

MAY-JUNE 1970

NORTH CAROLINA
ARCHITECT

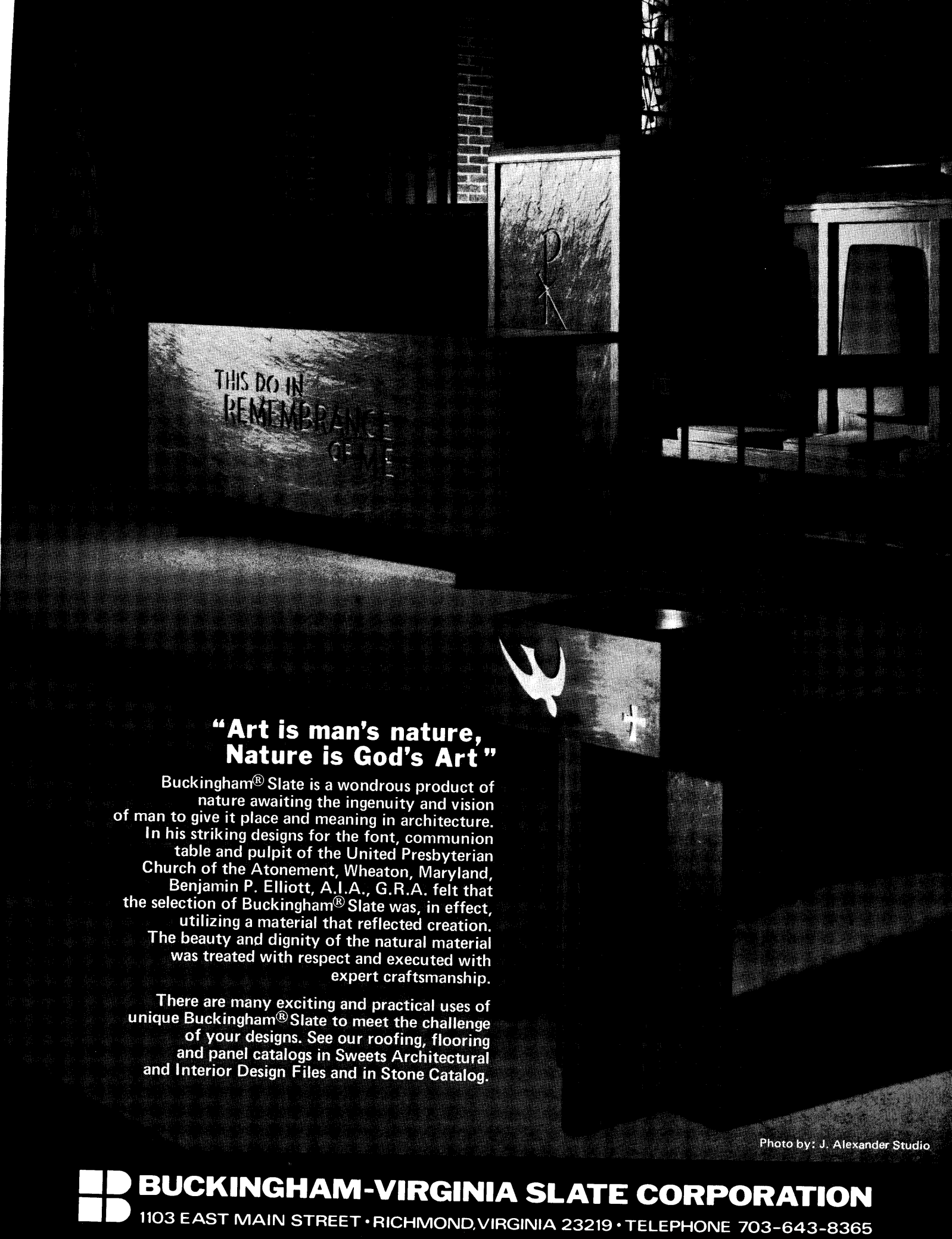


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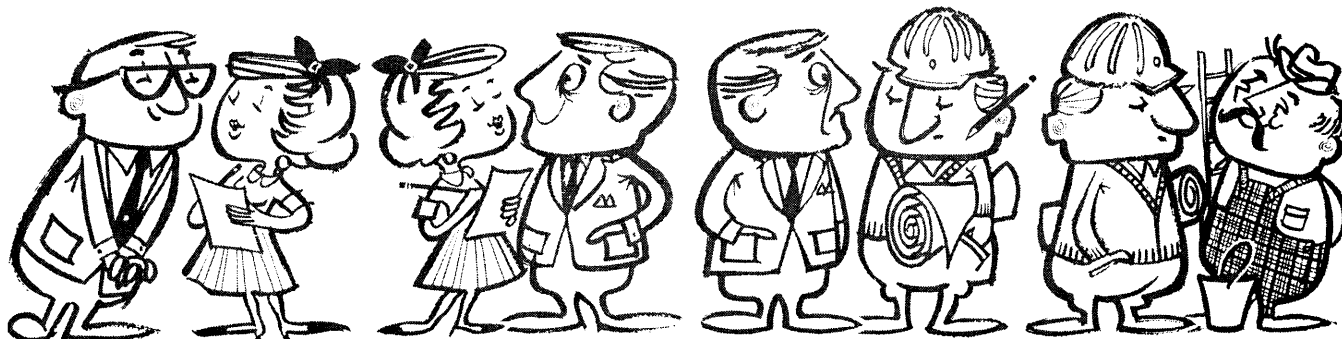


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MAY/JUNE 1970, VOL. 17, NOS. 5 & 6

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North Carolina Architect is published by the North Carolina Chapter of The American Institute of Architects, Mrs. Betty W. Silver, Executive Secretary, 115 W. Morgan Street, Raleigh, North Carolina 27601. Advertising rates on request.

North Carolina Architect was formerly published as Southern Architect, Volume I, No. 1, through Volume XI, No. 11, 1954-1964.

Opinions expressed by contributors are not necessarily those of the North Carolina Chapter of the American Institute of Architects.

Lithographed by Theo. Davis Sons, Inc., Zebulon, N. C.

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TWO TAR HEEL ARCHITECTS HONORED



Baesel

Two North Carolina architects — J. Bertram King of Asheville and Stuart Baesel of Charlotte — have been named Fellow of the American Institute of Architects.

The honor is the highest, save one, that the organization bestows upon its members. The exception is the Gold Medal which is awarded only to a single individual.

The two Tar Heels will be invested in special ceremonies to be held at the annual AIA convention in Boston during June 21-25. The two also are among 20 of this year's fellows asked to exhibit their architectural designs at the convention.

Baesel is a principal associate and director of design at J. N. Pease Associates in Charlotte. He earned his architectural degree at the School of Design at N. C. State University and later studied in Fountainebleau, France, at the Ecole des Beaux Arts.

Subsequently, he received the master of architecture degree at Cranbrook Academy of Art in Bloomfield Hills, Mich. Baesel is married to the former Betsey London Cordon of Raleigh.

Currently, Baesel is responsible for the design work on the governmental center now under development in Charlotte. He is also participating in the award-winning Central Piedmont Community College campus and buildings and in Charlotte's new Jefferson First Union tower.

King is the principal in the firm of J. Bertram King, architect in Asheville. He, too, is a graduate of the N. C. State School of Design. King is now secretary-treasurer of the N. C. Board of Architecture, having been appointed to the board by Governor Dan Moore.

He has been active in Asheville's civic activities and has served as chairman of the Planning and Zoning Committee, as vice-chairman of the Metropolitan Planning Board and as a member of the Governor's Residence Committee.

The Asheville architect is active in the affairs of the N. C. Chapter of the AIA and has served three terms as the chapter's secretary. He is a member of the board and of the executive committee of the N. C. Design Foundation.

As an architect, King has won several state honor awards and a Southeastern regional award for design.



King

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PICTURE OF THE ISSUE

This month's issue is devoted to citizen participation in an urban renewal project in Raleigh. At times the heated rhetoric made all of us forget the more basic and realistic issues. One of the two boys here is already lost in thought. He eats, plays, goes to school, and dreams in an environment which, by most standards, is unfit for human habitation. The whole environment is shaping his character, and while no single item may be said to exert a major influence on him, the summation of all items produces a very different human than the one who grows up with green lawns, enough to eat, good health care, and a stable home. He may not yet be aware of his status in society, and he may not be unhappy, but he has a right to certain fundamental levels of physical and emotional well-being.

*Photo courtesy
News & Observer*





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CITIZEN PARTICIPATION IN DESIGN

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INFRASTRUCTURES
WORKSHOP III
SCHOOL OF DESIGN
1969/1970**

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Workshop Critic**

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**Professor W. P. Dinsmoor
White, Assistant Critic**

Contributors to the Shaw/Southside Charrette. There were many other students from Shaw University and the School of Design whose dedication to social issues aided the proceedings of the Charrette. The author gratefully acknowledges their contributions.

During the past ten years there has been a concerted effort on the part of the planning and design professions to engage in programs and actions on behalf of persons and communities needing expertise in the realm of environmental design. Initially, this expertise was provided either by professionals with a social conscience, or by university faculty attempting to bring theoretical propositions into alignment with reality. However, at the end of the decade of the 1960's there has been a major trend in schools of design towards community involvement as an educational activity. There are some obvious pitfalls in attempting to introduce students into real-life design situations, but there are also some rather special kind of benefits to be gained. This article does not attempt to be internally critical about a process which is, historically speaking, a very recent affair, but reveals the fundamental nature of total community involvement in a major planning and design workshop.

