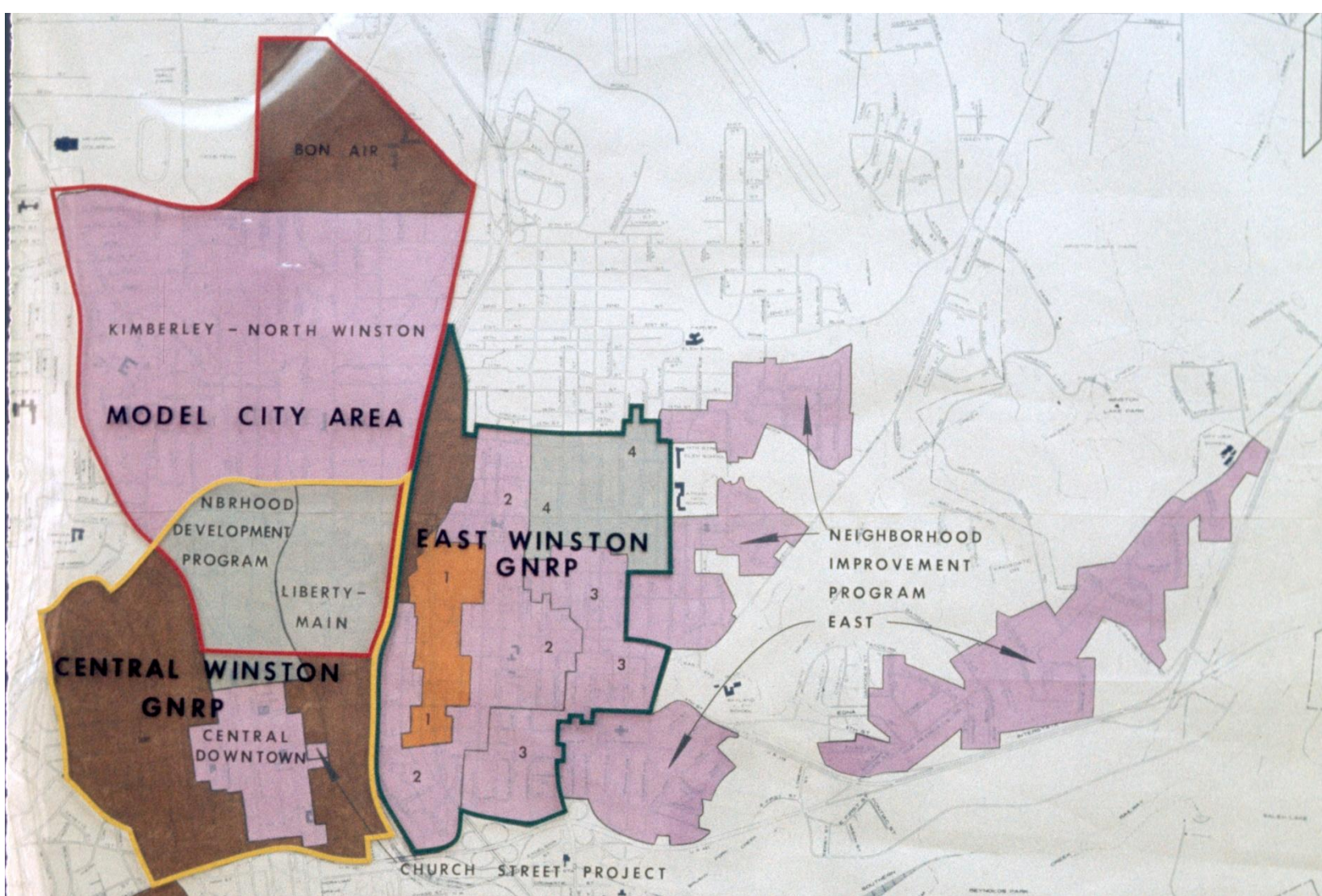


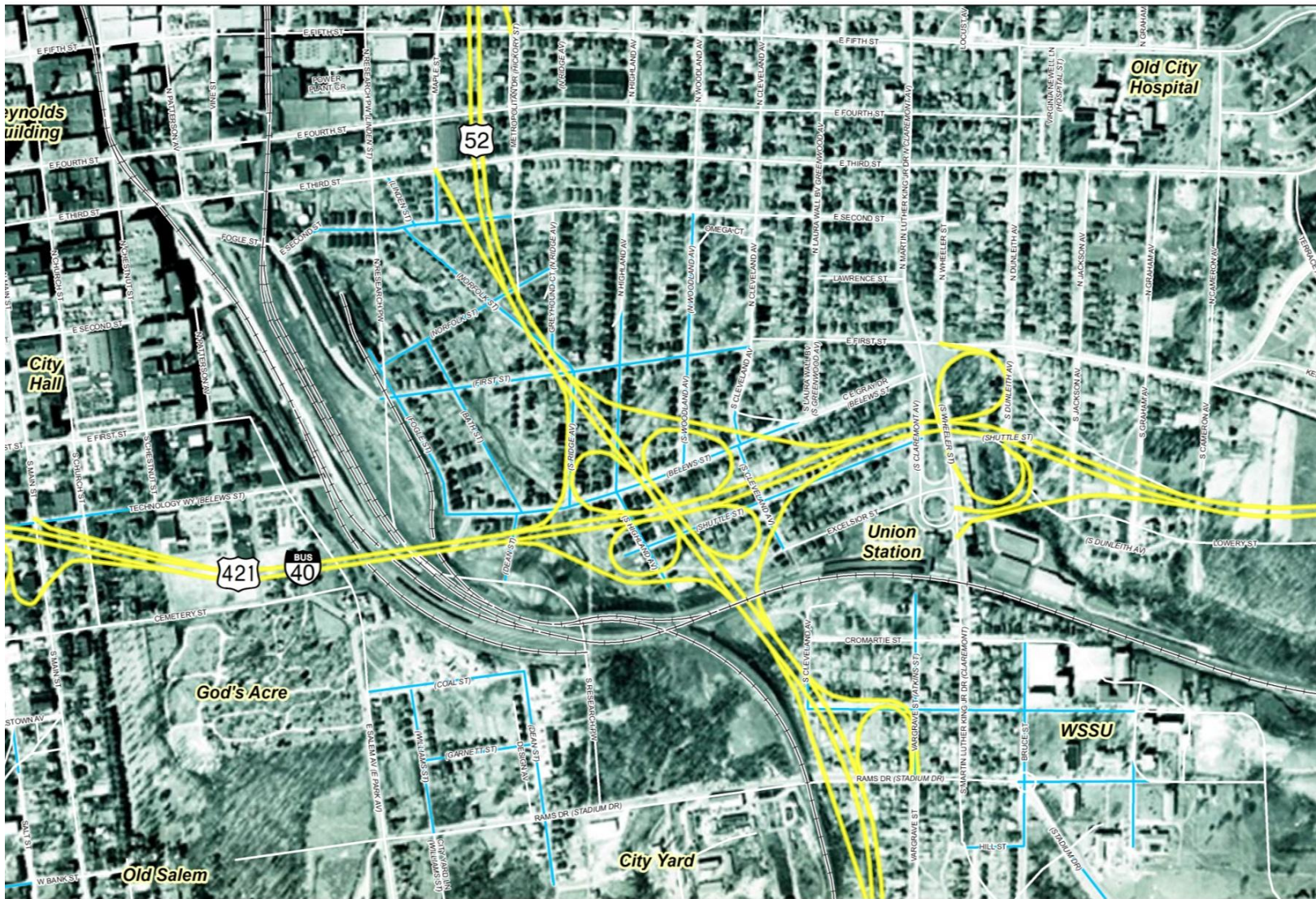
Urban Renewal in Winston-Salem

Selected Maps, Photographs, and
Newspaper Articles



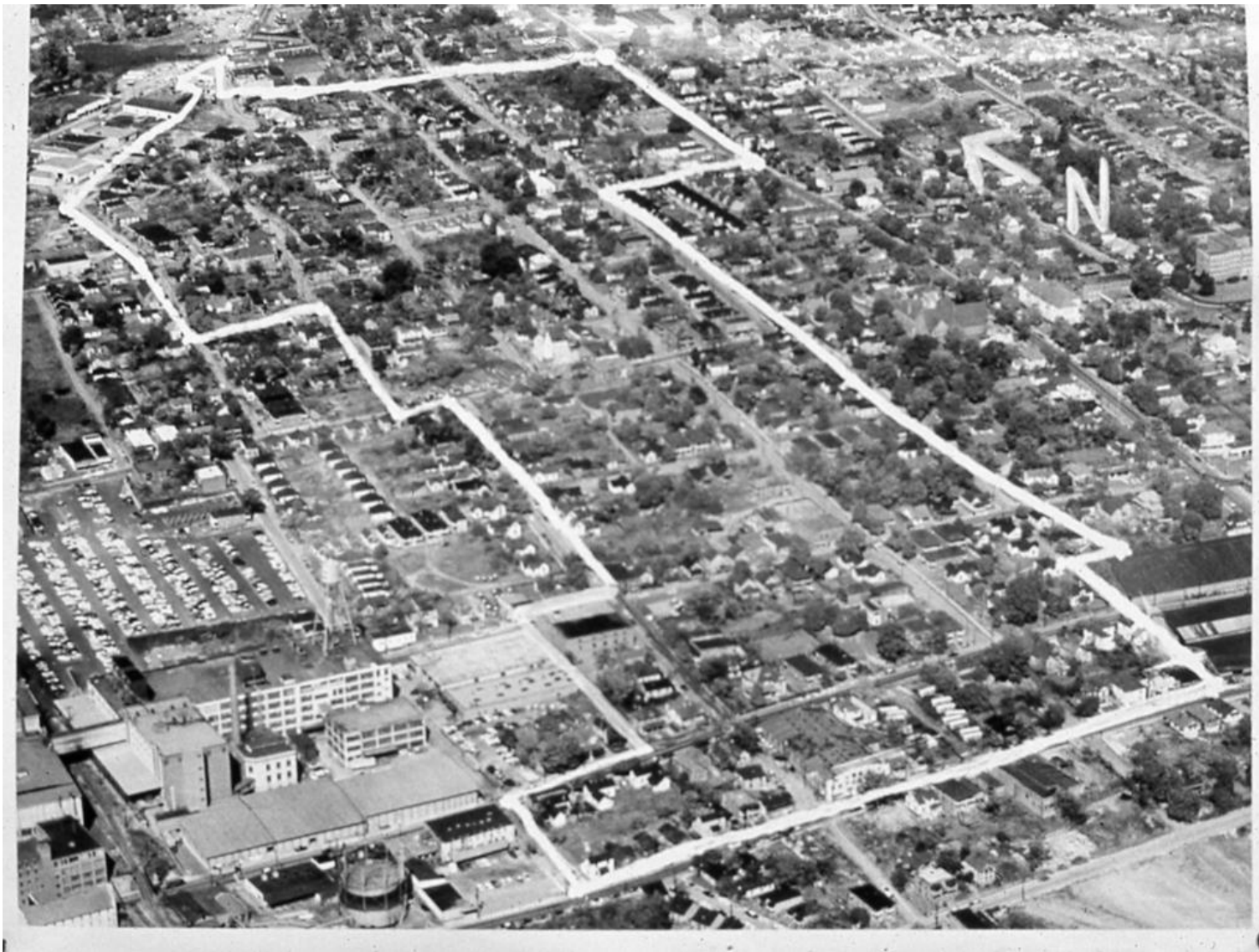
Urban renewal projects with federal aid, 1971

Orange – completed
 Pink – in execution
 Gray – proposed
 Brown – under study



Belevs Street neighborhood before I-40 and US 52 interchange construction, 1951

Interchange marked in yellow; removed streets marked in blue



East Winston General Neighborhood Renewal Plan (GNRP) Project 1 before demolitions, ca. 1960



First demolitions in GNRP Project 1 at Eleventh and Ridge Streets,
September 13, 1961



