

Wake BRT Art Integration Report & Recommendations

ARTIST IN RESIDENCE REPORT

Fall 2021

Dare Coulter's Report | 2021



Introduction

Howdy! I'm Dare Coulter, a sculptor, muralist, and illustrator. In June of 2020 I was selected to be the Artist in Residence for the Wake Bus Rapid Transit program. As the Artist in Residence my job was to identify how art could be integrated into the BRT system, and conduct community engagement to find out how to best highlight the community's character and heritage through art.

I believe that as artists we have a responsibility to the truth. This residency began at a turbulent time for our country; at the same time when there was national awareness of racial and social injustice, there was a simultaneous dismissal of those same truths. This national discourse was also part of our community engagement in Raleigh. The effort to dismiss, reframe or edit reality underscored the importance of making sure that history is shared as it was. And sometimes, that means recounting things that are painful.

I developed this document, *Wake BRT Art Integration Report & Recommendations*, with a dedication to not only tell the truth, but with a sincere interest in reflecting the true history of the City of Raleigh. This includes the marginalized, the oppressed and those who have been silenced. We can also recognize that the structures in place to document history are not always equitable and therefore, have not assigned significance to places and histories along the corridor that are highly valued by communities of color. As a city, Raleigh is committed to equity and this commitment should be evident through its public art.



The City of Raleigh is committed to establishing and advancing an equitable community for all. Because we know that race is the primary predictor of a person's outcomes across all social indicators and societal systems, the City of Raleigh will prioritize racial equity to dismantle the policies and systems that have created and sustained these inequities. Inequities in our systems and policies are costly and limit positive outcomes and quality of life for all of us. When we achieve racial equity, all people in Raleigh will benefit from a more just, equitable system. Raleigh aspires to be a model for equity in local government.



For more information, and to see the City of Raleigh's Racial Equity Action Plan, visit online:
<https://raleighnc.gov/SupportPages/city-raleigh-statement-equity>



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Executive Summary

Overview

The *Wake BRT Art Integration Report & Recommendations* was created as a result of the inaugural Artist In Residence program (AIR) and is intended to be a guide for art integration in the Wake Bus Rapid Transit (Wake BRT) system. This document is also intended to be a starting point for future artists along the BRT corridors.

On a **system level** this report identifies “blank canvases,” meaning locations within the BRT system where art can be integrated. A total of eight (8) blank canvases have been recommended: digital screens, the multi-use path, sidewalks and multi-use paths, railings, the station area & adjacent space, the station platform and windscreens. Additionally, this report identifies nine (9) different types of art integration for consideration by future artists for all 4 BRT corridors. These recommendations do not preclude other locations and types of art from being considered in the future.

On a **corridor level**, this report includes recommendations for concrete integration, artistic railings, and glass art at stations along New Bern Avenue to preserve the history and legacy of the corridor. Possible themes and types of art for each station area are included as well, based off community engagement, research and coordination with the design team. Furthermore, this report creates opportunities for a spectrum of artists to be engaged along the New Bern Avenue corridor – from local artists with minimal public art experience, to regional and national artists with technical expertise.

In October 2021, the *Wake BRT Art Integration Report & Recommendations* was published following review from the City of Raleigh’s Public Art and Design Board.

History of Wake BRT

In November of 2016, Wake County voters approved a plan for focused investment in public transit which puts the implementation of the [Wake County Transit Plan](#) in motion. The plan calls for building approximately 20 miles of transit lanes along four (4) Bus Rapid Transit corridors within Wake County (Wake BRT). BRT is a high-capacity bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations (further detail on [City of Raleigh Wake BRT project page](#)).

Artist in Residence Program

Understanding the benefits of including local culture, history and art into community projects, Raleigh Arts and the Transportation -Transit Division developed the first Artist In Residence (AIR) program. Dare Coulter was chosen as the Artist In Residence in Fall 2020. Dare Coulter spent more than a year working closely with the Wake BRT design team (architects, engineers, planners, city staff) to identify opportunities for public art along the BRT corridors. The residency focused in particular on New Bern Avenue, conducting engagement sessions to gather feedback from the communities surrounding the corridor, so that their shared histories and experiences can be included in future artwork.