Newcomers to the scene mistakenly assume that citizen participation in design, or even professional and academic advocacy, is an innovation of recent years. Nothing could be further from the truth. Architects, Landscape Architects and Planners with profound social consciences have engaged in a variety of societal acts on behalf of the disadvantaged and disenfranchized; Claude Ledoux, Frederick Law Olmstead, Lewis Mumford, Clarence Stein, Henry Wright, Benton McKaye and others immediately spring to mind as professionals dedicated to larger social aims than their contemporaries. In addition, many non-design professions, such as law, medicine, public health, and other social service organizations have utilized the public domain as both training grounds and outlets for activism. However, there are three essential differences between professionals whose community role is that of providing a service to an individual, as opposed to that of providing a service to the whole community: scale, time, and complexity. Environment design proposals require massive inputs of resources — both informational and economic — and they are frequently carried out over long periods of time. The scale of resource input and the amount of time required to solve problems are, in turn, a function of the complexity which is characteristic of all human environments. For these reasons, advocacy in environmental design could not appear until a methodology for dealing with multi-disciplinary problems began to evolve, and this is a relatively recent phenomenon.

Advocate planners appeared on the urban scene about five years ahead of advocate architects. Walter Thabit's spectacular plea to the City Planning Commission of Philadelphia on behalf of the residents of an upper income ghetto area in 1962 was one of the earlier examples of a professional planner hired to advocate for private interests. Thabit drew up a plan designed to protect the residents of Powelton Village from gradual encroachment by two expanding educational institutions — the University of Pennsylvania and the Drexel Institute of Technology. Meanwhile, only a short distance away, Paul Davidoff, a lawyer at the Department of City Planning

THE EVOLUTION OF A SOCIAL CONSCIENCE FOR DESIGNERS

in the University of Pennsylvania, was beginning to coach students in advocate strategies. At some point during the years 1966 and 1967, a few architectural firms began to deal with community planning for private interests, and by early 1970 the American Institute of Architects had a roster of 23 Community Design Centers operating with various mixtures of professionals and students. During the same four-year period there has been a dramatic increase in community involvement on the part of Schools of Architecture, although the results are frequently more beneficial to students than to local residents. This desire to become involved with real issues undoubtedly reflects a national trend among the socially-concerned youth of today, but it is also a harbinger of changes in professional responsibility. The profession of architecture is attempting to develop ties with the public at large, and it would appear that it has many levels of expertise for dealing with the specifics of environmental design.

THE SCHOOL OF DESIGN AND ITS INVOLVEMENT IN THE SHAW/SOUTHSIDE CHARRETTE

This entire issue is devoted to the events which preceded and followed a community redevelopment workshop called the Shaw/Southside Charrette. The workshop was conceived by the U. S. Office of Education through its Construction Services Division as a device for facilitating public participation in the development of educational facilities. Shaw University in Raleigh sponsored the Charrette as one of the ways to generate new development proposals, but it quickly turned into a workshop focused on current urban renewal plans for Southside. Romallus O. Murphy, Executive Assistant to the President of Shaw University, invited the author to manage the Charrette and to involve design students in the planning and design process. The author, who runs an urban design studio entitled "Urban Infrastructures Workshop," gathered 30 to 40 design students to assist in various phases of the Charrette, using the results of previous studios as input material (see "Urban Infrastructures Workshop I; Raleigh 2000", in the May/June, 1969 issue of *North Carolina Architect*). The School of Design was thus involved in a cooperative design venture with Shaw University, and many students had their first exposure to participatory design.

SOUTHSIDE: SOME FACTS

By any standards, Southside is an environment of extreme poverty and human waste. Its inhabitants live in run-down dwellings with sagging porches and rotting timbers. The houses are small, crowded together, and are poorly maintained. The recent long and hard winter produced such visible suffering on the part of the Blacks living there, that both Black and White citizens brought food, clothing, and fuel to Southside. As gratifying as these acts of human kindness may seem, they are mere token gestures to the receivers. Poverty and unemployment are ways of life to these Blacks, just as mobility and yearly vacations are ways of life to many Whites. There is such an incomprehensible gap between the reality of Southside and the

typical citizen's view of it that only the confrontations of the Charrette managed to underscore the real differences. There is, however, one very critical test for the perception of Southside's problems: Take a look for yourself. It may be a truism to say that social and economic problems do not manifest themselves on the physical landscape, or on the facade of buildings, but that condition applies elsewhere, not here. The facts of existence in Southside are very much evident in the appearance of streets and buildings.

The last national census showed that 85% of the Black population of Raleigh lived in the inner city, or those zones of transition and low income dwellings identified by the human ecologists Park and Burgess in the 1920's as being characteristic of all cities. This fact puts the Black population at an immediate disadvantage with the surrounding communities. The "Informational Letter Number 3" issued by the Raleigh Redevelopment Commission in 1967 indicated that of the 935 residential and non-residential structures in Southside, 75% were substandard. Using the definitions of "substandard" in North Carolina state law, a 1970 Chamber of Commerce release indicated a 96.5% level of sub-standard homes. Only 19% of these homes were owner-occupied as of March 1970, the remaining 81% being tenant-occupied. Southside's residential population is also extremely mobile; only two-thirds of the 645 families remaining within the March 1970 urban renewal boundary had been there in 1967. Movement within the whole complex of surrounding communities is even greater as residents swap one dwelling for another in a fruitless search. The population is in a constant state of flux, adapting as best as they can in impoverished circumstances to a structurally unsound environment.

As far as the economic status of the citizens is concerned, incomes in 1967 ranged from \$35.00 per month to \$1000.00 per month for 709 families and 184 individuals (the urban renewal project boundary had shrunk in 1970 to the point where only 645 families were part of the project). In 1967 the average household income for Southside was \$234.00 per month on the basis of a sample of 465 households. For the whole of Raleigh, it was approximately \$890.00 per month! Southside's household incomes were almost identical to the "national poverty levels" for 1967, while its average family size was roughly equal to the national average of 3.6 persons per family. Incomes of the size to be found in Southside are necessarily inadequate to meet the composite expenses of households according to minimum standards of decency; the whole range of food, clothing, goods, services, rent and transportation suffer in this situation, and owners are forced to make uneconomic trade-offs in their living expenses. Finally, as a total environment, Southside suffers by comparison with others. About 42% of the streets have inadequate right-of-way, and roughly 44% of them are unpaved. Open drainage ditches and low-lying flood lands contribute to environmental pollution and rat infestation. There are an abundance of superlatives attached to Southside, and most of the residents prefer not to hear them.

EVOLUTION OF THE URBAN RENEWAL PROJECT

As it was presented to the Charrette, the Southside urban renewal project area was an irregular piece of land surrounding Shaw University and Memorial Auditorium to the south, and was bounded by Lenoir and South Streets to the north, Saunders Street to the west, Dorothea Dix Hospital, Mount Hope Cemetery, and Walnut Terrace to the south, and South Park and Bloodworth Street to the east. The plan covered 118.5 acres in a predominantly Black area whose northern edge is about five city blocks south of the North Carolina State Capitol, and within easy walking distance of the Central Business District. A vast and sprawling interchange very neatly dissected the area into four sections leaving the two northern sections for 225 units of middle income housing. This interchange, which was part of the Thoroughfare Plan approved by the City of Raleigh in 1967, covered 46 acres. The proposed major road system was to be part of an overall transportation system in which improvements in downtown traffic as well as in circumferential flow were expected. A one-way pair of streets carrying major vehicular traffic through the center of Raleigh would extend across the site and intersect the extension of Western Boulevard, a major east-west movement artery carrying traffic out to Raleigh's Beltway. This system, if completed, is expected to make a considerable improvement in traffic flow into the city, especially as it enters the southern portion of the inner city. In addition to housing and transportation, the plan made provision for commercial and institutional land uses, although it was interesting to note that only the major road system had been worked out to a level of specificity that would permit accurate criticism. This was probably the fundamental error committed by the proponents of the urban renewal plan in the Charrette: The plan, ostensibly dealing with a scheme for housing and transportation tended to emphasize its transportation component to the exclusion of all other material. In retrospect, this one fact did more to precipitate the public outcry than a whole range of equally relevant issues.

The plan presented at the commencement of the Charrette was in reality a part of a continuing evolutionary sequence, guided as much by economic dictates as by social ones, in which boundaries were constantly shifting and land use allocations were changing relative to each other. It would be helpful to perceive of this whole design experience as an evolutionary experience in much the same way that major architectural projects respond to the decisions of individuals and groups possessing an interest in the project. The following chronology is therefore offered as an evolutionary sequence leading up to the Charrette.

Evolution Of Planning For Southside

December 30, 1966: Southside urban renewal project was started by the Raleigh Redevelopment Commission with a \$176,000 planning grant. The planning was expected to take 12 months, and it was assumed that it would be 18-24 months before relocation activities

would commence. The project involved 1400 families at this point in time.

December 31, 1966: Project cost estimated at \$9,000,000.

January 1, 1967: 500 units of public housing were approved for the project. The Public Housing Administration approved \$67,000 for planning.

February 4, 1967: A Committee was formed to select a planning consultant. Paul Hoover was Chairman of the Redevelopment Commission, H. Palmer Edwards was Executive Director in charge of the Southside project.

February 17, 1967: A survey of housing needs was initiated.

April 12, 1967: James B. Godwin and Associates, Landscape Architects, were selected as planning consultants. Other employees of the Redevelopment Commission were identified with the Southside project (relocation officer, real estate counselor, real estate appraisers, secretary).

April 26, 1967: Technical Coordinating Committee approved the \$148,000,000 Thoroughfare Plan.

May 2, 1967: Raleigh City Council approved Thoroughfare Plan.

June 14, 1967: Raleigh Redevelopment Commission requested an 8-acre enlargement of the project area. State Highway Department finalized its decision to extend Western Boulevard through the site and build an interchange there. Due to continuing boundary changes, there were now only 935 families in the area. No additional funds were requested.

