

Durham Urban Renewal Clippings Durham, North Carolina

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arranged in chronological order, March 2008**

Delay Seen For East-West

Need For Six Lanes Uncovered

Highway Planners
Say Survey Shows
Big Traffic Load

By OWEN BISHOP

A haze of uncertainty clouded the future of Durham's East-West Expressway today, amid suggestions by city officials that letting contracts to construct the facility might be delayed.

A delay in the start of construction on the project could result from a major change in its plans, which may be under consideration by state highway officials.

Failure of either the city or the state to acquire necessary rights-of-way for the project by the July 1 target date for awarding contracts also could cause a delay.

The major change in plans being considered for the expressway is widening the facility from four to six lanes.

The advanced planning committee of the State Highway Commission conducted studies last year which reportedly showed that a four-lane expressway would be inadequate to serve Durham's future traffic needs.

State highway officials and Durham city officials conferred early last month on the results of this study, which referred to the experience of Winston-Salem in constructing a four-lane expressway. The highway was considered obsolete by the time it opened.

Indications are that state officials are still pondering the possibilities of revamping plans for Durham's expressway, making it a six-lane highway.

City officials report good progress in acquiring rights-of-way for the project, as it is now planned.

City Public Works Director E. H. Johnson said the city has acquired about 93 percent of the whole tracts which were definitely pinpointed as being in the path of the expressway, based on preliminary plans.

Other tracts, which involve taking part of each of the lots, will be acquired only after final plans are drawn and the exact tracts which must be purchased are determined.

Final plans are being completed by State Highway engineers and may be delivered to City Hall any day, Johnson added.

Ben Perry, executive director of the City Redevelopment Commission, said acquisitions are proceeding on schedule in the three urban renewal project areas.

The city is acquiring rights-of-way in the area between Alston Avenue and Grant Street and between Duke Street and Chapel Hill Street. The redevelopment commission and the state are responsible for acquiring the rest of the 4.5-mile freeway.

The expressway is to connect Interstate 85-U.S. 70-U.S. 15-501 bypass with U.S. 70 and the Research Triangle Park. Estimated costs are \$20 million, including construction, and acquisition

Expressway

Police-Fire Merger May Not Be A Dead Issue

By PAUL FOGLEMAN
Herald City Editor

Mayor R. Wense Grabarek Thursday suggested Durham has not heard the last of a proposal to merge the fire and police services in outlying areas.

A plan to organize companies of fire-police patrolmen failed to get approval of the Durham City Council last month after it was presented by City Manager I. Harding Hughes.

But the mayor said Thursday in a "State of the City" address before the Durham Kiwanis Club that the city is still "concerned with the imbalance of funds."

Grabarek said the firemen spends only two-tenths of 1 per cent of his time actually fighting

fires, although much of his time is spent in training.

"But crime is on the increase and it was felt that some way must be found to make better use of our manpower for the protection of our people. Thus the city manager presented his merger idea," Grabarek explained.

"The firemen were against the plan although the fire chief was for it. We were ready for a big annexation program and needed the support of these men (firemen). So we felt that perhaps this is not the proper time," Grabarek continued.

The mayor insisted, however, that city policy-makers "need to get the most we can out of every tax dollar. This must be the philosophy of city government,"

he stressed.

Grabarek predicted that "some very significant announcements" will be made to the public within the next 90 days about development plans in the urban renewal area in the vicinity of the new 12-story headquarters of N.C. Mutual Life Insurance Co.

"We are very pleased with some of the plans for the reuse of this property," he advised.

Grabarek also informed the club of professional and businessmen that demolition of the old Piedmont Building will take place just as soon as insurance adjusters make their final reports and negotiations for the sale are completed. The old Five Points landmark was gutted by

fire in early December.

The mayor advised that the city soon will seek voters approval of a \$1.8 million bond issue to finance rights-of-way costs for the second phase of the east-west expressway.

Grabarek said 95 per cent of the rights-of-way have been acquired for the first link in the \$20 million, six-lane expressway through the downtown section.

"We hope to award the first contract for construction by July 1," he said.

As for the development of a link from the Research Triangle Park to the expressway, Grabarek declared Durham is about two years behind Raleigh and Chapel Hill in its efforts to obtain a limited access route to the park.

"The State Highway Commission has approved acquisition of rights-of-way from the park to the expressway. But that means absolutely nothing . . . unless we stand together and support the community's efforts we may fall behind even further," he warned.

Looking ahead, Grabarek called for community support for a new civic center to accommodate larger conventions.

As for a cultural center, he said, "I hope the year 1966 finds us getting under way with an effort to provide our community with this important facility."

The mayor also noted that the energies of the city will be applied toward establishment of a tobacco museum and progress in the field of civil rights.

Union Station Negotiations Continue; Progress Reported

Negotiations for the city's acquisition of the Union Station property are "progressing satisfactorily," Mayor Wense Grabarek said Wednesday.

Grabarek reported that the city is now in the process of defining the proposal it will submit to the parties involved.

The arrangement will involve four railroad companies: Southern, Seaboard, Norfolk & Western, and Durham & Southern.

The city has been composing its proposal over a period of

time through talks which include consultation with the City Redevelopment Commission, since the property will be involved in the downtown urban renewal project.

"This is a relatively tedious and complex transaction," Mayor Grabarek explained. "The matter is progressing satisfactorily."

The city wants to obtain the old Union Station property to allow the extension of Peabody Street and for certain parking use.

Acquisition of the property has been involved in long-range plans for the redevelopment of Durham's central business district for as long as the past five years.

Progress in the city's efforts to arrange for the acquisition, however, has improved, only in relatively recent times.

The mayor cited the railways' cooperation in recent efforts and noted that "The next move now is up to the city, and we are moving satisfactorily along."



By CHARLES BARBOUR
Herald Staff Writer

Hillsborough residents who have been struggling for so many years to gain funds for restoration of the historic community apparently have overlooked the most obvious source of revenue now available for such projects—urban renewal.

Many people labor under the misapprehension that urban renewal funds are available only for the removal of slum areas, but historical restoration is one of the categories for which federal redevelopment funds are available.



BARBOUR

It has been done in other cities and towns. One of the biggest restoration projects of this type was carried out in Philadelphia, Pa. Another was in Tampa, Fla.

"The little towns think they cannot qualify because of their size," Ben T. Perry, head of the Durham Redevelopment Commission, observed recently. "Funds are available for the little towns as well as the big cities," he emphasized.

sized. "What has the town got to lose?"

★ ★ ★

INFORMATION—Perry said he and his staff in Durham would be glad to meet with groups in Hillsborough and inform them of the funds available for restoration if the groups or individuals desired. He said the process for applying for such urban renewal grants was simple and he could probably explain the program at one meeting.

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PLANNING—Perry volunteered information on Hillsborough's opportunity to get federal money for restoration during a visit to the town. "I can't understand why the people beat their brains out trying to get state funds for restoration when the money is available through urban renewal," he said. "The town could apply for planning money if nothing else," he went on. "This way they could put their heads together, plan the best course of action for restoration and then decide whether urban renewal was feasible."

STEPS—He outlined the steps for such an application. The town could apply for a grant for a planning survey to the Urban Renewal Administration in Atlanta, Ga. After the planning, approval of all official bodies concerned and public hearings by the people, a grant could be sought for actual urban renewal work. The program would then be financed with the federal government paying three-fourths of the total cost and the city the remaining fourth.

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COST—Perry pointed out that planning money for such projects is available at no cost to the town involved. "If a planning survey was conducted," he said, "and the people decided against the urban renewal program, the project would be dropped and the town would be charged nothing," he emphasized.

CREDITS—Perry emphasized, however, that the planning would allow the town to know how much credit it already has built up toward payment of its cost. Schools, street improvements, water and sewer lines and extension—"All of this could be credited as payment on the town's cost," said Perry. "And, after the planning, the town could decide it didn't want to go through with the project. It's

Cornwallis Project Area Community Center Eyed By City, Housing Officials

Study Meeting Slated Today For Planners

Housing Authority To Seek Service Of An Architect

Joint participation for construction and operation of a community center near the Cornwallis Road public housing project was discussed by city leaders and public housing officials at a conference Tuesday.

The proposed program, a first for Durham, will be brought to the attention of the Community Planning Council at 3:30 p.m. today.

Meanwhile, Durham Housing Authority received a telegram reply to its appeal to the U.S. Public Housing Administration, Washington, in which the local group had sought to readvertise the 200-unit Cornwallis Road project for general contract bids.

Carvie S. Oldham, executive director for the Durham authority, declined to disclose the decision of federal authorities. However, a special meeting of the Housing Authority members has been scheduled for today to discuss the message.

The Atlanta regional office of the U.S. Public Housing Administration last week directed Durham officials to award H. B. Kahn Construction Co., Columbia, S.C., a \$2.6 million contract for the project. The low bidder, William Muirhead Construction Co. of Durham, failed to execute the \$2.3 million contract awarded to it, allegedly because of a misunderstanding in bid specifications. Officials

The meeting Tuesday included Oldham, Miss Dorothy Jones and William C. Mann of the Atlanta project planning department; Herman Rhinehart, chairman of the city school board; Lew Hammen, city schools superintendent; I. Harding Hughes, city manager; and Roger Brown, director of the City Recreation Department.

Oldham noted any one of the agencies represented could build a facility but the combined forces could build one three times larger.

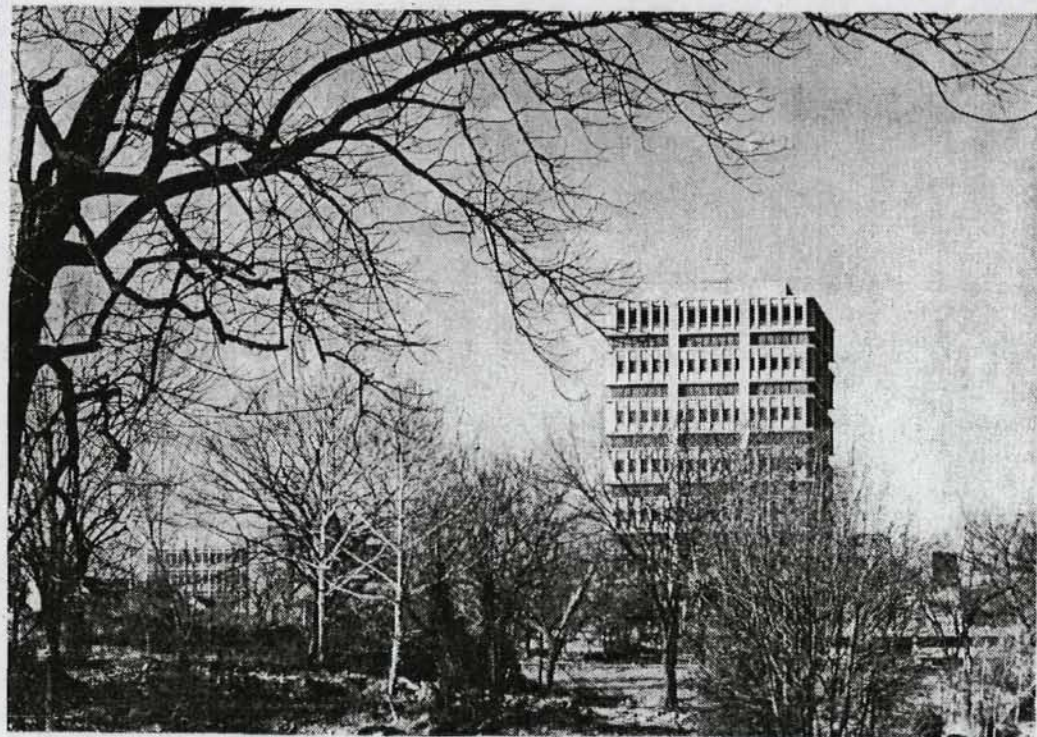
During the session, the Durham Housing Authority was authorized to employ an architect to provide ideas on what the proposed structure would entail.

The community facility conceivably would amount to a combination cafeteria-gymnasium which could be used by housing project tenant groups, church organizations, day care groups, well-baby clinics, branch library, and other services. It could be built entirely by the U.S. Public Housing Administration and the other agencies could operate it, officials reported.

It would be designed to serve not just the public housing residents, but also people in the nearby areas. The facility would be constructed in the five-acre tract which the Durham Housing Authority has made available to the City Board of Education for its use.

Outdoor recreation, possibilities are unlimited because of vegetation, Oldham said. Ballfields, "pathfinding trails," numerous other facilities could easily be put in.

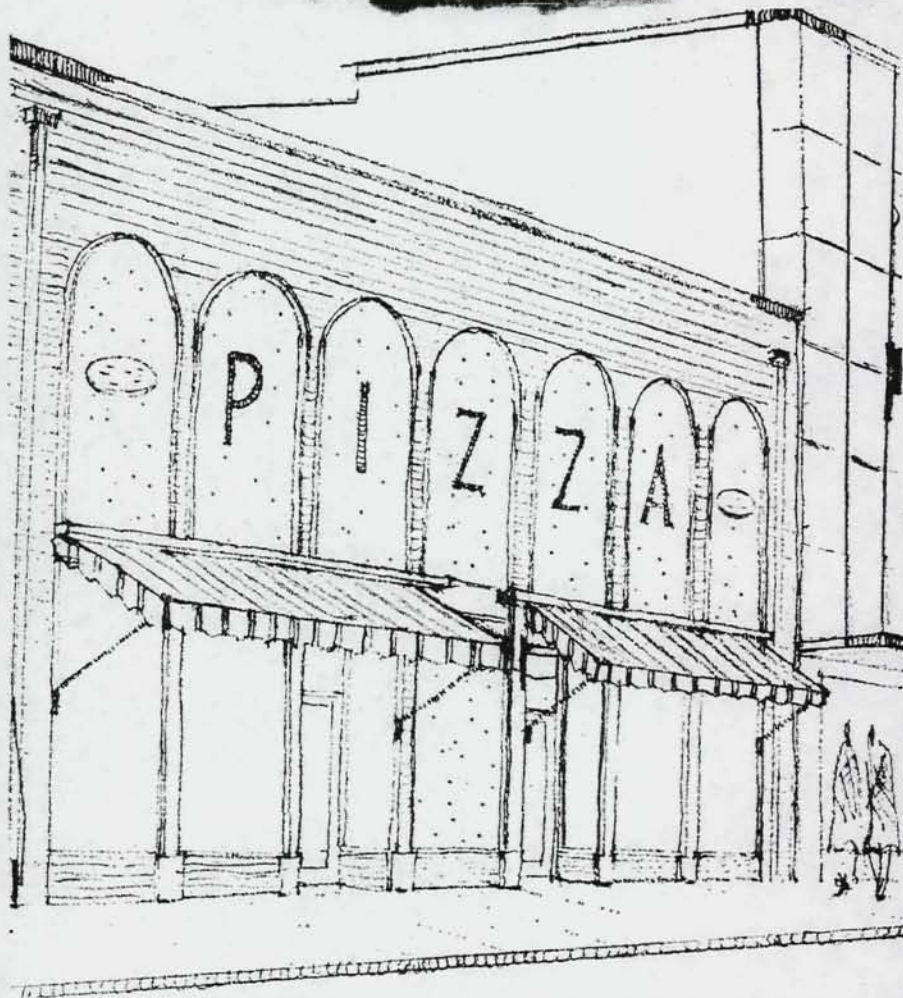
Wednesday, January 12, 1966



Quiet Hills Await New Development

Keep your eye on this property in the urban renewal tract lying under the shadow of the bustling W. Chapel Hill Street area. Mayor R. Wense Grabarek announced recently "significant announcement" involving the development of this property

will be forthcoming in 45 days. Staff Photographer Jim Sparks took a picture of this "forest" while wandering over the once-cluttered residential section behind the new N.C. Mutual Life Insurance Co. building.



Architectural Concept For Downtown Restaurant

Plans Were Provided Free Of Charge By Urban Renewal Office

Urban Renewal Offers First Architectural Service Here

By BILL KIRKLAND
Herald Staff Writer

A major step forward has been taken in the business world's cooperation with Durham's downtown rehabilitation project.

Al Galbraith, project director, reported Monday that a Chapel Hill Street eating establishment has become the first firm to take advantage of urban renewal's consultation, planning and architectural services.

The establishment is the Pizza Palace, which is now in the process of enlarging its facilities at 107 E. Chapel Hill St. When the expansion was in the planning stage, Galbraith's office offered to provide a set of architectural renderings free of charge for the building's exterior. The purpose of the service is to keep renovation projects within the framework of over-all downtown beautification.

"This required cooperation involving many people, and it went smoothly," Galbraith said.

Those involved besides Galbraith's office were Theodore Vaviltes and George Vangelose, Pizza Palace operators; Allenton Realty and Insurance Co., which leases the property; Lindsay Fogleman, general contractor for the project; architects for renovation of Penny Furniture Co. adjoining the Pizza Palace; City Planning and Architectural Associates, a Chapel Hill firm retained by Urban Renewal; and the city building inspector's office.

"Two sets of plans were drawn by our architectural firm, and the owners selected one of them," Galbraith commented. "The exterior now will blend in perfectly with the furniture store next door."

Fogleman, president of Delta Construction Co., said that a variety of colors will be used for the building's front. He said the main design will consist of protruding barrel-style framework above the entrance, and noted that sidewalk canopies also are planned.

"This is all relatively inexpensive," Fogleman said. "And it shows what can be done downtown by simply using a little imagination."

The service, Galbraith said,

will be available to all downtown firms planning renovation or rehabilitation projects.

"This will hold true as long as we have funds available," he said. Some \$15,000 is earmarked for the over-all consultation, planning and architectural budget.

Galbraith said the service involves only a basic concept of the project, and not actual working drawings.

The project director noted that all building permits for the central business district are subject to Urban Renewal approval, and that continued voluntary cooperation will serve to expedite the project.

"The Pizza Palace expansion goes to show what can be done through cooperation," he said. "It should generate a lot of interest in rehabilitation on the part of downtown."

Jan 18 1966

Thursday, January 20, 1966

Homeland Investment Announces \$500,000 Addition To Jack Tar

New Look
Coming Up
For Motel

Southland Firm To Occupy Most Of Lower Level

By BILL KIRKLAND
Herald Staff Writer

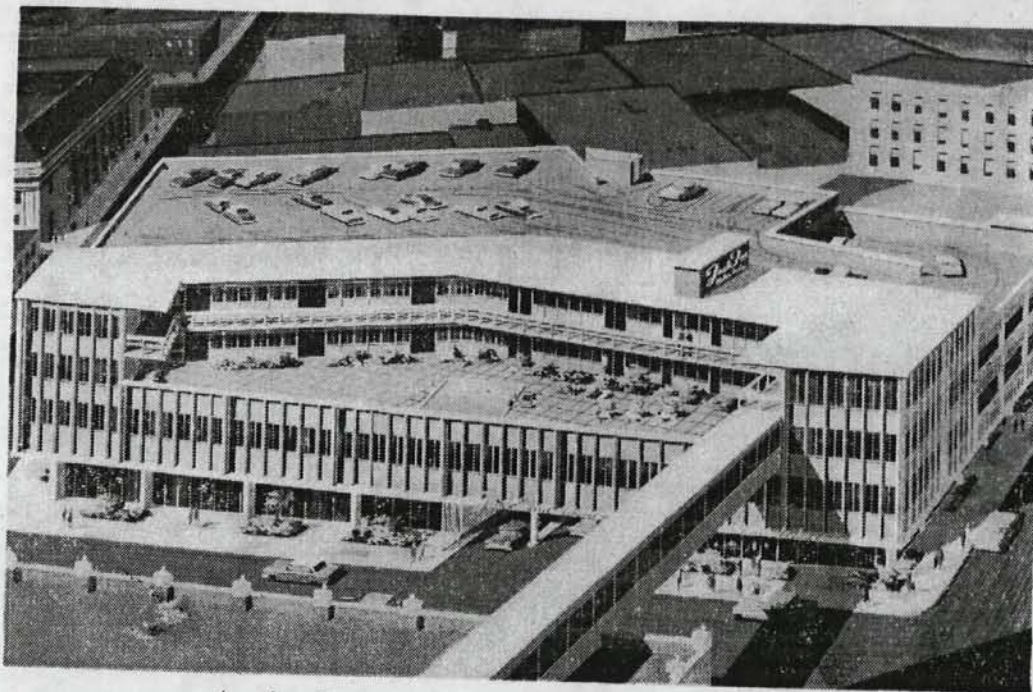
Homeland Investment Co. has expedited plans to enlarge the Jack Tar Motor Lodge, and will construct a \$500,000 addition which also will house offices of Southland Associates, Inc.

Southland announced last October that it would construct a two-story office building adjacent to the motor lodge's north side, but these plans have been eliminated in favor of Homeland constructing the building and leasing space to Southland.

Details of the project were announced Wednesday by D. St. Pierre DuBose, Homeland president, and Watts Carr Jr., Southland vice president.

DuBose noted that Homeland's long-range plans had called for enlargement of the motor lodge, and that present demand, coupled with Southland's intentions to construct an office building, made immediate expansion possible.

The project will spread the motor lodge over the entire eastern side of the 200 block of Corcoran Street. Twenty-two motel rooms will be added, the swimming deck will be doubled in size, and Southland will lease 15,500 square feet of floor space in a two-story, partial basement section.



Another Expansion In Store For Downtown Durham

This is the way the eastern side of the 200 block of Corcoran Street will look when the Jack Tar Motor Lodge expands to include a two-story office building and 22 additional motel units. Added to the

existing structure will be that part to the left of the swimming pool. Two buildings will be demolished to make expansion possible.

The motel units will be on the third level above Southland.

Two existing buildings will be demolished to make way for the addition. Leases in the buildings, held by Browning and Farrell Furniture Co. and the Monticello Cafe, will expire Jan. 31, and demolition will begin the next day.

Completion of the addition, designed by architect Archie Royal Davis, is scheduled in nine months following demolition.

The addition will follow the same lines as the existing structure, with the design including crab-orchard stone, aluminum, glass and colored asbestos paneling. There will be an overhang above the sidewalk, and greenery at the front of the building.

Southland, a newly-formed insurance and real estate firm, has signed a 25-year lease. The firm will use the basement for storage and future expansion, the first floor and half of the second floor for offices and sublease the remainder of the second floor.

Now located at 111 Rigsbee Ave., Southland expects to employ around 100 persons when the move is completed.

The motor lodge now consists of 30 units, and Jack Tar Manager Richard Arey said the addition of 22 units will serve to meet present demands. Jack Tar's parking garage will not be enlarged.

"We feel that this expansion will benefit downtown greatly," said Homeland President DuBose. "And anything that helps downtown help all of Durham."



Sale Of First Downtown UR Property

Officials of the City Redevelopment Commission, closed out the sale of the first property involved in the Downtown Urban Renewal Project Thursday afternoon. Left to right are Al Galbraith, director of the project, handing over the commission's check; commission attorney William Manson; commission chairman Robinson O. Everett; Rev. Zeb V. Holder, head of the church corporation selling the property; and his attorney, Lester Owen. (Staff Photo)

1st Downtown Plot Bought For Renewal

Church Given \$37,000 From Transactions

The City Redevelopment Commission closed the first sale Thursday of property involved in the Downtown Urban Renewal Project, when it bought a church and its lot at the corner of Queen and Holloway streets.

Rev. Zeb V. Holder, president of the church-owning corporation and pastor of the Bethel Chapel Church, and his wife, Mrs. Eloise R. Holder, secretary of the corporation, signed the deed transferring the Bethel Chapel property to the commission.

Project Director Al Galbraith then handed the Holders a check for \$37,000 to pay for the building and lot.

Galbraith explained that the transaction had been expedited at the request of the church congregation, which has found a new church building elsewhere and needed to sell the old one in order to buy the new one.

He said the commission is in the process of arranging for demolition of the old church building, which should be executed in about two months.

The Bethel Chapel congregation, a non-denominational group, bought the old church building at Queen and Holloway in November of 1951 from the Beth El Congregation. It had formerly served as the Beth El Synagogue.

A mortgage of \$31,644 taken out at that time had been whittled down to \$28,898 through payments during the ensuing years.

Lester Owen was attorney for the church through its transaction with the Redevelopment Commission. Also taking part in the closing of the deal Thursday were commission chairman Robinson O. Everett and commission attorney William Manson.

The Downtown Urban Renew-

Edwin E. Stanek, chairman of the recreation commission, said the services of an architect have been arranged through the offices of the City Recreation Department.

"We hope to enter a joint development program with the Durham Public Library

The Durham Recreation Advisory Commission Thursday authorized an architect to prepare development plans for a downtown park. In addition, the commission focused its attention on a 63,000-square-foot plot bounded by Mangum, Orange and E. Chapel Hill streets.

This tract has been earmarked by urban renewal authorities as a site for a new library building. However, A. S. Galbraith, downtown project director for the urban renewal program, recently suggested that the surrounding grounds not required for the building be developed into a park.

Board. It is the feeling of the commission that a park will blend in perfectly with the atmosphere of a library," he stressed.

Stanek pointed out that the property will front on a mall to be developed on Orange Street. "This will give the downtown area a more extensive area for relaxation and beautification," he observed.

Stanek reported the members of the recreation commission have been encouraged by the "favorable response to our efforts for developing a park."

The chairman also insisted "A far-sighted, bold venture will be required if we are to succeed."

As soon as the architect's plans for beautification and development of the site are completed, they will be submitted to city officials and library authorities for consideration, Stanek said.

Sketches Authorized For Park



Outgoing President Cited For Service

Durham Merchants Association President W. W. Edwards, left, is shown Monday night as he presented a silver tray to Kenneth C. Royall Jr., outgoing president, and Mrs. Royall. The presentation took place at the association's annual dinner. (Staff Photo By Rumble)

Acquiring Of Union Station, Street Right-Of-Way Urged

By DANNY KELLUM
Herald Staff Writer

W. W. Edwards, 1966 president of the Durham Merchants Association, Monday night singled out city acquisition of both Union Station and right-of-way for the Peabody Street extension as key projects endorsed by the association this year.

Edwards said the projects are vital to building Durham's central business district in the downtown redevelopment project. He made the comments at

the annual DMA dinner at the Central Civic Center.

Purchase of the Union Station property, and of more property extending directly west of it, are necessary to carry out a "traffic loop" planned in the redevelopment of the downtown area.

Part of the Union Station site would be used as an off-street parking area, according to the long-range plans. The other part would be used, along with the adjoining property to the west, to extend Peabody Street from Roxboro Street on the east to Great Jones Street on the west, bordering the existing City Parking garage and Parking Lot No. 1.

This extension would then become part of a major traffic loop around the central business district, made up of Great Jones Street on the west, Peabody Street (extended) on the south, Roxboro Street on the east and Morgan Street on the north.

build the East-West Expressway and plans for revitalizing the central business district.

"There will be more people, more churches, and more business," he said, "and this should mean prosperity for Durham."

Edwards called on the association to make Durham "delightfully dedicated" as well as "delightfully different."

He asked the merchants to "buy Durham, sell Durham, preach Durham and love Durham."

Kornegay told the association he is continuing to push for construction of the Durham-Henderson missing link of Interstate 85.

Kornegay assured the association he would remain a Durham supporter although redistricting will separate him from the community next year. He concluded by commending the association on the way it has promoted Durham.



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Lester Owen was attorney for the church through its transaction with the Redevelopment Commission. Also taking part in the closing of the deal Thursday were commission chairman

The new dual-lane street, which cuts between the new police and fire headquarters buildings, is also designed to serve as part of the eventual loop.

The more than 800 persons at the dinner also heard from Congressman Horace Kornegay and Kenneth C. Royall Jr., outgoing president.

Country and Western recording artists Homer and Gethro, provided the entertainment with parodies of song hits.

The president noted that the Union Station, Peabody Street acquisitions would pump life into the planned central business district here and make Durham the center of a retailing boom.

Durham is engaged in a forward march, Edwards stressed.

For proof, he cited the influx of new business at the Research Triangle, Liggett and Myers Tobacco Company's plans for a new office building, efforts to

Downtown Area To Get Another

On Right-Of-Way Acquisitions— Expressway Plans Bring On Changes

By OWEN BISHOP

Changes in plans for Durham's East-West Expressway, which came about as a result of the decision to expand the highway from four to six lanes, will have a marked effect on land acquisitions for the Expressway-Chapel Hill Street interchange, city officials said today.

The alterations, involving relocation of the three ramps connecting the two streets and expansion of the right-of-way path, will call for acquisition of a

number of properties which officials previously thought would not be needed.

It also removes some properties from the path which had been designated for acquisition.

Under present plans for the expressway, as they were prepared by State Highway Commission engineers, a retaining wall will be constructed along the superhighway on the west side of Vickers Avenue between Chapel Hill Street and Jackson Street.

As a result, properties on the east side of Vickers will not have to be needed as part of expressway rights-of-way.

Preliminary plans based on a four-lane expressway had indicated the land on the east of Vickers would be needed.

Vickers Avenue, then, will continue to be open as it is southward to Jackson and a tie-in with Gregson Street would be worked out.

Changes in plans for the 8.5-mile roadway through the center of Durham will also affect land acquisitions in other areas along its path, requiring more in some areas and less in others, officials reported.

The city is acquiring rights-of-way for the project in the area between Alston Avenue and Chapel Hill Street, with the City Redevelopment Commission assuming the task for land inside the urban renewal areas.

The commission was given a clearance two days ago to proceed with acquisitions for the expressway in the area of Project No. 3, spending city funds up to \$659,320. This much federal money would be reimbursed to the city later, after the project is approved for redevelopment.

This clearance will speed up acquisitions in that area.

The State Highway Commission is responsible for acquiring land for the two ends of the \$20 million highway, with the city footing 25 percent of the cost on a reimbursement basis.

Plans for the facility now call for its center section to be constructed as a four-lane highway under initial construction contracts, with widening to six lanes to follow in a second phase of development.

Indications are that the two additional lanes would be inside lanes, which could be built without the need for closing the expressway to traffic.

Motel

155-Unit Project Planned

Site Is Placed
At Chapel Hill
And Pettigrew

By DON WHITLEY

An official of the Downtown-er Corp., of Memphis, Tenn., confirmed today that plans are in the making for a large motor inn to be constructed in the vicinity of Chapel Hill and Pettigrew streets.

The spokesman did not disclose details of the project, but it was learned that the facility will have some 155 rooms, and that construction is anticipated to begin "in the near future."

Southgate Jones, who owns property in that area, said negotiations have been made with the firm but that no definite decision on the purchase had been revealed to him.

The property is in the City of Durham's Urban Renewal Hayti-Elizabeth Street Redevelopment area. The Urban Renewal program provides for private development of property in areas of improvement, if an individual wishes to make the necessary investments.

The location would be convenient to the dual-lane traffic loop being planned around the downtown business area.

Contacted in Fayetteville, the firm's representative confirmed that plans for the inn are being made and that company officials are "real excited."

3/9/66 'Partial Takings' Along Expressway Discussed By City

City Manager Harding Hughes and four city administrators conferred in Raleigh Tuesday with State Highway Commission officials on the purchase of "partial takings" for the East-West Expressway right-of-way.

Partial takings are pieces of property that are lopped off larger tracts—a corner, for example. Acquisition plans were discussed Tuesday.

Most of the total takings for the right-of-way have already been bought, Hughes said. The ones left are significant neither in price nor in number, he said.

The expressway will be built in sections. The first link will extend from Chapel Hill Street to Alston Avenue.

Hughes said it has not been determined when construction would begin.

The four administrators who accompanied Hughes were E. H. Johnson, director of public works; Paul Brooks, director of planning; Rudy Griffin, director of traffic; and Ben Perry, urban renewal director.

Main-Mangum Property Bought For \$284,000

Way Paved For Imperial Building's Purchase

Renewal Unit Buys Property Held By Mays

Durham Brothers
Due To Exercise
Option On Plant

The sale of Morgan Street property which is expected to result in an early purchase of the Imperial Tobacco Co. building was consummated Friday afternoon.

The City Redevelopment Commission purchased the property from brothers Ned and Mike May for approximately \$68,500.

Located at the northeast corner of Morgan and Roney streets, the property covers 20,000 square feet and is earmarked as the site of a city parking lot under the downtown rehabilitation project.

The purchase involves buildings at 314, 316 and 318 Morgan St., and includes offices of the D. C. May Co., of which Ned May is president; Southeastern Painting and Decorating Co., headed by W. C. May; and Mitchell - Reaves Advertising Agency.

The Mays last October disclosed they were holding an option for the Imperial Tobacco Co. building, stating they planned to buy the building once the deal with the City Redevelopment Commission was closed.

Although the building has not yet been purchased, Mike May said Friday that an announcement is planned in the near future.

The building will be renovated for use by 11 businesses owned by May interests.

May said Imperial is due to vacate the building within 60 to 90 days.

Imperial is shifting its national headquarters from Richmond, Va., to Wilson, and this will mean an end to redrying operations in Durham and four other cities.

Imperial also leases a building on Broad Street Extension for research laboratory use, and this operation also will close with the shift to Wilson.

Imperial's three-story Durham building, located at 215 Morris St., was constructed 48 years ago. It contains 93,000 square feet of floor space and is situated on a three-acre tract.

The 11 May firms represent a variety of fields including painting, interior decorating, production of sundry items for the paint industry, and production of such goods as golf carpets and maternity items.

One of the major businesses is D. C. May Ma-Crepe Corp., located at 302 Morgan St. This property was not purchased by the Redevelopment Commission, and May gave no indication as to its future use.

The 11 businesses employ some 250 persons, and the Mays have reported that all floor space in the Imperial building will be used from the outset.

Becomes Part Of City Project To Redevelop

Site Eventually
To Be Cleared
For Other Use

The City Redevelopment Commission Friday afternoon purchased a major portion of property at the northeast corner of East Main and Mangum streets for inclusion into the downtown redevelopment project.

The property was purchased for approximately \$284,000 from Charles White, Wachovia Bank and Trust Co. executor of the A. M. Rigsbee estate, and Mrs. Lella R. Reznor of Chapel Hill, Rigsbee's sister.

Ben Perry, executive director of the City Redevelopment Commission, reported that the property eventually will be cleared and sold to private interests for redevelopment purposes.

The property originally was included in the downtown redevelopment project, but was removed some time ago because of proposed plans for a multi-story office building on the site.

A Dallas, Tex., firm had indicated interest in the site for office building use, but when negotiations bogged down the City Redevelopment Commission again entered the picture.

The City Council was told Monday night that the commission was negotiating to purchase the property.

The property runs east along the north side of Main to 1st East Main and north along Mangum to 110 N. Mangum.

A large portion of the property has been vacant since Harvey's Cafeteria went out of business last February. Several other spaces also are vacant.

Remaining tenants in the block include The Shoe Box, 103 E. Main St.; Joe Bell H. Shop, 107 E. Main St.; De-An Shop, 109 E. Main St.; a Southern Finance Co., 103 Mangum.

All leases are understood to be short-term, thus paving the way for early demolition of the buildings involved.

Plans to sell the property have been at a standstill when it was first put on the market by real estate firm in April 1964. The firm originally asked \$2,000.

The property covers approximately 16,500 square feet, and reportedly is the largest lot sold in the downtown area in the last 50 years.

Uses to be recommended for the area have not been disclosed, although it has been indicated that efforts will be made to secure a developer to construct an office building originally planned.

The downtown redevelopment project includes property from Great Jones Street, one block west of Five Points, eastward to Dilard Street; and from Holloway and Morgan streets along the northern boundary southward to the southern-most right-of-way along the downtown Southern Railway tracks.

Piedmont Building Status Linked To Renewal Board

By JON PHELPS
Herald Staff Writer

A bank official who has been representing the owner of the Piedmont Building said Sunday he still is waiting for Durham's City Redevelopment Commission to move forward toward transfer of the property. The building, scheduled for

acquisition as part of the commission's downtown urban renewal program, has been left in its burned-out condition since it was gutted by fire last Nov. 14. It is located in the focal point of Durham's major downtown intersection, Five Points.

A. H. Galbraith, the commission's director for its downtown project, said Friday that he "frankly" does not know the exact status of efforts to acquire the property for the project.

J. Howard Moyer, vice president of Wachovia Bank and Trust Co. in Greenville, said he is just waiting for some further action from the Durham commission. He said he has been "just waiting . . . for some time now."

"Mr. Galbraith told me back some time ago, some months ago, that he had to get another appraisal" on the property, Moyer said, but he has heard "nothing official" on the matter

since then. He declined to elaborate on that aspect.

Moyer did point out that his bank has not yet reached a settlement on the insurance claims growing out of the fire last November. Such a settlement, of course, is prerequisite to sale of the property.

It is reported that the Redevelopment Commission's first appraisal of the property was made before the fire. That appraisal then would have to be reconciled with the insurance claims before it would be valid, it was pointed out.

A second appraisal is also necessary before members of the commission can authorize an offer for the purchase. That appraisal still has not been made, according to reports.

Plans for the downtown urban renewal project call for acquisition of the property, demolition of the remaining structure and transition of the site into an open park area.

Downtown Project Discussed

Durham's downtown development program was the main subject of conversation at a one-day workshop on urban renewal programs at the Jack Tar Hotel today.

Upwards of 75 Redevelopment Commission officials from across the state attended the meeting, which was sponsored by Carolina's Council of Housing and Redevelopment Officials.

Ben T. Perry III, director of the Durham Redevelopment Commission, presided over the meeting which sought to share information on the various federally financed redevelopment programs in the state.

In response to questions concerning Durham's central business district redevelopment, A. H. Galbraith, who directs the program, stated the \$16 million project is somewhat of a pilot effort in a city the size of Durham.

Anticipated to be completed in around five years, the program gained its first federal grant in August of last year, Galbraith said.

It was also noted that Durham got its first application for planning under the program about five years ago.

One of the most significant factors of the program thus far, Galbraith said, is the public acceptance of businesses and individuals involved in relocation.

Acquisition of property included in the program is well under way, and many businesses already are established in new locations. The largest to be relocated so far is the D. C. May Corp., which last week announced completion of the purchase of the Imperial Tobacco Co. facilities at a cost of \$300,000, according to Galbraith.

Many of the urban renewal officials attending the workshop today will remain in Durham overnight and tour the city's project areas tomorrow.

Southern Council Offers Help To Cities In Eliminating Slums

By DON MCKEE

ATLANTA, Ga. (AP) — A new project of the Southern Regional Council will offer professional help to city officials trying to eliminate slums and ghettos.

This organization works quietly to improve racial relations in the South. It is concerned with farming as well as voting; jobs as well as juries.

"We are not a typical civil rights organization," said Paul Anthony, executive director of the Atlanta-based council. He has a staff of 35 and a budget this year of more than \$1 million. Policy is in the hands of the biracial council — 100 Southern men and women.

Projects range from information services on school integration procedures to a study of persons thrown out of work by automation.

The council's most dramatic work has been in voter registration.

From 1961 through 1963, SRC helped put about 700,000 Negroes on the voter lists in 11 Southern states. Now another project is under way, aimed at the more than two million adult Negroes still unregistered in the South. There are about 2.3 million Negro voters.

"In a nonpolitical way we want to develop effective use of the ballot," said Anthony, who contends registration alone is not enough.

"There is an obvious need to develop an educational program



WHEELER
President Of Group

to show how the vote is tied up in the political process."

He cited as examples Atlanta and Memphis, Tenn., where large numbers of Negroes failed

to vote in elections.

One approach to the SRC project will be college scholarships for part-time work. Leadership training and workshops will be held. SRC plans to provide the know-how and money.

About \$350,000 a year for the next three years will go into voter education and registration. Funds for SRC projects come mostly from foundations.

SRC, which avoids demonstrations, has organized state councils on human relations in Alabama, Florida, Georgia, Arkansas, Mississippi, North Carolina and Virginia. Last year the state councils had 12,000 members and spent about \$300,000.

SRC functions like an umbrella in some respects. Its voter project will be coordinated with five major civil rights organizations. It serves as secretariat of the Southern Interagency Conference, a quarterly meeting of more than 40 agencies and groups involved in civil rights and human relations.

Its projects include:

—Collection and distribution of 300,000 books, most of them for Negro college libraries, community centers and schools.

—Assistance in and analysis of federal programs for fair employment and antipoverty efforts.

—Research in improved deseg-

regation of schools.

A group of Southern Negroes met Oct. 20, 1942, at Durham, N.C., and issued a statement calling for nondiscrimination in voting and juries; equal, if separate, schools; and steps to end lynchings and other brutalities.

Six months later 115 Southern

white leaders met in Atlanta and concurred generally in the statement by the Negro group. Committees from both groups met and SRC was created in January, 1944.

Charter applicants included publisher Ralph McGill of the Atlanta Constitution, Dr. How-

ard W. Odum of the University of North Carolina, Bishop Arthur J. Moore of the Methodist Church, Atlanta, and Dr. Rufus Clement, president of Atlanta University.

Among the charter members was Dr. Horace Mann Bond, an Atlanta college professor and

the father of Rep.-elect Julian Bond, barred from the Georgia House of Representatives this year.

The SRC president is John H. Wheeler of Durham, a negro bank president. There are four vice presidents.

Wilbur Clark Named To Urban Affairs Post

RALEIGH (AP) — Wilbur Clark, former mayor of Fayetteville, was appointed Thursday by Gov. Dan Moore as the state's first urban affairs consultant.

Clark will serve as liaison between the State Planning Task Force and the federal and local governments in attacking problems created by increased urbanization.

His \$12,000 salary will be paid by the federal government through the State Planning Task Force headed by Wayne Corpening and coordinated by John Hampton.

"North Carolina is presently in a period of rapid urbanization," Moore said. "This urbanization is intensifying many old problems and creating many additional ones for our cities and counties. We in state government are anxious to assist local governments in any way possible to meet their needs brought about by urbanization."

An Urban Affairs Committee of city-county officials will be announced soon to work with Clark, Moore said.

The problems confronting cities and counties, Moore said, include water supplies, sewage treatment systems, employment, youth opportunity, transportation, recreation, air pollution, police and fire protection and finances.

"Clark is well qualified for the position," Moore said. "He has had wide experience in city and

county government."

A native of Cumberland County, Clark is a graduate of Benjamin Franklin University in Washington. He is married and has two daughters.

Downtown Motel Here To Cost \$2.5 Million

The Downtowner Corp. of Memphis, Tenn., unveiled plans Friday to construct a \$2.5 million motor lodge at the intersection of Chapel Hill and Pettigrew streets in Durham.

The 155-unit motel will be five stories high and shaped in structure like a "boomerang," facing both Chapel Hill and Pettigrew streets.

It will be constructed by Motor Inn Associates, Inc., of Durham, on a two-acre tract leased from Magnolia Investment Co. of Durham. Magnolia is headed by Southgate Jones Jr. of Durham.

Marvin Alexander of Fayetteville, an official of Motor Inn Associates, said the company would seek construction bids "within 60 days."

Included in the motor lodge will be a banquet room for 500, a restaurant with seating planned for 130 to 150 people, a

cocktail lounge that will accommodate up to 75 persons and a coffee shop to serve about 50.

The official said about 2,800 square feet of space has been provided for display purposes. He said conventions would be able to partition the space to suit desired specification.

The lodge will have 280 parking spaces and many of the rooms will be equipped with color television sets. There also will be a large pool on the motel grounds.

The motel spokesman said the company planned to spare enough land to allow for additional construction if needed.

He noted that the company might build another 100-unit motel complex on the land at some future date.

The restaurant will face the N.C. Mutual Insurance Building and the motel lobby will face West Chapel Hill Street. The motel building will follow the curved path of the two streets at its location.

The property is in the City of Durham's Urban Renewal Hayti-Elizabeth Street Redevelopment area.

The motel location will be convenient to the dual-lane traffic loop being planned around the downtown business area, Alexander noted.

Commission Studies Movement In Other Cities—

City Eyes Urban Renewal Land Resale Plan Change

Durham Redevelopment Commission officials are casting a cautious eye toward a movement being initiated by the Winston-Salem Board of Aldermen to urge adoption of new state laws governing sale of urban renewal land.

The movement calls for laws to allow sale of such land by negotiation rather than by the sealed-bid auction procedure which is now mandatory under state statutes.

Although indications are that Winston-Salem will be joined by other North Carolina cities in exerting pressure on the 1967 General Assembly for such legislation, Durham officials are somewhat hesitant at the moment to support the effort.

They are skeptical that a bill establishing the new sale procedure could attain passage and they are concerned about the constitutionality of such a law, should it be adopted.

Winston-Salem's interest in having the law changed stems from recent developments involving that city's efforts to dispose of a key parcel of urban renewal land.

The sealed-bid sale procedure brought a high bid from Ferrell Realty Co., but aldermen and redevelopment officials would prefer to sell the parcel to Prince Hall Masons, a Negro organization with plans for building an apartment development on the land. The Masons' bid was \$13,000 below that of the realty firm.

Under current statutes, the Winston-Salem redevelopment agency must either sell the 12-acre tract to the high bidder or reject all bids.

The aldermen favor sale of the land to the Negro group because they feel its plan for development of the tract is better than that of Ferrell and would bring more tax revenues.

They argue that the present law prohibiting sale through negotiation places a disproportionate emphasis on selling at the top price and neglects consideration of the quality of development which will go on the land.

The regulation also puts Negroes at a disadvantage because white groups generally have access to more capital, they contend.

These drawbacks are not present when the negotiation method of sale is used, as is done in Virginia.

In that state, the local redevelopment commission and the city governing bodies decide on a fair market value for a parcel of land. The parcel is then offered for sale at this price

to the bidder with the best plan for development of the tract. The transaction then is completed through negotiations.

Proponents of the method say it helps insure that cities will get the best possible reuse of the land, rather than the highest resale price.

The system has been criticized, however, because it could open the way for abuses and preferential treatment of some buyers.

Durham joined with Charlotte in backing a bill before the 1965 General Assembly which called for allowing negotiated sales.

The bill, which was defeated the day after the City Council voted support for the measure, had been backed by redevelopment officials because they felt it would help local businessmen displaced by urban renewal to get back into business near their old locations if desired and at a price set by appraisal rather than open-end bidding.

Under that bill, the price of land would have been set by a board of three appraisers, and the commission would have been able to limit reuse of the land to a specific enterprise such as a drugstore, service station or other use.

This would have allowed a local businessman an opportunity to go to the commission and request a specific site or sites for redevelopment, then make an offer at the appraised price if the commission found this advisable. If more than one prospective buyer had showed interest in a particular piece of property, the commission would have had the power to decide who would get it, although the price would have remained the same.

Under present procedures, the only method of disposing of land, except in special cases, is to advertise it for bids as a commercial, industrial, residential or other site.

Consequently, a businessman displaced by urban renewal might not be able to get a new site to his liking and bids might be higher than he can afford to pay and possibly even higher than the fair market value.

The City Council endorsed the bill last year the day before it was voted down in the General Assembly.

Urban Affairs Group Named

RALEIGH (AP) — Gov. Dan Moore Thursday announced the appointment of a 24-member Urban Affairs Committee to work with North Carolina's first urban affairs consultant.

Wilbur Clark, former mayor of Fayetteville, was named to the new post last week in an effort to meet the needs of rapidly growing North Carolina cities.

Named to the committee were:

Brodie S. Griffith of the Charlotte News, chairman; State Sen. W. Frank Forsyth of Murphy; Tom Alexander of the Tax Study Commission, Raleigh; Deputy State Treasurer Harlan Boyles of Raleigh; Mrs. Davetta L. Steed, executive director of the North Carolina League of Municipalities, Raleigh; Durham City Councilman John S. Stewart;

Greensboro realtor George Roach; Edenton Mayor John A. Mitchener Jr.; Statesville Mayor J. Garner Bagnal; Raleigh Mayor Travis H. Tomlinson; Asheville City Manager J.

Weldon Weir; Laurinburg City Manager J. Guy Smith; Winston-Salem City Manager John Gold;

State Sen. Claude Currie of Durham; State Rep. George

Uzzell of Salisbury; John Morrissey, executive secretary of the North Carolina County Commissioners Association, Chapel Hill; Miss Naomi Morris, a Wilson attorney; Morganton Recreation Director Clinton Foust; Dr. Ira Grant of Elizabeth City, public health director in four counties of the northeastern section of the state;

Dr. James W. Fowler, superintendent of Lake Junaluska Assembly; William E. McIntyre, director of planning for the city of Charlotte; Tarboro School Supt. C. B. Martin; Troy Lampron, executive director of the Redevelopment Commission of Salisbury; and George J. Monaghan, Division of Community Planning of the State Department of Conservation and Development.

Jury Hikes House Value

Appeal Notice Given In City's First Contested Renewal Case

A Superior Court jury — in Durham's first contested Urban Renewal case — Thursday placed a value of \$18,000 on a Durham widow's 40-year-old home.

The Redevelopment Commission of the City of Durham, in a condemnation petition brought against Mrs. Annie B. Stokes Smith of 311 W. Pettigrew St., the City of Durham and Durham County, had offered \$11,000 for the property.

Notice of appeal to the State Supreme Court was given by the Redevelopment Commission before Judge Hamilton H. Hobgood.

The one-story house which has remained standing while adjacent structures all about it have been demolished in Durham's program of redevelopment, is listed as another target in what is termed a "blighted and slum area."

The city and county were named parties in the action only because of taxes involved.

The petition sought court appointment of commissioners to appraise Mrs. Smith's house and lot. Appraisals of \$11,000 and \$9,600 were thus obtained through two sets of realtors.

The widow, terming the high offer of \$11,000 as "grossly inadequate," herself acquired appraisals through other realtors.

Mrs. Smith's representatives produced two appraisals, one for \$22,700, and one for \$21,600.

The Redevelopment Commission balked at such payment and a final by jury resulted.

Mrs. Smith's attorney argued that other property in the same area had brought considerable more money than was offered to his client.

3/18/66 Delegation Seeks To Expedite Building Of North-South Link

**Open Hearing
On Project 6
Set April 14**

**1971 Completion
Date For Artery
Could Be Updated**

By GENE HURDLE
Assistant City Editor

The City Redevelopment Commission Thursday announced that final plans for Project NCR 32—a part of Project 6—will be submitted for public hearing at a meeting on April 14 at 7:30 p.m. at City Hall.

Immediately thereafter, Marcus Carpenter Jr., spokesman for a group of businessmen in the area, said a delegation will be present to urge quick consideration of a plan to build "the missing link" in the proposed north-south artery which connects with the east-west expressway.

"It seems foolish to have two wide streets leading nowhere," Carpenter said Thursday.

"Besides," he observed, "it is necessary that the loop be complete in order to accommodate traffic that will pour off the expressway as well as to serve business in the area and the homes which will be built under the urban renewal project."

The plans which will be presented for approval include the section of the artery from Main Street to the Holloway Street area. Also included are 100 units of the garden type public housing and 106 units for the elderly.

Already approved is the plan to four-lane Fayetteville Street from the Seaboard Railroad right-of-way to Umstead Street. The "missing link" cited by Carpenter includes the area from the Seaboard right-of-way to Main Street.

Ben Perry, executive director of the City Redevelopment Commission, said there are tentative plans to build such a link between the two planned improvements to form the north-south artery.

"There has been no projected date for putting the job under contract, however," he said Thursday. Perry noted that a possibility exists for changing the present completion date of 1971.

Carpenter's group believes the work should be done as quickly as possible.

"It is the main exit off the east-west expressway for residents and businesses of this area," Carpenter declared. "In addition, it is the only north-south route and it connects both housing projects."

The project which will be offered for approval next month is expected to cost about \$1 million, Perry said. Of this amount, the city will have to provide only about \$96,000, "since the city gets credit for public housing in the area," he declared.

Perry said original plans for completion of the traffic artery were set at 1971, explaining:

"At that time, the commission came up with various projects and set tentative timetables according to what it believed would see the most urgent matters accomplished first."

"Projects one, two and three were approved and now are nearing completion. Projects four and five were outlined but Project six was taken ahead of four and five in order to provide quicker housing for the elderly," he explained.

Noting that the commission had no positive way of defining urgency of the entire program five or six years ago in the planning stages, he said "The board chose to build the north-south traffic artery at a later date."

"However," he added, "people in this area say the urgency now exists and it is entirely possible the artery could be programmed for completion much ahead of the 1971 original target."

Heald 3-26-66 Chamber To Offer Renewal Plan Aid In Special Meet

The Chamber of Commerce Urban Renewal committee will confer with the Development Commission April 14 in search of ways to speed up renewal projects here.

Robert Booth, executive vice president of the chamber, said the committee has expressed concern over the time it is taking to get results from some of the urban renewal programs.

He emphasized, however, that the chamber is "seeking to be helpful" and feels an obligation to aid the Redevelopment Commission where possible.

The committee has decided it wants some questions answered,

Booth said. "It wants to know why certain things are moving so slowly," he added.

"But they are not attacking" the commission, Booth stressed. "They are trying to offer their help, if possible."

When urban renewal was proposed for Durham, Booth recalled the chamber gave it strong support. "Now," he said, "the chamber feels an obligation to help out if at all possible."

Of prime concern to the chamber committee is finding ways to get the land claimed by urban renewal back into use, Booth said.

Committee members are in the midst of drawing up questions to air before the Redevelopment Commission, he noted.

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Committee members are in the midst of drawing up questions to air before the Redevelopment Commission, he noted.

\$1 Million Renewal Grant Gets

Expansion Of Renewal Area Eyed

3/17/66

An area along Dawkins Street may be included in Durham's urban renewal Project No. 3, the City Council was told today.

City Planning Director Paul Brooks said city officials and representatives of the City Redevelopment Commission have discussed the need for redevelopment of the area, which is immediately adjacent to the current boundaries of the urban renewal project.

The area contains a great many structures which are in very poor condition and it could be considered "blighted."

It must be declared "blighted" by the City Planning and Zoning Commission and then the redevelopment commission could act to enlarge the project to include the area.

Project No. 3 is not yet in execution, Brooks said.

He said he would attempt to have a report of some sort from the City Redevelopment Commission for the Council Monday night on plans for redevelopment of the area in question.

Brooks' comments came during the Council's discussion of the proposed 1966 street improvement program, which does not include Dawkins Street, although a petition for paving the street was submitted some time ago.

The Council was told the street was omitted from the program because of developments toward including the area in an urban renewal project.

To Be Used For Land Purchases

Final Approval
Awaits Hearings
On 6A Project

The White House today granted conditional approval of a \$1 million grant for land acquisitions in Durham's urban renewal Project 6A, according to Sixth District Congressman Horace Kornegay.

The \$1,021,000 grant will be used for purchasing land as part of the revitalization of the area, provided it is approved in forthcoming public hearings and after final application to federal authorities.

Bounded roughly by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad, the area includes the site of a planned 214-unit public housing project on East Main Street.

Project plans are to be the subject of a public hearing before the City Redevelopment Commission April 14 at 7:30 p.m. in City Hall. If cleared by the commission, they will be given a public hearing by the City Council and then be resubmitted to federal officials for final approval, according to Ben Perry, commission executive director.

Once federal officials give final approval to the project, the commission staff will immediately begin acquiring land in the area, Perry said.

Plans for execution of rehabilitation work in the area place top priority on clearing the public housing development site.

The low-rent housing development will include a 100-unit high-rise structure to be rented exclusively to the elderly, and several garden-type apartment buildings containing a total of 114 residential units.

Cost estimates place the cost of the high-rise structure at \$1.3 million and cost of the garden apartments at \$1.6 million.

Construction of the project will be under the auspices of the Durham Housing Authority.

Perry said he expected rehabilitation of the area to take about two years.

Final plans for the renewal project were submitted to regional urban renewal officials in Atlanta last November. The regional officials granted verbal approval before passing the plans on to national authorities in Washington.

On the basis of the verbal approval, the public hearing on the project was set.

The rehabilitation of the area is expected to cost about \$1.4 million, Perry said. Of this amount, the city will have to provide about \$96,000 and will be credited with the cost of public housing in this area.

4/5/66 DHA To Seek Bid Approval

A six-man delegation leaves Durham this morning for Atlanta, Ga., where an appeal will be made for Public Housing Administration approval of the \$3.5 million construction bids for 200 dwelling units to be built in the Hayti section.

Durham Housing Authority gave its approval last Tuesday for the low bidders at a total cost of \$3,495,109. However, when the Atlanta regional office of the Public Housing Administration was informed, approval was withheld.

Housing Authority officials making the trip are Executive Director Carvie S. Oldham, Chairman Carl R. Harris, Vice Chairman J. J. Henderson, Architect Jack Pruden and Charles Roach, a member of the authori-

ty. Redevelopment Commission Executive Director Ben T. Perry will also go.

The 200-unit project has been on drawing boards for several years. It is proposed to be built between Fayetteville, Grant and Umstead streets on a tract of some 19 acres.

Low bidders tentatively awarded the contracts are M. B. Kahn Construction Co., Columbia, S.C., general, \$2,937,631; Dixie Plumbing Co., Raleigh, plumbing, \$176,953; Bryant-Durham Electric Co., Durham, electrical, \$354,300; and Aire-Flo Heating and Air Conditioning Co., Greensboro, heating and air conditioning, \$26,225.

In January 1965, the authority joined with the Public Housing Administration in sanctioning a \$9.1 million "annual contributions contract" for construction of public housing here. It included a budget of \$2,925,492 for the Hayti section.

Atlanta authorities pointed out last week the \$3.5 figure averages about \$19,746 per dwelling unit in the project.

—Durham Morning Herald, Tuesday, Mar. 29, 1966

\$1 Million Grant Set For Renewal Project

A grant of \$1,021,000 to be used for the purchase of land in Durham's urban renewal Project 6A has been given conditional approval by the White House, Sixth District Rep. Horace Kornegay announced Monday.

Plans for purchasing land as part of the revitalization of the area will be the subject of a public hearing before the

City Redevelopment Commission April 14. If the plans are cleared by the commission, they will be given a public hearing by the City Council and then be resubmitted to the federal officials for final approval.

After this official federal approval is given, the commission staff will immediately begin acquiring land in the area, according to Ben Perry, commission executive director.

The project is bounded by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad. It includes the site of a planned 214-unit public housing project on East Main Street.

The low-rent housing development will include several garden-type apartment buildings with a total of 114 residential units and a 100-unit high-rise structure to be rented exclusively to the elderly.

The construction, which is expected to take about two years, is under the direction of the Durham Housing Authority. Estimated cost of the high-rise structure is \$1.3 million and cost of the garden apartments is \$1.6 million.

The commission submitted final plans for the project to regional urban renewal officials in Atlanta last November. These officials gave verbal approval before passing the plans on to national authorities in Washington. The public hearing on the project was set on the basis of this approval.

The city will have to provide about \$96,000 of the expected cost of \$1.4 million to rehabilitate the area. Cost of public housing in the area will be credited to the city.

4/5/66 Request To Halt Federal Funds For City Referred

The U.S. Office of Education reported Monday that it has referred to its section on equal education opportunity a request that federal funds be withheld from the Durham City Board of Education, pending its recent action on Project Headstart.

A spokesman for Education Commissioner Harold Howe said the section would examine the request and reply to it.

He said he could not estimate the time it would take to reply to the request, but that because of the volume of business in the section at this time, he would place the action at least three weeks away.

The request was sent to the Office of Education by three Durham civil rights leaders af-

ter the school board refused to comply with federal regulations required for Headstart applications.

The board voted instead to bypass the Headstart program and to set up its own summer course which, like Headstart, would provide preparation for incoming first-graders from deprived areas during an eight-week period leading to the opening of school.

The program would be supported by federal funds already granted to the school board through Title I of the Elementary and Secondary Education Act.

Meanwhile in Durham, the head of Operation Breakthrough (the city's community action

agency which would have acted as funding agency for the school board's Headstart grant) said several possibilities for other use of the Headstart funds are being explored.

Rev. Julius Corpening, Breakthrough president, said a special meeting of the agency's board of directors would probably be called soon to deal with the Headstart situation.

"The staff and Executive Committee are exploring several possibilities in the use of the Headstart funds, but no action has been taken by anyone yet," he said. "Whatever proposal we do evolve will be presented to the board at its next meeting."

In relation to the same situation, the chairman of the Dur-

ham Council on Human Relations complained to the Board of County Commissioners about the City School Board's use of its funds which the commissioners allocate in the annual county budget.

The council's chairman, Dr. Harmon Smith, assistant dean of the Duke University School of Divinity, charged commissioners with "knowingly aided and abetted the school board in its effort to evade and obstruct desegregation of our schools."

The resolution, adopted in February, cited some \$20,000 in legal fees and \$18,000 for printing briefs that the council said was spent by the school board between 1959 and 1964.

4/6/66

Property Is Sold By Bottling Firm

Pepsi Cola Bottling Co. of Durham sold its property on South Street to the City Redevelopment Commission this week for approximately \$128,000.

Deed to three lots was filed in the Durham County Register of Deeds office Tuesday.

The complete bottling operation is scheduled to be relocated to an 80,000-square-foot plant on a 22-acre tract on U. S. 15-501 bypass between Pickett and Cornwallis roads.

4/6/66

Urban Betterment Bill Eyed By City

The city administration is watching closely the progress of a proposed federal bill to create 70 "demonstration cities" which would be eligible to receive grants of up to 80 per cent of the cost of varied urban improvement projects.

City Manager Harding Hughes

said Tuesday that Durham would definitely study the possibilities of qualifying as one of the "demonstration cities," if the bill should pass.

Hughes termed the proposed program "the No. 1 piece" of new urban legislation being presented to Congress by the Presi-

dent this year.

The multi-billion-dollar program, as proposed, would provide funds both to supplement federally aided projects already in existence, and to be awarded as lump-sum grants to the "demonstration cities."

Spending of the lump-sum grants, he added, "would be to a considerable extent within the discretion of the cities" selected for the program.

"The over-all purpose of the program is the renewal of cities," Hughes said, "but it wouldn't be as geographically limited as urban renewal."

"The funds would not be spent through the Redevelopment Commission, but they might supplement the money available through the commission."

If Durham were a "demonstration city," he said in illustration, "there would be one agency set up presumably under the City Council, and funds could be obtained through that agency to supplement other federal programs, such as urban renewal."

A large amount of the funds dispensed through the program, he added, would simply raise the federal share in such programs as urban renewal (from two-thirds to four-fifths, open-space acquisition (from half to four-fifths) and beautification (half to four-fifths).

Hughes said it is not clear yet how specific the city would have to be in its proposal as to how it would spend funds received through the program, if it were approved as a "demonstration city."

The city manager also noted that "cities all over the country are keeping their eyes on this legislation" and apparently plan to compete for selection as "demonstration cities."

Mayor Wense Grabarek said he discussed the proposed legislation with Robert Weaver, U.S. secretary of housing and urban development, during his visit here last weekend. The mayor quoted Weaver as saying he "would like to see Durham on the list of 'demonstration

3 4/14/66

\$3.4 Million Funding Endorsed For Housing

The Atlanta regional office of the U.S. Public Housing Administration has recommended approval of a \$3.4 million allocation for construction of a 200-unit housing project in the Hayti section of Durham.

Carvie S. Oldham, executive secretary of the Durham Housing Authority, said Wednesday that the recommendation has been forwarded to Robert Weaver, secretary of the Department of Housing and Urban Development, and expressed optimism that final approval will be given by Monday.

Location of the project will

be a 19-acre tract bounded by Fayetteville, Grant and Unstead streets. The project was budgeted 16 months ago at \$2.9 million, thus causing a delay in approval of a federal allocation.

The recommended allocation falls below the \$3,495,109 in construction bids. The Durham Housing Authority agreed to cut costs after meeting with regional officials in Atlanta last week after being told that bids were too high.

The minimum wage rate set by the Department of Labor expired Wednesday night, and Oldham said if the rate is re-

vised, the authority "will probably have to negotiate with the low bidders to take such revisions into account in the contract prices."

He noted that low bidders "may be willing to accept the contract subject to the revised wage rate. It's a recognized fact that they are already paying above the rate, which is strictly a minimum."

Oldham said there appears to be no danger of having to rebid the contracts. "We have and probably will continue to negotiate about \$110,000 out of the contracts." All changes, he said, would be minor.

Wednesday, April 6, 1966

LEGAL NOTICE

CITY OF DURHAM, NORTH CAROLINA

Notice is hereby given that the Planning and Zoning Commission of the City of Durham will hold a special meeting on Wednesday, April 13, 1966, 10 a.m. in the City Council Committee Room, City Hall, to consider the adoption of a Resolution finding as a fact and determining that the following described area is a blighted area within the meaning of the definition of that term as appears in sub-paragraph 2 of section 160-456 of the General Statutes of North Carolina, and certifying to the Redevelopment Commission of the City of Durham that said area is a blighted area and a redevelopment area under the provisions of the Urban Redevelopment Law of the State of North Carolina:

Bounded on the north by the south boundary of the City of Durham Urban Redevelopment Project NC R-26 between Roxboro Road and Dillard Street and the center line of the North Carolina Railroad between Dillard Street and point of intersection with west boundary of City of Durham Urban Redevelopment Project NC R-17 west of Fayetteville Street, on the east by the said west boundary of the City of Durham Urban Redevelopment Project NC R-17, on the south by south right-of-way of Unstead Street, on the west by the east boundary of Urban Redevelopment Project NC R-16, which boundary is the east right-of-way of Roxboro Street and on the west by the west right-of-way of Roxboro Road extending for south boundary of said Urban Redevelopment Project NC R-16 southwardly to south right-of-way of Unstead Street.

Any person or organization desiring to be heard will be afforded an opportunity to be heard at such meeting.

This the 28th day of March 1966.

NOBLE L. CLAY, Chairman
Planning and Zoning Commission
The City of Durham
Sun: March 30 & April 6, 1966

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning and Zoning Commission of the City of Durham will hold a special meeting on Wednesday, April 13, 1966, at 10:00 A.M. in the City Council Committee Room, City Hall, to consider the adoption of a Resolution finding as a fact and determining that the following described area is a blighted area within the meaning of the definition of that term as appears in sub-paragraph 2 of section 160-456 of the General Statutes of North Carolina, and certifying to the Redevelopment Commission of the City of Durham that said area is a blighted area and a Redevelopment Area under the provisions of the Urban Redevelopment Law of the State of North Carolina:

Beginning at the southeast corner of the intersection formed by North Dillard Street and East Main Street in the City of Durham, North Carolina; running thence in a northeasterly direction along and with the southeastern margin of Dillard Street to the northeast corner of the intersection formed by Liberty Street and North Dillard Street; and running thence in generally an easterly direction along and with the northern margin of Liberty Street to the northeast corner of the intersection formed by said Liberty Street and the Norfolk and Western Railroad right-of-way; and running thence in a southerly to southwesterly direction along and with the eastern margin of said Norfolk and Western Railroad right-of-way to the southeast corner of the intersection formed by said Norfolk and Western Railroad right-of-way and said East Main Street; and running thence in a northwesterly direction along and with the southwestern margin of said East Main Street to the southeast corner of the intersection formed by said East Main Street and said North Dillard Street first above mentioned, and being the point and place of beginning, said area herein described also being known as the northern part of Project No. 6 of the Hayti-Elizabeth Street General Neighborhood Renewal Area.

Any person or organization desiring to be heard will be afforded an opportunity to be heard at such meeting.

This the 28th day of March, 1966.

NOBLE L. CLAY, Chairman
Planning and Zoning Commission
The City of Durham
Sun: March 30, and April 6, 1966.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning and Zoning Commission of the City of Durham will hold a special meeting on Wednesday, April 13, 1966, at 10 a.m. in the City Council Committee Room, City Hall, to consider the adoption of a Resolution finding as a fact and determining that the following described area is a blighted area within the meaning of the definition of that term as appears in sub-paragraph 2 of Section 160-456 of the General Statutes of North Carolina, and certifying to the Redevelopment Commission of the City of Durham that said area is a blighted area and a redevelopment area under the provisions of the Urban Redevelopment Law of the State of North Carolina:

BEGINNING at a point on the south-eastern side of South Roxboro Street approximately 169 feet northeast of the north side of Pickett Street; thence in a northeasterly direction along the south-eastern side of South Roxboro Street approximately 720 feet to a property line; thence in a southeasterly direction approximately 111 feet along a property line to a property corner; thence in a southeasterly direction approximately 180 feet along a property line to a point on the north side of Proctor Street; thence in a southeasterly direction along the north to the northeasterly side of Proctor Street approximately 290 feet to a property line; thence in a northeasterly direction approximately 66.75 feet along a property line to a property corner; thence in a southeasterly direction approximately 78.8 feet along a property line to a property corner; thence in a northeasterly direction along a property line approximately 75 feet to a property corner; thence in a southeasterly direction along a property line and property line, as extended, approximately 142 feet to a point on the southeast side of Ramsey Street; thence in a northeasterly direction along the southeastern side of Ramsey Street approximately 70 feet to a property corner; thence in a southeasterly direction along a property line approximately 117 feet to a property corner; thence in a northeasterly direction along a property line approximately 110 feet to a point on the southeast side of Branch Place; thence in a northeasterly direction along said side of Branch Place approximately 58 feet to a property corner; thence in a southeasterly direction along a property line approximately 110 feet to a property corner; thence in a northeasterly direction along a property line approximately 50.2 feet to a property corner; thence in a northwesterly direction along a property line approximately 40 feet to a property corner; thence in a northeasterly direction along a property line approximately 50 feet to a property corner; thence in a northwesterly direction along a property line approximately 89.2 feet to a point on the southeast side of Branch Place; thence in a northeasterly direction along the southeast side of Branch Place approximately 50 feet to a property corner; thence in a southeasterly direction along a property line approximately 100 feet to a point on the southwestern side of East Pettigrew Street; thence in a southeasterly direction along the southwestern side of East Pettigrew Street approximately 440 feet to the northwest corner of the intersection of East Pettigrew Street and Cozart Street; thence in a southwesterly direction along the northwestern side of Cozart Street approximately 345 feet to a point on a property line extended northwesterly across Cozart Street on the northwestern side of Cozart Street; thence in a southeasterly direction along said property line extended and property line approximately 95 feet to a property corner; thence in a westerly direction along a property line approximately 30 feet to a property corner; thence in a southerly direction along a property line approximately 30 feet to a property corner; thence in a westerly direction along a property line approximately 120 feet to a property corner; thence in a southerly direction along a property line approximately 40 feet to a point on the north side of Mobile Avenue; thence in a westerly direction along the north side of Mobile Avenue approximately 420 feet to a property corner; thence in a northerly direction along a property line approximately 144.8 feet to a property corner; thence in a westerly direction along a property line approximately 75 feet to a property corner; thence in a northeasterly direction along a property line approximately 130 feet to a property corner; thence in a northwesterly direction along a property line approximately 100 feet to a point on the southeastern side of Branch Place; thence in a southwesterly direction along the southeastern side of Branch Place approximately 52 feet to a point on a property line extended southeasterly across Branch Place on the southeastern side of Branch Place; thence in a northwesterly direction along said property line extended across Branch Place approximately 30 feet to a property corner on the northwestern side of Branch Place; thence in a southwesterly direction along the northwestern side of Branch Place approximately 50 feet to a property corner; thence in a northwesterly direction along a property line approximately 160 feet to a property corner; thence in a southwesterly direction along a property line approximately 35 feet to a property corner; thence in a northwesterly direction along a property line approximately 84 feet to a point on the southeastern side of Ramsey Street; thence in a southwesterly direction along the southeastern side of Ramsey Street approximately 50 feet to a point on a property line if extended southeasterly across Ramsey Street; thence in a northwesterly direction across Ramsey Street approximately 50 feet to a property corner on the northwestern side of Ramsey Street; thence in a southwesterly direction along the northwestern side of Ramsey Street approximately 50 feet to a property corner; thence in a northwesterly direction along a property line approximately 46.3 feet to a property corner; thence in a southwesterly direction along a property line approximately 50 feet to a property corner on the northeast side of an unnamed public right-of-way; thence in a north-

westerly direction along said unnamed public right-of-way and as extended approximately 85 feet to a point on the northeastern side of an alley; thence in a northwesterly direction along the northeastern side of said alley approximately 168 feet to a property corner; thence in a southwesterly direction along a property line approximately 18 feet to a southwestern side of an alley also being a property corner; thence in a southwesterly direction along a property line approximately 75 feet to a property corner; thence in a northwesterly direction along a property line approximately 90 feet to a point on the southeastern side of South Roxboro Street, the same being the point and place of BEGINNING.

Any person or organization desiring to be heard will be afforded an opportunity to be heard at such meeting.

This the 28th day of March, 1966,
NOBLE L. CLAY, Chairman
Planning and Zoning Commission
The City of Durham
SUN: March 30 & April 6, 1966.

4/13/06★

Following the hearing, the plans will be considered by the Planning and Zoning Commission and then by the City Council.

Durham Morning Herald

EDITORIALS

Renewal Feels Expected Ailment

Durham's urban renewal program is suffering from another attack of local impatience.

The ailment is to be expected. Erasing the results of decades of urban decay is a slow business. In one way or another, every level of government is involved. Plans must be made and often changed. Property values must be determined more than once. All the intricacies of property ownership must be unraveled. Land must be obtained and cleared.

Planning, land acquisition and intergovernmental coordination are not things that can be accomplished by pushing a button. At every level and at every turn, urban renewal involves human questions that

must be dealt with in their own time-consuming right.

Meanwhile, months and years pass. And the more one recognizes the value of the urban renewal, the more he wants its benefits available by noon tomorrow—if not by tonight.

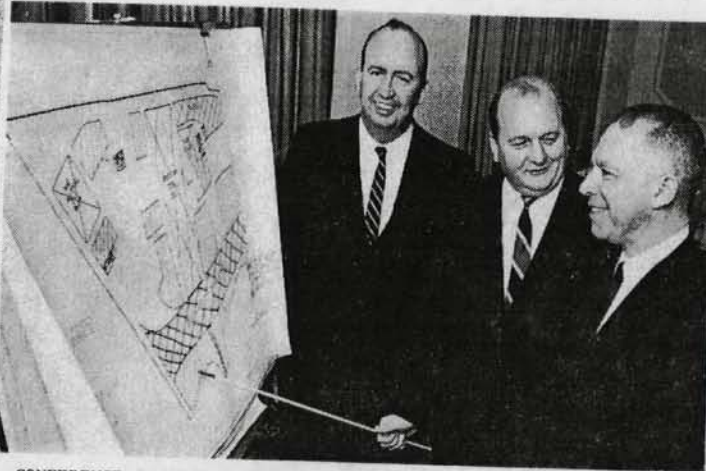
Such impatience is natural. It is a tribute to renewal's value. Within limits, it may have a useful effect on the city's Redevelopment Commission. But the limits are narrow. If critics get the notion they can rush the program through by shouting, "why don't you do something?" renewal can be in trouble—especially the kind of renewal in the works for downtown Durham.

This downtown program is a somewhat unique attempt to revise the entire downtown in one continuous operation. It won't benefit from a couple of quickie demonstration schemes just to shut up critics. On the contrary, if the Renewal Commission ever starts this kind of pandering to criticism, Durham could wind up with dubious patchwork improvements, rather than the total rehabilitation it needs.

There are going to be occasional developments in the renewal and rehabilitation areas in the months immediately ahead. But Durham is still a long way from the sweeping results we all want from renewal. We don't believe the Redevelopment Commission need apologize for this situation. We don't believe it can be hurried significantly by criticism from the sidelines.

This is not to say groups like the Chamber of Commerce's urban renewal committee can't help promote progress in renewal. They can. By lending their talents, their contacts and their pressure, they can help expedite solutions for those countless problems renewal hits at all levels and at all turns. Their help in the tedious day-to-day business of renewal may never seem spectacular. But it can hurry the program along to an extent that no amount of criticism can approach.

DURHAM, N. C., THURSDAY AFTERNOON, APRIL 14, 1966



CONFERENCE PRINCIPALS—Discussing urban renewal maps of the Downtown Conservation project at a meeting at the Jack Tar Hotel today are, left to right, Robinson O. Everett, chairman of the Durham Redevelopment Commission; Ben Perry, commission executive director; and Abe Greenberg, chairman of a Chamber of Commerce urban renewal study committee.

—Sun Staff Photo.

In Implementing Renewal Program On Faster Basis— City Said Biggest Obstacle

By DON WHITLEY

The City of Durham was labeled today as the major obstacle in faster implementation of urban renewal programs at a meeting of urban renewal officials and the Chamber of Com-

merce's urban renewal study committee.

Failure by the city to acquire Southern Railway station property at the foot of Church Street and certain areas on the route of the proposed East-West Ex-

pressway were cited as the biggest drawbacks in the forward movement of the redevelopment program.

Despite the holdup on certain phases of the program, Ben Perry, executive director of the Re-

development Commission, said that Durham currently is leading the Southeastern region in redevelopment programs.

The meeting was requested by the chamber committee to provide answers to questions con-

cerning "foot-dragging" in the urban renewal programs. Abe Greenberg is chairman of the chamber group.

It was noted at the outset of the meeting that for eight years See OBSTACLE, Page 5-A

OBSTACLE

Continued from Page 1-A
there have been reports on the urban renewal programs. The question was asked, "when will there be some dividends?"

Questions arose during the discussions regarding land in the project areas remaining "idle" and out of the tax base.

Referring to the tax structure, commission spokesmen called attention to two businesses which already have relocated and are now paying a combined total of \$1,438 per year more in taxes than they did in their former locations.

Perry stated that the North Carolina Mutual Life Insurance Co., which located its new building in an Urban Renewal Project area, pays more taxes per year than did owners of all the property which has been moved out of these areas.

Some of the specific answers sought dealt with the length of time involved in completion of the redevelopment projects.

Paul Wright Jr., in asking for a possible timetable on which to expect completion of some of the projects, stated that a written report on one program listed a date as December 1959, which was six and a half years ago. Wright asked for a commitment on a time schedule which the people interested in the programs could follow.

Robinson O. Everett, chairman of the Redevelopment Commission, stated that the commission has timetables in mind, but that things do not always fit into the schedules. He stated that the redevelopment organization does not want to "rush" into a project and take people's property unless it is convenient for them to sell and move at the time.

It was Everett who stated that the Southern Railway property is the current major obstacle in going ahead with the downtown rehabilitation project. He also noted that lack of acquisition on some area of the East-West Expressway is affecting all of the projects.

Everett singled out obstacles in parts of the programs which are yet to be completed. Among these is an offer to purchase the fire damaged property at Five Points in downtown Durham, which Everett said the owners rejected. Condemnation procedures already are under way on this, he said.

Everett stated that property owners in any of the project areas designated for acquisition can speed up the process if they approach the commission and express an urgent need to dispose of their property.

In answer to questions as to why local real estate businesses have not had a more active role in disposition of the property, Everett stated that any realtor who has an interested person

DURHAM, N. C., FRIDAY AFTERNOON, APRIL 15, 1966

Everett: 'We're Not Blaming Anyone'

Robinson O. Everett, chairman of the City Redevelopment Commission, today took exception to yesterday's news account in The Sun of a meeting of urban renewal officials and a Chamber of Commerce committee.

Everett said that "no one representing the Redevelopment

Commission was trying to point any finger of blame at the city or at the city administration, nor to pass the buck."

Everett said the Redevelopment Commission, at the request of the Chamber of Commerce, attempted at the meeting to discuss problems involved in implementing the renewal

program on a faster basis.

"As we pointed out, efforts to speed up have been hindered by delays in connection with the East-West Expressway, failure to acquire the Union Station, and failure to receive certain engineering data and certain other matters.

"We were not implying that

there was any immediate solution to these problems or that anyone was to blame for these problems—be it the city, the State Highway Commission, the Southern Railway, or any other railway involved with the Union Station, or anyone else.

"In response to a question pertaining to need for coordina-

tion with the city, we indicated we had no complaints on this score, although we made some suggestions for improving overall coordination and communication with the Chamber of Commerce, business groups and others interested in urban renewal—especially in the downtown area.

"Moreover, we specifically pointed out that insofar as obtaining engineering data from the city was concerned, their facilities had been stretched to capacity by the recent annexation and that we certainly were not finding fault with them in this regard," Everett said.

Expressway Progress Cited

Brame Says Plans Near Completion

Merchants Hear Report, Name New Director

In his review of highway projects in the Durham area, Brame stated that engineering plans for the East-West Expressway, including a "spur" linking Durham with the Research Triangle Park, are in the final stages.

He said that state forces already are awaiting approval by the U.S. Bureau of Public Roads of consulting engineering agreements on other phases of the program necessary in completing the plans.

Brame expressed hope that this approval will be forthcoming "any day" and that engineers can then expedite programs for construction.

Referring to the I-85 program, Brame said that providing the federal government does not withhold funds, work on completing the interstate highway appears "on schedule."

Extra crews are now working on final plans for the project and acquisition of property needed for the missing section should begin by the end of the year, Brame said.

He noted that actual construction on the remaining unimproved section will depend on how fast the acquisition of right-of-way goes.

Directors of the Durham Merchants Association were told today that State Highway Department forces are nearly finished with plans for Durham's East-West Expressway, and that acquisition of remaining rights-of-way for the "missing link" of the project is expected to begin by the end of the year.

J. B. Brame of Durham, Fifth Highway District Commissioner, cited progress on area highway programs at the monthly meeting of the Merchants Association board, at which James Farthing was named a director to serve the remainder of the year.

Farthing, of 806 Camden Ave., is vice president and treasurer of Johnson-Forrester, Inc., Cleaners and Launderers. He will complete the one-year term of J. B. Robbins, who resigned.

Renewal Agency 'Concerned Over Businesses'

Concern for businesses located in urban renewal project areas was expressed by businessmen last night as the City Redevelopment Commission approved plans for urban renewal projects 6A and 3A, and set the framework for moving ahead immediately on plans for the balance of Project 6.

The commission's action came after a public hearing at City Hall at which Marcus Carpen-

ter Jr., president of Carpenter's Chevrolet, reported that his business is under pressure by the Chevrolet Division of General Motors because of uncertainties in the urban renewal program.

An attorney representing Carpenter's expressed concern for the "future of all businesses" south of East Main Street in Project 6, particularly the part cut in the redefinition of Project 6A.

Project 6, as originally planned, includes the land between Dillard Street on the west and the Norfolk and Western Railway tracks on the east, and from Liberty Street on the north to the Southern Railway tracks along Pettigrew Street on the south. The redefinition of the area divides Project 6A at East Main Street, omitting the property south of there to the outlined boundaries.

Robinson O. Everett, redevelopment commission chairman, said the project was divided to expedite acquisition of property at the corner of Dillard and East Main streets which is proposed as the site for a new public housing development.

The attorney noted that Project 6A would provide the north-

ern part of the realigned Elizabeth-Fayetteville street expressway and that Project 2 would provide for its southern section, leaving a "missing link" between the railroad tracks and East Main Street.

He said Carpenter's has been under pressure from the Chevrolet Division because plans for Project 6A and the missing link were indefinite, and that the Chevrolet Division has suggested that Carpenter's be moved away from the center of town.

Carpenter, expressing concern for his own business, also stated that he had heard from "reliable" sources that officials of Sears Roebuck and Co. also have considered moving out of the same area because of traffic congestion problems.

He told the commission that provision of the missing-link would allow utilization of the sections of the boulevard already being included in the approved projects, said the new expressway would benefit residents of the Fayette area.

Everett assured Carpenter and

Bryant the commission plans to move ahead with renewal plans in that neighborhood in an effort to prevent the flight of "outstanding businesses" from the area.

Ben Perry, urban renewal director, said that it might be possible to use a "letter of consent" to expedite property acquisitions necessary to complete the missing link of the expressway, if this procedure appears feasible later.

The letter of consent provision will be employed to speed up acquisition of the expressway rights-of-way through Project 3A, the portion following the route of the expressway through the project area, which was approved by the commission last night.

Board OKs Two New Projects

Friday, April 15, 1966

Urban Renewal

'Missing Link' Plan Is Pushed

By JON PHELPS
Herald Staff Writer

The City Redevelopment Commission voted Thursday night to approve plans for Urban Renewal Projects 6A and 3A, and asked its director to move forward immediately on plans for the balance of Project 6.

Commissioners expressed concern for all of Project "6B", but particularly for that "missing link" section of the proposed Elizabeth-Fayetteville Street (realigned) running from Main Street to the Southern Railway tracks along Pettigrew Street.

The commission took its action at a brief meeting at City Hall following a public hearing on Projects 6A and 3A.

Only about 15 persons, including consultants to the commission, attended the hearing, and only three persons addressed questions to the commission concerning the proposed new projects.

Victor Bryant, attorney representing Carpenter Chevrolet Inc., raised the strongest concern at the hearing—the concern over the future of the balance of Project 6 (or that part cut out in the redefinition of Project 6A).

Project 6, as originally planned, includes the land between Dillard Street on the west and the Norfolk & Western Railway tracks on the east, and from Liberty Street on the north all the way south to the Southern Railway tracks along Pettigrew Street. The division cuts Project 6A at East Main Street, omitting the property south of there.

Carpenter Chevrolet is the major property owner in the area between Main Street and the Southern Railway tracks—that portion which was cut out in the division of Project 6A.

Commission Chairman Robinson Everett explained at the hearing that the project was divided in order to expedite acquisition of property at the corner of Dillard and East Main, proposed as the site of a new public housing development.

Bryant, however, complained that the division endangered the future of businesses south of East Main Street.

He pointed particularly to the fact that Project 6A would provide the northern part of the realigned Elizabeth-Fayetteville Street traffic artery, and that Project 2 would provide for its southern section, leaving a "missing link" between the railroad tracks and East Main Street.

The attorney said his client had long been under pressure from the Chevrolet Division of General Motors, suggesting that the Carpenter's agency be moved away from the center of town.

He said that unless the local agency could assure the Chevrolet Division that plans for Project 6A and for the "missing link" were definite and stable, the local agency "can't withstand the pressure a great deal longer."

Marcus Carpenter Jr., president of Carpenter's Chevrolet, told the commission that he had heard reliably that officials of the local Sears Roebuck & Co. store have also considered moving out of the same area because of traffic congestion problems.

Everett assured Carpenter and Bryant that the commission intends to move ahead with renewal plans in that neighborhood in an effort "to prevent the flight of our outlandish businesses from the area."

In an explanation of the two project which were subjects of the public hearing, a consultant to the commission pointed to plans for the development of the Fayetteville-Elizabeth Street artery.

Ray Green of the City Planning & Architectural Associates of Chapel Hill, said the new traffic artery would be a major north-south boulevard, 80 feet wide and providing four lanes of divided traffic.

Carpenter, "speaking for the residents of this area," told the commission that provision of the missing link would allow utilization of the approved projects. He noted particularly the benefits the new boulevard could provide for residents of the Hayti area.

UR Director Ben Ferry explained that it might be possible for the commission to use a "letter of consent" to expedite property acquisitions necessary to complete the "missing link" of the boulevard, if this procedure appeared feasible later on.

The "letter of consent" provision will be employed to expedite acquisition of the East-West Expressway right-of-way through Project 3, according to the commission's plans approved Thursday night.

That section of Project 3 (the portion following the route of the Expressway through the project area) has been numbered 3A. It is that section which the commission approved following the hearing.

There was no discussion from the audience concerning that project.

Explaining both projects, Green cited figures which have been estimated as gross and net project costs for the two portions.

Real estate acquisitions in Project 6A are expected to cost \$233,700, he reported, with additional costs running at \$903,115. This sets the gross project cost for Project 6A at about \$1.17 million.

With resale values put at \$215,000 (including \$94,473 for the public housing site), the net project cost would come to a little over \$1.5 million, Green said. The city's one-third share of this net cost would be about \$500,000.

With about \$413,000 already provided in credits for planned city projects (including the housing development), the city would be left with about \$96,000 to provide toward its share in either cash payment or surplus credits from other UR projects, Green said. Surplus credits are available to be applied toward the city's share.