Artist Biography

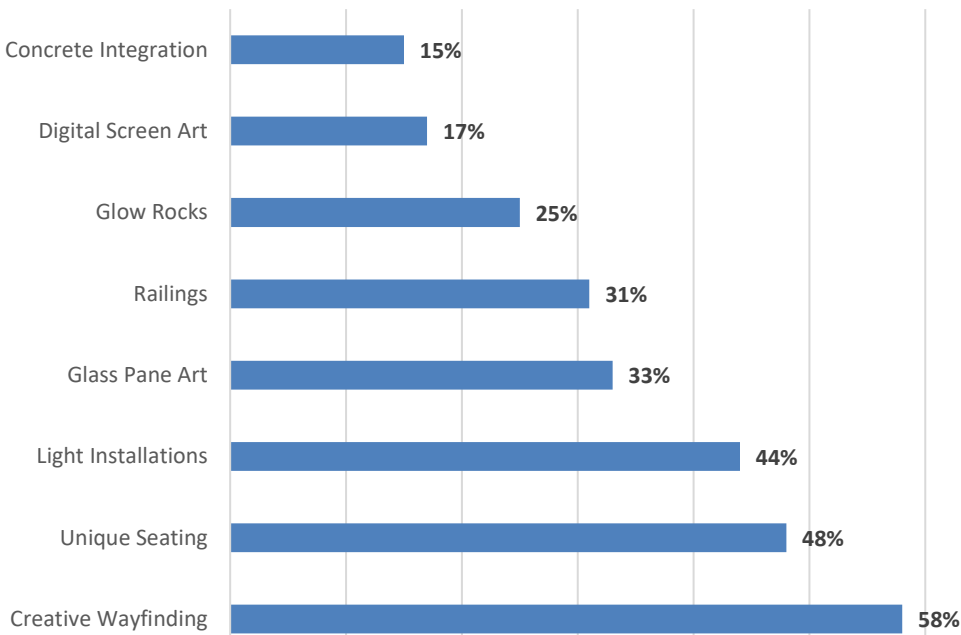
Dare Coulter is an award-winning artist, muralist, and sculptor. Her mission for her artwork is primarily to create positive imagery of black people and families. Her most recent notable work includes a monument on the campus of UNC-W about Black Lives Matter and the history of Wilmington's Massacre, a 200ft mural (with Kotis Street Art) in Greensboro honoring oft-mentioned black cowboys and a commission of a painting of Nina Simone from the National Trust for Historic Preservation that was used to raise funds to restore Nina Simone's childhood home. In 2016 she started illustrating children's books with positive depictions of black children and families (*You Are My Sunshine, Now I Lay Me Down to Sleep*) and has transitioned into that being her primary work. For the last 16 years she has lived in and around Wake County, NC where the bulk of her public artwork has been created.


Community Engagement

Because of COVID-19, community engagement for the *Wake BRT Art Integration Plan & Recommendations* was dramatically different from previous City efforts. Both virtual and non-virtual engagement methods were used including postcards, emails, school art projects, virtual sessions (via Zoom or Hangouts), and in-person community conversations that warranted masks and social distancing. The variety in engagement methods was purposeful, recognizing that not all have access to technology or the means to virtually participate.

As the Artist In Residence, Dare Coulter conducted three round of community engagement for between Fall 2020 and Fall 2021. The engagement methods included Zoom meetings, community groups, in person events, surveys, two virtual open houses, handouts, targeted faith-based outreach, polling boards and outreach to downtown businesses.

Spring VOH Survey Question: Below is a sampling of art projects from across the country that shows different types of art. Which examples excite you the most? Pick three.





Topics during these robust community conversations ranged from the history of the area, the complex racial and cultural legacy along the corridor, and community aspirations for public art. Dare Coulter led discussion and activities to gather feedback on different project types, themes and concepts. During the Spring 2021 Virtual Open House, an online survey presented a sampling of art projects from across the country that showed eight different types of art. The public was asked “Which (art examples) excite you the most? Pick three.” With over 280 responses, the top responses were creative wayfinding (58%), unique seating (48%) and light installations (44%).

The feedback collected thus far will serve a starting point for the future artists selected to create integrated artworks. Once selected, future artists for the Wake BRT corridors will engage with the community to determine what the expectations and hopes are for their respective corridors.