July 3, 1967: Raleigh Housing Authority agrees to provide 500 housing units after two months of negotiation.

July 12, 1967: Project delays and changes require an increase in planning grant from \$176,000 to \$200,000.

July 22, 1967: First tremors of discontent felt at a Manly Street Church meeting.

July 26-August 1, 1967: Further public criticism of the renewal project. Opinion divided over the provision of public housing. Public involvement in the planning process deemed minimal by angry citizens. Henry Peace appointed as social service co-ordinator.

August 9, 1967: Possibility of inclusion of 32-acre park within area due to planned cloverleaf. Prominent Shaw administrator opposes planned highway.

August 16, 1967: Boundaries change, but acreage remains constant.

January 11, 1968: Planning consultants develop housing proposals for project area.

July 16, 1968: Renewal plan passed by City Council.

September 6, 1968: HUD approves "Workable Program" for Raleigh.

November 18, 1968: Neighborhood Development Program provides an additional \$2.2 million for the area.

February 19, 1969: Major cutback involves a 25% reduction in the project area. Southside urban renewal area is now 118.5 acres, and the project will cost an estimated \$8.3 million. 670 families reside within the area's boundaries.

June 12, 1969: Plan receives approval from HUD.

July 4, 1969: People express dissatisfaction at the first public hearing of the new plan.

August 5, 1969: City Council approves plan for Southside.

August-September, 1969: Shaw University receives grant from U. S. Office of Education to conduct an "Educational Facilities Charrette."

September 23, 1969: Charrette planning concept demonstrated in the Memorial Auditorium.

September 29, 1969: President of Shaw University invites author to breakfast meeting of Charrette Steering Committee.

October 2, 1969: First Steering Committee meeting held at Shaw University with J. Melville Broughton acting as Chairman.

October 22, 1969: Sanders Ford building on Blount Street selected as the best of four feasible locations for the Charrette.

November 3, 1969: First day of the Charrette.

**Shaw/Southside
Charrette Nov. 3
to Nov. 11, 1969**

The Shaw/Southside Charrette derives its title from U. S. Office of Education who provides funds and technical assistance to conduct what is known as an "Educational Facilities Charrette." The Charrette concept is drawn from a tradition initiated at the Ecole des Beaux Arts in Paris during the nineteenth century. To architects around the world, "Charrette" signifies a concentrated design activity prior to a given deadline. This idea has been taken over by the Office of Education and expanded to include community participation in the design process. Shaw University began as the prime focus of this particular Charrette, but within a short time it was apparent that Shaw's expansion problems were inextricably linked with those of the community. Thus, the emphasis shifted from design of educational facilities to urban redevelopment. In terms of participation the Charrette was an instant success. Thousands of people attended its day-long sessions, and many important decision-makers were exposed to the aspirations of the people of Southside.

Recent proposals for the redevelopment of Southside have proven unpopular with the people and have resulted in the following conflicts of interest: Shaw University's need for additional land for its expansion program threatened to deprive local residents of some of the limited amount of housing available to them at rents which they could afford;

the State Highway Department's plans to build an expressway through Southside also threatened to eliminate available housing; and finally the Raleigh Redevelopment Commission's plans for Southside did not initially include enough housing for displaced residents, nor did it guarantee any rental priority to former residents in the area. If current plans had been realized, the majority of residents would have been displaced without a formal relocation plan. In addition, the existing stock of low rent housing would have been still further depleted through renewal, thus creating a higher demand for a scarcer resource. Few people had any illusions about the quality of the environment, but to many residents in Southside their milieu of drafty, sagging frame houses set in rutted streets was at least better than the "displacement without alternatives" that was offered to them. Indeed, if any choices had been available to the Southside residents, they would sooner have had a rebuilt neighborhood with improved health, education, and community services than the uncertain future that they faced. Thus, the purpose of the Charrette was to try to identify their objectives, and to use them as a means of helping the residents to improve their destinies.

Shaw University conducted the preliminary organizational planning for the Charrette and invited the "Urban Infrastructures Workshop III" run by the author at North Carolina State University to participate early in September 1969. The initial responsibility of the design students was to transform the unoccupied automobile showroom and garage into a functional and stimulating space which would be suitable for the activities of a Charrette. This was no small task. Spaces had to be provided for such services and functions as information and assistance, refreshment, typing and mimeographing, public seating, radio broadcasting, public discussion and debate, committee meetings, design workshop, and child care.

A week before construction was to begin, the design students met with the participating students from Shaw University to discuss the preliminary designs and to establish rapport between the Black and White students of the two universities. Interaction between the students was excellent. It was possible to establish a working partnership in which the architectural students functioned as designers and were aided by interested Shaw students on the actual construction and clean-up operations. This activity developed into a lesser charrette in itself, and owing to the fact that the facility was not completed by the time of the official opening a tour of the Southside area was arranged. This was done to acquaint the citizens and the invited professionals with the multiplicity of environmental problems involved. The tour proved to be an invaluable way for the participants to comprehend the problems of Southside and to develop a strategy in attacking them. Discussions following the tour indicated serious concern in the following areas: Housing, education, transportation, community services, employment, community power structures, and financial resources. As a result, committees were created to comprehensively

investigate Southside's social and economic problems along with their physical implications.

Militant Take-over

Students from the School of Design were assigned to each committee and were given the primary responsibility for preparing any special design solutions required, as well as observing and recording data to be used as a resource in the development of alternate design solutions. Each evening the reports of the committee meetings were presented to the public in an open forum for their discussion and evaluation. The first few meetings became the vehicle by which the Black residents and a Black militant faction expressed their grievances and distrust for other Blacks and Whites. Many of these sessions had the overtones of reverse racism but were not indicative of the general attitudes of the majority of the community. When a group of Black militants tried to coalesce the community by expelling all non-Black participants during the third evening of the Charrette, many Shaw University students and Southside residents were given the incentive to make positive contributions to their community. In addition, many people not originally connected or concerned with the Charrette came and offered to work. To many participants the results of the attempted take-over were beneficial in that the community was able to bring itself together into a unified group working for the good of the total community. Also — and perhaps this is more important — the Charrette passed from being a White-dominated professional gathering to a Black-dominated community working session. This change soon began to make itself felt at the workshop and committee level: An atmosphere of constructive cooperation developed in meetings and in the design workshop. Moreover, several Black and White students began working with some Blacks of the community to study the possibilities of designing and constructing a typical four-bedroom house for as little as ten to twelve thousand dollars. Each race came to understand the problems of the other and to realize that they could cooperate and work together. With racial tensions eased, the Charrette progressed smoothly and many friendships developed, especially among Black and White students.

Product Of The Charrette: Self-Renewal Concepts

Out of the Wednesday night militant take-over came a preliminary plan for Southside based upon the work and imagination of one of the few professionals allowed to remain in the arena. DeBerry McKissock, a Black architect from Memphis, managed to solidify many of the emotional and heart-felt needs of the Blacks into a schematic community layout. His proposal showed extensive Black-owned commercial areas, as well as housing, recreation, legal counselling, day care, educational, and many other facilities. Most important of all was the fact that the proposed expressway had been eliminated. This proposal became a statement of objectives for the whole Charrette to follow, and the remainder of the Shaw/Southside redevelopment workshop was based upon setting up design proposals

to achieve these objectives. A concept of "Self-Renewal" was initiated by several Blacks as an indication of their desire to try to solve their own problems. Shaw University's role was viewed as that of the provider of professional advisors and as the seeker of funds with which to implement proposed plans. The basic principle behind "Self-Renewal" was viewed as the creation of a viable social structure and political base by strengthening community services and resources through co-operative buying, self-help housing, manpower training and other programs. It was also expected that Shaw University would provide the community with a service center with a professional staff to operate it.

During the course of the Charrette, Shaw's radio station WSHA had been broadcasting sessions that were taped in the arena. From time to time, reports also appeared in the Raleigh Times and the News and Observer. While the atmosphere of excitement and confusion tended to obscure some of the more significant details of the Charrette, the news coverage was good enough to promote a considerable amount of citizen education on the Southside project. If the Charrette had no other impact than that of communicating major renewal issues, then it succeeded admirably on that score. However the pressure of citizen participation actually produced some significant changes in the plan itself. Continuing the chronological sequence that was commenced before the section dealing with the Charrette, the major events that took place were as follows:

THE IMPACT OF THE CHARRETTE

November 4, 1969: (Second day of the Charrette) Seven bond issues totaling \$3.3 million for the City's share of Southside's costs were defeated in a referendum. The Department of Housing and Urban Development set January 29, 1970, as the final deadline for citizen approval of matching local funds.

December 1969: Pressure to generate citizen approval for the renewal project began to grow. Raleigh has now had the promise of matching Federal funds for 38 months. The waiting list for renewal grants is so long that it appears that the defeat of the referendum would set the city back 4 or 5 years in its effort to cope with Southside. Planning costs have risen from \$176,620 to \$325,286. Additional overhead on the delayed project is costing \$4,792 per month.

January 22, 1970: Three alternative urban renewal plans were presented to Southside by School of Design students at Southside community center meeting. About one hundred persons in attendance selected the plan which eliminated the east-west extension of Western Boulevard.

January 28, 1970: New highway scheme unveiled at City Hall.

January 29, 1970: New plan for traffic and housing reviewed in council.

February 3, 1970: Three hundred people attended presentation of a new plan for Southside based on a triple-deck highway interchange.

Housing concepts showed 653 dwelling units, including 252 low-cost public housing units. The new highway scheme has reduced the amount of land consumed for transportation by 18 acres. Out of 50 persons who spoke to the council at this meeting, only three expressed approval of the plan. The plan selected by Southside on January 22 as being most representative of their aims was also presented at the meeting.