On the second project, he explained that the city is undertaking the land acquisition without federal participation at first. This means that the City Redevelopment Commission will buy the property—at a cost of just over \$1 million—with local funds.

Both the project plans go now to the City Planning & Zoning Commission for its consideration. Final approval must be granted by the City Council before they are cleared locally.

Saturday, April 16, 1966

Condemnation Eyed For Piedmont Building

Proceedings Promised If Agreement Not Reached For Sale Of Fire-Gutted Structure

By DANNY KELLUM

Herald Staff Writer

The City Redevelopment Commission announced Friday it may instigate condemnation proceedings in the next 10 days against the fire-gutted Piedmont Building at Five Points.

Ben Perry, executive director of the commission, said he has been instructed to proceed with the condemnation if attorneys rep-

resenting both the commission and the Piedmont Building owners cannot agree on urban renewal's offer to purchase the building.

A commission offer for acquisition of the building is in the hands of attorneys representing both parties, Perry said.

But Robinson O. Everett, chairman of the Redevelopment Commission, has given instructions to enter condemnation of the building within the next 10 days if a solution cannot be reached.

The condemnation proceedings against the building would probably run about 40 days in court, according to Perry.

Perry noted, however, that the case could be tossed around in court for years but that under special legislation, the commission has the prerogative to take title of buildings in an urban renewal project.

The director did not set a date for demolition of the Piedmont Building but did say it ranked first on his lists of structures slated to come down.

The building was damaged by fire last year, and nearly all of the triangular structure's interior was burned out and a portion of the roof collapsed.

The Redevelopment Commission, which has been in the process of acquiring the building for some time, plans to clear the property and establish it as a beautification area.

Concern over the delay in tearing down the Piedmont Building has been expressed

by the Chamber of Commerce's Area Beautification Committee.

Committee Chairman R. W. Carr said Friday that members plan to set up a meeting with the Redevelopment Commission in an effort to help speed up demolition of the structure.

The chamber committee placed added emphasis on a city ordinance which prohibits vacant and dilapidated buildings to remain standing.

Carr called the building an "eyesore" and

a safety hazard.

Terming the structure a blight on the downtown business district, he predicted that allowing the building to stand would "devalue adjacent property."

It was reported as late as February of this year that officials representing the owner of the Piedmont Building were waiting for the commission to move forward to ward transfer of the property. The actual status of the building had been uncertain however.

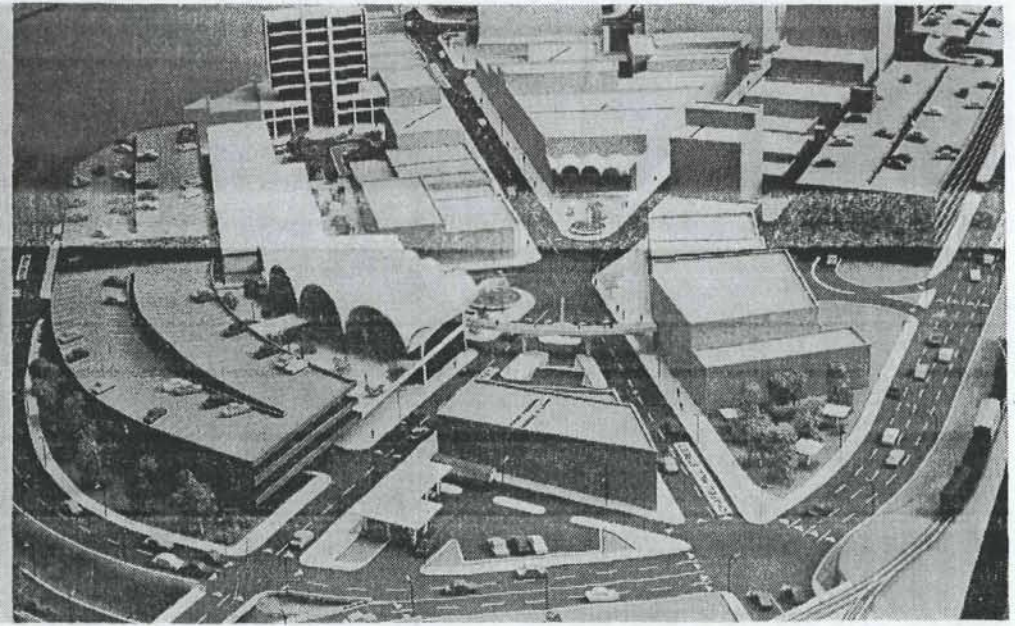
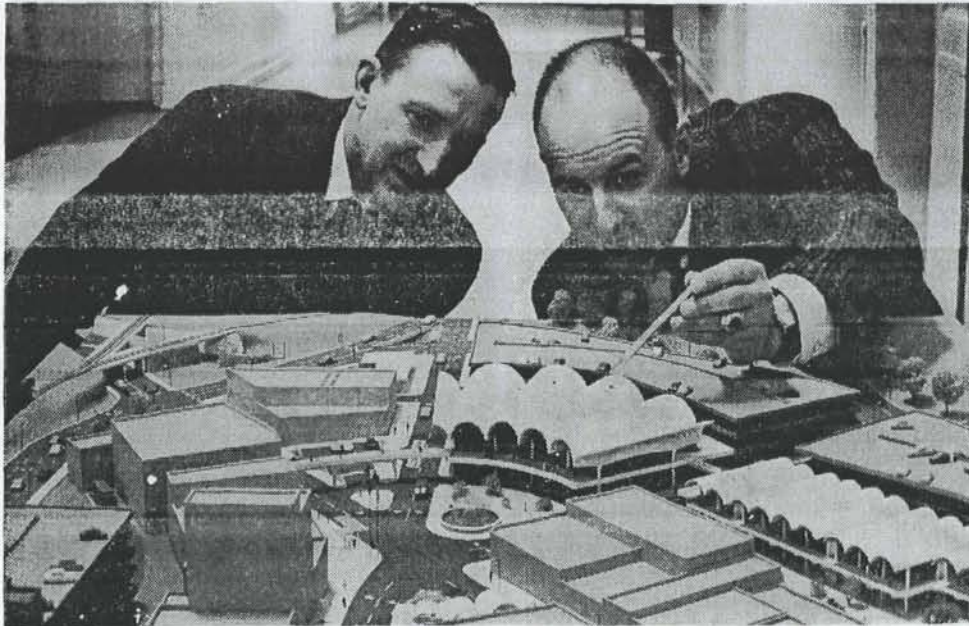
The News and Observer

SECTION III

Raleigh, N. C., Sunday Morning, April 17, 1966

Editorials and Features

Books, Amusements, Homes and Gardens



FIVE POINTS OF FUTURE—City Planner Paul Brooks, left, and Robert N. Anderson Jr. of City Planning and Architectural Associates which did Durham's land use design, look at a model of the Five Points intersection of the future. Anderson is pointing to a building with a fluted roof that will be the site of a transportation building. On the right is an idealized view of the central business district, from another angle. Chapel Hill Street begins at the underpass in the lower right hand corner.

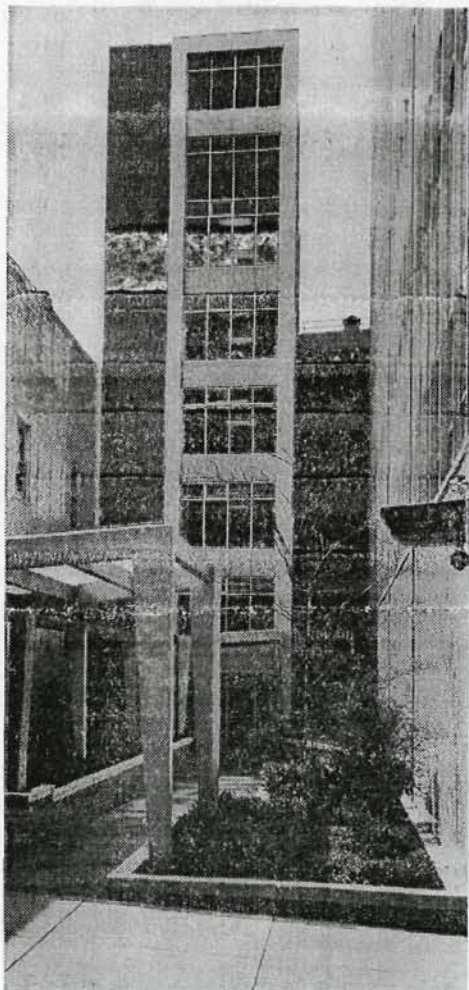
Urban Renewal Shaping a Modern Durham

By Jane Hall
Staff Writer

(First in a series of three articles; others to appear Monday and Tuesday)



"In the rehabilitation project just below N.C. College, Perry noticed that the city



FIRST MALL—Durham already has one mall on Main Street, which leads directly into the parking building built by the city. There will be a number of malls in the Durham of 1971.

Staff Photos ...

... by Ken Cooke



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(First in a series of three articles; others to appear Monday and Tuesday)

Durham is stepping out of the past. It's taking a giant stride deep into the 20th century.

Things are afoot in North Carolina's fifth largest city and the results will be visible and viable by 1971. By 1980, the municipality will be harvesting the full fruits of today's activities.

"Urban renewal" is the key phrase.

In Durham, urban renewal is being used imaginatively and energetically. Durham citizens are not dreamers, they're practical citizens. They've already begun to translate paper plans into actualities.

What is Durham doing?

City's Plans

The city is moving to change its entire central business district. It is the first city in the Southeast, the first in North Carolina and one of only 15 cities in the country engaged in total downtown renewal.

It is planning to create a loop road around the central business district — with parking decks and lots at intervals — that will feed and speed traffic into and out of the area.

Another plan calls for an east-west expressway straight through the city, within three blocks of the central business district. Radial streets will connect the expressway with the loop street around the district.

The proposed 16-mile expressway will begin at U. S. 70 and I.E. 85 on the west of town and will cut through the city, extending into the Research Triangle and U. S. 70 on the east.

This will, of course, speed traffic between Durham and the Triangle. For travelers from Raleigh to Greensboro who use it, the expressway

will cut 10 miles off the journey.

A slum east of the central business district is being cleared. Replacements will consist of modern commercial and industrial buildings; a park-like neighborhood shopping center; and attractive low-income housing.

A large section south of North Carolina College is being rehabilitated into a pleasant, useful residential area.

Fayetteville Street will be realigned, widened and extended into a major north-south thoroughfare. Other streets will be widened and extended to accommodate traffic flow.

New housing — for the elderly, for low-income families and for middle income groups — is underway.

And, of course, needed additional sewer and street improvements will be installed.

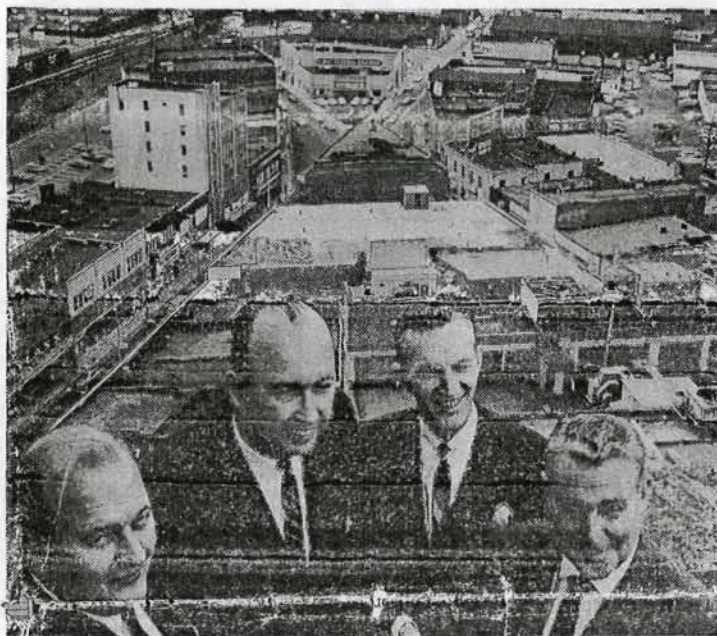
Ail told, Durham's urban renewal will cost \$30,000,000 and of this sum \$16,000,000 will be spent transforming the central business district. Urban renewal will finance two-thirds of the over-all cost and the City of Durham will bear one-third.

The result will be of incalculable value to Durham. Psychologically, the pleasure of living in a clean attractive city should mean a more productive citizenry. Practically, the advantages for shoppers and those engaged in transacting business is expected to enhance the Durham economy tremendously.

Moreover, a statistical study made prior to the physical start of the downtown program showed that, if something was done, Durham could easily double its 1962 total retail sales of \$29,400,000 to \$59,100,000 by 1980.

Key Word

If "urban renewal" is the key phrase, then "cooperation" is the key word in Durham.



TODAY'S DURHAM—Durham leaders are shown with the city's present Five Points intersection in the background. From left, they are Ben T. Perry III, director of Durham Redevelopment Commission; Robinson O. Everett Jr., commission chairman; Mayor R. W. Grabarek; and A. H. Galbraith, director of a three-man downtown renewal team.

leap the legal hurdle that land acquisition frequently poses, and time to relocate people and businesses.

Began in '59

Durham's urban renewal was initiated in December, 1959. It was not until 1963 that its first clearance began with a general neighborhood renewal program. Others followed and the whole program is now cracking along at a satisfactory rate.

That the Piedmont city is far ahead of any other in the State is underscored by the recent urban renewal workshop held in Durham attended by top representatives from 18 other North Carolina cities and towns.

In Durham, urban renewal is administered by the Redevelopment Commission of the City of Durham, headed by chairman Robinson O. Everett Jr. and executive director Ben T. Perry III. Mayor R. W. Grabarek, who is said to be "on top of everything going on in Durham," and the Durham City Council cooperate closely with the commission, as does the City Planning

ter. And Duke University is considering two urban renewal projects as part of its \$180,000,000 medical expansion program that will span the next seven years.

A cooperative citizenry, thus far, has voted all the bond issues needed for urban renewal.

An excellent renewal plan for each of the three major urban renewal areas has been prepared by City Planning and Architectural Associates of Chapel Hill in association with Carl Feiss of Washington.

Urban renewal design evolves from recommendations by planners, plus the reaction of private enterprise, and the final result is the joint effort of businessmen and government officials, according to Robert N. Anderson Jr. of the Chapel Hill firm.

Planning involves, among other things, ground rules for land use, such as heights of buildings, parking ratios, setbacks, signs and streets, Anderson said. "A lot of development will take place that can't be foreseen with exactness," he explained, "because

this kind of leadership in its mayor and city council, its redevelopment commission and among its business and social leaders. A principal figure, however, is redevelopment director Perry.

Perry is sharp as a tack, with a legally-trained mind that stands him and the redevelopment program in good stead when it comes to dealing with the sometimes complicated urban renewal formulas as they apply to various situations in the program.

Said one who knows him well: "We're lucky to have Perry. He worked in Washington for the HHFA before coming to Durham. While there he saw programs from all over the country. Equally as important, if not more so, is the fact that he learned the labyrinthine ways of Washington and who the key people were."

Perry's Value

Durham has to make its urban renewal applications to Atlanta. In practical terms, Perry's Washington background means that when things get hung up in Atlanta,

"In the rehabilitation project just below N.C. College, Perry noticed that the city has built two new schools, an elementary school and a junior high. He recalled that the federal law says an eligible project expenditure can be carried back three years and he checked and found the schools had been built within the time limit.

"Perry then persuaded the urban renewal people and as a result Durham has \$356,827 in surplus credits which it can apply elsewhere in its program."

Durham Merchants

Unlike businessmen in many other towns and cities, Durham merchants in the central business district approached the Redevelopment Commission and asked to be included in urban renewal.

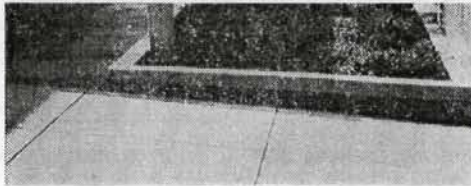
"The downtown area accounts for approximately 27 per cent of the total taxes paid in the community," Perry said, "and the commission felt strongly that something should be done. We investigated and found we could obtain a \$230,000 advance to plan it.

"Before the merchants came to us they had financed a study of the area in the hope they could do their own renewal. They found they couldn't do it. It was too expensive and besides they didn't have the power of eminent domain and urban renewal does. That was in 1962.

"It took us three years to complete plans for the district. Then, in 1965 the six-year transformation of the district began.

"It will cost \$16,000,000 and we already have an authorization that enables us to request any part of the total sum. In fact, we've already called in \$4,000,000 for land acquisition."

Merchants who are displaced by urban renewal are not just summarily kicked out, the director emphasized. "We pay moving expenses up to \$25,000 to merchants who are displaced," he explained, "or up to \$3,000 for a combination of moving and property losses. If the merchant makes less than \$10,000 a year, we pay him a \$2,500 displacement payment."



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COURTHOUSE SITE—Land has been cleared for the start of the new Durham County Courthouse on Main Street. The existing courthouse in the background will be renovated and also used for court purposes.

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Moreover, a statistical study made prior to the physical start of the downtown program showed that, if something was done, Durham could easily double its 1962 total retail sales of \$29,400,000 to \$59,100,000 by 1980.

Key Word

If "urban renewal" is the key phrase, then "cooperation" is the key word in Durham.

True, Durham citizens had their arguments. There were absentee owners who resented spending a single nickel on downtown property; local realtors who were against renewal; recalcitrant local landlords who opposed it; and those who were simply resistant to any change.

In reality, they had only one choice — either accept renewal and cooperate, or watch their city slowly die as they continued to ignore:

A central business district suffocating because of inertia and the insidious decay that inertia spawns; inadequate traffic arteries that were strangling the whole city.

A slum south of the business district that was the source of juvenile delinquency, disease, petty crime and some of the other unsavory aspects of urban life; a section south of N. C. College touched with blight and in imminent danger of a decay that could affect a much wider area.

They made their choice.

Urban renewal is, by its very nature, a slow process. It takes time to bring conflicting interests into agreement on a plan, time to acquire

relocate people and businesses.

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In Durham, urban renewal is administered by the Redevelopment Commission of the City of Durham, headed by chairman Robinson O. Everett Jr. and executive director Ben T. Perry III. Mayor R. W. Grabarek, who is said to be "on top of everything going on in Durham," and the Durham City Council cooperate closely with the commission, as does the City Planning Board, headed by Noble Clay, and city planner Paul Brooks.

In turn, the commission cooperates closely with other organizations in Durham which are concerned with better living in a better city and which have their own projects that round out Durham's current picture of revitalization.

For example, the housing projects for the elderly and low-income families belong to the Durham Housing Authority, whose executive director is Carvie Oldham. The middle-income housing project is the brainchild of a non-profit organization set up by the Lincoln Hospital Board of Trustees to provide needed housing. The new county courthouse is the project of the Durham County Commissioners.

Private enterprise already is preparing to build a \$16,000,000 complex on Chapel Hill Boulevard within the Durham city limits. The complex will be located on a 250-acre tract and will comprise a medical center, a 500-bed nursing home, apartments and a shopping center.

Other private enterprisers now have under construction Crossdale, an exclusive city within a city, complete with country club and shopping cen-

\$100,000,000 medical expansion program that will span the next seven years.

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Planning involves, among other things, ground rules for land use, such as heights of buildings, parking ratios, setbacks, signs and streets, Anderson said. "A lot of development will take place that can't be foreseen with exactness," he explained, "because the buildings will be constructed by private enterprise.

"The street pattern and the pattern of public areas and public buildings establishes the environmental frame work. But it's possible," he noted somewhat ruefully, "that with private buildings you can get a conglomeration of design. We're hoping the owners will recognize the fact that they ought to be good neighbors to the environmental framework."

As a consequence, Anderson said, his firm's model of how downtown Durham will look in 1971 is not an exact picture of the future but an approximate view of the beautiful modern city Durham will become.

Strong Leadership

Plans for new buildings, of course, have to meet various city codes and director Perry said they must be submitted to Redevelopment Commission and the commission's architects for review.

An urban renewal program may have the cooperation of all elements of the population and a fine plan but unless there's aggressive leadership very little, if anything, will happen.

Fortunately, Durham has

among its business and social leaders. A principal figure, however, is redevelopment director Perry.

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Perry's Value

Durham has to make its urban renewal applications to Atlanta. In practical terms, Perry's Washington background means that when things get hung up in Atlanta, he knows who to call in Washington in an effort to expedite matters.

Another said: "Perry will listen. He'll take good advice. He gets experts and when he gets them he'll listen and heed what they say. And he's alert, too. His alertness about types of credits caused Durham to get a whacking lot of surplus credits.

A study of the area in the hope they could do their own renewal. They found they couldn't do it. It was too expensive and besides they didn't have the power of eminent domain and urban renewal does. That was in 1962.

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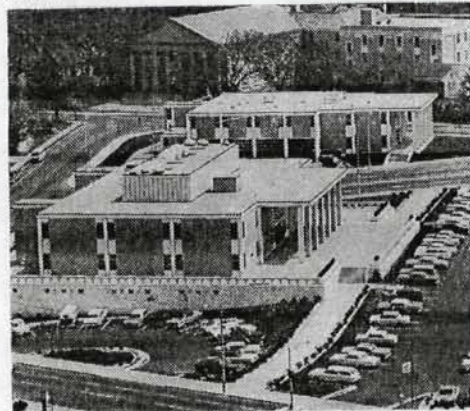
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"And if the merchant wants to build a new building in which to relocate, he is eligible for a disaster loan from the Small Business Administration at special low interest rates."

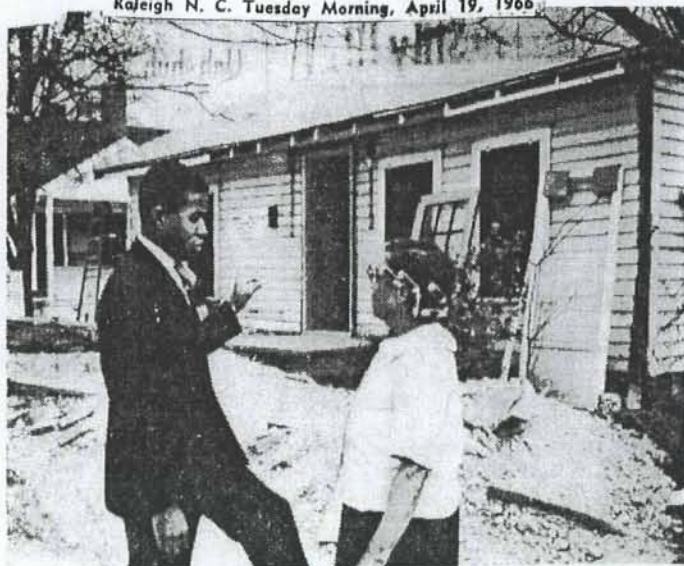
A principal element in the effectiveness of Durham's downtown renewal program

(Continued on Page Six)



NEW BUILDINGS—Seen here are Durham's new police building, foreground, and fire department building on Mangum Street. The parking lot in front of the police building is the site of the proposed City Hall.

Raleigh N. C. Tuesday Morning, April 19, 1966



(Staff Photo by Ken Cooke)

Mrs. Frances Massey talks to J. E. Kerr in front of her Durham home

Durham Turns to Rehabilitation

By JANE HALL

(Last in a three-part series)

DURHAM — Seventy-two year-old Mrs. Frances Massey of 306 Burlington St., Durham, is a happy woman.

Fearful lest urban renewal boss her out, her fears turned to joy when the Durham Redevelopment Commission, which administers urban renewal in the Piedmont city, helped her get a grant and loan that enabled her to rehabilitate her home to meet renewal standards.

Mrs. Massey's residence is in an area on the southern edge of Durham termed the North Carolina College Project because it abuts college property on the north.

"It is not a slum clearance project," Redevelopment Director Ben T. Perry III emphasized. "It is a 132-acre rehabilitation and conservation project."

Under the 1965 U. S. Housing Act, Director Perry explained, people with very limited incomes who own their homes and have no cash to

pay for rehabilitation, may be eligible for grants of \$1,500 and loans at three per cent.

"That's what happened to Mrs. Massey," Perry said. "She was living on \$98 Social Security (per month). She owned her home, appraised at \$4,500 but it needed \$3,100 work on it to bring it up to standard and she couldn't afford to fix it."

"She got a grant of \$1,500 plus a loan of \$1,600 at three per cent. Her payments work out at \$8 per month. This, too, is possible for others

under the 1965 Act. Even a landlord can borrow up to \$10,000 at three per cent if he meets eligibility requirements."

Over-all, the rehabilitation project had a lot of good houses in it, according to the director, but there were a number in varying stages of repair. The street pattern was haphazard and inadequate and blight had touched the whole section.

See DURHAM, Page Five

Continued from Page One

All told, there were 473 structures in the section. Of these, 190 were cleared, 133 rehabilitated and 148 required no treatment. Perry said 14 owners of blighted buildings tore them down themselves and either will build on the lots or sell for that purpose. About 65 will rehabilitate their own structures and rehabilitation is well under way throughout the area.

J. E. Kerr, rehabilitation supervisor, said residents in the area had been extremely slow to take advantage of the 1965 U. S. Housing Act, as Mrs. Massey did," he remarked. "They seem a little afraid of it, as if they didn't quite believe it."

Where houses are too close to the street, urban renewal will move them back in order to meet street setback requirements, provided the lot is deep enough. Already, the redevelopment commission has moved 18 good houses in the North Carolina College Project and expects to move about 40 in all. Some will be moved because a street is being widened, others because a new street is being cut and the right-of-way is needed.

As in other areas, the com-

mission will acquire and demolish substandard structures and then sell the land. Some land in the northern end of the tract will be sold to N. C. College which needs it for expansion.

Other land will be sold for the creation of a neighborhood community business center on Fayetteville Street to be created around two or three small businesses that already operate at that spot. This area will be landscaped.

Eventually, there will be three acres for sale to commercial interest, 20 acres for duplex apartment buildings and 135 single family and duplex lots for sale to the public.

Surplus Credits

Because two schools, an elementary and a junior high, were built in the area three years ago, the City of Durham acquired \$356,327 in surplus credits that will be applied to other urban renewal projects.

For those families displaced by land acquisition, the commission will find and offer "safe, decent and sanitary" housing within their means to pay. For those who qualify, the commission will pay up to \$200 in moving expenses and up to \$500 in readjustment payments, depending on income and number of rooms needed to house the family.

Cheerfulness is in the air in the North Carolina College project and there's a quickening sense of something nice happening. On almost every street, homes are being repaired and painted. The Durham Board of Education is building a new gym at the junior high school. Thoroughly blighted structures have either been removed or are in process of demolition.

"What we tried to do in our planning was to estab-

lish order and scale," said Robert N. Anderson Jr., of Chapel Hill, member of City planning and Architectural Associates which executed the land design for all of Durham's urban renewal. "This area really presented us an opportunity to create something of an ideal neighborhood."

Many of the people in the area, Anderson pointed out, either work at North Carolina College on the northern border of the project or are students there. To accommodate them, as well as the area's elementary and junior high students, a greenway will be created through the project so that an individual may walk north to the college and south to the elementary and junior high schools.

The firm's land design calls for the creation of a landscaped shopping center on Fayetteville Street. Anderson said pedestrian walkways will lead from the business area back into the residential area and will be separate from vehicular traffic.

Some streets have been connected, others straightened and still others closed in order to provide an adequate and efficient street pattern for the whole tract. A wooded area in the center of the project will become a park. "The blocks are long," Anderson commented, "and we have cut down on walking distances by cutting walkways through the blocks that we hope will be attractive, as well as useful."

"All streets will be rebuilt and new curbs and gutters will be installed. There will be at least one sidewalk on one side of each street."

"By creating a proper framework of streets, walkways and parks we hope we have made possible an environment that private enterprise will find desirable and economically feasible to develop."

-Durham Morning Herald, Thurs., March 3, 1966

Loans, Grants Slated In Renewal Program

A program to provide grants of up to \$1,500 and three per cent loans of up to \$10,000 for financing improvements to substandard homes in the North Carolina College urban renewal project has been inaugurated by the City Redevelopment Commission.

Officials said residents of the area included in the rehabilitation project may qualify for the loans by having sufficient income to handle repayment.

To qualify for the grants, it was explained, recipients must have a total income of less than \$3,000 annually. The grants are described as "gifts with no strings attached."

Ben Perry, executive director of the commission, said improvements to homes under the project must make the residences meet minimum federal urban renewal housing standards, which in some cases, are stiffer than city standards.

However, residents may borrow enough money to finance improvements which make their homes above the minimum standards, he observed.

"We actually encourage them to go beyond the minimum standards if they want to," Perry said, although he said at least 20 per cent of the total cost of improvements must be devoted to upgrading the homes to meet minimum standards.

Perry said the grants are to be distributed strictly on the basis of costs necessary to bring the homes to minimum standards.

All money to be distributed under the program will come directly from funds appropriated by Congress, Perry emphasized. No city funds will be involved.

General Telephone To Build 3-Story Addition Downtown; Cost Estimated At \$300,000

Structure To House Equipment

By JON PHELPS

Herald Staff Writer

General Telephone Co. of the Southeast will build a three-story addition to its Durham district office building at 104 Holway St., it was disclosed Tuesday night.

The addition, to the east of the existing downtown building, will house a large amount of equipment. Only a minor increase in employment — four persons — is anticipated.

Gilbert Klein, operating vice president of the company, said the addition will provide about 5,000 square feet of floor space on each of the three stories. With a partial basement, the addition will provide a total of about 19,000 square feet of floor space.

Early estimates of the cost of the addition have put it at about \$300,000, it was reported.

The Durham architectural firm of Hackney and Knott is drawing plans for the addition.

Klein said the three-story addition will be constructed with the capability of extending it to a six-story building. Such an extension would take place "probably within 10 years at the most," he added.

Equipment for the addition is expected to far exceed the cost of the actual construction.

General Telephone representatives will appear next week before the City Board of Adjustment to ask for relief from certain zoning requirements to permit construction of the new addition.

The firm needs relief of 13.5 feet from minimum front setback requirements, complete relief from off-street parking requirements, and complete relief from requirements of loading and unloading space.

Since the property for the expansion is located in a C-2 (commercial) zone, no zone change will be needed.

The City Redevelopment Commission has worked with the firm and its architects in preparing plans for the addition, it was reported.

A letter expressing the commission's approval of the plans, as they would relate to the Downtown Urban Renewal Project, was forwarded to the City Board of Adjustment with the General Telephone appeal.

The Adjustment Board is scheduled to meet next Tuesday morning to consider the appeal.

Also on its agenda is a request from L. R. Chambers for permission to convert a house on Queen Street to a duplex dwelling.

The house, 616 N. Queen, is located at the southeast corner of North Queen and Mallard streets.

Chambers will be represented by James Hawkins of Allenton Realty Co. in his appeal to the board.



(Staff Photo)

City, Fire Officials Inspect New Fire Engine

One of the two new city fire engines, purchased particularly to provide increased fire protection through the newly annexed areas, is inspected at Fire Station No. 1 by Peter Bine, left, administrative assistant to City Manager Harding Hughes; and C. H. Lawson, deputy

fire chief. The new engine, which cost \$20,500, replaces a 1932 truck and was put into use this week. It has a 1,000-gallons-per-minute pumper and a total of 2,600 feet of hose. A similar vehicle also was put into use this week at Fire Station No. 2.

Thursday, April 21, 1966

Chamber

To Probe Urban Renewal Delays

Authority Asks Low Bidders For Extension On Hayti Job

The Durham Housing Authority, on the eve of the expiration date for awarding contracts for construction of the Hayti housing project, Thursday sought 19-day extensions from the various contractors in hopes that by that time it will have received approval from Washington to build the high-cost development.

Authority members initiated this action Thursday.

The 30-day period following opening of bids on the project, during which contractors are bound to their bids, expires at midnight tonight.

Low bids for the 200-dwelling development, received March 29, totaled \$3,495,109, well above the \$2.9 million which had been projected in a local-federal agreement signed in January, 1965.

Durham housing officials gave their sanction, but had to spend three days in conference with Atlanta representatives of the Public Housing Administration before receiving that office's sanction.

About \$110,000 in downward cost adjustment had to be made to secure approval in Atlanta. The adjustment came from substitution of other materials.

Paper work on the project was sent to Washington for U.S. Public Housing Administration and Department of Housing and Urban Development action two weeks ago, with assurances of prompt action.

"We're going to be in a devil of a mess if something doesn't happen," commented Durham Housing Authority Chairman Carl R. Harris in Thursday's meeting.

Executive Secretary Carvie S. Oldham pointed out that federal officials have been acquainted with Durham's being a high-cost area.

Harris reported he had talked Thursday morning with an employee in the office of Robert C. Weaver, HUD secretary whose action on the matter is

said. "We haven't turned it down."

The Hayti project is proposed for a 19-acre tract bounded by Fayetteville, Grant and Unstead streets. The low bids offered were: M. B. Kahn Construction Co., Columbia, S.C., \$2,937,631 for the general contract; Dixie Plumbing Co. of Raleigh, \$176,953 for the plumbing contract; Bryant-Durham Electric Co., Inc., of Durham, \$334,300, electric; Aire-Flo Heating and Air Conditioning Co. of Greensboro, \$26,225.

Upon completion of the 200-dwelling project now being constructed on Cornwallis Road and the hoped-for building of the Hayti 200 units, Durham's public low-rent housing would be brought to 1,050 dwellings.

In other Authority business, a \$353 over-budget cost for a six-foot fence at the Day-Care Center in McDougald Terrace was approved.

It was also reported that the Authority has been unable to hire a licensed electrician on a full-time basis.

This extension would allow completion of the proposed loop road around the central business district part of the general downtown urban renewal plan.

The portion of the East-West Expressway in which there is a delay would run from Alston Avenue to Chapel Hill Street. There has been indecision about how wide the expressway should be to accommodate traffic.

All action taken Wednesday by the board stemmed from suggestions made last week by Redevelopment Commission Chairman Robinson O. Everett at a conference with the chamber's urban renewal committee.

Everett, when called on to offer ways the chamber could help speed up urban renewal projects, suggested the two proposals approved Wednesday.

Abe Greenberg, chairman of the chamber's urban renewal committee, pledged Wednesday to back the commission in eliminating "any roadblocks that may be standing in the way of smooth and steady progress."

"With all due respect to the State Highway Commission, the railroads and the city," Greenberg said, "Everett pointed out that a lack of definite information on the status of the two projects is definitely causing delays in the planning and execution of urban renewal."

Parties Involved Invited To Meet

By DANNY KELLUM

Herald Staff Writer

The Durham Chamber of Commerce took steps Wednesday to probe into City Redevelopment Commission claims that the "indefinite status" of Union Station property and the East-West Expressway has delayed urban renewal projects here.

The chamber board voted to call a meeting within a month of all officials connected with the urban renewal projects.

The roundtable discussion will include city, railroad, highway and redevelopment officials and representatives of the chamber and the Durham Merchants Association.

In a statement, the board noted that "Such a meeting would once and for all bring together the organizations and persons who are in a position to know the problems involved in the urban renewal projects."

In another move aimed at aiding the Redevelopment Commission, the board took action to re-establish a liaison committee to serve as a sounding board for all urban renewal plans.

Committee membership, as planned by the board, will include officials of the chamber, the Merchants Association and the Downtown Development Association.

The liaison committee, which has been inactive for nearly a year, was cited as an invaluable link between the commission and the city to inform citizens of urban renewal development.

For some time, the city has been negotiating for purchase of the Union Station property to allow the extension of Peabody Street from Roxboro Road to Great Jones Street.

"The aim of this chamber committee," Greenberg stressed in his report, "is to do everything possible to help expedite the urban renewal programs, to help remove any roadblocks, to applaud any achievements."

The chairman asserted, however, that "if there is foot dragging, we will want to uncover it; if there is undue red tape, we will want to help untangle it; and where there is significant progress, we will want to applaud it."

Also at the chamber board's monthly meeting, it was announced that a Congressional Candidates Luncheon Forum will be held May 17 at the Jack Tar Hotel.

Charles White, chairman of the national legislation committee, said all four Fifth Congressional District candidates have accepted invitations to attend the luncheon.

The candidates are Nick Gallanakis of Durham and Smith Bagley, Harold Thomerson and William Wood of Winston-Salem.

THE DURHAM SUN

THE PRIMARY CITY OF EDUCATION AND INDUSTRY

THURSDAY AFTERNOON, APRIL 21, 1966

Growing Is Slow, Needs To Continue

Growth continues to be costly and time-consuming as shown by plans of General Telephone Co. of the Southeast to build a \$300,000 addition to its downtown Durham office.

The expansion of the building would be made, if the city accepts plans, to house new equipment needed to improve the company's telephone service within Durham. Cost of the equipment, General says, will far exceed the expense of the structure.

There has been a continuous improvement in the quality of telephone service in Durham since General acquired the franchise here but still there is room for more upgrading.

But telephone systems are not rebuilt quickly; particularly where there also is an ever increasing demand for phone ser-

vice such as has been created by growth in the Research Triangle Park area.

It is encouraging to see that General is not satisfied with barely meeting Durham's telephone service needs but is planning to improve and expand its services.

Since General Telephone's home office is located on Roxboro Road, we may be assured the firm's top brass is familiar with Durham's phone system. With their attention to the situation, the rest of us may benefit from their desire to put the company's phone system in Durham on a par with the best of their competition.

But even with the desire to see that Durham does obtain the best telephone service available, General Telephone still will need time to increase its cable systems and replace or add equipment.

It's good to see that General is trying.

Legal Snags Must Be Overcome

4/30/66

Renewal Group Gets Agreement To Buy Piedmont Building

By DANNY KELLUM

Herald Staff Writer

The City Redevelopment Commission's offer to purchase the Piedmont Building at Five Points was accepted Friday but it was reported an unusual legal problem must be solved before the fire-gutted structure changes hands.

It will take court action to clear the title to the structure because of a provision that states the Piedmont Building can never be sold, according to Robinson O. Everett, chairman of the Redevelopment Commission.

Everett said action to clear the title would be filed in Durham early next week by Wachovia Bank and Trust Co. of Greenville, representative of the Piedmont Building heirs.

The chairman said he feels the court action will solve legal problems and allow the commission to avoid instigating condemnation procedures, which were considered recently.

The possibility of claiming the building through condemnation procedures has never been ruled out, however.

Ben Perry, executive director of the commission, said "If we can't get the building this way" the condemnation procedures will be filed.

Demolition of the building should begin within 40 days after the title has been cleared in court.

The unusual title to Piedmont Building for years states that the structure could never be sold or even renovated.

Perry offered praise Friday for the cooperation of Wachovia Bank and all four insurance companies connected with the Piedmont Building in bringing the Urban Renewal project closer to action.

He said it took a long time to get the insurance companies together. There was some talk among the companies of rebuilding the structure, Perry admitted.

Vetoes Hayti Public Housing

Federal Agency

Council Approves Expressway Funds

The City Council voted Monday night to make \$656,000 in bond funds available to the City Redevelopment Commission for "direct land acquisition costs" for right-of-way to the proposed East-West Expressway in Urban Renewal Area No. 3.

Heeding the advice of City Atty. Claude Jones, the council also appropriated \$10,000 in non-tax funds to be made available toward the cost of administrative expenses related to the rights-of-way purchases.

The \$656,000 will be drawn from bond funds authorized by city referendum in 1962 for the purpose of buying Expressway rights-of-way.

Jones advised the council, however, that such bond funds could not be advanced to the Redevelopment Commission for administrative expenses. So the \$10,000 allocation was made from non-tax funds.

A report from UR Director Ben Perry said that present plans called for the use of only \$559,000 of that \$656,000 to be used for land purchases. Other expenses will be involved, however, in title searching, relocation expenses and other costs incidental to acquiring the land,

he explained.

Some of these expenses would be repaid to the city when UR Project No. 3 is put into execution, if that plan is approved later by the council, Perry explained.

According to the original proposal for the Expressway, the city is responsible for the purchases of all rights-of-way. This was the purpose of a \$2.75 million bond issue approved in 1962. It is from that issue that the \$656,000 — whatever part of it is needed by the Redevelopment Commission for land purchases — will be drawn.

Perry said the commission probably will not need the funds until after the next 60-90 days, according to present plans. He said his staff will begin work immediately toward obtaining necessary options.

The low bids on the Hayti project, received on March 29, totaled \$3,493,109—well over the \$2.9 million which had been specified in an agreement signed in January 1965 between the local Authority and the U.S. Public Housing Administration.

The 30-day period following opening of the bids, when the low-bidding contractors were supposed to maintain their prices, expired at midnight Thursday. The 10-day extension requested by the Authority and granted by the contractors extended that deadline to May 2.

The extension at least will give officials of the local Authority grounds on which to appeal to the federal HUD department for reconsideration of its action on the Hayti project.

Oldham pointed out Friday night that HUD officials will be asked again to consider the rising costs in construction in the Durham area during the past year and longer.

He said the disapproval of the Hayti project raises some question about HUD consideration of any public housing developments planned in the Piedmont area of North Carolina.

"I'm wondering particularly what effect this might have on the East Main Street development," he added.

Oldham added that the HUD action would complicate not only the future of public housing here but the future of relocation in urban renewal executions. He declined, however, to attempt speculation as to exactly what consequences might be suffered.

High Project Cost Blamed For Decision

Local Authority To Hold Special Session Tuesday

By JON PHELPS
Herald Staff Writer

The U.S. Department of Housing and Urban Development has turned down Durham's proposed public housing development in the Hayti area, it was learned Friday.

Carvie S. Oldham, executive director of the Durham Housing Authority, confirmed Friday night that he had been notified — as yet unofficially — of the department's disapproval of the project.

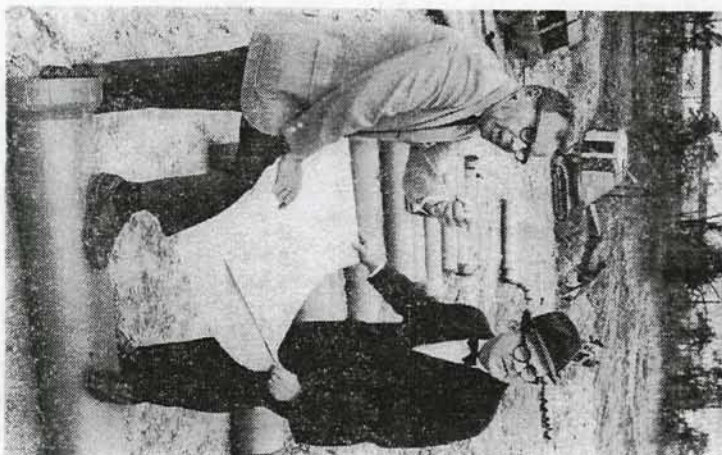
The department based its action on the high cost of the project as proposed. Due to lengthy planning costs and spiraling constructing costs, the price for the development had risen to nearly \$19,000 per unit.

The local Authority had expressed concern for some time over the possible disapproval of a project with so high a per-unit cost.

The 200-unit development was proposed to serve mainly as relocation housing for persons being displaced by urban renewal projects here. It was scheduled to be built in an area bounded by Umstead, Grant and the relocated Fayetteville streets.

Oldham also said Friday that the Authority had obtained the 10-day extension of low bids which it had sought Thursday from those contractors offering lowest bids on the project, "but I don't know now what effect that will have, if any."

The Authority has scheduled a special meeting at 3:30 p.m. Tuesday at Oldham's office to consider what, if any, action it



CARVIE OLDHAM, LEFT, AND JACK PRUDEN
... on site of the Grant Street housing project
(Staff Photo by Ken Cook)

Slums, Housing Durham Targets

By JANE HALL

DURHAM—The North Carolina City that has stopped taking about improving and begun doing something about it has made great progress on both slum clearance and the provision of adequate housing.

In housing, the Durham Housing Authority is preparing to provide for both the elderly and those displaced by slum clearance.

In each instance, urban renewal—administered by the Durham Redevelopment Commission — either found the land for or sold land to the authority for housing projects. A non-profit organization

already has under construction a housing project for the middle-income in south Durham and there's talk that private enterprise may construct another in the heart of town.

Carvie Oldham, executive director of the Durham Housing Authority, said a seven-story building containing 106 units for the elderly will be constructed.

The new units will be the second housing project for the elderly. A few years ago, 50 duplex apartments were built. Oldham said a group of town houses, containing 114 units, will also be constructed as soon as land is available.

See STUNTS, Page Three



Architect's rendering of Grant Street Public Housing Project

Slums, Housing Durham Targets

Continued from Page One

Underway at present, said Oldham, are projects containing 200 units in South Durham. A 210-unit project south of Main Street also is planned.

In addition to the 630 units either planned or under construction, said Oldham, an additional 630 units is still needed.

Slum Clearance

Before the project was begun, the whole area, except for a few structures, looked like a slum, smelled like a slum and was, in fact, a slum.

To get from Durham's Main Street to some of the most attractive parts of the city it was necessary to drive through a jumble of grimy houses, many falling down, and many streets that were merely paths. Within the area south of Main Street were 1,900 structures of all types. Of these 1,720 were blighted.

The area accounted for: 21 per cent of pedestrian traffic accidents; 15 per cent of the city's crime; 20 per cent of juvenile delinquency; 41 per cent of the venereal disease; and 20 per cent of the illegitimate births in Durham.

In the urban renewal project the tract was divided into five projects. Redevelopment Director Ben T. Perry III said approximately 90 per cent of the 225 acres in Projects One and Two have been cleared. Of this acreage, 21

acres has been sold to the Durham Public Housing Authority. Of the remainder 60 per cent is committed for sale to business and commercial interests.

Perry said planning for clearing Project Three, a 90-acre tract, is underway but that it will be about a year before the land sales begin. Projects Four and Five have been skipped for the time being, Perry said.

Clearance In Stages

Clearance is done in stages so that space and buildings, either residential or business, can be offered those displaced. For the 600 families displaced in Projects One and Two, space was found in existing and new housing. For those who qualify, the commission pays up to \$200 in moving expenses and up to \$500 in readjustment payments, depending on income and the number of rooms needed to house the family.

The public housing to be constructed in Project Two will be offered to 600 families displaced in Project Three.

As a rule, said Perry, only about 25 per cent of the families in an urban renewal area will accept public housing. Thus, "safe, sanitary and decent" housing for the displaced who refuse public housing must be found because federal law requires it.

In general, Project One, in the north, will be devoted to business and industrial enterprises. Project Two in the

South, will be largely residential.

Removal of much of the slum has revealed a rolling, surprisingly attractive terrain in Project two. Gone are the jumble of streets, City Planning and Architectural Associates of Chapel Hill has provided an attractive and efficient street plan that calls for extending and looping Merrick Street through the project and into Grant Street.

Fayetteville Street, a project boundary, will be realigned and extended across the city, becoming a major north-south thoroughfare.

Plans for project two provide space for a shopping center to be constructed on realigned Fayetteville Street.

Perry said a group of businessmen already had formed a corporation to buy the land and develop the shopping center which would serve the residential area in the project.

There are tall trees on part of project two and Architect Jack Pruden, who designed the 210-unit public housing complex for the area said as many trees as possible will be saved.

Contracts for the public housing structures will be let in the next few days and construction will begin immediately. The project will cost approximately \$3,000,000.

Some of the two-story units will be duplexes and others will be multi-units, Pruden said. They will contain from one to five bedrooms.

Units will be of masonry construction and will be arranged in courts.

Electric utilities will be provided via underground lines. Quarters for a project manager and a maintenance shop also are included.

A community center, with a wading pool and playground area is included for recreation.

Perry Expects Legal Problems To Be Solved

5/3/66

Sale Of Guttled Building Hinges On Court Action

Legal problems blocking the City Redevelopment Commission's purchase of the Piedmont Building at Five Points may be cleared up "within a week or 10 days," Ben Perry, the commission's executive director, said today.

Court action to clear the title to the burned-out structure is being initiated, and a ruling is expected in the case within the time period mentioned by Perry.

The title carries a provision which requires that the building not be sold or renovated while its owner or her heirs are living, according to Perry.

The heirs have accepted the commission's offer to purchase the building, but the sale ban must be cleared before the transaction is completed.

Wachovia Bank and Trust Co. of Greenville, representing the heirs, will seek a ruling in Superior Court that the sale ban is against the public interest.

efforts to clear the title fail, a condemnation action may be initiated to secure the property, according to Perry.

Demolition of the building should begin within 40 days after the title is cleared, he pointed out.

A Good Turn

5/12/66

The Chamber of Commerce has turned its criticisms of Durham's urban renewal program in a constructive direction.

We don't know how much speed can be generated by chamber-sponsored roundtable discussions among all parties involved in complicated projects like the acquisition of downtown railroad property or construction of the east-west expressway. But they are more promising than having Chamber members and Redevelopment Commission personnel issuing statements back and forth across the street.

Durham's Chamber is representative of both specialized business interests here and general public interests. By fostering discussions on how to remove snags in downtown development plans, it should thus help impress highway officials, railroad representatives and others with the genuine sense of urgency that Durham feels about renewal. Such pressure can't shorten the time needed to draw an expressway plan; it can't cut through the technicalities that must be worked out in transferring title to railroad rights-of-way.

But it can and we hope it will encourage everyone involved to give his share of the renewal plans the high priority attention they deserve.

Meeting May Help 'Clear The Air'

Since the proposed "belt" traffic loop around the heart of the downtown business district is a keystone project in the over-all downtown redevelopment program, and since the acquiring of the Union Station property holds the key to the "belt," next Wednesday's meeting of officials of civic groups, Urban Renewal and railroads may clear up some interesting questions.

At-the-top representatives of four railroads that are involved in the negotiations with the city for the acquiring of the Union Station property are scheduled to be present at the meeting Wednesday afternoon in the Chamber of Commerce offices.

These officials should be able to provide some up-to-date information on the negotiations, including more detailed data on specific problems that are holding up the Union Station property deal.

Out of this meeting may come some definite indication as to just how much long-

er the Union Station property matter may remain in limbo.

If the negotiations are to continue indefinitely, with only scant hope of a decision within the present decade, then a reassessment of the Downtown Redevelopment Project would seem to be in order, looking toward a possible alternate plan that would bypass the Union Station property altogether.

Admittedly, this would entail a major overhauling of plans for the southern segment of the loop or belt. Since this particular project seems to be holding up most of the other phases of the downtown development program, however, a more definite, if not quite as desirable, alternate plan for the southern section of the traffic loop may have its advantages.

At the rate things are going at the present time, we may have men on the moon before the Downtown Redevelopment Project even begins to take any sort of shape at all.

Urban Renewal Aid Sought For Hayti Housing Project

5/4/66

★ ★ ★

By U.S. Official

Housing Authority Is Lauded

WASHINGTON — The Durham Housing Authority was lauded Tuesday night by Mrs. Marie McGuire, U.S. commissioner of public housing, who said, "I feel certain Durham will solve its Hayti project problem and come up with a solution without wrecking the plan."

The U.S. Department of Housing and Urban Development last week turned down Durham's proposed plans for its public housing development in the Hayti area, intended to serve as urban renewal relocation housing.

"As difficult as it seems at the present time to surmount, the Durham Authority is very competent, and I am sure it will find a proper solution," Mrs. McGuire said.

Attending the Durham Chamber of Commerce reception Tuesday night at the Washington Hilton Hotel, Miss McGuire said turning down of the Hayti project by the secretary of housing and urban development "is purely a matter of money."

"We in Washington believe that public housing for low-income families can be provided at less cost and still provide an attractive and desirable function for the Durham community."

"It's a matter of reconsidering the design and seeing where enough can be designed out of the plans, or finding some other source for the difference in financing," she said.

She said the downtown development plan for Durham "compares with any downtown plan anywhere. It is interesting and I would say an inspired plan."

She complimented the Durham Housing Authority on "seeing social necessities but we simply don't have the money to pay for the particular plan."

"There is an elaborate community center — which is good; we need it — and large play areas and low-density. All of these are good, but the final question comes down to where we can shave some of these plus factors to come within the framework of the budget. I am confident the Durham group will come up with the answer," she asserted.



(Staff Photo by Gene Hurdle)

Chamber Host Chats With Durham Native

John H. Wheeler, right, a host at the Durham Chamber of Commerce in Washington Tuesday night, confers with George V. Allen, center, a native of Durham who is now

director of the Foreign Service Institute of the Department of State; and Rep. Basil L. Whitener of Gastonia. Sen. Sam Ervin is shown in background.

Discussion Scheduled In Atlanta

By FRED WARDLAW

Herald Staff Writer

The Durham Housing Authority moved Tuesday to get a \$200,000 allocation from the City Redevelopment Commission in an effort to salvage the 200-dwelling Hayti housing project which federal officials have rejected because of high costs.

Carvie S. Oldham and Ben T. Perry, executive heads of the Housing Authority and Redevelopment Commission, respectively, will be in Atlanta, Ga., today to discuss the proposal with regional urban renewal authorities.

The allocation would result in cutting the Public Housing Administration's expenditure for the proposed housing development.

"If we can get the \$200,000 I don't think there would be any question" of getting construction approval, Oldham told housing commissioners at a special meeting Tuesday.

The original low bids for construction totaled \$3,495,109, considerably above the \$2.9 million allocated in January 1965. Durham and Atlanta housing authorities whittled \$111,252 out of the contracts by substituting varied materials, Oldham stated.

The project would be located on a 19-acre site bounded by Grant, Fayetteville and Umstead streets.

Last Friday, Oldham was informed from Washington that U.S. Secretary Robert Weaver of the Department of Housing and Urban Development had turned down the proposed project because the cost per unit averaged some \$19,000.

Oldham said Tuesday that \$200,000 in Durham Redevelopment Commission "accrued credits" has been proposed to help pare costs and could be made available if regional urban renewal authorities agree. The "accrued credits" are the difference between certain budgeted monies for the purchase of land and the amount actually spent.

Oldham related that subtracting the \$200,000 from Public Housing Administration coffers would further reduce the per-dwelling cost to \$77 above the \$18,266 average unit cost on the 200-dwelling Cornwallis Road project which contractors began building this year.

The 30-day period following the taking of bids for the Hayti project elapsed April 29, but Durham Housing Authority was able to obtain extensions from the prime contractors. The new deadline is Monday at midnight.

Oldham and Perry plan to meet with Bruce Wedge, Atlanta regional director of urban renewal, seeking approval for the funds. Dan K. Edwards, attorney for both Durham organizations, will join Oldham and Perry at the meeting.

If favorable reception is given, the Durham men will go immediately to Washington to confer with authorities there.

Oldham pointed out at the meeting Tuesday that during the five years' preparatory work on the Hayti project, more than \$148,000 has had to be put into "overhead" expenses regarding it.

5/4/66

Word Anticipated Monday On Hayti

Durham's urban renewal and public housing administrators returned home from a four-day conference trip to Atlanta and Washington Friday expecting word Monday for the future of the high-cost, 200-unit housing development proposed for the Hayti section.

Carvie S. Oldham, executive director of the Durham Housing Authority, and Ben T. Perry, his counterpart in the City Redevelopment Commission, made the trip to appeal for release of \$200,000 in urban renewal funds, which, it is believed, would result in the go-ahead for the public housing project.

Durham housing officials were notified April 30 that Robert Weaver, secretary of the U.S. Department of Housing and Urban Development (HUD), had turned down the project after the total low bid had been reduced \$111,252 from the original bid of \$3,495,109.

At the \$3.49 million price, the per-unit average is around \$19,000. Additional urban renewal funds, if approved for transfer

to the Hayti project, could bring the per-unit figure to within \$77 of the \$18,266 average of the Cornwallis Road project now under construction.

Oldham said Friday night he would "reserve any statement until I receive formal notification from Mrs. (Marie) McGuire," commissioner of the U.S. Public Housing Administration.

Perry indicated they had hoped for definite word by Friday night, but that it had not been forthcoming.

Oldham expects word Monday. Prime contractors for the project granted the Durham Housing Authority a 10-day extension to abide by their bids, after the first 30-day contract-execution period expired. However, the extension runs out Monday night.

They left Tuesday evening and spent Wednesday in Atlanta, conferring with Bruce Wedge, Atlanta regional director of urban renewal; E. R. Williams, assistant director for development, Public Housing Administration; and Ray Hanson, regional PHA director.

Perry and Oldham spent Thursday and most of Friday in Washington. There, they met with Howard Whorton, acting UR commissioners, Mrs. McGuire, and Charles Altman, Williams' Washington counterpart.

Oldham said, "A terrific amount of work has been done by Atlanta regional officials and federal officials in Washington. Everyone was most cooperative and sympathetic." He added that "any number of technical staff" workers were called in both at Atlanta and Washington.

Perry said they contacted Weaver's office, but did not speak with him directly. He said that a "further trimming" of the building specifications for the Hayti project "were explored."

The development has been planned during the past five years to cover a 19-acre tract bounded by Grant, Fayetteville and Umstead streets.

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Meet Word Still Await Hayti

On Shift Of Funds By Agency

Approval Needed
To Clear Way
For Housing Unit

Officials of the Durham Housing Authority and the Durham Redevelopment Commission had received no word early this afternoon on attempts by federal authorities to complete a fund-shifting move which could clear the way for construction of the proposed 200-unit Hayti public housing project.

Carvie Oldham, DHA executive director, and Ben Perry, commission executive director, expected notification on the matter sometime this afternoon.

The move under consideration by regional officials of the U.S. Department of Housing and Urban Development (HUD) in Atlanta is essentially shifting federal funds from Durham urban renewal accounts to Durham public housing accounts.

It would be aimed at reducing the per unit costs of the proposed development by earmarking urban renewal funds to finance site clearance work for the housing project, according to Perry.

Reduction of the project's per unit costs is necessary if the development is to be built as it is now planned. Robert Weaver, HUD secretary, turned down the project last month because the per unit costs were too high.

Up to \$200,000 in surplus urban renewal funds are available for transfer, Perry said, but \$50,000 of these funds have already been shifted. The total amount finally transferred will not exceed the estimated cost of site clearance, in the neighborhood of \$170,000.

The cost of site clearance can be covered by urban renewal funds, housing officials reason, because the site was purchased from the Redevelopment Commission and the rough condition of its terrain at the time of purchase boosted site clearance costs and made the total costs too high.

Weaver's rejection of the project came after Durham and Atlanta housing officials had already reduced the \$3.49 original low bid on the project by \$111,232 by substituting alternate materials. Some \$2.9 million was allocated for the project last January.

Per unit costs would average about \$19,000.

If the fund-shifting arrangement fails to reduce costs enough to satisfy HUD officials, the project will have to be redesigned with lower per unit costs.

The proposed development has been planned for five years to cover a 19-acre tract bounded by Grant, Fayetteville and Umstead streets.

Oldham and Perry returned from a four-day conference trip to Atlanta and Washington Friday after appealing to federal officials for the shift of funds.

The federal authorities taking part in the conferences put forth a great deal of effort in seeking to arrange the shift and were most cooperative, Oldham reported.

Prime contractors for the housing project granted the DHA a 10-day extension to abide by their bids, after the first 30-day contract - execution period expired, but this extension expires tonight.

Hayti Housing Approved

Authority To Confer On Project

By FRED WARDLAW
Herald Staff Writer

The Durham Housing Authority received approval from Washington Monday to build its 200-dwelling housing development on a 19-acre tract in the Hayti section, but the exact cost of the project has not been disclosed.

Carvie S. Oldham, executive director of the authority, said Monday night that the prime contractors have signed contracts to build the project.

However, he said the authority has not approved certain factors in the "budget" which lowered the over-all cost to within the range of federal approval.

A special meeting of the authority is to be held immediately, Oldham said, and the specifics will be given for action. Members will have to approve the changes in order to build the development under the present architectural design, and Oldham said he will recommend the approval.

Oldham stated the total per-unit cost, as approved Monday by Mrs. Marie McGuire, commissioner of the U.S. Public Housing Administration, is \$18,616. He said total project cost includes areas such as architect costs, site work, interest on loans, kitchen equipment, attorney fees and a number of others.

By comparison, Oldham said the recently let-to-contract Cornwallis Road project averaged \$18,266 per unit. Its total low-bid contract cost was established Feb. 9 at \$2,940,465.

Both projects were 7 to 9 per cent above expected costs, established in January 1965.

The original Hayti low bids totaling \$3.49 million were rejected and a negotiated total of approximately \$3.33 million was also disapproved by federal housing officials.

The project is proposed for land bounded by Fayetteville, Grant and Umstead streets.

Oldham said there is indication there will be some financial assistance from the Urban Renewal Administration for site improvement, but said he did not have the exact figure.

Oldham and Ben T. Perry, City Redevelopment Commission executive director, conferred four days last week with Atlanta and Washington officials of urban renewal regarding a transfer of up to \$200,000 from the Redevelopment Commission for site improvement and allied work. The money would come from "accrued credits" compiled by the commission.

Oldham said Washington officials accepted "proposals" made during last week's trip. It is anticipated that the funds will not cover the total cost-cut, but that some deletion of construction might be necessary.

However, Oldham said 200 dwelling units are still to be erected. That might leave proposed community or maintenance buildings to be partially deleted.

By Federal Agency

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Design OK Seen For Expressway

Federal approval is expected within a week of a proposed contract design which will connect the center section of Durham's East-West Expressway with Interstate 85 and U.S. 70.

Fifth Division Highway Commissioner J. B. Brame announced this and other road improvements for the Durham area Tuesday at a meeting of a highway liaison committee from the Chamber of Commerce and Merchants Association.

Brame indicated these improvements would include resurfacing and widening the east-bound lane of U.S. 70 from Bethesda to Raleigh. He anticipates work beginning on this project by next spring.

Brame said the proposed design contract between the commission and Harland Bartholomew and Associates, Memphis, Tenn., to route the expressway ends is now awaiting the approval of the Regional Bureau of Public Roads in Atlanta.

The commissioner said the proposed contract has "apparently" been approved by the State Bureau of Public Roads in Raleigh and final approval in Atlanta is expected within a week.

Federal approval is required of any design contract for a road to be financed with the aid of federal allocations, Brame said. He noted that the links from the center section to I-85 and U.S. 70 had never been designed in detail.

The design contract would allow the private firm to map out routes of the center section at both the east and west ends. On the west, the consulting engineers would be faced with routing the expressway end at Chapel Hill Road on to I-85.

And on the east, the expressway end at Alston Avenue must be tied into U.S. 70 and also branch off to connect with the Research Triangle Park.

Brame noted that even if the design contract is approved, it would just be an initial step leading to actual construction of the expressway links. He said future steps would include public hearings, acquisition of right-of-ways and the letting of contracts.

Right-of-way acquisition is continuing for the center section, but no exact date has been set for launching construction.

In regard to the improvements to U.S. 70, Brame said engineers are studying the roadway from Bethesda to the Raleigh city limits, and "we hope to get the project going before next spring."

Approval of a \$30,000 study of improvements to the east-bound lane was given April 29 at a meeting of the State Highway Commission.

Brame said the study likely will lead to plans for resurfacing and widening. Standards of the eastbound lane have been under criticism for several years.

On 200-Unit Housing Project For Hayti- Fast Start Scheduled

By OWEN BISHOP

Contracts for construction of the much-delayed 200-unit Hayti public housing project were accepted today by the Durham Housing Authority.

Construction of the development on a 19-acre tract bounded by Fayetteville, Grant and Umstead streets was scheduled to begin Monday, DHA officials reported.

Carvie Oldham, DHA executive director, said the project will cost \$3,763,172 for "total development," including the cost of construction, architects fees, legal fees, equipment, surveys, and site clearance.

This figure, which sets the units' average cost at \$18,816, was accepted by federal officials yesterday after they had turned down the project because unit costs were too high.

DHA officials arrived at the figure after making a number of substitutions in materials and

after deleting plans for a combination community center-maintenance building as part of the project.

Also contributing to the reduction in unit costs was a shift of federal funds allocated for Durham urban renewal to apply toward Durham public housing. Some \$30,000 in urban renewal funds will be devoted to financing improvements to the site for the housing project.

Use of such funds for site improvements was justified by the fact that the site was purchased from the City Redevelopment Commission and the rough condition of its terrain had boosted the cost of improvement and helped make the total costs too high.

Oldham explained that actual construction of the project will cost \$3,293,857, for a unit average of \$16,469. The unit cost figure includes all dwelling units in the project, ranging from one

bedroom to five bedroom facilities.

The over-all project will contain 16 one-bedroom units, 64 two-bedroom units, 84 three-bedroom units, 32 four-bedroom units, and 4 five-bedroom units, he said. It will contain 1,044 rooms, which gives the development a per room cost of \$2,540.

Execution of the contracts climaxed more than five years of work by the DHA on the project. The contracts were: general, M. B. Kahn Construction Co., Columbia, S.C., \$2,822,631; plumbing, Dixie Plumbing Co., Raleigh, \$159,741; electrical, Bryant Durham Electric Co., Inc., Durham, \$311,485.

Timetable for completion of the units is 80 units within 300 days, 120 within 360 days, 160 within 460 days and all within 540 days, according to Oldham.

The executive director pointed out that deletion of the community center - maintenance -

management building may not eliminate these facilities from the project area entirely.

He said plans call for the development Commission, with community participation, to endeavor to build a larger community center near the project which would serve the project residents as well as residents of the whole area.

He said he also hoped that a utilities contract can be negotiated to include a smaller management - maintenance building as part of the project.

Carl R. Harris, DHA commission chairman, said, "We are certainly happy that this project could be cleared for construction so we can finally get this public housing built. It is badly needed in Durham."

The project is designed primarily to serve as relocation housing for families who are uprooted by urban renewal projects.

Start Set Monday For Hayti Housing

Construction will be launched Monday on the long-delayed 200-unit public housing project for the Hayti area.

The Durham Housing Authority Tuesday accepted contracts for the project, setting a timetable for completion of 80 units within 300 days, 120 within 360 days, 160 within 460 days and all within 540 days.

Carvie Oldham, DHA executive secretary, said the total project will cost \$3,763,172, including construction, architects fees, legal fees, equipment, surveys and site clearance.

The cost, averaging \$18,816 per unit, was accepted by Washington officials Monday after they had originally turned down the project because unit costs were too high.

Oldham said actual construction

will amount to \$3,293,857, or \$16,469 per unit. M. B. Kahn Construction Co. of Columbia, S.C., was awarded a \$2,822,631 general contract.

The authority arrived at a reduced total cost after making several substitutions in materials and cutting out plans for a combination community center-maintenance building.

The reduction also was brought about by a shift of federal funds allocated for Durham urban renewal to apply toward public housing here. Around \$30,000 in urban renewal funds will finance improvements at the site of the project, some 19 acres bounded by Fayetteville, Grant and Umstead streets.

Thursday, May 12, 1966

Urban Renewal Asked To Provide Hayti Community Center

By JON PHELPS
Herald Staff Writer

Authority Submits Proposal For Taking Over Project Deleted From Public Housing

The City Redevelopment Commission will be asked today to consider plans for a multi-service community center to be built on a three-acre tract across the proposed East-West Expressway from the Hayti public housing development.

According to the plans, the center would contain about 20,000 square feet of floor space. Its cost has not yet been estimated.

The center could serve the

same purposes — and more — intended for the housing development's own community center, which was deleted from the plans because of the development's excessive costs.

At a special meeting Tuesday morning, the Durham Housing Authority voted to ask the Redevelopment Commission to consider locating such a center on the tract opposite the housing development.

Urban Renewal Director Ben Perry pointed out Wednesday that the large proposed center could serve not only the Hayti development, but the Edgemont community directly northeast of the site. The facility, with all its grounds for outdoor activity, would be the property of the city.

Perry said Operation Breakthrough director Robert Foust has also been working with the

commission on plans for the center.

If the Redevelopment Commission approves the idea of building the center on the site, Perry said, the proposal will then go to the City Council for final action.

A preliminary sketch for the center has been drafted by City Planning and Architectural Associates of Chapel Hill, special consultants to the Redevelopment

Commission.

The sketch shows a multi-octagon complex, with five main sections.

Facilities included in the center, according to the preliminary idea, would be:

—One section with a general lounge and library, into which the main entrance would lead, surrounded by two offices, two conference rooms, a secretary's office and a crafts room.

—A section north of that which would include a circle of six conference rooms, a storage room and toilets.

—A section south of the lounge-library section which would contain a health clinic, with examination room, waiting room, offices and lavatories, plus a large classroom.

—Another section southwest of that one, containing a day care unit, two large classrooms, an

office, toilets and another entrance-exit.

—Connected by hallways to the day-care section and the lounge-library section, situated immediately west of the main entrance section, a large auditorium and meeting hall, with an adjoining kitchen, adult classrooms and crafts rooms, and another entrance-exit.

Two crafts rooms would line the hallway from the library-

lounge section to the "multi-purpose" section (auditorium and meeting hall).

Outside would be large parking areas and play areas, including provisions for baseball, tennis and other sports.

The multi-purpose auditorium would accommodate 100-150 persons. The day-care unit would have three areas accommodating about 15 children.

Adult classrooms would be available for tutoring as well as for organized large classes. Two small rooms would be used for consultation with problem children, "perhaps two or three in close contact."

Carrie S. Oldham, executive director of the Housing Authority, said the Redevelopment Commission's plans would provide a "much larger" community center than the one cut out from the Hayti housing development plans, and that it would serve "a much wider area of the community."

The original center would have contained about 5,000 square feet of floor space, and would have cost about \$100,000.

That center would have included, in addition to the community facilities, administrative offices for maintenance and management of the housing development. Oldham said his office is still negotiating to try to arrange for inclusion of the offices in the development.

"If we can cut down the cost of any phase" of the development, he explained, the housing board is authorized to add into the plans a building for the needed offices.

Oldham also disclosed Wednesday that the authority anticipates "being ready to begin construction as soon as land is available" for the high-rise public housing for the elderly on East Main Street.

He said the request for the building is expected to complete final working plans and specifications for the project within three months. Allowing 30 days after that for review, Oldham said he felt the authority would be able to move into execution as soon as the land is available.

Renewal Project 6A Going Before Commission Tuesday

The City Redevelopment Commission will submit plans for Urban Renewal Project 6A to the City Planning and Zoning Commission next Tuesday morning.

Plans for the project — separated from the original Project 6 in order to expedite connection of realigned Fayetteville Street with Elizabeth Street — were approved last month by the Redevelopment Commission after a public hearing.

The realigned Fayetteville Street will be joined with improved and widened Elizabeth Street to create a major north-south traffic artery through the eastern edge of the downtown area.

That boulevard will intersect with the proposed East-West Expressway south of Pettigrew Street.

No objection to the hurry-up plans for the project was ex-

pressed at the Redevelopment Commission hearing, and none is expected to be heard in the Planning and Zoning Commission's consideration of the matter.

In other matters on the zoning board's agenda, the College Plaza Shopping Center will be given a public hearing on its request for rezoning its site from C-1A (shopping center commercial) to C-1 (commercial), to allow construction of a service station there.

When Hillside Realty Co., owners of the shopping center, first asked the commission for permission to include a service station on its site, the commission declined the request.

Its alternative was to propose rezoning the site, rather than to make an exception to the C-1A ordinance or to amend it.

That recommendation was vetoed by the City Council.

College Plaza itself has now submitted the second request, which received the commission's favor of a public hearing.

That hearing will concern all the property on both sides of South Fayetteville Street now zoned C-1A, between Norfolk & Southern Railroad and Homeland Avenue.

The final case on the commission's agenda will be a public hearing on a request from the Redevelopment Commission to rezone property bounded by Pettigrew, Chapel Hill, Jackson, and Willard streets and Ashton Place, from RA 7-16 (apartment residential) to C-2 (general commercial).

The site has been mentioned as a likely location for a large motel.

5/17/66
**Council Asks
 Clarification
 For Centers**

The Durham City Council moved Monday night to obtain a more clear picture of "community centers," with particular interest centered around a facility which has been canceled out of construction contracts for the public housing development in the Hayti section.

City Manager I. Harding Hughes was directed to meet with Carvie S. Oldman and Ben T. Perry, executive directors of the Durham Housing Authority and City Redevelopment Commission, respectively, and representatives of Operation Breakthrough.

They are to study the various aspects of community centers, both singularly and on a city-wide basis.

Community center, as far as federal housing is concerned, refers to a facility where neighborhood persons can go for not only recreation, but also for services of health and welfare department extension "branches."

The possibilities of the financial backing for new centers are also to be clarified.

There had been initial hope that the City Redevelopment Commission could finance a center for the 200-dwelling Hayti project.

But Perry said Monday night, "We have some ideas, but this looks like it will really take some time. We can't do what I was thinking about."

The study of the picture was produced by Councilman John S. Stewarts, who last Thursday had requested some initiative be taken toward building the Hayti center.

Monday night he commented, "If we do not shape up some plans, then nothing will be done. My concern (last week) was for setting up some mechanics (toward seeking a federal financing arrangement)."

"I don't say delay the request," answered Perry, but "it's an administration problem; we're doing the best we can."

5/17/66
**Renewal Project Gets
 Conditional Approval**

**If Poor Whites Excluded,
 Head Start Can Be Denied**

WASHINGTON (AP)—The Office of Economic Opportunity reports some Head Start projects may be denied federal funds because "they apparently have been designed to exclude poor white children."

The OEO is responsible for approving federal grants for the summer programs to train preschool children.

In a statement on behalf of the three OEO regional directors for Southern states, the agency said it is concerned about "segregated summer Head Start programs designed by local communities."

They said three methods are being used to circumvent the intention of the Civil Rights Act.

1. The refusal to use any white schools, even when they are just as available at negro schools, in areas which have substantial numbers of eligible white children.

2. The selection of virtually all-Negro staffs.

3. The difference in recruitment efforts for Negro and for white children. The directors said that Negro families are personally solicited, but white families get only a general notice.

Under current proposals, only the extreme southeastern corner of the project tract is to be devoted to commercial uses, while the remainder is devoted to public housing.

Plans for the project, which were approved last month by the City Redevelopment Commission after a public hearing, were outlined by Ray Green, representing City Planning and Architectural Associates of Chapel Hill, a consultant to the commission, and Ben Perry, commission executive director.

Green explained that 89.7 per cent of the structures in the project area are dilapidated.

He said the project's net cost will be about \$1.5 million and the city's one-third share of the cost, \$508,000, will be borne by \$408,000 in credits for construction of the public housing project and another \$96,000 in surplus credits left over from other urban renewal projects.

Green said approval of the total plan for the project would commit the commission to rezoning the land as it is now proposed at a later date after acquisition and before resale of land in the project.

Marcus Carpenter appeared as an individual to argue that the housing project would district from total business and industrial development along Main Street and urged action to set the housing back off of the street.

An attorney representing Carpenter's, Inc., urged action on the entire Project 6, rather than an Project 6A alone.

Commissioner W. J. Walker, who cast the lone dissenting vote on the matter, argued that nothing should be done at this point which could jeopardize the total project.

Perry said the chances are good that if any changes are made in the project at this point, federal authorities will simply use the funds allocated for the local housing project on other projects.

"It'll probably be lost, if it doesn't go through as it is," he said.

**City Zone
 Unit Okays
 Project 6A**

**Board Dislikes
 Location Given
 Elderly Housing**

The City Planning and Zoning Commission today gave its conditional blessing to plans for Durham's urban renewal Project 6A by taking exception to the proposed location of a public housing project in the project area.

Action by the commission reaffirmed action taken a few years ago to oppose the proposed location of the 214-unit housing project, which includes a 100-unit housing for the elderly building on East Main Street. The matter now goes before City Redevelopment Commission for consideration.

The City Council overrode the earlier recommendation and ordered continuation of plans for the housing project, as proposed.

Land involved in the action, which was segmented from the larger Project 6 in order to speed up its development for public housing, is situated between Main Street on the south, Liberty Street on the north, Dillard Street on the west and the Norfolk and Western Railroad on the east.

The commission's action endorsed all phases of plans for the project except for the proposed location of the housing project. In the earlier action, the commission had recommended a plan which placed the housing project back off of Main Street somewhat and along

Chamber Sets Renewal Meet

By DANNY KELLUM
Herald Staff Writer

A meeting has been called next Wednesday of all officials connected with urban renewal projects reported delayed by the "indefinite status" of Union Station property and the East-West Expressway.

The Durham Chamber of Commerce, acting in response to City Redevelopment Commission reports on delays, has set the meeting for 3 p.m. in chamber offices.

Robert Booth, executive vice president, said the conference has been called in hopes of "improving communications between decision-makers" involved in the urban renewal projects.

Commitments to attend have come from H. H. Hall, general manager of Southern Railway; J. N. Brotzman, general manager of Seaboard Air Line Railroad; H. C. Wyatt, senior vice president of Norfolk and Western Railroad; and H. A. McAllister, vice president and general manager of Durham and Southern Railway.

All four railways are involved in the city's negotiations to buy Union Station property.

The Chamber is in the process of inviting Mayor Wense Grabarek, Fifth Division Highway Commissioner J. B. Brame, and

City Council Approves Plans For Central Library Building

5/13/66

The City Council's committee of the whole approved plans Thursday to build a combination off-street parking facility and central library building in the two-block area bounded by Mangum, Chapel Hill and Orange streets.

The committee also approved a proposal to raise the fines for seven parking violations from \$1 to \$3, and to depend on the stiffer state law for punishing the offense of parking by a fire hydrant.

These and other matters approved at Thursday's committee meeting will now go to the

council at its regular session Monday night for final consideration and disposition.

Public library officials have asked the city and the City Redevelopment Commission to acquire the property for use as a library site.

One of the blocks and part of the other are being used by the city as off-street parking lots now. Business buildings occupy the remainder of the second block.

Urban Renewal Director Ben Perry said the Redevelopment Commission has approved the library board's request.

The parking-violation changes will raise the fine from \$1 to \$3 for double parking, parking in a loading zone, blocking a driveway, blocking an intersection, parking in a bus zone, parking across a traffic lane, or parking on the sidewalk.

For parking by a fire hydrant, the city will depend on the punishment provided in a state law — that is, a fine of up to \$50 or up to 30 days in jail.

In other action at its meeting Thursday, the committee heard City Manager Harding Hughes report on the city's position concerning a proposed community center to be built in the Hayti area.

The City Redevelopment Commission has been asked to build the center on a three-acre tract at the intersection of the East-West Expressway with Grant Street and Pettigrew Street.

At a special meeting earlier Thursday morning, the commission discussed the request and approved plans for the center. Commission officials then submitted the proposal to the council committee at its session following their meeting.

Hughes said the city needs to know the answers to such questions as what size the building will be, who will operate it, and who will staff it, before it can proceed on any plans for it.

The major problem, however, he added, will be financing the construction of the facility. UR Director Perry said he will confer this week with a federal official who "might have some of the money answers."

Downtown Project Consultants Meet With City Officials

Representatives of Harland Bartholomew and Associates of Memphis, Tenn., special consultants on traffic and parking, met at City Hall Thursday afternoon with local officials to get a report on plans for the downtown Urban Renewal project.

Attending the session were officials of the city administration, the City Redevelopment Commission and City Planning and Architectural Associates of Chapel Hill, consultants to the Redevelopment Commission.

Harland Bartholomew has been retained by the city and state for a study of traffic conditions in the downtown area pertinent to plans for the Downtown UR Project and the East-West Expressway.

Among local officials at Thursday's meeting, described as a "technical 'skull' session," were City Planning Director Paul Brooks, City Traffic Director Rudy Griffin, UR Director Ben Perry, Downtown UR Project Director Al Galbraith, and City Planning and Architectural Associates heads Ray Green and Robert Anderson.

Danny Kellum, JSC 90-87-177
Joe Pugh, Maryland 64-92-176
Al Harrison, Virginia 63-93-176
Doug Ford Jr., Wake Forest 66-89-175
Richard Sykes, NCS 67-87-174
Pete Pierson, Clemson 77-97-174
Jim McKellar, Clemson 90-82-173
Jim Gardner, Clemson 85-86-171
Mike Roland, Virginia 81-89-170
Roger Olsen, Maryland 67-82-169
Russell Nunn, USC 66-83-169
Charles Schlichter, Maryland 79-80-168
Bonnie Collins, Wake Forest 61-84-167
Woody Greene, NCS 61-87-167
Charles Ziebler, NCS 61-87-169
Bill Bidell, Virginia 67-79-168
Lee Rhoades, Virginia 65-82-167
Ray Martin, NCS 67-79-166
Henry Young, Duke 61-81-165
Steve Roberts, Virginia 60-84-164
John Jakovics, Maryland 79-87-166

City Manager Harding Hughes said Thursday the right-of-way is being handled by "City Hall, the City Redevelopment Commission and the state." He said all three groups "are late" in obtaining right-of-ways but he hoped it would be completed "this summer."

Ben T. Perry, executive director of the City Redevelopment Commission, said amended plans for the expressway—calling ultimately for six lanes of traffic instead of the original four lanes—have delayed the right-of-ways acquisition.

Perry said the latest word he has concerning progress on purchasing right-of-ways is that the state is "about 50 per cent complete, urban renewal is about 80 per cent and the city is about 96 per cent" finished.

Although plans call for a six-lane expressway, only four lanes will be constructed initially, it was noted. The two inside lanes will be grassed and "when the need comes for the expansion," Perry noted, "the work can be done without interrupting traffic."

A traffic study consultant in November suggested the possibility of widening the middle portion of the East-West Expressway from six to eight lanes and the end portions from four to six lanes.

However, it finally was decided that the entire length of the super highway would be planned for six lanes "so it wouldn't be outmoded by the time it was put to use," Perry declared.

He lauded the State Highway Commission and Fifth Division Commissioner J. B. Brame of Durham "for having the foresight to realize a larger expressway will be needed."

"It's better to delay construction a little longer and have the proper facility than proceed immediately with a free-way that will not be big enough to take care of our needs by the time it's opened," Perry observed.

Babcock Thursday would venture no "target date" but said the acquisition should be complete enough to begin advertising "in about six months."

About six months ago, Perry told the City Council that total costs in acquiring right-of-ways for the expressway would total about \$1,750,000, or about \$30,000 over the amount of the bond issue approved in 1961 to finance the project.

Off-Street Parking Report Due

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Further Snags Seen For City Expressway

Acquiring Land Tied To Delays

By GENE HURDLE
Herald Asst. City Editor

Another in an already long list of delays in letting contracts for construction of the proposed East-West Express through Durham was confirmed Thursday by State Highway Director W. F. Babcock of Raleigh who said acquisition of right-of-ways probably won't be completed "for about six months."

After other delays for assorted reasons, it had been announced that the contract likely would be let in May. This was extended to July and now, the delay reaches November at the earliest with possibility of still further postponement that might fix a bid-opening date well into 1967.

Babcock said 85 per cent of the entire right-of-way would have to be acquired before condemnation proceedings could be started on the remainder, where property owners for one reason or another won't come to terms on a sale price.

To Pinpoint City's Needs For Facilities

An off-street parking "feasibility study" report for the City of Durham is expected to be ready "any day now," City Manager Harding Hughes said Thursday.

Principal points the City Council will be eyeing in the report, he said, are whether the study will show additional downtown off-street parking "will pay its own way" and, if so, what areas are pinpointed as in need of the facilities.

The city manager noted that the parking garage and the several lots now operated by the city are operating at a good profit.

Hughes said off-street parking "is the financial basis" for the downtown renewal project, noting that the city's one-third of the cost "will be paid largely in off-street parking rather than through taxes."

Harland Bartholomew and Associates of the Memphis, Tenn., firm conducting a traffic plan for the greater Durham area, undertook the parking study last fall.

The city manager said the city must spend \$3 million in the next few years for off-street parking.

Such a program, he added, means two things to the city.

"First, it means places for customers to park and secondly, it fits into the urban renewal plan now in progress that provides for rehabilitation of the central business district as contrasted with total clearance."

Earlier this week, the council approved purchase of the small triangular parking lot bounded by Mangum Street, Rigsbee Avenue and Chapel Hill Street and the small rectangular parking lot across Chapel Hill Street from the post office for the purpose of designing a site plan for construction of a new central library and a new parking garage, complete with beautification.

Hughes said a preliminary report from the study agency "indicates this action will be in agreement with one of its recommended sites for a parking garage."

Both of the lots are currently being utilized as metered parking areas. The city has been leasing the Mangum Street-Rigsbee Avenue-Chapel Hill Street lot since 1960 and has an option to purchase it for \$150,000. A total of \$30,000 will have been accumulated toward this purchase by June 30, Hughes said, and the remaining money needed for this purchase was provided in the current budget.

As for the other lot, also leased by the city, two and a half years remain on the present three-year pact.

400-Car Facility Earmarked In Downtown Project

5/25/66

Underground Parking Garage Expected In Proposal To City

A report due to be issued shortly on future off-street parking facilities is expected to include a recommendation for a 400-car parking garage to be constructed underground as part of the City Redevelopment Commission's downtown project.

Location of the facility would be the triangular area bounded by Chapel Hill Street, Mangum Street and Rigbee Avenue, now being leased and operated by the city as an off-street parking lot.

The City Council has designated the general vicinity for a central library building and beautification area in addition to parking use.

An informed source reported Tuesday that a recommendation by Harland Bartholomew and Associates of Memphis, Tenn., will call for a parking garage with 400 or more spaces, approximately the same size as the city parking

garage just off West Main Street. The existing parking facility was financed by revenue bonds.

Constructing the facility underground would follow a recommendation set forth several years ago in original proposals for the downtown urban renewal project.

The City Redevelopment Commission currently is in the process of retaining a consultant to work with the commission, the city and the City-County Library Board in developing the over-all plan of the parking garage, library and beautification area.

Once the consultant is retained, a preliminary report is anticipated within 30 days.

Since last October, Harland Bartholomew and Associates has been conducting a study to show if additional downtown off-street parking will pay its own way, and, if so, areas in need of facilities will be pinpointed.

Officials Meet Today On UR Project Delay

5/25/66

The Chamber of Commerce's roundtable discussion of urban renewal projects reported delayed by the "indefinite status" of Union Station property and the East-West Expressway will be held today at 3 p.m. in Chamber offices.

All officials connected with the urban renewal projects have accepted the chamber's invitation to attend the session.

In attendance at the meeting will be Mayor Wense Grabarek, Fifth Division Highway Commissioner J. B. Brame, and Executive Director Ben Perry and Chairman Robinson O. Everett of the City Redevelopment Commission.

Also at the session will be Wyche Horton and Charles Wagner, representing the Durham Merchants Association; Robert Stone and Fred Herndon

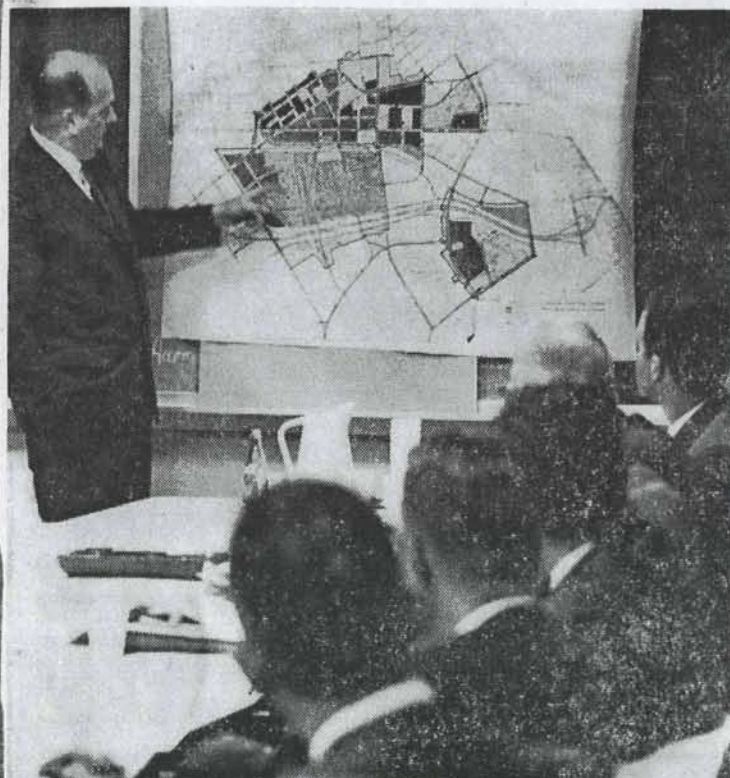
from the Durham Realtors Board; and A. C. Sorrell and Abe Greenberg, delegates from the Chamber.