Cultural Significance of the New Bern Avenue Corridor

"The cultural landscape of the New Bern Avenue corridor is diverse and provides a historical timeline of the city's physical development from the Urban Neighborhoods of the 1800s to 1920s, Suburban Neighborhoods of the 1930s to 1950s, and the Medical District from the 1970s to the present. Each area has a unique set of cultural and physical characteristics that contribute to the history and sense of place established along the corridor. These elements are important to recognize and preserve not only to maintain that sense of place, but also to recall the efforts of past generations and their contributions to the evolution of what we know today as the New Bern Avenue corridor. Opportunities to recognize the history and identity of each area are possible through landscape plantings, public art, and wayfinding signage."

Excerpt from the [New Bern Avenue Corridor Study](#), adopted in January 2012.

A goal of art integration along the New Bern Avenue corridor is to recognize, preserve and celebrate the unique stories and collective history along the corridor. However, in designing public art it is important to reflect and ask the question – whose history and heritage is truly being represented?

This report recommends that future art and artists acknowledge the complex racial history of the corridor during Wake BRT New Bern Avenue corridor project. This could be done by a consulting historian, brought in to delve into the history and cultural significance of the New Bern Avenue corridor to provide historic resources to artists and help guide future decisions. The information gained through additional research should be shared with City of Raleigh departments involved in related corridor studies and plans.

Arts Integration for Wake BRT

Phases One + Two

Integration Types

Integrated Artwork

After an extensive material review to address safety, longevity, budget and impact considerations, the following integration types are recommended for the Wake BRT system. The integration types have been divided into two phases:

Phase One deals with integral art (art that is a part of the structure of the BRT system, like the concrete and the material the stations are made of) that should be the priority, coordinated and created in the preliminary stages of the project's construction.

Phase Two deals with art that could be incorporated in later phases of project construction and is not required to be built while the system is being constructed.

Phase One

a. Concrete Integration

Decorative concrete inlays that are installed permanently into newly poured cement or asphalt. Expected to be metal, concrete, granite, or pre-cast concrete pavers. Anything higher or lower than .25 inches of surface level could cause issues for DOT approval.



b. Ground-Plane Wayfinding

Pieces inserted into the ground that incorporate historic information, community storytelling, or direction.



c. Sandblasting

Large areas of depth created in an artistic pattern by using abrasives over stencils. Sandblasting can be no deeper than .25 inches.



d. [Litho Mosaic](#)

A process-specific installation of mosaic artwork by [Shaw & Sons, LLC](#).



e. **Place Making**

Seating/resting areas that incorporate art into the seating and ground.



f. [Glow Rocks](#)

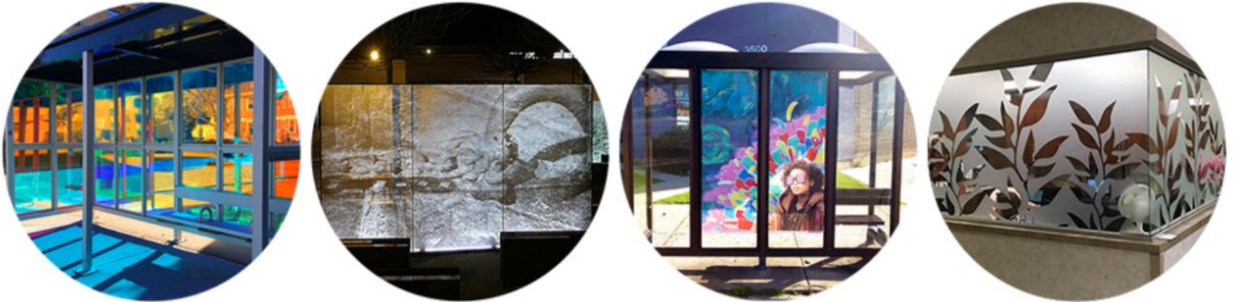
Inclusion of glowing aggregate into asphalt. [Ambient Glow Technology](#) is one potential manufacturer.



Phase Two

g. Art Glass

Artwork permanently or semi-permanently embedded in the glass panels at the bus shelter. Please note that art glass should be limited within an urban core context.



e. Railings

Art laser cut into metal for the infill panels for hand/guardrails.



f. Light Installation

A public art piece created using light, powered by the sun or requiring electricity.