February 17, 1970: More definitive refinement of the February 3rd plan was greeted with curiosity at a public hearing of 150 persons. Plan now contained 259 public housing units, guaranteed by the Federal Government, a 100-unit high-rise building, a 234-unit group house complex, 17 acres of parks, and 8.7 acres of neighborhood commercial zoning. The triple deck interchange seemed to have achieved an equilibrium at 17 acres less than the cloverleaf scheme. Comparatively little hostility was shown at this hearing but several observers noted an apparent vagueness in plans for relocation. No guarantees were given to Southside residents that they could get priority to rent the housing in the new scheme. This hearing was the turning point in the City Council's endeavors to secure voter approval.

Early March 1970: Newspaper and local business organizations step up their campaigns to support the bond issue. Testimonials were secured from prominent city officials and citizens to support the plan.

March 17, 1970: Raleigh citizens approve the referendum by a 2 to 1 margin. Voters in the Southside precinct voted at an average of about 3.5 to 1 for the two issues in the referendum. Other Black areas also voted overwhelmingly for the scheme, but blue collar and low-income white collar areas voted against the referendum.

Late March and Early April: Further hints by public officials of another project cutback.

Retrospective

The last chronological note listed above indicates that it is still too early to predict the fate of Southside. Two things are, however, manifestly clear: Urban planning is just as evolutionary a process as is the growth and change which takes place in built environments; and citizens participation can be a powerful influence in the re-shaping of a publicly adopted plan. The chronologies themselves reveal the process of evolution, but it was a combination of public pressure and fear of the loss of Federal funds which prompted a dramatic counter proposal from the agencies in the renewal plan.



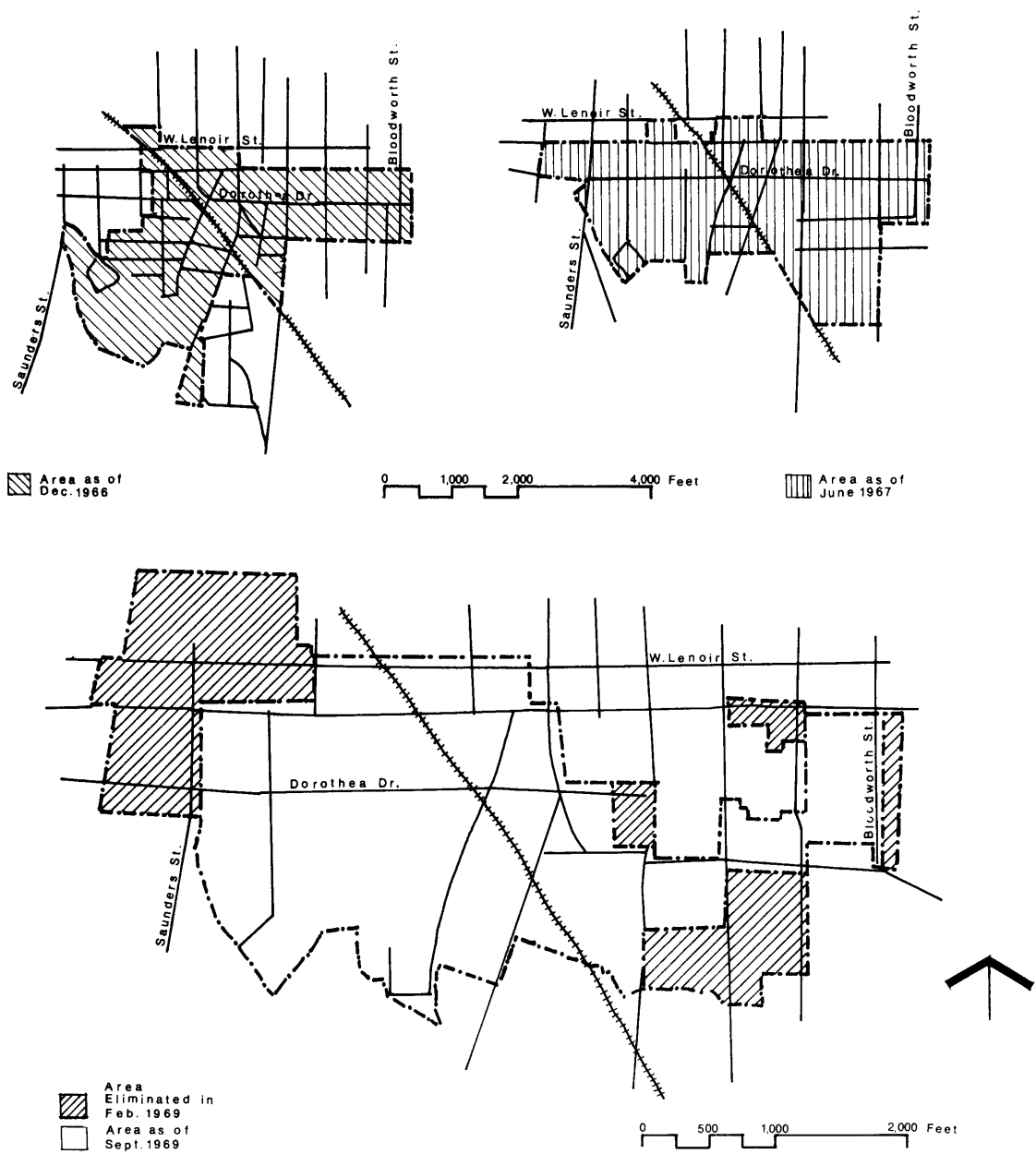
SOUTHSIDE AS ENVIRONMENT. Statistics do not convey quality of life style. These photographs, however, demonstrate the characteristics of a way of life rooted in poverty: A row of shanty houses; a boy carrying cardboard boxes as fuel for an open stove; an old man trying to keep warm in a dingy bed-sitting room; and people engaged in building their lives against a backdrop of deteriorating structures.



LOCATION OF SOUTHSIDE RENEWAL AREA. This diagram illustrates the location of the Southside renewal area with respect to major features in the metropolitan area of Raleigh. Within easy walking distance of the downtown shopping and business center, Southside acts as a filtering network for local and regional traffic. This fact has helped to accelerate a new network of high-speed roads, most of which are indicated here. The renewal area is indicated by a heavy black outline, and the State Capitol by a black cross.



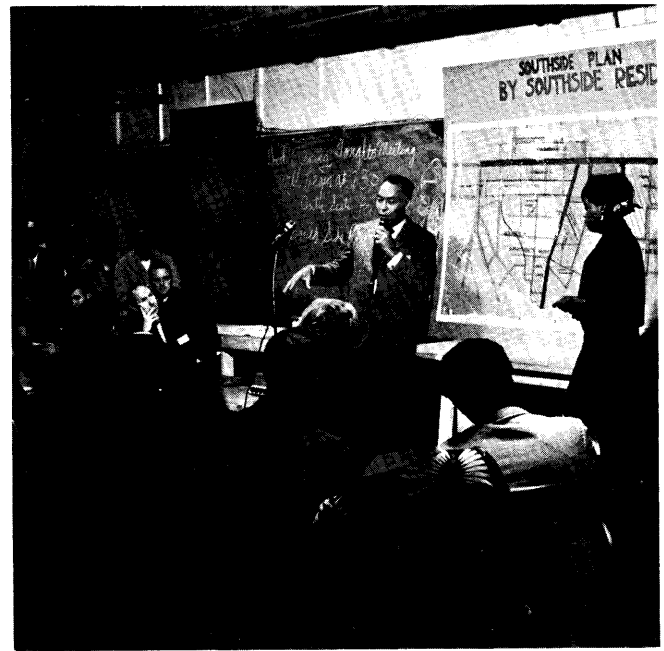
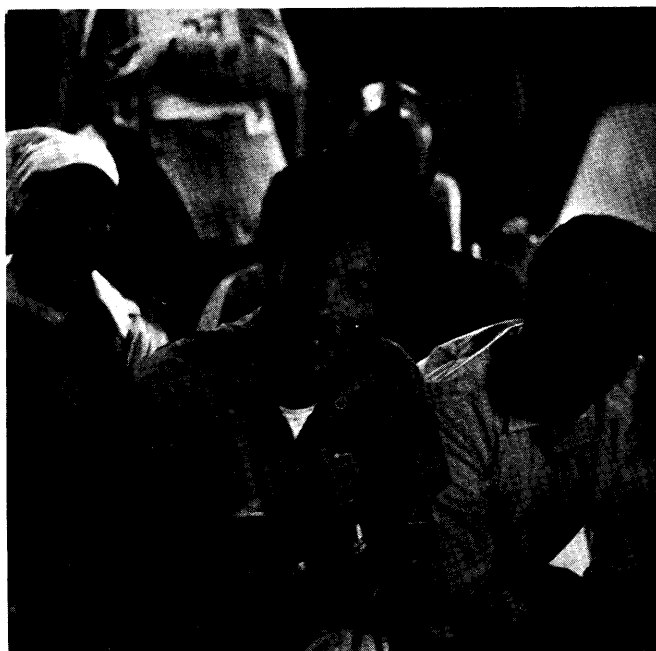
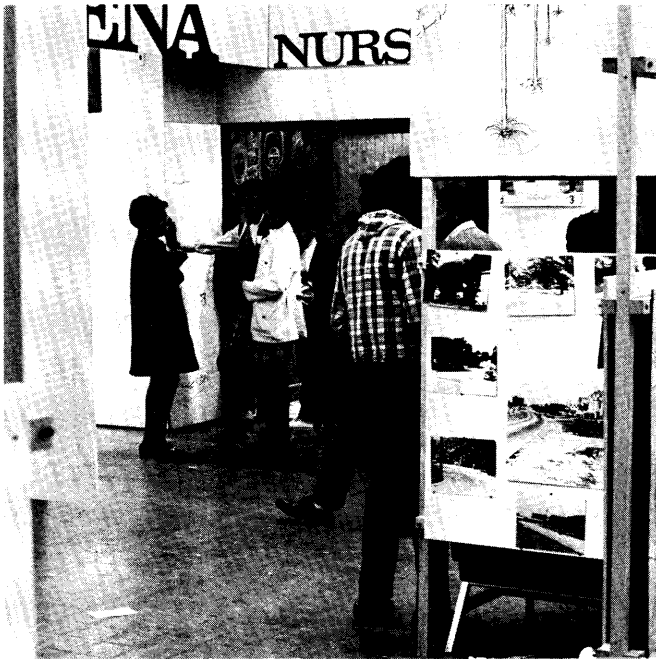
EVOLUTIONARY SEQUENCE OF RENEWAL BOUNDARIES. Just as cities are evolutionary structures, so are renewal areas. The fact that a boundary may be fixed for survey purposes does not indicate that it will be stable for ever. Southside is a classic example: The struggle against economic limitations produced a four-stage physical metamorphosis from 1100 families in 1967 to 645 in 1969. And at the time of going to press another reduction was being made!