Robert Booth, executive vice president of the Chamber, and Charles Steel, a member of the Chamber's board of directors representing the City Council, will also attend.

Officials of railroads owning Union Station property who are planning to attend include H. H. Hall, general manager of Southern Railway; J. N. Brotzman, general manager of Seaboard Air Line Railroad; H. C. Wyatt, senior vice president of Norfolk and Western Railroad; and H. A. McAllister, vice president and general manager of Durham and Southern Railway.

Dillard Teer, Chamber president, will preside over the meeting.

Thursday, May 26, 1966



(Staff Photo By Jim Thornton)

Current Downtown Renewal Situation Explained

Ben Perry Tells Chamber Group Plans Close To Schedule

By GENE HURDLE
Herald Asst. City Editor

Those attending a Chamber of Commerce-sponsored roundtable discussion Wednesday concerning the current situation of urban renewal projects were told by Mayor Wense Grabarek and officials of the City Redevelopment Commission that with two or three exceptions all phases of the downtown program are on schedule.

It was explained that where delays are being experienced, it is because of legal questions that must be resolved. The exception noted is the East-West Expressway, which is slightly behind pending acquisition of right-of-ways for six lanes.

After a detailed report, Grabarek summed up the situation as he said he sees it:

"Administratively, I think we're in excellent shape. Insofar as the engineering is concerned, we're settled — and everybody's happy. Financially, we're okay. The figures are all in order and pending transactions can be completed virtually as planned."

Specific analysis was given the status of the Union Station property. Going back to June 2, 1963, the mayor briefly detailed all actions between officials of the railroads concerned and the city.

He declared that as of the meeting hour, officials of the five concerned railroads now have in their possession a deed detailing the degrees and minutes of the land in question.

ter is expected in about three weeks and called the delay "worthwhile."

"Another bone of contention," Perry declared, "is the Piedmont Building," a structure at Five Points gutted by fire late last year. He noted, however, that the commission now has options on both pieces of property and demolition contracts—"now in Atlanta"—are expected to be back in about 10 days.

"Our main problem right now," Perry said, "and you realtors could give us a lot of help, concerns 36 families still left in the Duke Street area. There is no place to put them and some have turned down housing offered them. We need to temporarily relocate them and something must be done in the next 30 to 45 days or the area will be held up."

R. Dillard Teer, president of

the Chamber of Commerce, welcomed the group and presided at the meeting. He thanked the spokesmen for their "enlightenment" and thanked the entire group, especially those from out-of-town, "for taking time out from your own busy jobs to come here today."

In attendance besides the speakers mentioned were Merle Adkins, division engineer of the State Highway Commission; R.

A. Whorton of Southern Railway; H. L. Richardson and W. J. Winfree of Seaboard Railway; E. L. Rardin of Norfolk and Western Railroad; H. A. McAllister of Durham and Southern Railway; R. L. Stone, president of the Durham Board of Realtors; Charles Wagner, a director of the Durham Merchants Association; and officials of the Redevelopment Commission and the Chamber.

"As soon as we get word from each of them that their legal departments are satisfied with the description's being accurate, we can move to transfer ownership of the property," the mayor said.

In reference to acquisition of right-of-ways for the East-West Expressway, Grabarek presented "latest figures" showing that of a total of 317 parcels of land needed to be acquired by the city to complete the throughway, 281 already had been obtained and options on 15 other parcels are being held.

J. B. Brame, Fifth Division highway commissioner, noted that the expressway is "a \$22-million project." He included the entire route, from Interstate 85 on the west to U.S. 70 on the east "and spur roads into the Research Triangle Park," in the cost figure.

He said that although he has "gotten into trouble in other areas of the division" for saying so in the past, "nonetheless, the East-West Expressway is my number one project and I assure you gentlemen I'll keep after it until the finished package is complete."

He explained that all 14 members of the State Highway Commission "are equally interested in projects in their areas and we must look at the over-all picture for the state's 100 counties."

However, Brame did say that the sooner all engineering work is done, the sooner the right-of-way for all work — including the downtown loop — can be accomplished. This, he declared, "will enable us to get the various stages outlined so the work can be done as money flows into the state and federal coffers."

Ben Perry, executive director of the City Redevelopment Commission, told the group that the downtown redevelopment plan is "pretty much up to date." He said an engineering contract on the loop road system was ready to be awarded four months ago but the commission "was told to stop, pending a \$300,000 study the state is doing on the over-all street needs." He said a meeting with state officials on this mat-

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AT ROUNDTABLE DISCUSSION—Four leaders in a roundtable discussion on urban renewal projects in Durham are shown as they heard the status of projects outlined in the Chamber of Commerce offices. They are, left to right, R. Dillard Teer, Chamber president; Mayor Wense Grabarek; Charles Steele, city councilman; and Robinson O. Everett, chairman of the City Redevelopment Commission. —Sun Staff Photo.

City's Downtown Project Awaiting Action On Railroad, Union Station

City officials have said that transfer of ownership of Union Station to the city is pending final approval of the legal departments of the five railroads concerned.

At a roundtable discussion in the Chamber of Commerce offices yesterday attended by representatives of all agencies

with interests in the urban renewal program at Durham, Mayor Wense Grabarek stated that officials of the railroads now have in their possession a deed detailing the degrees and minutes of the Union Station property.

It was claims cited in April that delays in acquiring the Union Station and East-West Expressway rights-of-way were causing delays in the urban renewal projects that prompted the chamber of commerce to call yesterday's meeting.

City officials and redevelopment commission authorities contended at the gathering that urban renewal projects in Durham are moving ahead satisfactorily and in nearly every instance are in accord with expectations.

Mayor Grabarek stated that with "two or three exceptions" all phases of the downtown project are on schedule, and that where delays are being experienced, it is because of "legal questions" that must be resolved.

Referring to the East-West Expressway, one of the exceptions noted, Grabarek said that "latest figures" show that of a

ed to be acquired by the city to complete the six-lane thoroughfare right-of-way, 281 already have been obtained and options on 15 other parcels are being held.

Summing up the current status of the urban renewal program, Grabarek expressed the opinion that "administratively we're in excellent shape. Engineering is settled, and financially we are okay. Figures are all in order and pending transactions can be completed virtually as planned."

J. B. Brame, Fifth Division highway commissioner, noted that the expressway is a \$22 million project, which includes the entire route from I-85 on the west to U.S. 70 on the east, and spur roads into Research Triangle Park.

Brame said that the sooner all engineering works is done the sooner the right-of-way for all work, including the downtown loop, can be accomplished. This will enable us to get the various stages outlined so the work can be done as money flows into the state and federal coffers, he said.

Brame restated that the East-West Expressway is his number one project and assumed

Ben Perry, executive director of the City Redevelopment Commission, told the assembly that an engineering contract on the loop road system was ready to be awarded four months ago but the commission was told to stop, pending a \$300,000 study the state is doing on the overall street needs.

Describing the delay as "worthwhile," Perry said a meeting with state officials on the matter is expected in about three weeks.

Perry cited two other factors fitting strongly into the total program, one of which is the Piedmont Building at Five Points which was gutted by fire last year. He stated that the

company now has options on the property and that demolition contracts now in Atlanta, are expected to be back in about 10 days.

The other factor, described as the "blow problem," concerns 36 families still left in the Duke Street area. Perry said there is no plan to put these families and they have turned down housing offered them.

Perry said that something must be done in the next 30 to 45 days so the area will be held up. He had visitors attending the chamber-sponsored meeting that they could help in this matter.

R. Dillard Teer, chamber president, presided over the meeting which was also attended by representatives of four railroads with interests in Durham, and representatives of the Durham Merchants Association.

Friday, June 3, 1966

Durham Morning Herald

Malbourne Hotel Demolition Nears

Urban Renewal Body Acquires Option To Purchase

With an option in hand for purchase of the 58-year-old Malbourne Hotel, an official of the City Redevelopment Commission Thursday said plans call for demolition of the structure to be included in a contract with removal of the fire-gutted Piedmont Building and Harvey's Cafeteria.

Ben T. Perry, executive direc-

tor of the urban renewal program, would not venture a possible date for execution of the wrecking plan. He said, however, he hoped it would begin no later than early fall.

The uncertainty hinges on the Piedmont Building, located at Five Points. Perry pointed to an agreement between the property owners and the commission

but said a will has to be broken and litigation on the matter has been started only a matter of days.

The essence of the will excludes the right of the heirs to sell or repair the structure, he noted.

Plans for the downtown urban renewal project call for acquisition of the Piedmont Building

and demolition of the remaining structure, which was severely damaged when heavy snows earlier in the year caused its roof to collapse. Transition of the site into an open park area is the ultimate goal.

Harvey's Cafeteria, located on Main Street between Mangum and Church streets, was acquired several months ago and will be demolished to make way

for new business development.

A. H. Galbraith, director of the downtown renewal project said Thursday the commission and owners of the Malbourne Hotel, located at Main and Roxboro streets and owned by the E. I. Bugg estate, "are in accord on a purchase price." He said he expected the owners would need "60 to 90 days to do what they want and plan" be-

fore execution of the sale.

In accordance with policy of the commission, no financial figure was announced.

Purchase of the Malbourne Hotel is in accordance with the downtown renewal project which calls for widening of Roxboro Street to five lanes, from the railroad tracks at Pettigrew Street to Holloway Street, as a part of the downtown traffic loop.

The thoroughway will continue to be one-way headed north, with the outer lane on each side being utilized for traffic turning onto intersecting streets, Galbraith said. Roxboro would be half of a "one-way couple" that would include Mangum Street carrying southbound traffic, he noted.

Included in the option is the entire west side of Roxboro Street from Main to Parrish streets. Involved is a small parking lot utilized by the Malbourne Hotel and a service station—all a part of the Bugg estate.

Widening of Roxboro Street, Galbraith pointed out, would take from one-third to one-half of the hotel on the west side and considerable footage of the First Presbyterian Church property on the eastern side. He said that when officials of the church built its new annex, the addition was set back in accordance with plans to widen the street, thereby eliminating the need to move any portion of the church complex.

The four-story, 103-bed brick Malbourne Hotel was the leading hostelry in Durham for many years. As its years began to mount, an assortment of potential uses for the building has been proposed. Included was a strong bid in 1962 by Dr. T. T. Jones that the structure be converted into an alcoholic rehabilitation center.

Proposed For Downtown Renewal Area

Restaurant Study Scheduled

A study has been launched to determine the feasibility of establishing a restaurant in the downtown urban renewal area, it was reported Tuesday.

Ben Perry, executive director of the City Development Commission, said City Planning and Architectural Associates has been retained to conduct the study, which will cover possible future uses of property bounded by Mangum Street, Chapel Hill Street and Rigsbee Avenue.

The study was approved by the City Council basically to determine the design of a central library and parking garage already earmarked for the area.

But later it was suggested that a restaurant also be considered because of the pressing need for downtown eating

establishments.

The problem has existed since February 1965 when Harvey's Cafeteria, largest in the downtown area, closed its doors.

Bob Anderson, a partner of City Planning and Architectural Associates, said the size of the restaurant would not be determined until completion of the 90-day study.

"Certainly, this is a key point in the downtown area, and the property has tremendous potential," he said.

R. L. Baldwin, chairman of a Durham Merchants Association seeking to secure a restaurant, said the study will assist downtown merchants in their efforts.

No immediate prospects are seen from the committee's standpoint, he said.

Twaddell School Shuts Doors After 32 Years

Twaddell School, a private elementary school located on South Duke Street for 32 years, closed its doors last Friday to make room for future construction of the East-West Expressway.

The private day school's two buildings will be purchased as right-of-way by the City of Durham and the City Redevelopment Commission.

The buildings will be used by Operation Breakthrough for its Project Headstart program this summer.

Mrs. Vera Carr Twaddell, operator of the school, said she was offered continued use of the buildings after she sells out, but explained she is unable to pay the proposed rent.

Mrs. Twaddell estimated it would take approximately \$125,000 to rebuild the school.

All equipment, books and educational materials for grades one through nine have been donated to the Crossnore School at Crossnore. Mrs. Twaddell said she chose to donate the materials rather than put them up for public auction at a \$3,000 guarantee from the Redevelopment Commission.

For Mrs. Twaddell, the end of the school brings to a close a four-year fight to keep its doors open to children as efforts

for assistance were sought from several institutions.

With most teachers submitting resignations at the end of the year because of the school's uncertainty, Mrs. Twaddell decided to close and ship most of the educational materials to the Crossnore School. Some six truckloads of books and other equipment were sent to the small mountain school near Boone.

Mrs. Twaddell did not admit that her school was closed until the Friday that its doors were locked for good.

She said, "We have had negotiations with several Durham churches relative to using their educational facilities. No solution has been found to be satisfactory."

Chamber Plans Tour Of Renewal Projects

The Chamber of Commerce urban renewal committee will sponsor a guided tour next Thursday of the Redevelopment Commission's downtown and outlying projects.

The bus tour will be conducted by Ben Perry, executive director of the Redevelopment Commission, and will start at 11 a.m.

Taking the tour will be representatives from the Durham Board of Realtors and the Durham Merchants Association. About 25 businessmen are expected to make the tour.

Robert Booth, executive vice president of the Chamber, said the business leaders desire a "first-hand view" of the urban renewal projects here. "The tour will mean much more than just looking at maps and statistics about the Durham projects," he declared.

Perry said the tour would start by sweeping through the downtown central business district.

Businessmen on the tour will be brought up to date on various urban renewal projects being planned and executed by the Redevelopment Commission.

Moving on to Project No. 6, Perry will show the men the proposed location of the high-rise apartment building slated for the corner of Dillard and Liberty streets and other planned development.

The businessmen will then be taken on a tour of Project No. 1 encompassing the Duke Street area. Perry said he would give a visual history of the development here, show urban renewal clearance and pinpoint the East-West Expressway's route through the project.

Next stop will be at Project No. 3—the area bounded by Fayetteville, Roxboro, Pettigrew and Umstead streets. This project is in the advance planning stages and no urban renewal work is under way at present, Perry said.

From there, Perry will take the men on a tour of Project No. 2. This project, bounded by Fayetteville, Umstead, Grant and Pettigrew streets, includes the site of a proposed shopping area on Fayetteville Street.

The touring group will stop off next at North Carolina College rehabilitation project. There are some 50 houses here that are examples of rehabilitation efforts, Perry noted. The businessmen will be shown how houses are torn down and how houses are moved from one location to another.

The final project to be toured will be the Lincoln Hospital Foundation semi-low rent housing project.

Twaddell School

Day Care Use Approved For Breakthrough

By ROGER JOLLEY
Herald Staff Writer

The Durham Redevelopment Commission Friday approved a request from Operation Breakthrough officials to allow the organization to move its children's day care facilities from its present location on Morehead Avenue to the Twaddell School building.

The commission agreed to rent the building to Operation Breakthrough for \$87.14, the least amount it is allowed to charge for the property because of federal restrictions.

Robert Foust, director of Operation Breakthrough, made the appeal on the grounds that the present house occupied by the center is too small for the number of children anticipated in the future.

He explained that the house did not have space for adequate facilities to provide lunch for the children. In addition, renovation of the house to make sufficient room would cost too much because of the age of it.

"We have searched the area to locate an adequate facility. The Twaddell school is all we could find that was large enough," he said.

"We are willing to take the school even on the basis that it may have to be deserted when the freeway is constructed. This would give us time to look for something more permanent," he noted.

The school building is expected to be torn down when the East-West Expressway is begun in November.

Foust explained that the larger building would allow expansion of the center's services to include more adult education and remedial education classes as well as to allow more play and recreation areas for the children.

It was pointed out the agreement could only be a temporary one and that only a 30-day notice could be given when and if the building were to be needed or torn down.

The commission voted that a memorandum be prepared pointing out these requirements and sent to the officials of Operation Breakthrough for approval by them.

In other action Monday, the commission approved final plans for construction of the proposed Downtowner Motor Inn on Chapel Hill and Pettigrew streets.

Marvin Stevenson, an official of Motor Inn Associates, Inc., which will construct the \$2.5 million, six-story building, presented the plans to the commission for approval.

Stevenson said he hoped construction could be started on the 155-unit motor inn by July 15, if approval is received from the City Council at its next meeting.



6/3/66

(Staff Photo)

Rehabilitation Awards Given

Mrs. Frances Massey was one of 22 property owners in the North Carolina College urban renewal area who Thursday night received awards from the City of Durham and City Redevelopment Commission for bringing their homes up to urban renewal standards. Presenting the award to Mrs. Massey is Philip M. Johnson, regional rehabilitation loans officer of Atlanta, Ga. Mayor Wense Grabarek delivered the main address at the meeting, held at Fayetteville Street School.

Downtown Restaurant Problem Mounting As Another Closing Near

By GEORGE LOUGEE
Herald Staff Writer

Durham's downtown area, long hit by the disappearance of its eating establishments, on June 10 will lose another, the Oriental Restaurant, which has been in existence since 1938.

This announcement came Friday from its operator, Mrs. Der Wo, who said she was a victim of the urban renewal program.

"We're selling the fixtures and everything we have because there is no other suitable location, and besides, it is very expensive to set up and equip another Chinese restaurant," she explained.

Asked what plans are for the use of the property being vacated by her and adjoining tenants, including a florist shop and a watch repair shop, Mrs. Wo said she understood it would be turned into a parking lot.

Ben Perry, executive director of the City Redevelopment Commission, denied that anyone in the area had been told to leave.

As for the belief a parking area was scheduled along this 100 block of East Parrish Street, the official said he knew of no such plans.

"I don't know what will be established there," he said. "As for this restaurant, it falls in the category of buildings that need rehabilitation."

"We of course go in there and tell the occupants what their rights are and give them informational papers. It's a touchy thing all right," Perry conceded, "but we haven't run anybody out of business."

As for Durham's increasing lack of eating places, he pointed out that a group of merchants and business leaders about eight months ago set out to try and remedy the situation.

"Of course we will work with them, it's our problem too, but the program of the City Development Commission can't rightfully be blamed for this plight," Perry said.

Meanwhile, a 90-day study just launched to determine what can be done about establishing a restaurant in the central downtown area has brought no word of its progress.

R. L. Baldwin, chairman of a Durham Merchants Association committee seeking to obtain such a restaurant, said the study will assist downtown merchants in their efforts to feed the hungry.

The problem was intensified in February 1965, when Harvey's Cafeteria closed its doors. This was followed by numerous small cafes going out of business, leaving shoppers, clerks, office personnel, business people, conventiners, students and others turning to the too few remaining cafes, soda fountains, sandwiches, hot plates and vending machines for nourishment.

The Oriental Restaurant began operation at its present location when the late Der Wo, a native of Hong Kong, moved to Durham from Washington, D.C., 28 years ago. Until recently this was the only Chinese restaurant Durham ever had.

His wife, We Mee On Wo, and teen-age son Der Chuck Yee, who he had last seen as an infant, came to this country on Jan. 28, 1949, on the eve of the Chinese New Year.

The family moved into a home at 106 E. Trinity Ave. and became attendants at Grace Baptist Church.

Der Wo died just four years after his wife and Chuck arrived here, leaving them and two young sons, William and Lambert.

Mrs. Wo, although knowing but few words of the English language, took over operation of the restaurant. Her son Chuck, meanwhile, was attending school out of the state. He now lives and works in New York City. Both were naturalized in 1955 with the assistance of then U.S. Congressman Carl Durham.

Asked what she intends to do after her restaurant is closed, Mrs. Wo shook her head.

"I just don't know," she said. "The boys, now 15 and 13, are in school. Like me they like Durham. New York is no good for children, but I don't speak English well and I can't write. We don't own a home, we live in an apartment. Chuck is saving to get married and is unable to help us."

Mrs. Wo said there would be no return to China. "We are Americans and I have had too many relatives killed over there. My husband's folks were also murdered."

From now until next Friday night, Mrs. Wo will remain at her restaurant, serving her friends and telling them good-bye.

Conference Set On Traffic Plan

A consultant firm's tentative final recommendations for updating Durham's thoroughfare plan will be discussed at a meeting of city and state highway officials June 23 in City Hall at 9 a.m., City Planning Director Paul Brooks said today.

Representatives of Harland Bartholomew and Associates, the firm conducting a comprehensive thoroughfare plan study of the city, will outline the firm's recommendation in order to receive local endorsement before preparing a final proposal for presentation to the City Council, Brooks said.

The meeting will be a "technical session," he continued, by the Technical Coordinating Committee which is overseeing the study.

Committee members are Brooks, City Traffic Director Rudy Griffin, City Public Works Director E. H. Johnson, County Planner Daryl Bateman, Fifth Highway Division Engineer M.

T. Adkins and state highway officials C. E. Vick, Bruce Leonard, H. R. Teets, J. S. Burch, M. R. Sparler and M. R. Poole.

The \$300,000 study being conducted by the Memphis, Tenn., consultant firm, which has been under way since last summer, is designed to provide a plan for a coordinate thoroughfare system which will serve Durham's needs for the next two decades.

The study is being financed by the city and the state, with the city footing 35 per cent or \$105,000.

As part of the study, officials of the firm spent several months in Durham gathering data on traffic patterns, the city's street network and making an analysis of the origin and destination of area residents' travels.

They then made projects on future traffic patterns and applied them to the city's current street system to determine critical deficiencies. Proposals were then formulated to eliminate those deficiencies.

Capital Reading

Urban Renewal On the Grand Scale

By J. W. Anderson

IN TWO DECADES, urban renewal has been transformed from a reformer's vision into a bureaucrat's entrenchment. In most cities, it has degenerated into a matter of a shopping mall here and a civic center there.

It is being used as a weapon in behalf of commercial and civic enterprises in their fierce competition for space with surrounding slums. Urban renewal is emerging, in most of the biggest American cities, as a civil rights issue.

"At present, most urban renewal plans are unconvincing to the public," Constantinos Doxiadis observes. "The main reason is that despite the investment the public has made in this effort the city has continued to deteriorate and its problems have been further aggravated." Obsolescence is proceeding faster than renewal.

In this ingenious and uninhibited book, Doxiadis restores to urban renewal a

J. W. Anderson reviews "Urban Renewal and the Future of the American City" by Constantinos A. Doxiadis (Public Administration Service, 174 pp., \$6). Anderson is an editorial writer for The Washington Post.

measure of its original visionary sweep. He does not talk about shopping malls and Federal write-downs. He talks on the grand scale about the future shape of the world's cities.

From first to last, he fixes on the essential key to his subject: population. The world's cities have got to absorb vast new populations within the next generation. The population of this country is now 196 million; by the end of the century it will be in the range of 350 million.

Doxiadis sketches out the patterns, and in his view the only patterns, by which our ideas of civilization can endure this magnification of scale. New settlements must be built, outside and separate from existing cities.

"We can . . . make the new settlements into the most important ones and the economic centers of the new civilization. Actually, this is the only way the existing settlements can survive; if we try to keep them as the only centers of the coming



Constantinos Doxiadis

new world, we shall lose them completely. And their loss would be very serious—for our lives, for our economy, for our culture."

THERE HE POSES a choice: If we choose a radical reorganization of the great metropolitan areas, we can afford to be conservative in preserving large neighborhoods of existing cities. But if we take a conservative view of the metropolis, insisting on maintaining the present city centers, we shall be forced into a radical reconstruction of all present city neighborhoods.

Doxiadis is an architect whose adventures in town-building have carried him into vast ventures on several continents. He has worked in urban renewal projects in many American cities, including Washington.

He was invited to write this book in 1961 by the National Association of Housing and Redevelopment Officials, and part of the cost was met through a Ford Foundation grant.

THE BOOK has defects. Doxiadis has a tendency toward a confident and expansive vagueness that leaves the precise application of his ideas unclear. He is indifferent toward land economics, the invisible hand that has fatally undermined many a pleasing land use plan. Like most theoretical planners, he has little interest in the disparity between his plans and the utter lack of means to carry them out.

His audacity is admirable, but there is an intractable quality to the growth of cities. A city does not owe its location or shape to pure accident. The forces underlying urban growth are not well understood and, as new town builders have discovered, they are not easily manipulated.

But even a skeptic must concede that unimaginable pressures are going to be generated by that figure of 350 million Americans. Perhaps, by the year 2000, stranger things will have happened to the American cityscape than even Doxiadis proposes.

He has, at least, warned us of the main business of urban renewal in the next generation. It is to use the wave of population artfully to build the cities, for otherwise it will mindlessly destroy them.

Jun 7/1966

Tour Of Renewal Projects On Tap

About 25 Durham businessmen are expected to take a guided tour tomorrow of Durham's urban renewal project areas.

The guided tour will be under the direction of the City Redevelopment Commission, but will be sponsored by the Chamber of Commerce urban renewal committee.

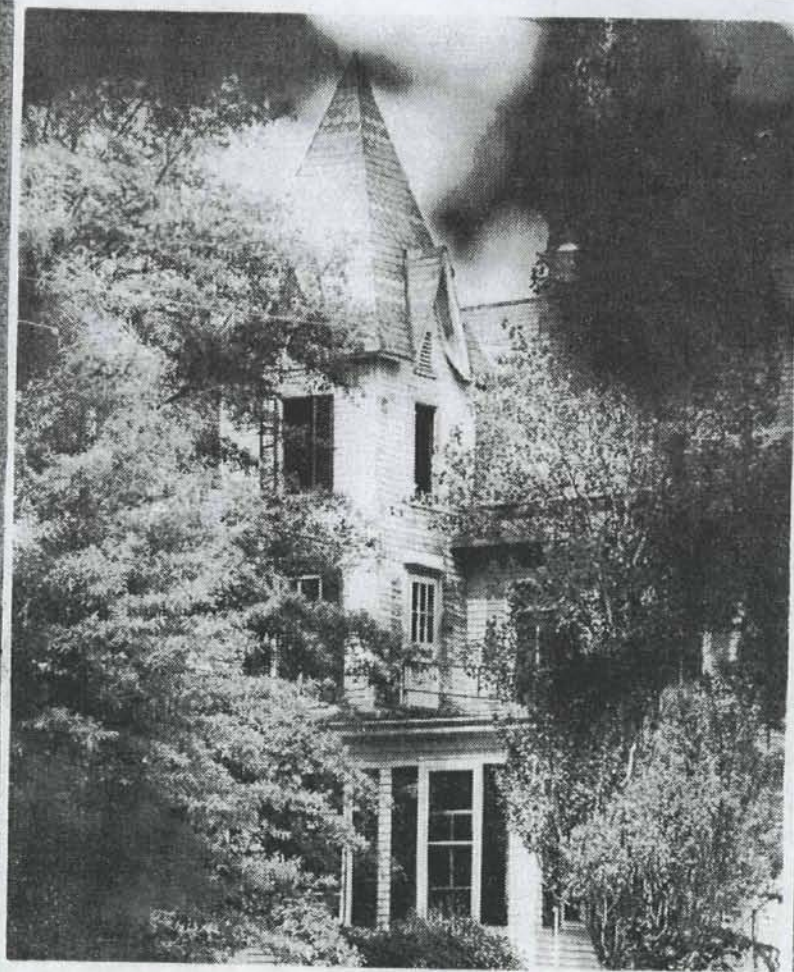
The bus tour, which begins at 11 a.m. is being held to allow representatives of the Durham Board of Realtors and the Durham Merchants Association an opportunity to view progress on the various projects.

Ben Perry, executive director of the Redevelopment Commission, will conduct the tour, which will start with a sweep through the central business district. He will outline progress on various projects during the tour.

From the downtown area, the tour will go to Project No. 6, the location of the proposed public housing on East Main Street, which includes a high-rise apartment building for the elderly.

In Project No. 1, encompassing the Duke Street area, Perry will show urban renewal clearance and pinpoint the route of the East-West Expressway through the area.

Also on the tour schedule are stops at Project No. 3, the area bounded by Fayetteville, Roxboro, Pettigrew and Umstead streets; Project No. 2, bounded by Fayetteville, Umstead, Grant and Pettigrew; the area of the North Carolina College rehabilitation project; and the semi-low rent housing project being built by Lincoln Hospital Foundation.



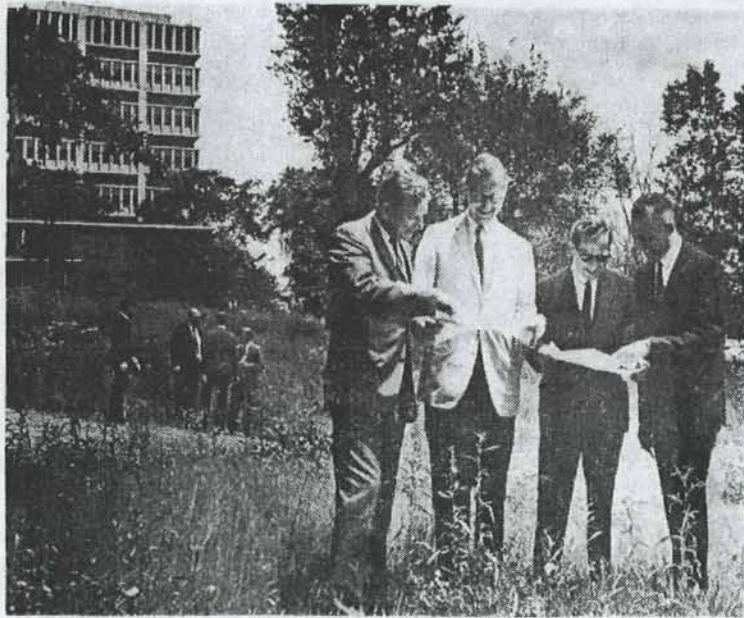
(Staff Photo by Harold Moore)

Eerie Atmosphere At Former Schoolhouse

One of the three buildings on South Duke Street formerly used by Durham Academy has become surrounded by an eerie atmosphere since being abandoned last year when the academy shifted classes to its new campus on N.C. 751. The

former schoolhouse is now owned by the City Redevelopment Commission, which will launch demolition of the structure today. The property is included in right-of-way for the proposed East-West Expressway.

Friday, June 10, 1966



(Staff Photo by Jim Sparks)

Businessmen Tour Urban Renewal Areas

Four of the 18 Durham business leaders who were taken on a bus tour of the city's urban renewal projects Thursday by the City Redevelopment Commission are seen looking over maps of proposed changes in the partially cleared South Duke Street area. Left to right are A. C. Sorrell, a vice president of

the Chamber of Commerce; R. L. Stone, president of the Durham Board of Realtors; E. C. Rexrode, a member of the Chamber's Urban Renewal Committee; and Abe Greenberg, chairman of the Chamber's Urban Renewal Committee. In the background is the N. C. Mutual Life Insurance building.

Need Cited For Joint Parley In Urban Renewal Relocation

Solution Sought In Project Area

By ROGER JOLLEY
Herald Staff Writer

Operation Breakthrough and City Redevelopment Commission officials Thursday voiced the need for a general meeting of the two groups together with the Chamber of Commerce, Durham realtors, and "other interested parties" to try to find a solution to the relocation of families within Urban Renewal Project No. 1 and East-West Expressway right-of-way.

Robert Foust, executive director of Operation Breakthrough, suggested the meeting during a session attended by officials of the two groups. The session had

been called to allow discussion of ways the two groups could work together on the problem.

Ben Perry, executive director of the City Redevelopment Commission, pointed out that the commission had reached an impasse in its efforts to relocate some 18 families in the Duke Street area of Project No. 1 because of unavailable housing and the reluctance of the residents to move.

He called upon Breakthrough to use its community workers to persuade the residents of both this area and the area to be cleared for the proposed expressway of the necessity of their moving before the August deadline.

must proposed the general acting as a means of finding suitable housing for the families to be displaced. "Perhaps concerted effort can be stimulated if the public is made aware of the problem we are now facing," Foust said.

He suggested that both he and Perry to consult Mayor Wense ahead of time on the need for such a meeting, and to see if he is willing to call for it. A second suggestion made by Perry was supported by Perry as the establishment of a week-long meeting by officials of the organizations to facilitate user working relations between them on this and other problems.

Perry noted that the relocation problem is seriously hampering other development of the urban renewal program. "These people we have moved before we can let ourselves for improvements in the area. We are perfectly willing to let them come back later when there is public housing available and after improvements are made, but we can't go ahead with them there," he said.

William Williams, a relocation adviser for the commission, pointed out that many of the people in the area are not eligible for public housing because of salaries, police records, or illegitimate births. Others are simply misinformed about public housing, he said. Perry noted that while good housing is not readily available for all the families, he believed it could be found by the families themselves if their attitudes change.

"We are willing to use our police power and money to remove substandard housing that is available, but the families must move into the substandard houses before we can begin," he said.

DURHAM, N. C., WEDNESDAY AFTERNOON, JUNE 15, 1966

Motel Site Plans Win Endorsement

Property Swap Outlined— Project 3A Also Okayed

By OWEN BISHOP

The City Planning and Zoning Commission today endorsed site development plans for a Down-towner Motor Inn at the intersection of Chapel Hill and Pettigrew streets, and final plans for urban renewal Project 3A.

The commission's recommendations will be passed on to the City Council tomorrow at the Council's committee-of-the-whole meeting.

Action on the two matters came after representatives of the City Redevelopment Commission and a private investment firm outlined plans for the motel and the urban renewal project.

Officials of the Redevelopment Commission and Magnolia Investment Co., owner of the motel site, explained a property exchange which must be accomplished before construction of the 155-unit motor inn can begin.

The transaction involves a transfer of part of the site property from the Redevelopment Commission to the investment firm in exchange for land owned by the firm which is needed for the widening of Chapel Hill Street and Willard Street.

It is the first transaction in which a private developer has arranged to redevelop land in an urban renewal project area. The motel property is situated within the boundaries of Project 1.

execution, the city will be reimbursed for funds appropriated for the expressway in that area.

The commission also approved a new set of deed covenant restrictions on land in urban renewal Project 1, which establishes new regulations on off-street parking requirements.

Up until now the requirements were based entirely on the zoning designation borne by the property being developed.

The new regulations would base requirements on the use to which the property is put. This means the number of off-street parking spaces required would vary, depending on the land use and the amount of traffic it generates.

ADVERTISEMENT FOR EXCHANGE OF LAND

REDEVELOPMENT COMMISSION OF THE CITY OF DURHAM

The Redevelopment Commission of the City of Durham, having by Resolution duly adopted, determined that in the best interest of the Project hereby given notice that on or after the 15th day of June, 1966, it will enter into a contract to convey to Magnolia Investment Company, Inc., the hereinafter described tract or parcel of land (Tract No. 1 below) in exchange for conveyance by Magnolia Investment Company, Inc., to the Redevelopment Commission of the City of Durham of the hereinafter described tract or parcel of land (Tract No. 2 below).

Magnolia Investment Company, Inc., shall pay to the Redevelopment Commission of the City of Durham \$15,750.00 for Tract No. 1 below, in addition to the conveyance of Tract No. 2 for a total consideration of \$78,500.00, said amount being considered the fair market value of the described property based upon competent appraisals. This Tract No. 1 shall be redeveloped by Magnolia Investment Company, Inc. hereinafter referred to as the "Redeveloper" in accordance with the Redevelopment Plan of the City of Durham. The Redevelopment Commission of the City of Durham shall pay to Magnolia Investment Company, Inc., \$20.00 in addition to conveyance of Tract No. 1 for Tract No. 2 described below, in said amount being considered the fair market value based upon competent appraisals.

Use of the above land shall be in accordance with the Redevelopment Plan and limited to Motor-Hotel purposes.

Magnolia Investment Company, Inc. has filed with the Redevelopment Commission of the City of Durham a "Redeveloper's Statement for Public Disclosure" in the form prescribed by the Housing and Home Finance Agency which gives, among other things, the name of the Redeveloper and the nature of the proposed redevelopment. This statement is available for public examination at the offices of the Redevelopment Commission at 405 First Union Bank Building, Durham, North Carolina during its regular office hours from 9:15 A.M. to 4:45 P.M. E.S.T. Monday through Friday each week.

REDEVELOPMENT COMMISSION
OF THE CITY OF DURHAM
ROBINSON O. EVERETT,
Chairman

Herald-June 2, 1966

Plans for the motel structure must be approved by the commission and the City Council because the site falls under urban renewal regulations and must be developed in accordance with them.

Ray Green of City Planning and Architectural Associates, a consultant firm to the Redevelopment Commission, said the motel will feature four floors of units and a separate commercial section containing a lounge, dining and kitchen area on the first floor and conference rooms on the second floor.

He said the structure will be provided with 216 parking spaces on two levels, one of which will be underground.

Traffic access to and from the motel facility has been designed in compliance with suggestions of city traffic officials, in an effort to eliminate congestion.

Green said

Plans call for providing access to the underground parking area from Ashboro Place, which has been closed and which will be eliminated in cut-deck. He added the closing of the street was aimed at further eliminating traffic congestion at the Chapel Hill Street - Pettigrew Street intersection.

The commission's approval of final plans for Project 3A is another step toward clearing the way for the Redevelopment Commission to acquire rights-of-way in the project for Durham's East-West Expressway.

Project 3A, which is that portion of Project 3 through which the highway will pass, was segmented from the larger project area to speed up acquisitions.

Project 3 is bounded generally by the North Carolina Railroad on the north. Unstead on the south, Roxboro Street on the west and Project 2 on the east. Project 3A is roughly centered on Proctor Street and extends from Roxboro Street to about Cozzett Street and Mobile Avenue.

The final project has not yet been approved for urban renewal work, but federal authorities have given a green light to acquisition of expressway rights-of-way in the area by the Redevelopment Commission, serving as an agent for the city and spending city funds.

When the project is placed in

6/15/66

First Union Bank Awarded \$11.3 Million Urban Renewal Notes

Interest Rate Full Per Cent Over '65

First Union National Bank of Charlotte, the low bidder, was awarded contracts Tuesday on four preliminary loan notes totaling \$11,339,000 marketed by the Redevelopment Commission of Durham.

Low bids averaged a decimal above 3.39 per cent interest on the notes.

While six money-lending firms entered the bidding, it was recalled that notes totaling \$11,134,000 last year were marketed at a savings of more than one full per cent in interest rates.

The separate notes were issued for anticipated cost in the City Redevelopment Commission's property acquisition and administrative program for the coming year in the following four areas: Project NCR-16 (No. 1, Duke Street to Roxboro Street); Project NCR-17 (No. 2, the Hayti-Fayetteville Street area); Project NCR-26 (central downtown business district, from Peabody to north of Morgan, and from Great Jones to Dillard streets); and Project NCR-41 (the North Carolina College project south of the institution).

E. M. Hunter Jr., deputy director of the City Redevelopment Commission, said it is planned for the NCR-16 and -17 projects to be completed on an acquisition basis during 1967.

Preliminary note totals for each project were: NCR-16, \$4,119,000; NCR-17, \$2,271,000; NCR-26, \$3,534,000; NCR-41, \$1,435,000. The two lower numbered projects are entering their fourth year of receiving Redevelopment Commission attention. The third is entering its third fiscal year of work and the fourth project was initiated last year.

Bids on each of the notes were accompanied by a "premium" which is used in case of ties. The firm awarded the contract pays the Redevelopment Commission the premium figure regardless of whether a tie occurs.

Bids for each of the projects, with last year's preliminary loan note totals and rates of interest in parentheses, were as follows:

NCR-16 (\$4,201,000 at 2.39 per cent plus \$4 premium)—First Union, 3.39 per cent plus \$1; Salomon Brothers & Hutzler, New York, 3.57 per cent plus \$11; Wachovia Bank & Trust Co., Winston-Salem, 3.59 per cent; Bank of America, San Francisco, 3.68 per cent plus \$50; North Carolina National Bank of Charlotte, 3.82 per cent plus \$2 for the first \$2 million,

3.82 per cent plus \$1 for the rest.

NCR-17 (\$2,245,000 at 2.37 per cent plus \$135)—First Union, 3.40 per cent plus \$1; Wachovia, 3.54 per cent; Salomon, 3.68 per cent plus \$11; Bank of America, 3.69 per cent plus \$50; NCNB, 3.84 per cent plus \$2.

NCR-26 (\$3,300,000 at 2.33 per cent)—First Union, 3.40 per cent plus \$1; Wachovia, 3.44 per cent; NCNB, 3.58 per cent with \$31 premium for the first \$1 million, \$32 premium for the next \$1 million and \$38 premium for the rest; Salomon, 3.59 per cent plus \$11; Bank of America, 3.66 per cent plus \$50; Pittsburgh National Bank, Pa., 3.71 per cent plus \$101 for \$2 million.

NCR-41 (\$1,388,000 at 2.36 per cent)—First Union, 3.40 per cent plus \$1; Wachovia, 3.52 per cent; Salomon, 3.63 per cent plus \$11; Bank of America, 3.67 per cent plus \$50; NCNB, 3.86 per cent plus \$2.

The notes will be dated July 12, 1966, and will mature July 14, 1967. They are 100 per cent guaranteed by the federal government and are not taxable, Hunter stated.

6/14/66

Special Meet Set On Motel

The City Planning and Zoning Commission will meet in special session tomorrow at 10 a.m. to consider plans for construction of a Downtown Motor Inn at the intersection of Chapel Hill and Pettigrew Streets.

Plans for the multi-story structure must be approved by the commission and the City Council because the site on which it is to be built lies within the boundaries of an urban renewal project area.

Properties in the area were originally slated for acquisition by the City Redevelopment Commission for later resale as part of the area's redevelopment.

However, the motel site is being developed by its original owner, Magnolia Investment Co., and, therefore, must be done in accordance with urban renewal regulations.

Construction of the 155-unit motel is scheduled for this summer.

The commission will also be asked to put its stamp of approval on final plans for urban renewal Project 3A, which is that portion of Project 3 through which Durham's East-West Expressway will pass.

Project 3 is bounded generally by the North Carolina Railroad on the north, Umstead Street on the south, Roxboro Street on the west and Project 2 on the east.

Project 3A is roughly centered on Proctor Street and extends from Roxboro Street to about Cozart Street and Mobile Avenue. Part of the northeast boundary lies along Pettigrew Street.

This area was segmented from the larger area to speed up acquisition of rights-of-way for the expressway.

6/14/66 ✓

Panel Endorses Property Deals

The City Council's Public Works Committee today recommended that the Council endorse several transactions involving land in or near the path of Durham's East-West Expressway.

The committee approved the purchase of the property of W. W. Edwards at 604 S. Roxboro St., at a cost of \$3,400, and the purchase of two parcels from Mrs. Phoebe F. Jones, at a cost of \$7,750.

Also approved was a final offer of \$2,940 for a vacant lot on Parker Street, property of Mrs. Lillian C. Brame. After the final offer is endorsed by the Council, if it is refused, condemnation proceedings will be instituted against the property.

The committee also gave approval to the sale of a vacant lot at 401 Matthews St., city-owned property, to the City Redevelopment Commission, but retained two easements across the 5,000-square-foot lot for expressway purposes.

A letter from Ben Perry, commission executive director, explained that the lot is within the boundaries of an urban renewal project and adjacent to the expressway right-of-way. Both a construction easement and a slope easement on the property would be retained by the city for the superhighway.

Price tag on the lot was set

at \$1,500 through an agreement between the city and the commission.

In other action, the committee endorsed plans for financing the construction of water and sewer mains in part of Croasdaile subdivision.

The project, which is the second undertaken by the subdivision, will cost the city \$6,252.70.

In addition, the committee recommended honoring the subdivision's request for a refund on the cost of those sewer outfalls which were necessarily constructed during the first project but to serve the area of the second project. Cost of the outfalls was \$18,791.

The committee also recommended accepting Holly Street, from Ivy Street to Driver Avenue, into the city street system for maintenance by the city. This street is the last to have construction completed in accordance with the city's old street paving standards policy, which permits stone stabilization. The new policy, which has been in effect about a year, requires that streets be paved in order to become part of the city street system. This street was under construction when the new policy took effect.

The committee recommended a change in the assessment roll for installation of curb, gutter and paving on Gary Street from Quincy Street to Liberty Street. Committee members found that one property owner did not benefit from the move and recommended reducing his assessment accordingly.

A vote by the committee referred one matter back to the city administration for further study. It involves a request by T. T. Wiseman to purchase city-owned property on Harding Boulevard.

The sale had been approved by the committee earlier, but further investigations revealed that the tract is of value to the Children's Museum, which has a long term lease with 21 years left to run.

A Lifetime Of Trouble

'Bad Luck' Plagues Der Wo Family

From War Days In China To Present

By ED HUGHES
Herald Staff Writer

"Bad luck, bad luck," said Mrs. Der Wo.

She said the words in Chinese because she could not speak English but even in Chinese they sounded sad.

"Bad luck again," she repeated.

She was talking about bad luck that started in Canton, China in what seemed like a thousand years ago. It was the same bad luck that has plagued her all of her life from China to Durham.

Mrs. Der Wo figures that maybe it started when her family arranged her marriage to Mr. Der Wo.

She had never seen Der Wo but the marriage was arranged because the parents knew each other. And besides that, Der Wo needed a wife.

He had been married and his wife had died. He had a young son to rear.

The marriage came off as scheduled and nine months later Der Wo left for the United States. He also left Mrs. Der Wo with a son.

Bad luck!

Because during the next 18 years Mrs. Der Wo had to live as best she could since she received no money from her husband. Still it was Der Wo's parents who took care of her.

Then more bad luck!

The war came and Mrs. Der Wo's parents were killed along with Der Wo's mother.

But that wasn't the end of the bad luck!

She was forced to go to work for the Japanese. It was a case of work or die.

When the war finally ended Der Wo came on the scene again but the bad luck persisted.

He sent a large sum of money to his father to invest in Chinese stock. Of course, the stock proved worthless.

In addition to bad luck, Mrs. Der Wo blames Chiang Kai shek for this.

"He fooled the people," she explained.

Then, in 1950, she explained, the Red Chinese were in charge and they killed Der Wo's father.

As luck would have it, things got much worse the next year

and the Red Chinese killed all of her brothers and sisters.

Finally, Der Wo died when their third son was five months old.

Now, Mrs. Der Wo is sick with a heart ailment but she is

still working to take care of her children.

But even now bad luck is plaguing her.

For some time she has run the Oriental Restaurant and now the building is to be the victim

of Urban Renewal. So Mrs. Der Wo is being forced to close restaurant and dispose of her business.

Looking back at it all, Mrs. Der Wo wonders how she could get under it all.

She first came to Durham in 1944 to see her husband who was then running the Oriental Restaurant. He died in 1950 when she was 32 and he was 35. She was sent by the government to work in China.

Mrs. Der Wo said she was the victim. "I don't like to go back to China. The Communists will kill me and my children."

Soon afterward she appealed Rep. Carl Durham and for a while her luck changed.

He went to work and got a private bill approved in Washington granting Mrs. Der Wo permanent residence in the United States.

Now, Mrs. Der Wo was overjoyed.

She was Rep. Durham, who said, "It was a pleasure to help her in this matter, and she has turned out so well."

Naturally, Rep. Durham and President Eisenhower are her personal heroes now since she wrote the law with the bill.

And in a frame in her home she has Private Law 427 for all to see.

It says plainly, "For the purpose of the Immigration and Naturalization Act, Der Wo and his wife shall be considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this Act."

That's good enough for Mrs. Der Wo.

But it still does not assure her a living.

Now, if the city of Durham going to tear down the Oriental Restaurant, I cannot take care of my children," explained Mrs. Der Wo. "They will not have the place to eat. I cannot find a job. I cannot speak English."

If President Eisenhower let stay in the United States.

Now, if the city of Durham tear down my restaurant, do want me to have to go to Red China, where the Communists would kill me and my children?

receive Social Security benefits as surviving widow of my deceased husband, Der Wo, but the bills are very high."

Mrs. Der Wo shakes her head in disbelief. "I have a lifetime of bad luck. This is the end of it."

Mrs. Der Wo At Work

City Will Probe Housing Charges

City Manager Harding Hughes today told a delegation from the Edgemont Community Council he will investigate the council's charges that a Durham realtor is renting substandard dwellings.

Hughes made the statement during a meeting of the City Planning and Zoning Commission, after a spokesman for the delegation asked the commission to withhold action on rezoning requests from Abe Greenberg until he improves the rental properties he now owns.

Hughes told the group, "If you will furnish me with a list of the addresses of these dwellings you're discussing, I'll be happy to investigate the matter."

The group's spokesman read a letter to the commission from the council's officers charging that Greenberg's rental units in the Edgemont area are substandard and that he has failed to make needed repairs.

The letter said Greenberg owns a total of 43 rental units in the area, all of which are "dilapidated and in need of repairs," and claimed that the realtor recently increased rental fees on some of the units by 50 per cent without making repairs.

Although it did not point out specific dwellings involved, the letter said the council would be happy to supply a list of the rental units in question as a supplement to the letter, if the commission needed it.

The letter called on the commission to use its authority over zoning matters as a means of forcing Greenberg to improve the allegedly substandard dwellings.

Commission Chairman Noble Clay told the delegation that the commission had no authority over housing standards and could offer them no relief.

The spokesman said the council had already made its plea to the city building inspector and to the City Council, without results and added: "If we can't get action from the City of Durham, where can we get it?"

At this point, Hughes, who is ex-officio member of the commission, made his statement. Spokesmen for the group replied his office will be supplied with a list of the dwellings discussed.

The entire discussion followed a preliminary hearing by the commission on a rezoning request from Greenberg, involving a triangular tract of land on Ward Street.

Pickets, carrying signs protesting Greenberg's rental units, paraded in front of City Hall during the meeting.

Greenberg appeared before the commission on the rezoning request but left immediately after presenting his case.

The Edgemont Community Council's spokesman rose to address the commission as he was

leaving and Chairman Clay asked Greenberg if he did not wish to stay for her statement.

"We're not particularly interested in what these people have to say," Greenberg said.

Action on the rezoning request was continued in order to allow commission members time to visit the property involved.

Greenberg's I. B. Realty Co. is seeking the rezoning as a means of enlarging an apartment building site fronting on Vesson Avenue in order to add two one-bedroom units to an existing apartment building.

Rezoning the tract would enlarge the building's site enough to allow it to support the two additional units, according to land-apartment ratio requirements of the city zoning ordinance.

The ordinance requires 1,950 square feet of land area of each apartment unit and the building's present tract is not large enough to support the two additional units.

A bid for the same rezoning, from R-10 single family residential to RA 16-24 apartment residential, was submitted to the commission in April, 1965, and was rejected at the preliminary hearing.

The small tract is part of a larger area which was rezoned from RA 16-24 to R-10 in 1960 during a series of controversial zoning actions, City Planning Director Paul Brooks said.

He suggested that approving the rezoning might create problems because it would place the zone line along Ward Street for about 180 feet, thus placing a single-family residential area directly across from an apartment area.

Greenberg and his attorney argued that nothing could be built on the tract because of its irregular topography and that it would serve only as additional land for the existing apartment building.

Commission members discussed the possibility of setting a public hearing on the case, but voted to continue the matter until they can visit the property involved in the case.

Section B-10 Pages
Wednesday, June 22, 1966

Durham Morning Herald



STITH

Driver Of Car

Picket Hit By Auto At Protest Scene

By GEORGE LOUGEE
Herald Staff Writer

Johnnie Lee Garner, 17, of 309 S. Elm St., was admitted to Lincoln Hospital Tuesday about 3:45 p.m. after allegedly walking into an automobile at the driveway of a home being picketed by Edgemont Community Council workers.

Hospital attaches said they did not know the youth's condition, but that it was no worse than "fair."

David Wesley Stith, 36, of 2503 Janet St., who was driving the car, was turning into his own driveway when Garner walked into his right fender, Policeman

J. C. Dixon reported.

The accident report stated that Stith was "delayed by pickets who blocked the drive and Garner walked into the right fender of the car." No charges were preferred.

Stith, president of Southeastern Business College and former City Council candidate, said Garner "left the picket line, turned around and met my car, deliberately walking into the side of the car. Then he walked back to the picket line."

Stith said he heard someone in the picket line tell Garner to "go back to where the car hit you and sit down."

"He went back and sat down and complained that his thigh hurt. They were just trying to set a trap for me," Stith contended.

Asked why his home was being picketed, he said it was the second such incident in a week.

Stith said the first time was when a girl student at the school was charged with trespass "after being repeatedly told to stay away from the school."

Stith added that the group last week was picketing contractor Abe Greenberg on charges that houses rented by Greenberg are

substandard and that he has failed to make repairs.

"The attack on me is a result of my trying to arrange a meeting between the two parties," Stith related.

He explained that Greenberg called him last week to "find out what is wrong and why they were picketing."

Stith said they were picketing in front of Greenberg's downtown office in First Union National Bank, and that he attempted to get officials of the group to negotiate.

He said he "convinced them they should remove the pickets to the city parking lot" at the

car of First Union, and when this was done he and two of the officials went up the elevator to Greenberg's office.

Stith continued that one of the officials told him that Greenberg himself had not been consulted on the complaint, but that the official had talked only to a city official.

When they arrived at Greenberg's office, Stith related, a secretary made a telephone contact with Greenberg who promised to come immediately for negotiations.

"Before Greenberg arrived, however, one of the officials said he had a press conference at the time," Stith said. "He left saying he would move the conference back and return at once. He never came back."

When Greenberg arrived eight minutes after the call to him, pickets had been placed back into operation in front of the building, Stith said. The other official remaining in Greenberg's office expressed surprise over the matter, he added.

Stith said he called Operation Breakthrough Monday to try to get a list of those in charge of the Edgemont Community Council, but he was told those involved were out and would call him. Breakthrough is not connected to the council, but does provide staff assistance upon request.

"They never did, but pickets were placed at my school Tuesday morning," Stith continued. "Then this afternoon, two Operation Breakthrough buses hauled pickets to my home and the operations were supervised. "They had cameras set up and took pictures. I watered my lawn and some of them got pretty well soaked. I didn't bother them at the school but if they come back Wednesday, well, maybe I'll get an injunction. They're not the only ones who can send telegrams to Washington."

"And they keep calling me an Uncle Tom. If that's what I am today that's what I'll be tomorrow. I'm tired of this foolish clowning around, all because I tried to help them negotiate. I've got a school to run," Stith concluded.

Late Tuesday morning the Edgemont Community Council had pickets walking in front of City Hall, their signs protesting that Greenberg controls City Hall, and pleading for relief from what they termed substandard housing.

Pink leaflets stating that Greenberg rental property is expensive, in ill state of repair and minus bath facilities, were also handed out to passersby.

A delegation from the council met with City Manager Harding Hughes who promised to investigate the matter.

7/4/66

Readers' Views

Appalled By Coverage

To the Editor:

At last the dilemma of the Edgemont community has been resolved; their landlord Abe Greenberg has agreed to make the badly-needed repairs. But all those who were in any way concerned with the issue have been appalled at the Herald-Sun's coverage of it. Sunday's editorial was a fitting culmination for such irresponsible, uninformed journalistic treatment.

The Herald-Sun, following Mayor Grabarek's lead, scolded the Edgemont Community Council for not going through the "proper channels" in efforts to remedy their situation. The paper "has every confidence that desired results would have been obtained by following that course," and that the procedure "would not take long." (Herald editorial, June 26). But how, in terms of children growing up in rat-infested, leaky houses with no bathrooms and no screens, do you define a "long" time? Your editorial claims are clearly disproved by the actual facts, which you ignore with remarkable consistency. The people of Edgemont had been going through "the proper channels" for 10 months, but to no avail. Obviously, what was needed was a little direct action, for this latter course showed results within two weeks.

As for the steps which you say the Community Council should have taken—they did take them. For example, they went to the building inspector as long ago as last August. At that time he notified the landlords that they must repair the houses. Then in September Greenberg bought the houses, making no repairs, but raising the rents. Letters to Greenberg himself got no response whatever, so again the residents appealed to the building inspector, who in October notified Greenberg that he must make repairs. When April came and the houses were still unrepaired, the inspector again sent notices to Greenberg, and promised the residents that repairs would be begun within two days. . . .

You also maintain that the people should have appealed to the city council. This they did, first at an open meeting on Oct. 18, 1965. And in April, the building inspector promised to take the matter again to that body.

You constantly refer to "allegedly" substandard housing in Edgemont. But what more besides the building inspector's word is needed to establish that these are substandard dwellings? For he is given authority by city ordinance to determine whether housing is substandard; i.e., whether it meets minimum requirements of Durham's Housing Code. And the inspector repeatedly found that the Edgemont houses did not meet those requirements.

The building inspector is also given authority to enforce requirements of the Housing Code. So why should residents need to go beyond his office to obtain needed repairs? The fact that such procedure was suggested indicates duplication and confusion of responsibilities in city government. If the inspector had not found the dwellings to be substandard, residents should have been able to appeal his decision to the city manager and mayor. But since he did declare that the houses do not meet minimum standards, the matter did not need to be taken any higher into the municipal bureaucracy.

Also, since when does political action constitute "questionable practice?" (Herald editorial, June 26). History indicates that our own government is founded on this very practice, which King George no doubt branded as "questionable" too. What is it that those who voiced opposition to the picketing are afraid of? "Justice" and "due process?" Or a little bad publicity for our friendly city and the friendly people who control it?

I would suggest that before again attempting to pontificate on any issue, you get your facts straight. Apparently, it is very difficult to see the world as it really is from the window of a newspaper office.

SARA LYNN WOOD

City Studies Two More Aid Plans For U.S. Funds

Two new programs which would provide federal money for rehabilitation and beautification projects are being studied by Durham officials with an eye on the city's chances of qualifying for funds.

Under one program, federal matching funds would be provided to aid in renovating near-blighted urban areas. Such projects are generally referred to as "code enforcement" projects because they involve strict housing regulations.

The work would include upgrading existing structures to minimum standards, as well as paving and lighting streets in the area.

Projects which would qualify under the program are similar to the rehabilitation project now under way in North Carolina College area, city officials said.

The second grant program under consideration is for special beautification projects involving parks and recreation areas.

Liked Letter

7/3/66

To the Editor:

I read with delight Mr. Evans letter about Mr. Galifianakis. Certainly everyone in Durham rejoices in his victory and is proud that his fine family chose to live in Durham.

Now, how about Mrs. Der Wo. She is a fine and brave lady who has served Durham faithfully for many years. She is rearing two fine American sons who may well bring Durham as much honor as Mr. Galifianakis. Is Durham going to let urban renewal kick her in the teeth?

I have neither money nor influence. I can only appeal to our business men and city leaders to see that she is given some decent business opportunity, or some generous compensation for the restaurant she has lost due to no fault of her own.

How about Mayor Grabarek, Mr. Watts Hill, and Mr. Robinson Everett forming a committee to see that this lady gets not only justice but love and kindness? Durham owes her that.

DOROTHY EVERETT BERRY

Urban Renewal Not To Blame

7/6/66

To the Editor:

In reply to Mrs. Dorothy Everett Berry's "Sunnybrook" letter regarding Mrs. Der Wo and her family in the Herald Sunday, July 3, methinks you know not whereof you speak.

In the first place, your question "Is Durham going to let Urban Renewal kick her in the teeth?" — I believe in this instance you have sounded off without first checking your facts. Urban Renewal is NOT the "Big Bad Wolf" in this case. Mrs. Der Wo has been in poor health for some time and like every other person in business today has been experiencing personnel problems. These are the main reasons that the Oriental Restaurant is closing its doors and not, as you claim in your letter, because she is "being kicked in the teeth by Urban Renewal." She told me, when I called on her with my son, who is a friend of the younger boy, that there were several reasons for her predicament.

Nor was it necessary for you to blandly suggest that Mayor Grabarek, Mr. Watts Hill, and Mr. Robinson Everett do the "Red Riding Hood bit — with a basket of goodies" — as Mrs. Der Wo has many friends among the business men of Durham and she told me of the ones that have called on her and given assurance that they would assist her in every way to become relocated in a business venture in Durham.

The same day I called on her with my son she gave me authority to contact a young man who is just starting out in the real estate business who has worked in the Durham area all his adult life. He has been working diligently on helping to get Mrs. Der Wo relocated and at the very moment of this writing he has several locations which he will take Mrs. Der Wo to view.

Please be assured that Mrs. Der Wo has enough friends in Durham that it is not necessary for you to make a public appeal in her behalf.

I have been a resident of Durham since 1944 and would like to go on record as saying that I have lived and worked in several cities in North Carolina during my lifetime and nowhere have I found people kinder, more sympathetic, or energetic in "doing something about it" — than in Durham. Believe me, Mrs. Berry, I will throw down the gauntlet anytime the Urban Renewal plans are attacked.

MRS. JEAN GORDON CAVIN

'Unjust' Letter

7/8/66

To the Editor:

Mrs. Cavin's letter (July 6) giving Mrs. Dorothy Berry a "chewing out" because of her July 3 letter did strike me as unjust.

There was a long feature story in one of the Sunday papers, I think a week before, that would have caused any human being to feel like fighting the City of Durham in behalf of Mrs. Der Wo. If the article was wrong don't blame Mrs. Berry for taking her time to defend her — blame the paper for misrepresenting the facts. I thought Mrs. Berry's letter was very mild considering what she had read in your paper.

I don't believe in "kicking anyone in the teeth."

DOROTHY COBLE

Editor's Note. The information on which the feature referred to was based and received by the staff writer from an Urban Renewal official and from Mrs. Der Wo.

Wednesday, July 6, 1966

High-Rise Apartment Site On Dillard Street Approved

Project For Aged Opposed By Many

By FRED WARDLAW
Herald Staff Writer

Durham's elderly citizens won a major battle Tuesday night when the City Council gave 7-4 approval to the Durham Housing Authority's plan to erect a high-rise apartment building at the corner of East Main and Dillard streets.

The victory came over the objections of a number of East Durham businessmen and the City Planning and Zoning Board, which some time ago disapproved the high-rise portion of the project.

E. C. Brooks Jr., representing a portion of the opposing businessmen charged councilmen to retain for the businessmen. "The right to rely on the fact that Washington could not send a little money down here to change the faith the (merchants) had in this council."

He claimed that public housing can go elsewhere, but the merchants—

"They can't move—they are there already."

Opposing approval of the site for public housing were Brooks, attorney James A. Hedrick, auto dealers Marcus Carpenter and Parks Alexander, and businessman A. B. Stone Jr. and John Knight, who presented petitions signed by numerous East Durham merchants.

Hedrick told councilmen that area residents felt the project would "stifle and prevent the orderly growth of an area which has traditionally been business." He charged that during the past two years property owners have feared upgrading and keeping up properties in the section because of uncertainty regarding the future of their buildings.

He said owners, "Have had reliance on the character of the neighborhood as business property."

Over-all housing plans call for a 26.5-acre tract to be purchased with Main, Dillard, Liberty streets and the railroad right-of-way as boundaries. A 100-unit apartment for elderly residents is designed for the corner of Dillard and Main with small units "random spaced" throughout the rest of the area.

Most recent objections were raised by Carpenter Chevrolet officials at the City Redevelopment Commission's public hearing.

Redevelopment and housing officials Ben Perry and Carvie S. Oldham were backed up by attorney Dan K. Edwards and Carl R. Harris and Robinson O. Everett, chairmen of the two boards, and Ray Green of City

Planners Architectural Associates of Chapel Hill, a consultant firm.

Oldham, who pointed out that "everybody loves elderly people—somewhere else," quoted Duke and Cornell universities' organizations on-the-aging, Durham Golden Age groups, and the Community Planning Council, which have given advice in the matter.

Oldham said \$48,083.61 has been spent locally in planning and reported that final working drawings, now under way, are to be completed within 90 days. This indicated taking bids sometime in early fall. He said about one year would be building time. The completed high-rise project, Oldham stated, would be in the neighborhood of \$1,486,324 in outlay.

Everett Says Oriental Not Forced To Close 7/19/66

Redevelopment Chairman Says Reports On Liquidation Distorted

The chairman of Durham's Redevelopment Commission Friday took issue with reports that urban renewal is forcing the Oriental Restaurant here to close.

Chairman Robinson O. Everett said he thought he should put the commission's position before the public to squelch rumors that Mrs. Der Wu, the Chinese owner, was being "run out of business."

Notice that the Oriental would close

soon, coupled with a sign placed in the restaurant window saying urban renewal was responsible for the closing, has triggered numerous letters and calls of protest to the Development Commission and the Durham Morning Herald.

The restaurant is located in the downtown urban renewal project, but Everett says the facts surrounding its liquidation have been distorted.

"Instead of prolonging your pub-

lished letters relative to the Oriental Restaurant, Mrs. Der Wu and the Redevelopment Commission," Everett wrote, "please accept these bare facts which I have gathered from the commission's staff."

He then went on to explain that Mrs. Der Wu has never been told to move, noting that she had been told she could remain in her present location about four more years.

Also, Everett says Mrs. Der Wu in-

dicated that she wanted to liquidate the business and not relocate because her lease had expired and her landlord had raised the rent, her doctor had told her she must stop working and she was not realizing enough profit to justify continued operations.

"Just Friday, through her Chinese interpreter, Mrs. Der Wu wanted the commission to know that she felt that we had treated her very fairly and had helped her immeasurably, and through

us, wanted to express her sincere gratitude to all citizens of Durham who have helped her in the past and during this critical period," Everett stated.

He ended by adding:

"Our documentation of the Oriental Restaurant liquidation is now complete and open for inspection to any citizen of Durham. Our interest in Mrs. Der Wu, however, has not ceased, and we are still counseling her on personal problems."

Razing Downtown Renewal Area Set To Start Soon

Bid Opening July 2; Building Ready Aug. 1

The City Redevelopment Commission will open bids for the demolition of the fire-gutted Piedmont Building, the Malbourne Hotel, Harvey's Cafeteria and Bethel Chapel Church July 22 in the start of clearance in Durham's Downtown Urban Renewal Project, project director A. H. Galbraith said Wednesday.

Galbraith said the various demolition - bidding companies had been told that the buildings will be available August 1 for the start of clearance.

The Piedmont Building, located at the city's business focal point, Five Points, was gutted by a raging fire Nov. 14, 1965.

Until being purchased by the Redevelopment Commission, it was owned by an estate administered by the Wachovia

The fourth structure to be torn down is the Bethel Chapel Church at the corner of Queen and Holloway streets. It is being cleared to accommodate an extension of Liberty Street, part of the renewal program designed to speed traffic through the city.

The church had formerly served as the Beth El Synagogue, being purchased by the Bethel Chapel congregation, a non-denominational group, in November of 1961.

It was the first piece of property acquired by the Redevelopment Commission as part of the downtown project, being purchased in January.

The Downtown Urban Renewal Project is expected to cost about \$16 million altogether, and will entail more than 120 acres of land stretching from Five Points to Dillard Street. It will take approximately six years to complete.

Bank and Trust Co. of Greenville.

The site on which it is located is scheduled to become an open park beautification area for the city.

The Malbourne Hotel property, which includes a service station to the hotel's rear, is to be cleared to provide room for the widening of Roxboro Street to five lanes, from the railroad tracks at Pettigrew Street to Holloway Street, as a part of the downtown traffic loop called for in the urban renewal project.

The 58-year-old, four-story hotel was for many years the leading hostelry in Durham. It was owned by the E. I. Bugg estate until purchased by the commission.

Harvey's Cafeteria, which closed its doors in February 1965, is being destroyed to make way for new business development in the area.

The cafeteria, located on Main Street between Mangum and Church streets, was for years the largest of Durham's restaurants. Its closing created a pressing need for downtown eating establishments and as a result, a study is being made to determine the feasibility of establishing a restaurant in the urban renewal area.

'Beautify Business' Is The Idea

The Chamber of Commerce is sponsoring a new effort to "Beautify Business" in Durham.

Actually, the effort is designed to encourage beautification of buildings and grounds in and on which business establishments are located.

The campaign will be in the form of an awards program. The program will be focused on non-residential property—or business places.

These establishments are being asked to go over a 10-point checklist of beautification "standards" with which they will be provided by the Chamber. They are asked, with the aid of this checklist, to make a self-examination of their property. Then, if occupants of the property believe the property should be considered for recognition, the Chamber is to be notified.

Firms that are not members of the Chamber are eligible for consideration for the awards and are asked to contact the Chamber if they wish to be considered.

The appearance of individual establishments in the city's business area has an

important bearing on the impression the public gains of the areas as a whole. The rundown or unkempt appearance of one or two business buildings along a street can damage the "image" of the entire area.

The beautification checklists being sent out by the Chamber of Commerce will serve two purposes. They will serve as guidelines by which proprietors of business firms can determine how well their structures meet the standards. And, they will serve to stir other concerns to greater efforts in the interest of general beautification.

In this, as in all worthwhile undertakings, cooperation is the key to success.

James L. Nicholson, co-chairman of the Chamber's area beautification committee, expressed this need for cooperation in this manner:

"The cooperation of every non-residential property owner is needed in this effort. The Chamber Area Beautification Committee wants to help businesses and Durham, and to do so, we need full cooperation."

Let's have that cooperation—for a more beautiful Durham.

7/7/66

Club Gets Building—

Retarded Center Speeded

Mike May, president of D. C. May Ma-Crepe Co., today turned over the keys to the D. C. May Co. building, at the corner of Morgan and Roney streets, to Thomas M. Hunt, building committee chairman for the Durham Exchange Club Sheltered Workshop, Inc.

Following the transfer of the keys, W. E. (Pete) Rice, executive director of the workshop, began making preparations for the opening of the facility Aug. 1.

Rice is expected to begin next month the employment and training of retarded young people and adults. Around 30 retardates already have been screened by the Durham office of the N.C. Department of Vocational Rehabilitation for placement into the center.

Hunt, who is a member of City Council, and his committee, began three months ago the search for a building to house the retarded training-employment center. Negotiations just recently were completed with the Durham City Redevelopment Commission for the leasing of the May structure for one year.

The May firm yesterday vacated the 10,000-square-foot building it had occupied for 46 years. The two-and-one-half story building had been the center of the firm's operations until it moved into the former Imperial Tobacco Co. processing plant on Morris Street.

With the move, the May company consolidated operations spread out over the 300 block of Morgan Street and in buildings in the 200 block of Morgan



TURNING OVER THE KEYS—Mike May, second from left, president of D. C. May Ma-Crepe Co., is shown today as he turned over keys to the former D. C. May building at 316 Morgan St. to Thomas M. Hunt, fourth from left, building chairman of the Durham Exchange Club Sheltered Workshop. Those attending the presentation are, left to right: Frank Creel, president of the Exchange Club of Durham; May; Travis H. Clements, first vice president of the Durham Exchange Club Sheltered Workshop; Hunt; Charles McBroom, Exchange director; W. E. (Pete) Rice, executive director of the workshop; and Jimmie O'Neill, workshop and Exchange board member.

—Sun Staff Photo.

On Demolition Of Buildings— Bids To Be Taken

Bids on the demolition of the Piedmont Building, the Malbourne Hotel, Harvey's Cafeteria and Bethel Chapel Church will be opened by the City Redevelopment Commission tomorrow at 3 p.m., commission officials reported today.

The demolitions projects are the first in Durham's downtown revitalization urban renewal project.

All four buildings slated for demolition will be available for the start of clearance on Aug. 1, officials said.

The Piedmont Building at Five

Points was gutted by a fire Nov. 14, 1965. Following the fire, the building was purchased by the redevelopment commission from an estate administered by Wachovia Bank and Trust Co. of Greenville.

The site on which stands is scheduled to become an open park beautification area.

The Malbourne Hotel property, including a hotel and a service station behind the hotel, is to be cleared to provide room for widening of Roxboro Street to five lanes as part of the downtown traffic loop called for in the urban renewal project.

Harvey's Cafeteria on Main Street between Mangum and Church streets, which closed in February 1965, is being destroyed to make way for new business development in the area.

The Bethel Chapel Church at the corner of Queen and Holway streets is being cleared to accommodate an extension of Liberty Street which is included in project plans.

The church had formerly served as the Beth El Synagogue but was purchased by the Bethel Chapel congregation in November 1961.

Ohio Firm Gets Demolition Pact

Cleveland Wrecking Co. of Cincinnati, Ohio, with a low bid of \$56,000, Monday was awarded a contract for the demolition of four downtown buildings as part of the downtown redevelopment project.

Officials of the City Redevelopment Commission said the contract calls for completion of the project within 120 calendar days.

Plans call for the demolition of the Piedmont Building at Five Points, the Malbourne Hotel, Harvey's Cafeteria, and Bethel Chapel Church.

Work is expected to begin as soon as the Malbourne and a portion of the Piedmont Building are purchased.

Union Station Negotiations Nearing End

Durham officials have submitted a definite proposal to North Carolina Railroad Co. for the purchase of right-of-way including a portion of the Durham Union Station property.

Mayor R. Wense Grabarek said Friday, "We are at the 'bottom' of the transaction." He explained that negotiations with NCR are the final ones with a rail firm before the city can purchase the property.

The city wants to obtain the old Union Station property to allow the extension of Peabody Street and for certain parking use.

Declining to reveal the figure, Grabarek pointed out the proposal includes funds to cover the remaining 29 years in NCR's 99-year lease, obtained before the turn of the century.

Grabarek said negotiations with the four participating railroad companies which lease and sub-lease track easement from NCR have been completed. He added "all phases relating to the railroads" as well as engineering for relocating tracks have been completed.

The four railroads operating are Southern, Seaboard, Norfolk and Western, and Durham and Southern.

Grabarek said NCR at its summer meeting in Greensboro on Thursday turned the proposal over to a committee which it empowered to review, to contact the city and to negotiate. A specially called meeting of the railroad will be held to approve the final contract, he said.

In tonight's matches, West Germany plays Switzerland, Bulgaria meets Brazil, the defending champion, and the Soviet Union plays North Korea.

City Seeks Renewal Project's Approval

New Public Housing Data Aired

The Urban Renewal committee of the Durham Chamber of Commerce today voted to recommend to the directors of the chamber at their meeting Wednesday that the Durham Housing Authority be asked to make public "an up-to-date status report on the future and present needs of public housing in Durham."

The committee, which is headed by Abe Greenberg, made the recommendation after hearing "some shocking" figures given them in reports by Carvie Oldham, executive director of the Durham Housing Authority, and Carl Harris, chairman.

The two DMA spokesmen related to the committee the "serious shortage" in the field of public housing in Durham.

They told the Chamber committee that of the 1,850 applicants for public housing, "there are 1,200 families who are eligible now for public housing and can't get in." Of these applicants, 650 are ineligible because their incomes are over the maximum allowed public housing residents.

The turnover in occupancy is only nine per cent annually.

The small turnover, the growth of persons seeking housing from those displaced by urban renewal or those going on lower incomes, compared with the shortage of available new units, "is compounding a serious situation already existing in substandard housing," the committee was told.

Includes Elderly Housing

Plans for Durham's urban renewal Project 6A, which call for construction of an apartment building for the elderly at the corner of East Main and Dillard streets, were submitted today to regional officials of the U.S. Department of Housing and Urban Development for final approval, according to City Redevelopment Commission Executive Director Ben Perry.

Upon approval by the regional office in Atlanta, the plans will be forwarded to the department Washington office, where final action will be taken, Perry said.

Once the plans are given final approval in Washington, the Redevelopment Commission can begin acquiring land for the project, he said, adding the timetable for receiving notification of final action is uncertain.

"I honestly couldn't say when we might expect to hear from Washington," he said.

The controversial Project 6A calls for acquisition and clearing of the area bounded roughly by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad. The area includes the site of a 214-unit public housing project to be erected by the Durham Housing Authority.

Included in plans for the \$3 million housing project is a 100-unit high-rise structure to be rented exclusively to elderly persons.

The City Council endorsed plans for the project by a 7-4 vote on July 5, after objections were voiced by a number of East Durham businessmen and the City Planning and Zoning Commission.

The businessmen and the commission opposed the East Main-Dillard Street corner location for the high-rise structure, arguing that the corner should be left open for commercial development along East Main Street. Only the extreme southeastern corner of the project, which fronts on East Main Street, adjacent to the apartment building site, has been designated for commercial development.

On two occasions, the Planning and Zoning Commission voted its disapproval of the building's site, while favoring an alternate project site plan which would have placed the building on Liberty Street and left the East Main-Dillard corner open for commercial uses.

Project 6A was segmented from the larger Project 6 area in order to speed up its development for public housing and for realignment of critical streets.

The White House already has granted conditional approval of a \$1 million grant for land acquisitions in the project area, provided it is approved in Atlanta and Washington.

Rehabilitation of the area, which should take about two years, is expected to cost about \$1.5 million, according to Perry.

Monday, August 1, 1966

Sidewalk Park Area At Five Points Seen Completed Before Christmas

Budget Of \$39,000 Earmarked For Job

The first beautification project in the Five Points area—creation of a sidewalk park complete with pool fountain, trees and/or shrubs and benches—is expected to be complete in time to enhance the municipal street decorations at Christmas.

This was the word over the weekend from Ben Perry, executive director of the City Redevelopment Commission.

He said: "We'll have title this week" to the Piedmont Building, located at the eastern intersection of Main and Chapel Hill streets, and demolition would begin "almost immediately."

"When (demolition) starts," Perry said, "they'll probably work a lot at night and get it down in a hurry."

The director said "approximately \$39,000" has been earmarked for the project.

"We have a schematic design already and we've tested the cost but we haven't checked it out completely with interested groups to see if they have any suggestions," Perry said.

The park area will be set back about 70 feet from the curbstone corner and will be about 75 feet wide at its widest point, he said.

The area, as presently visualized, would have a covered area and a screen across the back, with a round fountain in the foreground. Between them, there would be shrubs, benches and possibly small trees.



(Staff Photo by The)

Piedmont Building Of Today

Burned Out Structure Near Demolition

Beautification Area Expected To Follow Artist's Model

First Change In Face Of Five Points Due To Be Completed By December

(Staff Photo by Thornton)

★ ★ ★

WHAT THE MAILMAN BROUGHT

Dear Sid,

I'm looking forward to seeing you relaxing in the new park down at Five Points during Christmas.

(Signed) Polar Bear

Dear Polar,

You won't have any trouble recognizing me. I'll be wearing ear muffs.

—SID

Revenue Plan Held 'Sound' Parking

8-4-66 Walgreen Closing Downtown Store

The Walgreen Drug Stores chain is closing its Durham branch at the corner of Main and Mangum streets, but a company spokesman providing implications that it may not be a complete withdrawal from the Durham market.

Close-out signs were put up in the windows Tuesday night and B. A. Rhodes of Atlanta, Ga., the Atlanta district manager, was in Durham for the opening day of the going-out-of-business.

"We have nothing in writing"

regarding the closing, he said. Orders came from "higher up" than the district office.

Rhodes said the firm is "definitely closing this store," but counter-stated, "those signs could come down tomorrow—it's not (that) official."

Walgreen Drug Stores has operated in Durham for some 30 years. For the past four, it has been under the management of W. C. Sharpe. The Main-Mangum street corner is leased by the chain store, he said.

There is no definite closing date, but it was reported to be "within 60 days at the outside."

For Paying Downtown Work Costs

Council Panel
Told Of Future
Needs And Costs

By CARLTON HARRELL

Durham's plan for more off-street parking facilities to aid in financing the pending downtown redevelopment program was reported today to be "financially sound."

Edwin Vick Jr. of Raleigh, consulting engineer, told the City Council's off-street parking committee that Durham will need at least 6,900 more parking spaces by 1980 than it now has.

The cost of creating additional parking to meet that demand, he said, has been estimated to be some \$5.3 million.

Durham's share of the proposed \$16 million Downtown Conservation program has been put at about \$3 million. City officials planned to provide additional off-street facilities in the central business district and to use their costs as the city's contribution to the redevelopment project.

Vick represented the firm of Harlan Bartholomew and Associates of Memphis, Tenn., which was retained by the city last fall to do a feasibility study on the downtown off-street parking plan.

Vick told the committee that predictable parking demands "justify the city's plans to finance the urban renewal program" through the off-street parking facilities.

He recommended the city plan its off-street parking for three-phase development.

Conditions from now to 1970, he said, could be considered phase one.

Downtown Durham has an existing need for at least 570 more parking spaces, he said.

There are some 4,000 parking spaces in the downtown core with some 700 on the edge of the downtown section. Durham has a demand, he added, for at least 5,100 parking spaces in the central core.

During phase two — from 1970 to 1975, the central district will require at least 6,200 spaces, he said.

He suggested the city plan to provide at least 1,900 more spaces during the phase two period.

By phase three, which would range from 1975 to 1980, Vick recommended the city create 3,100 more parking spaces.

Cost of construction, he said, would be about \$900,000 during the first phase, \$2 million during phase two, and \$2.4 million in phase three.

The parking consultant said the city should expand on the number of parking facilities recommended by the City Redevelopment Commission's plan for the downtown section.

The central district, he said, should have eight off-street parking sites, two more than the six in the redevelopment plan.

Vick suggested the city use the six in the redevelopment plan and develop the other two to supplement those locations.

He said six sites, in addition to the city's existing parking garage and its adjacent lot, should be added between now and 1970.

Two more sites, he added, should be developed during the second phase, 1970-75.

In the third phase, parking garages could then be constructed on the eight lots to provide the additional parking spaces, Vick said.

He also reported the use of bonds to finance construction of the additional parking would be

8-5-66 Malbourne Hotel Brings \$170,000

The Malbourne Hotel and two small parcels of property behind it have been purchased by the City Redevelopment Commission for about \$170,000, according to title deeds filed here Thursday.

The two small Parrish Street lots and the hotel, at the corner of East Main and Roxboro streets, were bought in order to widen Roxboro to a five-lane street.

Purchase was made from Dr. and Mrs. Walter L. Crouch, Dr. and Mrs. Everett I. Bugg Jr., Mr. and Mrs. Norman B. Livengood, Mr. and Mrs. Norman B. Livengood Jr., Mr. and Mrs. E. B. Bugg, and Mr. and Mrs. Willis H. Aldridge Jr.

The hotel property was sold for about \$134,550 and the two smaller lots combined for \$35,500, according to federal tax stamps.

"a feasible financial situation."

The income of ratio to expenses, he said, would be from 1.4 to 1 upwards to 2 to 1.

"These are safe estimates," he said, because the potential parking needs could be doubled above the level cited in his report and still be sound estimates of potential parking demands in downtown Durham by 1980.

Officials of the City Development Commission who attended the session included Ben Perry, executive director of the commission, and A. H. Galbraith, associate director.

7/33/66

No Snags Found In Expressway

By ROGER JOLLEY
Herald Staff Writer

Representatives of the Bureau of Roads, the State Highway Commission, the City of Durham and the Durham Redevelopment Commission took a close look at the city's East-West Expressway Wednesday.

The group, which included City Engineer Hugh Ickett and Redevelopment Commission director Bob Thomas, made a walking tour of the expressway from Chapel Hill to Roxboro Street.

The tour will continue Tuesday to allow the group to view the entire middle portion of the project.

Thomas reported no major problems were revealed on the tour which will slow up completion of the project.

He noted that the tour's purpose is to "iron out minor details of the preliminary plans prepared by the State Highway Commission in order that final plans can be drawn."

Harland Bartholomew and Associates, a Memphis Tenn., traffic consultant firm, is engineering and designing the eastern and western sections of the expressway, while the highway commission is handling the center portion.

The 8.5-mile expressway, which will cost an estimated 20 million for construction and right-of-way acquisition, is to connect Interstate 85-U.S. 70-J.S. 15-501 Bypass and the Research Triangle Park and will serve as a major artery for traffic through the city.

Thomas said the touring group had encountered some questions concerning the method of tying in some of the streets which will cross the expressway.

These problems are expected to be worked out as more information is gathered by on-site inspections and is turned over to the highway commission.

Thomas said these problems should not slow up progress on the project.

Although city and state officials had hoped to get the center section under contract this summer, delays in acquiring needed right-of-way have pushed the target date for the start of construction well into December or January.

Also delaying plans for the expressway was the decision, made last February, to design

it as a six-lane roadway, rather than a four-lane facility. All previous planning had envisioned the expressway as a four-lane highway.

8-4-66

In Renewal Areas— Procedures For Buying Land Cited

Procedures for purchasing land in Durham's Urban Renewal areas were outlined by Redevelopment Commission officials today in response to stepped up inquiries by businesses concerning acquiring property for relocating or expanding.

Bobby Thomas, real estate director for the Redevelopment Commission, said the purchase of property in Urban Renewal area in many cases involves less "red tape" than in contracts with private owners.

The main difference, he said, is that such property is purchased through bids, and must have a preliminary plan for development, subject to covenants of the Redevelopment Commission.

Thomas said sufficient information is now in the hands of the Redevelopment Commission on properties in Urban Renewal area one, bounded by Southern Railroad, Duke Street, south of Proctor Street and Roxboro Street, and area number two, bounded by Umstead Street, Grant Street, Southern Railroad and west of Fayetteville Street, to proceed with plans for disposition.

Bidding procedures consist of submitting a sealed bid on property which has been advertised for sale, along with a signed agreement to complete the sale, an endorsement or statement for public disclosure of capabilities of developing the property, and a statement for nondisclosure on financial responsibility.

The bid must also include a site layout and preliminary drawings of proposed improvements to the property, and a narrative statement explaining general features of the proposed development.

Advertisements for bids will include the minimum price set by the Redevelopment Commission, based on private appraisals by two qualified persons. Thomas said bids for less than the minimum amount listed may be considered, provided no other bids are received, and subject to approval by the Regional office in Atlanta and city officials.

Persons interested in certain tracts of land may also begin procedures for bidding, even before the property is advertised, Thomas said. This would be the case should anyone inquire at the present time, since to date no bids have been requested by the commission.

The procedure applies to purchases on all property in Urban Renewal areas, except by municipalities and nonprofit organizations. In these cases the commission may complete the sale without bids, Thomas said.

The successful bidder on all properties must submit 5 per cent of the purchase price with the bid, which can be in either cash, a cashier's check or certified check.

Thomas noted that plans for development must conform with covenants on the individual tract of land. These covenants govern the size of buildings planned, which may vary depending on the zone in which the land is located.

Thomas suggested that persons interested in property in Urban Renewal areas handle their negotiations through a real estate broker. He stated that all commissions to brokers are paid by the Redevelopment Commission.

Seen For Renewal Residence Plan

Saturday, August 6, 1966

Rejection

Perry said first occupants would move in the two public housing areas in October but it would take an additional 18 months before the complete projects would be ready for occupancy.

The Lincoln Hospital-area housing would be available by December for initial tenants but there, too, complete use of the entire 150 units would be stretched over a period of many months.

Federal officials noted that local administrative policies enforced by the Durham Housing Authority exclude families with illegitimate children or persons with certain type police records from moving into public housing units, thereby creating problems in providing accommodations for these types of households.

Included in plans for the residential redevelopment project is that a portion of it be utilized for the proposed East-West Expressway.

Relocation problems are amplified because of families that would have to be displaced because of the expressway and from assorted other projects. In simple arithmetic, Perry said, there are many more families who have to be moved than there are possible locations for them to utilize.

Preliminary cost estimates of the project released by the City Redevelopment Commission placed the local share of the cost at \$1,603,160. This would be provided through credits received from other urban renewal projects and through money provided by the city.

The remaining \$5 million would be provided by the federal government and through the sale of cleared land for development.

A total of 568 buildings will have to be cleared from the project area. Of this number, the majority are houses.

A distinctive feature of the project is the provision for a park to run a portion of the length of the area.