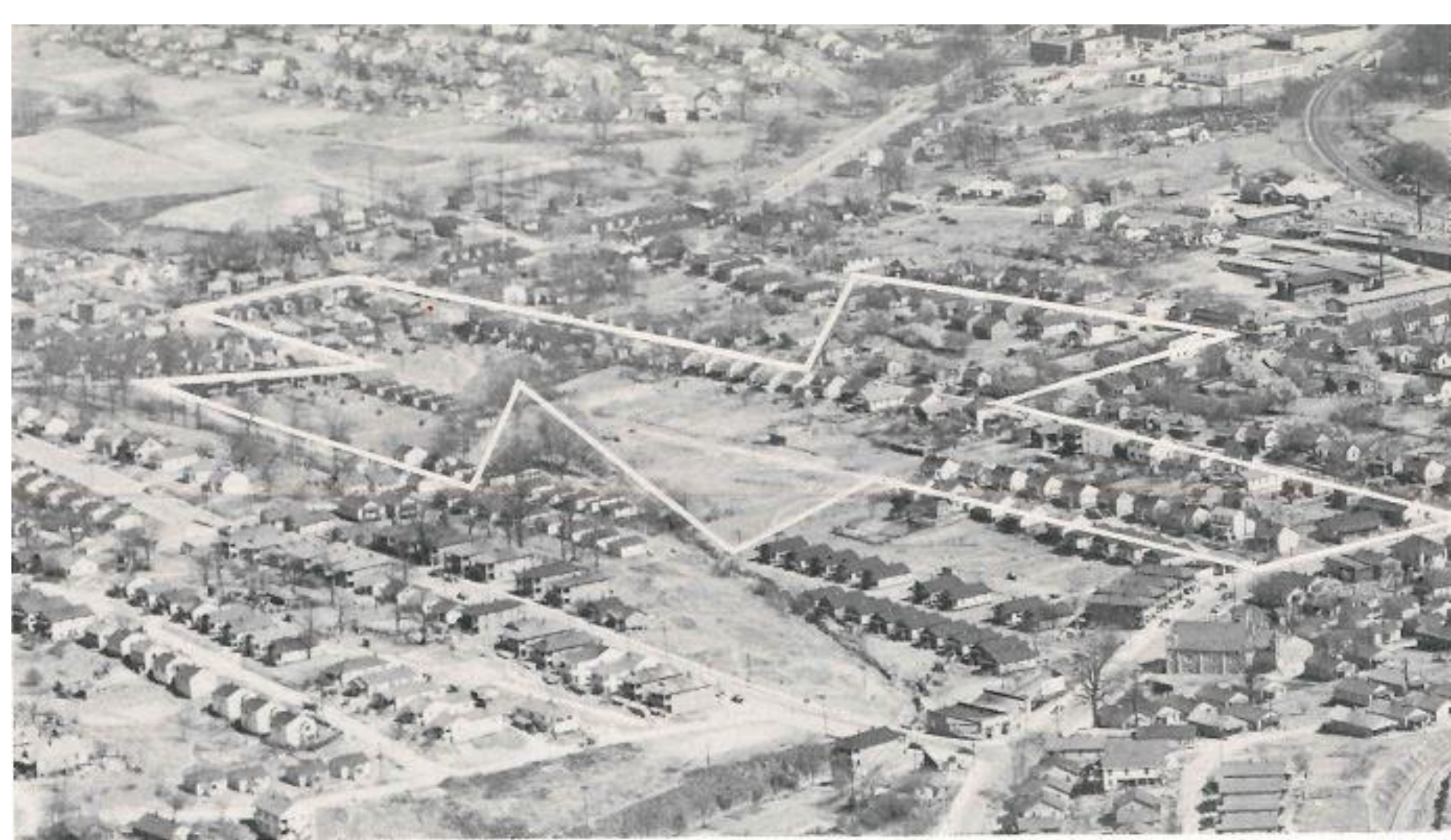
Block bounded by Church, Chestnut, Third, and Fourth Streets before renewal, ca. 1964