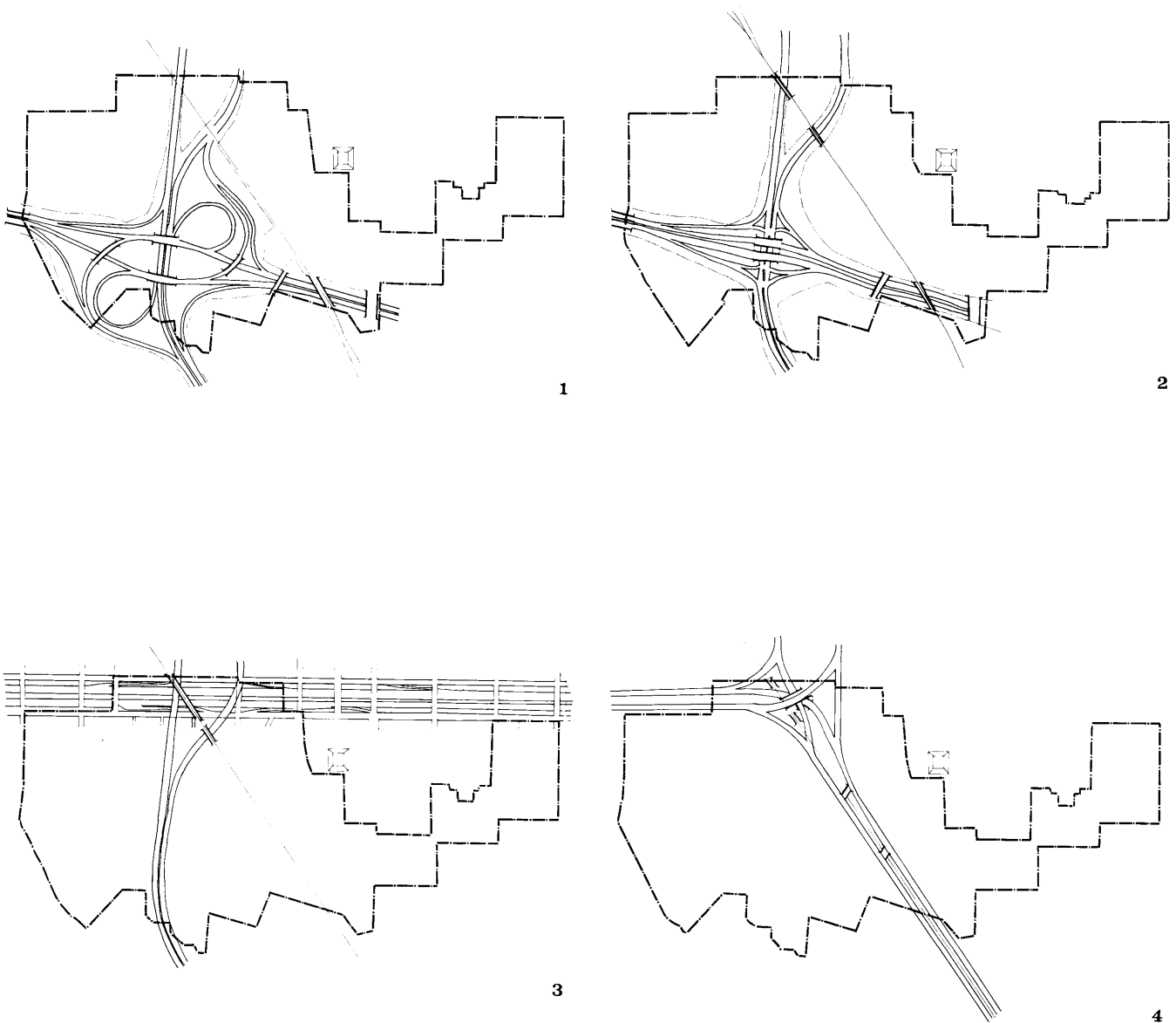
RENEWAL PLAN AT CHARRETTE COMMENCEMENT. As it was presented to the Charrette, the Urban Renewal plan covered 118.5 acres in a predominantly Black area. A vast interchange, shown below, covered 46 acres and dissected the site into four quadrants. Both northern quadrants were designed for a total of 225 units of middle income housing. The size and placing of the interchange, as well as the lack of provision for low income dwelling units, could be regarded as the causal factors in the citizen's rejection of the plan.



CHARRETTE ACTIVITIES. The Charrette concept is a derivative of an idea handed down from L'Ecole des Beaux Arts to architectural schools around the world. It essentially consists of an intense period of design activity prior to a specified deadline. At the Shaw/Southside Charrette, the Charrette frequently operated from 8 a.m. until midnight. The photographs below show some of the activities: informal discussions in the exhibition space (upper left); Chairman Romallus Murphy addressing an audience in the arena (upper right); student activist Jim Lee addressing the citizens (lower left); and DeBerry McKissock presenting the resident's own plan to an arena audience (lower right).



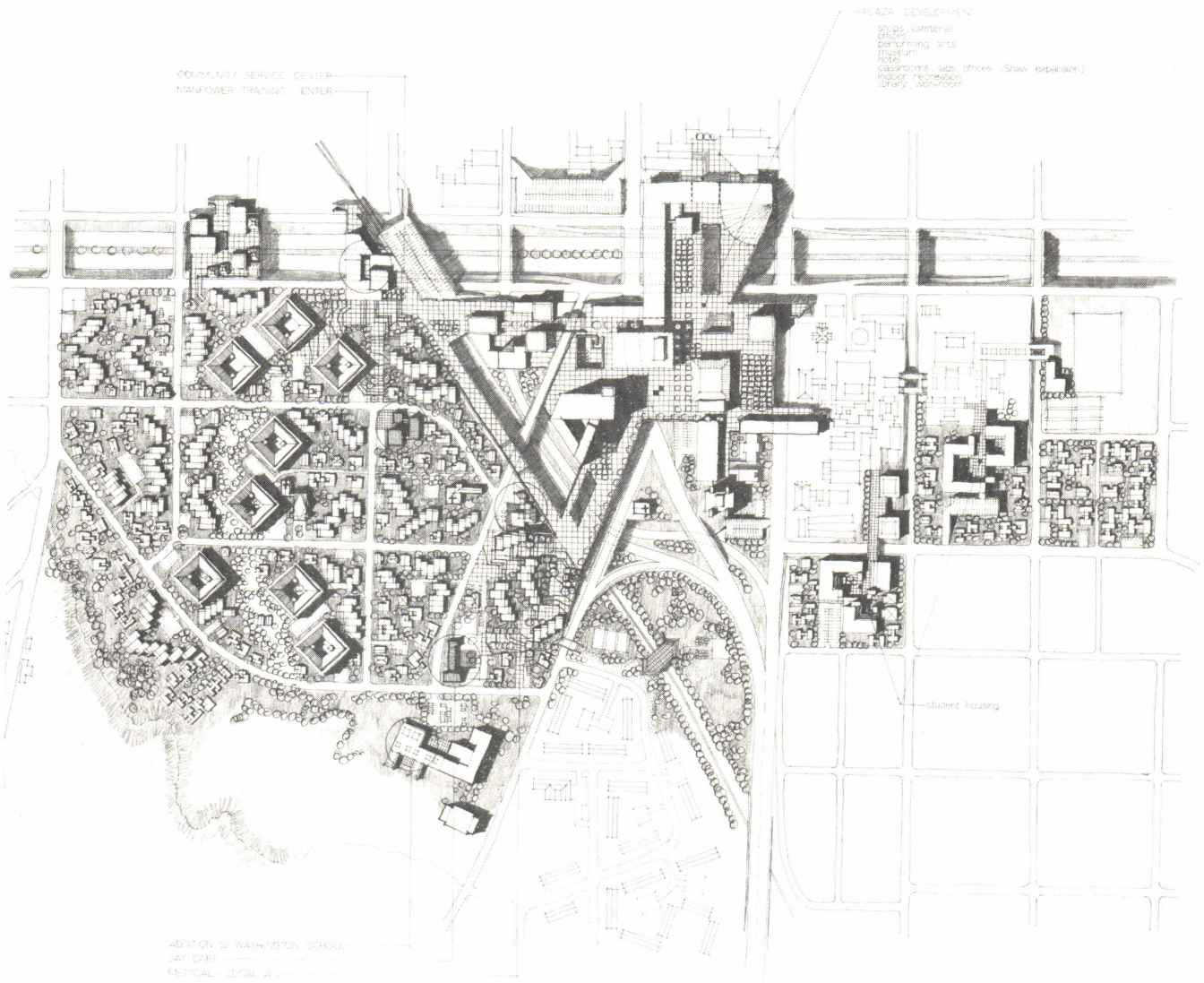
ALTERNATE HIGHWAY PROPOSALS. The Charrette Transportation Committee considered several alternative proposals for satisfying both the citizen's demands and the regional movement patterns. Plan 1, upper left, shows the original proposal contrasted with three others: Plan 2, upper right, a "squeezed" version of Plan 1; Plan 3, lower left, a depressed freeway concept; and Plan 4, lower right, a divided highway utilizing railroad rights-of-way. Plan 4 was the most popular, but later examination showed it to have serious problems in its basic geometry.