Integration Considerations

-LithoMosaic allocation depends heavily on the station construction timeline. The application happens very quickly (in a few hours), and it is preferable that if possible, the manufacturer installs all LithoMosaic pieces in one day or consecutive days. The LithoMosaic contractor requires that their staff pour the concrete section in which the mosaic is placed. Each additional trip to the project site to install LithoMosaic art will incur additional costs (estimated \$5,000). This means that mosaics could be shifted from one station to another if an unexpected delay happens that prevents scheduled placement of a mosaic.

-Glow rocks are a creative and fun option, but do not require an artist given their simple and non-artistic application. They will ideally be placed where there is minimal light. During the Spring 2021, the Wake BRT project team received samples of various glow rocks for testing purposes. When tested in various conditions, the glow rocks were only visible in conditions with minimal or no light. When shadows fell across the glow rocks their glow was most apparent. Glow rocks scattered randomly are typically more successful than when placed in a pattern or to create a detailed design/image. Even though patterns are not particularly successful it should be noted that it is possible to create patterns using stencils cut out of plywood.

-Art Glass doesn't have to be in every panel when installed at a station. Additionally, art glass should be minimized in two contexts: in Historic Overlay Districts, and within an Urban Core setting. Minimizing art glass within urban core settings will allow for high visibility between the street and storefronts.



Recommended Themes

Most public art can be grouped into a few themes. The thematic preferences as given for the stations is based off of what was determined via community engagement. Those themes are explained below:

1. ***Historical***

Referencing specific history in the art, mainly of local topics.

2. ***Wayfinding***

Artistic directional signage (to be installed in the ground-plane only--integrated in sidewalks and/or asphalt, as opposed to vertical signs on poles or posts) that points to areas of interest including historic and modern locations. Points of interest can be both serious and playful, but should have enough continuity to be recognizable as a connected system, even in relation to other concrete integration and art.

3. ***Fun & Play***

Art that is more playful and entertaining, including bright bold colors and whimsical thematic elements.

4. ***Health & Wellness***

Art that features reminders of physical and mental wellbeing, or physical structures that encourage or facilitate physical activity or exercise.

5. ***Technology***

Art that incorporates or refers to technology, scientific advances, or technological advancements.

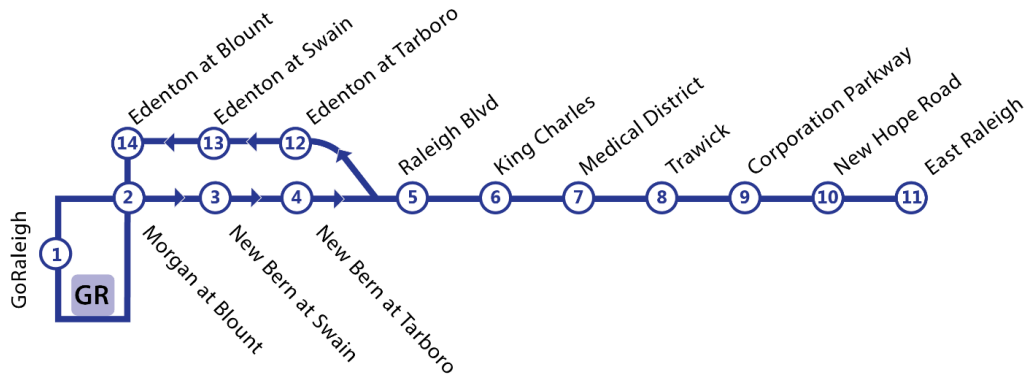
6. ***Community Inspired***

Artwork that is created with reference to community, including local historical information and local histories.

7. ***Storytelling***

Artwork that references the local community and is based on feedback gathered during community engagement sessions. For example, cherished memories or stories shared by community members. These are very local stories and are not necessarily as "rigid" as other historic themes.

