Historic and Architectural Resources of Granville County, North Carolina*
Multiple Property Documentation Form reproduced in *National Register Bulletin 35, National Register Casebook: Examples of Documentation* as example of how to research, draft, and complete MPD forms.

1989/North Carolina Society of Historians, 1989 Architectural History Book Award for *Heritage and Homesteads*.

Chronology

07/92-Present: AECOM, Raleigh, North Carolina

07/90-06/92: Architectural Historical Consultant, Greensboro, North Carolina.

06/88-06/90: Director of Architectural History and Historic Preservation, Cultural Resource Consulting Group, Highland Park, New Jersey.

09/84-05/87: Architectural Historical Consultant, Lincolnton and Durham, North Carolina.

06/82-08/84: Architectural Historical Consultant, Santa Monica, California.

06/80-05/82: Attorney, Parker, Milliken, Clark & O'Hara, Los Angeles, California, and Rosenberg, Nagler & Weisman, Beverly Hills, California.

Contact Information

AECOM

701 Corporate Center Drive

Suite 475

Raleigh, North Carolina 27607

Tel: 919.854.6200

Direct: 919.854.6203

marvin.brown@aecom.com

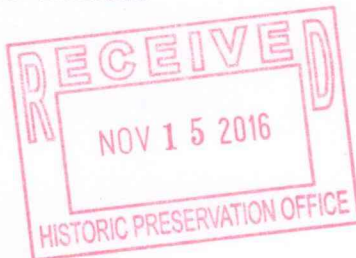
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NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: DURHAM
ORANGE

F04: MASS TRANSIT

STATE NUMBER: 17-E-0000-0258
DATE RECEIVED: 11/10/2016
AGENCY RESPONSE: 12/01/2016
REVIEW CLOSED: 12/06/2016



MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL RESOURCE
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

ER 12-0738

REVIEW DISTRIBUTION

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DNCR - DIV OF PARKS AND RECREATION
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TRIANGLE J COG

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PROJECT INFORMATION

APPLICANT: Go Triangle
TYPE: National Environmental Policy Act
Environmental Assessment

Due 12/1/16

DESC: Supplemental EA for the Durham-Orange Light Rail Transit Project. View documents
at <http://ourtransitfuture.com/>

CROSS-REFERENCE NUMBER: 16-E-0000-0065

The attached project has been submitted to the N. C. State Clearinghouse for
intergovernmental review. Please review and submit your response by the above
indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: ☐ NO COMMENT ☒ COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE: 11.28.16



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

December 2, 2016

GoTriangle
ATTN: NCCU Station Refinement
PO Box 13787
Research Triangle Park, NC 27709

info@ourtransitfuture.com

RE: Supplemental EA for Durham-Orange Light Rail Transit Project, Durham and Orange Counties, ER 12-0738

Dear Sir/Madame:

We have received notification from the State Clearinghouse concerning the above-referenced document and provide the following comments.

We note that the most recent coordination between the Federal Transit Administration, GoTriangle and State Historic Preservation Officer did not make it into the Supplemental Environmental Assessment. Thus, we provide our comments here and note that we expect the necessary documentation to appear in the Finding of No Significant Impact for the NCCU Refinement.

As a result of our review of the historic structures report for the Area of Potential Impacts for the NCCU Refinement, we determined the Russell Memorial CME Church (DH3663) at 703 South Alston Avenue to be eligible for listing in the National Register of Historic Places under Criterion C for Architecture. We also determined that the proposed undertaking would not adversely affect the church in that no work would extend beyond the brick retaining wall along South Alston Avenue.