Church Street before renewal, left
Fourth Street before renewal, right



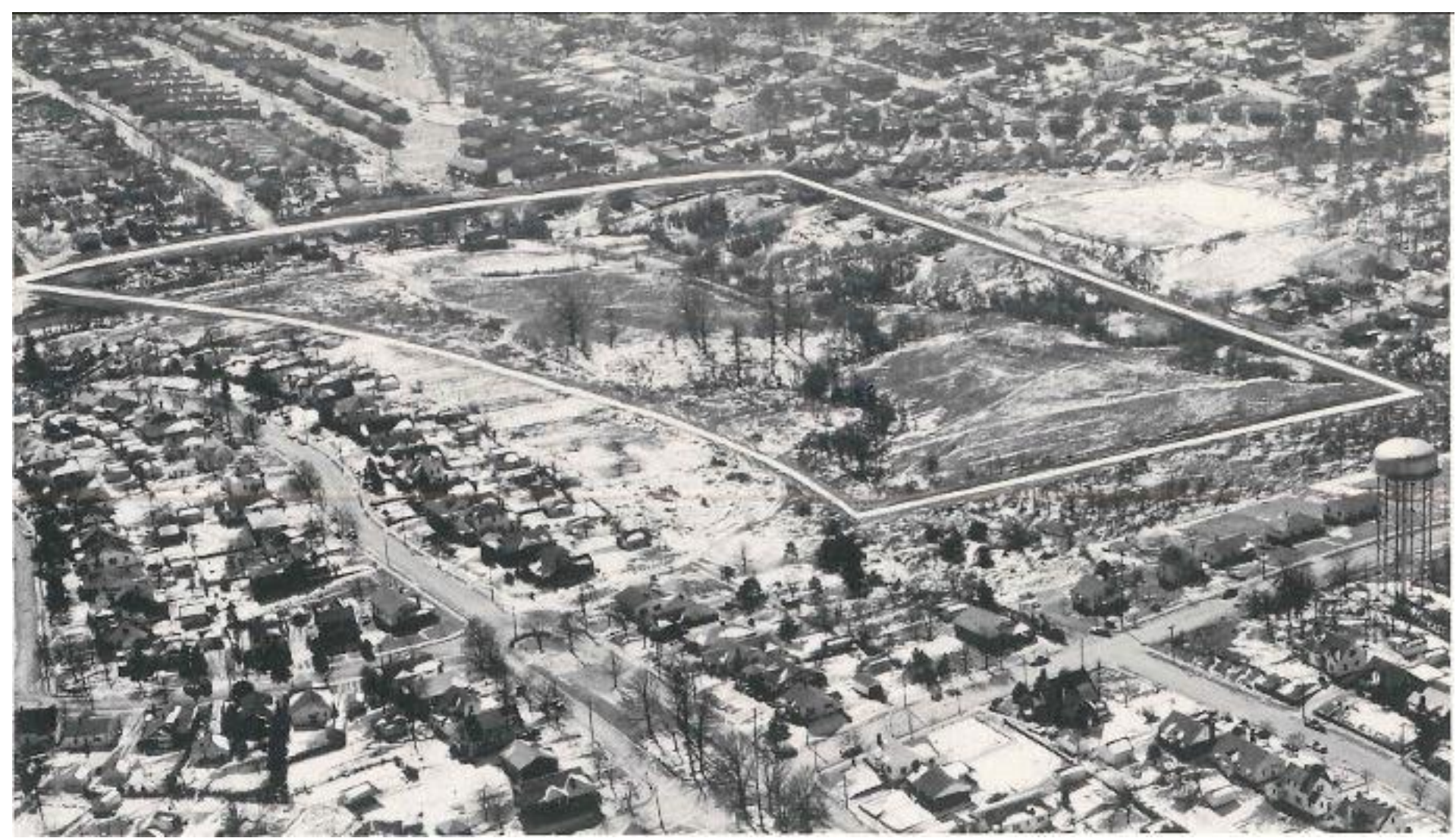
Happy Hill Gardens site before construction, ca. 1950