New Bern Integration + Stations



Art integration is planned for all New Bern Avenue BRT stations:

1. GoRaleigh Station - (at Wilmington St, North Bound))
2. Morgan at Blount (at Morgan St and Blount St, East Bound)
3. New Bern at Swain - (at New Bern Ave and Swain St, East Bound)
4. New Bern at Tarboro - (at New Bern Ave and Tarboro St)
5. Raleigh Blvd - (at New Bern Ave and Raleigh Blvd)
6. King Charles - (at New Bern Ave and Clarendon Crescent)
7. Medical District - (at New Bern Ave and East Campus Dr)
8. Trawick - (at New Bern Ave and Trawick Rd)
9. Corporation Parkway - (at New Bern Ave and Corporation Pkwy)
10. New Hope Road - (at New Hope Road at Walmart)
11. East Raleigh - (at New Hope Road)
12. Edenton at Tarboro - (at Edenton St and Tarboro Rd, West Bound)
13. Edenton at Swain - (at Edenton St and Swain St, West Bound)
14. Edenton at Blount - (at Edenton St and Blount St, West Bound)

The below details each station location, the suggested theme of future art integration, and suggested types of art for each station. For example, at the Morgan at Blount station, the suggested theme for art integration is Historical and/or Wayfinding. The suggested integration types are Simple Concrete Integration, meaning Wayfinding, metal letters or pieces embedded into the concrete, and/or Sandblasting.



1. **GoRaleigh Station**

Historical / Health & Wellness / Play / Wayfinding

Simple Concrete Integration

Simple concrete integration and possibly sandblasting (depending on historic requirements) is recommended for this station. This Wake BRT station, located on Wilmington St, will be within both a historic overlay district and urban core setting. Numerous businesses are located behind the station and are concerned with the station limiting their visibility. As a result, art glass is not recommended for this station.

Possible Historic References: The station is within the Moore Square Historic District. Because of its proximity to the predominantly black neighborhoods in South Raleigh, East Hargett Street between Wilmington Street and Blount Street became the site of the Black Main Street of Raleigh.

2. **Morgan at Blount**

Historical / Wayfinding

Simple Concrete Integration – Wayfinding/Sandblasting

The proximity of this location to two churches (First Baptist Church and Church on Morgan) is of note, and because the stations aren't in front of merchant businesses there is the possibility of art glass at this station. The art glass could be a connection to stained glass that is traditionally used in churches but should be non-denominational. Themes surrounding the world at large, humanity, goodness, uplifting of neighbors, and love are all possible themes. This could be a collaboration between the project team, the Church on Morgan and the First Baptist Church if they are interested. If not, then the recommendation is to focus on concrete integration, wayfinding, and sandblasting.

Possible Historic References: This station is at the edge of the Moore Square Historic District and the Capitol Area Historic District. Additionally, the First Baptist Church was built by a congregation which had been formed in 1868 by the withdrawal of black members from the congregation of the First Baptist Church on Salisbury Street.

3. **New Bern at Swain**

Historical / Storytelling / Community Inspired / Wayfinding / Fun & Play

Glass Art, Concrete Integration, Railing

With the multi-use path (MUP) running parallel to this station, this station has a larger than average concrete “canvas”. A large area of sandblasting could be very cool here, possibly even one filled with paint to add color. Another option would be light art installation, however that depends on available space. This station is also a potential location for green stormwater infrastructure. It is also worth noting that Swain Street is a direct connection to John Chavis Memorial Park, to the south of the station.

Possible Historic References: Highly recommend inclusion of the City Cemetery for wayfinding. This stop is also located on the route of Raleigh’s historic streetcar system; the New Bern and Swain intersection was the end of the outbound route. It is important to note that the surrounding areas (between New Bern Avenue, Hargett Street and Lenoir Street) once housed a multitude of Raleigh’s freedman villages – Hungry Neck, Idlewild, Cotton Place, Old Fairgrounds and St. Petersburg. The East Raleigh – South Park Historic District is just south of the station, as well.

4. **New Bern at Tarboro**

Historical / Storytelling / Community Inspired / Wayfinding / Fun (if thoughtfully handled)

Glass Art, Concrete Integration, Railing

This site is surrounded by history. Historically Swain Street was the end of the white residential area, and this area all the way east to Raleigh Blvd was a black residential area. The DMV site is the original site of the North Carolina State Fair (which is where fun as a theme suggestion comes from), as well as a historic baseball field site. However, the baseball field was segregated and the thematic inclusion of it would need to successfully address the history of the site. There are different freedmen’s villages between Swain Street and Tarboro Street: Hungry Neck, Idlewild, Cotton Place, Old Fairgrounds and St. Petersburg).