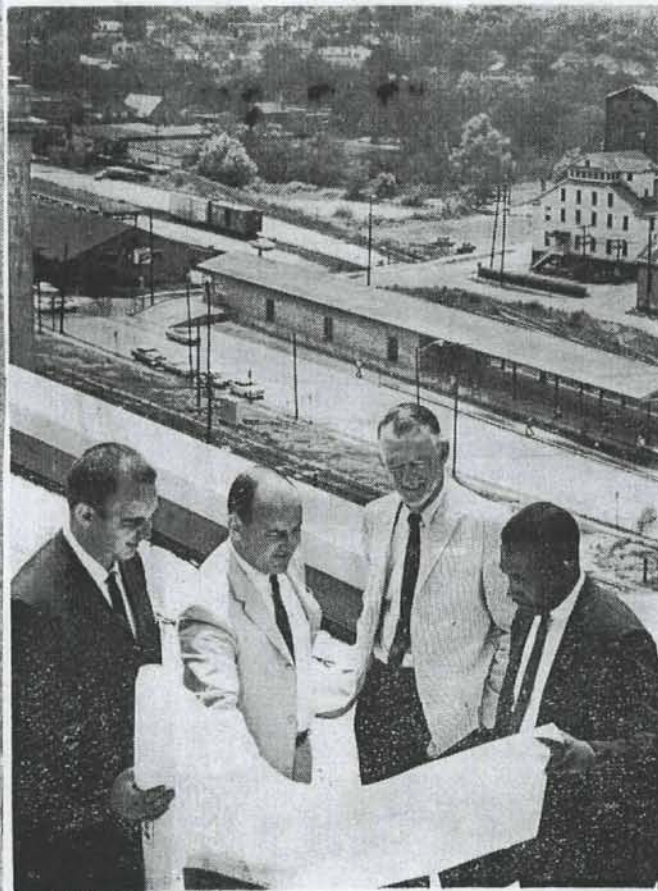
This park area is to be turned over to the city for recreational or other use.

During Friday's session, the Atlanta officials were taken on a tour of the project site for a first-hand inspection of existing and proposed uses of the land.

A thorough probing was given all aspects of the plan with the aim of incorporating the resulting suggestions into final working drawings.

Brookins noted that the public housing situation is one of the disadvantages of having separate directors for the redevelopment and the housing phases of the project.

However, he expressed hope that the situation will improve with the completion of the two public housing projects now un-



Pettigrew Street Portion Of Project

City Redevelopment Commission officials explain plans for Urban Renewal Project No. 3 to representatives of the Atlanta office of the Department of Housing and Urban Development during a feasibility conference Friday morning. A portion of Pettigrew Street included in the proj-

ect is shown in background. Viewing plans, left to right, are Tom Ficht of the Atlanta office; Robert Anderson; planning consultant from Chapel Hill; J. E. Ervin, vice chairman of the City Redevelopment Commission; and Reid Brookins, also of the Atlanta office.

Housing Lack Said Hurdle To Approval

Atlanta Officers Study Feasibility At Session Here

Durham's largest redevelopment project for private residences appears doomed due to a lack of adequate housing for families who would be displaced.

Two officials from the Atlanta regional office of the Department of Housing and Urban Development said Friday the \$8.5 million project is not feasible until the existing relocation problem is resolved.

Reid Brookins and Clyde Stone, here for a one-day on-site feasibility study conference, suggested that closer cooperation between the Redevelopment Commission and the Durham Housing Authority is needed in providing housing for displaced persons.

Following Friday morning discussions, Commission Director Ben Perry said such a housing shortage "will stop the project. As of now, in my opinion, we haven't got a project."

The federal officials were told that some 560 families reside in the 90-acre area bounded approximately by Pettigrew, Fayetteville, Roxboro and Umstead streets.

The area is planned for usage almost exclusively for private residences, with a few business establishments to service the neighborhood.

The federal officials were told that some 550 units of housing are now under construction in the city. Four hundred of these are equally divided in two public housing sections, one on Umwallis Road and the other in the area of Umstead, Pettigrew, Grant and Fayetteville streets.

The other project, containing about 150 units, is a private housing program in the Lincoln Hospital area.

MONDAY AFTERNOON, AUGUST 8, 1966

Housing Plight Possible--Perry

Monday, August 8, 1966

Solution To

Ticklish Problem, Not Unexpected

Finally it has happened.

The displacement and threatened displacement of people to make way for urban redevelopment projects now threatens one of the larger of the city's projects with possible rejection and with long-drawn-out delays.

Other projects have resulted in smaller-scale displacement of people who had nowhere else to go at the time they were told to vacate the properties they occupied.

Now officials of the Atlanta office of the Department of Housing and Urban Development have told officials of the Durham Redevelopment Commission that the proposed \$6.6 million project for residential development in the area bounded by Pettigrew, Fayetteville, Roxboro and Umstead streets does not appear to be feasible because of a lack of adequate housing for the some 560 families who should be displaced in the 90 acre area.

Despite the fact there are some 550 units of housing now under construction, including some 400 units in two public housing projects, there are not nearly enough to take care of the people who would be displaced in the Pettigrew-Fayetteville-Roxboro-Umstead street area and in other redevelopment project areas.

This is a situation that a good many local people have foreseen for some time. It is a situation that has developed in many cities where the pace of planning and undertaking redevelopment projects has exceeded the pace of supplying or locating housing for the people and families that would be displaced.

The federal agency officials have suggested closer cooperation between the Redevelopment Commission and the Durham Housing Authority. The officials noted that certain restrictions enforced by the Housing Authority exclude families with illegitimate children and persons with certain types of police records from moving into public housing units under its control. The federal officials suggested that these restrictions create problems in providing accommodations for these types of households.

The Housing Authority adopted these restrictions because experience showed that these types of families tended to be liabilities, both from an economic standpoint and for other reasons. We do not believe that the Housing Authority should be expected to relax its occupancy standards in this particular area unless someone is prepared to share in any financial losses to the Housing Authority that might accrue as a result thereof.

It is somewhat ironic that in order to create a new residential area, so many people and families should have to be displaced — with insufficient housing available or planned for them to move into.

Such a situation would seem to put a question mark on the advisability of too great speed in planning and carrying out these pressurized projects before development of replacement facilities — even temporary ones — can catch up with the pace.

It is a ticklish problem, at best, although not an entirely unexpected one. We do not envy the people into whose laps it has fallen.

Renewal Head Says Meeting Is First Step

Housing Director Sees Added Units As Possible Key

The executive director of the City Redevelopment Commission asserted Sunday night that snags



PERRY

in initiating a \$6.6 million urban renewal project can be ironed out, with the first step being a joint meeting of involved parties.

Ben Perry, commenting on a project which will require housing for 560 families who would be relocated, said the matter should be aired as soon as possible by representatives of the Redevelopment Commission and the Durham Housing Authority.

Two Atlanta officials of the Department of Housing and Urban Development said here Friday that the lack of available public housing could put a damper on the project.

The officials — Reid Brooks and Claude Stone — said problems in relocation are created by Durham Housing Authority regulations which exclude families with illegitimate children or persons with certain types of police records from public housing.

Carvie Oldham, executive director of the Housing Authority, said Saturday that the Atlanta representatives distorted the facts.

The 90-acre project area is bounded by Pettigrew, Fayetteville, Roxboro and Umstead streets. The area is earmarked for private residences, with several business establishments to serve the neighborhoods.

Perry said he will be on vacation this week, but hopes a joint session can be held on his return the following week.

"I think a meeting of this type certainly can be conducive to a better understanding," Oldham agreed.

Perry said one possibility is that Redevelopment Commission and Housing Authority representatives could go to Atlanta next month to discuss the problem with the Department of Housing and Urban Development.

"I think one of the problems here centers around the Housing Authority regulations," Perry stated. "That might not be the entire answer, but I believe it's part of it."

Oldham emphasized that the housing demand continues to be higher than the supply.

"That is the question we need to answer," he said. "If what the Housing Authority is doing is not acceptable, then something should be worked out."

Oldham said that persons relocated by urban renewal projects continue to get top priority in public housing, and that they are accepted if they meet existing standards.

He said an application to the federal government for additional housing would have to be initiated by the City Council before being submitted by the Housing Authority.

"If that is the wish of the municipality, then we are willing to do it," he commented.

A total of 400 public housing units are currently under construction, 200 on Cornwallis Road and 200 in the Hayti area. Another 150 semi-low rent units will be available in the Lincoln Hospital Foundation housing project, a private venture.

Future plans call for construction of 214 units at the corner of East Main and Dillard streets, but 106 of these will be exclusively for the elderly.

Also, 150 units will be erected under a rent subsidy program sponsored by the North Carolina Fund. But this project is not expected to be completed for three years, Perry said.

Wrecking Crews Plan Night Work

Final preparations for the demolition of the Piedmont Building at Five Points will begin Monday, City Redevelopment Commission officials said today.

Plans call for the Cleveland Wrecking Co. of Cincinnati, Ohio, to demolish the fire-damaged building during hours when downtown stores are closed, according to A. H. Galbraith, project director.

Workmen with the wrecking firm will begin work each night shortly after regular closing hours and continue into the morning of the following day.

Part of Main Street will be blocked off for the razing operation, but traffic will be allowed to flow through the Five Points intersection on Chapel Hill Street, City Traffic Director Rudy Griffin reported.

The triangular-shaped structure, which was hit by fire last winter, is being demolished to clear the way for development of its site into an open park beautification area.

The contract for the project calls for completion of the razing job within 120 calendar days.

Three other buildings are slated to fall at the hands of demolition crews as part of Durham's downtown revitalization program.

The Malbourne Hotel and a service station behind it, are to be cleared to provide room for widening of Roxboro Street to five lanes as part of the downtown traffic loop called for in the urban renewal project.

Harvey's Cafeteria on Main Street between Mangum and Church streets, which closed in February 1965, is to be destroyed to make way for new business development in the area.

The Bethel Chapel Church at the corner of Queen and Holloway streets is slated for razing to create space for an extension of Liberty Street which is included in project plans. The church had formerly served as the Beth El Synagogue but was purchased by the Bethel Chapel congregation in 1961.

Downtown Development Group Will Hold Meet

The annual meeting of the Downtown Development Association will be held at the Jack Tar Hotel at 10:30 a.m. Friday, Aug. 26.

New officers and directors of the 130-member organization will be elected and installed, and a report on the status of recommendations for revitalizing the downtown business district will be made.

L. W. W. Horton is chairman of the association which was or-

ganized in 1952 with 25 businesses represented in membership.

The association was established to determine the best means of improving the downtown area. A total of \$14,000 was subscribed by members to launch studies on improvements.

As result of initial efforts, a planning consultant was employed through cooperation of the City of Durham to conduct a one-year survey on needs of the business district, including traffic conditions.

Recommendations of the consultant included a "beltway" around the entire downtown business district following general lines along Morgan, Great Jones, Peabody and Roxboro streets.

The plan would involve extending Morgan Street from its present terminus at Mangum Street to Morgan Street extension which runs from Chapel Hill Street to Holloway Street between the city's fire department headquarters and the police building.

The recommendation also calls for additional off-street parking facilities, some of which already have been provided by the city in its five-deck parking garage.

The entire study was used by the city in long-range plans for redevelopment of the downtown district, and was included in the city's request for federal funds to carry out the redevelopment program.

This study was one of several used, most of which were financed through city funds, in drawing up its proposal for improvements under the Urban Renewal program.



(Staff Photo by Rumble)

Morris Operates Auto

'What Handicap?'

Armless Man Begins UR Work

By JIM CARR
Herald Staff Writer

Alford Morris got up Monday morning, dressed himself and cooked breakfast.

After making his bed and straightening up his room, he got in his car and drove to his new job as a relocation worker with the Urban Renewal Relocation Office.

Unusual? Not really. Not even to Alford Morris, who was born without arms.

"I don't foresee any great problems in adjusting to my new job," the 32-year-old North Carolina College graduate said as he settled back in his chair at the relocation office. "The biggest problem will be getting other people to adjust to me."

This, he says, has always been his biggest problem. "People are reluctant to even give me a chance. This is the first job of real importance I've ever had."

As a relocation worker, Morris will be assisting families who are to be moved by renewal projects, trying to help solve their problems in finding suitable living quarters.

The job will involve a lot of "person-to-person contact," he said, as well as administrative and clerical duties.

How will his handicap affect his work? "What handicap are you talking about?" he asked. "As far as I'm concerned, I have no handicap."

Admittedly, he may not be able to type 45 words per minute or handle a four-speed transmission, but "I still manage to make out all right," he said.

Using his toes, Morris is "able to get the words on paper," either with typewriter or pen. He drives with the aid of special controls and does the housekeeping for himself and the disabled veteran with whom he lives. "If I don't cook, I don't eat," he said.

A native of Hickory, Morris came to Durham to attend college after graduating from Ridgeview High School. He received his degree in social science in 1959.

Born without arms, he has never received any special training, he said, "other than a little pushing from my mother, who taught me the meaning of independence."

After being unable to locate a job after receiving his degree, Morris began teaching special courses for Durham Technical Institute. He presently serves as a volunteer teacher of slow learners under the sponsorship of Operation Breakthrough.

"A handicap is never physical," he said. "It's always a mental thing. I've seen enough handicapped people to know."

While a student at NCC, all his roommates were blind. "I wanted to room with them," he said. "Most of them were really handicapped when I met them, but I tried to teach them to overcome their problems."

What's the greatest problem he's ever faced? "The word 'impossible,'" he said. "I hear it every day—but you'll never hear me saying it."

"I'll leave that to the really handicapped people—those who believe that a physical disability has to be a handicap."

Durham Morning Herald, Tuesday, Aug. 9, 1966

DURHAM, N. C., WEDNESDAY, AUGUST 10, 1966

Solution Can And Must Be Found

Any suggestion that Durham's key residential renewal project is hopelessly snagged is unacceptable.

If after all this time the thoroughly predictable problem of relocating the 560 families in the Pettigrew-Fayetteville-Roxboro-Umstead street area defies a reasonably prompt solution, it is time to ask some very embarrassing questions, indeed. Frankly, we don't believe the situation is or need be so desperate.

Relocation is an obvious sticking point for any renewal project that involves a large number of families. People must not only be persuaded to move out of a familiar neighborhood. They must be able to find housing as good or, in most cases, better than what they have left. Moreover, they must find new housing at the very time when the number of private units is reduced by renewal and when rents on lower priced housing thus tend to rise.

Fraught with human and economic problems, relocation is a tricky business at best. The situation is complicated in Durham by regulations for the public housing projects that are the natural places to absorb most families dislocated by renewal. To keep "undesirables" out of these projects, the Durham Housing Authority excludes families with illegitimate children or individuals who

have accumulated a significant police record.

Particularly during a renewal project such regulations (used in many cities) point up a paradox. For many of those who are to be displaced from the renewal area so the city can erase blight are the self-same people the public housing regulations have classified as undesirable and thus consigned to the blighted area. This may save the Housing Authority from trouble or from readily misunderstood evaluations of individual applicants for public housing units. But it leaves the problem of just where those persons thus classified as undesirable are supposed to live in Durham.

This situation is open to a reasonable, if imperfect, solution especially where it involves individuals displaced by renewal. Increasing the available number of decent public and private low rent housing units will be a more difficult job if that becomes necessary.

But arrangements can be made to satisfy the properly concerned federal administrators in Atlanta that Durham can get on with its \$6.6 million residential renewal project without sending displaced families to live in trees. And unless we are to make some damning admissions about our ability to cope with urban problems here, those arrangements need to be made in a hurry.

On Housing Situation—8/11/66

Mayor Asks For Session

Representatives of the Durham Home Builders Association and the financial institutions in Durham were asked today by Mayor Wense Grabarek to meet Tuesday with City Council, city administrative personnel, and urban renewal and housing authority personnel to discuss the public housing "shortage" in Durham.

The session will be held at 3 p.m. in council chamber at City Hall, with Mayor Grabarek presiding.

"We are going to try to put a community approach to harness the resources we have to meet our serious housing needs," Mayor Grabarek told the Council in calling for the meeting.

The purpose of the meeting will be to explore means of building and financing additional public housing and coordinating with all city agencies the use of "available government assistance," he said.

"This is meant to be a constructive meeting. The Council has tried to dovetail public housing with urban development. It hasn't kept up. We don't have places to put our people," Grabarek said.

He said a new method of "instant housing" will be discussed. Through this method, the federal government "goes to the builder and says you build them," Mayor Grabarek said. The builders erect public housing on a cost plus basis under this arrangement, he added.

"The purpose of this meeting is simply to review the situation we find ourselves in," Grabarek said.

Councilman Charles Steele said "the federal government has limited private enterprise, I don't want us to have to provide for every single person."

Councilman John A. Stewart said "private enterprise just can't do it. We have a basic problem. We are not going to be able to progress with our redevelopment program without doing something about it (public housing)."

recreation construction fund to purchase a strip of land adjacent to Lyon Park.

Accepted for maintenance Sherwood Drive.

Approved the purchase of an easement for the sewer outfall on Hillandale Road from J. T. Hargis for \$143.84.

Approved the purchase of additional property for the pump station site on Garrett Road from C. Thomas Biggs, for \$1,300.

Agreed to pay \$25 for the removal of shrubs from an easement purchased from Vivian A. Parks Jr. at the new sewer outfall in Hope Valley.

Accepted the tax collector's settlement.

Received the annual report of the Police Department for 1965-66.

Agreed to pay \$150 to Sam C. Mangum and \$500 to Mrs. Jasper Hamlin for easements in connection with the Goose Creek Sewer Outfall.

Approved a \$3,396.63 contract for sewer outfall for Valley Terrace.

Denied petitions of Willis Holmes and Mitchell Bergman for no parking on the west side of Angier Avenue, at Lyon Street, and an unloading zone at the same location, respectively.

In other action, the Council: Reduced the assessments for opening, curb, gutter, paving, water and sewer mains on properties of Mrs. Bessie S. Hamlett on East Main Street from Benjamin to Miami Boulevard, from \$3,909.38 to \$3,227.95.

Accepted an easement in the Riddle Road Sewer Outfall from Mr. and Mrs. Bobby R. Roberts at no cost to the city.

Ordered acquisition of properties for the Drew Street right-of-way from Alston Avenue to Miami Boulevard: 1123 Drew St., from Mr. and Mrs. McNeil Pettiford, at a cost of \$50; southeast corner of Drew Street and Alston Avenue, from Mr. and Mrs. H. McKinley Mangum, at a cost of \$75; southeast corner of Drew Street and Union Street, from Mr. and Mrs. W. E. Byrd, at a cost of \$75; 1201 Drew St., from Mr. and Mrs. R. H. Watkins, at a cost of \$250; and 1110 Drew St., from Goldie Trice, at a cost of \$125.

Authorized purchase of a strip of property at the northwest corner of Roxboro Road and Frazier Street, property of Mr. and Mrs. W. S. McDevett, for water and sewer installation and future sidewalk and street widening needs, at a cost of \$1,000.

Granted 60 days of grace to four property owners, E. L. Harris, James T. Barnes, A. F. Jones and Dr. A. Rosenstein, in which to bring their dwellings into compliance with the housing code.

Appropriated \$300 from the

Friday, August 12, 1966

Formal Admissions Policy Adopted By Housing Body

Asserts Past Not Preventive

By FRED WARDLAW
Herald Staff Writer

The Durham Housing Authority put on paper Thursday its previously unwritten policy regarding admission to low-rent housing for persons with police records and those with illegitimate children.

The policy states primarily that a person's background will not prevent that person from being admitted as a tenant in a public housing project.

Adoption of this "memorandum of administrative policy" preceded Housing Authority discussions with Al Blackwell, director of the City Redevelopment Commission relocation agency, and five representatives from the United Organizations for Community Improvement.

"I feel like history was made today," said Blackwell.

Housing commissioners said this has always been the policy and that any thoughts to the contrary actually resulted from public misinterpretation and confusion.

Housing Authority Vice Chairman J. J. Henderson told the delegation the written policy was "to clear the air." He added, "I am sure there is going to be

Representing the United Organizations for Community Improvement were Mrs. Ann Atwater, Augustus Davis, Anna Ballentine, J. W. Plummer Jr. and Woodrow Brown Jr. They requested a discussion on admissions policies through letters from Mrs. Atwater.

A breakdown of the number of applications from displaced persons over the past three years was presented to commissioners by Assistant Director James Bennett.

He said 284 applications had been filed from publicly displaced families, but that 74 were ineligible because their income was above restrictive limits or the number of family members was too large for public housing accommodations.

Bennett said 14 applicants rejected public housing when it was offered and 12 applicants found housing elsewhere before public housing accommodations became available. He said 17 applicants were rejected by the Housing Authority for social reasons.

"Of the 167 apparently eligible families," Bennett said, "we were able to locate 96 of them." Eighteen preferred to await newly constructed units in Hayti or on Cornwallis Road, Bennett said, and 32 families require efficiency units, one or five-bedroom units, "which are virtually non-existent."

Bennett pointed out that of the 96 persons admitted to public housing, 24 applicant families had police records, 23 families had "no husband around," and that five had both factors.

Excerpts from the formal policy, which will be reprinted in full and made available to public organizations, include:

"In determining admission... the Housing Authority recognizes the social backgrounds of the applicants. However, illegitimate, previous criminal records, social habits, and prior environments do not preclude a low-income applicant from admission to the project.

"Once a family has gained admission to a Housing Authority project, the Housing Authority does consider the birth of an illegitimate child, criminal convictions, or other anti-social or violent habits of the tenants as some evidence that the dwelling unit is being used for illegal or immoral purposes and in violation of the lease; and such conduct may very well affect the continued occupancy of the dwelling unit by a tenant family."

Families Get Funds After Footing Own Relocation

A large number of Durham families have received relocation adjustment payments through the City Redevelopment Commission when the families have had sufficient funds to relocate themselves.

Al Blackwell, City Redevelopment Commission relocation agency director, told the Durham Housing Authority commissioners Thursday that many families, knowing their residences would eventually be demolished, had gone out on their own, and rented or purchased another house without being notified by the governmental agency.

Blackwell explained that if these families fill out applications to public housing, and are formally rejected for any reason whatsoever, the family is eligible for federal assistance up to \$500.

Blackwell, in an interview after the meeting, said "At least 15 to 20 per cent of the families relocated since the program's inception (in 1963) have fallen into this category," of receiving assistance after moving on their own.

He said after the relocation, his office has notified these families

and they have made the applications, and that "we have requested for the rejections" to make families eligible for the relocation adjustment payment.

He indicated that this is a widespread urban renewal practice throughout the country.

Blackwell said funds distributed to these families ran "way up in the thousands." He added that "not quite \$100,000" had been paid out.

In another matter, housing officials were advised of Mayor R. Wense Grabarek's request to meet Tuesday at 3 p.m. at City Hall with officials of the Rede-

velopment Commission, Board of Realtors, Chamber of Commerce and the Housing Authority, in an effort to explore solutions to the housing shortage in Durham.

Grabarek made the request at the City Council meeting Thursday. "We are going to try to put a community approach to harness the resources we have to meet our serious housing needs."

Grabarek said a new method of "instant housing" will be discussed. This method calls for the building of public housing by private builders on a cost-

plus basis.

He noted that the government "goes to the builder and says you build them."

"This is meant to be a constructive meeting. The council has tried to dovetail public housing with urban development. It hasn't kept up. We don't have places to put our people," he said.

Councilman John A. Stewart said "Private enterprise just can't do it. We have a basic problem. We are not going to be able to progress with our redevelopment program without doing something about it."

DURHAM, N. C., MONDAY AFTERNOON, AUGUST 15, 1966

Family Of 11 Living In Filth Has No Plan

By BOB HARRIS

The house is situated in a neat neighborhood near the North Carolina College campus, but it's not like the other homes around it.

The outside appearance is only part of the problem. While the other houses around it are either well-cared-for frame structures or modest brick dwellings, all with well-kept lawns, this house is a refugee from an old army barracks.

The yard is strewn with litter and human excrement. The windows are all broken out on one side, and both porches are in a state of collapse.

But, according to the neighbors, the worst part about the house — except for the fact that 11 people are squeezed into its three rooms — is the stench.

"I wish you could just come

over and sit on my porch when the wind is blowing this way. You just couldn't stand it," one of the neighbors said.

"Rats, as big as squirrels, dart around the place all the time. They run in and out without even slowing down," the neighbor continued.

"She (the house's occupant) could do better," another neighbor said, "she just don't care. She either just sits in the house or leaves the kids home alone to go out begging for food. We've given the kids some clothes, but we can't support them."

"It's just a health hazard," a third neighbor added, "Something ought to be done about it."

The head of the house in question, a woman whose husband died a few years ago, is calm about the situation.

"The house belongs to the Dur-

Neighbors Complain As Ultimatum Is Given Urban Renewal Body: Get Them Out Or Else

ham Redevelopment Commission," she said. "We don't pay no rent here. We're going to move soon as we find a place to stay."

She didn't seem to mind the neighbors' criticism. Sitting cross-ways the bed during the entire interview, she didn't seem to mind anything.

The front door would only partially open because the bed in which she was sitting was blocking it.

When it was partially opened, however, hundreds of flies left

the excrement on the front porch and buzzed into the house. Three or four of the 10 children crawled about the refuse on the floor, and dozens of the flies flew lazily through the acrid stench and landed on them.

Nobody bothered to shoo them away.

Three beds, including the one on which the woman was sitting, were in the dwelling. One of them had only a thin mattress on broken springs.

No clothes were in the one small closet. Instead, the

only clothes to be found, except the rags on the children at the time, were balled up on the floor.

The only food in evidence in the house was that encrusted on the filthy aluminum plates on the junk-littered kitchen table. A small hotplate with a frayed cord was used as a stove.

Water was supplied by a hand pump in the muddy, excrement-littered back yard.

According to Dr. O. L. Ader, Durham County health director, the health department is aware

of the situation. He sent an ultimatum today to the City Redevelopment Commission: either provide toilet facilities on the premises within 15 days or tear the structure down.

Ben Perry, executive director of the redevelopment commission, said he had had part of his staff on this problem since the commission was first notified three weeks ago. He said a chemical toilet had been on order since that time.

He said the structure would

have been demolished "some time ago" had it been able to find housing for the family.

He said he was in this case—and "it"—because the required by law, decent, safe and sound to all residents because of renewal price these families

James Carr, a conservation supervisor with the commission, said the commission was disappointed because of the lack of funds to be used on that "may be torn down time."

Perry said the difficulty finding housing for this

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Durham Morning Herald

EDITORIALS

City Replies To A Pressing Need

In quick succession, two moves have been initiated to ease the plight of low income families confronted by Durham's shortage of decent low rent housing.

A misguided or misunderstood eligibility policy for public housing has been set straight. The mayor and City Council have scheduled an action meeting to get more decent low rent housing units started here.

Durham can't take pride in the fact that these moves were only initiated after it appeared the shortage of decent low rent housing units would snag the city's key urban renewal project in the Hayti area. We have all been slow to recognize the extent of housing deterioration here and the extent of the effort necessary to correct the situation.

There was a natural tendency to expect that this feature of Durham's housing problem would somehow work itself out in the process of urban renewal. We should have been more alert, but we weren't. And now, thanks to built-in safeguards in renewal operations, we know where we stand.

We know that renewal in the Hayti residential area can't go ahead without a more determined parallel effort to supply adequate housing for persons who will be

displaced by slum clearance. Perhaps more important, we know just how slim the housing pickings have been for low income families in Durham up to now. There simply aren't enough up-to-standard housing units to absorb families who already live in units deemed fit for nothing but the bulldozer blade.

This situation has been complicated to some extent by limits on eligibility for admission to public housing. By accident or design, families had been precluded from public housing if they had a police record or an illegitimate birth in their past. Now the Durham Housing Authority has formally declared that a blot on a person's background won't disqualify a person or a family from public housing residence.

This clarification of public housing policy together with a serious follow-through in Mayor Grabarek's aim of harnessing community resources to meet low rent housing needs should help keep the renewal project from being snagged by the fact that today's slum dwellers have no place to go, except other slums. It should also help meet a serious housing need that must be eased whether it threatens the renewal program or not.



(Staff Photo by Thornton)

Target Of Complaints By Neighboring Families

Redevelopment Commission Attempting To Relocate 11

House Branded As Nuisance

A house owned by the City Redevelopment Commission and occupied by a family of 11 has been condemned by the County Health Department as a "public nuisance" because it has no sanitation facilities.

The commission has been given 15 days to install sanitation facilities or tear down the house.

"The house would have already been demolished if we could find housing for those people," Commission Executive Director Ben Perry said Monday. "We can't afford to spend money on a house we're going to tear down, but we can't tear it down until we relocate the family." The family, a widowed Negro

mother and her 10 young children, occupy the shabby three-room house rent-free. It was purchased by the Redevelopment Commission about three months ago from an Oxford minister.

The Health Department investigated the premises after neighbors in the attractive middle-class neighborhood near the North Carolina College campus

complained of the filth and stench around the house.

Investigators found the yard strewn with litter and human excrement, the house infested with insects and rodents. There is no toilet in the house, and an outhouse in the rear of the building is badly in need of repair.

The woman supports her family with her late husband's Social Security check and by begging for food. Neighbors say she just sits in the house or leaves the children home alone while she is out begging.

A spokesman for the Durham County Welfare Department said the family receives no welfare assistance "because the woman didn't want to fill out the forms."

"We've spent hours and hours trying to locate something for them to move into," Perry said, "but nobody wants to take a family like that. We can't force anybody to take them; we don't have that authority."

Under the law, the commission must provide "decent, safe and sanitary housing to all residents who must move because of renewal action" at a price the family can afford.

The difficulty in finding suitable housing, Perry said, is because "very few places want to rent to a family with 10 children," and because of the low income of the family.

Charles Morgan, head of the environmental sanitation section of the Health Department, said the department was forced to take action after "continuous complaining from the neighbors."

"We know they're planning to tear the house down," Morgan said, "but we couldn't wait forever. Something has to be done now."

Perry said the commission had been aware of the problem for some time, and had placed an order about three weeks ago for a chemical toilet.

"The health department informed us, however, that a family that large can't use a chemical toilet," he said, "so we had to cancel the order."

"We now plan to dig another hole for the outhouse that is already there," he said.

8/17/66



(Staff Photo by Cooper)

Panel Probes Solutions To City's Housing Shortage

Private Construction Urged For Public Housing In City

By ROGER JOLLEY
Herald Staff Writer

The Durham Housing Authority was advised Tuesday afternoon to take immediate steps allowing private builders to construct badly needed public housing without federal assistance.

The proposed plan calls for private builders to construct low income housing on their own land and then sell it to the Housing Authority.

Several Durham builders endorsed the plan at the City Hall meeting of city administrators, city councilmen, urban renewal officials and representatives of financial institutions.

The meeting was called by Mayor Wense Grabarek, who said a solution to the shortage of public housing in the city

must be found if the urban renewal program is to be a success.

Officials of the Housing Assistance Administration's regional office in Atlanta have said that Durham's latest urban renewal project — a \$6.6 million venture — is in danger unless more housing for displaced persons is found.

Tuesday, E. R. Williams, assistant director of development for the Housing Assistance Administration, told the gathering that the private builders plan, called the "turnkey process," is the only avenue open for a solution to the housing problem.

According to the process, a builder wishing to construct public housing on his land would meet with officials of the Durham Housing Authority

to agree on a price, design and construction specifications.

He then would construct the housing units at his own expense or through private lending sources and upon completion would sell the units to the Housing Authority.

Although final approval of such housing projects will rest with the City Council, Mayor Grabarek instructed the Housing Authority to go ahead with getting necessary approval of the project from the regional housing office in Atlanta.

Carvie Oldham, executive director of the Housing Authority, noted that under an agreement between the city and the authority signed in 1950, Durham

See HOUSING ON 11A

11A—Durham Morning Herald, Wed., August 17, 1966

Housing Shortage Prompting Action

Continued From 1A

is allowed only 2,500 units of public housing.

He said 1,470 of these units have already been constructed or are under construction.

Grabarek instructed the Housing Authority to go ahead with acquiring the necessary reservations for the units from the Atlanta regional office. The reservations are based on the need for them as ascertained by the regional officials.

Williams and other federal officials present at the meeting pledged every effort to "cut red tape" in an effort to get the program under way as soon as possible.

Thomas Hunt, a council member and a builder, noted that

"financing is the question in this type of plan."

He noted that the "tight money" situation would make loans of the size needed almost impossible to acquire.

Walter Biggs, president of Home Savings and Loan Association, said large insurance companies might be a possible source of the needed money.

"Savings and loan associations and banks have not generally financed such projects," he said. "You are talking about millions of dollars."

"Since money has become so scarce we are faced with the question of whether we are going to take care of the man on the street who wants to build a house or whether we are going to finance this sort of thing. We can't do both," he said.

Claude Currie, chairman of the board of directors of Security Savings and Loan Association, said he likewise saw "no hope of any local financial help."

City Redevelopment Commission Executive Director Ben Perry told the group that a total of 949 families will have to be displaced because of urban renewal projects by 1970.

Of this total, he said, 564 families will be eligible for public housing because of their financial status. He also noted that if the entire urban renewal program is carried through to completion, there will be a total of 1,449 families displaced.

Oldham said that at present there are 650 units of low income public housing available in the Housing Authority's projects. He said there have been 1,214 applications from persons who are considered actively in need of housing.

He also noted that there have been only 28 vacancies in the 650 units since January.

City Building Inspector John Parham said there are now 620 housing units under construction in three other housing projects, making a total of 1,270 units as the future maximum.

Mayor Grabarek pointed out that the figures for persons who will be displaced do not include those families who will have to move because of parts of the proposed East-West Expressway which will be outside the city limits.

Special Session Called To Outline Details On 'Turnkey' Housing Plan

City Moves To Request 1,230 Units

Key men interested in building for public housing in Durham under the recently proposed "turnkey process" are being asked to meet with Durham Housing Authority officials next Wednesday.

DHA Executive Director Carvie S. Oldham said Wednesday he is scheduling a 10 a.m. meeting in order to answer any questions and to provide details to developers and general contractors who might be interested in building units with private financing, then selling the projects to the Housing Authority.

The idea was developed Monday in a joint meeting of officials from city, real estate, financial, public housing and urban renewal agencies.

Oldham is also proceeding with formal application to the Atlanta Regional Office of the Public Housing Administration, an agency of the Department of Housing and Urban Development, for approval of some 1,230 additional public housing units for Durham.

The city is authorized a total of 2,500 units of public housing. Except for the 1,230 units, all are either built, under construction or on drawing boards.

Oldham explained that in the "turnkey process," after PHA approves a private builder's plan for a project, the builder proceeds at his own cost and with his own financing. The completed housing project is sold to the Housing Authority at a pre-negotiated price.

"This cuts red-tape," Oldham reported. "Private developers would need to submit only preliminary plans and final working drawings — plans and specifications. We have to submit these and other in-between papers."

Section B-10 Pages

Tuesday, August 16, 1966



On Commission

Dr. Deryl Hart, who retired in 1963 as president of Duke University, Monday night was appointed by the City Council to the City Redevelopment Commission. He replaces John Dozier, who resigned as Duke business manager to become financial vice president of Macalester College, St. Paul, Minn.

VOL. LXXII DURHAM, N. C., THURSDAY, AUGUST 18, 1966 NO. 322

Durham Morning Herald EDITORIALS

A Problem In Its Own Right, Now

The more Durham digs into its low rent housing situation, the more desperate the situation appears.

Mayor Grabarek's action meeting to seek remedies was called to head off complications for the city's urban renewal program. But it should be clear by now that Durham needs action, in any event, to head off a public disgrace.

There is almost no decent place for many poor families in Durham to go. Public housing now has few units available for families of limited means. Private housing has virtually no unfilled units up to decent standards to offer low income Negro families and next to none for low income white families.

If Durham never had heard of urban renewal and its problems of relocating fam-

ilies out of slums marked for demolition, the situation would demand a remedy. This city is, in effect, currently putting a premium on slum rentals and thus encouraging slum blight.

There is no easy remedy. A difficult process has been made doubly difficult now by tight money conditions which discourage private construction of all kinds. But Durham owes itself a serious effort to do what can be done despite current tight money conditions and to be ready to do more when those conditions ease.

For one thing is certain, today's shortage of decent housing for low income families won't take care of itself any time soon. And it may never take care of itself to any significant extent unless Durham makes a continuing, active effort to put it right.

How well the system works, however, is not known. To my knowledge, none of these projects has been completed anywhere. Oldham said, "Several are on drawing boards in the country, however." Permitting private developers to contract in such a manner, as noted, would create a bigger variety of designs in Durham public housing. "We want as many proposals as possible, to enable us to get one different concept of housing design." The move toward "turnkey" building is being made in order to meet current and expected racial shortages of housing for low income families. Hundreds of families now reside in either low standard housing, rose trees in the way of urban renewal or the East-West Expressway or both substandard and racial projects.

For New Housing Units ^{8/18/66}

Reservations Being Asked

Durham Housing Authority officials today began preparation of a formal application for a "reservation" for 1,130 new public housing units as area builders have expressed interest in developing low-income housing under a new program, Mayor Wense Grabarek said today.

Approval of Durham's reservation for the new public housing units by the Department of Housing and Urban Development is the initial step starting the program in Durham, Grabarek said.

The program, outlined at a meeting yesterday of city administrators, city councilmen, urban renewal and housing officials and representatives of financial institutions, calls for private builders to construct public housing and then sell it to the city at a negotiated price.

Called the "turnkey process," the program was suggested by E. R. Williams, assistant director of development for the Housing Assistance Administration, as the only solution to the city's housing problem.

Grabarek said about five area builders have already expressed an interest in the program.

The reservation application must be approved, however, before specific plans by builders can be discussed, the mayor said.

He said all federal officials at the meeting promised to process the application "as expeditiously as possible."

Once approval is granted, a builder would submit a plan for a housing development to city officials. Plans are restricted only in the size of rooms required and in that they comply with local building codes, Grabarek said.

When the plans are approved, a price is negotiated and the builder then proceeds to construct the housing at his own expense, using private lending

sources. After the units are complete, they are sold to the city at the agreed-upon price.

Executive Director of the Housing Authority, Carvie Oldham noted that under an agreement between the city and the authority signed in 1950, Durham is allowed only 2,500 units of public housing. Some 1,470 of these units have already been constructed or are under construction.

City Councilman Tom Hunt said financing would be a problem in the program because the "tight money" situation would make loans of the size needed almost impossible to acquire.

Walter Biggs, president of Home Savings and Loan Association, said large insurance companies might be a possible source of needed money.

He said money has become so scarce that lending institutions have had to decide whether to "take care of the man on the street" or to finance this sort of thing. "We can't do both." As a result, savings and loan associations and banks have not usually financed such projects, he added.

Claude Currie, chairman of the board of directors of Security Savings and Loan Association, said he also saw "no hope of any local financial help."

City Redevelopment Commission Executive Director Ben Perry told the group that a total of 949 families will have to be displaced due to urban renewal projects by 1970. Some 564 of these families will be eligible for public housing due to their financial status.

Oldham said that 650 units of low income public housing are available in Durham. A total of 1,214 persons have applied for consideration as actively in need of low rent housing. He said only 23 vacancies have occurred in the units since January.

A Knotty One, But Must Be Solved

The rather horrific story of the Durham house, occupied by the widowed mother and 10 children living in conditions of filth and squalor, leaves us with mixed feelings of sympathy, disgust and some puzzlement.

The very existence of such a place of residence, so lacking in minimum usable sanitation facilities, is disgusting.

The plight of the mother and her children, especially the smaller children, evokes a measure of sympathy mingled with a good bit of wonder about some aspects of the case.

The fact that neighbors in the area have been complaining about the filth and stench emanating from the premises for some time would seem to indicate that the conditions are not an overnight development.

The fact that the mother, the head of this unfortunate household, seems bogged down in a state of apathy and resorts to begging for food rather than fill out the necessary forms for receiving welfare as-

sistance may have some value to students of human behavior.

Such a fact does not go far, however, in explaining how such a condition came to exist and to persist at all.

Surely, somewhere in our great maze of social agencies there exists someone or somebody that could have been given the word about this family and its deplorable situation much earlier — a someone or agency empowered and impelled to take some remedial action.

If no suitable housing for this family can be found in Durham, perhaps there is a vacant farmhouse in some rural area not too far distant that can be rented.

Has the mother been given adequate, expert counsel about the health hazards involved in living with her children in such conditions as have been described? We assume that this would have been done as a matter of course.

We must also assume that some steps have been taken to explore the possibilities of temporary foster homes or shelter for the smaller of the children in the family until more suitable arrangements can be made.

The City Redevelopment Commission does not have the authority, of course, to force anyone to take this family or any members thereof under their wing. The Health Department can only condemn the property, which it has done. The Welfare Department says it has gone as far as it is legally empowered to go, that it cannot force the mother to make formal application for assistance.

There must be some way, however, to solve the admittedly knotty problem of this family's present existence and its future as it may relate to Durham. Even if the invoking of child welfare laws must be resorted to as a temporary measure toward a partial solution, something should be done—and promptly.

Even then, and after the offending house has been razed and the to-be-pitied family has been relocated — whether together or separately — there are questions to be considered.

How much longer, for instance, must Durham remain a city dotted in some areas with offensive privies? And, are there other, privately-owned dwelling structures in the city with much-less-than-adequate sanitary and sanitation facilities that should be condemned?



(Staff Photo by Thornton)

Destruction By The Scoop

Crane Takes Toll Of Piedmont Building

Landmark Coming Down At 5 Points

A large crowd of curious on-lookers gathered at Five Points Monday night as heavy wrecking equipment was moved in and the demolition of the Piedmont Building, a downtown landmark, was launched.

The Piedmont Building, gutted by fire last winter, is the first of four downtown buildings to be leveled to make way for urban renewal.

City Redevelopment Commission Director Ben Perry said destruction of the building, together with the Malbourne Hotel and two other buildings, is called for within 120 calendar days under a contract with Cleveland Wrecking Co. of Cincinnati, Ohio.

Perry said it still appears probable that the clearing of the Piedmont Building and the development of the site into an open park area can be accomplished by Christmas.

He noted that plans call for the wrecking company to work in the Piedmont Building during the night and then to move

the crane to the Malbourne to work during the day.

He explained that night work at Five Points is necessary because of the heavy traffic flow during the day. Chapel Hill Street will be completely closed to traffic during night hours.

Two other buildings to be razed by the firm are Harvey's Cafeteria on Main Street, and the old Bethel Chapel Church at Queen and Holloway streets.

Perry said demolition of these two buildings would not necessitate the use of the crane.

Destruction of the four buildings is behind schedule due to difficulties in obtaining titles to some of the property, Perry said.

The go-ahead was not given until Aug. 16 when the City Redevelopment Commission took title to the Piedmont Building at a price of \$94,000.

The over-all downtown urban renewal project will entail more than 120 acres from Five Points to Dillard Street. It is expected to cost some \$16 million and to take about six years to implement.

THE DURHAM SUN

PUBLISHED BY
THE FRIENDLY CITY OF EDUCATION AND INDUSTRY

WEDNESDAY AFTERNOON, AUGUST 31, 1966

The Park May Erase Frustrations

Demolition and rubble-clearing projects being what they are, we think it is definitely possible that Redevelopment Commission officials may be a bit overly optimistic in their hopes that the old Piedmont Building at Five Points can be completely razed, the site cleared, and the site developed into an open park area by Christmas.

Anyway, a start has been made on the project. Workmen for the wrecking crew that has the demolition contract for this and three other buildings in the Downtown Redevelopment Project took a few big bites out of the ceiling and north wall of the fire-gutted Piedmont Building Monday night. The work on this particular project is to continue at night because of the heavy traffic around the Five Points intersections.

We wish for the wrecking concern—and for the Redevelopment Commission—good speed on this project at Five Points. As the first major undertaking in the downtown redevelopment project, it would be quite nice if the job of demolishing the old building and the trans-

formation of the site into a park area could be accomplished on schedule.

If by chance the first park area in the downtown project could begin to take shape "by Christmas" or even early next year, citizens would be able to see at first hand some evidence that progress is being made on the over-all, \$16 million "downtown" project.

Even the replacement of a demolished building with a bare park site, still devoid of walks and planted shrubbery and possibly benches, would be at least a replacement of sorts. Actually, when completed, it will be a nice sort of replacement. The downtown area has been too long devoid of areas that are restful in appearance and appeal to the aesthetic senses.

Something is needed, too, to help relieve some of the feelings of disillusionment and disappointment over progress in some phases of the city's general urban redevelopment. The Five Points park will serve at least as a token mark that progress actually is being made in an area other than demolition — or destruction.

Durham's Highway Projects Reviewed 7/6/66

\$6,500 Payment Ruled For House 9/2/66

A Superior Court jury ruled Thursday that the City Redevelopment Commission should pay \$6,500 to Thomas Dozier for his four-room home at 516 Abbott St.

The house and lot was condemned by the commission for land required in the urban renewal program.

Immediately following announcement of the award, commission's attorney William Manson requested that each juror be polled to determine if that was his decision.

The 12 jurors said it was. Manson then made motion for Judge Edward B. Clark to set aside the verdict on ground the award was excessive and against the greater weight of the evidence.

"I'll sleep on your motion and rule on it in the morning (Friday)," the jurist promised.

Dozier contended the property was worth \$3,000. He placed on the witness stand persons who estimated that the house and lot was worth from \$6,500 to \$7,000.

The commission had offered Dozier \$4,500 and expressed willingness to boost this figure by \$200.

Real estate brokers Dallas Branch, Joe Matthews and Burwell Allen, who made appraisals of the property, agreed that at the time the property was taken over by the com-

mission of March 28, 1966 its fair and reasonable value was \$4,700.

Asked if the house was not in good condition and in a good rental area, Matthews answered, "Yes, one of the best."

Matthews added that due to the scarcity of apartments in Durham "the price goes up, we get more money for them. It's very hard to find a rental house. It's not so pleasant (condemnation), when it's a man's home."

Bids are expected to be let on the central segment of East-West Expressway in January, Brame said.

He noted that the \$300 million road bond issue made it possible to let contracts on U.S. 501 in July. Federal funds for this project were shifted for use on other future projects.

"No one knows when the Cole Mill Road project will get started," Brame said, but survey work is expected to be completed in two months.

Contracts should be let "in the fall" for the extension of West Service Road from N.C. 54 to N.C. 55 and from Cornwallis Road to old U.S. 70. Work is expected to be completed by Oct. 1 on the portion of the road now under construction from N.C. 54 to Cornwallis Road, according to Brame.

The improvement of old U.S. 70 from Bethesda to N.C. 54, is expected in the near future, Brame said.

The project of blacktopping N.C. 55 from Cornwallis Road to Apex is completed, and improvement of N.C. 55 from Alston Avenue to Cornwallis Road is in the planning stage. Cornwallis Road, from N.C. 55 to Chemstrand is expected to be realigned, Brame said.

Commissioner James A. Ward asked Brame and Merle T. Adkins, division engineer, what could be done on the narrow railroad overpass at U.S. 70 and Neal Road, west of the city, noting that "I would like to see something done to correct that bad situation."

Adkins said "something could be done on a matching basis with the railroad."

Adkins also stated that the eastbound lane of U.S. 70, from Durham to Raleigh "is in the design stage." He said widening, resurfacing, updating cross-overs and turn lanes is anticipated, hopefully within the year.

Adkins said Garrett Road, from Chapel Hill Boulevard to Old Chapel Hill Road stands 15th on the priority list of secondary road paving projects.

He said Thompson Road paving had been completed this summer, with paving bids due to be let soon on work on Glenn and Russell Roads. Held up by right-of-way difficulties are projects on Durham-Apex Road, Joyner Road and Clayton Road, Adkins said.

Heard the annual report of Art Vann, chairman of the Durham County Stadium Authority.

RT Park Road Need Tops List

Brame Outlines Highway Plans To Commissioners

A hope that a four-lane version of Highway 54 and a new link between Durham and the Research Triangle Park will be completed at the same time was expressed by State Highway Commissioner J. B. Brame today to the Durham County Commissioners.

Brame, who holds the Fifth Division seat on the highway agency, said, "I hope we can have the dedication of N.C. 54 and the Research Triangle Park spur to the expressway all at one time rather than a part at a time."

Brame, a Durham businessman, said, "I have been accused in some communities of trying to slow down N.C. 54 in favor of the East-West Expressway. This I have not done."

"This is a regional matter not a local matter. I want to bring the people together in their thinking," he said.

"It is not my aim to have Durham County catch up with Wake County in terms of road projects" although he has a natural concern about Durham County, he added.

Plans for the Durham-Research Park spur should be prepared by a consultant by Dec. 26, Brame said.

He added, "I am not prepared at the present time to discuss funds for the spur. We will try to bring together all of the projects in due time."

9/7/66 Another 1,230 Housing Units To Be Proposed

Action Set At Special DHA Meet

By FRED WARDLAW
Herald Staff Writer

The Durham Housing Authority today will be asked to make a formal request for City Council approval of construction of 1,230 additional public housing dwelling units.

and James Briggs, Nashville, Tenn. and a pro at Gastonia, N.C., Furman Hayes, former winner of a two-under-par 69, Tuesday in the annual Carolina Head led the opening round. —Pro Bob Spence of Hilton MYRTLE BEACH, S.C. (AP)

Spence Captures
PGA Tournament
Lead With A 69

1-2-31, A-10,792	1	0	0	0
Verde (L, 1410)	1	0	0	0
Knight	1	0	0	0
Jarvis (W, 3-1)	1	0	0	0
1P	1	0	0	0
SB-Alley, S-Munk, Richey	1	0	0	0
7B-F Alou, Woodward, H-Terr (33)	1	0	0	0
E-Alley, LOB-Allegh 6 Pittsburgh	1	0	0	0
Pittsburgh	1	0	0	0
Atlanta	1	0	0	0
Total	33	4	7	4
May 10	0	0	0	0

DURHAM, N. C., TUESDAY AFTERNOON, SEPT.

Family Moved From County,

A dwelling in the 2300 block of Lincoln Street, which came to the attention of city and county authorities recently because of its unsafe condition and its lack of toilet facilities, has been vacated and is being readied for demolition, Durham Redevelopment Commission Executive Director Ben Perry reported today.

The family which had maintained residence in the dwelling, a 28-year-old mother and 11 children, has moved into a standard house in a rural section of Chatham County near Fuquay, Perry said.

Officials of the redevelopment commission, who had been seeking relocation space for the

family for several weeks, located the house and arranged for the family to rent it.

The mother's low income qualified the family to receive a \$500 relocation payment from the redevelopment commission, which will be used to cover the rent on the new home for almost two years, Perry said.

He added that the commission is now advertising for bids on the demolition of the Lincoln Street house.

"We want to get that place torn down as soon as possible," he said.

The dwelling, which was acquired by the redevelopment commission as part of an urban

renewal project, has no electrical or plumbing facilities. A privy in the rear of the lot was not useable.

After numerous complaints from neighbors about bad odors and general unsanitary conditions in and around the house, Durham County Health Department officials demanded that

6, 1966

House To Be Razed

some kind of toilet facilities be provided for the family.

The privy was then converted into a useable toilet.

Meanwhile, the Chatham County house was found and plans for relocating the family were completed.

Until the house was located,

no relocation space was available in the Durham area for a family of 12 because of a general housing shortage for low-income groups.

The redevelopment commission relocates families out of active urban renewal project areas to clear the way for re-

development. When no relocation housing is available, the commission usually allows the families to remain in their homes until it becomes available.

In these cases, families are charged a nominal rent. However, no rent was charged on the Lincoln Street dwelling.



Seventh, Eighth Area Beautification Awards Made By Chamber

(Staff Photos by Rumble)

Officials of the Durham Chamber of Commerce's area beautification committee Friday presented awards for appearance and upkeep of business properties in the city. At left, George Vangelos,

left, and Theodore P. Vavrites, right, receive congratulations from Co-Chairman Jim Nicholson of the committee. At right, Shelton Ennis, left, chairman

of a judging team, and Robert W. (Judge) Carr, right, present a certificate of award to Art Clark, vice president of Home Security Life Insurance Co.

Public Housing Plan Endorsed; Special Council Session Seen

Authority Proposes Adding 1,230 Units

The City Council is expected to be called into special session to act upon a formal Durham Housing Authority application to enlarge its realm of public housing in the city.

The authority Wednesday agreed to make formal application to the Atlanta regional office of the Public Housing Authority for approval of 1,230 additional dwelling units.

The request must go through City Council and Mayor Wense Grabarek has indicated he will call a special meeting.

Durham Housing Authority Executive Director Carvie S. Oldham, during discussion of the formal application at the Wednesday meeting, announced that one local realtor has already submitted preliminary plans for a low-rent housing project and several other developers are going ahead with similar plans.

Oldham refused to identify the

developers, since "they are taking the risk" of going ahead before governmental approval has been granted.

The application would leave the door wide open for "turn-key" project building, which is being considered by local developers.

Oldham said a second builder has discussed a 132-unit project with him, saying it would be under construction by the first of the year. This housing project would be on scattered sites, he explained.

Durham officials the past month have begun searches for means of dealing with the acute low-income housing shortage and the growing middle-income shortage of residential properties.

The move was begun when federal officials from Atlanta indicated the local housing shortage was killing urban renewal progress. Grabarek called together civic and business leaders for conference, kicking off local concern. A Durham Board of Realtors' special committee was also formed last week to look into the situation.

In other matters before the authority:

It was announced that bids will be taken at 2 p.m. today to re-roof the Few Gardens housing project.

Charles A. Roach, president of Model Laundry of Durham, was advised of his reappointment by Mayor Grabarek to a five-year term as housing commissioner. Roach was named in August 1964 to complete the unexpired term of Watts Hill Jr.

Salary raises were approved for Oldham and for James Bennett, whose job was changed from administrative assistant to director for management. The salaries were not disclosed.

Oldham was authorized to hire an account clerk and a tenant selector and to initiate combining of all residency applications into a single filing system. Reorganization of current staff to facilitate opening of the Hayti and Cornwallis Road housing projects was also authorized.

Stewart said a "top qualified Negro" needs to be in such a position in the agency to help it solve the sociological problems involved in the housing shortage.

"Nobody understands the Negro's problems as well as the Negro himself," he said.

Stewart said the authority showed discrimination in the appointment of an assistant director. He said N. B. White, representing the Durham Committee on Negro Affairs contacted the housing authority to determine the qualifications needed for an applicant to fill the position.

The councilman said White was told the qualifications and that there was plenty of time for applications to be submitted. He added that a week later the position had been filled.

Carvie Oldham, DHA executive director, said all positions in the agency are filled on the basis of applications and that none was submitted by a Negro.

Approval of the Durham Housing Authority's application for new housing units came after Oldham requested such approval and said that he will personally deliver the application to regional officials of the Public Housing Administration in Atlanta Monday.

Reservation of the new housing units by the federal agency is the initial step in starting a new program under which the housing authority may purchase dwelling units built to federal specifications by private developers.

The application asks that the agency reserve 1,230 dwelling

Saturday, September 10, 1966

Bias Charges Leveled; More Houses Asked

City Councilman John S. Stewart Friday charged that no solution to Durham's housing shortage for low-income families will be found until the Durham Housing Authority abandons what he called its policy of racial discrimination in employment.

"There is not a single Negro now in a top administrative post in the Durham Housing Authority," he said.

Stewart made the charge during a special meeting of the City Council on the city's housing situation during which the council approved the housing authority's application for a "reservation" for 1,230 new public housing units and a preliminary loan of \$104,000 to be used for construction and survey units.

units of low-rent public housing "to be provided by new construction or by acquisition or by acquisition and rehabilitation of existing housing." This provision assures that the new program could be initiated in Durham, if the reservation is approved.

The reservation is necessary because the city now has public housing either in operation or under construction to the full extent of the 1,270 units reserved for Durham several years ago.



STEWART

Realtors To Sponsor Study To Ease Housing Shortage

The special housing committee of the Durham Board of Realtors is undertaking sponsorship of a housing survey to be made in Durham as one effort to learn more — and hopefully devise a manner of dealing with — the housing shortage here.

Fred J. Herndon, chairman of the recently named 10-member committee, indicated Friday that professionals may be brought into the picture to devise questions and to help in canvassing the city.

"I do think some good will come out of the study, even though it may be long-range good," Herndon said. "But it still won't help get any more housing out of the ground in the next six months."

The Durham builder-realtor said committee-men are "working up a group of questions for what we think is a cross-section of people in the areas needing more housing."

Although the approach of the questions was not revealed, he indicated they might revolve around such problems as "should a property owner renovate if the property is going to be (definitely) taken up by urban renewal within a short period of time?, a medium period of time?

or a long period of time?" This should "try to guide some of the owners," he said.

Attention was diverted to an owner's problem of investing, as example, \$1,000 in a building which would not bring in that return for a two or three-year period. Many owners might prefer to board up a building, but there is no place to relocate tenants, it was explained.

"Selection and phrasing cannot be done in an amateurish way," Herndon said of the study. He pointed out that "a good question can be asked the wrong way, not providing the answer we need."

"I don't know who should do it. We hope there are facilities (people) in the area to do the canvassing," Herndon added, expressing the hope "to get a community service group" to help with the preparation.

The Durham Board of Realtors formed its special committee about three weeks ago in an effort to discover means of circumventing the housing shortage caused by lack of sufficient low and middle income housing, particularly acute in Negro sections, and by increased demand to relocate families living in urban renewal and East-West Expressway right-of-way areas.

Benson's Charges Recall Poor Treatment

By CHARLES BARBOUR
Herald Managing Editor

Charges this week by former Highway Commissioner Cliff Benson of Raleigh that money which should go toward building the new N.C. 54 was being used to complete Durham's East-West Expressway stirred up a hornet's nest that Benson probably wishes he had left alone.

His criticism only served to remind Durham of how poorly it was treated on road funding during Benson's tenure of office, and Benson is being chided from many areas.

Many who bothered to look back found reams of evidence to support a theory that Benson took care of his home county of Wake at the expense of the other Fifth District counties during his stay in office.

For example, on Dec. 19, 1962, the Durham Morning Herald learned that the State Highway Commission's tentative schedule of construction in 1963 forecast a roadbuilding bonanza in Wake, while looking the other five counties.

The projected construction included nine projects for Wake at an estimated cost of \$1.3 million, while the counties of Durham, Orange, Johnston, Wayne and Vance were left without a single project. Warren received one small one.

Then, slightly less than two weeks later, the Durham Morning Herald learned, and published, a report that 76 per cent of all primary roads construction money spent in

Backgrounding The News

the Fifth Division during fiscal 1962 went to Wake County. Of the \$7.6 million spent that year, Wake got \$5.6 million, Durham received only \$1.5 million. The remaining counties divided the other 4 per cent.

This story triggered protests throughout the district, but Benson argued that he was not being unfair.

Benson denied on Jan. 8, 1963, that Wake was receiving an unduly large percentage of the primary road construction money. He admitted that the figures published earlier were true but said Wake got that much money because of need.

"Wake is larger, more populous and has more primary road mileage," he said at that time. "If we were to put it on that over-all basis, we could have spent much more money in Wake than we have. But we have been putting it on the basis of need. Durham has been treated fairly, and I want to see that it is in the future."

Several months later the Durham Morning Herald published another story on how money was being spent for the 1963-64 fiscal year.

As of July 16, 1963, Wake County had received 99 per cent of all money spent in the Fifth Division on primary roadwork.

Of the \$4.7 million spent or allocated at that date, Wake had received \$4.6 million.

Then, in still another story printed on Jan. 1, 1964, it was revealed that Wake County received 64 per cent of every dollar spent on primary highway improvements in the division during 1963.

The breakdown showed Wake with \$6.1 million of the total \$9.8 million allocated for the year.

And, even after Benson left office, it was learned that one road built in Wake County while he was in office came to a deadend at a bridge just outside the city.

But, this week Benson criticized the current administration for "dragging its feet" on plans to build a four-lane expressway through the Research Triangle from Raleigh to Chapel Hill.

He said highway department funds are being diverted from N.C. 54 to the East-West Expressway proposed for Durham.

"Each of the highway commission divisions is given just so much money to spend during an administration," Benson said, "and the Durham expressway and Triangle expressway are in the same division."

"It is going to cost a world of money to build that Durham expressway and that's where the Fifth Division money is going," he added.

Naturally, the charges touched off some unkindly remarks throughout the district about Benson.

Still others, accepting the criticism as a joke, shrugged it off with an adage: "People who live in glass houses. . ."

Action Asks Approval Of More Units

The Durham Housing Authority this afternoon was scheduled to act on a resolution seeking City Council approval of construction of 1,230 additional public housing dwelling units.

If approved, the resolution immediately will be given members of the Council, according to Carvie Oldham, DHA executive director. The Council's next committee-of-the-whole meeting will be held Sept. 15.

The resolution does not specify a method of construction and is aimed at clearing the way for possible private development or such housing.

An application for the additional units also is subject to approval of regional Public Housing Authority officials in Atlanta.

The 1,230 units represent the number of dwelling units remaining from the 2,500 unit which the DHA and the City Council agreed upon in 1950.

Housing Code Enforcement Backed In UR Area ^{2/2/66}

The City Council committee-of-the-whole decided Thursday that enforcement of the city housing code on several dwellings in the Peachtree-Verden Street area must proceed according to law, even though many of the houses may be acquired by the City Redevelopment Commission within several weeks.

The council voted to instruct City Building Inspector John Parham to proceed with inspection of 35 houses in the area, as requested by the Peachtree-Verden Neighborhood Council.

The request was originally submitted to Parham, but the inspections were delayed for council action after Parham found that 31 of the units are to be included in urban renewal Project 6-A.

Ben Perry, executive director of the City Redevelopment Commission, told the council that the project is now in the hands of regional urban renewal officials in Atlanta, and said that approval might be obtained within 30 days.

He said that once the project is approved, the commission can

move ahead with acquisition of many of the dwellings included in the neighborhood group's complaint.

About 40 members of the group appeared before the council to urge that the housing code be enforced against the dwellings. A number of area residents told the council of conditions of disrepair which allegedly exist in their homes.

The council agreed that urban renewal would be the best solution to poor housing conditions in the area, but decided that enforcement of the housing code

would provide the residents some protection in case the start of the urban renewal project is delayed for any reason.

In other action, the council took additional steps toward extending water services to residents of newly annexed areas and adopted a new policy on the oiling of unpaved streets without cost to residents who supply their own oil.

Approval was given for the construction of 13 trunk water mains and a water main extension, at an estimated cost of \$479,218, and the Public Works

Commission was given authority to schedule construction on the project.

Assessments on the project are expected to total \$131,600, and the city will finance the estimated balance of \$347,528.

The new oiling policy requires that the city truck will pick up no less than 100 gallons of oil from any one place, to be applied free of charge.

The new policy is an alternative to the old policy, under which the city oils streets with its own oil at a cost to residents of seven cents per lineal foot.

Time To Start A Tobacco Museum ^{8/23/69}

As Durham goes about the many facets of its civic business, the proposal for a tobacco museum here ought not to be forgotten or neglected. For this is an institution of great potential usefulness and value to the community. In addition to being a center for the study of tobacco's development, it would prove an unusual tourist attraction. And with tourist spending being what it is—a recent figure is \$23 per day—a tobacco museum would have the economic impact on Durham of a new industry.

Durham has looked, thus far unsuccessfully, to others to build and develop a tobacco museum here. Hopes to get the National Association of Tobacco Dealers to launch the project were frustrated. The tobacco manufacturers, a likely source of support, are now involved in protecting the industry against the serious threat implicit in the health scare.

If Durham is to have a tobacco museum, it is going to have to initiate the effort on its own. We see nothing objection-

able in this. There is no reason to expect others to do for Durham what Durham can do for itself—and should do for itself.

The tobacco museum does not have to be launched on a grand scale. If an adequate building could be provided, the dedicated effort of those interested could begin the assembling of a collection which, we believe, could quickly reach proportions to make the museum a worthwhile attraction. To be sure funds will be needed for a beginning no more pretentious than this. If the Durham community could be convinced of the economic advantage of a tobacco museum, it is most likely that the money needed could be raised.

We'd like to see a revised effort made to get a tobacco museum started in Durham. It will take work, and no little dedication on the part of a few who are interested in the proposed project and are willing to work for it. But a tobacco museum has too much potential value for Durham, both as an educational center and a tourist attraction, for its beginning to be indefinitely postponed. Sooner or later, some town is going to start a tobacco museum. The world is not going to wait on Durham. And if some other place gets such a museum and Durham loses the opportunity to have it, Durham will have only itself to blame.

LEGAL NOTICE

PUR. ORDER NO. 1573 REDEVELOPMENT COMMISSION OF THE CITY OF DURHAM ADVERTISEMENT FOR BIDS RE: SALE OF PROPERTY

Notice is hereby given that the Redevelopment Commission of the City of Durham will until 12 noon, E.S.T., on the 14th day of September, 1966, at the office of the Commission at 400 First Union Bank Building, Durham, North Carolina, receive sealed bids for the purchase and development of the following described property located in the Hayti-Elizabeth Street project area known as Project No. N. C. R-16, Durham, North Carolina.

BLOCK D-PARCEL 4
BEGINNING at an iron stake in the eastern margin of Willard Street and in the corner of Lot 4 of the plat hereinafter referred to and running thence along and with the eastern margin of said Willard Street North 00 deg. 38 min. East a distance of 208.26 feet to a stake in the said eastern margin of Willard Street and in the southwest corner of Lot 2 of the plat hereinafter mentioned and running thence along and with the southern margin of said Lot No. 2 South 88 deg. 32 min. East a distance of 154.06 feet to an iron stake in the southeast corner of said Lot No. 2 and running thence South 87 deg. 59 min. East along and with the line of Lot No. 1 of said plat a distance of 17.91 feet to an iron stake in the corner of Lot No. 3 of said plat and running thence along and with the line of said Lot No. 3 South 55 deg. 37 min. East a distance of 111 feet to an iron stake in the cul de sac of Ashton Place and running thence along and with the cul de sac of said Ashton Place in an arc of a circle having a radius of 50.00/a distance of 51.27 feet to another iron stake and running thence along and with the margin of said Ashton Place in an arc of a circle having a radius of 20.00/a distance of 15.50 feet to an iron stake and running thence along and with the margin of Ashton Place South 20 deg. 1 min. West a distance of 88.24 feet to an iron stake and running thence along and with an arc of a circle having a radius of 20.00/a from the margin of Ashton Place to the northern margin of Jackson Street a distance of 24.31 feet to an iron stake, a control corner, and running thence along and with the northern margin of Jackson Street South 89 deg. 41 min. West a distance of 193.12 feet to an iron stake in the northern margin of said Jackson Street, another control corner, and running thence along and with an arc of a circle having a radius of 20.00/a from the northern margin of said Jackson Street to the eastern margin of said Willard Street, a distance of 31.75 feet to a stake, the point and place of BEGINNING and being all of Lot 4, Block D, Section 1, of the plat of the Property of the Redevelopment Commission of the City of Durham, platted and surveyed by George C. Love, R. L. S., which plat is duly recorded in Plat Book 54 at page 4 in the Office of the Register of Deeds of Durham County, reference to which is hereby made for a more particular description of same.

The above described land is subject to the land use and regulations and controls as contained in the Redevelopment Plan for said project and the covenants as contained in the declaration duly recorded in the office of the Register of Deeds of Durham County in Book 322 at Page 561.

Bidder may be any person, firm or corporation who has qualified and agrees to conform in all respects with the provisions of bidding documents, including Redevelopers Statement for Public Disclosure, MHFA Form H-6004 and Redevelopers Statement of Qualifications and Financial Responsibility, MHFA Form H-6004, copies of which may be obtained upon request at the office of the Commission Room 400 First Union Bank Building, Durham, North Carolina, and further information may be obtained at the office of the Commission; forms of the proposed disposal agreement may be obtained in the office of said Commission. In general, the property is being sold for redevelopment for the following purpose: (Office Institutional purposes as delineated in the Recorded Covenant Restriction for Project No. N.C. R-16.

Bids shall be accompanied by cash, cashier's checks or a certified check payable to the Redevelopment Commission of the City of Durham in an amount equal to five per cent (5%) of the bid price.

Bids shall be opened at 12 noon, E.S.T., on the 14th day of September, 1966, at the office of the Commission, Room 400 First Union Bank Building, Durham, North Carolina. The Commission reserves the right to reject any and all bids and to waive any irregularities in bidding. All sales or other transfers of land shall be subject to the approval of the City Council of the City of Durham.

Contact the office of the Redevelopment Commission of the City of Durham for further details.

REDEVELOPMENT COMMISSION OF THE CITY OF DURHAM
ROBINSON D. EVERETT,
CHAIRMAN

Herald-August 30, Sept. 6, 1966.

PUR. ORDER NO. 1573 ADVERTISEMENT FOR EXCHANGE OF LAND REDEVELOPMENT COMMISSION OF THE CITY OF DURHAM

The Redevelopment Commission of the City of Durham, having by Resolution duly adopted, determined that in the best interest of the Project hereby gives notice that on or after the 14th day of September, 1966, it will enter into a contract to convey to Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc., the hereinafter described tract or parcel of land (Tract No. 1 below) in exchange for conveyance by Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc., to the Redevelopment Commission of the City of Durham of the hereinafter described tract or parcel of land (Tract No. 2 below).

Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc. shall pay to the Redevelopment Commission of the City of Durham \$114,442.00 for Tract No. 1 below, in addition to conveyance of Tract No. 2 for a total consideration of \$123,192.00, said amount being considered the fair market value of the described property based upon competent appraisals. This Tract No. 1 shall be redeveloped by Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc. hereinafter referred to as the "Redevelopers" in accordance with the Redevelopment Plan. The Redevelopment Commission of the City of Durham shall pay to Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc., \$0.00 for Tract No. 2 described below, in addition to conveyance of Tract No. 1 for a total consideration of \$123,192.00, said amount being considered the fair market value based upon competent appraisals.

Tract No. 1 (proposed to be conveyed to Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc. by the City of Durham)

LEGAL DESCRIPTION
Block D-Parcel 2
Beginning at a point on the eastern right-of-way line of Willard Street, said being south 0 degrees 38 minutes West 167.37 feet from the intersection of West Chapel Hill Street and the said Willard Street (the Southeast corner); proceeding thence South 88 degrees 32 minutes East 154.4 feet to an existing iron pipe; thence South 0 degrees 54 minutes West 76 feet to an iron pipe; thence north 88 degrees 32 minutes West 154.06 feet to an iron pipe in the eastern right-of-way line of Willard Street; thence along and with the said right-of-way line of said Willard Street North 0 degrees 38 minutes East 74 feet to a point, being the point and place of beginning; the said parcel containing 4.125 (-/-) square feet and according to a survey prepared by George C. Love dated March, 1966 and recorded in Plat Book 54 at page 4 in the office of the register of deeds for Durham County.

LEGAL DESCRIPTION
BLOCK D-PARCEL 3

Beginning at a concrete nail in the center of Ashton Place at a point South 20 degrees 3 minutes West 14.4 feet from a concrete nail in the South right-of-way line of Pettigrew Street as measured along the center line of Ashton Place (which portion of Ashton Place is to be abandoned); proceeding thence along and with the center line of Ashton Place (which portion of Ashton Place is to be abandoned) South 20 degrees 3 minutes West 2.54 feet to a concrete nail at the North right-of-way line of the new location of Ashton Place cul de sac; thence along and with said North right-of-way line of Ashton Place cul de sac, along and with a curve to the left, the radius of which is 50 feet to an arc distance of 66.03 feet to an iron stake; thence along and with the Northeast property line of Parcel 4 North 55 degrees 37 minutes West 111 feet to an iron pipe; thence along and with the South property line of Parcel 1 and the said property line extended South 75 degrees 6 minutes 10 seconds East 68.89 feet to a concrete nail in the center of Ashton Place (which portion of Ashton Place is to be abandoned); being the point and place of beginning; the said parcel containing 4.872 (-/-) square feet according to a survey prepared by George C. Love dated March, 1966 and recorded in Plat Book 54 at page 4 in the office of the register of deeds for Durham County.

BLOCK D PARCEL 4

BEGINNING at an iron stake in the eastern margin of Willard Street and in the corner of Lot 4 of the plat hereinafter referred to and running thence along and with the eastern margin of said Willard Street North 00 deg. 38 min. East a distance of 208.26 feet to a stake in the said eastern margin of Willard Street and in the southwest corner of Lot 2 of the plat hereinafter mentioned and running thence along and with the southern margin of said Lot No. 2 South 88 deg. 32 min. East a distance of 154.06 feet to an iron stake in the southeast corner of said Lot No. 2 and running thence South 87 deg. 59 min. East along and with the line of Lot No. 1 of said plat a distance of 17.91 feet to an iron stake in the cul de sac of Ashton Place and running thence along and with the cul de sac of said Ashton Place in an arc of a circle having a radius of 50.00/a distance of 51.27 feet to another iron stake and running thence along and with the margin of said Ashton Place in an arc of a circle having a radius of 20.00/a distance of 15.50 feet to an iron stake and running thence along and with the margin of Ashton Place South 20 deg. 1 min. West a distance of 88.24 feet to an iron stake and running thence along and with an arc of a circle having a radius of 20.00/a from the margin of Ashton Place to the northern margin of Jackson Street a distance of 24.31 feet to an iron stake, a control corner, and running thence along and with the northern margin of Jackson Street South 89 deg. 41 min. West a distance of 193.12 feet to an iron stake in the northern margin of said Jackson Street, another control corner, and running thence along and with an arc of a circle having a radius of 20.00/a from the northern margin of said Jackson Street to the eastern margin of said Willard Street, a distance of 31.75 feet to a stake, the point and place of BEGINNING and being all of Lot 4, Block D, Section 1, of the plat of the Property of the Redevelopment Commission of the City of Durham, platted and surveyed by George C. Love, R. L. S., which plat is duly recorded in Plat Book 54 at page 4 in the Office of the Register of Deeds of Durham County, reference to which is hereby made for a more particular description of same.

Durham, in the Redevelopment Commission of Durham

MENT COMMISSION
CITY OF
EVERETT,
6, 1966.

recorded in Plat Book 54 at page 4 in the office of the register of deeds for Durham County.
BLOCK D-PARCEL 4
BEGINNING at an iron stake in the eastern margin of Willard Street and in the corner of Lot 4 of the plat hereinafter referred to and running thence along and with the eastern margin of said Willard Street North 00 deg. 38 min. East a distance of 208.26 feet to a stake in the said eastern margin of Willard Street and in the southwest corner of Lot 2 of the plat hereinafter mentioned and running thence along and with the southern margin of said Lot No. 2 South 88 deg. 32 min. East a distance of 154.06 feet to an iron stake in the southeast corner of said Lot No. 2 and running thence South 87 deg. 59 min. East along and with the line of Lot No. 1 of said plat a distance of 17.91 feet to an iron stake in the corner of Lot No. 3 of said plat and running thence along and with the line of said Lot No. 3 South 55 deg. 37 min. East a distance of 111 feet to an iron stake in the cul de sac of Ashton Place and running thence along and with the cul de sac of said Ashton Place in an arc of a circle having a radius of 50.00/a distance of 51.27 feet to another iron stake and running thence along and with the margin of said Ashton Place in an arc of a circle having a radius of 20.00/a distance of 15.50 feet to an iron stake and running thence along and with the margin of Ashton Place South 20 deg. 1 min. West a distance of 88.24 feet to an iron stake and running thence along and with an arc of a circle having a radius of 20.00/a from the margin of Ashton Place to the northern margin of Jackson Street a distance of 24.31 feet to an iron stake, a control corner, and running thence along and with the northern margin of Jackson Street South 89 deg. 41 min. West a distance of 193.12 feet to an iron stake in the northern margin of said Jackson Street, another control corner, and running thence along and with an arc of a circle having a radius of 20.00/a from the northern margin of said Jackson Street to the eastern margin of said Willard Street, a distance of 31.75 feet to a stake, the point and place of BEGINNING and being all of Lot 4, Block D, Section 1, of the plat of the Property of the Redevelopment Commission of the City of Durham, platted and surveyed by George C. Love, R. L. S., which plat is duly recorded in Plat Book 54 at page 4 in the Office of the Register of Deeds of Durham County, reference to which is hereby made for a more particular description of same.

Tract No. 2 (proposed to be conveyed to the Redevelopment Commission of the City of Durham by Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc.)

LEGAL DESCRIPTION
SEVERANCE

SEVERANCE TO BE ACQUIRED
BEGINNING at an iron stake, the control corner shown on the plat hereinafter referred to and located in the southern side of the intersection formed by the southern boundary of W. Pettigrew Street and the southern boundary of W. Chapel Hill Street, and running thence along and with the southern boundary of W. Chapel Hill Street North 89 deg. 29 min. 10 sec. West 209.24 feet to an iron stake at the intersection of W. Chapel Hill Street and Willard Street, and running thence along and with the margin of Willard Street South 0 deg. 10 min. 40 sec. West 179.78 feet to an iron stake; and running thence South 88 deg. 32 min. East 5.14 feet to an iron stake, and running thence North 0 deg. 38 min. East 147.48 feet to an iron stake, the beginning of an arc, the radius of which is 200 feet, a distance of 96.67 feet to an iron stake in the southern margin of said W. Pettigrew Street, running thence along and with the margin of W. Pettigrew Street North 55 deg. 38 min. 30 sec. West 41.31 feet to an iron stake in the control corner hereinafter mentioned, and being that property to be exchanged between the Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc. and the Redevelopment Commission of the City of Durham, and more particularly shown on a plat and survey thereof duly recorded in Plat Book 54 at page 4 in the Durham County Registry, reference to which is hereby made for a more particular description of same.

Use of the above land shall be in accordance with the Redevelopment Plan and limited to Motor-Hotel purposes.

Magnolia Investment Company, Inc. and Motor Inn Associates of Durham, Inc. have filed with the Redevelopment Commission of the City of Durham their "Redevelopers' Statements for Public Disclosure" in the form prescribed by the Housing and Home Finance Agency which gives, among other things, the names of the Redevelopers and the nature

Saturday, September 17, 1966

'Understand' City Position, Mayor Asks Edgemont Body

Housing Charges 'Stop' Requested

By ROGER JOLLEY

Herald Staff Writer

Mayor Wense Grabarek Friday called on the Edgemont Community Council to "stop repeating the accusation that the city government is doing nothing" about Durham's housing situation and start helping solve the problems by "understanding and honoring the city administration's position."

"In order to accomplish anything, we need to take the individual problems one at a time rather than being repetitious about certain cases," he said.

Mayor Grabarek made his comments in response to a series of protests by members of the Edgemont Community Council against substandard housing which climaxed Thursday with the group leveling blasts at developer Abe Greenberg at a City Council meeting.

Representatives of the group charged that repairs to dwellings in the Edgemont area which had been promised by Greenberg had not been completed within 90 days as Greenberg had agreed at a meeting in June with the community council and Operation Break-through officials.

Blasts were also aimed at the council's public works committee, which had proposed granting Greenberg and other developers an extension of 60 days for completion of certain repairs listed in notices submitted by the committee to the builders.

(Brown) have any specific suggestions as to how the code might better be enforced, I would welcome a letter from you setting forth these suggestions."

Friday, Mayor Grabarek charged that constant complaining on the part of the community council was doing nothing "but slowing up the work of the city administration."

"He (Brown) said nothing was being done, but when I asked him to let me show him what was being done he never replied," he said.

"Until we have their understanding and cooperation we will be taking an awful lot of time which could be better used," he added, continuing:

"I am in complete sympathy with these people and their situation, but at the same time I feel that the government is doing all it can to help alleviate the situation."

Greenberg and the other builders had been notified by the committee to improve property owned by them because it had been declared substandard by City Building Inspector John Parham.

The Edgemont delegation charged that any extension of time would set a precedent for property owners to lead them to think they "had only to ask for extra time to keep from repairing housing."

Grabarek noted that he had written a letter to Nathaniel Brown, chairman of the community council, inviting him to come to city hall where the status of each piece of property would be explained to him.

He said his letter and a subsequent invitation from City Manager Harding Hughes has been ignored.

Friday, Mayor Grabarek said he still had not heard anything else from Brown. "He never responded and no one else did, either," he said.

Brown's letter, dated Aug. 29, alleges that Greenberg "has not kept up his end of the agreement" and that "we have indications to believe that Abe Greenberg does not intend to keep the agreement."

It further said that "As of now we have gotten no support from the city administration even after our request before the City Council on Tuesday, July 5, that the city administration enforce the City Building Code."

Mr. Greenberg appears to be right in his assumption that we are helpless in finding administrative backing for any kind of help for our desperate situation," the letter declares.

It ends with a request that the city "see that positive action be taken" to compel Greenberg to bring his houses up to standards and "if the city of Durham and its administration does not do this, we will have lost faith in what Durham can do for its poor. We will be placed in a desperate position and we will act accordingly." Mayor Grabarek's reply, dated

"There is a shortage of suitable low rent housing in Durham at the present. Thursday, the public works committee called the land owners in and gave them 60 days in which to comply with the code rather than close the houses down and worsen the situation.

"We are doing everything we can to bring all the houses in Durham up to standard. We have hired extra inspectors to help speed up the inspection process.

"These people can help us most by understanding the laws and procedures under which we must operate," he concluded.

Aug. 31, says: "In light of your implication that the city is not enforcing its housing code, I am forwarding your letter to the city manager — with the request that he furnish you, and me, with a report on the exact code enforcement status of properties owned by Mr. Greenberg in the Edgemont community.

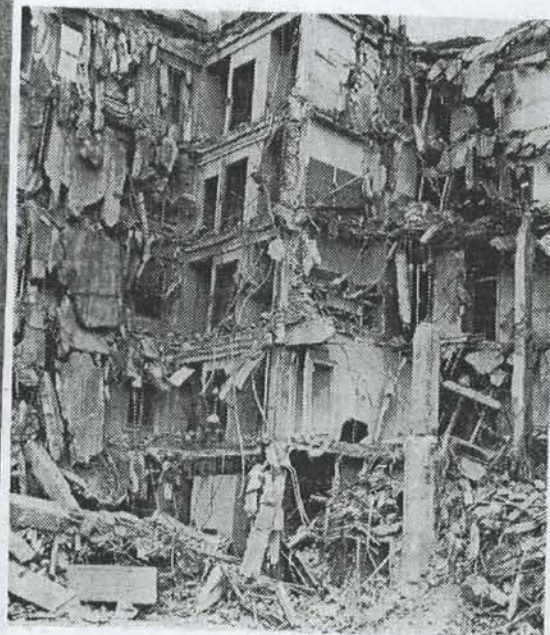
"It may even be better, from the standpoint of time as well as better understanding, that upon receipt of this letter you call Mr. Hughes (688-1586) to arrange a time at which these full details could be made available to you personally.

"Subsequent to your review of such report, if there is still further displeasure on your part, I know you will feel free to contact my office."

Hughes' letter to Brown, dated Sept. 6, notes that Brown had not replied to the mayor's letter and re-invited Brown to call Hughes. It also assures Brown that the housing code is being enforced and explains that such enforcement and subsequent repairs take time. "If you



ANOTHER LANDMARK COMING DOWN—The Malbourne Hotel, long a familiar Durham landmark, rapidly is disappearing from the scene as demolition crews are tearing the old structure down to make way for the widening of Roxboro Street. The Piedmont Building at Five Points already has been leveled and will be the site of a downtown park.
—Sun Staff Photo.



(Staff Photo by Thornton)

Open House At Malbourne

It'll probably get worse before it gets better, but the scene above is at the corner of Main and Roxboro streets. What you see is the smashed interior of a section of the old Malbourne Hotel, currently under the hammers of wrecking crews. Within three or four months, beauty should replace this eyesore.

Drive Will Start To Re



LOOKS OVER ELECTRICAL WIRING—Housing inspector John Crabtree looks over the electrical wiring during a routine inspection of a dwelling to determine whether it meets requirements of the city's housing code. Crabtree is one of three fulltime inspectors who handle inspections under a long-range housing code enforce-

ment program which was adopted by the city in 1963. The program, which was slated to take about seven years to complete, is designed to eliminate substandard housing in areas of the city which are not included in urban renewal projects.

—Sun Staff Photo.

City Attacks Substandard Housing Through Inspection, Enforcement

By OWEN BISHOP

Recent protests by Durham community action organizations against substandard housing have served to sharpen the focus on a problem which city officials were already making efforts to alleviate.

The extent of the city's substandard housing problem was recognized some years ago when the decision was made to initiate an urban renewal program, which would eliminate substandard dwellings through rehabilitation or clearance and redevelopment.

Once urban renewal got under way, city officials turned their attention to the existing problem in those areas which would not be touched by the new program.

They came up with a proposal for a long-range program of housing inspections and code enforcement aimed at bringing all substandard dwellings into compliance with the city's housing code.

That program, which was slated to take at least seven years to complete, was adopted by the City Council in 1963. Prior to that time all housing code enforcement inspections were made as a result of complaints about possible violations.

The program was the first organized attack on substandard housing since the city exerted a concerted effort to eliminate the problem in 1949 and 1950.

Since 1963, the city's housing inspectors have checked 3,714 dwellings and found 2,016 of them in violation of the code. Some 1,640 of these have been upgraded to comply with the code and the remaining 376 are now being upgraded, according to City Building Inspector John Farham, who administers the code enforcement program.

Farham explained that the program follows a schedule of inspections in the city's various census tracts which was set up when it was adopted.

Designed to cover those areas



CHECKS FOR CODE VIOLATIONS—John Crabtree, city housing inspector, checks on the condition of a dwelling's porch stairs, left, and its plumbing facilities, right, as part of his regular inspection procedure. The inspections are designed to detect violations of the city's housing code. When violations are found, property owners are asked to make improvements which will bring the dwellings into compliance with the code. Inspections are conducted usually according to a schedule of areas which has been established when the code enforcement program was adopted, although they are often conducted as a result of a complaint about possible violations.

—Sun Staff Photo.

notice" of the infraction. The notice lists violations found and asks that they be corrected within a stated period of time.

At the expiration of that time period, the dwelling is automatically reinspected. If work has not been completed or started, a second notice—a "complaint and notice"—is sent to the owner.

This notice, the first required by the code, again cites the violations and specifies the time and date for a hearing on the violations before the city build-

ing department. If the owner fails to comply with the code when they get the first notice, Farham said, but others refuse to act until they are threatened with Council action.

"It's a whole lot easier to lead these people into doing this work than it is to drive them into it," he said. "It takes a great deal of diplomacy to make them do the work without taking the distasteful route of court action."

If property owners fail to correct violations, the matter is often placed in the hands of the City Council.

In the next the Council has



This course of action was followed by the Council earlier this week when extensions of time were granted on several properties.

The current housing shortage in Durham has made the Council hesitant to do anything which would lead property owners to close rather than repair their dwellings, thus worsening the shortage.

However, discussion by Council members indicated that some of them feel the housing code penalty clause should be used in these cases and the owners

Unified Effort Is Eyed

Housing Needed To Clear Way For Expressway

Plans are being made to link several Durham agencies for a concentrated effort to overcome the city's housing shortage and find relocation housing for families residing in urban renewal or expressway right-of-way areas, City Redevelopment Commission Executive Director Ben Perry said today.

Perry said the commission will attempt to organize a general meeting of representatives from the commission, the Durham Housing Authority, the Durham Board of Realtors, the Chamber of Commerce and Operation Breakthrough to seek a solution to the relocation problem.

He couldn't say when such a meeting might be held but indicated that it would probably be within the next few weeks.

In conjunction with this move to expedite relocation of these families, the commission may reactivate its Religious Affiliate, an organization of Durham ministers who helped families uprooted by renewal find relocation housing and make the change as smoothly as possible.

The affiliate group discontinued its operations after Operation Breakthrough, Durham's antipoverty organization, was created on the theory that the new agency could perform the role played by the ministerial group.