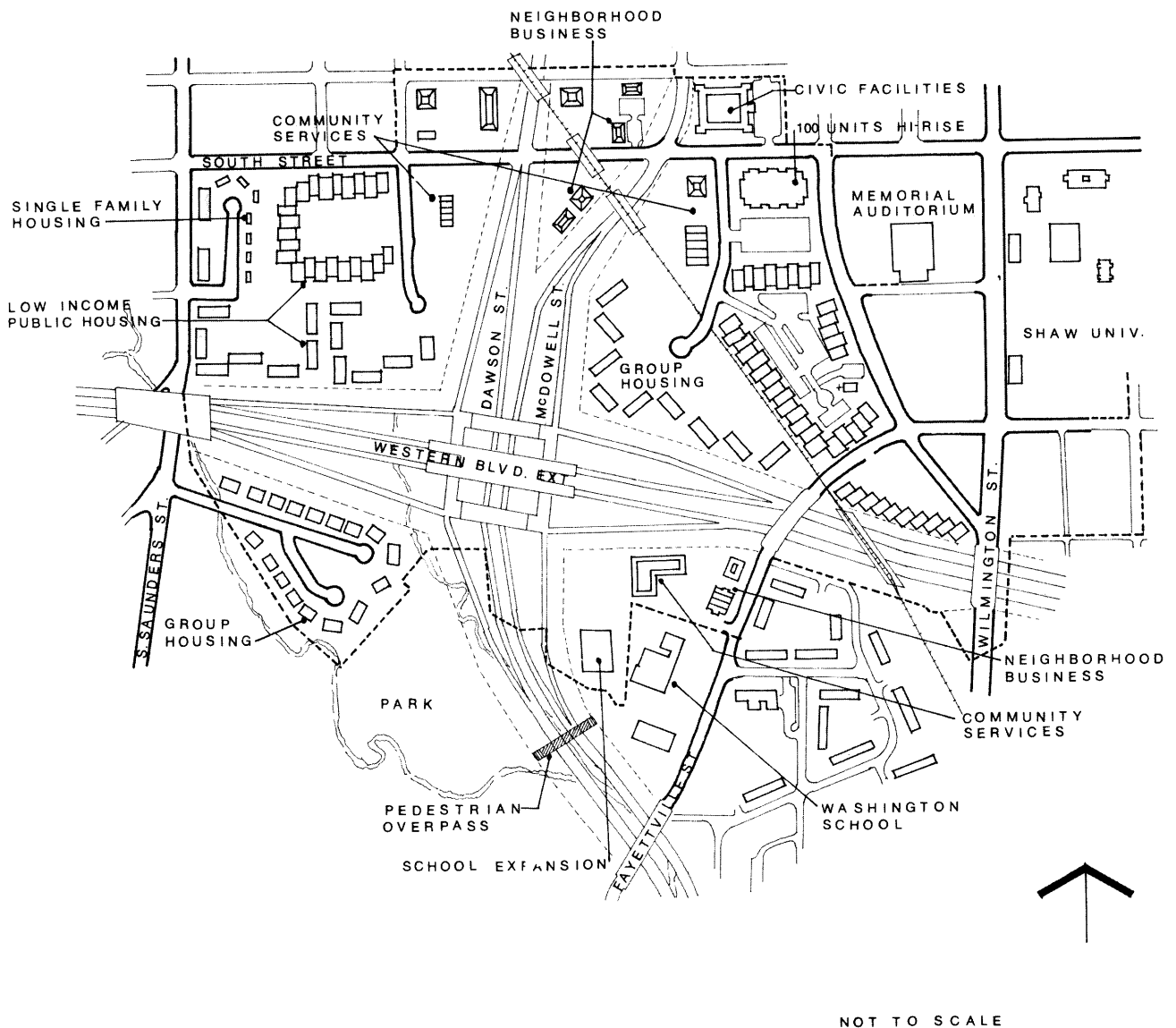
STUDENT DESIGN CONCEPT FOR THE RENEWAL AREA. Three alternative design concepts were presented to Southside residents by architectural students in the Urban Infrastructures Workshop on January 22, 1970. All of them were based on viable transportation alternatives generated in the Charrette proceedings. The one below illustrates a low-density solution with a central community facility consisting of day-care, legal aid, manpower training, and other services.



A COMPREHENSIVE CONCEPT OF "ENVIRONMENT". This second student design concept illustrates a higher-density alternative than the one shown opposite. It is based on a depressed freeway scheme and possesses a multiple-service center containing high-rise housing and commercial development. Both of the two plans shown on these pages were, however, rejected in favor of the one shown on the inside front and rear cover. Apparently, the adopted plan satisfied the greatest number of objectives on the part of the community.

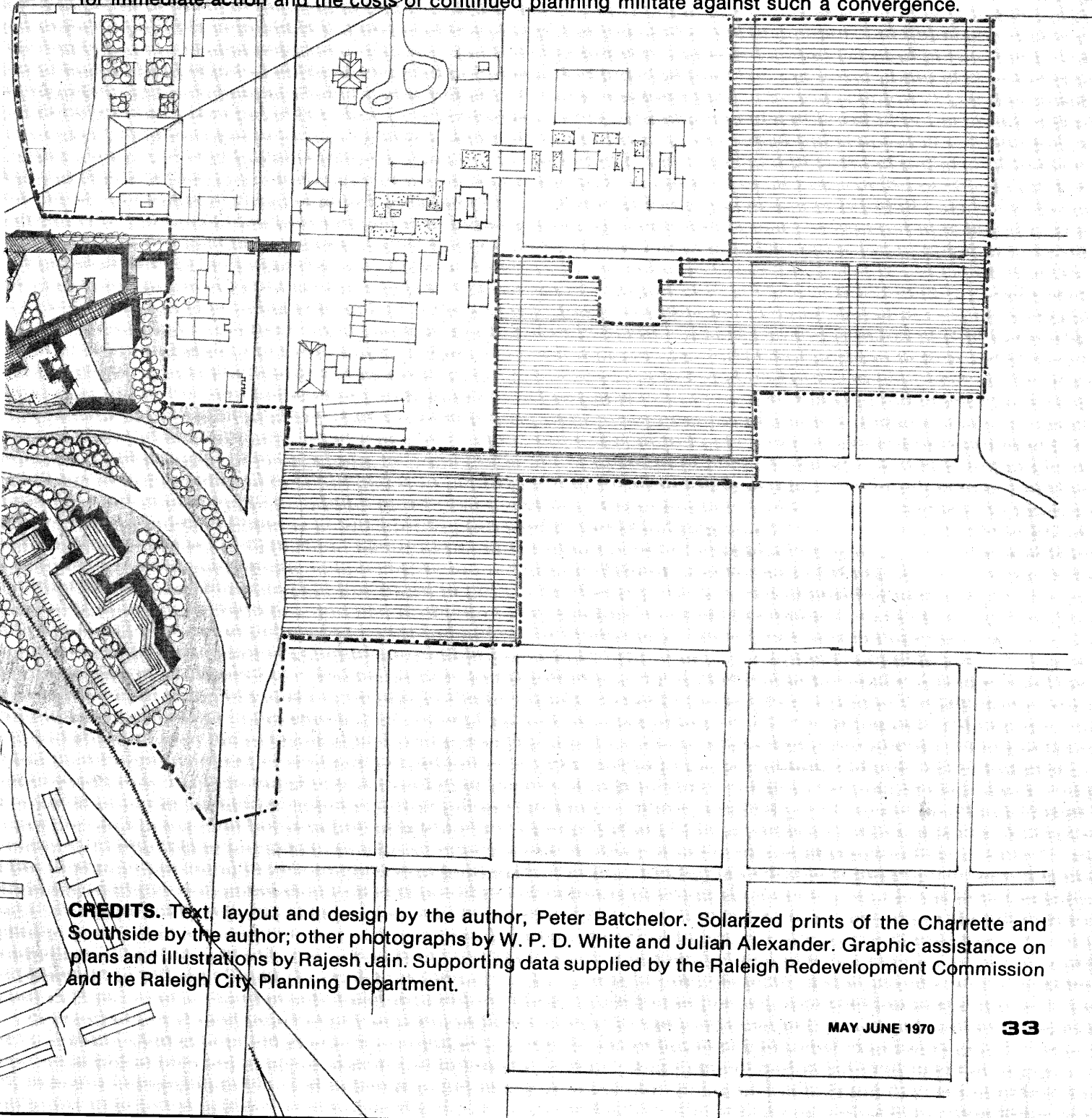


REFERENDUM PROPOSAL. On March 17 the city faced a crucial test: Either it must vote to pay for the matching funds for Southside renewal, or the plans would be shelved indefinitely. The city government drew up a new plan which trebled previous housing totals, and which reduced major transportation route rights-of-way by 17 acres. It passed by a 2 to 1 majority.