Possible Historic References: Saint Augustine’s College located to the north, and all listed sites above. Suggestion to research and engage with the black barber shops that exist in this area.



5. **Raleigh Blvd**

Historical / Storytelling / Community Inspired / Wayfinding

Glass Art, Concrete Integration, Railing

This station will be a split island station with two platforms located in the median. This area has high pedestrian usage and was historically black but is undergoing rapid change. In conversations with longtime residents and business owners, the history of the area as a black neighborhood is of vital importance. The hope is that art can reference and preserve the black history of the area.

The Richard B. Harrison Library is located to the east of this station, roughly a quarter mile away, and is very engaged with the community. There has also been good participation in community engagement from businesses along this part of the corridor. The large pedestrian population means that concrete integration and wayfinding would be great, possibly using pre-cast but colorful pavers to add lots of information in a cost-effective way.

Possible Historic References: Richard B. Harrison Library, Literary history of North Carolina--poet laureates, Anna Julia Cooper, Carolina African American Writers Collective, and Piedmont Laureates



6. **King Charles**

Education & Technology / Fun & Play / Wayfinding

Glass Art, Concrete Integration, Railing

This median, split island station is located at the intersection of Clarendon Crescent and New Bern Avenue. This station will have two platforms. The historic Longview Gardens neighborhood is located on the north side of New Bern Avenue, where single family homes are the primary type of housing. To the south, is one commercial development and the Raleigh Country Club.

Its proximity to William G. Enloe Magnet High School is the inspiration for the theme. Further public engagement around this station area is needed. Preliminary discussions have gathered a few residents' stories; for example, multiple community members shared memories of a house in the area that would create an elaborate Christmas light display every year.

Possible Historic References: Recommendation that the City of Raleigh devote time and resources for the purpose of researching the history of the Longview Gardens neighborhood. Longview Gardens is important to note for its historical and architectural history. Although he opposed lynching, Longview Gardens founder Clarence Poe was an advocate of segregation¹ and the neighborhood included racially restrictive housing covenants during its development in the 1940s.²

¹ Poe, C. (1913, August 2). A South-Wide Campaign for Racial Segregation. *The Progressive Farmer and Southern Farm Gazette*, pp 11.

² Poe, C. H. (1914). *Rural Land Segregation Between Whites and Negroes: A Reply to Mr. Stephenson*. Durham, N.C.: South Atlantic Quarterly.

7. **Medical District**

Health & Wellness / Historic / Wayfinding

Glass Art, Concrete Integration, Railings

The Medical District station will be a median, split island station with two platforms. The multi-use path will connect from downtown Raleigh to Wake Med, on the southside of New Bern Avenue. The local bus stops surrounding the Wake Med area have some of the highest transit ridership along the corridor.

The project team has had consistent, positive engagement with Wake Med and the location influences the potential theme of Health & Wellness. A theme of Health & Wellness does not have to be too 'on the nose' but could create a very dynamic station. The retaining wall on the southside of New Bern Avenue (along the multi-use path) could be an additional spot for art integration.

Possible Historic References: Raleigh medical history including Shaw University's Leonard Medical School, St. Augustine's hospital (and possible Jack Johnson's death), Dr. Manassa T. Pope, Lawson Andrew (LA) Scruggs (one of the first graduates from Shaw University Medical School and founder of West Southern Pines)

8. **Trawick**

Nature Inspired / Fun & Play

Glass Art, Concrete Integration, Sandblasting

The Trawick station has two platforms, located on the north and southside of New Bern Avenue. This station has ample space for ground plane integration! Lots of pedestrian traffic in this entire area, and hard to locate major significant historical interest so these could just be enjoyable, light-hearted art applications. The local bus stops here are the third most used (minus the transit station) along the corridor. There are no railings at this station location. The project team is unaware of any historical references to note.



9. **Corporation Parkway**

Nature Inspired / Fun & Play

Glass Art, Concrete Integration, Sand Blasting

The Corporation Parkway station has two platforms, located on the north and southside of New Bern Avenue. The station platform on the southside of New Bern is located the BP gas station.