Perry suggested the Religious Affiliate again will be needed to help relocated families.

The problem to be tackled by the multi-agency group will be that of finding "decent, safe and sanitary" standard housing for the families being moved by governmental action—housing at a price they can afford.

A general shortage of dwelling units available at prices within the reach of low-income families and the unavailability of public housing space have combined to create a critical relocation situation.

A Durham Board of Realtor committee has begun a study of the situation in an effort to find solutions to the problem but no recommendations have been offered.

Meanwhile, the Durham Housing Authority has requested reservation for 1,230 new public housing units from federal officials in order to open the door for possible construction of public housing by private developers.

Some 1,270 units of public housing exist or are under construction in Durham. When construction is completed, the city still will be 604 units short, fulfilling current housing need among low-income groups, according to figures compiled by the Durham Housing Authority.

Applications have been filed by eligible families for 1,200 units and another 1,639 families will be displaced by urban renewal or highway construction by Dec. 30, 1971.

Figures show that five private housing agencies in the city have between 4,500 and 5,000 dwelling units but have vacancies f-

Cont. next page ->

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Once urban renewal got under way, city officials turned their attention to the existing problem in those areas which would not be touched by the new program.

They came up with a proposal for a long-range program of housing inspections and code enforcement aimed at bringing all substandard dwellings into compliance with the city's housing code.

That program, which was slated to take at least seven years to complete, was adopted by the City Council in 1963. Prior to that time all housing code enforcement inspections were made as a result of complaints about possible violations.

The program was the first organized attack on substandard housing since the city exerted a concerted effort to eliminate the problem in 1949 and 1950.

Since 1963, the city's housing inspectors have checked 3,714 dwellings and found 2,015 of them in violation of the code. Some 1,640 of these have been upgraded to comply with the code and the remaining 376 are now being upgraded, according to City Building Inspector John Parham, who administers the code enforcement program.

Parham explained that the program follows a schedule of inspections in the city's various census tracts which was set up when it was adopted.

Designed to cover those areas with the most substandard housing, the timetable called for initial inspections in the Southside area. Inspections in the East End area were slated for last year and inspections in East Durham east of Edgemont and portions of the downtown area were scheduled for this year.

Parham said the schedule is followed regularly, but is disregarded when specific complaints about possible violations, anywhere in the city come into his office. The housing code requires inspection and code enforcement whenever a complaint is made, he added.

Program inspections are somewhat behind schedule because the timetable was abandoned almost entirely for about three months last year in order to check possible violations all over the city which were mentioned in a Durham Garden Council survey report.

In addition, recent complaints from members of community action groups have taken up much of the inspectors' time.

Currently, three inspectors are employed fulltime in housing inspections and Parham says he spends more of his time on housing than on any other inspection division section.

Each inspector checks each dwelling unit for specific items required by the code, which are considered essential for the unit to be habitable.

When violations are discovered, Parham said, "We do more than is required by the code." Property owners are notified of the violations three times, although only two notices are required.

When a violation is found, the inspector checks tax records to determine the dwelling's owner. He is then sent a "first no-



CHECKS FOR CODE VIOLATIONS—John Crabtree, city housing inspector, checks on the condition of a dwelling's porch stairs, left, and its plumbing facilities, right, as part of his regular inspection procedure. The inspections are designed to detect violations of the city's housing code. When violations are found, property owners are asked to make improvements which will bring the dwellings into compliance with the code. Inspections are conducted usually according to a schedule of areas which was established when the code enforcement program was adopted, although they are often conducted as a result of a complaint about possible violations.

—Sun Staff Photo.

notice" of the infraction. The notice lists violations found and asks that they be corrected within a stated period of time.

At the expiration of that time period, the dwelling is automatically reinspected. If work has not been completed or started, a second notice—a "complaint and notice"—is sent to the owner.

This notice, the first required by the code, again cites the violations and specifies the time and date for a hearing on the violations before the city building inspector. The date is required to be not less than 10 nor more than 30 days after service of the notice.

If the owner appears at the hearing, he and the inspector confer on what must be done to bring the dwelling into compliance and a deadline is set for completion of such work. The length of time allotted is determined by the inspector.

If the hearing notice prompts no action from the owner, a final notice is issued ordering compliance with the code or closing of the dwelling.

Both the latter two notices must be dispatched to property owners either by certified mail or in person, according to provisions of the code.

Failure to comply with the code after receipt of the final notice makes a property owner liable for court action involving fines of up to \$50 per day if he continues to accept rent on the substandard dwelling.

However, in practice, court action has never been instituted against a property owner, Parham said.

Instead, Parham writes the owner a letter stating that the matter will be called to the attention of the City Council if the violations are not corrected.

No effort has been made to institute court action because it would not accomplish the purpose of the program — upgrading of the substandard dwelling in question, Parham said.

All inspectors attempt to cooperate with owners who are making efforts to bring their dwellings into compliance, if they haven't completed all work by the specified deadline, he added.

Most property owners make

efforts to comply with the code when they get the first notice, Parham said, but others refuse to act until they are threatened with Council action.

"It's a whole lot easier to lead these people into doing this work than it is to drive them into it," he said. "It takes a great deal of diplomacy to make them do the work without taking the distasteful route of court action."

If property owners fail to correct violations, the matter is often placed in the hands of the City Council.

In the past the Council has usually granted property owners an additional period of time in which to bring their dwellings into compliance. At the end of that period, the units must be either up to standard or closed, and the tenants forced to move elsewhere.

This course of action was followed by the Council earlier this week when extensions of time were granted on several properties.

The current housing shortage in Durham has made the Council hesitant to do anything which would lead property owners to close rather than repair their dwellings, thus worsening the shortage.

However, discussion by Council members indicated that some of them feel the housing code penalty clause should be used in these cases and the owners taken to court if they fail to comply with the code by the appointed date.

The Council is scheduled to review what's being done to bring the dwellings into compliance prior to end of the time period granted.

meeting might be held indicated that it would probably be within the next few weeks.

In conjunction with this to expedite relocation of families, the commissioner reactivate its Religious Affirmation organization of D ministers who helped find housing and make change as smoothly as possible.

The affiliate group dissolved its operations after the Breakthrough, Durham anti-poverty organization, created on the theory the new agency could perform role played by the mini group.

Perry suggested the Religious Affirmation again will be used to help relocated families.

The problem to be tackled the multi-agency group was that of finding "decent, sanitary" standard housing for the families being moved by government action — but at a price they can afford.

A general shortage of dwellings available at prices the reach of low-income families and the unavailability of public housing space have hindered to create a critical situation.

A Durham Board of Religious Affirmation has begun a study of the situation in an effort to find solutions to the problem. No recommendations have been offered.

Meanwhile, the Durham Housing Authority has requested reservation for 1,230 new housing units from federal officials in order to open the door for possible construction of public housing by private developers.

Some 1,270 units of housing exist or are under construction in Durham. When construction is completed, the still will be 604 units short of fulfilling current housing needs among low-income groups, according to figures compiled by the Durham Housing Authority.

Applications have been received by eligible families for units and another 1,639 families will be displaced by urban renewal or highway construction by Dec. 30, 1971.

Figures show that five public housing agencies in the city have between 4,500 and 5,000 vacant units but have vacancies only three non-white families and 103 white families.

Renewal Body To Develop Policy To Meet Public Housing Refusals

Occupancy Date Reset On 200 Units

Fayetteville Street, Cornwallis Road Projects Involved

Construction schedules for the public housing projects on Cornwallis Road and Fayetteville Street have been "slipped" and local officials said Wednesday there are high hopes of having 200 dwelling units ready for occupancy by the first of the year.

Carvie S. Oldham, executive director of the Durham Housing Authority, said representatives from the Nello L. Teer firm of Durham and the M. B. Kahn Co. of Columbia, S.C., provided these indications.

The completion of 120 units in the combined projects by Jan. 1 is almost certain, he indicated.

Having ready on Jan. 1 the first 120 units of the Cornwallis Road project, being built by the Teer firm, would put it three months ahead of the schedule for the total 200 units.

Completion by Kahn of 80 units in the Fayetteville-Grant-Urstead streets project in Hayti would put that project about 40 days ahead of schedule.

Original timetables, Oldham explained, called for the first 40 units on Cornwallis Road to have been completed Sept. 1 with additional 40-unit blocks opened up each 120 days. The early Hayti schedule called for the first 40 units on Jan. 1 with the second group on Feb. 10. Each is a 200-unit housing project.

"It is highly possible we will have 80 from Kahn on the first of January," Oldham said Wednesday.

He said contractors are well aware of the housing shortage now facing Durham's low and middle-income families, "and they are trying in every way to cooperate."

Oldham explained that contractors could not meet the preliminary Sept. 1 schedule for the first 40 units of Cornwallis Road due to a series of delays, but pointed out the bulk turnover of units would be a long-run advantage.

Tight money could have helped lead to the expected updating of the construction schedules, Oldham said, and "availability of labor has certainly been a factor."

This was interpreted to mean workmen are more available, due to a lack of housing starts, than they were some six months ago.



Past Acts Indicating Rule Needed

Special Session In About 10 Days Hinted By Board

The City Redevelopment Commission will be called upon in the near future to set a policy regarding families which may refuse to be relocated into available public housing from urban renewal and expressway right-of-way areas.

Such refusals have been frequent but have caused no major problems to date. However, officials believe the problem probably will worsen and a definite policy of action has been deemed necessary.

Executive Director Ben T. Perry said following a meeting with the Durham Board of Realtors' housing committee that a special Redevelopment Commission session is likely to be called in the next 10 days or so for this purpose.

Fred Herndon, chairman of the realtors' committee, said Wednesday that the group is "pretty close to some answers" and that the group may be ready within a few weeks to return to the parent body with recommendations for dealing with the city's housing shortage.

Herndon also reported that committeeman Fletcher Garrard was in Greensboro Wednesday to confer with the Federal Housing Administration and Veterans Administration (FHA-VA) committee of the State Homebuilders Association to seek means of expediting construction of dwellings in the \$8,000 to \$15,000 bracket.

It was pointed out several weeks ago that up to 20 per cent of the low and middle income families might be in a position to purchase low-price houses, making available their vacated rental dwellings.

Perry and Robert Thomas, Redevelopment Commission real estate officer, told the realtors of problems regarding families now living in the expressway section.

Perry told the committee that about 90 per cent of the families there are delinquent in their rent, many families as much as six months behind. No evictions have been made since early summer.

He noted in the interview that back rent will be collected from each family out of the \$500-maximum-relocation subsidy for which the family is eligible when it does move.

Perry also said, following the meeting, that the Redevelopment Commission has made minor repairs, such as to windows and roofs, on buildings it has purchased and still rents in the section.

"It will take an all-out community effort to make people understand they've got to move to make way for the expressway," Perry said. "Community councils in urban renewal areas will have to understand it too. When people are offered decent, safe, sanitary housing as the laws provide, they're just going to have to take it."

Public housing authorities have given indications that some 200 units on Cornwallis Road and in the Hayti project may be ready for occupancy by Jan. 1. Perry said these will be the targets for urban renewal families.

Thomas said there are a total of 106 families and 18 "roomers" in the broad Expressway right-of-way to be moved. Their homes will have to be demolished around year-end to make way for contract-letting of the freeway.

Affiliate Is Reactivated To Help In Relocations

26 Sept 66

**Aid From
Others In
City Urged
Group Will Help
Families Having
To Find Housing**

If money can be raised for the purpose, a special loan fund will be established by the Religious Affiliate to provide relocated families with small loans when cash is needed to complete the relocation.

"This was one of the affiliate's most valuable services when it operated previously," Perry said. "Many times, these people need cash for public housing deposits or other purposes over and above the actual cost of moving."

Relocation moving expenses are covered by federal grant of up to \$200 per family, but other funds are available to cover the other costs, he added.

The biracial religious affiliate might also follow up relocations "to help the families learn to live in their new environment in order to prevent the development of new slums," he said.

Perry said the commission plans to appeal to all Durham's churches for cooperation in the relocation project.

The 102 families in question reside in the Expressway path within the urban renewal project areas, between Duke and Grant streets. The commission faces a Jan. 1 deadline for relocating the families in order to clear the way for initial construction of the superhighway.

Perry said the commission plans to call a meeting "as soon as possible" of representatives from the commission, the Durham Housing Authority, the Chamber of Commerce's urban renewal committee, the Durham Board of Realtors and Operation Breakthrough.

These groups may establish a joint committee to oversee the relocation project and set policies on how to deal with each family slated for relocation.

"We realize that each of these families has individual problems and the Redevelopment Commission can't solve them all on its own," Perry said.

The City Redevelopment Commission today reactivated its Religious Affiliate and called on several Durham agencies to unite for a concentrated effort to relocate families residing in right-of-way for the city's East-West Expressway.

Commission Chairman Robinson O. Everett said the Religious Affiliate, an organization of Durham ministers who in the past has helped families uprooted by renewal find relocation housing and make the change as smoothly as possible, is to be reactivated because its services will be needed in relocating another 102 families having to move.

The affiliate group, which was discontinued after Operation Breakthrough was organized on the theory that breakthrough could perform the role played by the clergymen, will be reorganized to provide social services to relocated families which are not now available.

Robinson said the group would make personal contacts with the families to be moved in order to help them understand why relocation is necessary, and how it can be accomplished.

The group would also help the families find suitable furniture and cash needed to assure a smooth transition into the relocation housing, according to Commission Executive Director Ben Perry.

9/13/66
**Plans For
Park Aired
At Session**

Durham Redevelopment Commission officials were to meet with the Area Beautification Committee of the Chamber of Commerce this afternoon to discuss proposed plans for the park to be located at Five Points where the Piedmont Building was located.

Al Galbraith, who heads the downtown development unit of the Redevelopment Commission, met with the chamber group at 4 p.m. in the chamber offices.

All above ground structures of the Piedmont Building have been removed and workmen are continuing to remove all debris from the basement portion of the facility.

Tentative plans previously announced call for development of a park with landscape and rest areas.

11/29/66
**Urban Developer
Guest Speaker At
Jaycettes' Meet**

Coordinator of Urban Redevelopment Commission for downtown Durham was guest speaker at a recent meeting of Jaycettes. Al Galbraith used maps to demonstrate the improvements scheduled for the city.

Mrs. John Nicks was inducted into the club as a new member.

Projects chairman Mrs. Ed Cheek reminded members to take a Christmas item to be auctioned at the November meeting. Members voted to appropriate \$100 to Durham city schools and \$100 to Durham county schools to provide lunches for under privileged children.

The Jaycettes will also donate refreshments to children at Butner in October.

The group discussed sponsoring a kiddie movie in the spring.

Durham Jaycettes will be hostesses to wives of Jaycees attending the regional convention here in February.

Mrs. Charles Pendergrass, Mrs. Robert Loy and Mrs. T. H. Brock III were special guests.

Mrs. Lyle Cooper Jr. presided.

**CURBSTONE
COMMENT**

*What Do You Think Should Be Done
With The Cleared Area At Five Points?*



Barnes



Mrs. Mason



Kazanchy

SIMON BARNES, office worker: "I just think an open park would be the best thing to do."

MRS. MARY MASON, tobacco examiner: "We need something pretty to liven up the corner."

JACK KAZANCHY, Duke student: "I think they could possibly plant some trees, put in some tables and turn it into a park something like Washington Square in New York."



Mrs. Warren



Duke



Freeland

MRS. EMMA WARREN, housewife: "I think what the city said about a park is the ideal thing."

TOM DUKE, Duke student: "I've heard there are plans to put a park in there. I guess that's the best thing."

ALTON FREELAND, textile employee: "I think it should be covered up and beautified. It would make the city look much nicer."

'Move In Or Move Out'

Council Hits Slow Projects

City Councilmen James R. Hawkins and Tom Hunt Thursday called for the city to either expedite or abandon urban renewal projects which are not under way because delays in execution may be severely limiting the growth of businesses in the project areas.

Hawkins said, "I don't think we can sit on this problem. If we've got projects slated, we should either get them under way or get out."

Seconding Hawkins' suggestion, Hunt said the city should "either move in or move out."

The comments came during the council's initial look at a request from Rigsbee Tire Sales Co. for rezoning of two lots behind the firm's Lakewood Avenue location.

The request seeks rezoning from two-family residential to C-4 unrestricted commercial. Zoning on the tire company's current property is C-4.

The rezoning would make it possible for the company to build a warehouse for the storage of about 20,000 tires.

The City Planning and Zoning Commission recommended denial of the request on the grounds that granting it would be contrary to the city's General Neighborhood Renewal Plan, which outlined all areas to be covered by urban renewal.

The plans call for the block in which the company is located to be zoned for multiple-family residences with a small area set aside for neighborhood retail businesses.

Councilman Hawkins pointed to the plan's designation of the area for "high-density prestige" housing as "raising questions as to the validity of the plan."

He added that such questions were raised during the Planning and Zoning Commission's hearings on the request and consequently the commission would welcome a full review of the plan. The city's right to take action which would curtail the expansion of a business in the interest of an urban renewal project that may not be started for four or five years was questioned by Hunt.

Distribution System For Water 'Excellent'

City Engineer Hugh Pickett made public Monday a 70-page report on Durham's water distribution system which called the system's condition "excellent" except for low capacity in older mains.

The report, based on tests of the city's system by Pitometer Associates, Inc., of New York, recommends, however, a construction-rehabilitation program to eliminate deficiencies which would cost the city about \$4 million over the next 15 years.

The study of the city water mains was conducted by the consultant engineering firm over a

period of four to six months at a cost of \$13,500. A study is made every 10 years.

The report said that all mains are in good condition except those put into service before 1950. These older mains carry "only a fraction of their original capacity" because of the build-up of deposits on the interior walls of pipes.

Generally, the system was found to be strong enough "to meet present daily demands" except for areas on the outskirts of the system and an area near Watts Hospital.

The city has adequate storage to meet demands through 1980, the study found, but extra storage will be needed "to alleviate the load on the filtration plant during the period of maximum-hour consumption and to maintain proper pressure" in the system.

It was recommended that a 1.5 million-gallon water storage tank be constructed to meet this need.

The firm suggests that the \$4 million be spent for improvement in this way: \$2,501,500 between 1966 and 1970; \$337,400 between 1971 and 1976, and \$871,000 between 1976 and 1980.

Dilemma Again To Be Tackled

The City Planning and Zoning Commission Tuesday again will seek a way out of a dilemma posed by the need for expansion of a business located in an area which is slated to be cleared under a future urban renewal project.

The commission failed to find a solution to the problems involved when the dilemma was dropped in the commission's lap last month in the form of a rezoning request from Rigsbee Tire Sales Co.

Basically, the question considered by the commission was: How can the city maintain a plan for development of a future urban renewal area while preventing the plan from severely limiting the growth of businesses now in the area?

Although no concrete answer was offered, a public hearing was scheduled for the next commission meeting on the tire firm's request for rezoning property at 607 and 609 South St., behind the firm's Lakewood Ave-

nue location. The request asked rezoning from two-family residential to C-4 unrestricted commercial zone.

The move is designed to clear the way for the firm to build a warehouse for the storage of about 20,000 tires. The tires are now stored in part of the old Dixie Warehouse on Peabody Street, which is to be acquired by the City Redevelopment Commission as part of land acquisitions for the East-West Expressway.

A spokesman for Rigsbee Tire Sales said the firm cannot expand its operation in any direction except to the rear because land conditions on one side would not support a building and the area between the present building and South Street is needed for parking.

The property is situated in Durham's urban renewal Project No. 4, which is not yet in execution. When the project is begun, the tire firm building would be acquired for clearance.

Commission members agreed the basic problem is whether the firm can reasonably be expected to continue operating without expansion room until the urban renewal project reaches the stage that the property will be purchased.

If the rezoning is allowed, they suggested, it would clear the way for construction of a \$70,000 warehouse building, which would have to be acquired by the redevelopment commission later.

City Planning Director Paul Brooks said no timetable exists on when the project might get under way, but he thought it would be within five years.

Also on the commission's agenda is a request for rezoning a 35-acre tract on U.S. 15-501 near the Durham Academy property from R-10 one-family to RA 20-30 apartment residential zone.

The rezoning was asked by John A. Pickett, who plans to use the property as a site for about 500 apartment units, if the request is approved.

Plans Cited For Housing

By OWEN BISHOP

The area of Durham's urban renewal Project No. 4 which is involved in the Rigsbee Tire Sales Co. rezoning controversy is slated to be redeveloped for low-density "private or public housing," City Planning Director Paul Brooks said today.

City Councilman James R. Hawkins told the City Council yesterday that plans call for the area to be devoted to "high-density prestige" housing.

He suggested that this designation, in view of the area's current status, raises "questions as to the validity" of the General Neighborhood Renewal Plan, which outlines all areas to be covered by urban renewal and their proposed re-uses.

Brooks explained that the tire firm is situated in the area bounded by Roxboro Street, Lakewood Avenue, the East-West Expressway and the Norfolk and Southern Railway — one of two separate areas included in Project No. 4.

The second area is bounded by Duke Street, Lakewood Avenue, the expressway and the railroad.

The former area is to be cleared and redeveloped for housing at a density of about 15 families per acre, according to the renewal plan. It will provide space for about 300 families.

The latter area, which contains about 16 acres "is proposed for clearance and private residential apartment re-use," the plan notes. "The density contemplated is about 20 units per net acre."

"A relatively high-rent apartment development is contemplated for this section. This is in line with land values in this area. A 'prestige' project is envisaged, based on association with the neighboring areas of Forest Hills and University Drive to the south, and west of Duke Street," according to the renewal plan.

Key Agencies Join In Move To Relocate 102 Families On Right-Of-Way— Durham Thruway Barrier Tackled

(See picture and story on Page 1-B)

By OWEN BISHOP

Representatives of several Durham agencies agreed today to join hands in initiating a concentrated cooperative effort

to relocate the 102 families in the right-of-way of the city's East-West Expressway.

After spending nearly two hours discussing the problems involved in relocating the families in the face of Durham's shortage of housing for low-in-

come groups, officials of all the agencies pledged full cooperation with the City Redevelopment Commission's relocation staff in seeking to relocate the families within the next three months.

The agencies involved in the

agreement, in addition to the Redevelopment Commission, are the commission's Religious Affiliate, an organization of ministers; Operation Breakthrough, the Chamber of Commerce, the Durham Housing

Authority and the Durham Board of Realtors.

Under plans mapped out by the representatives, the concentrated effort to relocate the families will get under way within the next few days, after the various agencies have

an opportunity to organize for the project.

The initial step in focusing contributions by the various agencies will be taken when the Redevelopment Commission's relocation staff, headed See THRUWAY, Page 2-A

Site Of Motel ^{10/3} To Be Conveyed

The City Redevelopment Commission will convey the site of the planned Downtowner Motor Inn at the intersection of Chapel Hill and Pettigrew streets to the motel's developers Friday, commission officials reported today.

The commission will sell part of the tract to Magnolia Investment Co., which already owns part of it, and the remainder to the motel corporation, but the entire tract will be used for the motel and its off-street parking facilities.

Bob Thomas, real estate director for the commission, said the investment firm will purchase two small parcels for about \$29,000, while the motel corporation will pay \$94,000 for its parcel.

The transaction, which will clear the way for the start of construction on the \$2.5 million motel, is being handled as if the investment firm and the motel corporation were a single redeveloper, since the site will be devoted to a single purpose, Thomas said.

Also invoked in the transaction is the purchase by the commission of small portions of the tract along Willard and Chapel Hill streets from Magnolia Investment Co., which is needed for street-widening.

Thomas explained that after the conveyance is completed, commission officials must meet with the developers for a "pre-construction" conference to determine if plans for construction and operation of the motel facility comply with federal regulations.

The 155-unit motel will feature four floors of units and a separate commercial section containing a lounge, dining and kitchen area on the first floor and conference rooms on the second floor. The structure will be provided with 218 parking spaces on two levels, one of which will be underground.

Traffic access to the underground parking area will be provided from Ashton Place, which will end in a cul-de-sac.

Downtowner Unit To Get Land Title

The City Redevelopment Commission will convey to Magnolia Investment Co. two small parcels of land at the intersection of Chapel Hill and Pettigrew streets for the construction of a \$2.5 million motel.

The action clears the way for building the Downtowner Motor Inn, for which the Magnolia company and a second concern developing the motel have already obtained most of the land.

Magnolia will pay \$29,000, while the motel corporation will pay \$94,000.

The 155-unit motel will have four floors, a lounge, dining room and conference room. The land to be sold developers will be used for parking.

The plan says a more detailed marketability study of the area will be conducted once the project moves into execution to definitely determine the "income groups to which these apartments should be oriented."

It is anticipated, the plan continues, that the cost level of the units will not permit them to be used to satisfy the need for relocation housing for families displaced by renewal.

Brooks emphasized that the plan, which was adopted by the city several years ago, was based on preliminary surveys and studies of the proposed renewal areas.

However, the plan itself calls for "a thorough re-use and marketability analysis" to provide the final determination of "feasible re-uses, market values and disposition timing" at the outset of each project's execution.

When the plan was being developed, a detailed re-use and marketability study was proposed, but was vetoed by officials of the Urban Renewal Administration because they were considered unnecessary at that stage.

In order to give the plan as firm an economic footing as possible, city officials conferred with a representative cross section of public and private interests on the feasibility of proposed re-uses.

Among the agencies, individuals and businesses who reviewed the plan and agreed on its feasibility were the City Redevelopment Commission, the City Planning and Zoning Commission, the City Council, the Durham Housing Authority, the Urban Renewal Administration, the regional office of the Federal Housing Administration, Southern Railway, Sears Roebuck and Co., Pappas Bros. Clothing Co., Duke Power Co., Walter George Watts Hill, realtor Worth Lutz, Durham Industrial Development Co., official Vance Milburn, and banker John H. Wheeler.

When the Rigsbee Tire Sales Co. filed its rezoning request, which is aimed at clearing the way for construction of a new house behind the firm's present awkward location, Brooks conferred with Redevelopment Commission Executive Director Ben Perry and a representative of the consultant firm which developed the bulk of the plan.

The three officials agreed that the plan's proposed re-use for the area in question is still feasible.

Subsequently, the City Planning and Zoning Commission recommended that the tire firm's request be denied because granting it would be "contrary" to the renewal plan.

The commission noted, however, that the Council should try to expedite survey and planning of the project "so that the applicant and other property owners and residents in Project 4 will be better able to anticipate future changes which renewal may require."

The Council is scheduled to give formal consideration to the request at its Monday night meeting.

10/4/66

Urban Renewal Problems Told To Rotary Club

City Redevelopment Commission chairman Robinson O. Everett told Rotary Club members Monday that the two main problems facing urban renewal in downtown Durham were relocation of businesses and disposition of renewal land.

Everett said accomplishing an "easy transition" for businesses with a minimum of inconvenience and loss of business was something the redevelopment commission was striving for.

He scored state laws which require disposition of municipal property to be done on a high-bidder basis. Negotiated sales are out. This fact can cause property to be sold to a developer willing to pay the highest price, but perhaps unwilling to make the "best use" of land, he said.

10/3

Relocation And Land Disposition Problems Cited

The major problems facing Durham's central business district urban renewal project involve relocation of businesses, disposition of land for redevelopment and accomplishing an "easy transition" for downtown businesses during project execution, Robinson O. Everett, chairman of the City Redevelopment Commission, said today.

Everett outlined the problems to the Rotary Club during a discussion of central business area deterioration and renewal in various cities across the nation.

The \$26 million Durham project, he said, will cause numerous "transitional" problems for businesses being relocated and those nearby.

"For example, a business could lose some of its customers because of relocation or because of demolition or construction work going on around it," he said.

Something must be done to limit this kind of business loss, Everett continued.

Problems related to land disposition include determination of parcel sizes for sales to developers and arranging for the best re-use of a particular parcel within the limits of state regulations which require public sales.

He noted that North Carolina's law prohibiting negotiated land sales could make it difficult for the commission to secure what it considers the best re-use.

"One potential redeveloper might be willing to pay a higher price for a parcel than another, but the use he'd make of the land might add less to the city's tax books and benefit the city less than the proposed use of the second developer," he added.

Everett referred to the various trends in central business areas in cities throughout the nation, which have created a need for renewal.

These trends include the physical and functional obsolescence of downtown facilities, such as streets; the departure of mid-

dle and upper income groups to the suburbs; heavy social welfare costs with resulting higher taxes and a simultaneous decline in tax bases; and loss of potential leadership and citizens' identification with their city.

In tracing the federal legislation on urban renewal, Everett said the original housing act adopted in 1949 included no authority for nonresidential or commercial renewal projects. Projects including up to 10 per cent nonresidential were authorized in 1954. The percentages has been increased in steps to its present level of 30 per cent.

Commercial areas were added for renewal on the theory "that urban renewal should improve the entire living environment of the city, not merely its residential areas."

Everett compared Durham's project, which calls for redevelopment of a 128-acre area at a cost of about \$26 million, with similar projects in other cities.

In Hartford, Conn., a \$49 million project redeveloped a 12-acre area, increasing its tax base from \$2.3 million to \$26 million.

Some 20,000 people now work in a 23-acre renewal project area in Pittsburgh, Pa., where 4,000 people were employed prior to renewal. The area's tax revenues have increased 500 per cent.

More than \$100 million in new investment has been added to a 181-acre tract in downtown Norfolk, Va., as a result of an urban renewal project, Everett said.

He said that the city's share of Durham's project will be about \$6.6 million, most of which will be derived from new parking facilities and garages.

Project objectives, he said, are development of better street patterns and more parking, elimination of blight, improvement of appearance, establishment of "a greatly increased tax base in a sounder economic community."

Effort On Relocation

he headed until it was disbanded a few years ago.

The affiliate, a group of ministers who helped families displaced by urban renewal, functioned well in educating the families to accept relocation and helping them accomplish it smoothly because the group did not have the image of officialdom attached to the commission's staff.

As a result, he continued, the group must be only "tenuously" linked with the commission when it is reactivated to avoid taking on that image, if it is to function properly again.

Likewise, the community development staff of Operation Breakthrough will have to be "very careful of the roles" played in the relocation effort, W. R. Purcell, executive director of the anti-poverty agency, said.

Blackwell Robinson, head of the redevelopment commission's relocation staff, noted that the families in question usually "get two pictures — we're kicking them out (of their homes) and Carvie (Oldham, Durham Housing Authority executive director) is keeping them out (of public housing)."

Oldham suggested that Breakthrough and the Religious Affiliate work to arrange neighborhood meetings at which he could explain public housing policies to the families to be relocated.

He also asked that the Breakthrough staff cooperate by seeking to improve the DHA's image rather than "tear it down."

Purcell countered by saying he did not think his agency had been uncooperative in any way.

"A great deal goes on behind the scenes for which we are not responsible," he said, adding:

"We have been attempting to cooperate and shall continue to do so as much as we can."

Corpening noted that Operation Breakthrough should not be blamed for the attitudes of low-income families toward the Redevelopment Commission and the housing authority because the attitudes existed long before the anti-poverty agency was organized.

During the discussion, Fred Herndon, chairman of the Durham Board of Realtors, said the board believes many of the displaced families "are going to house themselves on their own no matter what any agencies do to help them."

He said the families are "skilled at finding housing for themselves — they've done it all their lives."

Herndon added that he expects about half the families to find relocation housing on their own.

City Redevelopment Commission Executive Director Ben Perry pointed out that the families now have no choice but to move — even if it's to other substandard units on a temporary basis.

To Clear Route For Thruway

Families Found Suspicious Of All Officials

By OWEN BISHOP

(See Other Story—Page 1-A)

The basic problem creating the relocation stalemate between the City Redevelopment Commission and the families in the expressway right-of-way is the families' suspicious attitude toward all "officialdom," according to a consensus of various agency representatives who united today in an attempt to break the stalemate.

Although the representatives agreed that the city's current shortage of low-rent housing is partly responsible for the stalemate, they placed the brunt of the blame on the image of the commission as a "police" agency in the minds of those slated for relocation.

The Rev. Julius Corpening, president of Operation Breakthrough, pointed out that the families in the expressway are less than cooperative with the City Redevelopment Commission's relocation staff because of the "natural suspicion of the poor of any kind of officialdom."

He admitted that many of the families do not fully understand why relocation is necessary or how to go about accomplishing it, but he suggested that their mental linking of the commission with the image of a police department is primarily responsible for their reluctance to cooperate.

we can get this expressway going. It's already late," he said.

Perry explained that his agency often allows families to relocate into substandard dwellings in order to get them out of an area slated for demolition or construction work. However, the families are retained in the commission's relocation workload and are moved into a standard dwelling unit whenever it becomes available.



ORGANIZE UNITED EFFORT—Representatives of several Durham agencies met at City Hall today to organize a cooperative effort to relocate the families in the right-of-way of the city's East-West Expressway. Participating in the general discussion at the meeting, clockwise around the table, were: Blackwell Robinson, head of the City Redevelopment Commission's relocation staff (back to camera); Operation Breakthrough Executive Director W. R. Purcell; the Rev. Julius Corpening, president of Operation

Breakthrough; Mayor Wense Grabarek; City Redevelopment Commission Chairman Robinson O. Everett; City Redevelopment Commission Executive Director Ben Perry; Durham Housing Authority Executive Director Carvie Oldham; DHA Commission Chairman Carl Harris; and Durham builder Abe Greenberg. Others actively participating were the Rev. Philip Cousins, pastor of St. Joseph's A.M.E. Church; and Fred Herndon, chairman of the Durham Board of Realtors.

—Sun Staff Photo.

To Plan Project—Perry Sees Fund Bid In Month

An application for funds to finance survey and planning on Durham's urban renewal Project 4 will be submitted to regional urban renewal authorities within about a month, City Redevelopment Commission Executive Director Ben Perry said today.

Submission of the application was called for last night by Mayor Wense Grabarek after the City Council set a public hearing for Oct. 17 on a rezoning request affecting property in the project area.

Subject of the public hearing will be the rezoning of two lots on South Street from RD-3 two-family residential to C-4 unrestricted commercial.

Rezoning of the lots would clear the way for the petitioner, Rigsbee Tire Sales Co., to build a \$70,000 warehouse behind the firm's present building for the storage of tires.

The Council set the public hearing after an attorney for the tire firm argued that nothing was being done on the project and that funds for it were not available and may not be for some time.

He said, "We are asking you to wait to see what might happen in this area. Other projects have been changed, who knows that this one will not."

The Planning and Zoning Commission recommended denial of the rezoning request on the ground that granting it would expand "an existing heavy-commercial and warehouse use contrary to the adopted plan."

The plan referred to is the Neighborhood Renewal Plan adopted in 1959, which outlines all areas to be covered by urban renewal and designates the area where the Rigsbee property is situated for low-density multiple-family residences, with a small area devoted to retail service uses.

Councilman J. J. Preiss said, "We've got to come to some conclusion about the status of these businesses" in the urban renewal area.

"If we change the zoning in this case it is going to be hard to argue against changing it again," he said.

Councilman John Stewart said, "This is what I am concerned about. This Council approved the General Neighborhood Plan. If we make a zone change that is contrary to the plan what effect will it have later?"

Relocation Contacts Slated

Personal

Involving Agencies, Families

Policies And Reasons To Be Aired At Meets

By OWEN BISHOP

Officials of the City Redevelopment Commission, the Durham Housing Authority and Operation Breakthrough today agreed to arrange a meeting with the families slated for relocation from the right-of-way for Durham's East-West Expressway.

The meeting, which is the first step in a concentrated effort to relocate the 102 families involved, is designed to provide spokesmen for the Commission and the Housing Authority an opportunity to explain the reasons for relocation, relocation procedures and public housing policies.

Operation Breakthrough staff members will contact the families and schedule the session, which will be open only to the families facing relocation.

Today's session was held to plan strategy for the relocation effort and determine approaches to solving the problems involved in relocating the families within the next three months.

It was the first planning session on the project since several Durham agencies agreed last week to join hands in initiating a cooperative effort to relocate the families. The agencies include DHA, Breakthrough, the redevelopment commission, the commission's Religious Affiliate, the Chamber of Commerce and the Durham Board of Realtors.

The agencies united because relocation of the families had come to a standstill due to the city's housing shortage. The families must be moved from the expressway route, in order to clear the way for construction of the superhighway. Target date for awarding a contract for the job is Jan. 1.

Officials at the session agreed that initial steps in the project should aim at educating the families to the reasons relocation is necessary and at correcting many of their misconceptions about public housing and its operation.

Al Blackwell, relocation director for the redevelopment commission, said that many of the families refuse to consider moving into public housing because they have false impressions about public housing policies. Many of them believe the housing projects enforce a curfew and visitation restrictions, he said.

DHA Executive Director Carvie Oldham said his agency has no such policies and follows only those set forth in the lease agreement contract which is executed between the DHA and the tenant.

"The only thing we're doing is abiding by the lease agreement," he said.

He emphasized that the families must be educated to the fact that public housing is not federally subsidized, except for reduction of bonded indebtedness. Project operations are financed entirely by income from rentals, he said, adding that state law requires that the rental fee be a minimum of 20 per cent of a tenant's income.

Oldham noted that rent-payment deadlines are enforced to comply with laws, but DHA personnel work with families in emergencies to help them meet the deadlines.

"We often accept partial payments of rent" and contact various churches in the community and other social service agencies to help families in such circumstances, he said.

"We don't work like a machine," he said.

Discussion focused on the redevelopment commission's relaxation of its eviction policy as contributing to the reluctance of the families to move.

The families often stop paying rent when their homes are purchased by the commission, although the rental fees are substantially reduced, according to Ben Perry, the commission's executive director.

The families withhold rent payments because they know the commission is not going to evict them under current regulations, he continued.

Rental fees due the commission, though, are deducted from the family's relocation adjustment payment when they move, if they do not move into public housing, he said.

But, the bargain of apparently rent-free housing makes the families reluctant to change their situation in any way.

As a result, Perry suggested, the commission may have to revive its policy of evicting the families after they have refused to accept three standard relocation units.

Referring to the relocation ad-

judgment payments, Blackwell said many families misunderstand how they must qualify for the payments.

They can qualify for the payments of up to \$500, if they cannot find space in public housing and if they move into a standard dwelling, or a substandard dwelling which will be brought up to standard within 60 days, he said. Meeting these conditions would also qualify the families for grants to cover their first five monthly rental charges.

Discussion revealed that nine vacancies will come about in public housing projects within the next few days, all of which will be filled by families from the expressway route.

The officials agreed that steps must be taken to assure that the dwellings in the area to become vacant as a result of these relocations will be demolished immediately after they are vacated. This move would prevent their being occupied by new tenants.

Blackwell had said that on occasion realtors renting dwellings in the area, which have not yet been acquired by the commission, would bring new tenants into them after vacancies occurred.

In considering the role of Operation Breakthrough in the project, the officials agreed that the anti-poverty agency could perform its greatest service by helping to educate the families to the fact that they must move and by arranging for them to hear agency spokesmen with an open mind.

Renovation Of Old Houses Now Suggested By Realtors

10/18/66

Way Is Cleared For Construction Of Motel Facility

10/10/66
The City Redevelopment Commission has cleared the way for construction of a proposed Downtown Motor Inn with the sale of a final tract of property to Motor Inns, Inc., for \$94,682.

The tract, adjoining a larger tract sold previously to Magnolia Investment Co., is bounded by Willard Street, Jackson Street and Ashton Place.

Magnolia Investment Co. and Motor Inns Inc. are cooperating in the construction of the five story motor inn. Work is scheduled to begin on the structure this week.

Final plans call for the building to have 155 living units, with restaurant and convention facilities.

Downtown Motor Inns are located in cities throughout the country, the closest being in Raleigh.

4-Point Program Gets Endorsement

By FRED WARDLAW
Herold Staff Writer

Consideration of an urban renewal policy reversal—which could result in rehabilitation of housing areas instead of demolition and new construction—was one of four points in a special housing committee report unanimously endorsed Friday by the Durham Board of Realtors.

The 10-member committee also recommended "that agents and owners in areas where urban renewal taking is not imminent be urged to upgrade these properties where feasible and make necessary charges for these expenses."

In addition, it recommends "that the City of Durham and gate the feasibility of converting the pending clearance projects to rehabilitation projects."

The organization suggested "that a study be made by the City of Durham to determine these low income housing needs: (a) family incomes; (b) family sizes and space requirements; (c) willingness to pay additional rent for such features as paved streets, central heat, additional rooms, kitchen appliances; (d) desire to own one's home."

The only non-recommendation point in the group of conclusions was that "the current low-income housing shortage can be reduced by means additional to public housing with six to 12 months in three ways:

— "Low-medium income apartments (with conventional financing and Federal Housing Administration (FHA) 221-D-3 financing);

— "New homes in price range of \$12,000 to \$16,000 with low down payments, financed FHA or Veterans Administration (VA);

— "Availability of houses currently being used by lower middle income groups."

The Durham Board of Realtors' endorsement and the study report will be submitted to Mayor R. Wense Grabarek.

Realtors suggested that from the proposed city study on families' incomes, sizes and home philosophies, officials could conclude "the quantity of homes needed or desired of these types: substandard, public housing, older standard houses, low-middle income apartments, and homes for purchase."

Fred Herndon, builder-realtor who chaired the committee since its inception some five weeks ago, said a large-scale study requires "from 1,000 to 2,000 people to be sampled to get a true indication of anything." He noted that "this is too big for an individual group on a part-time basis."

Regarding the possibility of switching from demolition to rehabilitation of areas, Herndon pointed to the North Carolina College project on both sides of Fayetteville Street where overcrowded areas were thinned of houses, curb and gutter was installed and "good financial loans for rehabilitation can be gotten."

Herndon said, "We think this is a more successful way by far than the clearance projects to date. It shows a lot more promise—it has been proved at North Carolina College."

It was explained that the federal 221-D-3 housing is a type of 40-year mortgage for apartment projects only, with funds to be repaid at 3 per cent interest.

The 221-D-3 has two forms—one, similar to the Lincoln Hospital Foundation's housing project, where a non-profit organization secures the loan and builds the apartment project; the second, known as a limited dividend form, where a 90 per cent loan is granted and the remaining 10 per cent equity remains in the builder's ownership. In this second form, the 90 per cent loan is paid off at 3 per cent and the builder's 10 per cent is repaid, also in the 40-year period, at 6 per cent, Herndon recalled.

The builder-realtor said the recent hike in FHA and VA loans will cause a decrease in the "discount points" charged a builder. Because the builder will not lose these points—actually money—contractors will be more likely to build for this market. It will not be overly expensive for a builder to turn out smaller dwellings, he said.

The special committee was formed specifically to find whatever means, if any, could be utilized to halt or prevent escalation of Durham's housing shortage, which has been particularly acute for low and middle income families.

Members of the special committee included Allen Aldridge, Charles Brewer, Walter Dozier, Fletcher Garrard, Abe Greenberg, James Hawkins, Worth Lutz, James Nicholson, Board of Realtors' President R. L. Stone Jr., and Herndon.

Oct 4 - 1966

Council Sets Public Hearing Oct. 17 On Renewal Area Warehouse Plan

Action Contrary To Suggestions

By ROGER JOLLEY
Herald Staff Writer

The City Council Monday night set Oct. 17 for a public hearing on a rezoning request by Rigsbee Tire Sales Co. to allow construction of a warehouse in one of Durham's urban renewal areas which is slated for clearance.

A public hearing was set after the council heard Nick Galifianakis, representing the tire firm, charge that nothing is being done in urban renewal Project No. 4 (the project in question) and that funds are not now available for any improvements in the near future.

"We are asking you to wait to see what might happen in this area. Other projects have been changed, who knows that this one will not," he said.

The company requested the Planning and Zoning Commission at its Sept. 20 meeting to rezone from RD-3 two-family residence zone to C-4 unrestricted commercial zone property owned by the company behind its present building on Lakewood Avenue.

The rezoning would allow the company to construct a storage warehouse in which to store tires now housed in a warehouse in another urban renewal project and slated for demolition.

The Planning and Zoning Commission recommended denial of the request on the grounds that

"rezoning of the area proposed would result in expanding an existing heavy-commercial and warehouse use contrary to the adopted plan."

The plan referred to by the commission is the Neighborhood Renewal Plan adopted in 1959 which outlined all areas to be covered by urban renewal and designated the Rigsbee property for multiple-family residences.

Galifianakis told the council that he could not understand why "a first class building such as this" would not fit into the type of development planned for the area.

"Is there such rigidity that this fine building could not be left," he added.

"I think the city should try to conserve businesses which are already established," Galifianakis said.

Redevelopment Commission Director Ben Perry told the council nothing can be done in the project area for at least three years because "the money just isn't there."

Councilman Jack Preiss said, "We've got to come to some conclusion about the status of these businesses" in the urban renewal areas.

"If we change the zoning in this case it is going to be hard to argue against changing it again," he said.

"This is what I am concerned about," agreed John Stewart. "This council approved the General Neighborhood Plan. If we make a zone change that is contrary to the plan what effect will it have later?"

In calling for a vote on the motion to set a public hearing, Mayor Wense Grabarek asked that the Redevelopment Commission prepare and submit an application asking for funds for survey and planning activities in the area to be submitted to the federal government in an attempt to speed up the urban renewal project.

10/11/66

Relocation Families To Get Personal Briefing On Policies

Officials of the City Redevelopment Commission and the Durham Housing Authority have agreed to explain the reasons for relocation, relocation procedures and public housing policies at a meeting with families scheduled for relocation because of Durham's East-West Expressway.

The meeting, the first step in a concentrated effort to relocate the 102 families involved, was agreed upon Monday at a session of officials of the commission and housing authority and Operation Breakthrough.

Operation Breakthrough officials will contact the families and schedule the session, which will be open only to the families facing relocation.

Monday's session was held to plan strategy for the relocation effort and determine approaches

to solving the problems involved in relocating the families within the next three months.

Officials at the session agreed that initial steps in the project should aim at educating the families to the reasons relocation is necessary and at correcting many of their misconceptions about public housing and its operation.

Al Blackwell, relocation director for the redevelopment commission, said that many of the families refuse to consider moving into public housing because they have false impressions about public housing policies. Many of them believe the hous-

ing projects enforce a curfew and visitation restrictions, he said.

Carvie Oldham, executive director of the authority, said his agency has no such policies and follows only those set forth in the lease agreement contract which is executed between the DHA and the tenant.

Much of the discussion focused on the redevelopment commission's relaxation of its eviction policy as contributing to the reluctance of the families to move.

Renovation Under Way On Croft's New Site

Workmen have started renovation of a building in the 100 block of Orange Street to prepare new quarters for Croft Business College, officials of the school reported today.

The structure at 111-117 Orange St. getting "complete interior and exterior renovation" had been used as office space by North Carolina Mutual Life Insurance Co. before it moved to its new home office building on Chapel Hill Street.

The college, which operates in quarters in the Guaranty State Bank Building, will move to the new location as soon as renovation and redecoration work has been completed, according to Mrs. Phyllis Carswell, college director.

"We hope to be able to move during the Christmas holidays while the students are not in class," she said.

The new quarters, which previously housed N.C. Mutual's auditorium and printing supply and accounting offices, will provide 12,000 square feet of floor space, three times the size of the school's current quarters.

Sharp enrollment increases at the college prompted plans for the move, Mrs. Carswell said,

adding:

"We desperately need more space."

The building will be leased to the college by N.C. Mutual.

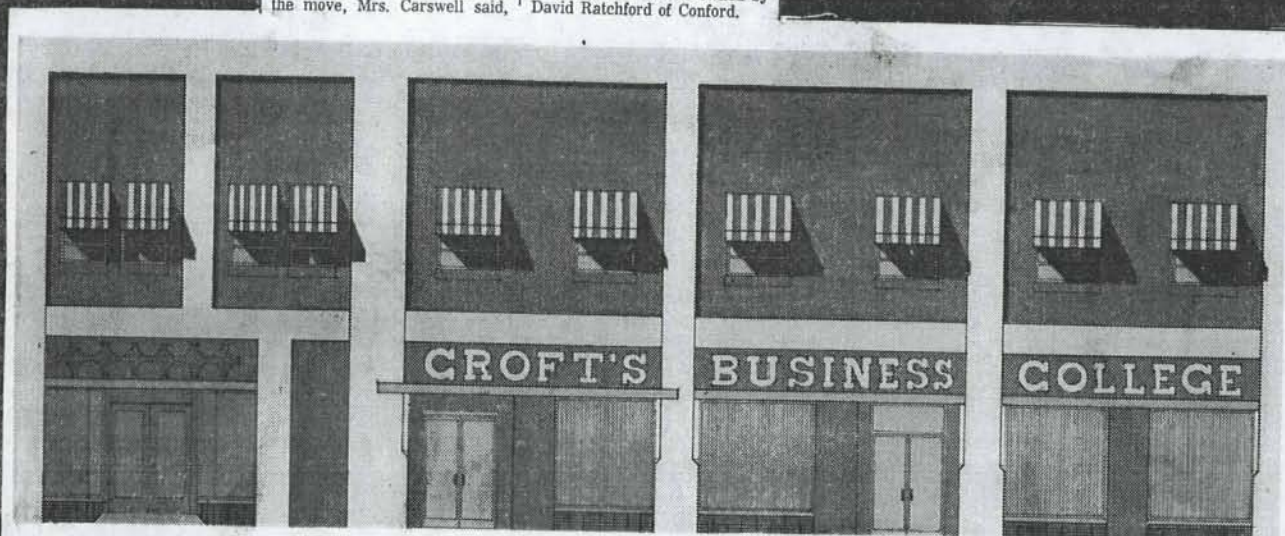
It will provide the school with space for its first student lounge and auditorium, both "badly needed" by the college. It also will double the number of classrooms now available.

Mrs. Carswell said the school's Nancy Taylor modeling room will be designed as a show place, with white and gold French Provincial decor.

The new quarters will also allow the school to expand its tape shorthand laboratory, where students practice shorthand by listening to taped dictations.

Plans for the exterior renovations were drawn by a planning consultant with the City Redevelopment Commission, after N.C. Mutual officials approved the preliminary suggestions for the project.

Croft Business College, which opened in 1931, has operated in its current quarters since 1960. The school is one of a chain of three such institutions owned by David Ratchford of Concord.



NEW COLLEGE QUARTERS—This is a sketch of new quarters to be occupied by Croft Business College at 111-117 Orange St., as they will appear after the former North Carolina Mutual Life Insurance Co. building is completely renovated. The building, which formerly housed the insurance firm's auditorium and supply, printing and accounting offices, will be leased to

the school, which now operates in quarters in the Guaranty State Bank Building. The move is necessary due to rising enrollments and cramped quarters, according to college officials. In the new location, the school will have three times as much space as it now uses and twice as many classrooms. It will also provide space for the institution's first auditorium

and student lounge. Plans call for making the shift to the new quarters during the school's Christmas holidays, officials said. The City Redevelopment Commission's consultant planning firm drew final plans for the building's exterior renovations, in cooperation with N.C. Mutual officials.

Thursday, October 13, 1966

City To Begin Expressway Clearance Monday

53 Buildings To Be Razed

By ROGER JOLLEY
Herald Staff Writer

The demolition and clearance of 53 buildings, the final phase of demolition for the City of Durham's portion of the East-West Expressway, is slated to begin Monday, according to City Property Manager Tom McDonald.

Preliminary work involving the removal of eight graves from the Vickers Cemetery on Murphy Street will begin today, he said.

D. H. Griffin Wrecking Co. of Greensboro was awarded an \$18,467 contract for the demolition of the remaining structures in the path of the expressway at the last City Council meeting.

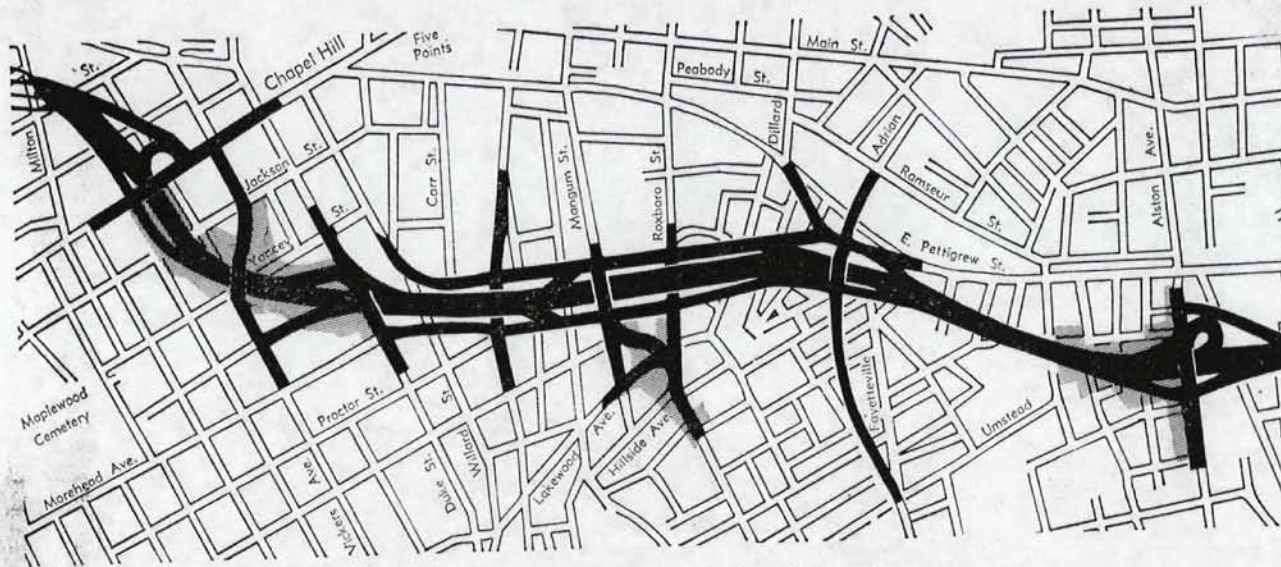
Some houses and business establishments have already been removed by city personnel and by individuals who contracted for small groups of houses.

The portions of the expressway for which the city is responsible lie between West Chapel Hill Street and South Duke Street, between South Mangum Street and South Roxboro Street, and between Grant Street and South Alston Avenue.

The City Redevelopment Commission is responsible for a majority of the portion of the expressway between South Duke Street and Grant Street, while the State Highway Commission is supervising work on the two extreme end portions.

A contract for the removal of 67 buildings in the highway commission's two sections was awarded Friday to Crowell Constructors of Fayetteville, who are to begin work within 20 days.

The 3.5 mile expressway, which will cost an estimated \$20 million for construction and right-of-way acquisition, is to connect Interstate 85 - U.S. 70 - U.S. 15-501 Bypass and the Research Triangle Park, and will serve as a major artery of traf-



Target Areas For Demolition For Durham Thoroughfare

Demolition is scheduled to begin Monday on 53 buildings on the right-of-way of the portions of the East-West Expressway, in black above, for which the city is responsible. The shaded areas of the map are sections in which the demolition will

occur. Some wrecking has already been carried out along Glenn Street and Alston Avenue and demolition of 67 buildings in the two end portions of the expressway (west of Chapel Hill Street and east of Alston Avenue) by the State Highway

Commission is scheduled to begin within 20 days. The City Redevelopment Commission is responsible for clearance in the portions of the expressway from Duke Street to Grant Street.

Inspection Set For Proposed Housing Sites

Land Said Available For 500 Dwellings

D. EDDY WADSWORTH

Continued

Inspection Set For Proposed Housing Sites

Land Said Available For 500 Dwellings

By FRED WARDLAW
Herald Staff Writer

Two representatives from the U.S. Department of Housing and Urban Development (HUD) regional office in Atlanta, Ga., will be in Durham today and Friday to inspect sites proposed for additional public housing under the "turnkey" program.

Durham Housing Authority Executive Director Carvie S. Oldham said Wednesday that "It appears right now that private developers have sites—either owned or under option—to accommodate approximately 500 dwelling units."

Under the "turnkey" program, a pre-approved site is developed by a contractor and then sold at a pre-arranged price to the city. Oldham identified the two visiting officials as A. S. Adams, land consultant, and William C. Mann of the project planning section.

The pair will be able to give verbal approval on each of the several sites, Oldham said. Identification of proposed sites is being withheld pending Atlanta approval or disapproval.

Oldham said there is one Durham developer who is working up plans for 150 dwelling units and recalled another has already proposed a 27-unit project. "Other sites will accommodate from 50 to 120 units each," he commented.

In discussion with local developers, Oldham has been apprised of possible projects to include single-family houses, duplexes and other structures containing as many as six units. Several builders have talked about row housing, he said.

Verbal approval by the two would permit the Durham Housing Authority to initiate letters of intent, which would protect developers' expenditures in case a project were to fall through. Letters of intent would hold satisfactorily until an annual contributions contract could be signed by local and federal housing authority representatives. This contract guarantees a local authority that it can borrow from governmental or private markets in order to construct specific projects.

When officials receive approval of a \$104,000 planning grant which was applied for several weeks ago, Oldham said the letters of intent can be issued and contractors are protected in preparing plans. The submission of building plans, obtaining estimates and entering into the annual contributions contract would then authorize the housing authority to enter into a purchase contract with the developer.

Public housing—obtaining possession of many units now under construction on Cornwallis Road and in the Hayti project—has been labeled by a special housing committee, and upheld by the parent Durham Board of Realtors, as being the only short-term cure the low income housing shortage which has afflicted Durham, its East-West Expressway and urban renewal progress.

Oldham also reported Wednesday that a special meeting of the Durham Housing Authority will be held at 4 p.m. today. Among agenda items are adoption of the budget for calendar-fiscal 1967 and awarding of the fire insurance contract for a five-year period.

mission is responsible for a majority of the portion of the expressway between South Duke Street and Grant Street, while the State Highway Commission is supervising work on the two extreme end portions.

A contract for the removal of 67 buildings in the highway commission's two sections was awarded Friday to Crowell Constructors of Fayetteville, who are to begin work within 20 days.

The 8.5 mile expressway, which will cost an estimated \$20 million for construction and right-of-way acquisition, is to connect Interstate 85 - U.S. 70 - U.S. 15-501 Bypass and the Research Triangle Park, and will serve as a major artery of traffic through the city.

Structures to be torn down by the city include buildings at the following addresses: Cole Street — 1115, 1106, 110; Glenn Street — 1114-1116; Grant Street — 607 Hickory Street—504; Alston Avenue—502, 506, 510, 610, 612; Roxboro Street—604, 602, 522-524, 526; Mangum Street — 611, 613, 615, 619; Cobb Street — 105, 107, 109; Abbott Street — 522; South Duke Street — 708, corner of South Duke Street and Parker Street, 608, 612; West Chapel Hill Street — 721, 713-717, 709-711, 701-707; Vickers Avenue—608, 610, 612, 614, 618-620, 702, 704, 708, 710, 712, 714, 718, 703, 801, 803; Jackson Street — 710, 707, 603; Shepard Street — 617, 607; and Yancy Street — 618, 614.

13 Oct 1966 (Cont)

Friday, October 14, 1966

Downtown Luncheonette Set

A new eating establishment will be opened in downtown Durham when a salad-sandwich shop begins operation late this month on the lower level of Thalhimers, department store officials said Thursday.

The new department of the chain store will be the "Patio Shop," located in a corner of the lower floor near the parking lot entrance.

The Thalhimers food shop will be the first such service to be opened in downtown Durham in several years. It is expected to answer part of the need which caused the Chamber of Commerce and Merchants Association to form a special study group some time ago.

Currently, only the Jack Tar Hotel, the Palms Restaurant, Amos 'n' Andy's, the Pizza Palace, Doug's restaurant, and the Sandwich Shop, several blocks away, now serve food in the immediate downtown area.

Within the past few years, Harvey's, the Oriental, the Monticello and two shops at Five Points have been closed. The Moon Restaurant now operates only in the evenings.

Charles Wagner, executive vice president and general manager for the three Thalhimers stores in Durham, said the shop will be able to seat 63 customers at one time.

The shop will be cafeteria style. Food will be specialized in

the forms of sandwiches and salads of varied types, to please all tastes, Wagner noted.

The kitchen and eating area will encompass 1,450 square feet of floor space, Wagner said. The Durham "Patio Shop" marks the fourth Thalhimers food service within a store. The chain, now operating in six cities, has 19 stores.

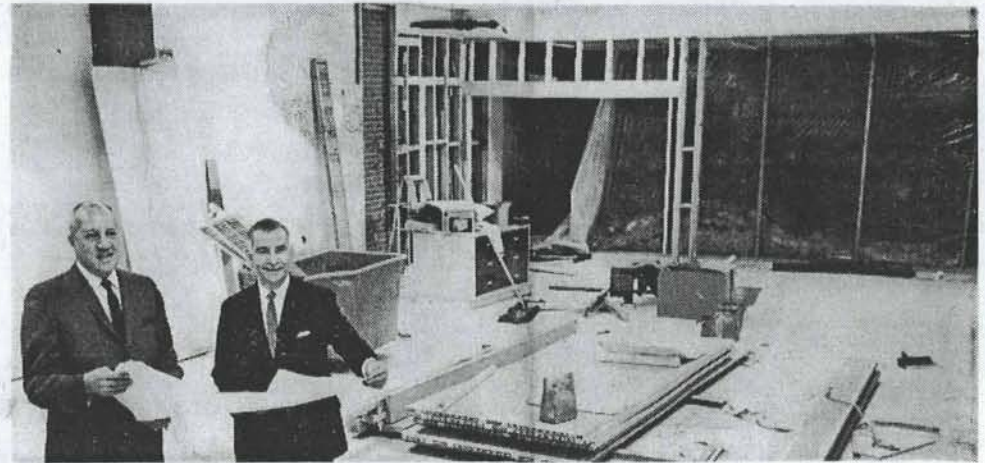
Said Ameen of Richmond, food service director for the Thalhimers organization, said all sandwiches will be made in the store kitchen.

Various types of breads and rolls, made and shipped fresh from Richmond daily, will be used in making delicacies and most-wanted types of sandwiches. These will include banana, cheese, a "marble" and other specialties, in addition to Danish pastries and sesame rolls, Ameen said.

Sandwich ingredients will feature Smithfield ham, numerous cheeses and other items.

A variety of salads, both fruit and cheese, fills out the menu. Soft cold drinks and hot drinks, such as coffee, will be served.

Wagner said the food shop will be designed to resemble a patio, with planters atop shoulder-high walls, with a mural-like picture window through which shrubbery can be seen, and with patio tables. The color scheme of the nonshrubby decorations will be orange and yellow.



(Staff Photo)

Thalhimers Installing Luncheonette-Kitchen In Downtown Store

Ameen, Left, Wagner Hold Blueprints For "Patio Shop" To Open By Month's End

Downtown Park Plan Advanced

The City Beautification Commission Thursday agreed that any use made of the site of the demolished Piedmont building should be "people oriented" and should retain appearance of an open space area.

Commission Chairman Southgate Jones said that while no action was taken on a definite use for the space, an architect hired by the Redevelopment Commission to design the landscaping on the site was instructed by the commission to retain the "open space" concept.

Jones noted that the Redevelopment Commission has let a contract for the filling of the hole which presently occupies the site and that the filling should begin early next week.

The site is to be seeded with grass as a temporary measure to improve the appearance of the area.

"We want to make the area look nice for Christmas, so we are going ahead with the temporary measures," Jones said. Members of the beautification commission met Thursday with Rufus Colton, the landscape architect, "to share ideas" concerning exactly what is to be done with the hole which was left after the Piedmont building was removed, Jones noted.

"We wanted Mr. Colton to be advised as to what we felt the desires of the community are so that he could go ahead with the formulation of his own ideas," he said.

The City Beautification Commission, which is composed of representatives from various community organizations, was appointed recently to furnish guidance to the Redevelopment Commission in what it feels is the best way to handle the use of the site.

The architect is to meet with the commission again on Oct. 27 to discuss his preliminary ideas with the members and any interested citizens.

The meeting is to be held at 3 p.m. in the City Council chambers in City Hall. Jones said he welcomed any suggestions anyone might have on the matter.

Several suggestions for use of the site have been made since work on the park site idea began last year.

One of the most recent was the use of the present hole as a location for a "rathskeller" type restaurant. Jones noted, however, that this idea was discarded after no local businessmen could be found who were interested in the proposal.

Other suggestions included the use of the hole as a "free market" for artists and as a site for various statues and memorials.

THE DURHAM SUN

PUBLISHED BY THE DURHAM CITY OF EDUCATION AND INDUSTRY

SATURDAY AFTERNOON, OCTOBER 15, 1966

Another Idea For Five Points Park

The City Beautification Commission has agreed that any use that is to be made of the site of the demolished Piedmont Building at Five Points should be "people oriented" and should retain the appearance of an open space area.

We applaud the Beautification Commission's position and its announcement that an architect has been engaged to design the landscaping of the site. Filling in of the hole created during the demolition process may begin next week. Then the site is to be seeded in grass as an interim measure to improve its appearance while further development plans are in the making.

The architect is to meet with the Beautification Commission in the City Council chambers at City Hall at 3 p.m. on Oct. 27 to discuss his preliminary ideas with the commission and with any interested

citizens who may have other ideas to advance.

The main thing, as we see it, is that this particular site should be developed as an "open space" area. A small, attractive park there, with grass, some shrubbery, and perhaps a few benches for the benefit of weary workers and shoppers in the downtown area, would do much to enhance the attractiveness of the downtown business district.

The site, since it is somewhat triangular in shape, would lend itself to development as a triangular-shaped park area. This, it seems to us, would be in subtle keeping with Durham's position as the "home" city for the Research Triangle Park and as the "apex" of the Research Triangle region.

To label it "Triangle Park" might be a little presumptuous. But then, why should it have to be labeled at all? Its shape and beauty should tell its own story.

Four Locations ^{10/15/66} OK'd As Proposed Sites For Public Housing Projects

Atlanta Agents Finish Inspection

By FRED WARDLAW
Herald Staff Writer

Four sites are approved as proposed locations for public housing projects, two regional officials from Atlanta, Ga., said Friday at the conclusion of their two-day inspection tour here.

Carvie S. Oldham, executive director of the Durham Housing Authority, said, "They have approved sites for approximately 450 units."

Oldham also stated that, "(Durham Housing Authority) commissioners have indicated that we should use larger parcels of land rather than individual building lots."

He explained that one developer had proposed to sell "turn-key" housing in a development of 27 units, all in single-family and duplex units, on scattered sites.

Oldham indicated no sites will be used unless "they will ac-

ers. These letters would insure developers that their planning, from date of the letter onward, would not go for naught in case any unforeseen building project were to fall through.

Under the turnkey process, a developer builds a project on his own site, after having plans and site approved by housing officials, and sells the development to the city at a predetermined price. The method has not been utilized much in the Southeast heretofore.

This method of obtaining public housing was decided upon some two months ago, when Durham officials acknowledged that they had an acute housing shortage on their hands.

This was brought about when other Atlanta officials, representatives of various regional

ards penalized
units lost
6-27
8-28
0
5-10
6-13
14
42
202
13
Ga. Miami

Miami Hands
Georgia 1st
Loss By 7-6

NBA Campaigns

DURHAM, N. C., MONDAY AFTERNOON, OCTOBER 17, 1966

To help these firms relocate, the redevelopment commission not only provides funds for moving expenses, but it also plays an active role in finding new quarters which will be suitable for the firm. Robert Hurst, relocation director for the downtown revitalization project, explained.

Moving expenses of up to \$25,000 can be paid by the commission, usually within two days after the move is completed. It takes a little longer for charges of \$10,000 or more, though, because they must be approved by regional urban renewal officials, Hurst said.

Moving expenses include all costs incurred in the transfer of equipment, supplies or merchandise from a firm's old quarters to its new home. The cost of installing new equipment in new quarters cannot be included.

When a firm makes a move, it takes bids on the project from any three area moving organizations. But the moving contract must go to the low bidder among the three.

If the firm must sacrifice some of its equipment in order to move, the commission is authorized to pay moving expenses plus a "property loss" allocation, but the combined total cannot exceed \$3,000.

In addition, relocated businesses meeting certain requirements are entitled to a "small business displacement payment" of \$2,500.

Firms must be operated with average gross receipts or sales of more than \$1,500 and average annual net income before taxes (including owner's salary) of less than \$10,000 to qualify for these payments.

Hurst said an estimated 50 of the 167 businesses to be relocated out of the downtown project area alone will qualify for these displacement payments.

He pointed out that the commission staff also works with relocated firms in helping them qualify for Small Business Administration loans if they need further funds. The SBA offers loans at a lower rate of interest than commercial lenders and



OLD AND NEW IN CONTRAST—The new quarters of Tomlinson Co., Inc., plumbing-heating supply company, at 213 Broadway St., right, are in sharp contrast to the firm's former home at 400 Peabody St. The Tomlinson firm moved into the new building about a year ago to make way for Durham's downtown rehabilitation urban renewal project. The new building, designed specifically for the company's operations, was built by the firm on a site situated out-



side the renewal area. The former quarters, which were rented, were not designed for those operations and provide less space than the new building, according to a spokesman for the firm. He said the relocation "has worked out beautifully for us." Tomlinson is one of about 30 businesses in the downtown project which have relocated since the project went into execution last year.

—Sun Staff Photos.

Financial, Other Aid Given Those That Must Relocate— *Moving Boon To Some*

By OWEN BISHOP

What happens to Durham businesses when they face relocation to make way for urban renewal?

In many cases, redevelopment plans calling for a business to move out of its quarters prompt the firm to plan construction of its own building outside the renewal area.

In others, the firm is forced to find a suitable home wherever it can, but this responsibility is shared by the firm and the City Redevelopment Commission.

Such relocations are almost never contemplated without reservations by firms affected. Many of them face the prospect of leaving locations they've occupied for decades and they are skeptical about how the move will affect business.

However, once the move is made, most are completely satisfied with their new situations, according to an informal survey of several firms that have been through relocation.

makes funds available for various purposes. Businesses relocated due to urban renewal are given top priority for loans by the SBA, Hurst added.

Since the downtown project went into execution last year, the commission has paid \$101,400 in moving costs, property loss payments and displacement payments to the 33 firms which have relocated, according to Hurst. Another \$330,000 in such funds are expected to be spent on the remaining businesses slated for relocation from the project area.

"Our major aim in any relocation," said Hurst, "is to keep the business from having a loss."

Not all the relocated firms

wanted to move, he admitted, but all were cooperative in it.

"We just couldn't ask for better cooperation or a better relationship (with the firms). It's been wonderful," he added.

Officials of the relocated firms surveyed were also satisfied with the cooperation offered by the commission in completing their relocations.

Commission representatives "were very cooperative and helpful," said Lynn Collins, head of Municipal Forms and Systems Inc., of 1920 Garland St., a firm which relocated from Carr Street.

Ned May, president of the D. C. May Co., termed the commission's role in his firm's relocation from Morgan Street to

the former Imperial Tobacco Co. building on Morris Street as "excellent."

Both Collins and May expressed enthusiasm about their new business situations.

Collins said, "I resented having to move at first, but it turned out to be a blessing in disguise. I'm glad it happened."

Although his firm probably would have built its own building eventually, he said redevelopment plans stimulated him to get the building under way.

"We were rather crowded in our old quarters, but we were making out as best we could," he said, adding that chances are good no effort would have been made to build for some time had it not been for renewal plans.

Since the firm moved into its new building, its business has increased so much that Collins is already thinking of expanding within the next few years.

May said, "This move we've made is a definite improvement. We were in our other location for 48 years, so I doubt that we would have ever moved" if it were not for the renewal-

J. Ben Barnes of J. Ben Barnes Sign Co., a firm which was relocated from Morgan Street to part of Imperial building, also expressed enthusiasm for his new quarters.

"I'm tickled to death about it," he said. "It's certainly helped me."

His new quarters are larger and better suited to his needs "by 10 to one," he said, adding:

"I couldn't ask for a better arrangement. I have room to handle four big jobs at once, so I'm doing more business already. My other place had room for only one big job at a time."

Barnes said he would never have moved except for urban renewal, but now that he has he's "in better shape than before."

A spokesman for Pritchard Paint and Class Co. said his firm's relocation from an urban renewal project area to a new building at 2172 Hillsborough Road "has been a definite improvement in our situation."

Earl W. Kellam, the firm's assistant treasurer, said, "we have more business and more traffic, so we're very happy out here."

The manager of Tomlinson Co., Inc., plumbing supply firm, said relocation "has worked out beautifully for us."

J. E. Tackett explained that the firm moved from rented quarters at 400 Peabody St. to a new building at 213 Broadway St.

The new home, he continued, was designed for the firm's operation, while the old quarters were not. It also provides much more room for all operations.

Not all businesses in urban renewal areas can survive a relocation, even if new quarters can be found, but these firms are relatively few, according to Hurst.

Thus far, six firms in the downtown project area have been liquidated, he said.

10/18/66
Council Approves Seeking \$86,867

Application For U.S. Funds For Renewal Project 4 OK'd

The City Council Monday night took steps to get Urban Renewal Project No. 4 off the ground by approving the Redevelopment Commission's survey and planning application for \$86,867 for the planning of the project.

The application is now to be submitted to the federal urban renewal offices in Atlanta for approval. If approval is received, the first planning stages of the project will begin soon thereafter.

City Redevelopment Commission Director Ben Perry said only \$45,144 of the grant will be spent if it is decided the project is not feasible.

The commission officials were instructed by the council at its last meeting to prepare application because it was felt that lags in the project's completion were handicapping the growth of businesses in the area unnecessarily.

Urban Renewal Project No. 4 is bounded roughly by an irregular line running from the intersection of Proctor and Duke streets to a point above the intersection of Lakewood Avenue and Roxboro Street, down Roxboro Street to Lakewood Avenue and then down Lakewood to Duke Street and then back up Duke Street to Proctor.

Ray Green, a planner with the commission, told the council the project is expected to cost about \$2,318,000, of which \$343,000 will come from land sales, \$1,316,734 from the federal government and \$658,366 from the city.

Green said, however, that much or all of the city share will hopefully come from credits accumulated by the city and the state highway commission in

right-of-way acquisition for the East-West Expressway.

The project, which will be developed for multi-family residences, will replace some 225 families, 20 individuals, 2 industrial establishments and 10 commercial establishments, according to commission plans.

In other action Monday night, the council granted a rezoning request from Rigsbee Tire Sales which will allow the firm to build a large tire storage warehouse in the rear of the present establishment on Lakewood Avenue.

Granting of the request came after several weeks of discussion which ended in a request by the City Planning and Zoning Commission that the rezoning be denied and a setting of a public hearing by the council.

The commission had denied the request because the area to be rezoned lay within Urban Renewal Project No. 4. Commission members maintained that granting the request would be contrary to the General Neighborhood Plan on which the project was based.

Discussion of the matter revolved around the question of whether or not granting the request would set a precedent for other similar requests. Representatives of the firm maintained that each case should be

judged on its own merits.

The council also granted a 60-day extension to be given four property owners in which they are to bring their dwellings into compliance with the city's housing code.

The owners and their properties are: E. L. Harris, 722 Holmway St.; James T. Barnes, 702 Milton Ave.; A. F. Jones, 212 Laurel St., 1308 Angier Ave., 1103 Worth St., 1010, 1016 and 1505 E. Main St.; and Dr. A. Rosenstein, 812 and 814 Cleveland St., 802 Kent St. and 1106 Berkeley St.

Each owners had been granted 60-day extensions on Aug. 15, but Harris had appeared before a committee-of-the-whole meeting Thursday to ask for additional time. Dr. Rosenstein appeared Monday night also to plead for additional time.

Commission Sets Eviction Policies

10/18/66
By FRED WARDLAW
Herald Staff Writer

The Durham Redevelopment Commission voted Monday to evict families from East-West Expressway right-of-way if the families refuse to relocate into standard housing when it is offered to them.

Commission Chairman Robinson O. Everett said the policy pertains principally "to families offered adequate housing for relocation and simply turn it down."

It means resumption of an

eviction policy which was altogether lifted early this summer when neighborhood unrest resulted in its discontinuation.

The indication was that past records of the families — late or nonpayment of rent and past refusals to relocate — will not be utilized in forming future eviction procedures.

"We are looking to the future, rather than the past," Everett commented after the meeting.

The task of naming families to be evicted will fall upon Al Blackwell, chief of the relocation section of the City Redevel-

opment Commission, Everett said.

"He will be periodically reporting to the commission . . . from meeting to meeting, as often as he feels it is significant to report."

Commission Executive Director Ben T. Perry commented, "This is what the city has been doing, what the state has been doing and it's what we've got to do, once they turn down standard housing."

Perry said evictions will begin "right away," but noted it will take several days for currently pending applications for public housing to be cleared.

Everett and Perry stressed that "other agencies," presumably Operation Breakthrough and the Religious Affiliate, will be informed when an eviction is pending in order for them to work with the family.

"Each case will be taken into consideration individually," Perry noted. "Paying back rent won't have anything to do with it any more. They've got to get out . . . for the community's sake . . . we've got an expressway to build."

Everett indicated the commission still plans for the right-of-way to be vacated of its 102 non-relocated families on schedule for letting of construction contracts. He said plans are for relocations "so the bulldozers can get in before Jan. 1."

In other matters, the board: —Authorized purchase of a truck and hiring of a maintenance man and helpers for minor repair work on purchased dwellings still used.

—Authorized the Cleveland Wrecking Co. to subcontract filling the Five Points "swimming pool" left by demolition of the Piedmont Building, and voted to seed the area in hopes of having a grass lawn by Christmas.

—Approved a resolution to undertake planning and survey of project No. 4 in the General Neighborhood Renewal Plan

10/31/60

Recreation Advisors Ponder Exclusion From Park Plans

After questioning its exclusion from planning sessions on development of a proposed park on the Piedmont Building site at Five Points, City Recreation Committee Chairman Edwin Stancik was authorized Thursday to appoint a subcommittee to investigate the matter and determine what role—if any—the group might play in development of the plans.

Stancik appointed a subcommittee composed of Wade Copeland, W. J. Kennerly II and Charles Barbour. Barbour was named chairman of the group and City Recreation Director Roger Brown was named an ex-officio member.

Committee members questioned the procedures being used in connection with plans for the park area because the plans have been aired before the City Beautification Committee and a Chamber of Commerce committee, but not before the recreation group.

They agreed that their committee might logically be the primary agency involved in clearing plans for the development, since it is charged with the responsibility of advising the City Recreation Department in efforts to plan for and develop park areas throughout the city.

Committeeman Chris Hamlet suggested that a better approach to planning the park might be to give the recreation committee authority over the project and have the other groups serve in an advisory capacity to the committee.

Questions were also raised about the role of the Durham Rotary Club in plans for the park, since the club's plans for erecting a park on another downtown site have fallen through.

Committee members also called on the subcommittee to explore with urban renewal officials the role the recreation group might play in the devel-

opment of plans for a park on part of the proposed city-county library site.

In other action, the committee endorsed a list of capital improvements projects to be proposed for inclusion in the 1966-67 city budget.

The \$67,500 improvements program, as outlined to the committee, was termed "an ambitious program" by Brown.

He said only about \$3,000 of the department's current \$14,000 capital expenditure budget was earmarked for new construction while the remainder was for replacement items.

"In terms of what we've had for capital improvements previously, this is an ambitious program," he said.

However, Stancik suggested that items included in the list are the "minimum" which must be done to keep the department's program up to date.

Projects included in the list were: Hard surfacing of tennis courts at Oval Drive and Hillside Parks, \$16,000; enclosing of athletic fields at Hillside, Lyon and Walltown Parks,

\$2,000; installation of piping in a ditch behind home plate at Edgemont Field, \$3,500; erection of picnic shelters at Sherwood Park, Burton Park and the Children's Museum and construction of bath facilities at Sherwood Park, \$10,000; construction of bathroom facilities at Long Meadow Park and conversion from wooden bridges over streams to concrete bridges, \$10,000; construction of eight lighted tennis courts, \$35,000.

Also mentioned in the listing were projects which may not require funding from the city budget or which will involve an uncertain amount of funding.

These included construction of a new boat house and other improvements at Lake Michie, which may be financed by a federal grant; improvements in the lighting of Edgemont Field; improvements related to the building program at Children's Museum; and initial plans for replacing Erwin Auditorium when it is acquired for the expressway with two new community centers.

Friday, October 28, 1966

Architect's
Park Area
Rendering

Basic Plan For Five Points Park Area Given Approval

Completed Job To Be Delayed

By ROGER JOLLEY
Herald Staff Writer

An architect's drawing of a proposed park on the site of the demolished Piedmont Building at Five Points was approved Thursday by the City Beautification Commission and the architect was instructed to continue with detailed planning of the area.

The tentative plan, which was explained to be a "concept" rather than a finished proposal, calls for a wide expanse of trees and shrubs surrounding a sunken court with built-in benches.

Rufus Coulter, a local landscape architect hired by the City Redevelopment Commission, presented the drawing to the beautification group at a joint meeting with representatives of the Redevelopment Commission, the Recreation Advisory Committee and city officials.

In spite of the plan's approval, Al Galbraith, director of the downtown urban renewal project, noted that the finished park could not be expected for some time yet.

"The best we can expect before Christmas is to have the area seeded and perhaps something done to the wall (of the building next to the park)," he said.

Coulter explained the plan was conceived with the idea of providing an open area in the center of the city designed for "human enjoyment."

The park is to be furnished with large mature trees of varying types which Coulter said would blend with the surroundings when in bloom and give an "instantaneous urban" character.

past the present curbline. Therefore, this phase cannot be completed until the downtown urban renewal project is started.

Galbraith said the project would have to be done in "stages" and could not be expected immediately.

"We hope to finish filling the hole and start dressing and seeding the area next week," he said, but added that the area would then have to be allowed to settle.

"The most we can hope for before Christmas is to have the grass up," he said. The next stage of development would be the center portion of the park, the construction of which would not necessitate expansion of the curbline.

The final stage would be the laying of pavement around the center portion, but this will necessitate widening of the sidewalk as is called for in the urban renewal plans, Galbraith said.

When the park is completed, if the present plans are used, the sidewalk height area would be paved in a concrete aggregate and the center portion in a rougher material such as cobblestones.

At the rear of the park, next to the wall of the adjacent building, would be four Cherry Laurels of about 20 to 25 feet in height.

Two trees of about the same size would be located midway between the two ends of the park, one at each side. Coulter noted that he designed the park with flowering crabapple trees in mind at these points.

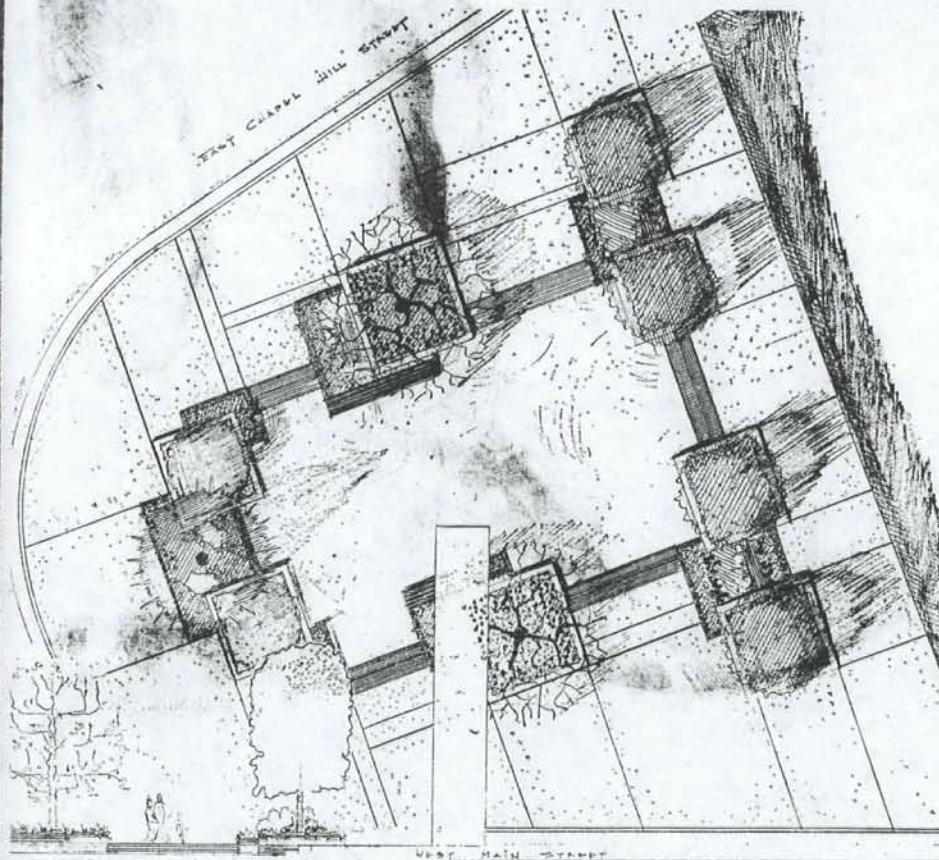
At the Five Points end of the park would be a large evergreen flanked by red berry holly trees. Coulter told the group that each of the trees would be in large brick planters and would be surrounded at their bases with flowering shrubs and plants of various kinds.

"The idea is to have a riot of color in the spring so that it will be a pleasing spot," he said.

Coulter expressed hope that lighting would be installed in the park to give highlights to the trees at night. He said an automatic sprinkling system would definitely be included.

Plans call for the sidewalk portion of the park to extend

Commission members expressed satisfaction with the plan, but noted that more benches should be included in the finished park. The present plans call for only two benches, but is designed so that people can sit on the walls.



'Open Space' Area Proposed For Piedmont Building Site

Overlapping Trees And Wall Are Superimposed To Show Side View



(Staff Photo)

Inn Manager Joins Chamber

Marvin Stephenson, right, who will be general manager of the Downtowner Motor Inn when it opens, is shown receiving his membership in the Durham Chamber of Commerce

from A. C. Sorrell, chamber vice president. The occasion was the groundbreaking ceremony for the inn Friday morning.

1st In Redevelopment Area

Ground Broken For Motor Inn

Durham city officials and representatives of Downtowner Motor Inns, Inc., Friday participated in the official groundbreaking ceremonies to mark the start of construction on a 1.1 million Downtowner Motor Inn at the intersection of Chapel Hill and Pettigrew streets.

The project is the first actual redevelopment of property acquired and cleared through urban renewal.

On hand for the ceremonies were representatives of the Durham Chamber of Commerce, from whom Stephenson bought a membership in the chamber.

Others attending the groundbreaking were members of the City Redevelopment Commission, W. W. Edwards of the Durham Merchants Association, Harry McKaig of the Downtown Development Association, Bob Stone of the Durham Board of Realtors, Edward G. Lilly of Wachovia Bank and Trust Co., and representatives of North Caro-

Officials participating in the groundbreaking ceremonies were Durham Mayor Wense Grabarek; Marvin Stephenson of Fayetteville, secretary of the motel firm; Redevelopment Commission Executive Director Ben Perry; Ebb Smith of Fayetteville, a stockholder in the firm; and Southgate Jones, whose family owned part of the motel site.

H. G. Hall and Associates, Inc., will build the 155-unit motel which was designed by Architect George A. Thomason.

It will feature four floors of units and a separate commercial section containing a lounge, dining and kitchen area on the first floor and conference rooms on the second floor.

Some 200 parking spaces will be provided on two levels, one of which will be underground.

Stephenson said the site preparation phase of the construction project for the motel has been under way for several days.

"We hope to be ready to open the inn next September, but of course there's no guarantee that construction will run on that schedule. It depends on how rough the weather is this winter," he added.

Plans call for a demolition crew to move in Monday and begin tearing down the 80-year-old dwelling which sits on the Chapel Hill Street side of the property.

The entire tract is to be used for the motel and its off-street parking facilities, although part of it was purchased by the motel firm and part is owned by Magnolia Investment Co.