CITIZEN PARTICIPATION IN DESIGN / SHAW-SOUTHSIDE CHARRETTE / UIW III 1969-1970 / SCHOOL OF DESIGN


REACTION AND COUNTERACTION. This plan, also shown on the inside front cover, indicates that neither public nor private renewal advocates achieved their goals. Instead, each acted as a force which modified the other's objectives. The plan below represents Southside's choice, but the proposal on the opposite page indicates the city's interpretation of community interests. While equilibrium is still a long way off, one would expect the effect of successive proposals to converge to an optimum state. However, the demands for immediate action and the costs of continued planning militate against such a convergence.



CREDITS. Text, layout and design by the author, Peter Batchelor. Solarized prints of the Charrette and Southside by the author; other photographs by W. P. D. White and Julian Alexander. Graphic assistance on plans and illustrations by Rajesh Jain. Supporting data supplied by the Raleigh Redevelopment Commission and the Raleigh City Planning Department.



Printed in the **North Carolina Architect**, May-June 1970 issue, and published by the North Carolina Chapter of the American Institute of Architects, 115 W. Morgan Street, Raleigh, North Carolina 27601. Copies of the article may be purchased from the School of Design at 50 cents each. Address correspondence to Peter Batchelor, Director of Urban Design, School of Design, Raleigh, N. C. 27607.



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The Architect in a Dynamic Society is the theme for the 1970 AIA Convention being held in Boston's new architectural setting, the Prudential Center, June 21-25. Senator Edmund D. Muskie of Maine will give the keynote address on the environmental crisis and the re-ordering of our national priorities. A variety of workshop programs will offer a diversity of architectural subjects to be discussed in depth. Major bylaw changes and a revision of ethical standards will be considered by convention delegates.

Tours of areas in and around Boston are offered, as well as a number of appealing social events. Approximately thirty North Carolina AIA members are expected to attend.

ERIC GOODYEAR FLANNAGAN

It is with sincere regret that we have learned of the death of Eric Goodyear Flannagan, AIA, retired architect of Henderson, North Carolina. Mr. Flannagan, a member of NCAIA since 1931, died at his home on April 15. Survivors include his wife, two sons, Eric G., Jr., an active member of NCAIA, and Steven G. Flannagan, and a daughter, Mrs. Robert Baskerville of Alexandria, Va.



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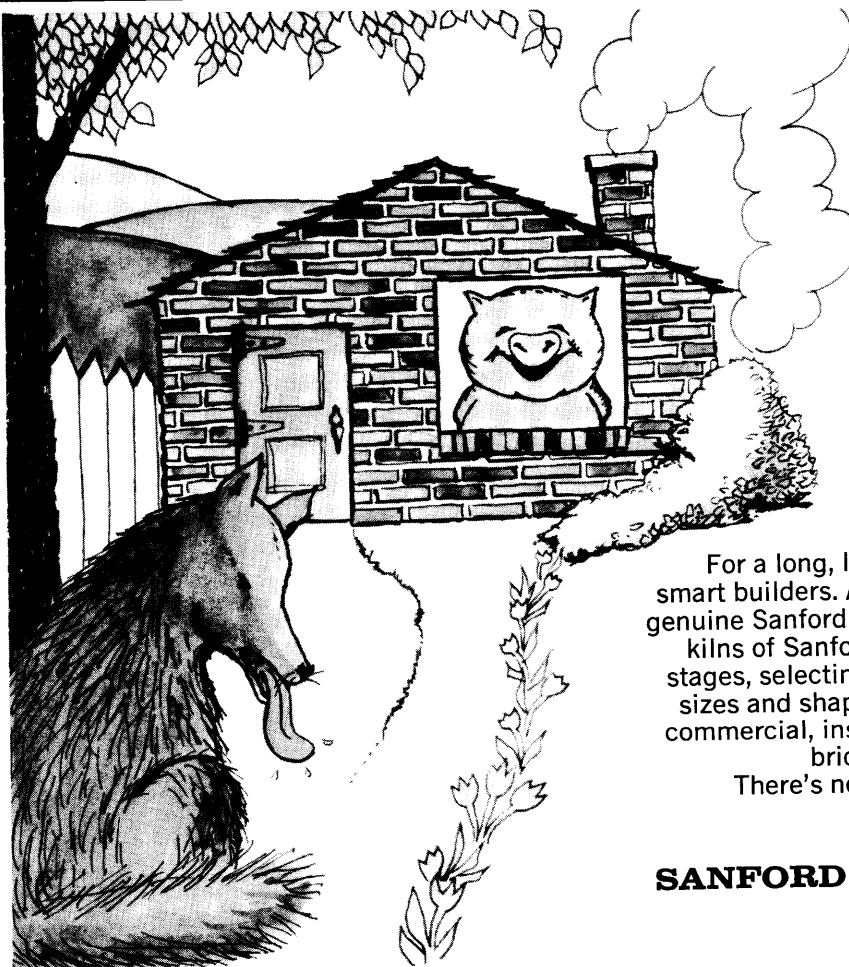
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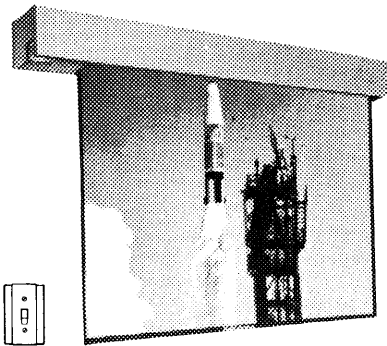
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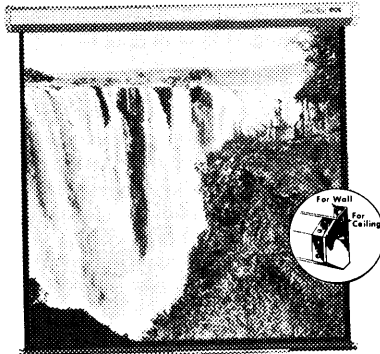
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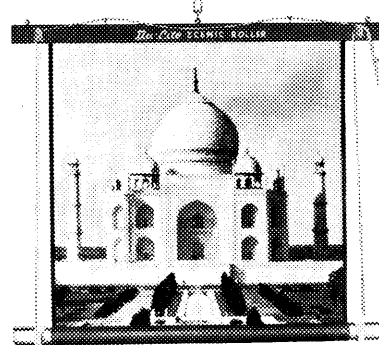
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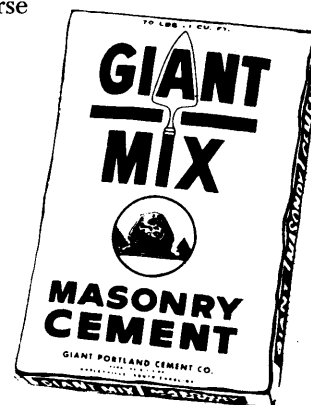
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NCAIA TO MEET AT WRIGHTSVILLE BEACH

The Blockade Runner Hotel will be the setting for the 1970 Summer Meeting of the North Carolina Chapter, The American Institute of Architects. Theme for the July 30 to August 1 meeting will be "Architecture and the Environment". Speaking on the subject will be James C. Wallace, Associate Professor of Social Science, NCSU, a well-known speaker on conservation; Gilliam K. Horton, Chairman of the Board of Conservation and Development; and Roy Sowers, Head of the Department of Conservation and Development.

On Saturday a field trip to see Baldhead Island and visits to historic Fort Fisher and the Blockade Runner Museum are planned. Included among many exciting social functions is a ladies' luncheon at the fabulous new Gray Gables Inn and dancing on Friday and Saturday nights.

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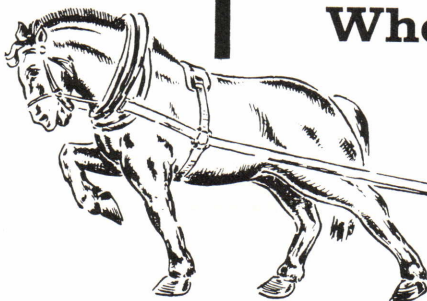
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NCAIA's EARTH DAY



L to R: Rice, Boney, Busse, Shriver, Harris, Smart before the TV camera on Earth Day.

The national campaign on Environmental Awareness, climaxed by Teach-Ins and Earth Day on April 22, did not go unnoticed by the architectural profession. A half-hour panel discussion, viewed on NET-TV stations across the state, was produced by NCAIA's Committee for the Environment and Conservation. Searching questions on the architect's responsibility to design aesthetically pleasing buildings using materials which will conserve our national resources were posed by moderator Don Shriver, a professor at NCSU.

Panelists included Richard L. Rice, president of NCAIA; Leslie N. Boney, Jr., FAIA, Chairman of the Chapter's Committee for Environment and Conservation, and Committee member, Harwell Hamilton Harris, FAIA; Richard Busse, president of the Student AIA Chapter, NCSU; and George M. Smart, the Chapter's Public Relations Chairman.

In developing the conservation theme, it was pointed out that architects are concerned with air pollution through their specifying of heating and cooling systems, water resources for industrial complexes and every phase of the environment which affects mankind.

NCAIA Chapter members also offered their services to every institution of higher education in North Carolina to participate in their program on April 22. William L. Laslett, Fayetteville architect and president of the East Carolina Section of NCAIA, was a coordinator of a city-wide program involving the Fayetteville Technical Institute and city and county officials to focus attention on the local environmental problems. In Charlotte, members of the Charlotte Section, NCAIA, participated in an Earth Day program at UNC-Charlotte.

The profession plans to continue to sponsor and participate in programs of environmental awareness.