Possible Historic References: Neuse River is of low priority as far as imagery is concerned, but it is nearby.

10. **New Hope**

Nature Inspired / Fun & Play / Storytelling

Glass Art, Concrete Integration, Sand blasting, Mosaic

The New Hope station is located at Walmart, on the western side of the building. The station platform at Walmart will be replacing an existing local bus stop, which is a very high use station. At the existing local bus stop, people end up turning over carts to sit on them because there aren't enough seats (most carts are placed under the tree for shade). It is recommended that all types of art integration possible be placed at the station. A colorful art piece embedded into the concrete would certainly help brighten up the station area. Please note that station art glass might need to incorporate brighter imagery because of the angle; light doesn't seem to hit the back panels to "shine through" them. Because this location has existing high ridership (currently the most used bus stop minus the transit center), and we anticipate higher ridership for the BRT, this location should include the largest budget mosaic, as the most people possible will see it. The project team is unaware of any historical references to note.



11. **East Raleigh**

Nature Inspired / Fun & Play / Storytelling

Glass Art, Concrete Integration, Sand blasting, Mosaic

The East Raleigh station has one platform, and is an outbound station located on the west side of New Hope Road. This station is adjacent to the future East Raleigh Transit Center. It is recommended that all possible types of art integration be placed at the station. The project team is unaware of any historical references to note. It is the closest station to the Neuse river (which is still relatively far from this station), which could be a source of inspiration for a river theme.

Because of its proximity to Knightdale, it should be clarified that art could reference pieces of its history as well. John Hinton was the first person to receive a land grant for the area that would become Knightdale and was a standout figure in the Revolutionary war. However, Hinton was the owner of five plantations and enslaved many people on the land that he owned, his wife described Native Americans as undesirables, and they should not be honored in this artwork.

12. **Edenton at Tarboro**

Fun and Community Storytelling

Glass Art, Concrete Integration, Railing

Located on Edenton Street, this station location is adjacent to the Saint Monica Teen Center which was originally built in 1930 as part of the Saint Monica Catholic School. St. Monica's School gave African American children a sound education for over thirty-five years, from 1930 to its closing in 1967 when the Catholic diocese integrated its white and black facilities. The station will be in front of the Center's tennis courts which influences the proposed themes (Fun and Community Storytelling). This station is the closest to St. Augustine's University and St. Agnes Hospital, located north on Tarboro Street.

Possible Historic References: St. Augustine's University, St. Agnes Hospital, Shaw University, Pope House, Saint Monica's, any/all downtown Raleigh history, or a spotlight on other North Carolina notable people.



13. Edenton at Swain

Nature / Wayfinding / Storytelling

Glass Art, Concrete Integration, Railing

Given the residential location of this stop, a theme of fun or community storytelling would be very appropriate. It is also possible to use this stop and the next (Edenton at Blount) to incorporate North Carolina history. But a simple, fun station involving collected stories from the community would be really neat.

Possible Historic References: This area was historically known as Hungry Neck, one of the eleven known freedmen villages in Raleigh. Races lived side by side, but there were dense populations of freedmen.

14. Edenton at Blount

Historic / Wayfinding

Sandblasting, Concrete Integration

This station sits just south of the North Carolina State Bar, on Edenton Street. The station is also next to Haywood Hall House and Gardens and is just a block from the State Capitol. This spot would be perfect for large sandblasting, possibly related to law and/or justice.

Possible Historic references: "We who believe in freedom cannot rest until it comes" - Ella Baker; Abraham Galloway legislator who was formerly enslaved. This station is located next to the Capitol Area Historic District, which retains much of the scale and ambiance of the past. Here too are located most of the oldest buildings in Raleigh, the few surviving dwellings, churches and bank from Raleigh's long-gone days as a tree-shaded small town that happened to be the capital of the state.

Placemaking Locations

Richard B. Harrison Library

When you look at google maps you see a LOT of people at the bus station here. The proximity to the library is an obvious reason, but the Richard B. Harrison Library was opened in 1935 by Mollie Huston Lee, Wake County's first Black librarian. They are a very active library, and home of "the Mollie Huston Lee Collection, which includes more than 6,000 works of fiction and nonfiction, pamphlets, and serials relating to African American History."