DURHAM, N. C., FRIDAY AFTERNOON, OCTOBER 21, 1966

Advisory Group Told Ideas, Suggestions Wanted—

Welcome Mat Out For Panel

The director of Durham's downtown revitalization project today put out a verbal welcome mat for the City Recreation Advisory Committee, following the committee's earlier action questioning sessions on development of a park on the Piedmont Building site at Five Points.

Al Galbraith said the City Redevelopment Commission would

welcome the committee's ideas and suggestions on how the triangular tract could best be developed as a park area.

Plans for development of the tract into a park have been attached before a Chamber of Commerce committee and the City Beautification Committee in an effort to sift through all the possible proposals and settle on a suitable plan, he said.

"We didn't have to ask any-

body what they thought should be done with the tract. We just thought that since the purpose behind making the tract a park is beautification, it would be good to get as many ideas on how to achieve that purpose," Galbraith added.

He said he thought some of the recreation committee members had been in on planning sessions through memberships in the beautification committee.

The city's plan for redevelopment of the downtown area has always called for the tract to be used as a park or open space area. As a result, the redevelopment commission has the authority to move ahead on its own initiative to plan and develop the property.

Members of the recreation groups yesterday expressed concern over the procedures being used in planning the park.

Once the park is developed, it will be dedicated to the City of Durham, according to Galbraith.

since their committee is charged with the responsibility of advising the City Recreation Department in efforts to find and acquire new park areas throughout the city and it had not been consulted or informed about plans for the Five Points park.

10/31/66



RONALD SEEBER

Seeber Goes In Planning Unit Of City

A land disposition officer with the City Redevelopment Commission today resigned to accept a position as a planner with the City of Durham Planning Department.

Ronald Seeber, 25-year-old native of Glens Falls, N.Y., who joined the commission in June, 1965, worked with the legal aspects of the commission's sales of land in urban renewal areas.

In his new post, the 1965 graduate of Duke Law School will be responsible for coordinating development of Durham's Civil Defense comprehensive shelter plan under the director of City Planning Director Paul Brooks. Seeber will also help in processing applications for federal funds, in drafting new ordinances, and handle various other duties, according to Brooks.

He assumes the planning post tomorrow.



(Staff Photo)

Mrs. Dora Hogan
She's Happy In New Home

10/31/66

Happiness Is Relocation

Happiness is relocating.

"I don't ever want to go back to South Street," exclaimed Dora Hogan, a 75-year-old Durham woman who was moved from a shanty on South Street into public housing for elderly residents on Mallard Street last week.

"I'm crazy about this place," she said.

At first she balked at letting the City Redevelopment Commission move her, even though it paid all expenses. Her latest remark, though, indicated full faith in this quasi-governmental organization: "Don't send me away from Durham—I like Durham."

She lived in a shack on South Street—the saying "beauty is only skin deep" held true because the outside looked like a mansion in comparison to the inside.

"I lived there a long, long time," she noted. The electricity and power has been cut off for more than two years because of non-payment of bills, Redevelopment Commission Relocation Officer Al Blackwell recalled.

"I got water from a cousin who lived nearby. This is the first nice bathroom I've ever had," she said, looking toward the modern facility in the large one-person dwelling she now occupies.

"Every time it poured down rain, I got a tub full of water for washing. Yes, the roof leaked that much." The South Street house also had a big hole in the floor. It was boarded off with a

couple of pieces of timber.

The place was to have been bulldozed down two days after she moved out of it.

Mrs. Hogan outlived two husbands, the second one dying in 1939. "Twice was enough" for marrying, she explained. She has three children, with pictures of them and other relatives bedecking tabletops in several corners of her new apartment.

She hasn't had any reliable income for years. "We have applied to public welfare for her,"

Blackwell said, "and her first check, for this month and next, is due this week. Our social worker is going to take her to a supermarket on a grocery shopping spree to stock this pantry."

Blackwell added that she will be given a choice of clothing which has been donated to the Redevelopment Commission for such use.

"This is a classic example of a person who has never been exposed to the facilities available to her," he commented. Mrs. Hogan is not an illiterate—she can read, write and count money. "I have the idea that years ago," Blackwell mused, "she got into a rut and had no way to get out of it."

Relocating Mrs. Hogan out of the East-West Expressway right-of-way has been a Redevelopment Commission problem. She didn't want to leave the place—unlit, unheated except for coal or wood she carried daily, and without running water—that she was used to.

GONE WAS SURMISED: HE HAD
learned of the decision before
reaching the hearing room and

By Council Committee 11/13/66

Expressway Pact Granted Approval

The City Council's public works committee Tuesday recommended that the city enter into a municipal agreement with the State Highway Commission setting forth responsibilities of each in the construction of Durham's East-West Expressway.

The agreement, furnished by the commission, states that the city will provide at its own expense all necessary rights-of-way and easements required for the portion of the expressway from Chapel Hill Street to Alston Avenue.

It also states that the city will pay for any clearance and demolition required in that portion of the roadway and will be in charge of moving whatever utilities are needed.

Under the agreement, the commission will acquire rights-of-way for the portions from Chapel Hill Street westward to the end of the project, and from Alston Avenue eastward to the end but the city will reimburse the commission in the amount of 25 per cent of the cost of this acquisition.

The city is to pay this cost in five equal payments, with due dates on Dec. 16, 1967, Dec. 16, 1968, Dec. 16, 1969, Dec. 16, 1970, and Dec. 16, 1971.

The agreement states the commission will then complete the project.

In other action Tuesday, the committee recommended:

—That the Southern Railway Co. be allowed to install a spur track beginning at a point approximately 155 feet east of LaSalle Street and crossing the street on the north side of the existing mainline tracks. The purpose of the spur track is to serve the new Lowes Hardware building located west of LaSalle Street.

—That options be exercised on

properties owned by Grover G. Hendley and William H. Terry for the Argonne sewer outfall; Charles W. Smith for the Kimberly Drive sewer outfall; and William G. Roll for the Rugby Road sewer outfall.

—That a house at 1110 Glenn St. owned by the city and a vacant lot on Colfax Street owned by the city be sold for \$3,350 to Vernon F. Pope.

Terry Names Perry To N.C. Fund Panel

By ROGER JOLLEY
Herald Staff Writer

Durham Redevelopment Commission Executive Director Ben T. Perry has accepted an invitation from Terry Sanford to become a member of the board of directors of the newly formed Low-Income Housing Development Corp., an organization formed and financed by the North Carolina Fund.

The corporation was founded to provide administrative personnel to oversee a three-year revolving fund for the purpose of lending nonprofit sponsors the development funds or "seed

money" which will enable them to start building or rehabilitating houses under the FHA 221 (d) (3) program.

In a letter to Perry, Sanford noted that Robinson O. Everett, chairman of the Redevelopment Commission, had designated Perry to represent the Durham urban renewal group.

He was nominated to serve a two year term, effective Dec. 1, 1966.

Four North Carolina cities will be included in the program. Proposed cities are Durham, Greensboro, Charlotte and Salisbury.

Sanford said the North Caro-

lina Fund received a grant of \$376,426 from the office of Economic Opportunity in August for the establishment of the three-year revolving fund and for a one-year administrative grant for the establishment of the housing corporation.

The administrative grant for the second and third years of the program is expected to be renewed upon re-application by the fund.

Sanford pointed out that "as the North Carolina Fund is expected to go out of existence before the end of this demonstration program, and as the fund believes that an independent corporation can more easily and effectively carry out the objectives of this program," the new corporation is being set up as a delegate agency of the fund.

Money received from OEO by the N.C. Fund will be transmitted to the housing corporation and if the new corporation desires, the fund will render book-keeping and other consultative services.

The fund has also provided the 10 per cent matching funds required by OEO and has underwritten the salary of the program director for three years, Sanford stated.

Two North Carolina Fund board members and one staff member will serve on the corporation board of directors.

"The corporation will provide the housing expertise required by project sponsors and by similar groups elsewhere in the state," Sanford said.

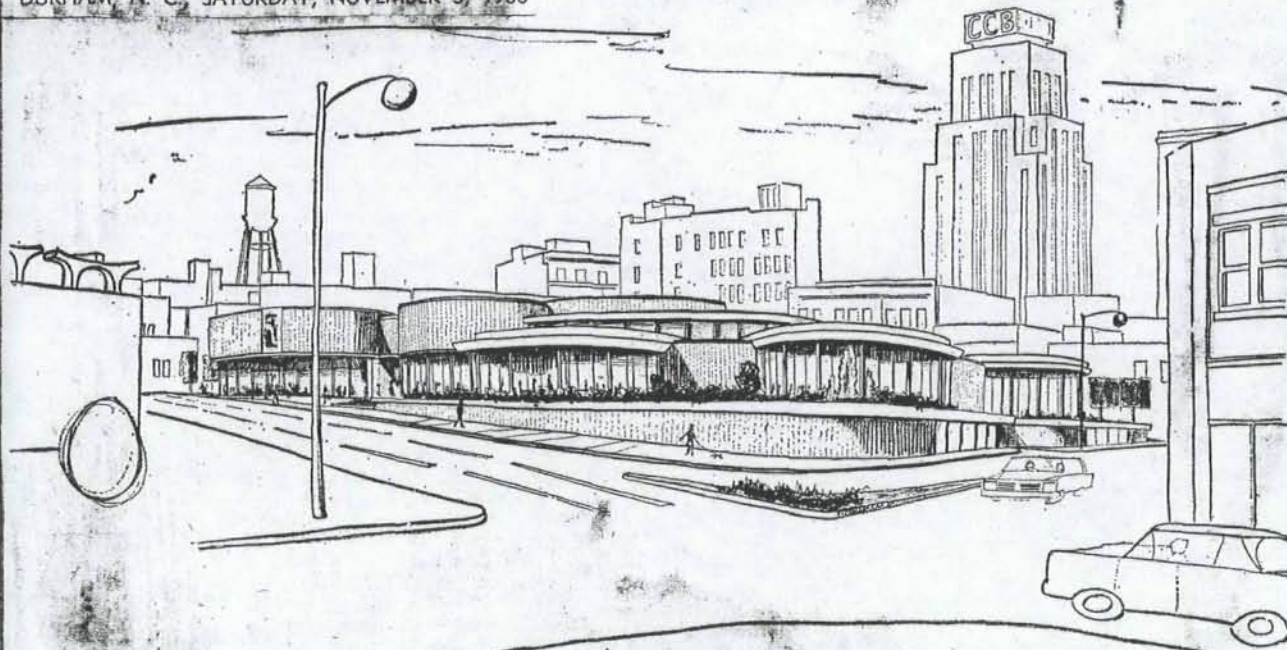
"The corporation staff will stimulate nonprofit sponsors in the local areas to utilize the 221 (d) (3) below-market interest rate and other FHA financing programs, plus other public and private programs aimed at constructing and rehabilitating houses to enable them to undertake the development of housing projects, and will assist in the application of development funds needed to get these projects under way in the four project locations," he added.

The housing corporation will be working closely with the community action agency, the city administration, the planning agency, the urban renewal agency, and the major service agencies in carrying out the program, he said.

"A net increase in housing units and upgrading of units in need of rehabilitation is expected to result from this program," Sanford said. "The corporation staff will encourage a commitment from the housing industry sympathetic to the objectives of this program."

"As the program gains momentum and understanding as to its feasibility it is expected to have a positive, stimulating effect on the industry and provide encouragement to enter this neglected area," he noted.

Sanford said the first meeting of the board of directors will be called as soon as possible and that recruitment of a program director is now in progress.



Architect's Rendering Of Proposed Complex
As Seen Looking Southwest From Corner Of Chapel Hill And Mangum Streets

Library Is Center Of Downtown Plan

By ROGER JOLLEY
Herald Staff Writer

Plans for a downtown "complex" to include the new city-county library, a restaurant, a motion picture theater and a multi-level parking garage were unveiled Friday by the City Redevelopment Commission as a possible re-use of urban renewal property bounded by Chapel Hill, Mangum and Orange streets.

The plans, drawn by City Planning and Architectural Associates of Chapel Hill, represent the consolidation of needs and desires voiced by consultants for each of the four interests, according to A. H. Galbraith, downtown urban renewal project director.

The project, which Galbraith said was presented for public comment, calls for the closing of Rigsbee Avenue from Chapel Hill Street to Mangum Street and the use of Orange Street as a pedestrian mall.

The building would house a 70,000 square foot library, a restaurant with seating for 400 persons, a theater with 700 seats and three levels of underground parking for a total of 450 cars.

Project Planner and Architect Samuel C. Hodges Jr. noted that these specifications were given by various interested parties, including the City-County Library Board, city officials and residents.

"The plans represent what was felt to be the four needs of downtown Durham," he said.

The restaurant, he said, is needed to provide dining facilities for the downtown area and for persons making use of the other sections of the building. The theater was seen as a solution to the lack of evening entertainment in the area and also as an additional source of income for the parking garage, he added.

The restaurant and theater would be leased to private concerns if built by the city, or the land will be leased with the private interests constructing the building, Hodges said.

The library section would be located on the northern portion of the site while the restaurant would be located opposite it with the theater over it.

A common entrance concourse was designed to separate the sections. This area would be devoted to escalators or elevators to bring people from the parking area to the library and to the theater and restaurant areas.

The second floor of the library would house a large auditorium and rooms for administrative personnel, exhibits, and possibly an art gallery, Hodges said.

The entire structure would be surrounded by gardens and extensive landscaped areas into which the library could expand if necessary. A small, landscaped plaza would be located at the corner of Orange and Mangum streets and would lead into the Orange Street pedestrian mall, which would be tree lined and grassed.

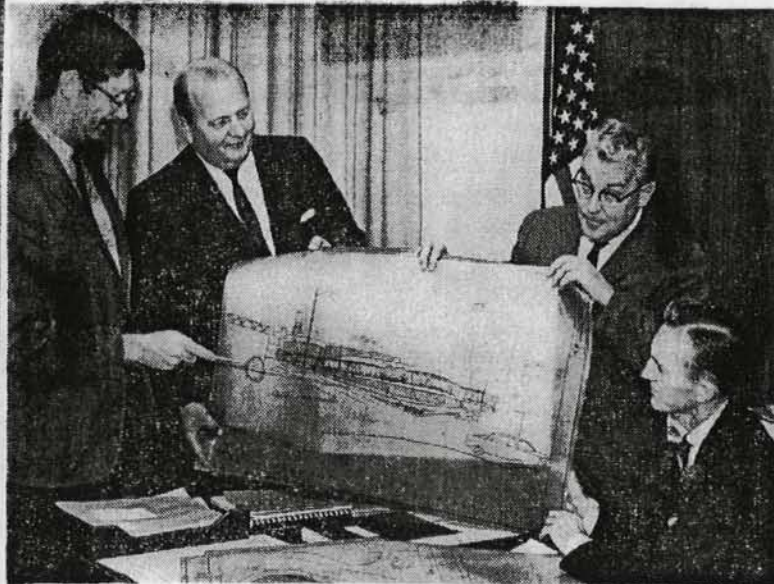
The preliminary plans call for pedestrian entrances at each side of the structure and an automobile entrance into the parking garage on Chapel Hill Street, near the present Rigsbee Avenue intersection.

The first floor of the parking garage would be located partially on and partially below the street level and in addition to providing parking facilities would serve as a service area for the library and restaurant. A drive-in window for borrowing and returning books would be a possibility, Hodges said.

Redevelopment Commission officials would not make any estimates as to the cost of the structure because of its infant planning condition and a lack of details.

The City-County Library Board has been working toward construction of a central library building for several months.

1966



UNVEIL PLANS—Studying an architect's drawing of a proposed downtown "complex" to house a library, restaurant, movie theater and parking garage are, left to right: Samuel C. Hodges Jr., project planner and architect; Ben Perry, executive director of the City Redevelopment Commission; A. H. Galbraith, downtown urban renewal project director; and Mayor Wense Grabarek. —Sun Staff Photo.

Downtown Plan Includes Library

The City Redevelopment Commission yesterday unveiled plans for possible re-use of urban renewal property bounded by Chapel Hill, Mangum and Orange streets to include a city-county library, a restaurant, movie theater and parking garage.

According to A. H. Galbraith, director of the downtown urban renewal project, the plans for the "complex" represent the consolidation of needs and desires voiced for each of the four interests. They were prepared by City Planning and Architectural Associates of Chapel Hill and were presented for public comment.

Galbraith said "The plans represented was felt to be the four

needs of downtown Durham."

Housed in the building would be a 70,000 square foot library, a theater with 700 seats, a restaurant to seat 400 people and a tri-level parking garage to accommodate 450 cars. These needs were specified by interested parties, including the City-County Library Board, city officials, restaurant owners and theater owners.

Galbraith said the restaurant is needed to provide dining facilities for the downtown area and for persons using other sections of the building. He added that the theater would be a solution to the lack of evening entertainment and would provide additional income for the parking garage.

If built by the city, the theater and restaurant would be leased to private operators, or the land would be leased to private interests who would construct the building.

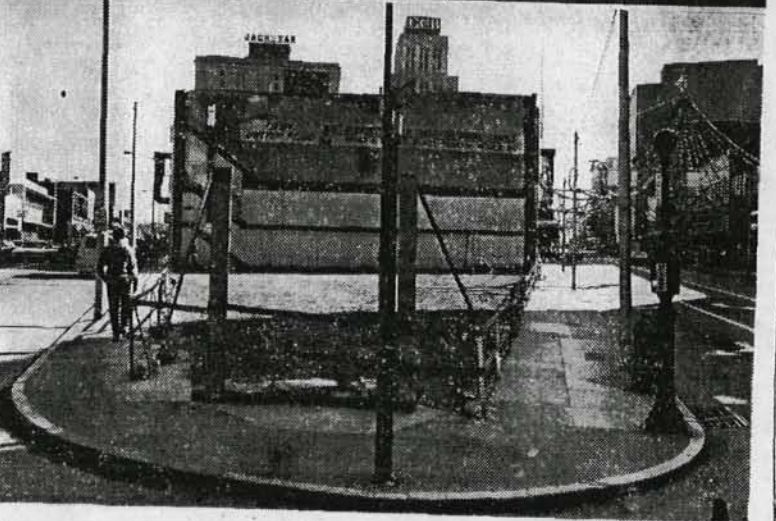
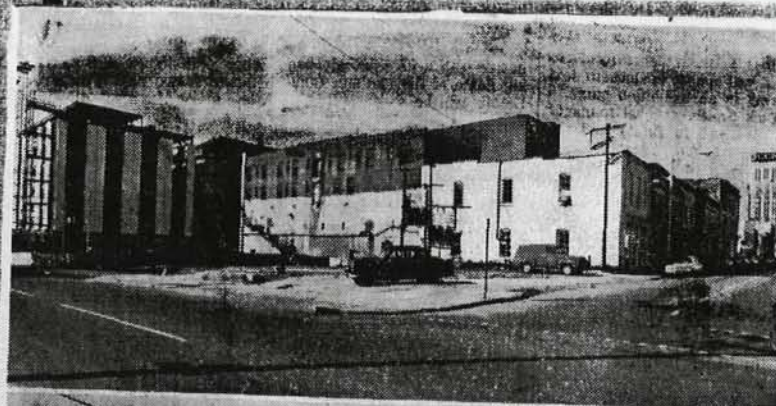
Plans call for the library on the northern section of the site with the restaurant on the opposite side and the theater over it. The library and restaurant would be separated by a common entrance concourse with escalators or elevators to bring people from the garage to the restaurant, library and theater.

On the second floor of the library would be a large auditorium, rooms for administrative personnel, exhibits and possibly an art gallery.

The proposal would close Rigsbee Avenue from Chapel Hill Street to Mangum Street and using Orange Street as a pedestrian mall. There would be pedestrian entrances at each side of the building and an automobile entrance into the parking garage on Chapel Hill Street, near the present intersection of Rigsbee Avenue.

Surrounding the structure would be gardens and landscaped areas into which the library could expand if necessary. There would be a small, landscaped plaza at the corner of Orange and Mangum streets. It would lead into the pedestrian mall on Orange Street, which would be lined with trees.

No estimates of the cost were given by the Redevelopment Commission because of the lack



OPEN SPACES—As does a growing child, Durham has a "snaggletooth" appearance as the downtown revitalization program goes into effect. There is plenty of wide open spaces along Main Street, including the end of the block where the Malbourne Hotel once stood, at top. A short distance down Main is the large opening, center, where Harvey's Cafeteria and several shops were once located. At Five Points, Durham's crossroads, one of the "points" is bare at bottom.

—Sun Staff Photos by Cooper.

DURHAM, N.C., THURSDAY AFTERNOON, APR. 15, 1966

\$1.1 Million Renewal

Ex-Harvey's Site May Be Yule Tree Location

A proposal that a 30-to 35-foot Christmas tree be installed in the empty lot on the site of the demolished Harvey's Cafe-

teria at the corner of East Main and Mangum streets will be presented to the City Recreation Advisory Committee at its meeting today at 11 a.m. in the Central Civic Center.

Recreation Department Director Roger Brown said Wednesday the recreation department had been asked if it would like to beautify the lot during the Christmas season.

Brown said he would present the suggestion to the committee, "believing that it would be a way to add some additional warmth and good cheer to our citizens."

In explaining the plan, he noted that a large Christmas tree, approximately 30 to 35 feet in height, would be placed in the center of the lot. It would be well lighted but would not contain any other decorations.

In his recommendation to the committee, Brown said the entire lot might be covered with pine straw, but he noted that since this might cause a fire hazard the lot could be covered with some type of stone powder or other material.

Brown also suggested that several benches could be placed around the lot for pedestrians to sit on.

Smaller green trees would be placed up against the brick wall in the rear of the lot in order to hide it as much as possible if the suggestion were followed.

Brown said the lights on the tree could be turned on the night of Dec. 1, and "we would like to have some type of program on that night."

In addition to hearing a report of the Ad Hoc Committee from Charles Barbour, the advisory body will be asked for suggestions concerning the 1967 North Carolina Recreation and Parks Conference to be held in Durham Oct. 16, 17, and 18.

The conference, sponsored by the North Carolina Recreation and Parks Society, is held each year in various cities in the state.

Project Grant Approved

Area To Be Utilized Mostly For Housing

By ROGER JOLLEY
Herald Staff Writer

Approval of a \$1.1 million urban renewal grant to the City Redevelopment Commission for the 26-acre Hayti-Elizabeth Street Project 6A was announced Tuesday by Congressman-elect Nick Gali-fianakis.

Approval by the Department of Housing and Urban Development in Washington will permit the start of land acquisition, site occupancy relocation and site clearance in the project, located two blocks southeast of the business district.

The controversial Project 6A calls for acquisition and clearance of the area bounded roughly by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad tracks.

The area includes site of a 214-unit public housing project to be erected by Durham Housing Authority.

Included in the plans for the \$3 million housing project is a 100-unit high-rise structure to be rented exclusively to elderly persons.

Project 6A was segmented from the larger Project 6 area in order to speed its development for public housing and for realignment of critical streets.

Rehabilitation of the area, which should take about two years, is expected to cost about \$1.5 million, according to Redevelopment Commission Executive Director Ben Petry.

The predominantly non-residential project area contains 68 buildings, all scheduled for demolition.

The larger part of the area will be redeveloped into low-rent

public housing, with the remainder being developed for commercial use and a small publicly owned open space area.

The City Council endorsed plans for the project by a 7-4 vote on July 5, after objections were voiced by a number of East Durham businessmen and the City Planning and Zoning Commission.

The businessmen and the commission opposed the East Main-Dillard Street corner location for the high-rise structure, arguing that the corner should be left open for commercial development along East Main Street.

Only the extreme southeastern corner of the project, which fronts East Main Street, adjacent to the apartment building site, has been designated for commercial development.

On two occasions, the Planning and Zoning Commission voted its disapproval of the building's site, while favoring an alternate project site plan which would have placed the building on Liberty Street and left the East Main Dillard Street corner open for commercial use.

The city's one-third share of the \$1.5 million cost will be about \$500,000, of which \$400,000 will come from credits for construction of the public housing project and another \$90,000 in surplus credits left over from other urban renewal projects.

DURHAM, N. C., FRIDAY AFTERNOON, NOVEMBER 18, 1966

City To Get \$11 Million In UR Credits

By OWEN BISHOP

The City of Durham is expected to receive about \$11 million in "credits" to cover the city's one-third share of the cost of all urban renewal projects now being undertaken, a federal urban renewal official said today.

"Durham is quite fortunate to be able to finance its full share of the total cost without having to cough up any actual cash," said Joe Novak, special assistant to the regional administrator for renewal assistance with the Department of Housing and Urban Development (HUD).

Novak was addressing a special technical session for city officials. City Redevelopment Commission personnel, state

highway and city school officials at City Hall.

Also representing HUD at the meeting were Clyde Stone of Atlanta, urban renewal representative for the Durham area, and Herbert Underwood of Atlanta, chief of planning and engineering section for renewal assistance administration of HUD.

The session was designed to acquaint the officials with procedures for assuring that the city receives credits toward urban renewal project costs for all eligible expenditures.

Novak and Underwood explained that funds spent on various improvements in and near a project are eligible for credits, but their costs must be properly

Will Cover Durham's Share Of Costs Of All Projects Without 'Coughing Up' Any Cash

documented and certified.

Contributions which are eligible for "noncash" credits include land donations; work on site clearing and demolitions; site improvements such as street paving, and installation of sidewalks and utilities; construction of public and supporting facilities such as schools, libraries, police and fire stations and parks; construction of public

housing developments; and expenditures by colleges, universities and hospitals.

Underwood suggested that the city arrange to certify all contributions considered eligible for credits as soon as possible in the life of a project to assure that credits may be given. The certification, which may be made by the donor, an independent auditor or the Redevelopment

Commission, may be made either before or after the credit project is completed.

When the certification form is submitted before the project is complete, he said, cost estimates are included.

Underwood noted that most of these contributions may be made only by public agencies. Individuals may contribute only land or cash toward a project.

The official made a distinction between improvements to a project site and development of supporting facilities, such as schools.

Site improvements include only work done within the boundaries of the project area, while supporting facilities may be outside the boundaries.

Just how much of the cost of these facilities is eligible for non-

cash credit is determined on the basis of how much it serves the project after its redevelopment.

In the case of a school, he continued, the credit is based on the percentage of pupils from the redeveloped area served by the school. Credits for water and sewer facilities and street improvements outside a project area are computed in a similar manner.

Underwood emphasized that the city should keep full records on all expenditures on eligible contributions even if they're not in the immediate vicinity of an active urban renewal project because the eligibility continues for three years after the expenditures are made.

"Maybe there's not a project which could receive credit for it now, but there could be next year," he said.

The officials pointed out that it might also be wise for the city to keep abreast of its credits in order to assure that the city doesn't come up financially short at the close of a project.

If credits toward a project are not enough to cover the city's one-third share when it is completed, the city would be obligated to come up with enough cash to cover the balance. However, if more credits are accumulated in a particular project, than are needed for the one-third share, they may be pooled for use on other projects.

City Seeks New Space 2.2 123J 19 56 To Relocate Families

To Clear Way For Beltway

Some 80 Families
Still Block Path
For Expressway

By OWEN BISHOP

Durham urban renewal officials today began seeking new relocation space for families in the path of the East-West Expressway as a Durham Housing Authority official differed with a contractor over the completion date for public housing units which had been slated to serve as relocation space for the families.

Ben Perry, executive director of the City Redevelopment Commission, which is in charge of relocating the families, said he and his staff will spend today and tomorrow making personal visits to the 80 or 90 families still residing in the expressway area.

"We're going to see if there is anything further that can be done to speed relocation of the families," he said.

Meanwhile, Durham Housing Authority Executive Director Carvie Oldham denied that any extension of time has been granted for the completion of this Cornwallis Road public housing project, one of two which had been scheduled to provide some relocation space for expressway families.

Nello L. Teer Jr., president of the Nello L. Teer Co., contractor for the \$3.6 million project on Cornwallis Road, yesterday said it is his understanding that "extensions of time have been granted which put us ahead of schedule, rather than behind schedule."

Teer could not reached for comment today.

Oldham said "No amendments have been made to the original contract so far as completion time is concerned. Some have been made related to changes in materials only."

He noted that the contract "has and still does" call for completion of the first 40 units by Sept. 1, a total of 80 units by Dec. 10, a total of 120 units by Feb. 28, 1967, a total of 160 units by May 9, 1967 and the entire 540 units in the project by Aug. 7, 1967.

The contract, he said, requires completion of the total project within 540 calendar days following the issuance of a "notice to proceed" to the contractor by the Durham Housing Authority. This notice was issued Feb. 11, he added.

The controversy over the scheduled completion date for the project arose because Durham city officials have been counting on the use of the first completed units in this project and another in the Hayti section as relocation housing for families being displaced to make way for the East-West Expressway.

If the families still awaiting relocation housing in the expressway path are not moved by Jan. 1, indications are that the State Highway Department will not advertise for bids for construction of the superhighway as scheduled.

Perry quoted J. Gordon Gibbs of Raleigh, assistant for land acquisition for the highway department as saying the U. S. Bureau of Public Roads would not approve the advertising under those conditions.

In the \$3.7 million Hayti project on Fayetteville Street, M. B. Kahn Construction Co. of Columbia, S. C., apparently is ahead of its timetable for completion.

Its contract, which calls for completion within 540 days following May 16, requires completion of the first 80 units by March 10, 1967, a total of 120 by May 29, 1967, a total of 160 by Aug. 18, 1967 and the entire project by Nov. 6, 1967.

However, Oldham said, "It now appears the first 40 units on Fayetteville Street will be available Jan. 1, and an additional 49 on Feb. 1. It appears beyond doubt that it will be completed on time."

Oldham was not sure of the time now required to complete the Cornwallis Road project.

"I can't say when they'll be ready. I just don't know and I'm in no position to predict."

Concerning the reasons for the delay in completion of the project, he said, "I don't know why it's taking so long."

He said the causes for the delay will not be determined until the entire project is reviewed after its completion.

"I haven't gotten into this and I won't until the total job is completed."

Tuesday, November 22, 1966

Further Delay

In Expressway Clearance Seen

Family Relocation Said Big Holdup

By FRED WARDLAW
Herald Staff Writer

The long-delayed East-West Expressway will be delayed even further because Durham officials will apparently be unable to move families out of the right-of-way area according to the previously anticipated schedule.

Now-under-construction public housing at Cornwallis Road and in the Hayti section have for months been viewed as being the salvation of the problem, but there apparently will not be any occupancy of these units this year.

During a brief report to the Durham City Council Monday night, Housing Authority Executive Director Carvie S. Oldham replied to Mayor R. Wense Grabarek's question that "I wish I could answer with some degree of certainty. . . . I could not say they will be available by Jan. 1."

J. Gordon Gibbs of Raleigh, assistant for land acquisition with the North Carolina State Highway Department, was quoted prior to the meeting by City Redevelopment Commission Executive Director Ben Perry as telling Perry on Monday that there will be no advertising for bids on construction of the expressway if there are families remaining in the right-of-way.

Gibbs told Perry that the U.S. Bureau of Public Roads would not approve under those conditions.

Perry had praise, however, for those agencies concerned. "The housing authority has given 1,000 per cent to get people in, the highway people have been working 'round the clock to get this contract let, Operation Breakthrough has given 1,000 per cent and the Religious Affiliate — while it needs money — is working extremely hard."

He said, "We are ready to go — the people (in the area) are responding and we have most of the property bought."

There are still more than 90

or 90 families remaining in the thoroughway lanes, however, Perry said.

The Cornwallis Road project, for 200 family units, was let to contract first. The Durham Housing Authority gave its letter for the contractors to commence work on Feb. 14.

Under the contract, the first 40 units were to be ready for occupancy within 200 calendar days, the next 40—an accumulated total of 80 units—within 300 days of the starting date, a total of 120 were to be ready by the 380-day mark and 160 within 460 days. The full 200 units were to be delivered by 540 consecutive calendar days. This placed the first due-date, for 40 units, on Sept. 1. Also, the project is to be finished by next Aug. 7.

A "Liquidation of damages" clause calls for a \$1.50 per unit per day penalty for being overdue. Penalty on only the first 40 units would presumably be more than \$4,000.

The Hayti project was issued to contractors with notice to proceed May 16. It calls for nearly the same rate — first 30 units within first 300 days, 120 units in 380 days, 160 units in 460 days and the total 200 within 540 calendar days. This completion date is computed as Nov. 6, 1967.

'Turkey Housing' To Be Considered

The Durham Housing Authority will meet Nov. 29 to consider lay-out proposals for the "turkey housing" which may be tried in an attempt to alleviate part of the low-income housing shortage in this city.

Carvie S. Oldham, executive director, told Durham City Council Monday night that two interested developers have proposed for three sites, one of 50 dwelling units, one of 150 units and one for 200 units. Anticipated cost would total \$8.6 million, he added.

The housing authority also will hold its annual election. Board Chairman Carl R. Harris, who was named early this year, is completing the term of former Chairman H. E. Gwin, who resigned for business reasons.

It now appears the first 40 units on Fayetteville Street (the Hayti project) will be available Jan. 1," Oldham said Monday, "and an additional 40 on Feb. 1. It appears beyond a doubt that it will be completed on time."

Dixie Plumbing Co. and Bryant-Durham Electric Co. Inc. are prime contractors for both projects. The Nello L. Teer Co. has the general construction contract for the Cornwallis Road project and the M. B. Kahn Construction Co. of Columbia, S.C., has the same contract on the other project. The Cornwallis Road project cost some \$3.6 million and the Fayetteville Street (Hayti) project some \$3.7 million.

Nello L. Teer Jr., president of the Durham construction firm, asked Monday to comment, said that extenuating circumstances often cause contract deadline dates to be changed. He said it is his understanding that deadlines "extensions of time have been granted which put us ahead of schedule, rather than behind schedule."

Oldham, asked about any extensions granted, said he would reserve comment for the time being.

Members of the library board agreed Monday, however, that they preferred the original proposal of the Redevelopment Commission as presented to the City Council May 16.

The plan, approved by the council, called for the purchase of the site by the Redevelopment Commission and noted the "possibility" of developing the site to provide for a library, a parking structure and beautification.

It was further suggested that a consultant be retained to investigate possible site plans "in collaboration with the library board and the city administration."

Linder noted that his chief objection to the plan was that it provided little or no room for expansion of the library.

Board member Ellis D. Jones said the board "should reaffirm our interest in the site and should so state to the city manager and the Redevelopment Commission."

John Wheeler said he agreed that the letter should be written but added that he did not believe the situation warranted any strong language since "the design was simply an idea."

When asked if the proposed building plan "had taken any roots," Wheeler replied that it had not.

During the discussion of the matter, Linder said he hoped a bond issue referendum could be held early next year to provide money for the proposed city-county library.

"If we can arrive at something concrete at our meeting with the Redevelopment Commission and the city manager we might hold the election in the spring," he said.

Linder noted that he is in the process of making a survey of the city and county library facilities "to prevent a lack of understanding on the part of the public as was the case in the hospital bond election."

In other action Monday, the board voted to hold a Social Security referendum of the library employees on Feb. 27, 1967 to determine if they are to be covered by Social Security Act provisions.

Board Raises Objections To Library Complex Plan

Expansion Room Said Necessary

By ROGER JOHLEY
Herald Staff Writer

The Durham City-County Library Board Monday turned thumbs down on a suggested downtown library which would include a restaurant and a motion picture theater, stating they would rather follow the original resolution of the City Redevelopment Commission which provided for a library and parking facility only.

The group instructed Library Services Director George Linder to write letters to officials of the Redevelopment Commission and to City Manager Harding Hughes instructing them of their wishes and offering to meet with them at their convenience to arrive at a final solution.

The commission, together with Durham Mayor Wayne Grabarek, released an "idea" drawing made by City Planning and Architectural Associates of Chapel Hill recently which incorporated the library, a cafeteria, a motion picture theater and parking facilities on the present site of the city parking lot across from the new police headquarters building.

Mayor Grabarek noted at the time that the drawing was only an "idea" presented by the architect and was not a concrete plan. It merely offered one solution to four of Durham's pressing needs, he said.



THE WAY THINGS ARE

There's this real nice lady in town who has some definite ideas on how the little Five Points park should look.

Like having one of these great big trees in the middle of it where there could be a bench to sit on.

Not just these little scrub trees that will be big a generation from now.

And she called the city brass about it.

"But you know," she explained, "they want these little things planted. Not the big shady tree."

"I asked why not and they told me that the big tree would not grow there. That there is too much automobile fumes for a big tree to stand."

"And I just don't believe that."

"There's too much pavement in Durham and since we have a place where a big tree can grow, let's plant one."

SID'S PREDICTION



Wall-Cleaning Is Set For Five Points Park

Advertising for bids on the cleaning of the wall facing the site of the demolished Piedmont Building at Five Points will begin next week, in preparation for the letting of a contract for construction of a park on the site.

Southgate Jones, chairman of the City Beautification Commission, said Thursday the Redevelopment Commission had decided to remove the wall-cleaning portion of the project from the contract for the rest of the work in order to speed the completion of the park.

Original plans had called for the entire project to be in one contract, but the change was made at the suggestion of the commission, Jones noted.

Advertising for bids on the work will begin next week and will continue for two weeks. The contract is expected to be awarded shortly thereafter with work beginning almost immediately.

The project will involve the clearing of all plaster from the wall and the plugging of any holes left by the demolition of the Piedmont Building, Jones said.

"If the wall appears in good condition, it will be sandblasted and left as it is to provide an attractive backdrop for the park," Jones said. "However, if it is not attractive, some other process will have to be used." He said there are no remain-

ing major items to delay the park project, noting that the plan, introduced several weeks ago, had been "solidly accepted" by the public.

Rufus Coulter, a landscape architect retained by the Redevelopment Commission, is proceeding with final plans on the park itself, Jones said.

Types of trees to be used and places in which they can be found have already been determined by Coulter.

Jones said he looked for the contract on construction of the park, which features a sunken center with benches surrounded by trees, to be let "in the near future."

12/16

Council Acts Under Code- 13 Durham Houses Get Unfit Label

By OWEN BISHOP

Placards will be placed on 13 dwellings in Durham within the next few days declaring them "unfit for human habitation" because they fail to meet the city's minimum housing code regulations, city officials reported today.

The dwellings will be first so labeled by the City Council under Durham's substandard housing code. The action was ordered by the Council last night.

Each of the placards will bear the statement, "This building is unfit for human habitation. Use

or occupation of this building for human habitation is prohibited and unlawful," as prescribed by the housing code.

Exhibition of the placards on the properties was ordered by the Council last night when the Council directed City Building Inspector John Parham to provide strict enforcement of the code on 43 properties which had been granted extensions of time for repairs to bring them into compliance with the code.

Parham said 13 of the dwellings remain in violation of the See UNFIT, Page 2-A

1706

UNFIT

Continued from Page 1-A
you suggested. They have not resorted to violence. We have had as much chance here for riots as anywhere else, but we have not had them."

Following the heated debate, the delegation walked out of the meeting as Mayor R. W. Grabarek was explaining what the city has been doing to enforce the housing code without making eviction necessary.

code, while the remaining 30 have been brought into compliance.

However, final repairs on two of the 13 were reportedly in progress and may be completed today.

These two dwellings are owned by I. B. Realty Co. The other 11 dwellings include two properties of Millburn Mills, one of A. A. Murdock heirs and one of Mrs. A. A. Murdock, according to Parham.

The dwellings which were brought into compliance with the code within the 60-day period granted for completion of needed repairs were properties of Abe Greenberg, Philip Greenberg estate, Mrs. Ida Greenberg and Mrs. Bluma Greenberg.

Parham and City Attorney Claude Jones agreed that exhibition of the placards is the initial step to be taken in carrying out the Council's order.

Steps beyond that point are uncertain, although Jones said Parham would have to "require compliance" with the order to close the dwellings.

"If the property is offered for rent after the placards are put up, the owners would be violating the order," he said.

Violation of the order could subject the owners to court action, under terms of the housing code's penalty section.

Parham explained that no further inspections will be made on the dwellings in question, since they were checked by inspectors only a week ago.

However, he added that if the houses are in compliance when the inspectors visit them to put up the placards, the placards will not be exhibited.

He noted that no work had been done to bring five of the properties into compliance when the 13 were last inspected.

The action being taken on the dwellings, Parham noted, is not condemnation.

A building may be condemned

because it is unsafe for habitation or hazardous to public safety, but the action has nothing to do with compliance with the housing code.

Different placards are exhibited at condemned buildings and at those ordered closed for housing code violations, he added.

The matter stirred an hour-long debate by city officials and Edgemont community residents during the Council session.

The Edgemont residents appeared to protest the condition of certain dwellings in the community which they said are owned by Greenberg and which were included in a list of dwellings presented to the Council for remedy of alleged housing code violations.

When the Council was told that these dwellings were not among those slated for Council action, Mrs. Ann Atwater, a spokesman for the protesting group, demanded an explanation for the houses not being up for final action.

Parham said the properties are now being inspected.

Mrs. Atwater then charged that the dwellings had been included in the original list presented by Edgemont Community Council but that no action has yet been taken in spite of four visits by the residents to Council sessions.

Parham declared that if his office tried to handle all the complaints from the Edgemont area he would "have to concentrate our whole force in the one area."

He added: "There are many discrepancies between their complaints and our list of code

12/12/66

Wheeler To Head New Housing Unit

John H. Wheeler, president of Mechanics & Farmers Bank, was elected president of the Low Income Housing Development Corp. at an organizational meeting in High Point during the weekend.

The new corporation is designed to bring better housing to North Carolina's low income families. It is a spin-off corporation of the North Carolina Fund, and was launched with a grant of \$376,462 from the federal Office of Economic Opportunity and \$61,671 from the N.C. Fund.

Mrs. Ruby Gattis of Durham was named to the corporation's executive committee.

violations. Apparently some of the complaints are not official violations."

Howard Fuller, another spokesman, said he had "come for a day of reckoning and find that not all the houses are on the list."

"How long can you expect these people to go on like this?" he continued. "These people have gone through the channel

Area Evictions To Begin Soon

Saturday, December 10, 1966

Expressway

Urgent Need For Vacating Area Is Cited

Throughway Work
Contract Letting
Scheduled Jan. 3

By ROGER JOLLEY
Herald Staff Writer

Persons living in the path of Durham's East-West Expressway will be faced immediately with the decision of whether to take available housing or be evicted, according to a new City Redevelopment Commission policy announced Friday.

Commission Director Ben Perry said the policy was adopted "because of the pressing need for the expressway and the fact that public housing will be becoming available immediately."

He pointed out that 40 units of public housing under the current building program are scheduled for completion Dec. 16, with other groups of units due to be completed soon afterward.

Also, he noted that the Lincoln Hospital Foundation housing project is nearing completion.

"The deadline is now," he said, noting that action would have to begin immediately to get applications for housing processed before the expressway contract is let.

Plans now call for the contract to be advertised for bids Jan. 3.

Some 80 to 90 families are now living on the right-of-way of the thoroughfare and will have to move before work can begin.

Perry expressed the opinion that housing would be available for all the families, "although some may have to be relocated to temporary quarters for a short while."

"We might have a few problems, but I don't think we will have many," he said, adding that "People in the expressway area are ready to go."

"I believe the number of evictions will be small, and, of course, I hope there will be none," he said.

In a way it is terrible to come at this time of year, but it is a blessing in a way. These new dwellings will be a real Christmas present compared to what some of the people have been living in," Perry commented.

He said "everyone" is cooperating on the project, pointing out Operation Breakthrough and the Religious Affiliates specifically.

"We are going to put up as much money as we can within the law to help the families move," Perry said.

"Of course, there will be other expenses such as deposits, but with them," he added, "the religious affiliate will help."

Perry pointed out that his staff has screened everyone living in the expressway path to find their needs and explain exactly "what they are getting."

He said that in some cases they have even carried pictures of the new public housing units to the people because they refused to visit them.

The 8.5-mile expressway, which will cost an estimated \$20 million for construction and land acquisition, is to connect Interstate 85-U.S. 70-U.S. 15-501 bypass and the Research Triangle Park.

Although city and state officials had hoped to get the center section of the roadway under contract this summer, delays in acquiring right-of-way have pushed the target date for the start of construction well into January.

Within 30 Days

Renewal Project Funds Anticipated

Funds from a \$1.1 million federal urban renewal grant for the 26-acre Hayti-Elizabeth Street Project 6A will be available for Redevelopment Commission use within 30 days, City Redevelopment Commission Executive Director Ben Perry said Thursday.

Perry noted that a contract has been signed with the Department of Housing and Urban Development in Washington to free the funds for use.

The grant will permit start of land acquisition, site occupancy relocation and site clearance in the project area, located two blocks southeast of the business district.

Approval of the grant was an-

nounced in November by Congressman-elect Nick Galianakis.

The controversial Project 6A calls for acquisition and clearance of the area bounded roughly by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad tracks.

The area includes the site of a 214-unit public housing project to be erected by the Durham Housing Authority.

Included in the plans for the \$3 million housing project is a 100-unit high-rise structure to be rented exclusively to elderly persons.

Project 6A was segmented from the larger Project 6 area in order to speed its development for public housing and for realignment of critical streets.

Rehabilitation of the area, which should take about two years, is expected to cost about \$1.5 million, according to Perry.

The predominantly nonresidential project area contains 68 buildings, all scheduled for demolition.

The larger part of the area will be redeveloped into low-rent public housing, with the remainder being developed for commercial use and a small publicly owned open space area.

First Families To Occupy Cornwallis Housing Monday

By FRED WARDLAW
Herald Staff Writer

The Durham Housing Authority throws open the doors of its Cornwallis Road project Monday to take in 40 families being relocated from the East-West Expressway right-of-way.

Housing Authority Executive Director Carvie S. Oldham announced Wednesday that fam-

ilies have been notified and a meeting is scheduled for their benefit Friday at 3 p.m.

Oldham said James Bennett, his assistant, and recently appointed Cornwallis Road Project Manager Mrs. Mary Green will be at Few Gardens community hall to meet the new tenants and to introduce them to public housing.

"They will explain the lease,

explain what public housing is about and explain what is expected of them as tenants," he noted.

Any of the new tenants with questions will be able to ask them then, also, he said.

In opening the Cornwallis Road project to these families, it begins operations of the 200-unit complex. The first units include eight one-bedroom apartments, 16 three-bedroom units and 16 four-bedroom dwellings.

The next 42 units of the project, being constructed by the Nello L. Teer Co. of Durham, will be ready for occupancy "shortly after the first of January," Oldham said. These will include 18 two-bedroom units, 12 three-bedroom units, 10 four-bedroom apartments and two five-bedroom units.

The first dozen units in the Fayetteville Street (Hayti) project are due Jan. 6, with 28 more apartments about Jan. 16, he said. The second 40 units are expected March 10 for occupancy.

Durham City Redevelopment Commission's Relocation Office is expediting the moving from the thoroughfare right-of-way into public housing, Oldham noted.

He issued a "blanket" note of gratitude to the Redevelopment Commission, the city hall administration, contractors, Duke Power and General Telephone companies for expediting the construction project.

"This will be as modern as any apartments to be found," Oldham said of the all-electric development. "It will go a long way toward alleviating sub-standard housing in Durham."

It is also expected to fulfill local obligations in order that the contracts for the East-West Expressway center portion may be dealt with on schedule in January.

12/15/66 Temporary Loan To Permit Early Purchase Of Expressway Right-Of-Ways Given Okay

A temporary "loan" of city funds to permit early purchase of East-West Expressway rights-of-way was approved by the City Council today to speed up the proposed beltline construction.

Under the agreement, the city will advance \$336,000 of the city's expressway bond funds on a temporary basis to the City Redevelopment Commission to purchase several tracts of land at the intersection of Pettigrew Street and Branch Place for a ramp to connect with the East-West Expressway.

The loan will be needed, urban renewal officials told the Council, only until federal funds already allocated to the city's redevelopment program are received.

The federal grant will be due next year, renewal officials said.

When it comes in, they added, the city will be repaid.

Land to be acquired for the expressway ramp is located within the Hayti urban renewal program area.

The city will purchase from the Redevelopment Commission enough of the land at Branch and Pettigrew to be a site for the ramp.

Remainder of the land acquired through the early purchases will be retained by the Redevelopment Commission for later sale after the urban renewal project in that area has been completed.

Another loan was made by the city earlier this year to the Redevelopment Commission to permit fast acquisition of other tracts needed for Expressway rights-of-way.

The city then advanced \$550,000 to the urban renewal agency.

Steps to speed up the purchase of land needed for the rights-of-way have been pushed by the city to permit the state to let construction contracts on the first of three proposed segments of the East-West Expressway, which will be designed to feed east-west traffic into and out of downtown Durham.

12/14/66 Durham Selected For Low Income Housing Experiment

Durham and three other Tarheel cities — Greensboro, Salisbury and Charlotte — have been selected for a new experiment in low income housing by the North Carolina Fund.

The project will be directed by a new corporation to be known as the Low Income Housing Development Corp. It hopes to encourage churches, colleges, service organizations and other non-profit groups to develop low income housing under existing FHA regulations.

Walter L. (Bob) Smith, an expert in low income housing, has been hired to direct the new corporation's efforts. He currently is with FHA in Washington, where he oversees the agency's low income housing and advises on rent supplement programs. He will take the North Carolina job Jan. 1.

The new corporation will have \$458,097 to use as a revolving fund in aiding interested agencies. Of this money, \$376,426 came from the Office of Economic Opportunity and \$81,671 from the North Carolina Fund.

A North Carolina Fund

spokesman said Durham, Greensboro, Salisbury and Charlotte were selected as the cities to pioneer the program because each has a need for low income, private housing. Each also can meet FHA criteria for such housing, and from each there have been expressions of interest in such housing.

The spokesman said the experiment would be directed at non-profit agencies which have indicated an interest in developing low income housing, but don't have the know-how or advance money to get a project under way.

He said there is almost no non-profit, low income housing available in the state, and the state ranks near the bottom in the number of below-market loans insured by the FHA.

The available funds would be used to make loans to interested non-profit groups for such purposes as acquiring sites, hiring architects and drawing plans for projects. The advance money would come back to the agency after federal money was obtained for the building.

The revolving fund thus would be stable enough to get many such projects started.

Dec 17, 1966

First Families Ready To Enter Cornwallis Units On Monday

Thirty-five families completed the prerequisites to moving into public housing apartments Friday and will be among the 40 families expected to move out of the East-West Expressway right-of-way Monday into first units of the new Cornwallis Road project.

Carvie S. Oldham, executive director of the Durham Housing Authority, said Friday 35 families completed preliminary paperwork during a two-hour-plus session.

Friday morning, representatives of public housing, the general contractor, the city and the architect inspected the 40 units which will be turned over Monday for residential use.

The meeting with new tenants began about 3 p.m. James Bennett, assistant to Oldham, and Mrs. Mary Green, who will be manager for the 200-unit Cornwallis Road project, introduced the group to public housing.

In addition to describing various aspects of public housing, they explained what it is, what is expected of them as tenants and what the lease is about.

Following this, application form completions, lease signing and rental payments were made.

Oldham said that "It will take all weekend to get details completed" on the construction side of the project. "but we'll be ready Monday."

Relocation of the families is to be expedited by the City Redevelopment Commission's relocation office.

He said the apartments "will be warm and the water will be hot—they'll be ready for living" when the new occupants arrive.

Among the group making the inspection tour of the project were: Robert L. Griffith of Atlanta, construction representative of the Public Housing Administration's regional office; Wayne Harrold, representative of the Nello L. Teer Co. of Durham which is general contractor; Jay G. Roberts, project

architect for the John D. Latimer and Associates firm of Durham; and C. P. Hinnant, assistant city engineer.

In opening the Cornwallis Road project, eight one-bedroom units, 16 three-bedroom units and 16 four-bedroom units will be put to immediate use.

Oldham said the next 42 units of the project will include 18 two-bedroom units, 12 three-bed-

room apartments, 10 four-bedroom apartments and two five-bedroom units. They are due "shortly after the first of January."

Moving the families out of the East-West Expressway right-of-way has been anticipated as the last obstacle to sending the central section of the expressway to contractors for bids and building.

City Housing Woes Defined

By ROGER JOLLEY
Herald Staff Writer

Durham Mayor Wense Grabarek Friday held a two-hour session with representatives of the Duke University student body during which he explained the city government's stand on Durham's housing situation and problems which have accompanied its urban renewal program.

The audience was requested by a member of the group following a City Council meeting which erupted into a vocal battle between city officials and residents of the Edgemont area over enforcement of the city's housing code.

Its purpose was to promote better understanding between university students and the city, and to help determine possible ways in which they could help the situation, one of the group said.

Present Friday were Tom James, recording secretary for the Duke student government; Aden Field, who identified himself as a liaison between the University Caucus Club and Operation Breakthrough; and Jack Boger, editor of the school's year book and a representative of the student newspaper.

Field noted that the group desired "to become more involved in the Durham community" and was interested "in how Duke can be useful."

Various groups from the university have recently been active in the Edgemont area in the painting and repairing of alleged substandard houses.

The group had noted earlier that its chief area of concern involved enforcement of the housing code by the city and its efforts to provide for effected persons during the urban renewal period.

In this regard, James questioned the city's reasons for closing some 13 dwellings which had been found in violation of the code and whose landlords had made no effort to correct the faults even though given extensions of time.

He noted that the owners could have been fined \$50 per day until the needed repairs were made.

However, Mayor Grabarek explained that this approach would have solved nothing because the landlords would have simply said the houses were not for rent and closed them, adding that in many cases the owner actually wants the land for other uses anyway.

Grabarek said the biggest problem facing the city is that "major" improvements cannot be made to dwellings in an urban renewal area after an official urban renewal appraisal has been made without making it necessary to resubmit the project to federal officials for an increase in appropriations to finance acquisition of the then more valuable property.

"This puts the city in the position of telling the landlords to please make the obvious repairs to their dwellings but then when it comes to major improvements, it is a fuzzy area," he noted.

"No one has more feeling about the condition of these people than I, but I have to keep a broad view to try to do away with this type of thing once and for all," he said.

"I am looking for a brighter day when no one will have to live like this, rather than retarding the process along the way by working with individual cases," he added.

Grabarek said the public housing program to provide a place for the displaced people to live has been greatly accelerated, with indications that all 400 new public housing units will be completed in June rather than September as had been previously anticipated.

Officials Pleased At Reactions To Policy Explanation

By FRED WARDLAW
Herald Staff Writer

Residents of the East-West Expressway and urban renewal areas near John Avery Boys Club community center Tuesday night quizzed public officials for nearly two hours in a question-answer session dedicated to discussing problems of relocating families from the thoroughfare site.

Authorities were questioned by more than a dozen of the audience, whose number rose from about 30 at the start to around 50 at the conclusion.

Officials will meet at 7 o'clock tonight at the Children's House on Duke Street with residents of Expressway right-of-way dwellings in that area, again to discuss mutual problems.

Operation Breakthrough Executive Director William Pursell opened the session, introducing Executive Directors Carvie S. Oldham of the Durham Housing Authority and Ben Perry of the City Redevelopment Commission, and Redevelopment Commission's chief relocation officer, Al Blackwell.

After the meeting, both Perry and Oldham agreed their goal

standard housing and remain on the relocation lists maintained by the Redevelopment Commission, later to be eligible for additional relocation payments.

—People who now live in expressway houses which have not been purchased by the Redevelopment Commission should "Stay where you are until we notify you—there is no sense in going from the frying pan into the fire" by moving into another urban renewal project destined for rapid demolition.

—"If you don't live in the expressway right-of-way, don't worry about relocation — for awhile."

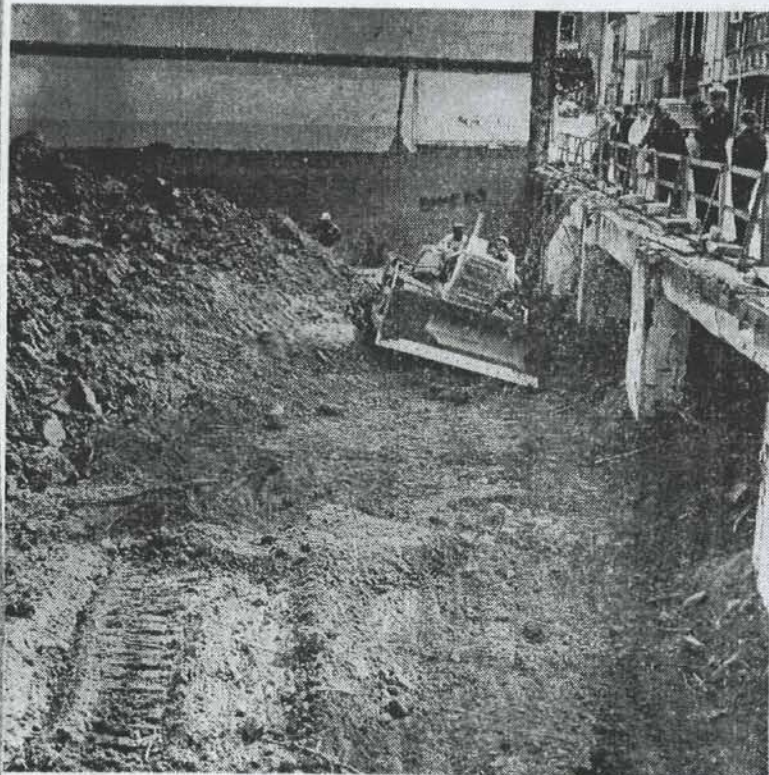
Oldham pointed out: —Families with too-high income for public housing should investigate purchasing homes. "You can afford to buy or rent on the private market," he directed to one woman after a question.

—Housing officials are striving to maintain a "place in which you would like to live and raise your children" in safe, decent and sanitary housing.

—A number of six-bedroom housing units are included in the Cornwallis Road and Fayetteville Street projects now under construction, dwellings which should accommodate several of those families with 10 to 12 children, heretofore a problem.

Section B-10 Pages

Saturday, October 22, 1966



(Staff Photo by Rumples)

Filling Up The Hole

Workmen continued Friday to fill in the hole left after demolition of the Piedmont Building as part of Durham's urban renewal program. Ten-

tative plans call for the site to be used as an "open space" park area, complete with grass, shrubs and possibly benches for weary shoppers.

Tuesday with 143 for the medal in the North and South Senior Men's Golf Tournament. Person medalist this year in the U.S. Golf Association Seniors Tournament and runner-up last year, carded 71-72-143 for the 36-hole qualifying test, a stroke under par. Gutlich, the present Trans-Mississippi seniors champion, had 70-73-143 for the two days.

Library Complex Locale Assailed

Suggested Site Said Too Costly

By BOB JACKSON
Herald Staff Writer

Two members of the Downtown Advisory Committee expressed Monday their disagreement with a proposal to use a downtown site overlooking police headquarters for a new city-county library.

Committeemen Worth Lutz and W. W. Edwards were critical of using an expensive parcel of downtown property for a non-commercial purpose.

They took part in an informal meeting with

Library Board members, Director of Library Services George Linder, City Redevelopment Commission Executive Director Ben Perry and City Manager I. Harding Hughes.

The parcel, bounded by Chapel Hill, Mangum and Parrish streets, has been suggested by the City Redevelopment Commission as the site for a combination library, theater, restaurant and parking facility.

The Library Board has said it is satisfied with the location as "almost ideal," but has objected to combining anything but parking with the planned library structure.

The purpose of the meeting, arranged by the Library Board,

was to iron out some of the difficulties involved in the library problem, including the anticipated objection from the Advisory Committee.

Both Linder and Library Board Chairman Dr. Ben F. Powell presented the case for retaining the location for library use, after some preliminary discussion in which Ben Perry stated that adding a theater and restaurant to the project was in effect an idea and not a concrete plan.

Linder said that the library's use depends on its being a part of the downtown "core."

He cited studies that show a distance of a few hundred feet away from pedestrian traffic flow means as much as a 25 per cent difference in library utilization.

Dr. Powell reiterated what Linder said, and added that the "government center" site was the only one of three considered by the Library Board that would allow the library room to grow.

Edwards wanted to know why such an expensive piece of land was singled out for purchase. He asked if cost factors were included with concerns of convenience in selecting a library site.

Linder referred to a national study that said it was as important that a library not be off the beaten track that a suitable site could cost half as much as the building erected upon it.

Linder also said that no definite price tag had yet been put on the parcel, which is scheduled for purchase by the City Redevelopment Commission.

Lutz said that he had read the same study, and that it made a good case for a library's inclusion in a city core.

But he pointed out that the site the Library Board wants to utilize because of its size and centrality is commercially desirable for the same reasons.

Lutz also noted that if other redevelopment parcels downtown are too small for the library, they would also be too small for major commercial development.

Dr. Powell urged that the problems be dealt with and that the project be expedited, so that federal funds for construction may be applied for while they are available, and so city plans for parking on the land may be made definite.

The city has been negotiating for purchase of property at the site to erect a 450-car parking facility designed to replace parking spaces scheduled to be sacrificed for a new city hall adjoining police headquarters.

Library Seeking Definite Commitment On Property

Representatives of the city-county library board were scheduled to meet this afternoon with Urban Renewal officials on definite commitments for the proposed site of a new downtown library.

George Linder, director of library services, in a report to the County Commissioners this morning, said "we have had no pipe commitment" on the cost of the site bounded by Chapel Hill, Mangum and Parrish streets.

Linder said the library would continue to fight the proposed erection of a restaurant and motion picture theater on the same

site. The board last month expressed opposition to the plan outlined by a Chapel Hill consulting firm.

He labeled the site as "almost the ideal spot."

"The library board has no disagreement with what the redevelopment commission is trying to do," he said.

"If all four things are placed on the same lot (library, parking garage, restaurant, motion picture theater) we would in the future be in the same position we now are in, no room for expansion," Linder said.

He said "We don't have anything to give the people, as yet." The library board is expected to ask the Commissioners to call for a vote on a bond issue and permissive operational tax levy early next year.

Linder said a location in the center of town is essential to give "all of the people the library service they need." He said to build a main library away from the center of town "would cost more to reach more

people," since, he said, such a location would not be convenient to everyone.

In reporting on progress made since the merger of the two libraries into one system last spring, Linder said that all technical processing had been consolidated into the Stanford L. Warren Library on Fayetteville Street.

He said only one of the two bookmobiles is being used now. "This just goes to prove what we could have accomplished by merging a long time ago," he added.

Linder said the re-registration of all library patrons, the first since 1955, is being handled by "our existing personnel, as best we can work it into our schedule." He said 2,600 new registration cards had been sent to patrons and 3,000 applications have yet to be processed.

In other action, the Commissioners issued a permit to Lowes Grove American Legion Post 416 to display fireworks Dec. 24 and 28.

Tuesday, Dec. 20, 1966



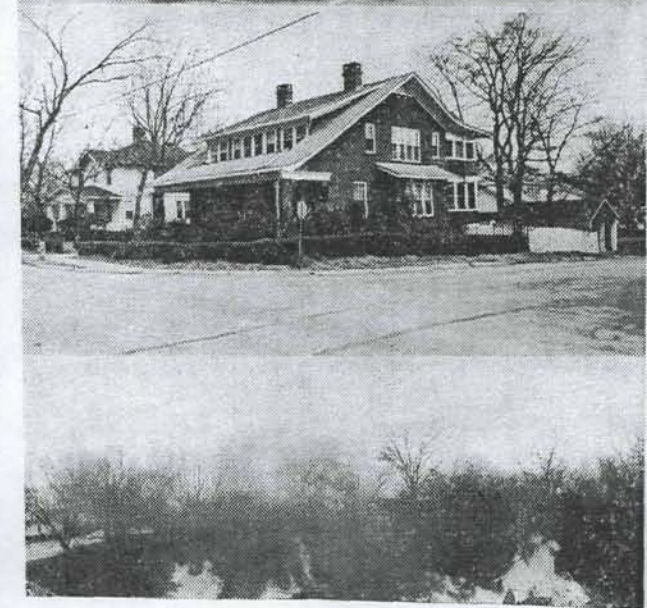
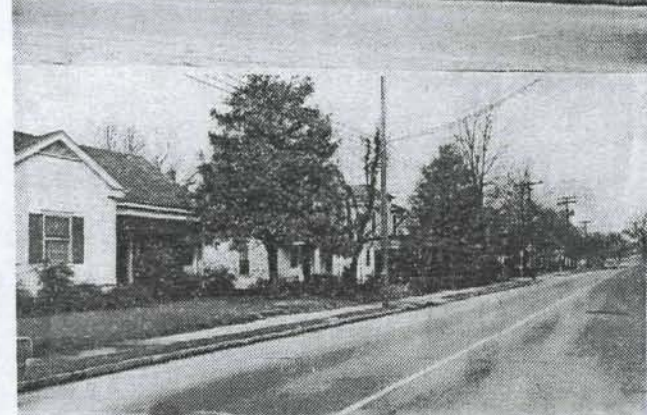
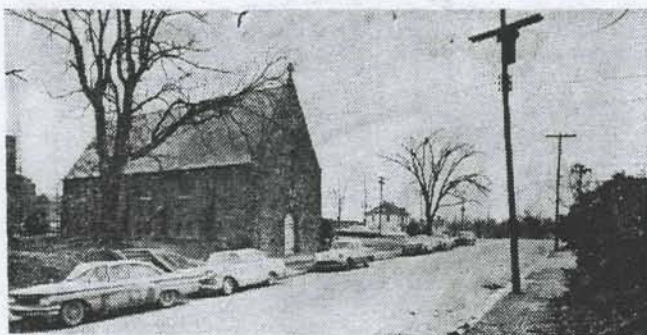
(Staff Photo by Thornton)

Housing Project Opens

Durham Housing Authority opened up the Cornwallis Road project Monday to families moving out of the East-West Expressway right-of-way. James Bennett, assistant to the executive director of DHA, said "most of the families moved in today or tonight," Monday night. Keys were issued to 34 families,

leaving six of the first 40 units turned over by contractor Nello L. Teer Co. to be assigned to families. Among the Monday occupants on Cornwallis Road were Eddie J. King, left, and his wife. Leroy Shepherd, right, assisted the couple into unit No. 26.

Expressway Path 1/5/67



ROUTE OF THE EXPRESSWAY—Going east from Chapel Hill Street, this picture sequence by Staff Photographer Charles Cooper shows the route of the first phase of Durham's \$20 million East-West Expressway. Buildings and lots or portions of lots to be taken by the city for the superhighway include from top to bottom, St. Paul Lutheran Church at Yates and Chapel Hill Streets; the old Brunson's building at Chapel Hill and Vickers; homes in the 800 block of Vickers Avenue; an area on Roxboro Street near Morehead and Proctor Streets where buildings already have been razed and debris is being burned; homes at the intersection of Mebane and St. Joseph Streets; businesses in the Hayti section at the corner of Fayetteville and Elm Streets and an area at the intersection of Alston Avenue and Glenn Street, already almost cleared and ready for construction work to begin. The State Highway Commission yesterday called for bids on the first phase of the Expressway, a 2.3 mile link from Chapel Hill Street to Alston Avenue. Bids will be opened on Jan. 24 and contracts are expected to be awarded at a meeting of the State Highway Commission in Raleigh on Feb. 6.

THE DURHAM SUN

WEDNESDAY AFTERNOON, JANUARY 11, 1967

Let's Not Drag It Out Too Long

The fact that no Durham contractors seem to be interested in the relatively small project that would be involved in sandblasting and otherwise improving the appearance of the blank wall abutting upon the new Five Points park area provides some food for thought.

The lack of response to the Redevelopment Commission's request for bids on the undertaking should not be allowed to delay indefinitely work on the wall, which is considered a necessary preliminary step before construction of the park, itself, can be undertaken later in the year.

If contractors in Durham and the immediate Durham area are not interested in the wall beautification project, even to the

extent of making inquiries and perhaps proposing a definite starting date that would better fit their current operating schedules, then the Redevelopment Commission probably would be justified in looking farther afield in a quest for bids.

We presume we are correct in having a belief that the Redevelopment Commission wants to, and intends to, make the Five Points Park project become an achieved reality before the end of the current year.

Since the beautification of the blank wall has been deemed essential and since it has been determined that this work should be done before bids are taken and a contract let on the construction of the park, itself, let's get on with it before too long.

City Puzzled Over Five Points Work

"I don't know" was the reply from a City Redevelopment Commission official when asked Monday just what will be done to beautify the Five Points wall at the grassy park.

A. M. Galbraith, director of the commission's downtown project, said there has been absolutely no response to the organization's request for bids for a sandblast and beautification job on the wall.

"I suspect . . . bad weather, and workers may be behind on schedule elsewhere," he mused. His "deduction" was that "there is too much other work around."

Galbraith noted that the beautification job is actually a "small" one in comparison with construction going on in the area.

No Bidders On Cleaning Wall At 5 Points— Left In Quandary

Officials of the Durham City Redevelopment Commission were in a quandary today about plans for the wall of an existing building adjacent to the "Five Points Park."

No one submitted a bid on the sand-blasting of the wall, according to Ben Perry, commission executive director.

Sand-blasting of the wall had been the first step toward cov-

ering it to blend into the park, which is to be developed with trees, shrubs, a sunken mall area and pedestrian benches.

The park is situated on the former site of the Piedmont Building, which was razed last year.

"We're not sure just what we'll do now. We'll have to take another look at the plans," Perry said.

DOWNTOWN Renewal Planning Begins

Jan 11, 1967

Agency Employs Consultant

By OWEN BISHOP

The start of detailed planning on Durham's downtown revitalization project was ordered today by officials of the Durham City Redevelopment Commission.

The order came as the commission executed a contract with a Columbia, S.C., engineering consultant firm for the engineering on the project.

Commission Chairman Robinson O. Everett signed the contract at noon, making it official.

The contract instructs the consultant firm to draw detailed plans for all street widening and relocation work; sidewalk installation; curb, gutter and paving work; water and sewer line installation necessary to implement the general plan for the downtown project.

Al Galbraith, project director, said the firm will be paid at a rate of 6.5 per cent of the actual cost of construction or about \$160,000.

The engineering task, to be handled by the firm under the direction of Robert Foye, will take about a year, according to Galbraith.

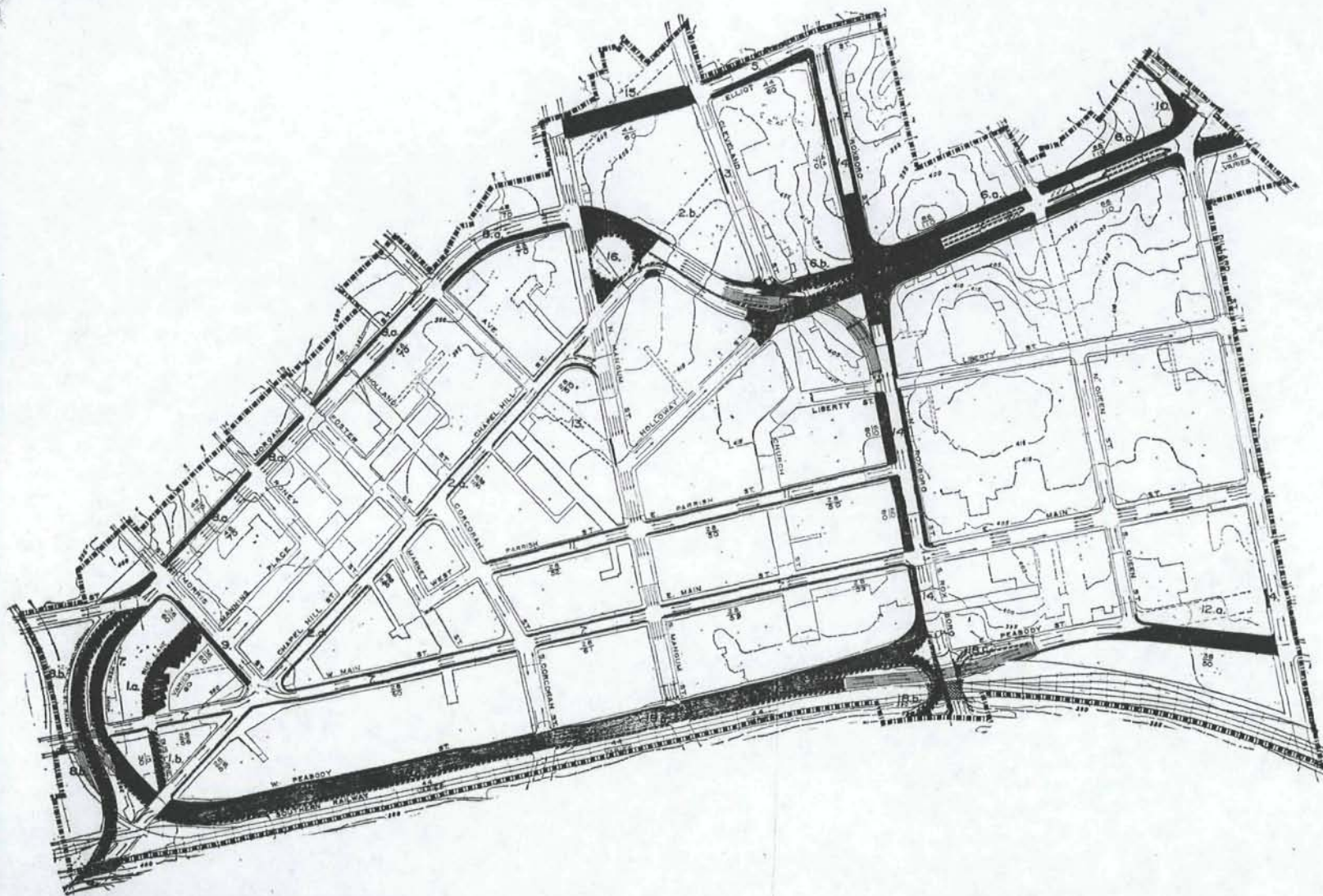
Once the job is completed, the commission has an option to retain the engineering firm to supervise construction on the project at a cost of \$40,000, under terms of the contract.

The downtown project calls for construction of a loop street around the 128-acre central business district, changes in street patterns in the area, provision of additional parking space and general rehabilitation of buildings.

Galbraith said the engineering contract specifies no priorities for handling the various jobs dictated by the project plan, but these will be determined by the commission's Central Business District Advisory Committee, a five-member group representing various business and civic interests in the downtown area.

"I expect that they (the committee) will recommend that the traffic loop be given top priority" because it is basic to the over-all plan.

The consultant firm will draw



REVITALIZATION PROJECT PLAN—This map, prepared by a Durham City Redevelopment Commission planning consultant, shows the general improvements to be made as part of the city's \$16.1 million downtown urban renewal project. Engineering on the improvements will be handled by Wilbur Smith and Associates, a Columbia, S.C., consultant engineering firm. A contract for the job

was executed today. A main feature of the plan is a traffic loop around the heart of the downtown business district, which would serve as a major artery for traffic in and out of the area or around it. The loop is planned to run generally along Great Jones Street, Morgan Street, Dillard Street and an extension of Peabody Street. The

plan also calls for construction of seven new parking lots, which would boost off-street parking space in the business district to 6,000 spaces. The over-all project also includes plans for widening of many downtown sidewalks, revitalization of the Five Points intersection, development of several malls or open spaces, and renovation of many

buildings—particularly their fronts. The project, covering a 128-acre area of the central business district, is being financed by a federal grant of \$9.3 million, plus the city's one-third share of its total cost. The engineering job, which is to be completed within about a year, will cost in the neighborhood of \$160,000.

Continued on next page



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"I expect that they (the committee) will recommend that the traffic loop be given top priority" because it is basic to the over-all plan.

The consultant firm will draw plans for the various jobs according to the priority established and present them to the commission for approval as each is completed, he explained.

Galbraith was enthusiastic in his praise for the "exemplary" attitude shown by the various agencies involved in preparing the engineering contract, particularly the city and the State Highway Commission.

He also commended Fifth Division Highway Commissioner J. B. Brame for cooperating in the matter.

"I couldn't have asked for better cooperation," Galbraith said.

Preparation of the contract, covering a period of about four months, followed some months of work by the commission in selecting a firm to handle the engineering.

Foye said the number of men to be assigned to work on the project will vary from time to time, but a crew of about 10 men will be in Durham next week to make "ground readings" for the preparation of new topographical maps of the city.

The new maps, which will become the city's property after the engineering job is completed, were needed because current maps are not drawn to the scale desired by the firm.

Foye explained that the 10-man crew will work here for about 10 days taking the readings, which will be forwarded to a map maker. As soon as the maps are completed, the firm's employees will get down to field and design work on the project.

Much of the work will be done in Durham and in the firm's Winston-Salem offices, Foye added.

Start of the \$16.1 million project was given a green light during the summer of 1965, when federal officials approved a \$9.3 million grant to aid in the financing of the project.

The grant was the full amount of the federal government's two-thirds share of the project's total cost. The remaining third must be paid by the city, but most, if not all, of the share is expected to be covered by credits for public improvements made in the downtown area.

The area included in the project includes generally all land between Great Jones Street and Dillard Street and between Pea-

Jan 11, 1967 (cont.)

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(Staff Photo)

Planning Contract Signed

Robinson O. Everett, seated, chairman of the City Redevelopment Commission, is shown signing a contract with the Columbia, S.C., planning firm of Wilbur Smith and Associates for the engineering phase of Durham's downtown urban renewal project. With Everett are, standing

left to right, Robert A. Foy, chairman of design engineers for the firm; Mayor Wense Grabarek, City Manager Harding Hughes and A. H. Galbraith, Redevelopment Commission director in charge of the downtown project.

Business Area Revitalization Planning To Get Under Way

Brass-lacks planning for revitalizing Durham's central business district is expected to begin next week, according to Robert Foye of Wilbur Smith and Associates.

The Columbia, S.C., planning firm signed a contract with the City Redevelopment Commission Wednesday. Foye will direct the engineering project, which calls for drawing detailed plans for streets and sidewalks and water and sewer line installation.

Foye said a crew of about 10 men will be in Durham next week to take readings for the preparation of new topographical maps city planners will use in their work.

The whole \$160,000 planning project is expected to take a year to complete. Under terms of the contract signed at noon Wednesday by Redevelopment Commission Chairman Robinson O. Everett, the firm can be retained to supervise construction of recommended facilities at the commission's option.

The downtown project calls for construction of a loop street around the 128-acre central business district, changes in street patterns in the area, provision of additional parking space and general rehabilitation of buildings.

Downtown project Director Al Galbraith said the engineering contract specifies no priorities for handling the various jobs dictated by the project plan. This will be determined by the commission's Central Business District Advisory Committee, a five-member group representing various business and civic interests in the downtown area.

"I expect that they will recommend that the

traffic loop be given top priority" because it is basic to the over-all plan, Galbraith said.

The consultant firm will draw plans for the various jobs according to the priority established and present them to the commission for approval as each is completed, he explained.

Galbraith was enthusiastic in his praise for the "exemplary" attitude shown by the various agencies involved in preparing the engineering contract, particularly the city and the State Highway Commission.

He also commended Fifth Division Highway Commissioner J. B. Brame for cooperating in the matter.

"I couldn't have asked for better cooperation," Galbraith said.

Preparation of the contract, covering a period of about four months, followed some months of work by the commission in selecting a firm to handle the engineering.

Start of the \$16.1 million downtown redevelopment project was given a green light during the summer of 1965, when federal officials approved a \$9.3 million grant to aid in the financing of the project.

The grant was the full amount of the federal government's two-thirds share of the project's total cost. The remaining third must be paid by the city, but most, if not all, of the share is expected to be covered by credits for public improvements made in the downtown area.

The area included in the project includes generally all land between Great Jones Street and Dillard Street and between Peabody Street and the northern property lines of properties on the north side of Morgan Street.

Redevelopment Body Asks For Closing Of 20 Streets

Expressway, UR Project Involved

By ROGER JOLLEY

Herald Staff Writer

The Durham Redevelopment Commission Monday asked the City Council to close some 20 streets in the N.C. R-16 urban renewal project, bounded by Duke Street, Pettigrew Street, Roxboro Street and Proctor Avenue, to expedite construction of the East-West Expressway and preparation of the project area.

The Council set Feb. 20 as the date for a public hearing on the street closing and ordered the publication of notice of the meeting.

B. W. Thomas, real estate director for the Redevelopment Commission, appeared before the council to ask for the closing.

He explained that the streets must be closed in order to allow grading, realignment of streets, and other aspects of preparing the area for redevelopment and the start of construction of the expressway.

The streets proposed for closing and abandoning include: Carr Street from Pettigrew Street to Morehead Avenue; Carrington Street from Morehead Avenue to Cobb Street; Carr Street from Mangum Street to South Roxboro Street; Matthews Street from Blackwell Street to the south boundary of the project.

Also, Michie Alley from Pettigrew Street south to an unnamed street which extends from Willard Street to Carr Street south of Portland Avenue; Morehead Avenue from South Duke Street to South Roxboro Street; Poplar Street from Roxboro Street to end of street; Portland Avenue from Warren Street to Carr Street.

Also, Proctor Street from Duke Street to Morehead Avenue; South Street from Vivian Street to south of Proctor Street; Tatum Place from Matthews Street to South Street; Warren Street from Jackson to Willard Street; Willard Street from Proctor Street north to the intersection with the proposed new street connecting Willard Street and the expressway.

Also, Adams Street from South Roxboro Street to end of street; unnamed street from Willard Street east to Carr Street between Portland Avenue and Morehead Avenue; Greenberg Avenue; Greenberg Alley from Proctor Street to end of alley; unnamed alley from Proctor Street to end of alley; Brady Alley (a ten foot alley extending from South Roxboro Street); and all alleys, streets and service drives in the block bounded by Ashton Place, West Pettigrew Street, Carr Street and Jackson Street.

In other action Monday, the council ordered the exercising of terms of options on four more pieces of property needed by the city for right-of-way for the East-West Expressway.



First Urban Renewal Construction Under Way

Durham's first private construction on urban renewal property, the new Downtowner Motor Inn, is beginning to take shape at the corner of Chapel Hill and East Pettigrew streets. The structure is the first undertaken on property sold to private interests by the Redevelopment Commission. This view, taken from the N.C. Mutual Building, shows

project N.C.R. 16 in the lower right half, separated from the downtown N.C.R. 26 project by Southern Railroad tracks. The Five-Points area in the background is scheduled to be revitalized. The two underpasses on the left are to be widened and modernized and the track right-of-way is to be landscaped.

Redevelopment Commission
P. O. Box 507
Durham, N. C. 27702
N-22 5 12 67 d

For Redevelopment

Sale Of City Parcels OK'd

The City Council's public works committee Monday recommended that the council approve the sale of two city-owned lots to the Redevelopment Commission for urban renewal project N.C. R.-52.

The two pieces of property are

among those slated for acquisition for project 6A, located northwest of the central business district. The project will include a low-income housing project and a high-rise structure for housing for the elderly.

One of the tracts is located at the southeast corner of Liberty and Taylor streets. It is a triangular shaped, vacant lot 114 feet by 87 feet by 130 feet.

The property was deeded to the city in 1962 in lieu of payments for taxes and assessments amounting to \$1,004.95. The Redevelopment Commission made an offer of \$1,525 for the lot.

The second lot is located at the southwest corner of Elizabeth and Liberty streets and is also a vacant lot. It is 162 feet by 89 feet by 135 feet.

It was acquired by the city in 1962 by way of tax foreclosure at a cost of \$1,931.29. The Redevelopment Commission offered \$2,000 for the lot.

The committee, also at the request of the Redevelopment Commission, recommended that the streets and alleys within urban renewal project N.C.R.-16 be closed and abandoned to allow the commission to begin the realignment of the streets and other redevelopment of the area.

However, the committee recommended that the city retain all utility easements in the area in case of later need.

The City Council at its last meeting set Feb. 20 for a public hearing on the closing.

In other action Monday, the committee recommended:

—The exercising of options on properties of Ethel M. Harris at 210 Vickers Ave.; D & W Investment Corp., 615 Ramsey St.; and Wadon, Inc., 605 and 607 Branch Place for acquisitions for expressway purposes.

—The awarding of \$150 to Chester D. Turner for the repaving of a drive at 1606 Juniper St. to connect with the street. A portion of the drive was removed by the city to permit access to the street when the street was constructed.

—The assessment of one-half the assessment roll for Dr. R. N. Craedick and Eaves Insurance Co. for sidewalk on Anderson Street.

—The closing and abandonment of an alley between Watts Street and Guess Road.

—The exercising of options on properties of F. J. Mangum heirs, and trustees of Ebenezer Baptist Church for sewer outfall easements.

—The exercising of an option on property of Lloyd W. Gardner for extension of N.C. Highway 751.

—The extension of water facilities immediately and sewer facilities when possible on Darwin Road from the city limits west to the end of Darwin Road and on Bentley Drive from Darwin Road south to the city limits.

—The extension of the 1966 street improvements program contract with William Muirhead Construction Co. for 30 days, to begin when weather permits.

—The making of official offers for property of Mary D. Belvin for sewer outfall easements and if the offers are refused that condemnation proceeding be instigated.

(Staff Photo by Cooper)

1/24/67 Library Group Progressing In Downtown Complex Plans

Space Need Information Due In Week

By BOB JACKSON
Herald Staff Writer

Trustees of the Durham City-County Library were told Monday that figures will be available within the week on how much ground area a new central library will need.

Library Services Director George Linder said that as soon as the figures are available he will meet with city officials, who expect to build a parking structure to share the library site.

The site in question is bounded by Rigsbee Avenue and Chapel Hill and Mangum streets, across from the post office. It is scheduled for purchase by the City Redevelopment Commission, which has proposed the site for library use.

Recently the proposition drew criticism from members of the Redevelopment Commission's Downtown Advisory Committee.

The opinion was expressed that the site was too expensive for library development, and too well suited for commercial use.

The Downtown Advisory Committee is now seeking the consensus of central business district merchants so that it may make a recommendation to the City Redevelopment Commission concerning development of the site.

Linder and Library Board members feel that the tract is an ideal location for a new library, and it is with this area in mind that they have sought ground area requirement figures.

"We know that we will need a total of about 70,000 square feet," said Linder.

"What we are trying to find out now is just how much area will be required for the ground floor of the structure. Then we can talk meaningfully with the city about how much of the lot we will need and how much they will need for parking," he said. "There will have to be some give-and-take, of course."

The site contains a total of 63,400 square feet.

Linder was optimistic in his remarks to library trustees about the library's chances of getting use of the land.

"There seems to be complete agreement on the city's part with what we are planning," he said.

"The city, after all, holds the trump card in that they have an option to buy much of the land, which they are now leasing," he said.

Linder explained to the Library Board that establishing ground-floor space requirements is the first step toward making concrete designs of the potential library building.

Durham Moves Toward New Look

Durham's massive urban renewal program, although beset by relocation and financial woes at times, took giant strides forward during 1966 toward the Redevelopment Commission's goal of remaking Durham into a shining steel and glass showplace by the 1970s.

By the end of last year, five major projects were well into execution and two others were

at least going into the advanced planning stages.

Commission Executive Director Ben Perry reported that Project One, officially designated as N.C.R. 16 and the largest of the projects, is moving rapidly toward the actual sale of land to developers for "redevelopment."

About 85 per cent of the land in the area has been acquired,

many of the buildings have been razed and the closing of streets and alleys has already begun to allow realignment and general improvements to the streets and work on sewer and water lines.

The area, bounded roughly by Duke, Proctor, Roxboro and East Pettigrew streets is to be redeveloped primarily for commercial use. Perry noted that

tentative approval has already been received for the sale of land to American Tobacco Co. and that interest has been expressed in about 70 per cent of the other sites.

Only about 30 families remain to be relocated from the project site out of about 400 originally in the area.

In Project Two N.C.R. 17, Perry pointed out that over 5 per cent of the land in the area has been acquired and that resale should begin during the first half of 1967.