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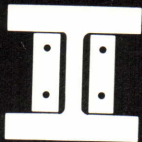
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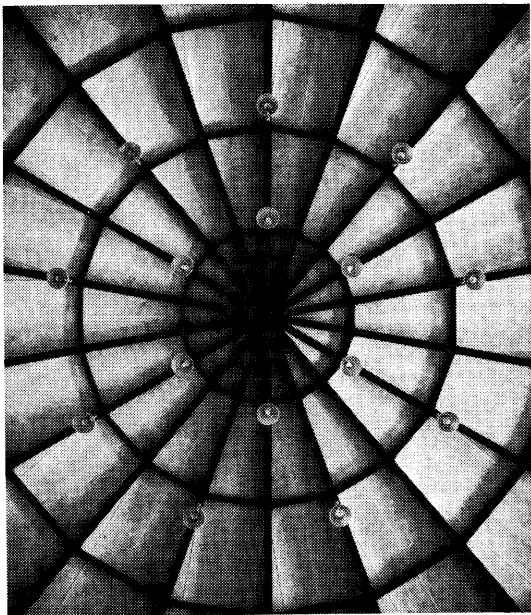
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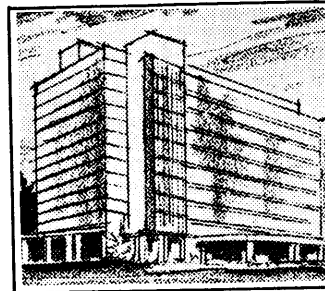
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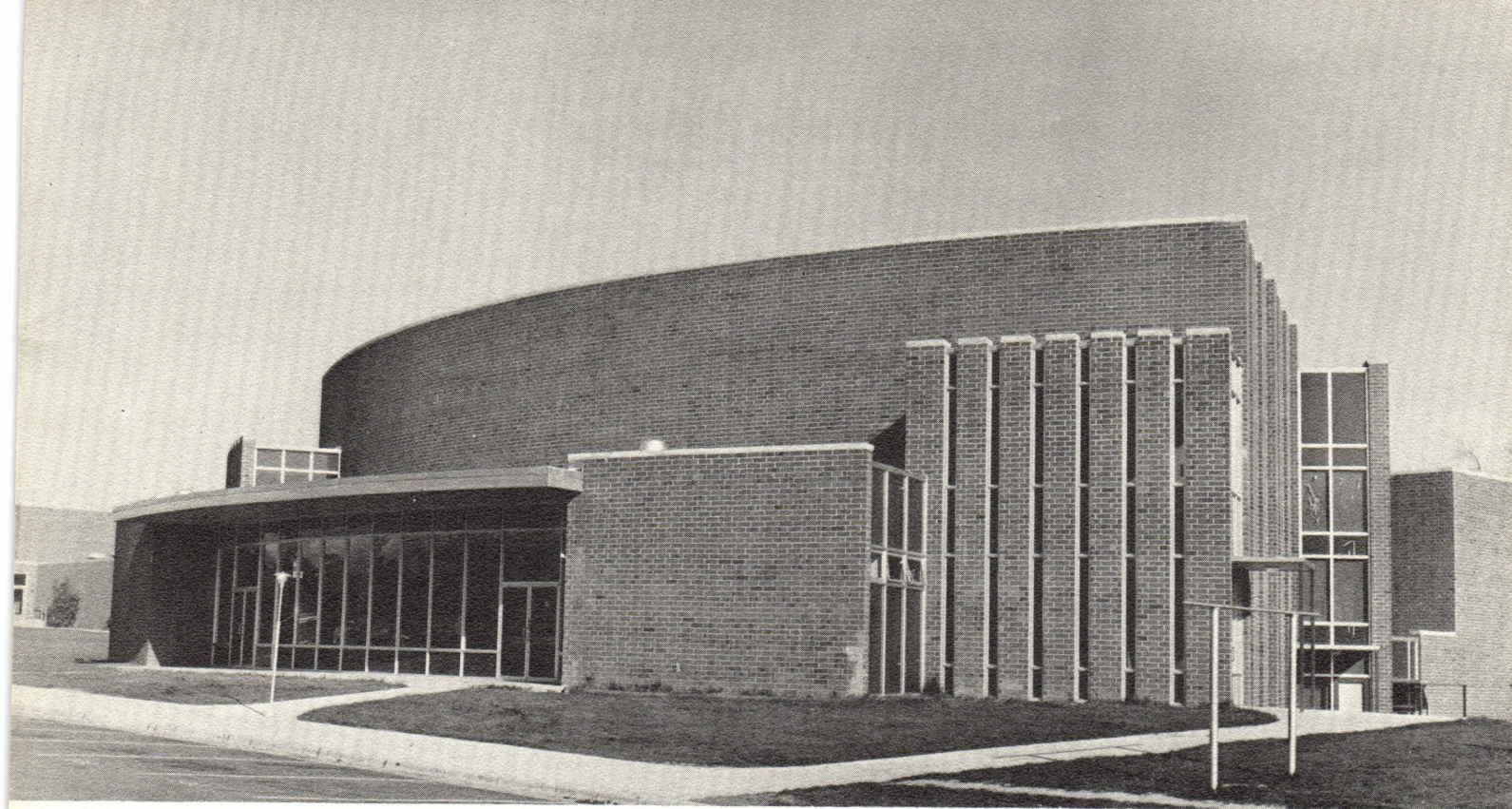
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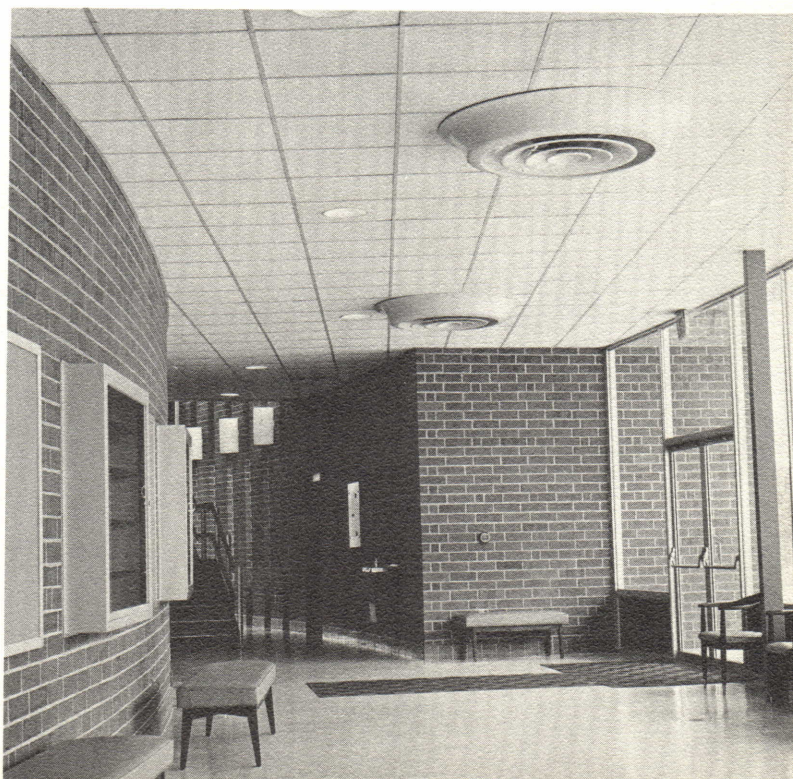
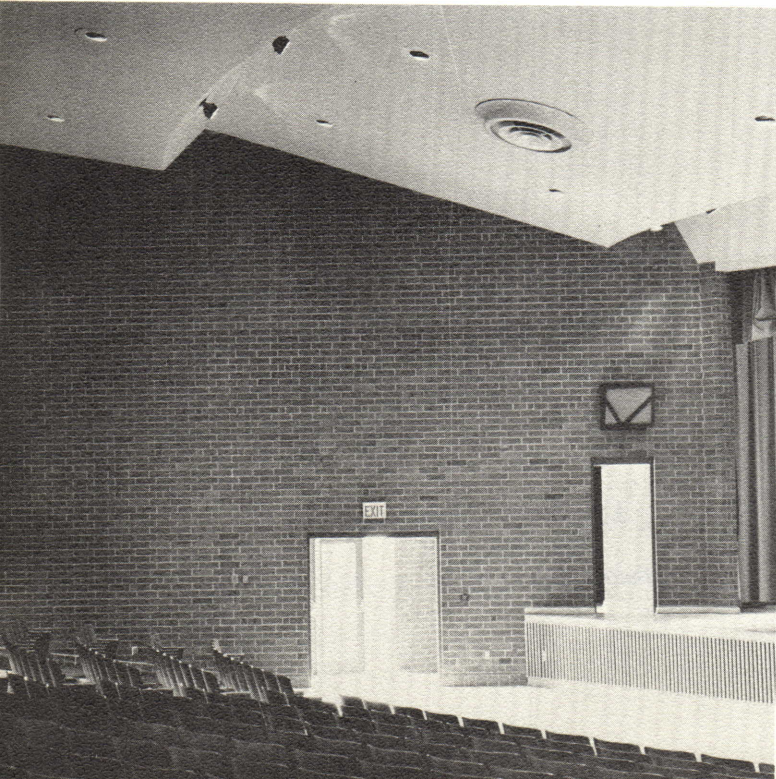
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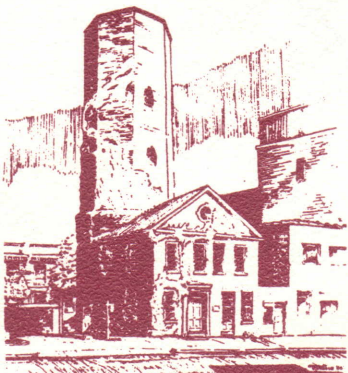
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