When this bus stop is decommissioned it wouldn't take much to add to the existing concrete pad, but if we can create a placemaking area there now it can serve the high volume of people who are already there. We talk of equity and sharing black stories now, but this is a place that has been doing that for a long time. It would be exciting to see a creatively imagined area that can be used for community members as well as for the enjoyment of library visitors. This is a high priority location.

Church at New Bern & King Charles

Because this site will be redeveloped, we might be able to work with the builder to create something a bit more fantastic. This site could work well for placemaking because of its location next to the multi-use path, and the fact that the adjacent property will be redeveloped into residential properties. Additionally, we have the time and opportunity to figure out the use of the space during construction (ex. Easements and utility coordination).

Alliance Medical Ministry

This site is smaller but good, and its proximity to Alliance Medical Ministry means we could focus on health and wellness (either with a self-care angle, or in the "let's pilot outside exercise equipment in Raleigh!" angle) at this site.



St. Monica Teen Center

The fact that this is by a teen center is very exciting, but it ranks low at this point because there isn't much space. It would have to be very close to the teen center, but the invitation of non-teens to their space could be problematic. Also, the bus stop site sits on a hill; unsure how much budget would be needed to backfill the area to create a placemaking location in addition to the BRT station platform.

King Charles Triangle

This area looks REALLY cool to drive by and see, but it isn't reasonable as a location because of a few things. First, it is located on the northside of New Bern, opposite the Multi Use Path. Second, the triangle itself doesn't have parking spaces to facilitate driving visitors, which means that it would be a site just for people who are walking there or live nearby. Last, the idea that most people would have to experience it as a drive by element would be fine, but the priority given to the other stations means that this location should be reevaluated in the future as a placemaking opportunity.

Additional Information

Black Main Street:

- <https://www.visitraleigh.com/listing/black-main-street/61065/>

Historic Districts

- Moore Square Historic District - <https://files.nc.gov/ncdcr/nr/WA0192.pdf>
- Capitol Area Historic District - <https://files.nc.gov/ncdcr/nr/WA0053.pdf>
- East Raleigh-South Park Historic District - <https://files.nc.gov/ncdcr/nr/WA1846.pdf>

Olivia Raney Local History Library

- Library originally opened in 1901 but has a great collection of pictures. This is where local historians will send you to do in-depth searching (4016 Carya Dr, Raleigh, NC 27610)

St. Monica's School

- <https://www.rhdc.org/sites/default/files/St.MonicasRHL.pdf>

Place Making References:

- https://www.houstonpublicmedia.org/articles/news/in-depth/2019/10/15/348985/how-houstons-bayou-trails-are-designed-to-flood/attachment/img_1304-2/
- <http://www.offunction.com/437059749?i=150761717>
- <https://www.mass.gov/doc/shared-use-path-planning-primer-0/download>

Raleigh's Black Freedmen's Villages:

- The Evolution of Raleigh's African-American Neighborhoods in the 19th and 20th Centuries by Richard Matson (Pg. 13-15)
- <https://files.nc.gov/ncdcr/historic-preservation-office/survey-and-national-register/surveyreports/RaleighAfricanAmericanNeighborhoods-1988.pdf>
- <https://www.wral.com/vanishing-neighborhoods-the-fate-of-raleigh-s-11-missing-freedman-s-villages/19427620/>
- <https://www.rhdc.org/sites/default/files/EvolRaleighAfricanAmericanNeigh.pdf>



Raleigh Medical History

- <https://raleighhistoric.org/tours/show/12>

Raleigh Streetcar:

- <https://www.legeros.com/history/maps/raleigh-street-car-map-1914.jpg>
- <https://www.legeros.com/ralwake/photos/weblog/pivot/entry.php?id=3348>

Knightdale:

- http://www.knightdalehistoric.com/pdf/History_by_Schulz.pdf
- <http://www.knightdalehistoric.com/pdf/plantations3.pdf>
- PDF page 32 (document page 26) and PDF page 102 (document page 2, Appendix F)
<https://cityofraleigh0drupal.blob.core.usgovcloudapi.net/drupal-prod/COR24/sip-milburnie-parks.pdf>