The first resale in the area, bounded by Grant, Umstead and Fayetteville streets, will be a 14-acre shopping center. Also available will be four acres of industrial land.

The project is the site of a 200-unit public housing project which is nearing completion. Perry said he believed the entire project would be finished during 1967.

Durham's downtown renewal project, which last year was approved for a \$9.3 million grant, while moving slower than had been anticipated earlier, was beginning to pick up speed by year's end.

During the two years in which the project has been in execution, the commission has bought up some 11 per cent of the property needed and has rehabilitated about 25 per cent of

the businesses earmarked for such programs.

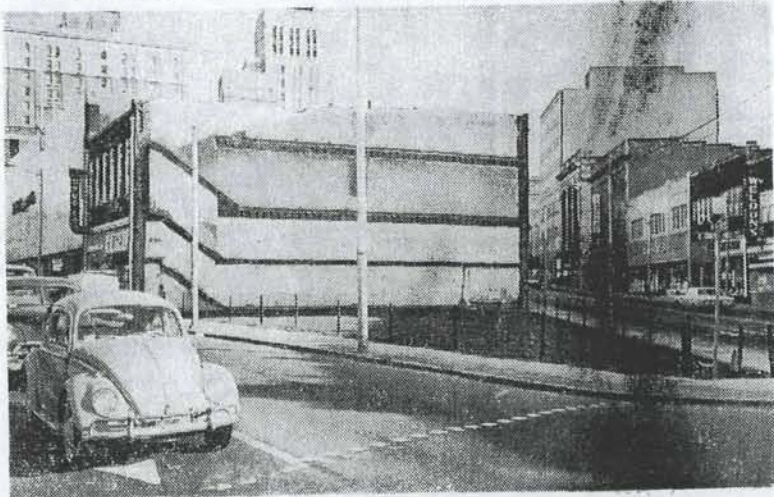
Perry noted that rehabilitation of the business area would not be pushed until improvements to streets, sewer and other facilities can be made. The contract for this portion of the project has been let about a month and will start during 1967.

The most spectacular progress made during the year in the downtown area was the razing of the fire-gutted Piedmont Building, Harvey's Cafeteria, the Malbourne Hotel and Bethel Chapel Church and the re-seeding of the Piedmont site in preparation for a "Five Points Park."

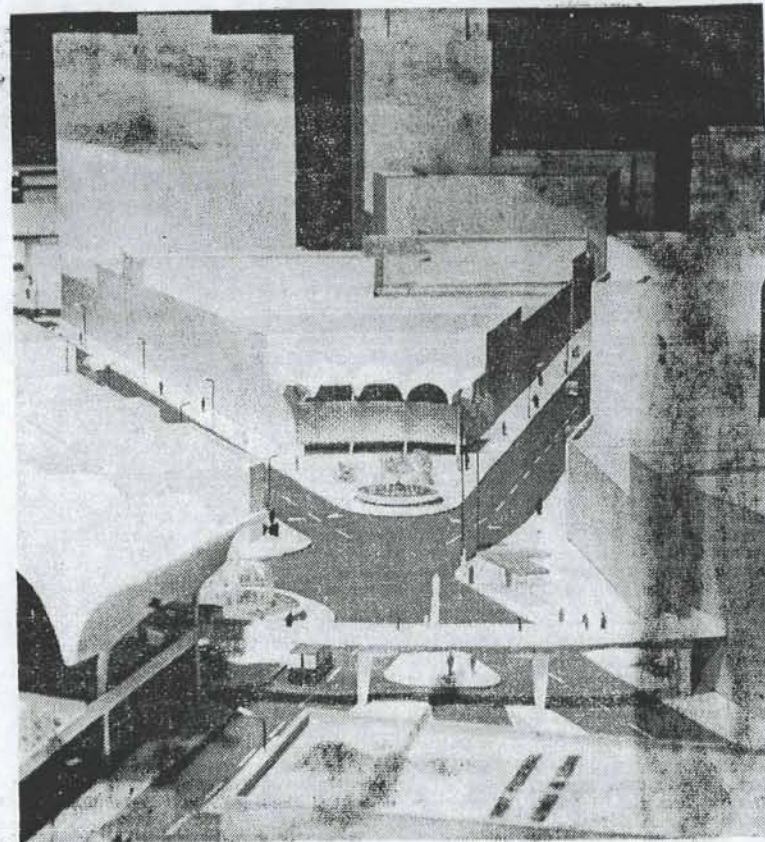
The city's major rehabilitation project, the North Carolina College or N.C.R. 41 project, is also beginning to show the effects of urban renewal.

Some 40 per cent of the houses in the area have been rehabilitated under a system of grants and loans set up early in 1966 by the commission. Under the system, homeowners can get low interest loans or outright grants, depending upon their financial standing, for the improvement of their homes.

Perry also noted that a \$600,000 contract for street and facility improvements in the area will be let during the first six months of the year.



This Is The Beginning



With Hopes For This

DURHAM, N. C., TUESDAY AFTERNOON, FEB. 28, 1967

Library Board To Draft Downtown Unit Plans

Architect, Consultant To Confer

Planner Says
Library Needs
Big Ground Floor

By HORACE MANSFIELD

A planning session to set the design for the proposed downtown library building will be sought when Durham Public Library officials will meet Saturday with the architect and consultant on the project.

George F. Linder, library director, reported today that the library board members will hold talks with J. Russell Bailey of Orange, Va., project consultant, and Charles Knott of Durham, architect.

Linder said the session probably will be the first of several meetings expected to be required to design the proposed 70,000-square-foot building now scheduled to be erected on a triangular-shaped tract bounded by Chapel Hill, Mangum and Orange streets.

Meanwhile, discussions between city and County officials and representatives of the library board have been held to coordinate planning to locate both the library and an off-street parking garage on the triangular block, according to City Manager Harding Hughes Jr.

Hughes said he and Linder "agree that we'd like to have both the garage and the library if we can." He said the discussions are continuing "in the spirit of trying to work something out" and to coordinate all the various agencies involved.

Linder said "I think it's a perfect lot with parking. We would want to consider the parking garage as an access to the library."

He said "we are holding back in our planning until we get a definite commitment" from the Urban Renewal Commission.

"After we get a commitment, then we can start moving ahead," Linder said. "We can go ahead with our planning while they are still getting clear titles to the land," he added.

He said one of the major considerations in the planning of the library is "availability to the public."

He said around 30,000 square feet on the main floor will be required, with the remainder of the 70,000 square feet of space needed built into a second floor or basement designed in coordination with the site and parking garage. Future space needs will be met by planning the building so that another floor could be added on top, he said.

"All we can do is go up," Linder said. The library-parking facility site covers only 66,400 square feet, with 30,000 — nearly half of it — expected to be used for the library surface area, he said.

"Services to the public must have priority for the main floor," Linder said.

He said this floor should contain the main reading room, the main circulation desk and processing area; the children's room and story hour corner; a reference area including a desk for a reference librarian; the card catalog area; space for a public copy machine; a large periodical and newspaper file area; and a large open book stacks area.

Linder said a drive-up customer service window "may be considered."

The bookmobile loading platform and adjacent book stacks area must be accessible to "one

More Comprehensive Rules Called For By UR Official

Perry Says Action Would Aid 'Rehab'

By ROGER JOLLEY

Herald Staff Writer

Ben Perry, executive director of Durham's Redevelopment Commission, Wednesday charged that while rehabilitation projects are definitely working in small cities such as Durham, there is a need for more comprehensive rules and regulations on the part of the federal government to fit this type of urban renewal.

He also suggested a liberalizing of rules covering grants and loans which are distributed to home owners for improvements to their dwellings as one means of improving the rehabilitation system.

"I have recently come to the conclusion that rehabilitation - conservation projects are the salvation of urban renewal, whether it be a small or large community," Perry noted.

"I did not reach this conclusion overnight, and not without giving proper credit to clearance projects, but I feel that a community can and will withstand just so much total clearance, and then urban renewal must seek to better the community through improving the existing structures and facilities," he added.

At present, Durham has four total clearance projects underway and two rehabilitation projects.

One of the "rehab" projects is in the North Carolina College area, where 232 acres of residential dwellings are being brought up to Redevelopment Commission standards.

The other project is the N.C.R.-26 project encompassing downtown area of

rehabilitation projects as one means of lessening the burden on small communities.

In the area of grants and loans for home improvements, he noted that the size of the grants is not enough to permit effective rehabilitation and that use of the grants is held to improvements to the existing structure.

"In Durham, this has been a real point of controversy because our plan calls for outside improvements including paved driveways, permanent walks and outside storage area. All of these are ineligible expenses under the current grant program," he said.

Perry said federal regulations limiting loans to \$10,000 are hampering the programs since they do not allow the refinancing of second and third mortgages. He also charged that FHA officials sometimes "scrutinize" the client's credit standing too closely and use "slowdown" tactics.

He also suggested that back taxes and street assessments be made eligible items for use of loan funds and that the grant and loan programs be extended to cover commercial rehabilitation as well.

Rehabilitation projects involve primarily the improvement of dwellings or businesses which already exist in the area, rather than the clearance of all structures and their replacement with new buildings.

One of the chief problems pointed out by Perry is the large, highly trained staff needed to effectively carry out a rehabilitation project under federal guidelines.

"This is fine for a community such as Atlanta, Louisville or Nashville, but for College Park, Ga., High Point, N. C., Little Washington, N. C. and Durham, this presents a problem in staffing alone," he said.

Perry suggested a new set of rules designed especially for re-

Wednesday, February 8, 1967

Renewal Body Issues Notes Of \$773,000

By ROGER JOLLEY

Herald Staff Writer

Morgan Guaranty Trust Company of New York was the low bidder Tuesday on \$773,000 in preliminary loan notes issued by the Durham Redevelopment Commission for urban renewal project N.C.R.-52.

E. M. Hunter, deputy urban renewal director, said the New York firm's bid of 2.79 per cent interest with a premium of \$31 was the lowest of seven submitted to the commission.

The preliminary loan notes will be dated March 7 and will mature March 22, he said.

Hunter noted that the low bid, which represents the interest to be charged on the loan, compares favorably with bids received last year on other similar note issues.

Interest rates of 3.38 per cent, 3.39 per cent, and 3.40 per cent were bid on notes issued in June, 1966.

The 2.79 per cent figure bid Tuesday represents a decrease of some .59 per cent over the previous year and thus approximately \$4,130 less interest the city will have to pay on the \$773,000 loan.

Other bids received were: North Carolina National Bank, 2.81 per cent; Bank of America, San Francisco, 2.82 per cent with \$39 premium; First Union National Bank, 2.84 with \$7 premium; Central Carolina Bank and Trust, 2.8999 per cent; Wachovia Bank and Trust, 2.95 per cent; and Franklin National Bank of New York, 3.15 per cent.

Included in the plans for the \$3 million housing project is a 100-unit high-rise structure to be rented exclusively to elderly persons.

Rehabilitation of the area, which is expected to take about two years, is expected to cost about \$1.5 million. The larger part of the area will be developed into low-rent public housing, with the remainder being developed for commercial use and a small publically owned open space area.

Hunter said proceeds from the bond sale will be used to pay off a loan received from the federal government for the start of the project. He said additional bonds might be sold several times before the project is completed.

At the completion of the project, all bonds would be redeemed with urban renewal funds from the city and the federal government, with the city paying one-third and the government paying two-thirds.

The project calls for acquisition and clearance of the area bounded roughly by East Main Street, Dillard Street, Liberty Street and the Norfolk and Western Railroad tracks.

The area includes the site of a 214-unit public housing project to be erected by the Durham Housing Authority.

Project Field Work Near Downtown

Crew Due To Report This Week

To Do Design
Work; Priority
Seen For Loop

By OWEN BISHOP

A work crew from Wilbur Smith and Associates, Columbia, S.C., engineering consultant, is expected to report to Durham within the next several days to begin work on the engineering for Durham's downtown revitalization project, the project's director reported today.

Al Galbraith said the firm's subcontracting mapper has already taken "ground readings" for the preparation of new topographical maps of the city, which will be used for the engineering work, and the maps are nearly completed.

The new maps, which will become the city's property after the engineering job is completed, are needed because current maps are not drawn to the scale desired by the firm.

As soon as the firm's employees reviewed the new map designs, they will report to Durham and begin field and design work on the project.

However, Galbraith said a few technicalities remain to be worked out with city officials regarding the order in which the engineers will proceed with design on various items in the engineering contract.

In addition, the commission's Central Business District Advisory Committee, a five-member group representing various business and civic interests in the downtown area, will be given an opportunity to express its preference on the priority to be followed in the engineering work.

The committee is expected to recommend that the downtown traffic loop be given top priority because it is basic to the overall downtown plan.

The engineering contract, which was executed last month, instructs the consultant firm to draw detailed plans for all street widening and relocation work; sidewalk installation; curb, gutter and paving work; water and sewer line installation necessary to implement the general plan for downtown project.

The firm will be paid at a rate of 6.5 per cent of the actual cost of construction, or about \$160,000.

The job is expected to take about a year to complete.

Once it is finished, the commission has an option to retain the engineering firm to supervise construction on the project at a cost of an additional \$40,000, under terms of the contract.

The \$16.1 million downtown project calls for construction of a loop street around the 128-acre central business district, changes in street patterns in the area, provision of additional parking space and general rehabilitation of buildings.

Robert Foye, who will oversee the engineering project for Wilbur Smith, said much of the work will be done in Durham and in the firm's offices in Winston-Salem.

The area in the project plan includes generally all land between Great Jones Street and Dillard Street and between Peabody Street and the northern property lines of properties on the north side of Morgan Street.

Brightening Spot In Drab Picture

If the redevelopment of downtown Durham appears to be moving rather slowly, it is!

Officials responsible for the planning—and for the carrying out of the plans—say that the downtown development is proceeding generally according to plan, that progress is being made, and that when the current engineering survey is completed even more rapid progress can be expected. We hope so, and fervently, at that!

At least one bright spot has developed in the somber picture which shows great gaps in the northern business front of Main Street between Mangum Street and Roxboro Street along with the vacantly staring fronts of several other spaces that formerly housed business establishments.

A contract finally has been let for cleaning the demolition-scarred wall of the building adjacent to the projected park area at Five Points. Work on that phase of the park project is expected to get under way soon—during March.

Final plans for the park, itself, also are to be completed by the end of this month, according to Rufus Coulter, landscape architect engaged by the city to design the park. Testing of the soil used in filling in the large excavation, to determine its compaction in relation to its readiness for construction of concrete footings for the park, is scheduled to be done Monday—weather permitting. Construction of the park is expected to be completed by next winter.

It is consoling to realize that the site of one former eyesore, the fire-gutted Piedmont Building, may become a spot of beauty before the year's end.

If prospects for sightly utilization of the former sites of Harvey's Cafeteria, the Malbourne Hotel, and a few empty store fronts in the neighborhood of the former Harvey's site appear to be somewhat less definite and secure, perhaps one can find a bit—a little bit—of solace in the old reminder that "Rome wasn't built in a day."

Durham Sun March 11, 1967

Friday, March 10, 1967

Happiness Is A Firm To Beautify Five Points Park Wall

By ROGER JOLLEY
Herald Staff Writer

Delayed by a lack of success in finding someone to undertake the task of cleaning the brick wall facing the site of Durham's Five Points Park, City Redevelopment Commission officials happily announced Thursday that they had found a taker.

A contract for the job, which consists of cleaning plaster and paint from the wall which was left after demolition of the old Piedmont Building, has been awarded to Heizer Construction Co. of Durham, accord-

ing to A. H. Galbraith, director of the downtown urban renewal project.

Work on the \$3,500 project, which will conclude the first phase of the establishment of a tree-studded, mid-town park, is expected to begin during the month of March.

A thorough cleaning of the wall of the building adjoining the park area was suggested early in the park's planning stage in order to provide a pleasing backdrop for the shrubs and trees which will be placed on the site.

Rufus Coulter, a landscape architect who has been retained by the city to design the park, noted that the idea is to create a "plaza-like garden" in the midst of downtown Durham and that the trees and park should be the center of interest.

"We felt that the wall, which we believe is made of old, weathered brick, would make a good backdrop for the park, being pleasant to look at, but not overpowering the whole area," he said.

"The idea is to make the wall pleasant to look at, without making it the center

of attention. The trees are the important thing," he added.

Coulter said final plans for the park will be completed by the end of March and construction of the park should be finished by next winter.

Plans now call for a wide expanse of trees and shrubs surrounding a sunken court with built-in benches.

It is to be furnished with large, mature trees of varying types which Coulter said would blend with the surroundings when in bloom and give an "interesting pattern" during the winter.

Plans call for four Cherry Laurels of about 20 to 25 feet in height along the wall of the adjoining building, two trees of the same size midway between ends of the park and a large evergreen flanked by red berry holly trees at the Five Points end.

Galbraith noted that the full effect of the park would not be realized until the sidewalks in the area can be widened. The park is to be built before such work is begun, but with the aim of making the two complement each other later.

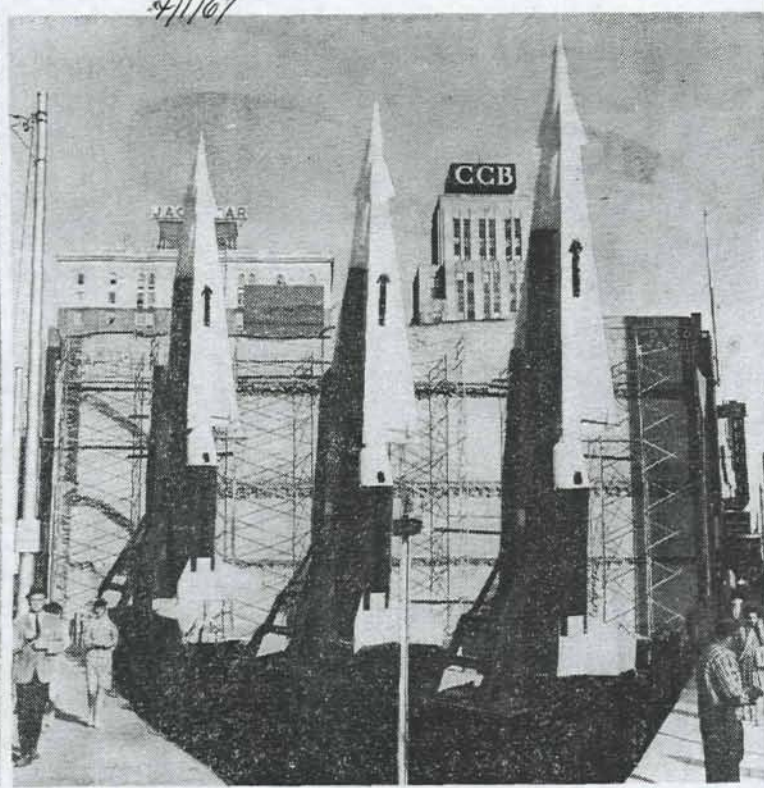
With the widening of the sidewalks, which

can be done only after on-street parking is removed, the park site would be rounded, removing the tip of the site which now protrudes into the Five Points intersection, he said.

The project will begin to move ahead Monday with a testing of the compaction of the soil used to fill the basement portion of the Piedmont Building, Galbraith said.

Coulter and a work crew will be on the site from 9 to 10 a.m. making test borings for the soil so predictions can be made about construction of footings for the park.

4/11/67



(Staff Photo by Rumolo)

It's Decided: Missiles For Five Points Park

After long disagreement, it was finally decided Friday what to do with "Five Points Park" when the U.S. Air Force quickly condemned the property and set up a missile base. The Air Force is mum about where the missiles are targeted, but it is rumored that they are set to be triggered if one more case of deter-

gent is poured in the First Federal fountain across the street from the Nike arsenal. Mayor Wense Grabarek hailed the installation, saying, "This makes our fair city the number one enemy target—in the production of sheets and pillowcases. I feel it is a wonderful April Fool's Day gift."

Art Guild Sets Special Events

The Durham Art Guild has announced a number of special events in connection with the city's Community Arts Festival.

Featured will be a downtown art tour, from April 4 to May 21. It will include the works of Durham Art Guild members in 45 shops and banks throughout the city.

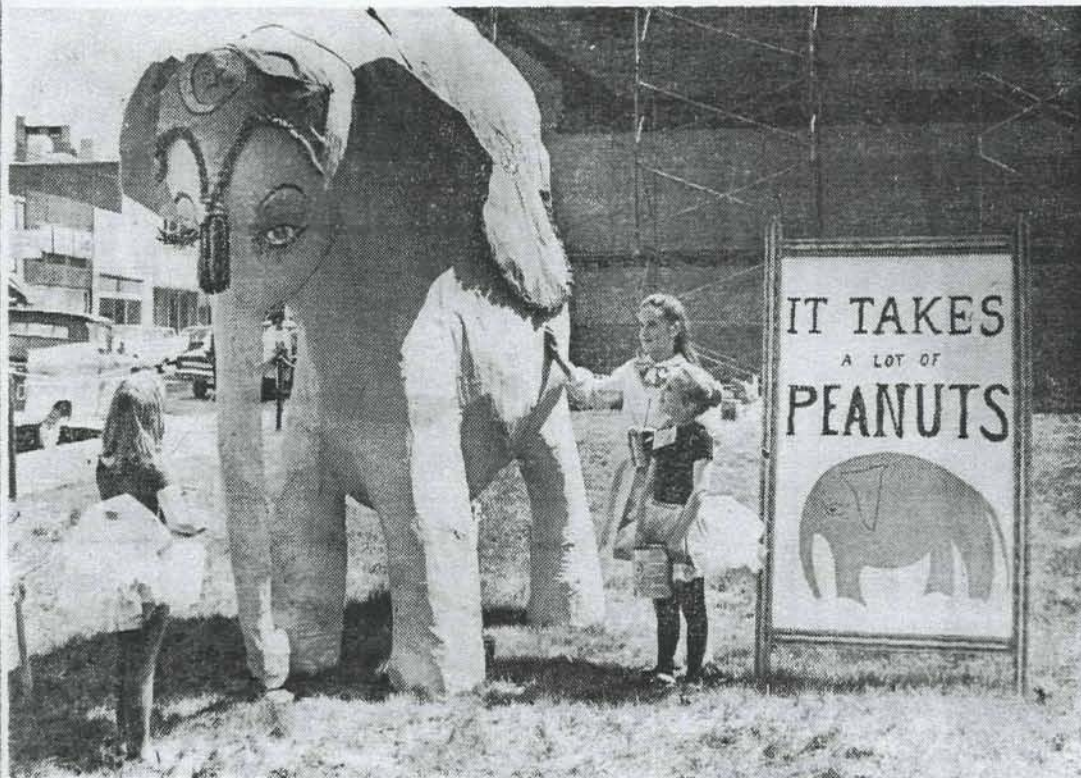
Other events include one-man shows by Nadine Vartanian and Mike Goins at the Downtown Gallery, Evelyn Skinner at the city manager's office in City Hall, Elizabeth Willis at the Redevelopment Commission offices and John Pope at the Community Planning Council offices.

A City Schools Art Exhibit will be on display at the Civic Center from April 5 through 13 and at Duval Hackett Florist April 14-23.

Professor William S. Heckscher, chairman of the department of art at Duke University will give a lecture at the Allied Arts building on April 24 at 8 p.m. in conjunction with an exhibit of his works through May 29.

A student art show will be held at Wellons Village Shopping Center May 1 through 6 with awards being distributed May 6 at 11 a.m.

A sidewalk art show will be held at Northgate Shopping Center May 21.



An Artful Elephant At Five Points

(Staff Photo by Moore)

Workers from Allied Arts erected a fancy elephant at the Five Points Park Saturday to call attention to Durham's Community Arts Festival

during April and May. Adding the finishing touches to the papier-mache mastodon are, left to right, Laurie Barham, Lise Roll and Susan Jones.

83 Public Housing Units About Ready For Easing Relocations In Expressway

High-Rise Apartment Plan Sent

Related Story On 6B

By FRED WARDLAW
Herald Staff Writer

More than 80 apartment units in two southern Durham projects will be turned over to the Durham Housing Authority next week and plans and specifications for another public housing development have been sent to federal officials for final approval.

Housing Authority Executive Director Carvie S. Oldham announced Thursday that building contractors of the Fayetteville Street and Cornwallis Road projects will release 83 units next week.

"Families to be placed in these units will be moved from the East-West Expressway right-of-way," Oldham noted. Their departure to public housing "will probably leave not more than eight to 10 families" in the right-of-way, he estimated.

Oldham said 20 units in the Fayetteville Street project eventually to contain 200 units—will be made available Monday. This marks the first turn-over of units for occupancy there.

Another 20 units in this project are to be released to housing officials on Wednesday. Oldham said 42 more apartments in this Hayti area housing development are to be available "later this month," but that a date is not set as yet.

Builders of the Cornwallis Road development, also to contain 200 apartments, are to relinquish 43 units Monday, Oldham stated. This will bring to 125 the total in this project which have been turned over for occupancy.

The Nello L. Teer Co. of Durham is contractor on the Cornwallis Road project and the M. B. Kahn firm of Columbia, S.C., is building the Fayetteville Street project. Oldham said units in the Kahn development would have been available earlier, except for weather conditions.

Oldham, discussing the high-rise apartment project for elderly occupants to be built at the corner of East Main and Dillard streets, said final drawings were sent Thursday to the Atlanta regional office of the housing administration section of the Department of Housing and Urban Development (HUD).

"We expect to hear from them within 10 days," he said. Final approval of the plans and specifications is anticipated. As far as the housing authority is concerned, "We should be ready to go in 30 days," he added.

Property still has to be bought, cleared of structures and title to the land resold to the housing authority, however.

The City Redevelopment Commission, which has obtained some of the necessary land, is hoping to wind up this phase sometime this year.

The high-rise structure would have 106 apartment units. The structure and a new housing authority central office are planned on a 4.5-acre tract near the corner of the property.

A townhouse-styled housing development of 114 units, with four to six apartments per building, is anticipated for the other 16 acres in the project.

Public Housing Not Enough, Says Perry

Ben Perry, executive director of the Urban Redevelopment Commission of the City of Durham, stated in response to a

question Monday night that public housing by itself does not meet the housing needs of Durham.

Perry, speaking to approximately 60 persons at a meeting of the Durham Council on Human Relations, did not offer any other specific solutions to Durham's housing problem. At another point in his remarks, however, he alluded to the need for enforcement of the city's minimum housing code, particularly in the Edgemont area.

A "dire need" exists, according to Perry, for rehabilitation of persons being relocated from blighted areas, "so that they can learn to live in their new environment. You may move a man who hasn't had a bath in 10 years — that's because he didn't have any water."

Durham's antipoverty agency, Operation Breakthrough, "is beginning to help these people considerably," Perry stated. He said that the Redevelopment Commission itself has only one social worker to help in rehabilitation.

Perry said that until recently, Durham's public housing projects would not accept persons with police records, or mothers of illegitimate children. Although this ruling has been changed, he said, such people can be evicted if their behavior doesn't improve while they are living in a project. "These are the people we need to help most," he said.

Questions from the audience following Perry's remarks indicated feeling on the part of many that the location of many public housing projects in the southeastern section of the city may add to problems, such as a high crime rate.

Perry agreed this is an unfortunate situation, and said he regretted his own suggestion as to location of the project in the Lincoln Hospital area.

In closing, Perry said that he was "delighted" to see the interest of the council in Urban Renewal, because "I had no idea there was a well-formed group with this interest."

3-26-67

Housing Problems To Be Discussed

A panel discussion on "Housing for Low-Income Families — Its Realities and Its Potential" will be sponsored by the League of Women Voters Thursday at 8 p.m. at the YWCA on W. Chapel Hill Street.

Sitting on the panel for the public meeting will be Werner Hausler of Cogswell, Hausler Associated Architects of Chapel Hill; Walter Smith, director of the Low-Income Housing Development Corp.; Floyd Fletcher, president of the Durham Chamber of Commerce and a founder of Durham Homes, Inc.; and Fred J. Herndon, local builder of both private and public housing.

Hausler will emphasize his discussion through illustrations of new designs, materials and techniques in building homes for low-income occupants. Smith will explain various government assistance programs available to private builders and sponsors of low-income facility development.

Fletcher will reflect on the business community's plans to relieve the local housing shortage and Herndon will highlight practical problems and possible solutions in construction of residences for the low-income earner.

Mrs. F. Hodge O'Neal, vice president of the league and chairman of the organization's committee studying local housing needs in Durham, will serve as moderator for the discussion.

Commenting on the study, Mrs. O'Neal pointed out "in the 1930s 'public housing' was a box with heat, a cookstove and running water. But that was a long time ago. It is alarming to

learn that in 1968, at least 6,900 of the dwelling units in Durham City and County were rated substandard by the building inspection departments. And some 4,700 of these had no plumbing and many also had structural defects.

"While Durham has 1,421 units of public housing with 337 more under construction, as of December 1968, the waiting list of eligible applicants numbered 977."

Working with Mrs. O'Neal on the league study committee are Mrs. Philip Pratt, Mrs. Scott C. Puckett, Mrs. Arnold H. Taylor, Mrs. Michael Stack, Mrs. D. A. Livingston, Mrs. Nelson Lipshutz, Mrs. Philip Stevenson and Mrs. Kenneth Pye.

City Moving To Enlarge Scope Of Downtown Plan

Consultant To Extend City Study

Will Include
Steps To Speed
Flow Of Traffic

By OWEN BISHOP

The engineering consultant firm now preparing detailed plans for Durham's downtown revitalization project may be asked to extend their study to include an analysis of downtown loading and unloading areas for buses, trucks and refuse collection, city officials reported today.

A proposal calling for the additional study by Wilbur Smith and Associates of Columbia, S.C., which has been approved by the City Council's Public Works Committee, is expected to be submitted to the Council Thursday.

This study would be authorized by a contract between the firm and the City of Durham which would be entirely separate from the consultant's contract for the downtown project engineering.

Wilbur Smith has been taking initial steps since January to plan street widening and relocation; sidewalk installation; curb, gutter and paving work; and water and sewer line installation required by the general plan for the downtown project.

The work is being done under a contract with the City Redevelopment Commission at a cost of about \$160,000.

In addition, the commission has an option to retain the firm to supervise construction of the project's improvements at a cost of \$40,000.

City officials said they felt the firm should be engaged to study the downtown loading and unloading areas in order to facilitate adequate planning for them in the over-all downtown renewal project.

Another matter to come before the Council's committee-of-the-whole Thursday is a proposal calling for non-assessment on sections of several sanitary sewer outfalls which were ordered to serve newly-annexed areas. The proposal has been approved by the Public Works Committee. The streets where these sections are located, and the reasons for not assessing for the work, are:

Midland Terrace, 175 feet, insufficient amount to assess; Melbourne Street, 200 feet; across storm drain and insufficient amount to assess; Kenmore Road, 130 feet, insufficient amount; Clayton Road, 175 feet, across storm drain and drain ditch; Glasgow Street, 240 feet, not accepted for maintenance; Rugby Road, 140 feet, across storm drain; Bentley Drive, 500 feet, outside city limits; Thelma Street, 175 feet, not accepted for maintenance; Southerland Street, 140 feet, across storm drain; Welton Avenue, 400 feet, not accepted for maintenance; Roxboro Road, 510 feet, construction already in progress; and Chapel Hill Boulevard, 3,605 feet, construction already in progress.

Charges Renewed, Denied In Expressway Relocation

By ROGER JOLLEY
Herald Staff Writer

Another setback has been leveled at the City Redevelopment Commission for allegedly moving East-West Expressway residents into "dumps" and has been denied by commission officials as the Friday deadline for execution of the expressway contract draws nearer.

Mrs. Ann Atwater, chairman of the housing committee of the United Organizations for Community Improvement (UOCI), charged that of all the relocation cases considered recently at a hearing before the commission, 10 were assigned to substandard housing.

"If they (the residents) were to move today, they would move into substandard housing," she said.

Ben T. Perry III, executive director of the Redevelopment Commission, refuted Mrs. Atwater's statement saying that commission records do not show that any of the persons were assigned to substandard housing.

He noted that some of the residents may have found housing on their own that was substandard.

"It should be noted that the Redevelopment Commission does not assign families to public housing or any other housing, we simply offer referrals and technical assistance," he said.

"We have no control over the final decision of a project resident in accepting or rejecting a particular house whether it be standard or substandard," Perry added.

Mrs. Atwater also charged that "one man was moved by Urban Renewal into a house with an out-door toilet. The porch is falling in on another. Others have holes in the roof, floors and walls."

Perry stated that the commission "has never moved anyone into a house with an outdoor toilet."

this structure of her own volition."

"This situation occurs often and if the house is brought up to city standards by the landlord within 90 days, the claim will be paid. Otherwise, we will assist this individual in relocating again," Perry said.

"The Redevelopment Commission appreciates the efforts of Mrs. Atwater and UOCI and we

hope that in the future we may work together toward providing better housing for Durham," he said.

"It would be appreciated if Mrs. Atwater would come to the Redevelopment Commission with any of her problems rather than making a news release that has to be answered in this manner," he added.

Some 19 families and indi-

viduals remain in the expressway area, according to Perry. Most of these will be moved into public housing, temporary housing or housing outside the expressway area, he said.

None of the houses will be substandard, he added, pointing out that some of the houses are now substandard, but that repairs are being made to all of them.

He added the house must have been located by the resident himself, but any information on the matter which Mrs. Atwater could supply the commission would be appreciated.

In her charge, Mrs. Atwater pointed out that one woman whom she said had been "moved by the Redevelopment Commission" had been notified by letter that her house did not meet the requirements of a decent, safe and sanitary unit and thus she could not receive a relocation adjustment payment.

She said the letter also stated that "You (the resident) have 90 days from the date of this letter in which to relocate to a suitable dwelling or to repair your current dwelling."

The letter also stated that the "dwelling does not comply with electrical code, plumbing needs repairing and foundation needs tuck pointing," Mrs. Atwater said in a news release.

In this case, Perry pointed out that "the particular individual in this case moved into

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THE PRINCIPAL CITY OF NORTH CAROLINA

SATURDAY AFTERNOON, APRIL 22, 1967

What Is Really Behind All Of This?

Points reported publicly by City Redevelopment Commission officials on Thursday and other things that merely have been hinted at from time to time seem to support unofficial suggestions that have been made at times that the program to relocate some families in the path of the Expressway project has been obstructed.

Redevelopment Commission Executive Director Ben Perry reported on Thursday that there were about 86 families in the area when relocation began, but that "we have moved at least one and one-half times that many."

Other families have taken up occupancy in dwellings in the area as soon as they were vacated. "We've moved four families out of one house down there," Mr. Perry reported.

In an effort to halt the practice, "I've had to start having the doors taken down and the windows broken out every time a house is vacated," he added.

There have been reports that efforts by the commission's relocation staff in the affected area have been and are being undermined to a certain extent by some individuals. Those reports are not new. They have been current for a good many weeks. They have included reports that individuals were encouraging occupants of housing in the Expressway area to resist all efforts to relocate them.

Mr. Perry has stated that a total of 26 families remain to be relocated from the Expressway right-of-way, and that relocation space is available for all of them. For 25 of them, relocation housing that has been offered is "safe, decent and sanitary." In the remaining case, of one individual, the available relocation facility admittedly is substandard but is one that could be used until other, more suitable

housing is found, Mr. Perry reported.

Moses Burt Jr., attorney for the United Organization for Community Improvement (UOCI), and Howard Fuller, who identified himself as a representative of the Durham Committee on Negro Affairs at Thursday afternoon's hearing by the Redevelopment Commission but who is also a "community action" employee of the North Carolina Fund and an erstwhile employee of Operation Breakthrough, made this observation at the hearing:

Many persons do not want to move to public housing because of the "higher rent" and because they are afraid they will be forced to leave later.

How much higher rent—and higher than what? Higher than free? And why should they be afraid they might be forced to leave an apartment in a public housing project, where normal requirements for reasonable, lawful behavior and compliance with normal regulations for such housing facilities are set?

Attorney Burt also told the Redevelopment Commission that "Relocation has been limited to the Negro sections of Durham, and the entire housing market has not been tapped," and that "I think you should seek the help of the entire real estate business in finding suitable houses for these people."

And, just what does that mean in the face of Mr. Perry's statement that "safe, decent and sanitary housing" has been found for 25 of the 26 families that remain to be relocated? They are not modern, new bungalows or apartments, perhaps, but neither is the modest time-worn domicile in which this writer resides. Nor are the abodes in which hundreds of other Durham families live in other sections of the community.

22 Apr 1967

New Delay Facing City Expressway

Moving Families Hits Snag

Relocation Due Friday; Contract May Be Extended

By OWEN BISHOP

Durham's long-delayed East-West Expressway project may face yet another delay, if the remaining residents of the highway's right-of-way area cannot be relocated by Friday, city and state officials reported today.

Friday is the deadline for execution of a contract for construction of the expressway's center section, under State Highway Commission procedures, but an extension of time might be agreed upon, the officials said.

The deadline was established when the commission accepted a low bid on the project of \$4,139,910.55 from William Muirhead Construction Co. of Durham Feb. 28.

Changing the deadline would require an agreement between the commission, in conjunction with the U.S. Bureau of Public Roads and the Muirhead firm, according to Fifth Highway Division Engineer Merle Atkins.

Atkins said, "The award of the contract has been delayed because of occupied dwellings in the construction area."

The City Redevelopment Commission, the City of Durham and state authorities have been "working very hard" to help relocate the occupants of these dwellings, he said, adding that "we're all hoping that the problem will clear up" by Friday.

He pointed out that all the agencies involved are doing all they can "to work it out," but the award of the contract on Friday is not yet definite.

Meanwhile, Redevelopment Commission Executive Director Ben Perry said only 19 families and individuals remain to be relocated from the thoroughfare's route. This reflects a decline of 26 from the number residing in the area five days ago.

He said some of the residents are being moved into newly opened public housing units in the Fayetteville Street project, and others will be moved into units at the Cornwallis Road project, when a new section is opened there tomorrow.

Completion of many of the latter units was delayed somewhat by the recent trucking lockout, which in turn brought a delay in the planned relocations.

Perry said eight of the 19 are scheduled to be relocated into standard housing outside the urban renewal areas, four are to move into "temporary" housing in other urban renewal project areas, five are to move into the Cornwallis Road public housing project and two are to move into the Fayetteville Street project.

Procedures used in the relocation effort were the subject of a special hearing by the Redevelopment Commission last week, during which members of the United Organizations for Community Improvement and residents of the affected areas voice complaints about the situation.

At the hearing, charges that no effort had been made to relocate certain families were countered by explanations of misunderstandings and inadequate communications.

Concerning the status of land acquisitions in the expressway right-of-way, City Manager Harding Hughes said "virtually all" the needed property is in the city's hands.

The expressway's 1.8-mile center section will extend from Chapel Hill Street to Alston Avenue. Its construction, which involves grading, concrete paving and signing, is scheduled for completion by July 1, 1969.

Construction of the eastern and western segments of the four-lane thoroughway and a spur link with the Research Triangle Park will be included in a later contract. Two additional lanes will also be added later.

Friday, April 21, 1967

Relocation Situation Explained By Redevelopment Body

By ROGER JOLLEY
Herald Staff Writer

Efforts were begun Thursday to correct apparent misunderstandings concerning the City Redevelopment Commission's relocation plans for residents in the path of Durham's East-West Expressway as the residents aired complaints in a public meeting with commission officials.

During the meeting, requested by the United Organizations for Community Improvement (UOCI), a list of cases in which the Redevelopment Commission had allegedly made no effort to locate adequate housing for persons displaced by the expressway was presented and read.

However, commission officials pointed out in each case misunderstandings or inadequate communications which were then explained to the complaining persons.

Redevelopment Commission Executive Director Ben Perry noted that much of the trouble leading up to the meeting had begun when eviction notices were mailed to "four or

five" persons living outside the expressway area.

He explained that the notices had been mailed when it appeared that work would begin on the project in which the persons live about the same time as work would begin on the expressway.

However, he said, a breakdown in the contracting process had delayed the project and the persons would not be required to move until a later date.

Five women attending the meeting said they had received eviction notices. However, Commission Chairman Robinson Everett determined that only two of the women actually lived in the path of the expressway.

One of the affected women said she had found a place to move to and the other said she had been assigned to public housing and would move as soon as the units are completed, probably next week.

All persons must be removed from the expressway area before April 28, when contracts will be let for actual construction of the roadway, Everett said.

Mrs. Ann Atwater, chairman of UOCI's housing committee, then read a list of some 21 persons she said had not received adequate housing offers or had received no assistance at all.

Perry, going over the Redevelopment Commission's list of affected persons, explained that in some cases the persons or families had been offered public housing and had refused it; had been offered substandard housing which would be brought up to standard and had refused; or were attempting to locate housing of their own.

In other cases, agreements on needs and desires were reached during the meeting itself and commission officials promised to begin work with the persons immediately.

Moses Burt Jr., attorney for the UOCI, said "the Redevelopment Commission should have taken into consideration the people in the area who are in the rooming house business."

Some of the cases involve persons who have from one to seven roomers living in the house with them and who are

unwilling to move unless provisions are made for the roomers.

"Relocation has been limited to the Negro sections of Durham and the entire housing market has not been tapped," Burt said.

"I think you should seek the help of the entire real estate business in finding suitable houses for these people," he said.

Burt and Howard Fuller, who identified himself as a representative of the Durham Committee on Negro Affairs, pointed out that many persons do not want to move to public housing because of the higher rent and because they are afraid they will be forced to leave later.

At the end of the meeting, Everett read several letters from persons who have been moved by the commission expressing satisfaction with their new housing and thanking the commission for its help.

The meeting was attended by commission members J. Elliott Irvine and Dr. Deryl Hart and several staff members in addition to Everett and Perry.



(Staff Photo)

Redevelopment Officials Answer Charges

Left To Right: Director Perry, Chairman Everett, Hart And Irvine

City To Seek Traffic Signal Study

Consultant Proposed For Task

Study Is Linked To Downtown Revitalization

The City Council will be asked Monday to endorse a second city-financed study in connection with the engineering work on the Durham downtown revitalization project.

The City Traffic Department will propose that the city retain Wilbur Smith and Associates, Columbia, S.C., traffic consultant firm now preparing final engineering plans for public improvements in the downtown project, to study the area's traffic signal system needs.

The \$5,000 study, which would be conducted concurrently with the engineering work, would include the evaluation and establishment of traffic signal needs and the development of detailed plans and specifications for the recommended improvements.

It is being requested at this time, city officials said, to give proper attention to the traffic signal system needs before all wiring in the downtown area is placed underground, and to provide for proper interconnection in the future between the East-West Expressway traffic signals and those in the downtown area.

The study, expected to take about five weeks to complete, will involve two phases.

The first phase would be evaluation and establishment of traffic signal system needs.

The second would be development of detailed plans and specifications for recommended improvements.

Officials of Wilbur Smith said the study would take into consideration the signal system needs in the entire city as well as in the downtown area, since the flow of traffic on the street system serving the central business district will have an important bearing on the area's traffic signal needs.

Once the present system is studied and recommendations for improvements are prepared, cost estimates would be developed for the proposed basic system, according to the firm's officials.

Officials indicated the study could be initiated within one week after the Council approves it.

Funds for the study are available in the city budget for consulting services.

The Council approved another study by Wilbur Smith a few weeks ago to determine the feasibility of placing both a parking facility and a public library structure on the triangular tract bounded by Chapel Hill, Mangum and Rigsbee streets in the downtown project area.

The city's share of cost of that study was \$4,000.

The consultant firm is preparing detailed engineering plans for the downtown project under a contract with the City Redevelopment Commission. The contract calls for the firm to be paid 6.5 per cent of the actual cost of construction, or about \$160,000.

Once the engineering work is completed, the commission has an option to retain the engineering firm to supervise construction on the project at a cost of \$40,000, under terms of the contract.

City Acquires Union Station Property

Durham's nine-year effort to acquire the Union Station property on Church Street for the massive \$16.1 million downtown renewal program has finally ended with agreements being reached with the four involved railroads, Mayor Wense Grabarek said Thursday.

Approval from the railroads concerning use of the property and relocation of the tracks will allow the city to move into construction of the proposed Peabody Street segment of the belt loop street planned as part of

the Downtown Revitalization Program.

The belt loop street will include Morgan Street from Mangum to Great Jones Street, Great Jones from Morgan to Chapel Hill Street, the proposed link of Peabody Street from Chapel Hill to Roxboro Street, and Roxboro Street northward to new construction to link Roxboro with Morgan Street.

In a report to the City Council, Grabarek noted that the "agreed-upon considerations" for the railroads' interests in the 2.46-acre project were:

—Acquisition of some 36,580 square feet of land from Durham Union Station Co., \$153,600.

—Payment to be made to Seaboard Airline Railroad for relocation of tracks, \$56,269.

—Acquisition of Southern Railway easement, \$500.

—Payment to be made to Southern Railway for relocation of tracks, \$32,100.

—Acquisition of easement from North Carolina Railroad Co., \$52,786.65.

—Acquisition of 5,663 square feet of land from Seaboard, \$11,300.

All of the costs, Grabarek said, will be paid by the City Redevelopment Commission as part of the expense of the Downtown Revitalization Program.

There are also three other parcels, on which prices have been agreed upon, which will have to be acquired by the city from private owners, he added.

Union Station itself has not been used to serve passenger trains since Southern Railway halted its passenger train service through Durham in March, 1964.

UR Post; Williams To Head Relocation

Demolition Supervisor Also Quits

By ROGER JOLLEY
Herald Staff Writer

Williams is a native of Kinston and a 1960 graduate of North Carolina College. He is at present completing work toward a masters degree at the college.

Prior to joining the Redevelopment Commission, he was a case worker with the Durham Welfare Department.

Blackwell, who has not revealed his future plans, joined the commission staff in 1965 as administrative assistant to the director of relocation. Last year he was appointed acting relocation director and was later made director.

A native of Wilmington, Del., he attended Lincoln University in Pennsylvania and Kings College in Delaware. Prior to coming to Durham he was in several positions as a civilian employee of the Department of the Army.

Blackwell noted that he has a "lot of respect for the relocation staff. They have done a maximum amount of work under trying conditions and with the least amount of community understanding."

Perry expressed regret over the loss of Blackwell and Turner. "We wish to express appreciation for a job well done," he stated.

Turner plans to join the Raleigh Redevelopment Commission as director of relocation and property management, a job he held during the first phase of Raleigh's redevelopment program.

William E. Williams Thursday was appointed director of relocation and property management for the City Redevelopment Commission to replace Albert S. Blackwell.

The appointment was made during a meeting of the commission at which Blackwell's resignation was accepted.

Also accepted was the resignation of Turner P. Gray, demolition advisor for the Redevelopment Commission since 1964. A replacement for Gray has not yet been named.

Williams will assume his new duties on Monday, the effective date of Blackwell's resignation.

Williams is presently relocation supervisor. He joined the commission in 1964 as assistant relocation advisor.

In his new post, he will be responsible for the coordination of the Redevelopment Commission's entire relocation and property management programs.

His duties will involve supervision of rent collection, maintenance and location of relocation facilities.

Ben. T. Perry, executive director of the commission, stated that Williams "has done an excellent job in coordinating relocation in the expressway project. He worked night and day on the problems and earned the gratitude of all involved in the program."

Council Gives Green Light To Coordinating Committee

Membership List Remains Unclear

By FRED WARDLAW
Herald Staff Writer

A Durham City Council committee will be chosen to compose the membership of Jack Preiss' proposed coordinating committee for housing and urban land use.

The council acted Monday night, adopting John Stewart's motion, seconded by Mrs. R. O. Everett,

to endorse the group in principle and to set up a study committee to name members for the coordinating committee.

But it put off until "the next meeting"—whether that is committee-of-the-whole May 11 or the regular session May 15—the formation of the committee.

Adoption of Stewart's motion came after Paul Alford entered a substitute motion to set up the committee with the mayor, city manager, and chairmen of the City Redevelopment Commission, Planning-Zoning Commission and Durham Housing Authority. This was seconded by Eugene Carlton.

The Durham Housing Authority had opposed it, the Planning-Zoning Commission took no stand, but Breakthrough's president, Dr. C. D. Watts, termed it "a good way to begin."

The Alford motion was defeated 8-4 and the Stewart motion was passed 9-3.

Stewart, in making his motion, said, "There is no question about it—we need some type of coordinating committee. Let's set it up and then amend it according to the needs of the city." He said, "The question of principle is more important."

City Manager Harding Hughes read a letter from Redevelopment Commission Chairman Robinson O. Everett, who said there was "no official commission position." However, he suggested that such a committee should at least include the Durham Board of Realtors and Chamber of Commerce, as representatives of the private sector; Operation Breakthrough and the Durham Community Planning Council; not necessarily schools and welfare, but these could be consulted and invited to attend from time to time.

He also suggested that the body be limited to no more than 12 members; that the city manager be chairman and meetings be kept to a minimum.

Preiss' original proposal—offered March 2—was that Breakthrough, the city commissions and city manager be represented on the board.

A key in Everett's letter was that the city "will soon need a coordinator of federal programs" and the committee "might be useful as a step" toward that end.

By Private Enterprise—^{5/3/67}

UR Land Reuse Bids Made Here

By OWEN BISHOP

The City Redevelopment Commission now has concrete proposals for the purchase and redevelopment of almost all of Durham's urban renewal land, Commission Executive Director Ben Perry said today.

The proposals, from various private enterprise organizations, outline specific re-use plans for nearly all the land to be cleared for redevelopment in the city's four active urban renewal projects, he said.

Only about 30 per cent of the land area in Project 1 has not been "spoken for" in this manner, he added.

Although the proposals involve definite plans for purchase and re-use of the land, they must be considered tentative at this point because the commission is required by state law to sell the land on a bid basis.

Consequently, the organizations which now have designs on tracts within the urban renewal areas must submit the high bids for purchase in order to claim them, under current regulations.

This would not be the case if the General Assembly amends the law governing sale of urban renewal land to allow negotiated sales. Such an amendment is now pending before that body.

Perry said that the resale of land in Projects 1 and 2 have been held up by minor final changes in the design of the East-West Expressway. Until the design work for the super-highway was completed, surveys on the land could not be made preliminary to advertising for sale.

Now that the Expressway contract has been awarded, these surveys can be completed and some of the land placed on the market, he said.

Project 1 is bounded by South Duke Street on the west, Pettigrew Street on the north, Roxboro Street on the east, and it extends to just south of the Expressway right-of-way on the south.

Project 2 is bounded on the north by Pettigrew Street, on the east by Grant Street, on the south by Umstead Street, and

See UR, Page 12-A

UR

Continued from Page 1-A

on the west by relocated Fayetteville Street.

Perry said the former site of Durham Academy on South Duke Street in Project 1 should be ready for resale within 45 days.

A triangular tract in Project 2, between Pettigrew Street, Umstead Street and the Expressway probably will also be ready for resale within 60 days.

In addition, the land slated to become the site of an occupant-owned shopping center in Project 2, between relocated Fayetteville Street and Merrick Street Extended, is expected to be ready for resale within 90 days, he noted.

The shopping center site will be sold for development as a location for commercial and institutional enterprises which are displaced by the urban renewal program.

Between 75 and 80, relocated firms are expected to be accommodated in the center, and each would purchase its own building.

The remaining land in Project 2 is devoted to a public housing project.

In Project 6A, bounded by Main Street, Dillard Street, relocated Liberty Street and the Norfolk and Western Railroad, only a small portion of the land will be available for resale and several organizations have expressed interest in acquiring it, according to Perry.

Most of the project's land is earmarked as a public housing project site.

Thus far the Redevelopment Commission has sold only a small parcel of land for re-use, since the urban renewal program was initiated in Durham several years ago.

That parcel was included in the site of the Downtown Motor Inn which is now being built at the intersection of Chapel Hill Street and Pettigrew Street.

Renewal Land Said Ideal For Hospital

City Redevelopment Commission Director Ben Perry suggested Wednesday that a 17-acre tract in one of Durham's urban renewal projects be used as a site for a convention center or a new hospital. He said the tract would be ideal for either use.

The tract which Perry proposed be used for a hospital or convention center is located in Project 1 and is bounded by South Duke Street, Pettigrew Street, Carr Street and the East-West Expressway. It is immediately west of the American Tobacco Co. plant.

Perry said the area is the only large tract in any of the city's four active urban renewal projects which is not already tentatively slated for sale and redevelopment for a particular use.

He pointed out that the area is not yet ready to be sold, but it should be in the fairly near future.

If it is to be considered as the site for a hospital or a convention center facility, Durham

city and county officials should begin studying the idea as soon as possible, he said.

Once the land is sold for redevelopment, the door will be closed to these possibilities.

The redevelopment commission now has concrete proposals for the purchase and redevelopment of almost all of Durham's urban renewal land, Perry said.

Although the proposals involve definite plans for purchase and re-use of the land, they must be considered tentative at this point because the commission is required by state law to sell the land on a bid basis.

Consequently, the organizations which now have designs on tracts within the urban renewal areas must submit the high bids for purchase in order to claim them, under current regulations.

An amendment is now pending before the General Assembly which would change the law governing the sale of urban renewal land and allow negotiated sales.

Perry said little can be done on the resale of land in the Downtown Revitalization Project until the paths of relocated Liberty and Holloway streets are pinpointed.

Plans call for selling the entire tract bounded by Queen Street, Liberty Street, Church Street and Main Street for redevelopment as a "superblock" devoted to a single use or several related uses.

Tentative proposals for reuse of the tract have already been drawn up, Perry said.

The vacant lot on Main Street, formerly occupied by Harvey's Cafeteria, cannot now be sold for reuse because it is involved in litigation.

He said the former site of Durham Academy on South Duke Street in Project 1 should be ready for resale within 45 days.

A triangular tract in Project 2, between Pettigrew Street, Umstead Street and the Expressway probably will also be ready for resale within 60 days.

In addition, the land slated to become the site of an occupant-owned shopping center in Project 2, between relocated Fayetteville Street and Merrick Street Extended, is expected to be ready for resale within 90 days, he noted.

The shopping center site will be sold for development as a location for commercial and institutional enterprises which are displaced by the urban renewal program.

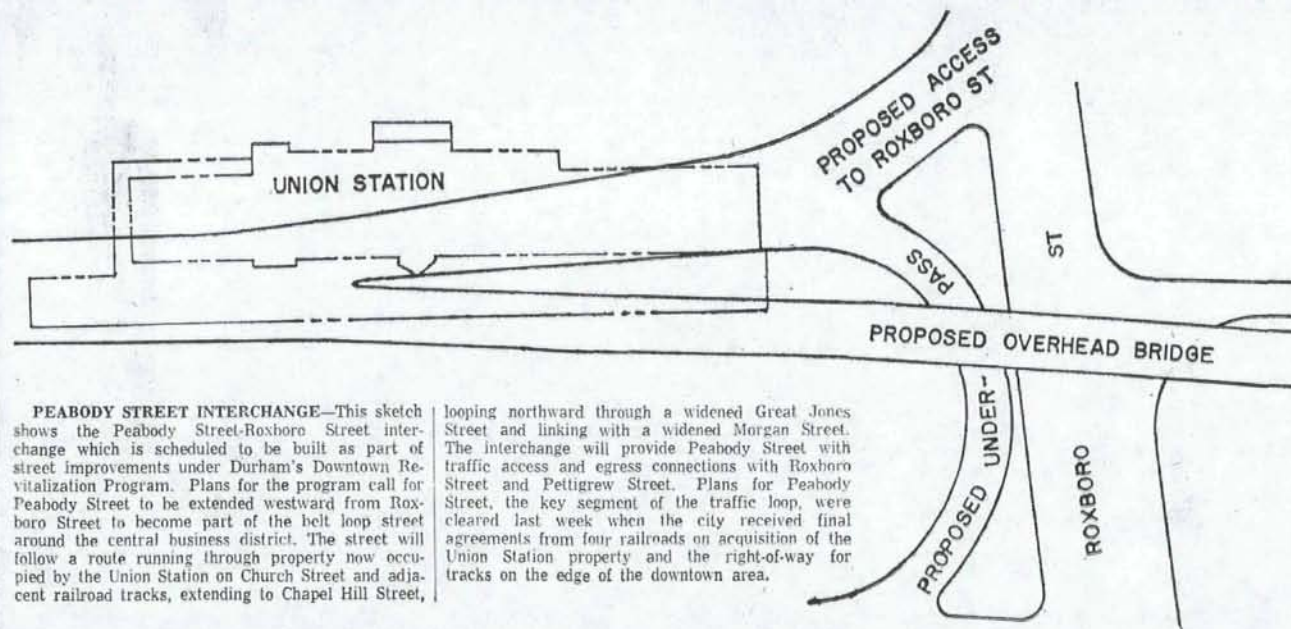
Between 75 and 80 relocated firms are expected to be accommodated in the center, and each would purchase its own building.

The remaining land in Project 2 is devoted to a public housing project.

In Project 6A, bounded by Main Street, Dillard Street, relocated Liberty Street and the Norfolk and Western Railroad, only a small portion of the land will be available for resale and several organizations have expressed interest in acquiring it, according to Perry.

DURHAM, N. C., THURSDAY AFTERNOON, MAY 4, 1967

25 Business Firms Remain In Path Of Downtown Loop



PEABODY STREET INTERCHANGE—This sketch shows the Peabody Street-Roxboro Street interchange which is scheduled to be built as part of street improvements under Durham's Downtown Revitalization Program. Plans for the program call for Peabody Street to be extended westward from Roxboro Street to become part of the belt loop street around the central business district. The street will follow a route running through property now occupied by the Union Station on Church Street and adjacent railroad tracks, extending to Chapel Hill Street,

looping northward through a widened Great Jones Street and linking with a widened Morgan Street. The interchange will provide Peabody Street with traffic access and egress connections with Roxboro Street and Pettigrew Street. Plans for Peabody Street, the key segment of the traffic loop, were cleared last week when the city received final agreements from four railroads on acquisition of the Union Station property and the right-of-way for tracks on the edge of the downtown area.

its route when it extends to Chapel Hill Street, looping northward through a widened Great Jones Street and linking with a widened Morgan Street. Morgan will be extended from Morgan to Roxboro to become the northern segment of the traffic loop around the central business district.

City Redevelopment Commission officials feel certain that this will be the last full calendar year of operations for the businesses in the loop street's right-of-way, but they are uncertain as to when all the firms must be relocated.

Members of the commission have discussed the idea of setting a deadline of the end of the year for the firms to be relocated, but felt this might give the firms less time than might be available.

Consequently, the commission informally decided to await the final clearance on the railroad easements needed for the traffic loop.

Although the four railroads involved have agreed to the city's acquisition of the easements, condemnation proceedings must be initiated for the city to obtain a clear title to them.

The court proceedings will take between 60 and 90 days.

After this matter is cleared up, the commission staff may find it necessary to call for further appraisals on properties to be acquired, which would take additional time.

The four railroads gave city officials final agreements on acquisition of the Union Station property on Church Street and will join in the "friendly" condemnation court action.

Culminating nine years of efforts by the city, the agreements call for several of the railroad tracks through the downtown area to be relocated southward toward Pettigrew Street.

Cost of the acquisition of the property and moving the tracks will total \$306,555, all of which will be covered by the Redevelopment Commission as part of the downtown program's expense.

Detailed planning for public improvements in the downtown program was begun in January, when the commission retained Wilbur Smith and Associates of Columbia, S.C., to handle the engineering on the program.

Many Still Not Ready To Relocate

Deadline Not Yet Set Due To Acquisition

By OWEN BISHOP

Now that the City of Durham has assurance that the city can acquire the Union Station property needed for a key segment of the planned downtown loop street, pressure is expected to mount on the 25 businesses which must be relocated from the route of the loop.

Although the City Redevelopment Commission relocation staff has been working with the businesses in seeking relocation space since the Downtown Revitalization Program got under way in 1965, many of them apparently are far from being prepared to move.

The downtown loop street is the key public improvements project planned under the \$16.1 million revitalization program.

It will require extension of existing Peabody Street westward from Roxboro Street, through property now occupied by the Union Station and adjacent railroad tracks.

Proposals To Be Called For On May 15-

5/8/67

Five Points Park Bids Set

A call for bids on construction of the Five Points park in downtown Durham will be issued May 15 by the City Redevelopment Commission, according to Al Galbraith, director of the Downtown Revitalization Program.

Plans for advertising for bids on the project follow completion of the cleaning of the building wall adjacent to the site of the park.

Galbraith said the wall work is finished, unless it is found that a few finishing touches are needed.

"We think it's finished, but some bad places could show up after the scaffolding is removed," he said.

The bid call on construction of the park must be advertised for two weeks and then about 10 days must be allowed for submission of bids.

The bids should be opened about the middle of June, he added.

Cleaning of the wall was aimed at providing a pleasing backdrop for the shrubs and trees to be placed on the former site of the old Piedmont Building.

Plans for the park call for it to be a "plaza-like garden" in the midst of downtown Durham,

with trees being the center of interest.

Construction of the park is expected to be finished by next winter.

The park is to include a wide expanse of trees and shrubs, surrounding a sunken court with built-in benches. Large, mature trees of varying types are to be included to blend with the surroundings when in bloom and give an interesting pattern during the winter.

Four Cherry Laurels of about 20 to 25 feet in height are to

be placed along the wall of the adjacent building, with two trees of the same size midway between ends of the park. A large evergreen flanked by red berry holly trees will be placed at the Five Points end of the lot.

Amendment Of UR Contracts May Save City \$600,000

The Durham Redevelopment Commission is making technical revisions of the contracts of four "active" urban renewal projects in order to prevent the city from having to pay some \$600,000 of the cost of financing a fifth project.

Executive Director Ben Perry explained Friday that contract amendments are being worked up so that surplus "non-cash credits" from several projects can be transferred into the

budget contract for Project 3.

This project is bounded by Pettigrew, Roxboro and Umstead streets and the western boundary of Project 2. "Active" projects are those areas where the Redevelopment Commission is in some phase of conducting renewal.

"Non-cash credits" are money credits which a municipality is assigned or "credited" on the basis of urban renewal or other construction projects already

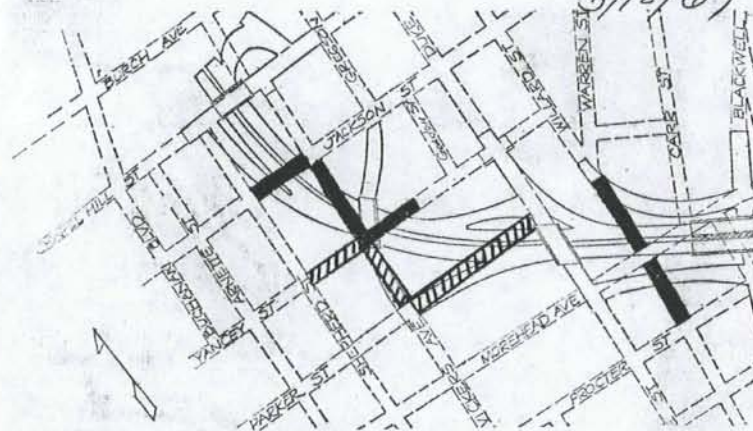
carried out. An example is the downtown parking garage. The federal government permits credits for such public improvements made in or near an urban renewal project area. Credits may be used instead of a city's having to put up an amount of actual cash as the local share of the cost of newer projects.

Thus far, Perry noted, Durham's share of urban renewal improvements has been borne entirely by non-cash credits.

Non-cash credits for Project 3 will be some \$600,000 below the city's share of the cost, however, with the revising of other contracts now under way in order to transfer the needed credits. These are surplus credits from the other projects. Increasing land acquisition costs is the major reason for the \$600,000 deficit, Perry noted.

The contract amendments, which are now being prepared, must first be reviewed by the Atlanta regional office of the Department of Housing and Urban Development (HUD), then by the department's central office in Washington.

If they are found to be in order, the Redevelopment Commission must call a public hearing on them and then pass them on to the City Council for final action. The Council must also hold a public hearing on the amendments before taking action.



Streets Closed For Expressway

Segments of five streets were closed to traffic Wednesday to facilitate construction of Durham's East-West Expressway. Portions of streets shown with hatch-marks are closed to all traffic except persons making trips to places within the closed portion. Portions shown in black are

closed to all traffic. The streets were the first closed for the expressway construction, but several others will be closed at various times as the construction progresses. Existing streets are outlined with dotted lines, while the expressway is outlined in solid black.

Streets Closed For Builders In Western Side Of Freeway

By ROGER JOLLEY
Herald Staff Writer

The first closing of Durham streets for construction of the East-West Expressway was accomplished Wednesday as the primary phase of the mammoth project began to move ahead.

Five streets were involved in the closing, with four segments being closed to all traffic and three segments allowing only the passage of local traffic, according to City Traffic Director Rudy Griffin.

Closed to all traffic were Jackson Street, from Shepherd Street to Vickers Avenue; Yancey Street, from Vickers Avenue almost to Gordon Street; Vickers Avenue, from Yancey Street to Jackson Street; and Willard Street, from Proctor Street to Warren Street.

Closed to everything but local traffic were Yancey Street, from Shepherd Street to Vickers Avenue; Vickers Avenue, from Yancey Street to Parker Street; and Parker Street, from Vickers Avenue to Duke Street.

Griffin said the streets were closed to facilitate the removal of trees and other obstacles before actual grading of the expressway roadbed begins.

During construction of the expressway, many of the streets in the area will have to be closed at various times, Griffin recalled.

An important key to the rerouting will be changes in the traffic patterns of the Duke Street-Gregson Street pair and the Roxboro Street-Mangum Street pair.

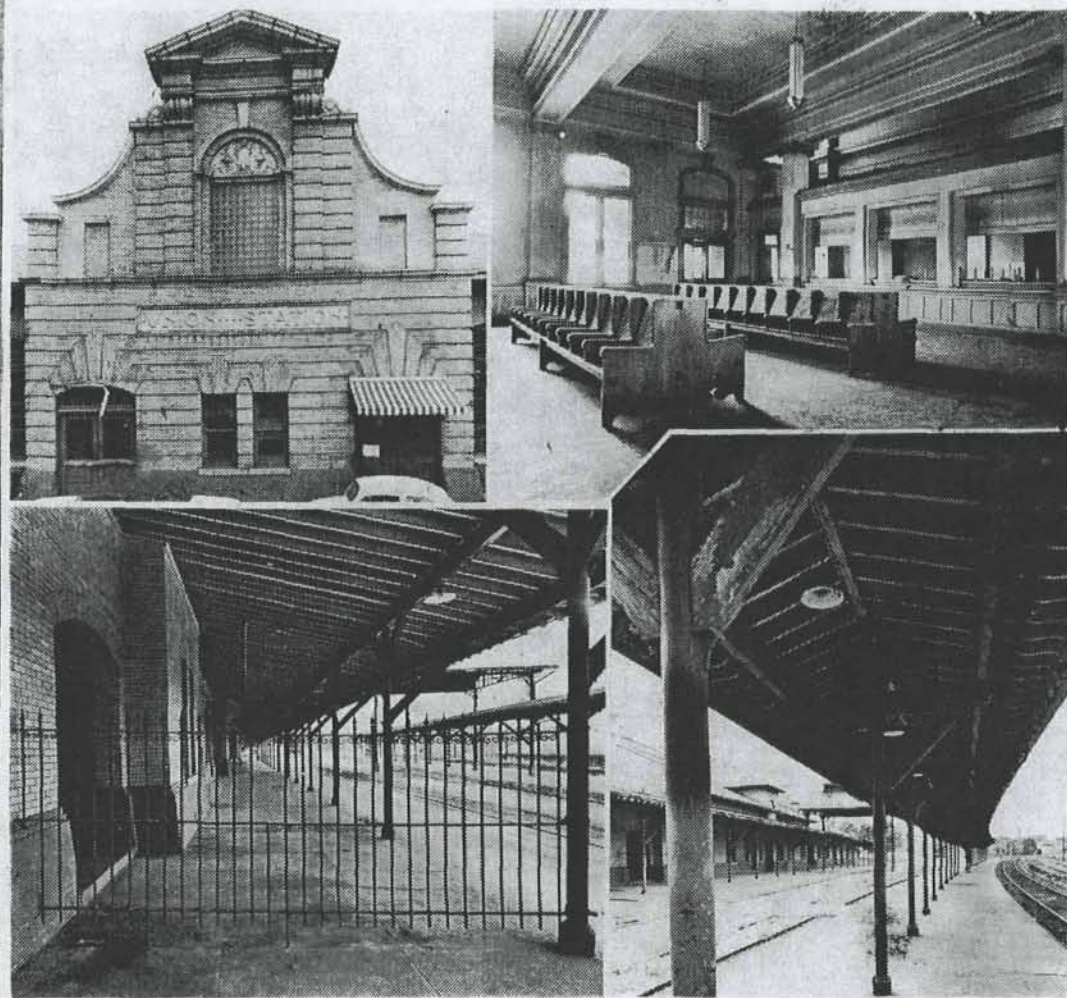
In each pair, sections of one street or the other will be closed when construction moves in that area, but both streets will not be closed at the same time, according to construction plans.

This arrangement will require that the one-way traffic pattern on Mangum and Roxboro give way to two-way traffic on the other street when only one of them is open.

William Muirhead Construction Co. is the contractor on the 1.8-mile center portion of the expressway, between Chapel Hill Street and Alston Avenue. The company is under a \$4,139,910.55 contract with the State Highway Commission and Federal Bureau of Roads.

The expressway is designed as a major traffic artery linking Interstate 85-U.S. 70-U.S. 15-501 Bypass on the west and the Research Triangle Park and U.S. 70 on the east of Durham.

MAY 31, 1968



UNION STATION: ONE LAST LOOK—Durham's Union Station, once a proud landmark in the city, now stands as a symbol to a passing era. The ornate front facade at the main entrance, upper left; the silent and empty waiting room with its neat row of benches which once provided a place to rest while waiting for a train, upper right; the expanse of concrete and sheds that once were crowded with travelers, baggage and those waiting for the arrival of loved ones, lower left; and finally, the covered ramps along

the tracks where many a passenger arrived and departed from the "Friendly City." This usually was the last glimpse a departing patron had of the once stately and busy station, and for the historically inclined and railroad buffs, scenes such as depicted in these photos will cease to exist as the Union Station soon will be torn down in the name of Urban Renewal.

—Sun Staff Photos by Charles Cooper.

17-Acre Tract Pushed For Convention Center

By OWEN BISHOP

A 17-acre tract in one of Durham's urban renewal projects was suggested today as the site for a convention center or a new hospital.

Ben Perry, executive director

of the City Redevelopment Commission, said the tract would be ideal for either use.

The tract in question is situated in Project 1 and is bounded by South Duke Street, Pettigrew Street, Carr Street and the East-West Expressway. It is immedi-

ately west of the American Tobacco Co., plant.

Perry said the area is the only large tract in any of the city's four active urban renewal projects which is not already tentatively slated for sale and

redevelopment for a particular use.

The area is not yet ready to be sold, he pointed out, but it should be in the fairly near future.

If it is to be considered as the site for a hospital or a conven-

tion center facility, Durham city and county officials should begin studying the idea as soon as possible, he suggested.

These possibilities should be considered because of the location of the land, since "they're not making any more land," Perry added.

Once the land is sold for redevelopment, the door will be closed to these possibilities, he said.

Various city officials repeatedly have called for the establishment of a convention center in Durham.

A community-wide committee is now studying the idea, with a view toward preparing a concept for such a center.

Erection of a new hospital facility has been mentioned in connection with a countywide hospital bond-issue proposal.

Turning to the outlook for redevelopment in the Downtown Revitalization Project, Perry said little can be done on resale of land until the paths of relocated Liberty and Holloway streets are pinpointed.

Plans call for selling the entire tract bounded by Queen Street, Liberty Street, Church Street and Main Street for redevelopment as a "superblock" devoted to a single use or several related uses.

This area includes the vacant former site of the Malbourne Hotel.

Perry said tentative proposals for reuse of the tract are already drawn up.

The vacant lot on Main Street, formerly occupied by Harvey's Cafeteria building, cannot be sold for reuse because it is "tied up in the courts," he said, adding that it will be placed on the market as soon as it gets out of the courts.

In addition, the triangular lot bounded by Chapel Hill Street, Rigsbee Street, and Mangum Street is already fairly well set as the site of a new public library building, a parking garage or a combination of the two.

The remainder of the properties being acquired in the project will be part of the downtown traffic loop, Perry added.

6/7/07

Readers' Views

Unauthorized Entry Of Property

To the Editor:

Who do the people working for "our" Redevelopment Commission think they are? I feel stepped on by the commission's agents. I think they have turned legality upside down. And I think the people of Durham should know about my case.

Last week I had to change the lock on a door of a building at 111 East Main Street because the Redevelopment Commission had made a duplicate key without the landlord's consent or knowledge. I only found out what had happened when the information slipped out during a condemnation hearing before the clerk of Superior Court.

When questioned about how commission agents got in the building when a key was not loaned them, they made a joke of it! They said they had ways and means of unlocking doors and did not need permission. This, to me, is no joking matter.

I had made the mistake of loaning the commission a key to the building some months ago. They needed to get in to make some inspections. Apparently, during that time the duplicate was made.

This kind of thing would be bad enough by itself. But it so happened that while an unauthorized key was in someone's possession, the building was entered by someone who went through personal files and items that were stored there. Whoever did it was a master at ransacking because nothing was left untouched.

Frankly, I don't know who entered the building. But the vandalism to private possessions and the incident of the key together make a bad situation worse, as things that are very much alike. They are underhanded things that shouldn't be allowed in Durham.

It sounds like Russian commissars.

OTIS M. CAPSALIS

6/7/07

Key Issue Is One Of Honesty

The information in the letter of Otis M. Capsalis, in the Readers' Views column this morning, deserves more than publication; it merits comment on what he in understatement described as "underhanded things." "Underhanded" they are, but they are more; "ways and means of unlocking doors" without the owners' permission are not simply "underhanded." They are dishonest. And no public agency should tolerate dishonesty in members of its staff.

It is incumbent, therefore, on the Redevelopment Commission to investigate Mr. Capsalis' report and find what member or members of its staff entered Mr. Capsalis' building without authorization; what member or members of its staff were responsible for having a duplicate

key to the lock on this building made without the authorization or knowledge of the owner. Every member of the commission's staff who has any responsibility for duplicating without permission a key to a lock on a building not owned by the commission should be dismissed. The Redevelopment Commission, as an agency of the city of Durham, cannot afford to have persons on its staff who will engage in dishonest acts.

As it developed, between the time the key Mr. Capsalis lent to the commission was returned to him and the time of the condemnation hearing, not only did representatives of the commission enter the building without authorization but also vandals who ransacked the place. Mr. Capsalis makes no accusations and rightly so; but the commission cannot escape a measure of responsibility for the vandalism under the circumstances. Could an agent of the commission have inadvertently left the door unlocked for a period? Or a window unlocked through which the vandal or vandals could have entered? This may not have been the case, but the unauthorized possession of a key to the building implicates the Redevelopment Commission and gives to it a share of responsibility for protecting the building and its contents.

There is no justification for any public agency to have access to private property without consent of the owners or without proper legal authorization for entering it. There is only one proper course for the Redevelopment Commission to take in this case: that is to discharge each staff member who had a part in the unauthorized duplication of the key or the unauthorized entry into this property. Only by doing so can it maintain a reputation for honesty.

For Going Into Building Without Permission— *Agency Issues Apology*

By OWEN BISHOP

Officials of the City Redevelopment Commission today issued an apology to Otis M. Capsalis of 919 Knox St., who had publicly complained that representatives of the body had entered a building he owns at 111 E. Main St. without permission.

Commission Executive Director Ben Perry said he and other commission staff members have personally apologized to Capsalis.

Perry confirmed Capsalis' charge that commission representatives had made a duplicate key to the building without the owner's permission.

He said he had no knowledge of the key matter until later.

The commission representatives visited the property in question for the purpose of reviewing appraisals on it, as required for testimony in the court con-

demnation proceedings through which the commission is acquiring the structure and lot as part of the downtown revitalization project, Perry said.

Perry admitted that unauthorized visits may have been made.

"We're quite sorry this happened and we have assured Mr.

Capsalis that nothing like this will happen again," he said.

All the visits were made after the condemnation petition was filed with the court. Some were made with the permission of the owner, who loaned commission officials a key to the structure.

The visits were necessary be-

cause as part of a condemnation case, appraisers must testify that they have visited the subject property within a 30-day period prior to the court hearing.

Capsalis, in a letter published in the Durham Morning Herald, said he had to change the lock on the door of the building because of unauthorized visits.

He also charged that "while an unauthorized key was in someone's possession, the building was entered by someone who went through personal files and items that were stored there."

Perry said part of the building had been strewn with papers and bottles long before the inspections were made.

"That wasn't necessarily done just recently," he added.

Continuing, he pointed out that the commission representatives were not the only people with access to the building during this period of time.

"Others have been using it on a lease basis during this time."

The building, which was condemned several years ago, will be acquired by the commission as soon as a judgment is obtained in the condemnation case, Perry said.

The commission will pay the court judgment and proceed to demolish the building "because it's a public hazard," he noted, even if the case is appealed.

7/17/67
**Low Bid Is \$1,964
 On Demolition Work**

C. B. Hinesley was the apparent low bidder today on the demolition of the three-story building adjacent to the former site of Harvey's Cafeteria on Main Street.

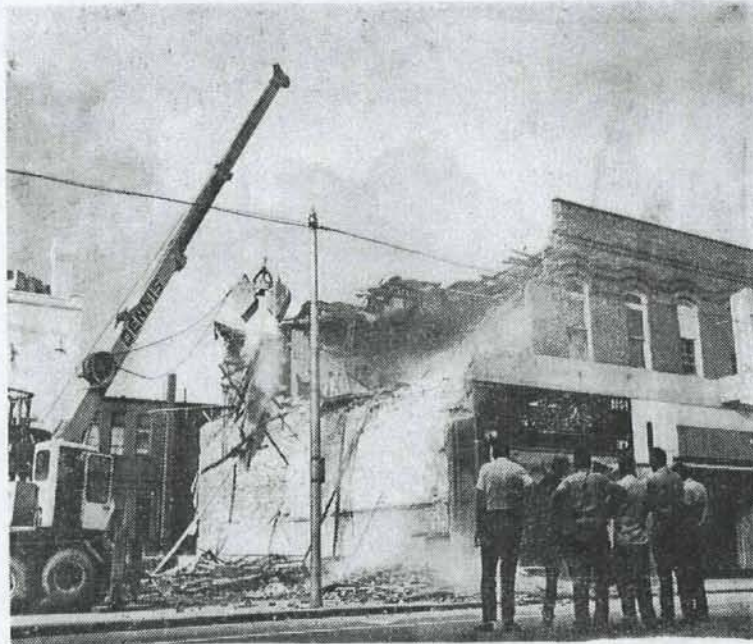
Part of the old structure was condemned by the city's building inspection division several years ago, and it has been braced by steel beams for the past few months to prevent it from caving in.

Hinesley's bid of \$1,964 was low among four submitted to the Durham City Redevelopment Commission.

The other bids were: \$9,750 from D. H. Griffin Wrecking Co.; \$4,500 from William Rex Shambley; and \$4,042 from Advanced Painting and Home Improvement Co.

The building is being demolished under Durham's downtown revitalization project.

Thursday, July 20, 1967



(Staff Photo by Thornton)

Another Building Coming Down

Demolition of another building in downtown Durham has begun as the City Redevelopment Commission moves ahead with its revitalization program. This time it is the struc-

ture next to the now-vacant Harvey's Cafeteria site on Main Street. The building, which has been partially held together by steel bands, is being wrecked by C. B. Hinesley.

7/13/67
**Bids To Be Taken
 On 5 Points Park,
 Further Demolition**

By FRED WARDLAW
 Herald Staff Writer

Construction and demolition
 involving two downtown projects

will be studied by the City Redevelopment Commission within the next few weeks, Executive Director Ben Perry said Wednesday.

The Durham urban renewal agency today begins advertising for bids on construction of the Five Points Park, and bids will be opened at noon July 31.

Bids for demolition of the three-story building adjacent to the vacant former site of Harvey's Cafeteria on Main Street will be opened at noon Monday, he said.

The Five Points Park, long awaited since the Piedmont Building burned two winters ago, leaving a gash in the heart of the city, will probably be let to contract within 30 days of the bid opening, if low bids are reasonable.

The park calls for a slightly sunken courtyard forming an expansive center section, with built-in benches. At the rear—near Durham's now-famous "Five Points Wall"—are to be four large cherry laurel trees. At the front will be a single large evergreen flanked by red holly bushes. Two other trees will be toward the center, on the sides.

Designer Rufus Coulter said it would show "a riot of color" in spring and an "interesting pattern" in the winter.

In addition, the sidewalk area will have to be extended into the present Chapel Hill and Main streets.

Perry applauded the General Assembly's passage of a bill, for Durham and Charlotte, to permit local governments to refuse a high purchase bid for property if a better long-range offer is made.

He explained that, for example, a restaurant might be suggested at a certain amount and a large business office at slightly less. The city could take the smaller offer because ad valorem taxes would soon repay the initial loss of revenue.

"This is a real good break for us," Perry said.

The property will be advertised for sale within 60 days. Perry said the available property will probably be advertised on a national scale in order to draw "top developers."

DURHAM, N. C., FRIDAY AFTERNOON, AUG. 18, 1967

NEW PARKING LOTS SET

Temporary Sites Get Approval

Three Lots In
Downtown Area
Will Be Used

By OWEN BISHOP

Plans were being made today to transform three downtown sites into temporary off-street parking lots.

The three tracts include one already cleared and two on which buildings will be demolished. All work will be done as part of Durham's downtown revitalization project.

The temporary lots will be established at:

—The corner of Main and Mangum streets, where Harvey's Cafeteria and four stores formerly stood.

—The corner of Parrish and Church streets, where buildings at 112, 114 and 118 Church St., and at 204 Parrish St., will be demolished.

—Behind the Kress building, where structures at 120 and 122 Mangum St., will be demolished.

City Traffic Director Rudy Griffin explained that each of the sites will be graveled and old wooden beams will be used as space dividers.

Conventional parking meters, which the city already has on hand, will be installed on the lots to accommodate about 70 vehicles.

The Main-Mangum site will provide spaces for about 36 cars, while the site at 120-122 Mangum will accommodate about 16. The Church-Parrish site will handle 21-25 vehicles.

Although the city can proceed immediately to prepare the Main-Mangum site, preparation for the others must await demolition of the buildings, which may take several weeks.

City Redevelopment Commission officials said a call for bids on the demolition project will be issued within the next few days.

Advertisements seeking the bids must legally run for several days, then contractors will be given a period of time to prepare bids for submission to the commission.

A contract on the project would then be awarded, calling for its completion within about 30 days.

Buildings to be part of the contract include the former site of the Record Bar at the Parrish-Church corner, as well as adjacent buildings on both sides and buildings on Mangum Street which formerly housed a grocery store and a wig shop.

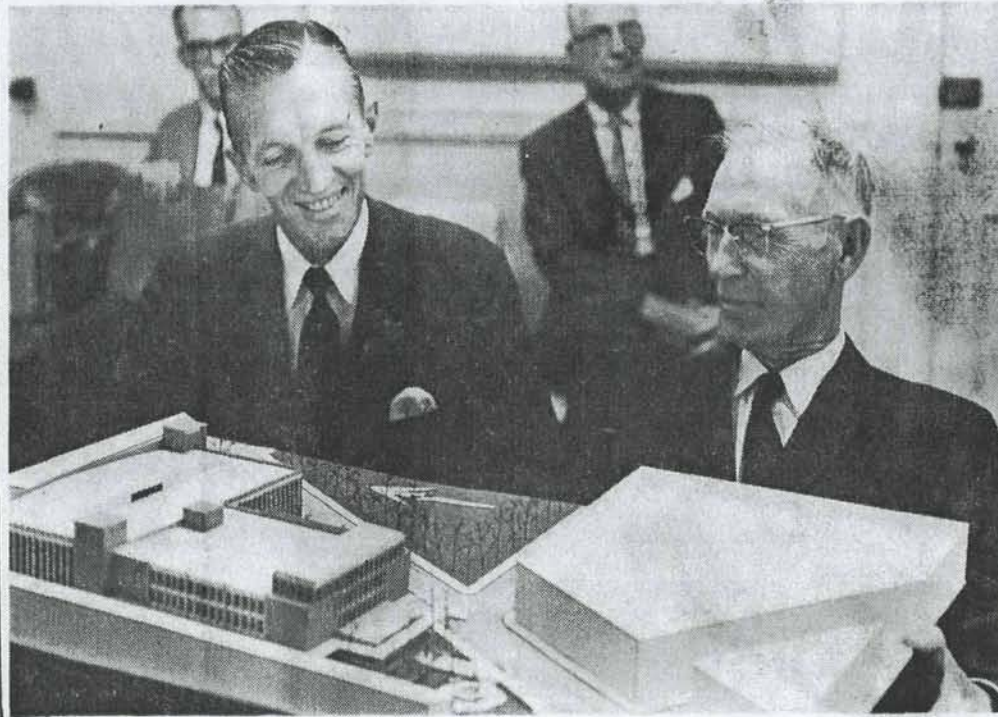
Griffin said the city will be investing about \$3,500 in development of the temporary lots, which will be provided by the commission without cost until that investment is recovered.

At that point, a new "understanding" would have to be reached between the city and the commission on the lots.

Exactly how long the temporary parking lots will be used will be determined at that time.

See PARKING, Page 2-A

Library-Garage Cost Put At \$4 Million



SURVEY LIBRARY-GARAGE MODEL—Mayor Wense Grabarek, left, and George Kirkland, chairman of the Durham County Commissioners, look over a preliminary model of a central library-parking-garage facility proposed for the area bounded by Chapel Hill, Mangum and Orange streets. The model, prepared as part of a study of the feasibility of combining the two units in a single structure, was presented to members of the City Council and the

County Commissioner today. Rough estimates set the cost of the facility at about \$4 million. Plans call for Parrish Street between Mangum and Chapel Hill to be closed, joining two existing tracts into one. Orange Street would be developed as a pedestrian mall. No action was taken on the plan, pending completion of final cost estimates on the complex.

—Sun Staff Photo.

Durham Mayor Wense Grabarek then moved that the groups reconvene for further consideration of the matter "at the earliest possible time" after final cost figures are completed. The motion was adopted. The \$8,000 feasibility study was conducted by Hackney & Knott in cooperation with two professional consultant firms: Wilbur Smith and Associates of Columbia, S.C., which is now doing the engineering on the downtown project; and Russell Bailey of Orange, Va., library consultant retained by the Durham Public Library Board to oversee plans for a new central library.

Durham Mayor Wense Grabarek then moved that the groups reconvene for further consideration of the matter "at the earliest possible time" after final cost figures are completed. The motion was adopted. The \$8,000 feasibility study was conducted by Hackney & Knott in cooperation with two professional consultant firms: Wilbur Smith and Associates of Columbia, S.C., which is now doing the engineering on the downtown project; and Russell Bailey of Orange, Va., library consultant retained by the Durham Public Library Board to oversee plans for a new central library.

The roots of both the garage and the library could be devoted to parking, if it were desired. Elevators and stairs would be provided for direct access to the library from the roof. No direct library access would be available from other garage levels. Knott said Orange Street is proposed to become a pedestrian mall, which would be open to service vehicles only during odd hours.

"It would be closed to all traffic during business hours," The over-all facility will cover about 70 per cent of the 68,500 square feet in the site, with the remaining area being landscaped.

Would Park 420 Cars— *Joint Meet Given Plan*

By OWEN BISHOP

A preliminary plan for a \$4 million library-parking garage in the central business district was unveiled today for members of the Durham City Council and the Durham County Commissioners.