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,

Renee Gledhill-Earley

for Ramona M. Bartos

cc: Marvin Brown, AECOM, marvin.brown@aecom.com
State Clearinghouse

Federal Aid #:

TIP#:

County: Durham

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS



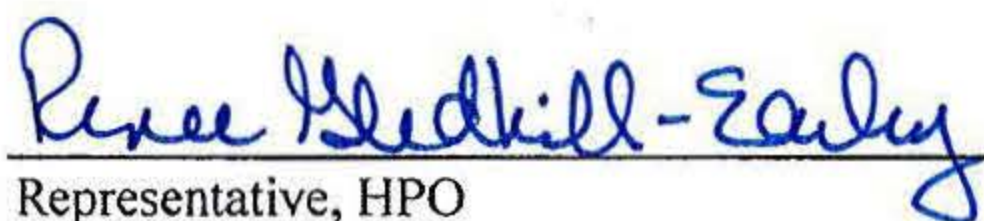
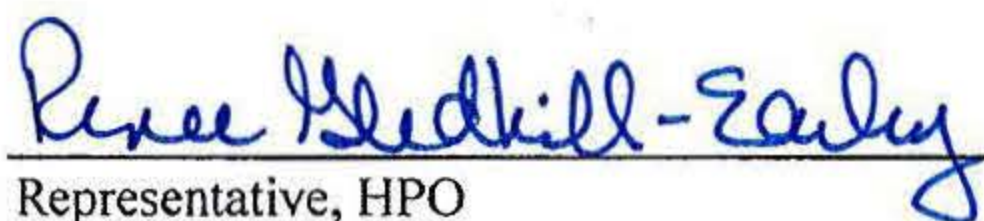
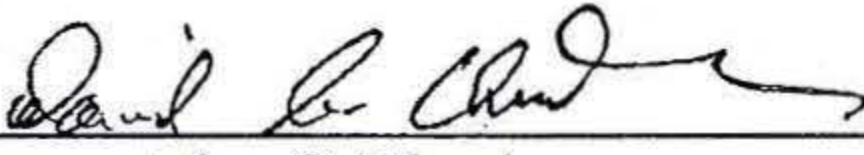
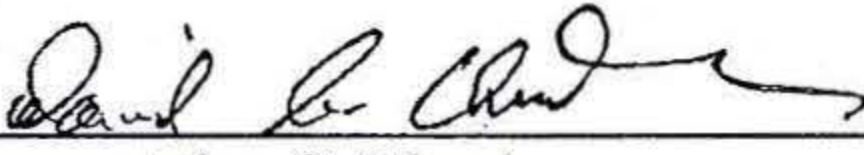
Project Description: **Durham-Orange Light Rail Transit Project, NCCU Station Refinement, Durham, Durham County (ER 12-0738)**

On **November 21, 2016** representatives of the

- Federal Transit Administration (FTA)
- North Carolina State Historic Preservation Office (HPO)
- GoTriangle

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

 _____ Representative, FTA	 _____ Date
 _____ Representative, HPO	 _____ Date
 _____ Representative, GoTriangle	 _____ Date

Federal Aid #:

TIP#:

County: Durham

Property and Status	Alternative	Effect Finding	Reasons
Durham Water Tower and Valve House (DH-3508) (determined eligible for National Register of Historic Places (NRHP) listing in 2015)		No Adverse Effect	The project will not alter any of the characteristics of the Durham Water Tower and Valve House that made it NRHP-eligible. The top deck of the proposed parking deck will not be taller than 60' relative to the base of the water tower and will not include any antennas or stair or elevator towers on its eastern half, as shown at attached Alston Ave. LRT Station Parking Deck conceptual rendering (November 2016).
South Alston Avenue Historic District (DH-3662) (not eligible for NHRP listing)		N/A	
Russell Memorial CME Church (DH-36633) (determined eligible for NRHP listing as a result of project in 2016)		No Adverse Effect	The project will not alter any of the characteristics of Russell Memorial CME Church that made it NRHP-eligible. The project will not take place within the NRHP-eligible boundaries of Russell Memorial CME Church, as shown at attached Plan and Profile NCCU Station Refinement sheet NCCU-02 (10/11/2016)
Chidley Residence Hall (DH-3664) (not eligible for NHRP listing)		N/A	

Initialed: ^{6/27/2016} NCDOT DAC FTA ETWA YT HPO Pese

FTA intends to use the HPO's concurrence as a basis for a "de minimis" finding for the Durham Water Tower and Valve House and the Russell Memorial CME Church, pursuant to Section 4(f)