The plan, developed as part of a city-county study of the feasibility of combining the two units in a single structure, calls for erection of a 420-car parking garage and a three-story library on the tract bounded by Chapel Hill Street, Mangum Street and Orange Street.

The units would be built back to back, with the garage facing Chapel Hill Street and the library facing the intersection of Mangum and Parrish streets.

Rigsbee Avenue, between Chapel Hill and Mangum streets, would be closed to become part of the library-garage site.

Council members and Commissioners, meeting in joint session, took no action on the proposal.

They scheduled a second meeting on the subject, to be called "at the earliest possible time" after final cost estimates on the facility are prepared.

Charles Knott of Hackney and Knott architects, the firm which coordinated the feasibility study, said the two units together will cost roughly \$3.6 to \$4 million: \$2.5 to \$3 million for the library and about \$1.1 million for the garage.

Final cost figures should be available by the end of this week, he added.

In outlining the plan for the dual-purpose facility, Knott presented the two governing bodies with several drawings and a three-dimensional model of the structure.

The 5.5-level garage will feature two spiral drives rising from an underground basement level providing space strictly for monthly parking. Short-term parking would be available on all other levels.

Vehicles would enter and leave the above-ground levels through an entrance on Chapel Hill Street, while basement access and egress would be

through an entrance on Mangum Street.

The Chapel Hill Street entrance would be situated where Rigsbee Avenue now splits the site into two tracts.

Traffic leaving the facility on Chapel Hill Street, which would be restricted to one-way east-bound travel as part of Durham's downtown revitalization project, could elect routes either on Chapel Hill or on Rigsbee south of Chapel Hill.

Knott said traffic at this entrance would be controlled with a signal and a "stack-up lane" would be established for vehicles waiting to enter the garage in order to prevent disruption of traffic flow.

The garage would be enclosed with "an open meshed material" which would allow for natural ventilation, he noted.

The 70,000-square-foot library would provide three floors above ground, plus a basement where book stacks could be installed.

Its first floor would be for general public use, while the second would feature an auditorium, meeting rooms and audio-visual materials. The third floor would be devoted to staff quarters, where book processing would take place.

The basement would provide space for as many as two levels of stacks.

Knott said that the library structure could be expanded by the addition of as many as two more floors "when and as they are needed."



FOGGY DAY—The fog that hovered over Durham during the early morning hours added to the illusion that the Urban Renewal people were quite busy during the night. Actually, the city is all there, even if it doesn't show in this view looking south on Foster Street.
—Sun Staff Photo by Rumble.

Beautification Project

9-1-67

To the Editor:

As a citizen and taxpayer of Durham, I would like to congratulate our city on the decision to spend \$31,200 (with an out-of-town landscaping firm) for the beautification of the small plot of earth at Five Points.

I only hope that the automatic irrigation system is made of gold or some other precious metal; then this expenditure could be justified. This is but one small example of how extravagant and foolish government (local, state, and federal) can be when it comes to spending money.

CHARLES O'HAGAN MASON JR.

9-1-67



Barefoot In The Park

(Staff Photo by Cooper)

The cast of the current Village Theater production "Barefoot in the Park" had a bright idea this week on how to publicize the show. They decided to have a picnic at Five Points Park. The laugh was on them, however, when they arrived to find construction workers having their own "picnic"

on the site. They agreed to let the "outsiders" eat off their equipment, however, and a passing photographer talked them into posing for this picture. From left to right are Harrin Joyce, Ed Phillips, Miland Davis, Richard Stretchberry and Alex Molina, the Durham youth who stars in the play.

Final Cost Estimates Due On Library-Garage

County, City Units Will Meet

Detailed Costs To Be Revealed In Joint Session

Final details of the proposed downtown library-parking garage, expected to cost some \$4 million, will be given the City Council and County Commissioners when they hold a joint session Tuesday.

The meeting will be held at 10 a.m. Tuesday at the Courthouse.

Preliminary details of the library-parking garage combination were given the two boards two weeks ago.

Members of the board then asked Charles Knott of Hackney and Knott architectural firm, which coordinated the study to determine if it were feasible to erect both the parking garage and a central library building on the same tract.

Land being considered as the site for the combined project is the area bounded by Chapel Hill, Mangum and Orange streets. The one-block section of Rigsbee Avenue which crosses the tract would be closed under the plan.

George F. Kirkland, chairman of the County Commissioners, was directed to call a meeting of City Council and County Commissioners as soon as the cost figures were available. The two bodies on Aug. 21 adopted the plan "in principle," but requested the final cost figures before taking action on the project.

The councilmen and commissioners were interested in the cost of excavation for underground parking.

Knott showed a scale model and outlined plans for a four-level library (including basement) and a 5.5-story, 420-car parking garage, to be built on the tract bounded by Chapel Hill, Mangum and Orange streets.

The units would be back to back, with the garage facing Chapel Hill Street, across from the main Post Office, and the library facing the intersection of Mangum and Parrish streets.

Rigsbee Avenue between Chapel Hill and Mangum streets would be closed to become part of the library-garage site. In fact, the garage entrance would rest squarely upon the present intersection of Chapel Hill Street and Rigsbee Avenue, at the point where Rigsbee Avenue continues south of Chapel Hill for one block, ending at Mangum Street.

Orange Street, on the western edge of the triangular-shaped library-parking garage site, would become primarily a pedestrian mall, with access at certain hours for truck unloading and with use by fire trucks or other emergency vehicles as needed.

The library would contain 70,000 square feet of space.

Seventy per cent of the 68,550-square feet in the site would be covered by the library and garage, with the remainder landscaped.

The library-parking garage plan was the outgrowth of an \$8,000 feasibility study financed jointly by the city and county.



FRIDAY AFTERNOON, AUGUST 25, 1967

Downtown Core To Get Spot Of Greenery

Downtown Durham finally will get its park, long promised in the proposed plan to revitalize the city's central business district.

Work on the park, to grace Five Points, has been scheduled to begin within the next few days and to be complete "before Christmas."

A spot of greenery amid the acres of concrete and asphalt of downtown Durham will be a good Christmas present for the city and its visitors.

Details of the planned park sound elab-

orate. In addition to the expected shrubs and trees, the tract will have an automatic irrigation system and ground lights strategically placed for effect.

The \$31,200 cost of transforming the small tract into a show place at the focal point of Durham's central business district, however, does seem high.

Durham now is about in the same position of the wife who received that long-awaited fur coat from her husband, then—looking at the price tag — murmured, "You shouldn't have."

9-1-67

Preservation In Urban Renewal

The advice of architectural consultants to Alexandria, Va., has significant implications for urban renewal elsewhere. A planning firm and an architect, engaged by the city, have recommended preservation of existing buildings on an extensive basis in preference to their demolition. Whether this recommendation will be effective, since plans already approved call for destruction, is uncertain, but it does bring the support of qualified professional judgment to advocates of preservation, in Alexandria's case the Old Town Civic Association.

The Alexandria consultants are selective in their recommendations for preservation; they propose preserving 28 of 53 buildings in an urban renewal project area, 16 "because of their individual (architectural) merit" and 12 others "because of their value as part of the scene."

In some cities, preservation and restoration of old homes have saved some excellent examples not merely from destruc-

tion but for enjoyable occupancy. Richmond provides a notable example, in a restoration project on Church Hill, one of the oldest residential areas of the city which since World War II has been rapidly deteriorating into a slum. Several fine old homes have been restored and have been occupied by people of means and standing. Mayor Richard C. Lee of New Haven, Conn., related in a recent speech the case of a notable home in his city, in an urban renewal area, which was spared from demolition, sold by the city for a nominal sum, and restored by the purchaser to its former beauty, to become one of city's showplaces.

Durham has lost too many of its fine old homes, as much perhaps because no one was interested in living in them as because their sites were desired for other purposes. Against this indifference there is little that can be done to save old residences of quality. But the renovation of the inner city should provide for preservation and restoration where these are merited and if there can be developed an interest in reclaiming such places from deterioration and for occupancy. It is not enough to preserve merely for the sake of preservation except in cases of outstanding architectural or historic merit. There must also be interest in occupying such places — they do offer certain advantages.

Perry Quits UR Position

Executive Director Of Agency Will Enter Private Business

Ben T. Perry III has resigned his post as executive director of the Durham Redevelopment Commission and plans to enter private business on his own as a consultant for urban renewal and multi-family housing development.

His resignation was accepted "with deepest regret" during an executive board session Wednesday, Redevelopment Commission Chairman Robinson Everett said.

"The commission feels he has rendered exceptional service," Everett said, "and we are convinced that he is one of the best urban renewal directors in the Southeast, if not the best."

"He will be almost irreplaceable," Everett stated. "We are happy, at least, that he will be in the Durham area and we may call on him from time to time for suggestions and advice."

The exact date for Perry to leave the City Redevelopment Commission is indefinite. He has suggested Oct. 1, but Everett said it is hoped Perry will stay on several days beyond that.

Details for choosing a successor have not been worked out.

Perry said he will form a firm to be called B. T. Perry and Associates, and will establish his office in the Chapel Hill Professional Building. He said he will also move his residence to Chapel Hill.

He has been urban renewal director in Durham since January 1961, during which time more than \$32 million in urban renewal projects have been planned and put into operation.

Perry was named to the executive post to succeed City Planning Director Paul Brooks, who held the job on an interim basis. He was previously employed as administrative assistant in the administrative office of the Housing and Home Finance Agency in Washington, where he was in charge of the Program for Community Improvement, under which communities developed workable programs for the elimination of slums and blight and took steps to prevent their recurrence. He was a special assistant to the U.S. housing administrator during the Eisenhower administration.

Perry was formerly a Kentucky real estate broker. He was a Kentucky State Junior Chamber of Commerce president, national director and international director. "I haven't had time here to be active in civic af-



PERRY

In July, Perry was named vice president of the North and South Carolina Council of Housing and Redevelopment Officials, being elected to fill the unexpired term of James Greer of Asheville.

Asked why he was leaving, Perry said he feels there is better opportunity in private business, where he may be called on for consultation throughout the Southeastern United States. "I feel things here are in pretty good shape. For the most part, carrying out the programs is all that remains." He indicated that planning for Durham is completed.

A native of Charlotte, Perry attended Greensboro public schools and is a graduate of the General Motors Institute, Flint, Mich. He served nearly four years in the U.S. Navy in World War II.

In the new venture, Perry said he will deal not only as an urban renewal consultant, but also in development of multi-family housing under the various federal auspices, including: 221-d-3 (semi-low rent housing), "turnkey" (which is a pre-negotiated built and sold apartment project), housing for the elderly and student housing for colleges and

Renewal Agency Names Hurst Acting Director

Will Take Over Pact On Oct. 1

To Stay On Job Until Permanent Director Named

By OWEN BISHOP

Robert Gordon Hurst, head of relocation in Durham's downtown revitalization project since its start two years ago, today was named acting executive director of the City Redevelopment Commission.

Hurst, 65-year-old native of Evansville, Ind., will assume the post on or about Oct. 1, according to Robinson Everett, commission chairman.

Hurst succeeds Ben T. Perry II, who resigned last week to become a private consultant for urban renewal and multi-family housing development.

Everett said the commission approved the appointment of Hurst for an unspecified time period.

He is scheduled to serve "until a permanent executive director is named."

Both Everett and Perry offered praise for the manner in which Hurst has carried out his duties in coordinating relocations from the downtown project area.

He has done "an outstanding job," Everett said.

Perry noted that Hurst "has become something of an expert on the utilization of Small Business Administration loans for relocating businesses."



ROBERT GORDON HURST

Everett also said the full commission will direct a letter of commendation to Perry, citing him for his "excellent" work during the six years he served as executive director.

In discussing the challenge of the new job, Hurst said, "I realize what a terrific job I have ahead of me—and that I'm following one of the top men in this business in the country. I'll do the best I can within my ability."

He said he is "fully sold on the idea of urban renewal. It's something that's needed for everybody in Durham."

Hurst attended the University of California at Los Angeles and received an A.B. degree in political science from the University of California at Berkeley in 1924.

He has also done work on a master's degree in city management.

An employee of Goodyear Tire and Rubber Co. for 14 years, he rose to the position of assistant district manager, Charlotte District, in charge of retail stores in North and South Carolina.

He came to Durham in 1939 to begin a 26-year association with Miller-Hurst, Inc. His post with that firm was secretary-treasurer.

Hurst served as a member of the Redevelopment Commission for three years, when Durham's urban renewal program was getting under way.

He is a former director of Fidelity Bank and is a past president of the Durham Kiwanis Club. He is a member of St. Philip's Episcopal Church.

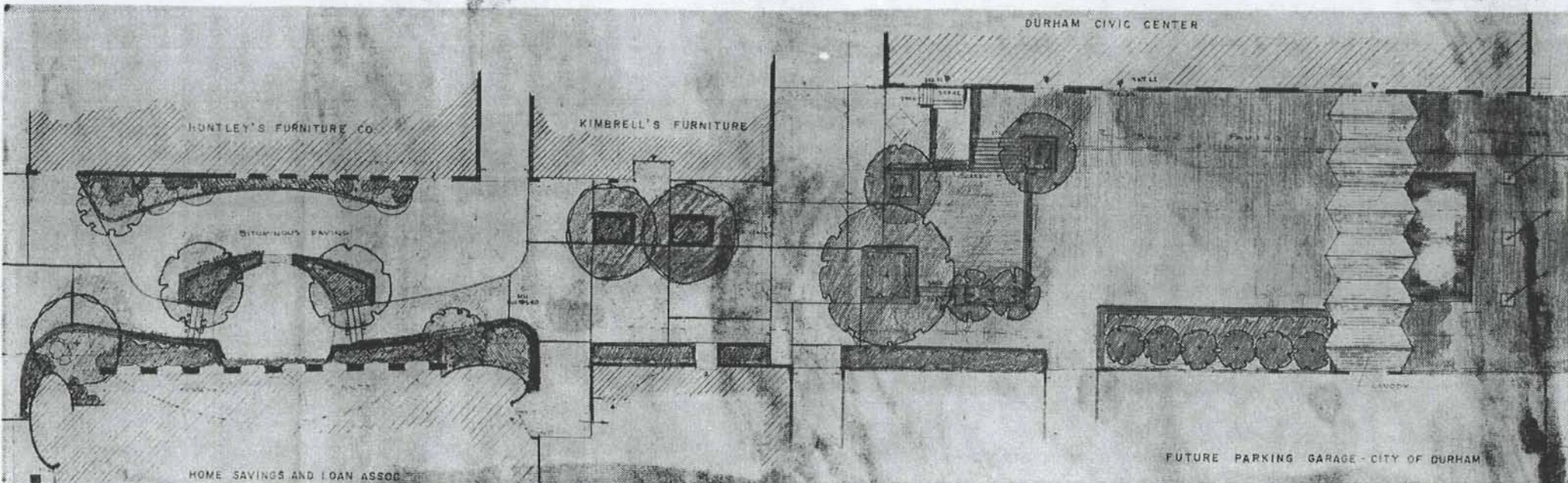
Perry, who has held the director's job since 1961, will form a consultant firm to be called B. T. Perry and Associates, with headquarters in Chapel Hill. He also plans to move his residence to Chapel Hill.

A native of Charlotte, he is a graduate of the General Motors Institute, Flint, Mich., and is a Navy veteran.

He was a Kentucky real estate broker and an administrative assistant in the Housing and Home Finance Agency office in Washington prior to taking the Durham job.

Holland Street To Be Turned Into Mall

Oct 4, 1967



HOLLAND STREET MALL—This drawing shows the preliminary plans for development of a block-long pedestrian mall along Holland Street in the central business district. The mall, which is expected to cost about \$65,000 for total development, would be erected by the City Redevelopment Commission as part of the city's downtown revitalization program. The preliminary plans,

prepared by landscape architect Rufus Coulter, call for the mall to be paved with brick and concrete and decorated with a small pool and plantings. The area adjacent to the Central Civic Center would be on the level of the center's floor, allowing use of the facility in conjunction with center activities. The mall would

provide pedestrian access between the Morgan Street section of the downtown loop street and the heart of the business district. The access will serve a future city parking facility which is planned for the corner of Holland and Morgan, across from the Central Civic Center. Construction of the mall may begin as early

as next summer, according to officials of the Redevelopment Commission and the City Beautification Commission. Both groups have endorsed Coulter's concept for the mall, but are seeking the views of the general public on it. The beautification body has named a subcommittee to study the plan in detail over the next few weeks.

Work Starts Next Summer; May Be Done In Phases— *Project To Cost \$65,000; Tied To New Parking Unit*

By OWEN BISHOP

Plans for establishing a large pedestrian mall on a one-block street in Durham's central business district were reported today by officials of the City Redevelopment Commission and the City Beautification Commission.

The \$65,000 mall would be erected on Holland Street, which links Chapel Hill Street and Morgan Street and runs along the rear of the Central Civic Center.

with spray jets, and three flagpoles, providing a pleasing view for traffic on Morgan Street.

Planters throughout the mall will feature walls which may serve as seats for pedestrians. Trees will be planted in several locations for shade, and a canopy will be erected near the Morgan Street end for bad weather access between the Civic Center and the parking lot. Coulter said plans call for coordinating development of the segment adjacent to the new

Home Savings and Loan Co. building so the two will complement one another.

In case the total project cannot be financed initially, the mall can be developed in three stages: (1) The section between Chapel Hill Street and an alley behind Huntley's Furniture Co.; (2) The segment between the Huntley alley and an alley along the end of the Civic Center; (3) The area between the Civic Center alley and Morgan Street. Construction of the mall may get under way as early as next

summer, according to Coulter. Southgate Jones, chairman of the Beautification Commission, said his group has endorsed the general plan for the mall but is now open to suggestions from the general public on possible changes in it.

A subcommittee of the body was appointed by Jones to study the plan in more detail and report back to the full commission. The subcommittee is composed of R. W. Carr, chairman; Dillard Griffin, James L. Nicholson and Mrs. H. M. Lewis.

The basic concept of the facility, which has thus far won endorsement from both commissions and a number of downtown merchants, calls for it to be paved with brick and concrete and decorated by a pool and appropriate trees, shrubs and other plantings. It is designed to provide pedestrian access to the business district from future city parking facility to be built where the Piedmont Furniture Co. now stands. The site will be devoted to surface parking initially, but plans call for the eventual erection of a parking garage at the location.

The mall will link Chapel Hill Street and the Morgan Street segment of the downtown loop street.

It will be built by the Redevelopment Commission as part of Durham's downtown revitalization project, becoming the first downtown street to be closed for conversion into a mall area. Others are slated for the same treatment as part of the overall program.

Rufus Coulter, landscape architect who prepared plans for the mall under contract to the Redevelopment Commission, explained that the area will be arranged so pedestrians can walk the entire length without using steps or cuts.

The segment immediately adjacent to the Civic Center will be a sort of "civic plaza" on the same level as the center's floor, to allow for use of the area in conjunction with center activities.

It will be appropriate for exhibits or dances, Coulter said, since a portion of it will be raised to form a "bandstand" area.

On the loop street end, the mall will feature a small pool

National Firm To Establish Downtown Parking Facility

Old Cafeteria Site Will Be Improved

By FRED WARDLAW
Herald Staff Writer

A national car-parking firm has obtained verbal commitments to lease the old Harvey's Cafeteria site at the corner of Main and Mangum streets, and will almost immediately put in a fully developed one-level "turn-over" parking lot.

The City Council Thursday cleared the way for the City Redevelopment Commission to lease out the property during the council's committee-of-the-whole meeting.

Bob Thomas, deputy director for development of the Redevelopment Commission, Thursday night explained the leasing arrangement. He said if the lease can be drawn up in time, the company will make physical improvements beginning Nov. 1, and should complete them in time for the opening of the Christmas shopping season.

Tom Patrick, president of the Durham Merchants Association, termed the action a boon to both retailers and to the shopping public.

"This is more than a token in easing the downtown parking problem," he said. "And it is good to see additional parking areas being made available at this particular location, as well as others that are being made available."

The City Council actually rescinded earlier action of taking control of the lot in order to put metered parking on it.

However, the All Right Auto Park Co. approached the city with an eye toward obtaining the property, and a lease agreement was worked out.

Thomas said the firm will get a six-month minimum lease on the lot for \$800 per month. "This will pay the out-of-pocket expenses," he said, noting ad valorem taxes and interest to be paid on the Redevelopment Commission's money invested in the site, as well as administrative expenses.

The firm will beautify the site with shrubbery and put down macadam paving. The company will tend the lot, erecting an aluminum and glass "office" and an attendant will park the cars.

By doing this, up to 80 vehicles may be parked there. With city meters, only some 36 cars could have been parked on the site.

"This is a 'foot-in-the-door' move by the parking company," Thomas noted. The firm, he added, probably will not be able to regain more than its \$3,000-or-more property development costs from the site before it is sold.



Florida Company Submits Lowest Demolition Bid

A low bid of \$13,300 has been received by the Durham Redevelopment Commission from a Fort Lauderdale, Fla., demolition firm for the destruction of six dwellings and five business buildings in Durham's downtown business district.

Of five bids received for the work, Big Chief, Inc., submitted the lowest price for the job.

Razing operations at the 11 locations must be completed within 60 days, according to the contract.

Redevelopment Commission officials said that the contract for the work would be awarded later this week.

D. H. Griffin Wrecking Co. of Greensboro submitted a bid for \$13,900; Crowell Constructors, Inc., of Fayetteville, \$14,123; S. E. Cooper Co., of Wilmington, \$21,360; and Hercules Demolition Corp., of Alexandria, Va., \$22,730.

Thomas noted that city or urban renewal officials, or prospective buyers for the site, will have permission to go on the property for taking soil samples or other allied missions. The Redevelopment Commission, when it advertises the site for public sale, may place signs on the property, too.

There is no monthly or weekly parking anticipated, since it is expected to be a "rapid turn-over" lot for vehicles, he said. Rates will be 15 cents for the first half-hour and 10 cents for each 30 minutes thereafter.

Thomas said the city still plans to place meters on two other urban renewal sites, as previously announced. One is the Parrish-Church Street corner site of the old Record Bar. The other is the old Southland Associates property. Both are designed for future use other than parking, and parking use will be only temporary.

10/18/67

Acquisition Of Railway Depot Now Lies In Realm Of Court

Acquisition of Durham's Union Railroad Station, which has been discussed for a number of years between city and railway officials, now lies in the realm of the court.

The City Redevelopment Commission has filed condemnation proceedings against the various rail firms which control rights-of-way, easements and property rights on the property behind

the Durham County Courthouse and the new annex at the corner of Main and Roxboro streets.

Dan K. Edwards, attorney for the Redevelopment Commission, explained that timing of the city's acquisition of the tract, including the building and the cobblestone street that runs by it, "is in the hands of the court."

would be posted with the clerk of court, and would permit taking possession, but would not close the purchase at that specific amount.

"A very, very rough and unauthoritative guess," Edwards said, would be that the city could take possession within 30 to 60 days.

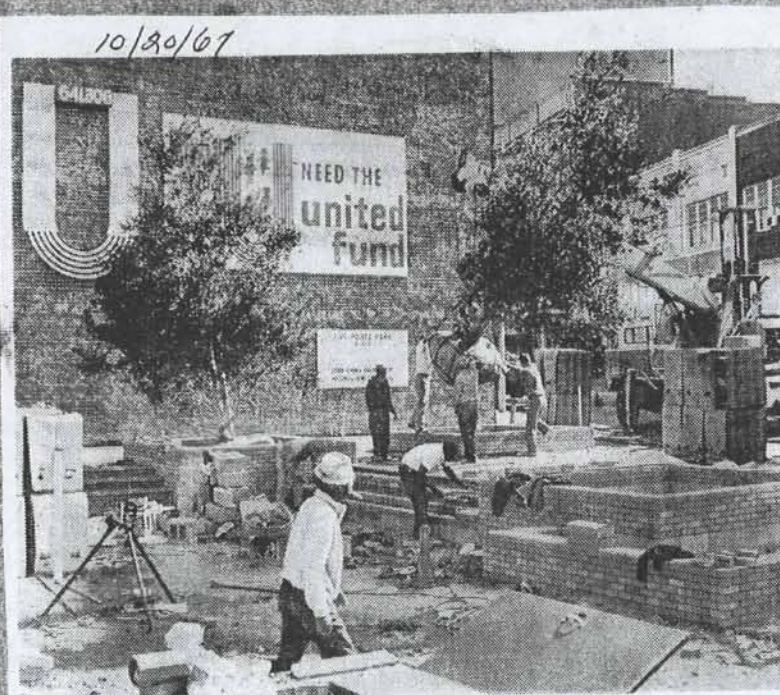
No figures were disclosed as to the city's appraisal or offer to the rail firms, since "it is a matter for the court to set the price," he said.

It is understood that some city officials would like to remove some of the cobblestones from the depot service street to be used in the Five Points Park project, which is now under construction.

He said the rail firms have about 30 days to file their formal answers to the city's suit. Following that, the Durham County Superior Court will appoint several commissioners to render an opinion on the value of the property.

However, the commissioners are not restricted in the time they have to form their opinion, he pointed out.

Edwards said the city could take possession of the property by posting funds equal to the amount found by the commissioners to be the value. This



(Staff Photo by Moore)

'Instant Trees' For Five Points

Work is continuing in a big way at Five Points Park in downtown Durham, which is undergoing a face-lifting in the city's urban renewal program. Workmen are shown here bringing in large trees for the park.

Transplanting is to continue today. Additional shrubbery is yet to come for the park, being built on the site of the old Piedmont Building. Work is expected to be completed by Christmas.

10/30/67

Heirs To Railroad Property Contest Urban Renewal Suit

Old Station Area Object Of Action

By GEORGE LOUGEE
Herald Staff Writer

The condemnation proceeding recently instituted by the Redevelopment Commission of the City of Durham to acquire Union Station railroad property struck a snag Friday when the grandchildren of the late William Thaddeus Redmond filed an action claiming ownership of the land.

Mildred Berryhill of Raleigh, Ruth Christian Alexander of Durham, and the heirs and next of kin of Redmond ask the court to appoint commissioners to appraise the property for the purpose of determining the compensation that should be paid them for the taking of the property for a public street.

They also request the court to require the Redevelopment Commission to pay their attorney

fees and pay the costs of the action.

The respondents, who are included in the long list of persons and firms against whom the condemnation petition is aimed, contend that they own an area of land 200 feet in width, 100 feet to the north and 100 feet to the south of the mainline of the North Carolina Railroad Co.

It is further alleged by the respondents that the N.C. Railroad Co. "attempted" to make, execute and deliver a lease to run for 99 years from and after Jan. 1, 1896, embracing this strip of land, but that it had acquired an easement or right-of-way for railroad purposes only, and that this land now ceases to be used for railroad purposes.

The action also alleges that the Southern Railway Co., which was extended the lease by N.C. Railroad Co., has no right, title or interest in the land which ceases to be used for railroad property, and that any lease agreements between Southern Railway Co., the Seaboard Air Line Railroad Co., the Durham & Southern Railway Co., and the Norfolk & Western Railway Co. are not valid.

The respondents say they never have signed any mortgage deed to Central Trust Co. of New York, and the Chase Manhattan Bank of New York, and their fee simple title to the property involved is not subject to mortgage deed.

It is further alleged that the respondents never executed nor did their predecessors in title execute any mortgage deed to Mercantile Trust & Deposit Co. of Baltimore, as trustee.

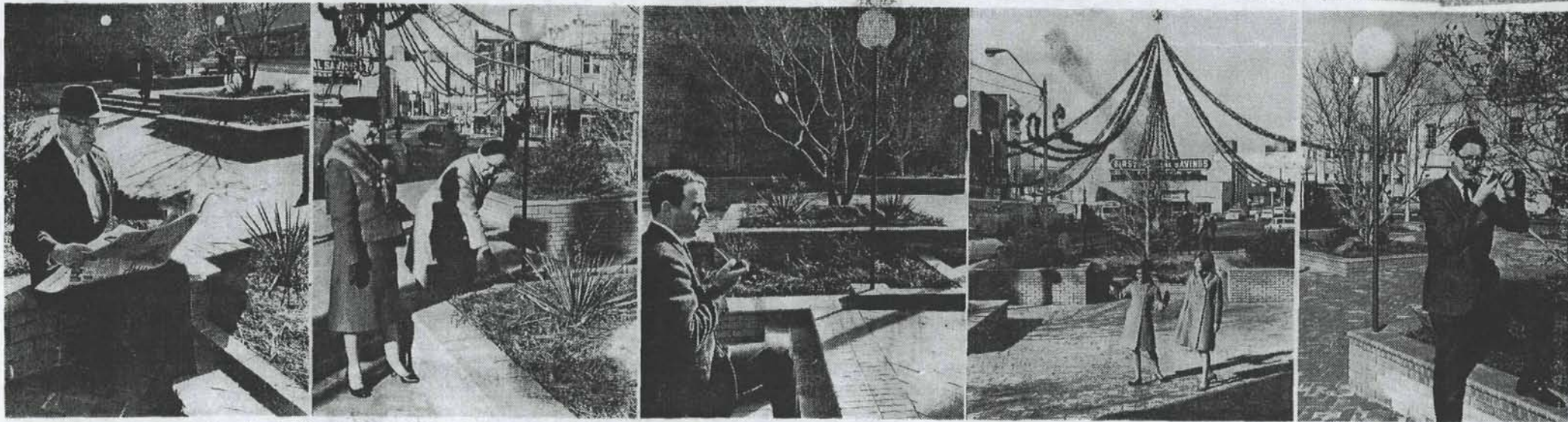
None of the instruments executed by any of the railroads to banks or institutions as trustees were signed by the respondents, and none constitute any lien against the title owned by the respondents, the action contends.

William N. Pratt, who died in 1867, was the owner of all the land sought by the Redevelopment Commission, it is conceded.

Pratt did not deed the land to his nieces, Carolyn J. Strayhorn, Martha J. Strayhorn and Caroline Barbee, but the land was devised to James R. Redmond who had no children, the respondents claim.

When James R. Redmond died, this property was inherited by his only brother, William Thaddeus Redmond, and the respondents are W. T. Redmond's grandchildren who inherited the land and are its true owners, the action contends.

DURHAM, N. C., WEDNESDAY AFTERNOON, DEC. 6, 1967



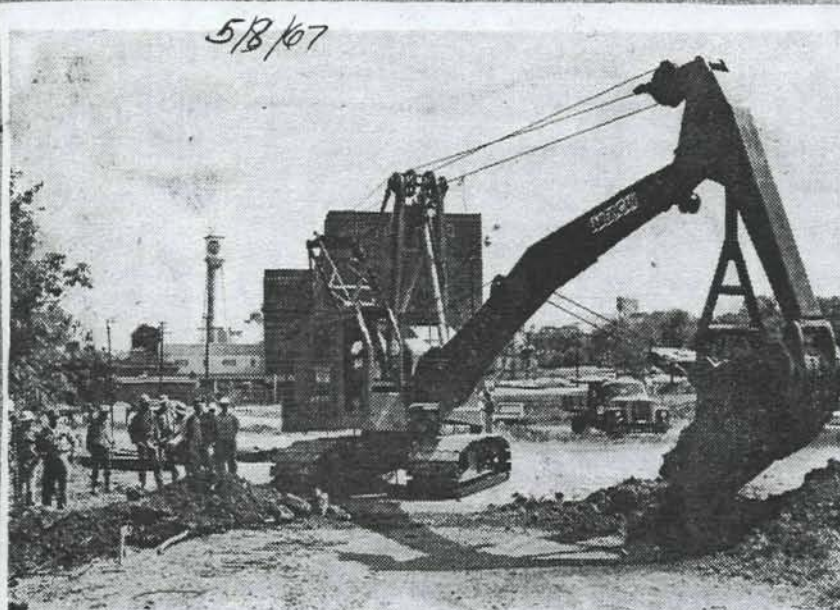
OPENING DAY IN THE PARK—A number of Durham residents took advantage of good weather today as they visited the new Five Points Park on its opening day. Grady Harris enjoys a noon-time look at his newspaper in the photo at left, while Mrs. Rotcher Watkins and Mrs. W. L. Pridgen examine the plants in

one of the park's planters in second photo. The center view shows Kenneth Coulter, landscape architect, who helped his brother, Rufus Coulter, in designing the park, as he took a break in the new facility. Next, Norma Smith and Sylvia Sprinkle de-

light at finding a touch of nature in Durham's downtown area. In the final photo, Architect Sam Hodges pauses to light his pipe as he passes through the park on his way to his office. The park was developed by Ragland Landscape Co. of Sanford under

a \$31,000 contract with the City Redevelopment Commission as part of the downtown revitalization project. It is situated at the former site of the Piedmont Building

—Sun Staff Photos by Charles Cooper.



EXPRESSWAY WORK BEGINS—Workmen for the Wrenn-Wilson Construction Co. begin work on relocating a sewer line in the right-of-way of Durham's East-West Expressway, to make way for initial grading on construction of the facility. The work is in progress on Morehead Avenue near the American Tobacco Co. plant. The William Muirhead Construction Co., contractor for the expressway, also moved into the area to begin initial grading on the \$20 million project, which is expected to take two years to complete. The firm is handling the project under a \$4,139,910.55 contract with the State Highway Commission. Start of work on the expressway climaxes more than eight years of planning and preparation on the superhighway by officials of the City of Durham and the State Highway Commission.

—Sun Staff Photo.

East-West Expressway Work Launched By Crews

Construction of Durham's East-West Expressway got under way today, climaxed more than eight years of planning and preparation by officials of the City of Durham and the State Highway Commission.

Workmen from the Wrenn-Wilson Construction Co. began relocating a sewer line preliminary to erecting a culvert in the expressway's right-of-way on Morehead Avenue, near the American Tobacco Co. plant.

The William Muirhead Construction Co., contractor on the expressway, also moved into the area to begin initial grading work on the project.

The Muirhead firm is building the center section of the superhighway, between Chapel Hill Street and Alston Avenue, under a \$4,139,910.55 contract with the State Highway Commission. The contract covers grading, concrete paving and signing of the expressway.

Plans call for the mammoth construction project to be handled in three phases, each of which pinpoints the "critical" areas which will be given primary attention.

The phases are outlined in a general plan of construction which was adopted earlier this year by the State Highway Commission.

City officials said this plan is expected to be followed, but Muirhead is slated to prepare a final construction schedule which will be followed.

Construction of the four-lane highway is to be completed by July 1, 1969, under terms of the contract.

The project involves erection of nine overpass bridge structures where the expressway will intersect directly with other streets, construction of several connector streets and service roads to provide easy access and egress for expressway traffic, and rebuilding segments of several existing streets to link them with the expressway.

Its cost is expected to total about \$20 million for land acquisition and construction.

The 1.8-mile center section of the highway will become part of a major traffic artery linking Interstate 85-U.S. 70-U.S. 15-501 Bypass and the Research Triangle Park.

The facility will be built initially with four lanes, but space for two additional lanes will be available along the median. The additional lanes will be paved under a separate contract, when work is done on the eastern and western segments of the freeway.

Wednesday, May 10, 1967



(Staff Photos by Moore)

From 'House' To 'Home'

The 14-member family of Sophie and Herbert Maye moved Tuesday from the Enterprise Street house, right, into an apartment in the Fayetteville Street public housing project where officials had combined two units to accommodate the big family. The new residence is similar to structures in the background of the family picture. One youngster was not in the photo.



Big Family Requires Two Apartment Units

By FRED WARDLAW
Herald Staff Writer

Do you enjoy the chore of moving from one house into a new home?

Ha!

How would you like to move into a new home with a dozen youngsters in your family?

Ha! ! !

How would you like to have a dozen youngsters with a set of one-year-old twins and another set of three-year-old twins and the oldest child being 13? And with a husband who holds down two jobs calling for a total of an 80-hour work week?

That's the story of Sophie Maye.

She, the 12 children and husband Herbert Maye moved into two apartment units, back-to-back in the Fayetteville Street public housing development, that had been specially prepared by knocking out a seven-foot portion of the wall dividing the two units' living rooms.

The family is the largest ever to live in a Durham Housing Authority development since the first families moved into units some 16 years ago.

Many agencies worked with the Maye family in preparing for the move, including Operation Breakthrough, the inter-denominational and inter-racial women's organization of Coffee, Talk and Action Club, Durham health and school officials, the Educational Improvement Program, housing and city officials.

So now the Maye family has four bathrooms, two living rooms, eight bedrooms and two kitchens!

Mrs. Maye grinned approvingly as she walked into the first big room and was greeted by Housing Authority Executive Director Carvie S. Oldham, Durham attorney M. Hugh Thompson and several members of the Coffee, Talk and Action Club—whose representation grew to nearly a dozen as the afternoon's moving activities progressed.

"Have you seen it yet?" asked Oldham jokingly. "We want you to see it before you take (accept) the apartment."

"No, not yet," she replied. After a 10-minute tour with waist-high stragglers hanging on and with Coffee, Talk and Action members guiding the way, "I'll take it," she exclaimed in jovial tones.

"I want to go home," commented a big-eyed five-year-old at her side.

"You are home, honey," she reassured the daughter. "I'm so excited, I just don't know." Mrs. Maye returned her conversation with the adults.

Asked which stove location she would prefer, in a move to prevent any childish accidents because of separate room locations, she decided to decide later. Housing officials indicated they will move one refrigerator into the main kitchen—thus leaving nearly a new room—when the stove decision is made so the family's utilities will be side-by-side.

The family was urged outside for a picture-taking session.

"Where's Pee Wee?" exclaimed someone. After a minute the oldest boy was found. "Somebody's not here," said someone. It was resolved the absent youth had returned to the Enterprise Street site of the old dump home for a final time. It is in an urban renewal area.

"Hey, who's that?" said someone else as the family numbers began to increase as the photographer made his camera adjustments.

"That's somebody else's child, trying to get into the

Building Code, Renewal Conflict

Aired

^{6/15/67}
**Project
Review
Okayed**

The City Council today authorized a review-study of the city's General Neighborhood Renewal Plan for a future urban renewal project area bounded by Duke Street, Lakewood Avenue, Roxboro Street and the East-West Expressway.

The action cleared the way for execution of a contract between the City Redevelopment Commission and the consultant firm of City Planning and Architectural Associates of Chapel Hill for the \$600 study.

City Planning Director Paul Brooks explained that the review would be aimed at updating the original plan for the area, which was adopted by the Council in 1960.

A more current view of the area is needed in order to provide an "interim guide" of development for owners of property in the area, while the area is being considered for funding as an active urban renewal project.

Several property owners have expressed interest in making improvements in the area, but need some guidance on how it will be programmed for development under the federal program, Brooks added.

He said the Redevelopment Commission does not expect to receive funds for survey and planning of the area within the "near future."

Earlier, in a special session, the Council rescheduled the effective date for the annexation of the site of an apartment project on Old Oxford Road for Aug. 8.

The Council had acted previously to set the annexation of the tract and its rezoning to become effective on Monday.

Jack Cooper and Associates plan to develop the property, which is owned by F. W. ...

**Referred
To Panel
By Council**

**Repairs Halted
Where Property
To Be Acquired**

City Council members today reviewed the problem of making improvements on privately owned substandard property which is slated to be taken over by the Redevelopment Commission and demolished.

The matter was brought to public attention, City Manager Howard Hughes said, by a group of persons living in housing located in the Peachtree-Vernona area. Following a discussion, the Council referred the matter to its Public Works Committee for settlement.

A number of houses were called into question, John Parham, city building inspector said, in violation of city housing codes. All of the property was in the process of acquisition by the Redevelopment Commission, he said.

Ben Perry, head of the Redevelopment Commission, said that persons in the area were being relocated as soon as the properties were purchased by the commission. He said, however, that condemnation proceedings on some of the housing in question would take at least another 60 days. "A number of these houses have already been improved," he pointed out. "The roofs are tightened and the bathrooms are operating."

Some nine units of 22 dwelling units in the area were in violation of city building codes, he said. A number of these did not have hot water heaters, he said.

He said that L. R. Chambers is the owner of the larger part of that property which is in bad repair. Chambers was present at the meeting. In the discussion which followed, Councilman Charles Steel said: "If the code is to be followed precisely, then these people will be put out immediately. On the other hand, there is the question of the property owner—will he be compensated for his improvements?"

The legal question of whether or not the Redevelopment Commission has the right to make improvements in the privately owned property was raised by Perry.

Condemnation proceedings on the property will take some 60 days, it was noted. It was Steel's motion that the matter be referred to the Public Works Committee in order to work out "an equitable solution for all those concerned."

**Restaurant
Bid Okayed
By Council**

**\$10,300 Accepted
For Land Located
In UR Project One**

The City Council today approved a \$10,500 bid from A. B. Morris on a parcel of land in an urban renewal area, clearing the way for Morris to erect a new restaurant on the property.

Morris, who presently operates a restaurant on Blackwell Street, in the area will terminate his business there today, Council members were told.

Redevelopment plans call for the construction of a restaurant and a parking lot to accommodate between 40 and 50 cars. The area is bordered by the present Blackwell Street and American Tobacco Co. property. The present street will be eliminated with a new "Dillard Street" to be built.

Landscaping and walkways also are planned around the location.

Robert Thomas of the Redevelopment Commission, in presenting plans for the area said that, hopefully, a new restaurant would be completed and opened for business by early September.

\$13.8^{6/14/67} Million In Bonds Issued By Renewal Body

By BOB JACKSON
Herald Staff Writer

The City Redevelopment Commission has borrowed \$13,804,000 from Wachovia Bank and Trust Co. of Winston-Salem, Commission Finance Director Ernest Hunter Jr. said Tuesday.

Wachovia was "low bidder for

five sets of preliminary bond notes, agreeing in sealed bids opened Tuesday afternoon to make the loans for less than 3 per cent interest.

Most of the money will be used to pay back what the Redevelopment Commission already owes. On July 14, notes of \$11,507,000 will come due, with

interest.

The remaining millions will be used to continue property acquisition and clearance in four Urban Renewal areas.

The Redevelopment Commission routinely borrows what money it needs for retiring outstanding notes and for continuing its activities.

Finally, when redevelopment work is done and all loans are to be paid off once and for all, the federal government will make a grant to the Redevelopment Commission to cover the notes.

The city also will have to contribute formally to paying off the notes, but because the city is given credit for civic improvements in renewal projects, the federal government is expected to put up Durham's final cash share of the financing.

The preliminary loan notes are divided into five groups, representing the four redevelopment areas.

Wachovia loaned money to finance activities in Urban Renewal Area No. 16, bounded by Duke, Pettigrew, Roxboro and Cobb streets, at a cost of 2.96 per cent on a principal of \$3,788,000, due July 12, 1968.

For Urban Renewal Area No. 17, bounded by Pettigrew, Grant, Umstead and realigned Fayetteville streets, Wachovia agreed to finance \$1,972,000 at 2.83 per cent, due March 22, 1968.

For Urban Renewal Area No. 26, covering downtown, loan notes are on two sets of principal, \$3,000,000 and \$3,563,000 respectively. Wachovia bid 2.86 per cent on the first and 2.91 per cent on the second. Both loans are due July 12, 1968.

A fourth series of loan notes are for financing in Urban Renewal Area No. 41, south of North Carolina College.

Wachovia's low bid on a principal of \$1,481,000 was 2.85 per cent, with the note maturing May 10, 1968.

Work To Begin Monday On New Morris Cafeteria

The rebuilding of the Morris Cafeteria at Blackwell and Matthews streets, the second time an urban renewal site will be redeveloped in Durham, is scheduled to begin Monday, with C. C. Woods Construction Co. rebuilding the structure.

The first redevelopment of an urban renewal site was the Motel, now under construction.

The restaurant facility, sold to City Redevelopment Commission and torn down after some 32 years in business, will be enlarged from the original 2,000 square feet to some 10,000 square feet.

Also, the contemporary styled brick structure will be erected in a manner permitting future construction of a second story.

The cafeteria, a favorite for college students and other Durham residents, particularly American Tobacco Co. employees who work nearby, is expected to be ready for occupancy and food supply about early September.

Parking area for some 50 cars is anticipated at the cafeteria. It is owned by Mr. and Mrs. A. B. Morris.



(Staff Photo)

Sign Final Papers

Mr. and Mrs. A. B. Morris sign final papers with Durham Redevelopment Commission Chairman Robinson Everett. Work on the new Morris Cafeteria is expected to begin Monday at the site on Blackwell and Matthews streets.

7/13/67 Delegation Again Asks For Action

**Council Is Told
Houses Still
Are Substandard**

By ANN KRUGER

A delegation of some 20 persons from the Peach Street-Verbena area revisited the City Council this morning to ask that their dwellings be brought up to standard.

Speaking for the group was Miss Brenda Howard of 206 Peach Street, which is one of the buildings belonging to L. R. Chambers against which condemnation proceedings have been started.

Miss Howard said that this building had had some repairs done on it, but that the roof still leaked, and no wall sockets existed.

She said there were substandard living conditions at No. 4 Peach St., No. 6 Peach St., 124 Elizabeth St., and No. 8 Peach St.

At a meeting of the Council last month condemnation proceedings with a 30-day "grace" period were set into motion against five rental houses owned by Chambers by City Building Inspector John Parham.

Earlier this week Parham said that all five of the houses had been brought into general compliance with building codes. However, he pointed out at that time that the limit had not expired on some six or eight other rental houses about which the United Organizations for Community Improvement had complained.

City Manager Hughes said that of the houses mentioned by Miss Howard, only her own residence was among those against which condemnation proceedings had been started.

Mayor Wense Grabarek said that he had discussed the situation with Mrs. Hazel Howard, mother of the young representatives, on last Friday and earlier in the week. He said that Parham had reported to him that the house had been repaired as specified, with some work still to be done on the leaks.

The mayor said that he had to rely on the word of the building inspector in many of these matters which involve a great deal of time.

Councilman John Stewart said that "this matter is going to continue to come up again and again until the Redevelopment Commission moves to acquire this property in a proper way."

"Sixty days ago the acquisition of this Peach Street-Verbena area property was brought before the Council," he said. "Some of these houses can't be brought up to standard; they never will be. Let us get on with the work of getting the property acquired and issuing these residents certificates so that they can get into public housing."

Ben Perry, director of the Redevelopment Commission, said that he should have the answer as to when the land will be acquired on Monday night. He mentioned a court case currently hanging fire in the matter of acquiring the land.

Councilman C. E. Boulware said: "Those houses, every one of them, are substandard. Whatever action is necessary, let us assure these people that the Council will take the proper action."

Councilman Walter Biggs, agreeing that most of the property could never be brought up to standard, asked, "Why don't these people move?"

The mayor said that all of the residents in the area should understand by this time that the area will be destroyed in the urban renewal project, explaining that their condition was the reason why they were being included in the urban renewal project. He said that he hoped that all residents of the area were looking for new homes and would move as soon as possible.

Stewart pointed out that many who might want to get into Public Housing could not do so without certification. However, the mayor said that this was not necessarily true.

"The truth of the matter is, we have an acute housing shortage in this city. It isn't a good condition," Stewart said. "There are certain limited areas where even those who can afford to pay rent can go."

Councilman Charles Steel urged council members to bear the housing shortage in mind "when developers" and others concerned with providing housing for the public brought matters before them which required some deviation from the established.



PERRY

7/24/67 Perry Named Officer Of Two-State Council

CHARLOTTE—Ben Perry III, executive director of the Durham Redevelopment Commission, has been named vice president of the North and South Carolina Council of Housing and Redevelopment Officials.

Perry was selected by the council's executive committee to fill a vacancy created by the resignation of James Greer of Asheville. Greer's resignation was accepted Saturday by Bill Gordon, council president.

The unexpired term filled by Perry will run until April, 1968. A native of Charlotte, Perry has headed Durham's rede-

velopment efforts since 1961.

He was previously employed as administrative assistant in the administrative office of the Housing and Home Finance Agency in Washington, where he was in charge of the Program for Community Improvement, under which communities developed workable programs for the elimination of slums and blight and took steps to prevent their recurrence.

He was educated in the public schools of Greensboro and is a graduate of the General Motors Institute in Flint, Mich.

Rule Replaces Freedom Of Choice Plan—

New Tenant Selection Directive Won't Change Present Procedure

A new Department of Housing and Urban Development directive aimed at ending racial discrimination in the selection of tenants for public housing will "not materially" affect selection procedures now followed by the Durham Housing Authority, DHA Executive Director Carvie Oldham said today.

The directive, issued in mid-July, ordered local housing authorities to replace the old "freedom of choice" rule governing tenant selection in public housing with new regulations designed to promote desegregation.

In practice, under the "freedom of choice" rule, white applicants have tended to reject housing units in predominantly Negro projects to await vacancies in predominantly white projects.

This procedure, which usually gives applicants unlimited time in which to accept a unit offered in a housing project, has reinforced segregated public housing patterns that began when the program was authorized by Congress in 1937.

It has resulted in what civil rights groups call a "separate but equal" system of public housing.

When vacancies occur in Durham public housing projects, they are offered first to the

their present plans of tenant selection if they can prove to federal officials that the plans have resulted in "substantial desegregation" of low-rent public housing.

The directive defines "substantial desegregation" as meaning that "at least two-thirds of the housing projects of the local authority are desegregated on more than a token basis."

However, the word "token" is not defined and will be left presumably to administration interpretation by the federal agency. Regardless of the plan a city

adopts, applicants must be assigned to public housing units on a "communitywide" basis.

This means, for example, that if a Negro family heads the list of eligible applicants and a vacancy occurs in a predominantly white project, housing authorities must offer the Negro family that space rather than wait until space opens up in a predominantly Negro project.

This regulation is designed to restrict the local authorities' ability to use tenant selection policies to perpetuate segregated housing patterns, he said.

Advisory Group, HUD Official Plan Session

Ed Meil of the Housing and Urban Development Department's Atlanta regional office will address a special meeting of the Durham Citizens Advisory Committee for Community Improvement tomorrow at 7:30 p.m., according to city officials.

He is expected to discuss the role of the citizens group in the functioning of a community's Workable Program for Community Improvement, which is a prerequisite for a city to qualify for federal public housing and urban renewal funds.

The session will be held in the Council chambers at City Hall.

Members of the committee met last week to reorganize the group and set forth a "work program" for 1967-68, which calls for several "educational" sessions and for preparation of a year-end report to the City Council with recommendations.

This schedule sets meetings of the committee with the Durham Housing Authority on Sept. 6 to tour public housing sites, with the City Redevelopment

Commission on Oct. 4 to tour urban renewal project areas, with the city's housing code enforcement staff on Nov. 1 to tour blighted areas and with the city's Public Works Department staff to tour various city projects.

A meeting March 6, 1968, is slated for discussion of reports and recommendations of the group's subcommittees, while sessions on April 3 and May 1 will be devoted to completing the report to the Council.

In addition, the committee's "minority group housing" subcommittee plans to meet bi-monthly or more often to study problems related to low and moderate income housing.

Meanwhile, two other HUD-officials are expected to visit Durham in the next few days to review plans for temporary relocation of businesses along Fayetteville Street in one of the city's urban renewal projects.

12A—The Durham Sun, Thursday, August 3, 1967

Agency Gets Plan For Relocating Businesses

Ben T. Perry, City Redevelopment Commission executive director, was scheduled to meet with federal officials in Atlanta today to submit the commission's "concrete" plan for relocating 22 business firms on Fayetteville Street to make way for Durham's East-West Expressway.

Perry said a tentative plan for moving the firms, all of which lie within the proposed

boundaries of the expressway, has already been sent to the Atlanta office of the Department of Housing and Urban Development.

He noted, however, that HUD officials in Atlanta must approve the plan before federal money can be used for the relocations.

"I believe personally that the government will give us the money to go ahead with the program," he said.

He said the Durham program had been given "top priority" and that some definite decision will be made on it by the federal officials during the meeting.

The top priority heading was given the Durham program partially because of a telegram which Perry said was sent by a group of businessmen in the area. The telegram expressed dissatisfaction with the program, he said.

Perry added, however, most of the businessmen in the area, while not happy about the prospect of having to move, are satisfied with arrangements being made for them.

He said the firms are being moved to vacant business establishments within the area.

Publication

with Mao's policies. It was the first shot of influence to Russian revisionists. North Vietnamese to take a clear, rational policy professed by Mao. Socialism as an opportunistic alternative to the Krenlin leaders. In what seems to be a neutral Russian and pro-Chinese groups of Ho's strongest points to be between Moscow and Peking. The Vietnamese have so far been their need for Chinese as well and Hanoi can be detected. Due further signs of any real change war in Vietnam.

HUD Pushes For Tenants To Organize

By OWEN BISHOP

Regional officials of the Department of Housing and Urban Development (HUD) are urging the Durham Housing Authority to organize representative tenant councils in all public housing projects.

DHA Attorney Dan Edwards, who met with HUD officials in Atlanta last week, said they "strongly" urge development of such councils to function as liaison groups between the authority and project tenants.

Each project had such a council up until a few years ago, when they were discontinued.

The new councils "would have to be chosen or elected in some democratic fashion so they would be truly representative of a majority of the tenants," he said.

Some of the projects now have some type of tenants' group, but DHA officials had nothing to do with its organization—and the method employed to select members of the group is uncertain.

However, DHA Executive Director Carvie Oldham and DHA commissioners have met with the group to discuss public housing grievances initially presented to the authority by the United Organizations for Community Improvement (UOCI) and the Citizens Action Committee.

One of the grievances asked that the DHA administrative staff meet regularly with the tenants group to discuss any problems which might arise, while another asked that "all controversies," including evictions, be aired before a tenants' group.

Still another called for tenants' \$20 security deposits to be invested, with the interest income going to a given tenant council.

proposed new lease agreement drawn up by the delegation, Edwards said the federal officials authorized extension of the lease period from the current 30 days to 12 months.

However, they advised against the DHA's accepting responsibility for mowing grass and clearing snow in the projects — because the cost of these services would have to come from rent charges.

Providing the services might force the authority to raise

rents, while the delegation is seeking decreases in rent scales.

In effect, HUD was saying it would not provide federal funds to cover the costs of these services. DHA's only other source of income is rent charges.

A proposed new lease, containing those provisions of the delegation's version which were cleared by HUD, is slated to be reviewed by DHA commissioners and the UOCI-citizens group later this week, along with the proposal for reducing rents.

HUD officials frowned on the proposal, and raised a legal question concerning the security deposit idea, according to Edwards.

The hearing procedure might constitute a delegation of authority by the DHA to the tenants group, which the DHA cannot do under federal regulations, he said.

The security deposit idea is unworkable because the individual tenant is legally entitled to any interest, and the DHA cannot require that he give up his claim to such interest as a condition of his lease, Edwards said.

This raised a question about the DHA's current practice of investing the deposits and using the income for budget expenses.

The practice is followed "to keep rents low," according to Oldham.

Turning to HUD's attitude on the DHA's extermination program, Edwards said the agency authorized execution of a one-year contract with Allied Exterminating Co. for extermination at McDougald Terrace, but suggested that tenants whose poor housekeeping practices continue to breed roaches should be evicted for this reason.

The McDougald Terrace extermination program will cost a total of \$1,900—at a rate of 45 cents per apartment per month.

No extermination program was begun at Few Gardens because the project "doesn't need it as much as McDougald Terrace at this time," according to Oldham.

The UOCI-citizens committee

Purchase Of Damar Court Delayed; Public Housing Grievances Heard

Following the meeting, Oldham said that some of the persons occupying public housing had been making more than the maximum income for several years, but they had not been moved because suitable quarters could not be located.

The tenants also complained about the absence of recreational facilities at the Fayetteville Street Project. "There are 600 kids here, and I think they need some recreation," a woman said.

Oldham replied that "it was matter of a roof over their heads without a recreation building, or nothing at all." He said that budgets had not permitted the construction of a recreation center at the project.

One person complained that a family she knew in the Cornwallis Road Housing Project had received electrical bills of about \$50 last winter.

Oldham replied that a representative of Duke Power Co. had investigated the charge and found "the heat on and all the doors open." The electrical contractors and companies are investigating the excess-bill charges, he said.

One of the Negroes complained that garbage cans had been installed so that they were directly under living room windows in the apartments. "Any person with a good head would have known better than to do that," she said. The cans leak odors into the living rooms and attract flies, several tenants said. Oldham said the matter would be taken up with the architect.

Several tenants also charged that their garbage was not being picked up "but once a week." "Then we have to call to get it removed," a tenant said.

Oldham said the maximum any tenant in the Fayetteville Street Project could earn was \$4.875 a year. All tenants must pay one-fifth of their salary as rent, he said in response to assertions that too much rent was being charged some persons in the project.

Oldham, Perry Meet With Tenant Group

By ED MARTIN
Herald Staff Writer

The Durham Housing Authority "is not going to put anybody out of public housing until we or they find a standard house for them to live in," Authority Executive Director Carvie Oldham said Thursday.

Oldham and Durham Redevelopment Commission Executive Director Ben Perry spoke to an informal gathering of about 25 Negro occupants of the Fayetteville Street Housing Project, fielding complaints ranging from excess electrical bills to improper placement of garbage cans in the housing area.

Representatives of the two agencies had been requested to come to the meeting in a letter signed by the "Fayetteville Street Project Tenants."

Oldham's statement that no person would be "put out on the street" came in response to questions about eviction proceedings for persons in the public housing who were making more money than allowed for occupancy of such housing.

Oldham said that once standard housing was located, either by the person or the DHA, families making more than the prescribed income would be forced to move.

The statement prompted criticism from tenants who said they thought they should have the right to choose their own housing. "We pay our money, we should have a choice of where we move," one woman asserted.

"The law says a 'safe, decent, sanitary' house," Oldham said, adding that the authority would enforce eviction rulings when such a house was available.



OLDHAM

No Move Expected Before Next Week

By FRED WARDLAW
Herald Staff Writer

The acquisition of the 102 Damar Court Apartments has been delayed at least until Tuesday, Durham Housing Authority Executive Director Carvie S. Oldham reported Thursday.

Today had been the target date for completing the purchase transaction and it had been anticipated that up to 50 families might be relocated into the two-bedroom units today.

However, "a delay in the transmittal of funds occurred," Oldham reported and it now appears that will be the date for concluding the option, which the housing agency acquired around the first of June.

The Durham Housing Authority is buying the property, located on Morreene Road near Duke University, for about \$1.2 million. Another quarter-million dollars is expected to be spent on "rehabilitation" of the property.

"We can't move people into something that we don't own," Oldham commented when asked if officials would go ahead with the move-in as planned for today.

Tentatively, a special deed signing ceremony will be held about 11 a.m. Tuesday and families will begin moving in during the afternoon.

It will depend on the arrival of the federal loan, however, which is in the form of a federal reserve wire (telegram) transfer.

In a related action Thursday, Durham City Council approved Duke Power Co. proposals for supplying bus service to the Damar and to the apartments across the street. Housing officials and Duke University are to negotiate a price for the acquisition for public housing of the 224 units now used for married student housing.

The Damar bus service will be accomplished by extending the present bus route 6A which has served the Duke campus areas. The extension will be run 10 times daily, traveling from the Campus Drive circle, down the first driveway to Towerview Road, which becomes Morreene Road at the Erwin Road intersection. The bus will circle through the Damar complex and follow the same route back.

Also, Sunday and holiday service to the southern part of Fayetteville Street will be gained by extending the service of Bus Route 5 to cover the housing project at the intersection of Cornwallis Road and South Roxboro Street. The buses would be increased from 30 to 40 minutes on the Fayetteville Street route in order to allow additional time for increased mileage.

The new routing will be effective Sunday.

Convention

Center Study Too Costly

Cheapest Proposal \$30,000

Less Expensive
Review Sought
By Commission

By OWEN BISHOP

With bids ranging from \$30,000 to \$80,000 on the cost of an in-depth study of Durham's need for a civic center-coliseum now in hand, the Durham Civic and Cultural Center Commission is calling for quotations on a less expensive preliminary study of the question.

Walter Biggs, chairman of the commission, said today the bids on the full study were so costly that members of the commission felt a preliminary study might provide data on the feasibility of a center-coliseum without the commitment of a large sum of money.

Proposals for the complete studies, which were submitted by several consultants from throughout the nation, involved a full review of Durham's capability for supporting such facilities, a determination of the types of facilities to be included, selection of a prospective site for the complex and preparation of preliminary drawings of it.

Biggs said the commission charged with gathering estimates of the cost of the study saw no reason to carry the study to this extent on all four proposed units of the complex, if the study shows that any one of them is not feasible.

The complex is conceived as including a civic and convention center, a coliseum, an auditorium and an arts unit, but if any of these are shown to be unfeasible, they should be eliminated before the study moves to its next phase, he added.

He pointed out that a committee member is now in the process of contacting the consultant firms which issued the original study bids to determine if they would be interested in conducting a preliminary study and, if so, how much they would charge.

Funds to finance the study would be raised from a subscription of Durham businesses and industries, Biggs said, and is not expected to involve public solicitation.

Financing for actual development of a center-coliseum would probably come from a county-wide bond issue, should the study indicate that the community can support such a facility.

Firms which were invited to submit study proposals included: Booz, Allen & Hamilton, Consultants, of Chicago; Raymond Loewy-William Snaith, Inc., of New York; John MacFaggen & Knoules of Brooklyn and San Francisco; and William Briggs of Richmond, Va.

The 17-member Civic and Cultural Center Commission was appointed by Durham Mayor Wense Grabarek last year to "review and discuss the current need for a civic center; to ascertain the need for a cultural or fine arts center; to reconcile or coordinate these facilities with attention given to all local institutions and to proceed to select a site and make financial plans if a need is determined."

N.C. Road Fund Ends Year With \$3.6 Million Surplus

RALEIGH (AP) — The North Carolina highway fund finished the fiscal year June 30 with an unallocated surplus of \$3,636,475.

Gov. Dan Moore announced today.

Moore said that although the highway fund had a balance on

June 30 of \$95,801,359, all of these funds are committed to various highway fund purposes.

The \$3,636,475 in unallocated funds is available to the governor for distribution to various highway fund purposes.

In addition to the unallocated surplus, Moore said \$2,916,060 has been reserved to match estimated federal funds for state highway safety programs.

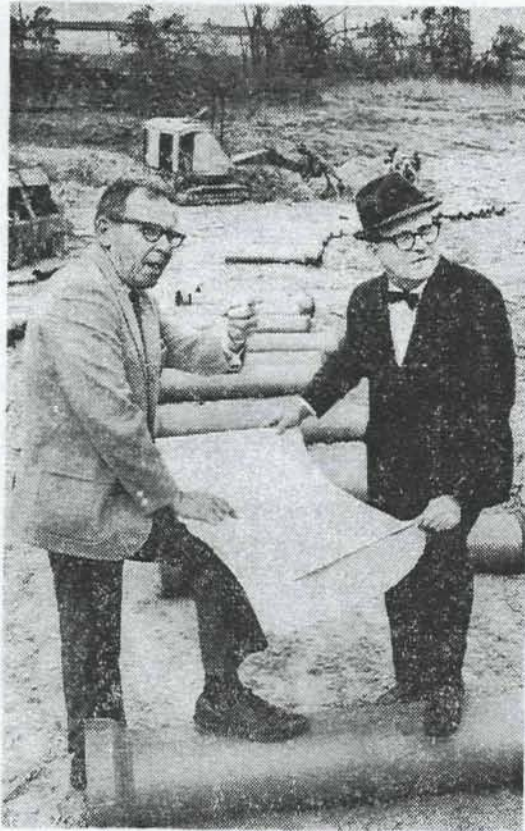
"In the event that federal funds for highway safety are not appropriated by Congress in the amount originally estimated," the governor said in a prepared statement, "the excess of matching state highway funds reserved for this purpose will be added to the governor's unallocated surplus."

Moore said the highway fund "is in sound financial condition." He noted that expenditures for 1966-67 amounted to \$238,504,373 compared with total revenues of \$334,305,732.

The governor said the one cent per gallon gasoline tax reserved for highway road bond debt service brought in \$49,245,133 during the fiscal year. Of this amount, \$36,132,688 is set aside for remaining debt service payments on the secondary road bond issue of 1949.

The balance of \$12,112,450 is reserved for debt service payments for the Highway Construction Bond Act of 1965.

"The one cent per gallon gasoline tax revenues," Moore said, "have been collected at such an accelerated rate that North Carolina is able to meet its secondary road bond debt service requirements three and one-half years in advance of the final maturity date, July, 1970."



(Staff Photo by Ken Cooke)

CARVIE OLDHAM, LEFT, AND JACK PRUDEN
... on site of the Grant Street housing project

Slums, Housing Durham Targets

By JANE HALL

DURHAM—The North Carolina city that has stopped talking about improvement and begun doing something about it has made great progress on both slum clearance and the provision of adequate housing.

In housing, the Durham Housing Authority is preparing to provide for both the elderly and those displaced by slum clearance.

In each instance urban renewal—administered by the Durham Redevelopment Commission—either found the land for or sold land to the authority for housing projects.

A non-profit organization

already has under construction a housing project for the middle-income in south Durham and there's talk that private enterprise may construct another in the heart of town.

Carvie Oldham, executive director of the Durham Housing Authority, said a seven story building containing 106 units for the elderly will be constructed.

The new units will be the second housing project for the elderly. A few years ago, 50 duplex apartments were built.

Oldham said a group of town houses, containing 114 units, will also be constructed as soon as land is available.

See SLUMS, Page Three

*Undated when copied
(In Book with Nov 1967 papers)*

HUD Official To Speak At Motel's Dedication

Dedication ceremonies for the Downtowner Motor Inn will be held Friday with a special guest speaker from the Department of Housing and Urban Development (HUD) regional office in Atlanta.

Edward H. Baxter, regional administrator from Atlanta, will deliver the key address at the 10 a.m. dedication at the Chapel Hill Street motel.

The Downtowner Motor Inn was the first re-use of land purchased through the Durham urban renewal program.

Baxter will be in Durham Thursday night and will introduce Robert L. McCabe, deputy assistant secretary for renewal assistance at HUD, from Washington, who will address the Durham Merchants Association's Past Presidents Dinner.

Baxter, as regional administrator, heads the HUD program in the eight southeastern states. HUD absorbed all the programs formerly administered by the Housing and Home Finance Administration (HHFA).

A native Georgian and an honor graduate of the University of Georgia, Baxter also holds a master's degree from Harvard University. Married, he is the father of two sons.

Baxter served more than four years in the Army in World War II, three of them in the southwest Pacific. He is a career federal employee with 14 years in HUD and HHFA.

He will be introduced by Mayor R. Wense Grabarek at the dedication. A number of Durham's civic, educational and financial leaders will be on hand for the ceremonies.



(Staff Photo)

HUD Official, DMA Heads Chat

Robert E. McCabe, second from left, of the Department of Housing and Urban Development, chats with past and present officials of the Durham Merchants Association prior to delivering the main address at the DMA's Past Presidents Dinner. With

McCabe, left to right, are DMA Executive Vice President William A. Kirkland; George Watts Carr, president of the association in 1920; and the current president, T. M. Patrick.

Downtown Merchants Urged To Back Renewal Programs

Merchants of Durham's central business district were urged Thursday night to be moving forces behind urban renewal in order to stimulate reconstructed, beautified cities throughout the country.

Robert E. McCabe, deputy assistant secretary for renewal assistance administration of the Department of Housing and Urban Development addressed a Merchants Association Past Presidents banquet audience.

He depicted federal renewal as the only saviour of slum and blighted areas, saying private enterprise is held back for two basic reasons: difficulty in assembling parcels of land held by numerous owners; and the high cost of acquisition.

McCabe termed urban renewal tract "writedowns" as "not a subsidy to the private developer, who must pay a fair value for cleared land, but the cost of achieving the public purpose of elimination of slums and blight."

The Washington official termed urban renewal "the tool which paves the way for development," and throughout his discussion pointed to the catalytic action of urban renewal.

McCabe noted that urban renewal has a "spillover" action, explaining that effects are not confined to one target area, but overflow into neighboring geographical areas.

The speaker said the fundamental objective of urban renewal is eliminating and preventing slums and blighted areas, but said it is closely tied to interdependent housing programs that are a must in the national housing policy, which he described as decent housing for all in a suitable living environment.

He said it is "no longer a question of whether or not to do something, the question is how do you do these things in the proper mixture . . . to achieve the city's needs and wants."

McCabe, noting that the re-

habilitation phase of renewal has been in existence for several years, said that only in the past few has it been workable, due to the loan-grant program and the code enforcement program.

Durham city officials presently are considering a Neighborhood Improvement Program which would utilize federal funds for upgrading dwellings, coupled with a code enforcement program.

McCabe, a career federal worker, was keynote speaker at the banquet. He was introduced by Edward H. Baxter, regional administrator from Atlanta, who will be the principal speaker at this morning's dedication of the Downtowner Motor Inn, built adjacent to North Carolina Mutual Life Insurance Co. in an urban renewal area.

Some 100 persons attended, including more than 20 past Durham Merchants Association presidents, city councilmen and county commissioners.

Moving Businesses Hits Major Hurdle

By OWEN BISHOP

The City Redevelopment Commission is in the midst of a dilemma which could bring on an expensive delay in construction of Durham's East-West Expressway and stir the animosity of a group of Negro businessmen.

The commission faces a deadline of tomorrow for completing relocations in the expressway right-of-way through urban renewal Project 3, but has been unable to complete arrangements for relocating 17 businesses in the area.

William Muirhead Construction Co., contractor for the expressway, is scheduled to move work crews into the Project 3 area upon completion of current construction in the Duke Street-Roxboro Street area.

The outlook is that the firm

will meet its Nov. 15 deadline for completing work in this area.

If the crews cannot begin work on the Project 3 area, the firm may have to halt work until a new schedule can be drawn up to bypass it, provided this is possible.

In any event, the Redevelopment Commission and the city will become liable to Muirhead for penalty payments of \$200 per day for each day's delay beyond the deadline.

The city would be ultimately responsible because the Redevelopment Commission has been acting as an agent of the city in coordinating expressway relocations in the Project 3 area.

Since the area has not yet been given federal funds for project execution, the city has been advancing money to cover the relocation work in order to clear the way for expressway construction. The funds would be reimbursed to the city when the project is approved for a federal grant.

The dilemma developed when authorities with the Department of Housing and Urban Development in Washington placed a last minute roadblock in the way of plans for relocating the 17 businesses into two temporary structures.

The plan called for moving the firms, which are now in the two blocks west of the Pettigrew Street-Fayetteville Street intersection, into the new temporary quarters in the area of the Fayetteville Street-Fowler Street-Merrick Street intersection.

The site of the proposed temporary buildings is in an area earmarked for redevelopment as a shopping center under Project 2 plans. It is situated on property slated to become a parking lot.

The plan had been given initial approval by HUD officials in the Atlanta regional office.

The entire arrangement was to be financed by shifting of budget funds to allow use of money authorized for Project 2 to cover erection of the structures and relocation expenses.

It was this financial maneuver which brought the embargo on the plan from Washington officials. They said the move could not be allowed under current regulations.

Now the Redevelopment Commission is making a last-ditch effort to borrow the \$100,000 needed for the relocation plan from the federal government.

Some Durham officials are doubtful the loan will be approved.

But, even if it should win ultimate endorsement, the processing of the application may bring a three-month delay in relocating the firms. Public hearings will be needed locally and the application must be reviewed in Atlanta and Washington before it can be cleared.

Alternatives to this procedure offer no prospect for a brighter solution.

The commission could attempt to raise the needed money from other sources, but \$100,000 would undoubtedly be difficult to come by in any manner.

It could abandon the temporary quarters plan in hopes that other arrangements could be made, but this would almost surely inspire discontent among the closely-knit group of Negro businessmen.

The current plan was developed from the outset as the only solution to the relocation problem which was acceptable to the group.

The businessmen had balked at the commission's earlier proposal that they relocate temporarily into old buildings along Fayetteville Street which would be refurbished at commission expense.

Meanwhile, federal funding of Project 3 might resolve the situation but local officials feel this possibility is remote.

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(Staff Photo by Ken Cooke)

Mrs. Frances Massey talks to J. E. Kerr in front of her Durham home

Durham Turns to Rehabilitation

By JANE HALL

(Last in a three-part series)

DURHAM — Seventy-two year-old Mrs. Frances Massey of 506 Burlington St., Durham, is a happy woman.

Fearful lest urban renewal toss her out, her fears turned to joy when the Durham Redevelopment Commission, which administers urban renewal in the Piedmont city, helped her get a grant and loan that enabled her to rehabilitate her home to meet renewal standards.

Mrs. Massey's residence is in an area on the southern edge of Durham termed the North Carolina College Project because it abuts college property on the north.

"It is not a slum clearance project," Redevelopment Director Ben T. Perry III emphasized. "It is a 232-acre rehabilitation and conservation project."

Under the 1965 U. S. Housing Act, Director Perry explained, people with very limited incomes who own their homes and have no cash to

pay for rehabilitation, may be eligible for grants of \$1,500 and loans at three per cent.

"That's what happened to Mrs. Massey," Perry said. "She was living on \$98 Social Security (per month). She owned her home, appraised at \$4,500 but it needed \$3,100 work on it to bring it up to standard and she couldn't afford to fix it."

"She got a grant of \$1,500 plus a loan of \$1,600 at three per cent. Her payments work out at \$8 per month. This, too, is possible for others

DURHAM—Turns to Rehabilitation

Continued from Page One

All told, there were 473 structures in the section. Of these, 190 were cleared, 135 rehabilitated and 148 required no treatment. Perry said 14 owners of blighted buildings tore them down themselves and either will build on the lots or sell for that purpose. About 65 will rehabilitate their own structures and rehabilitation is well under way throughout the area.

J. E. Kerr, rehabilitation supervisor, said residents in the area had been extremely slow to take advantage of the 1965 U. S. Housing Act, as Mrs. Massey did," he remarked. "They seem a little afraid of it, as if they didn't quite believe it."

Where houses are too close to the street, urban renewal will move them back in order to meet street setback requirements, provided the lot is deep enough. Already, the redevelopment commission has moved 18 good houses in the North Carolina College Project and expects to move about 40 in all. Some will be moved because a street is being widened, others because a new street is being cut and the right-of-way is needed. As in other areas, the com-

mission will acquire and demolish substandard structures and then sell the land. Some land in the northern end of the tract will be sold to N. C. College which needs it for expansion.

Other land will be sold for the creation of a neighborhood community business center on Fayetteville Street to be created around two or three small businesses that already operate at that spot. This area will be landscaped.

Eventually, there will be three acres for sale to commercial interest, 20 acres for duplex apartment buildings and 135 single family and duplex lots for sale to the public.

Surplus Credits

Because two schools, an elementary and a junior high, were built in the area three years ago, the City of Durham acquired \$356,827 in surplus credits that will be applied to other urban renewal projects.

For those families displaced by land acquisition, the commission will find and offer "safe, decent and sanitary" housing within their means to pay. For those who qualify, the commission will pay up to \$200 in moving expenses and up to \$500 in readjustment payments, depending on income and number of rooms needed to house the family.

Cheerfulness is in the air in the North Carolina College project and there's a quickening sense of something nice happening. On almost every street, homes are being repaired and painted. The Durham Board of Education is building a new gym at the junior high school. Thoroughly blighted structures have either been removed or are in process of demolition.

"What we tried to do in our planning was to estab-

lish order and scale," said Robert N. Anderson Jr. of Chapel Hill, member of City planning and Architectural Associates which executed the land design for all of Durham's urban renewal. "This area really presented us an opportunity to create something of an ideal neighborhood."

Many of the people in the area, Anderson pointed out, either work at North Carolina College on the northern border of the project or are students there. To accommodate them, as well as the area's elementary and junior high students, a greenway will be created through the project so that an individual may walk north to the college and south to the elementary and junior high schools.

The firm's land design calls for the creation of a landscaped shopping center on Fayetteville Street. Anderson said pedestrian walkways will lead from the business area back into the residential area and will be separate from vehicular traffic.

Some streets have been connected, others straightened and still others closed in order to provide an adequate and efficient street pattern for the whole tract. A wooded area in the center of the project will become a park. "The blocks are long," Anderson commented, "and we have cut down on walking distances by cutting walkways through the blocks that we hope will be attractive, as well as useful."

"All streets will be rebuilt and new curbs and gutters will be installed. There will be at least one sidewalk on one side of each street."

"By creating a proper framework of streets, walkways and parks we hope we have made possible an environment that private enterprise will find desirable and economically feasible to develop."

Council Endorses Plan To Seek \$100,000 Loan

For Use In Relocating Businesses

City Will Have
To Repay Loan
If Grant Short

By OWEN BISHOP

The City Council today endorsed plans by the City Redevelopment Commission to seek a \$100,000 federal loan for financing relocation of 17 businesses in the path of the East-West Expressway.

The action, following formal confirmation at the Council Monday session, will have the effect of making the city responsible for repaying the loan in the event federal urban renewal funds for Project 3 cannot cover the debt for any reason.

Plans call for the loan to finance construction of two temporary buildings, which will serve as relocation housing for the businesses until they can move into new permanent homes in the redevelopment area.

It is slated to be repaid from a federal grant placing Project 3 into execution.

Should the grant not be forthcoming, or should it fail to cover the debt for any reason, the city will be responsible for the loan.

The Redevelopment Commission is seeking the "early land acquisition" loan as a last-ditch move aimed at implementing plans for relocating the businesses into the temporary buildings.

This plan was developed with initial approval by federal urban renewal officials, who said it could be implemented through a shifting of funds from an active project for the purpose. Later, however, higher authorities ruled the budget maneuver would not be permitted under current regulations.

The 17 businesses in question are situated in the two blocks west of the Pettigrew Street-Fayetteville Street intersection. They are the last structures remaining in the right-of-way for the expressway through the Project 3 area and must be moved to provide access for construction.

The temporary buildings are planned to be erected along the east side of Fayetteville Street, south of Fowler Avenue, in the site of a parking lot in a proposed shopping center.

In related action, the Council agreed to extend water and sewer facilities to the temporary buildings at a cost of about \$3,500.

Federal officials will be asked to count the expenditure as a non-cash credit toward the city's share of urban renewal costs.

2A—The Durham Sun, Thursday, December 21, 1967

Moss Named Head Of Renewal Agency

Henry P. Moss Jr. will become executive director of the Durham Redevelopment Commission Jan. 2, succeeding Ben T. Perry, III who has resigned.



Moss

Moss would receive a salary in

excess of \$15,000 a year. He would not cite a specific amount.

Moss joined the staff in 1965 after working in the training program of the regional office of the Urban Renewal Administration and with urban renewal in Brunswick, Ga.

"A great deal of work remains to be done and we are counting on Moss to do the job," Everett said. "He follows in the footsteps of a fine executive director and a fine acting director, Bob Hurst."

Moss is a native of St. Simon

Island, Ga., and has been deputy director of the commission since Nov. 1. His work has included formulating administrative policy and coordinating various departments and site offices for six urban renewal projects now under way. He joined the staff in July 1965 as comptroller.

A graduate of the University of Georgia, Moss is a junior member of the International City Managers' Association, a member of the Carolina Council of Housing and Redevelopment Officials. He lives with his wife, Anne, on Chapel Hill Road.

Aim of the Redevelopment Commission with state, federal and local funds is the replacement of blighted areas with new housing and business facilities, including complete revitalization of the downtown area and the city's streets and roadway systems.

12/30/67

Commission Places No Value On Murals In Doctor's Office

Court-appointed commissioners have placed a "fair market value" of \$66,800 on property at 509 S. Duke St. owned by Dr. Ben S. Skinner, but the offer has not as yet been accepted.

The appraisal of the pediatrician's office building and site does not include any remuneration for several colorful murals painted on the office walls by Mrs. Skinner, an artist.

Mrs. Skinner testified at a special proceeding held last month before Clerk of Superior Court Alton J. Knight that she spent more than 3,000 hours on the project.

The oil paintings depicted circus characters, nursery rhyme figures, fairyland themes, Alice in Wonderland and Hans Brinker.

Dr. Skinner, who used color slides to present the murals to the court-appointed commissioners, E. Spurgeon Booth Jr., Allen D. Aldridge and Otis C. Dawson, contended that the property was worth \$94,500, including the murals.

Knight, following the filing of the commissioners' assessment, signed a judgment finding as a fact that the sum of \$66,800 "is a full, fair and adequate sum, representing the fair and reasonable market value of the property. . . ."

It was noted by Knight that the City Redevelopment Commission, which had petitioned for the property for use in the urban renewal program, as of the signing of the judgment paid to the office of the clerk a total of \$67,755.26,

representing the appraised value of \$66,800 plus 6 per cent interest thereon from the date the property was taken, Sept. 19.

Knight's judgment stipulated that the Skinners recover from the Redevelopment Commission the sum of \$67,755.26, and that the commission is authorized and empowered to enter into possession of the property.

The commission, as the petitioner, was ordered to pay the costs of the proceeding.

The Skinners, still insisting that the property has a value far beyond that offered, and that the murals are worth at least \$15,000 although they are painted on walls to be torn down, through their attorney, Blackwell Brogden, gave notice of appeal.

During the special hearing Dr. Robert Barnard, a University of North Carolina art professor who also is president of the State Art Association, said the 15 murals painted by Mrs. Skinner would cost at least \$26,000 if painted by another artist or note.

Brogden argued that the purpose of the murals on the walls of the reception room and examining rooms "was to quiet the nerves of children, and in soothing the babies they soothed the parents at the same time."

The commission, contending that the murals were of no value in a real estate transfer, intimated that the bulldozer and the wrecking crane were even less appreciative of art.

11/23/67

Professor Puts \$15,000 Tag On Disputed Murals

By GEORGE LOUGEE
Herald Staff Writer

A University of North Carolina art professor, testifying at a special proceeding Wednesday, placed a value of \$15,000 on murals decorating the walls of the office of Durham pediatrician Dr. Ben Skinner.

Dr. Robert Barnard, president of the North Carolina Art Association, said the 15 murals painted by Dr. Skinner's wife would have cost at least \$26,000 if painted by another artist of note.

The professor's opinion came during a hearing conducted by Clerk of Superior Court Alton J. Knight before three court-appointed commissioners in a dispute between Dr. Skinner and the Durham Redevelopment Commission.

The commission has offered \$62,000 for the pediatrician's office building and site at 509 S. Duke St., for use in the urban renewal program. Dr. Skinner contends that the property, along with the murals, is worth \$94,500.

Mrs. Skinner said she spent more than 3,000 hours painting circus characters, nursery rhyme figures, fairyland, Alice in Wonderland, and Hans Brinker in oil on the walls.

Dr. Skinner used color slides to present the murals to the commissioners, Otis C. Dawson, Allen D. Aldridge, and E. Spurgeon Booth Jr.

The commission's appraisers, Thomas Hay and Rountree Crisp, had placed values on the property at \$61,500 and \$60,000, respectively, both stating the murals were of no value in a real estate transfer.

Dr. Skinner had two appraisers, David Scanlon, who placed a value of \$79,500 on the property, and Howard Gamble, who estimated the worth at \$78,500. Both said the murals were of value but that they were not qualified to say what the value is.

Coy W. Yates, chief estimator for a Durham construction firm, estimated it would cost \$62,840 to reproduce the building alone, not including the murals. The building is of brick, stone and concrete, and has 3,120 square feet. The lot is 66½ feet by 165 feet.

Dr. Barnard told the court that the celebrated artist Van Gough "couldn't sell one picture during his lifetime, but you couldn't buy one now for \$200,000." He said Mrs. Skinner is well known in North Carolina as "an exhibiting painter of note."

Dr. Skinner's attorney, Blackwell Brogden, pointed out that the purpose of putting the pictures on the walls of the reception room and examining rooms "was to quiet the nerves of children, and in soothing the babies they soothed the parents at the same time."

The commissioners are to examine the property and study the murals and then advise the court of their opinion as to the worth of the property.

High-Rise Units For Elderly- 11/29/61

Work Starts Next Week On Project

Construction is slated to begin next week on 100-unit public housing for the elderly project at the corner of Main and Dillard Streets, Durham Housing Authority Executive Director Cravie Oldham reported today. "We hope the contractor will be able to get started next week," Oldham said.

Hutchins Construction Co., Inc. holds the \$1.4 million base contract for construction of the high-rise apartment development and a central administrative office for the DHA.

The office, immediately to the east of the high-rise building, is

scheduled for completion within eight months following start of construction.

Target date for completion of the apartment structure is June 1, 1969.

The two facilities will be erected simultaneously.

Subcontractors on the project are Copelan Plumbing Co., \$99,865, plumbing, and Durham Electric Co., \$165,294, electrical.

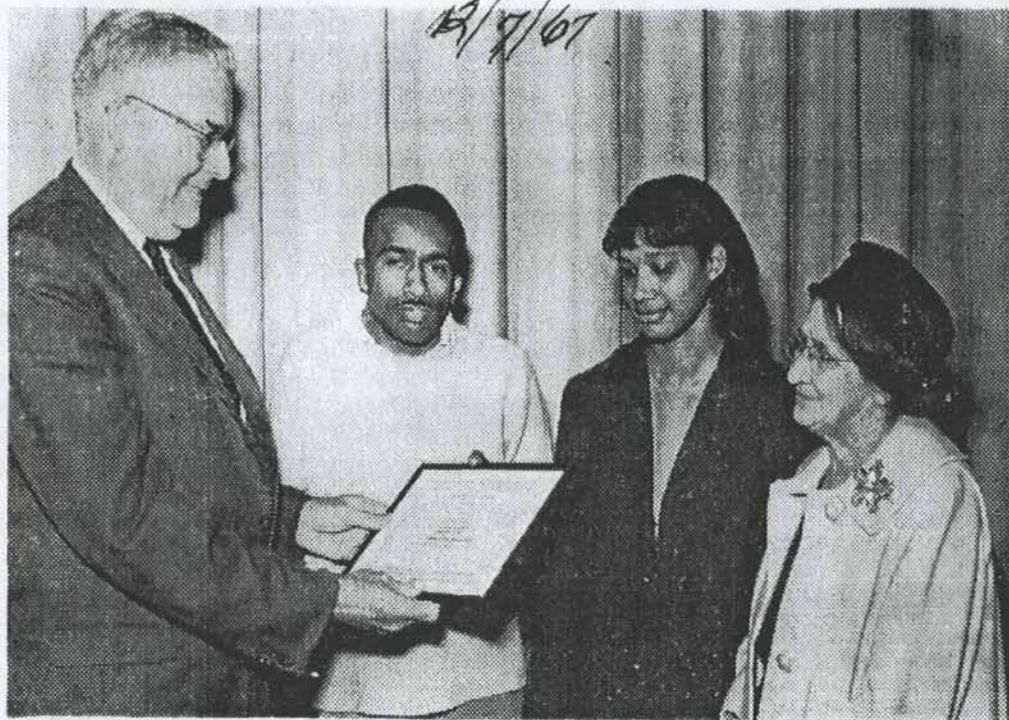
The contract for heating-air conditioning will be awarded later, after new bids are sought. The new bids are needed because only two bids were received at the Oct. 31 bid open-

ing. The DHA must receive a minimum of three bids in order to award such a contract.

Other contracts on the project were awarded despite DHA members' dissatisfaction with the U.S. Department of Labor's established wage scales for the job.

The DHA had asked that the scales be adjusted downward but the request was rejected.

Contracts were awarded because a time-consuming survey to establish new wage scales would unduly delay completion of the two buildings.



RECEIVE IMPROVEMENT CERTIFICATES—Robert Hurst, left, acting director of the City Redevelopment Commission, presents a certificate award recognizing home improvements carried out by residents of Durham's North Carolina College urban renewal project. With him are recipients of two of the 40 awards presented at a special meeting at Fayetteville Street School last night. They are Mr. and Mrs. Walter O'Neal, center, and Mrs. Dovie Grady. The certificates honor residents who have brought their homes up to city building code standards through use of federal loans, grants or personal funds. The North Carolina College project is designed to generally rehabilitate the project area.
—Sun Staff Photo.