Kimberly Park Terrace 1 site before construction, ca. 1952



Cleveland Avenue Homes site before construction, ca. 1954



Kimberly Park Terrace 2 site before construction, ca. 1961



Housing and streets in East Winston before renewal

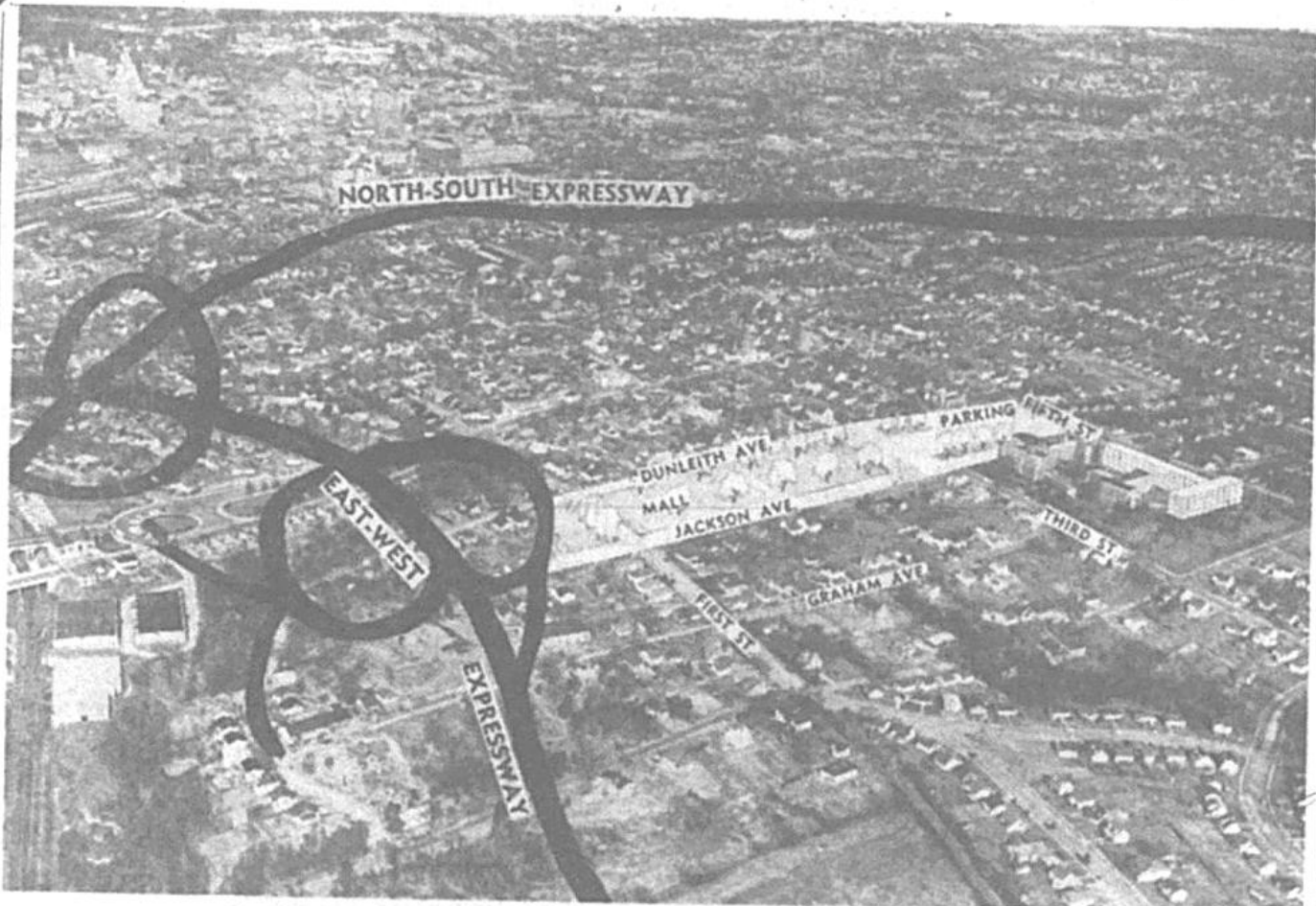
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Aerial Photos by Bill Ray

CITY HOSPITAL PROPERTY would extend south all the way to the Interstate Expressway under the latest hospital proposal, forming a direct entrance from this major

thoroughfare into the hospital grounds. Aerial photo shows how expressways are changing the face of East Winston, their clover-leaf interchanges covering large areas.

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Twin City Sentinel, March 25, 1958

Are Roads and Redevelopment Creating a Housing Shortage?

THE hundreds of Negro families in Winston-Salem whose homes have been removed to make way for major highway projects may be joined by thousands when the urban redevelopment program goes into high gear. As Meade H. Willis Jr., chairman of the Winston-Salem Housing Authority, noted in a letter to the mayor last week, the growing number of families being displaced is making the need for Negro housing increasingly acute.

The new highways have also displaced a sizable number of white families, but there are far fewer of these and new commercial residential developments have, by and large, provided the needed replacement homes. Few if any white families will be displaced by the East Winston redevelopment program.

At this moment, the needs for housing of displaced Negro families are not too heavy. The 350 displaced by the East-West Expressway and the 38 who had to vacate houses in the line of Cherry-Marshall Street relocation have found quarters elsewhere. Of the 490 expected to be displaced by the North-South Expressway, only 200 will be affected by the first unit of this project. The newly authorized expansion of the Kimberley Park public housing project, which will provide a net gain of 218 units, would appear to take care of these families.

But another 260 families are expected to be displaced as the North-South route is completed. And a larger number will lose their homes in the first phase of the redevelopment project. There are no definite plans as yet for new homes for these families.

The redevelopment in East Winston, if carried to completion, will eventually displace 3,350 families. It was thought that the project's first phase would remove 1,300 from the blighted areas, but the housing bill before Congress this year was not

passed, and the local Housing Authority will have less money with which to begin the program than was expected. Probably the first phase will be to cut down and fewer than 1,300 families will be displaced, but the figure could still run to several hundred.

Valuable though redevelopment will be to the health of our city, it will create problems. Displaced families are a major one. Perhaps this can be minimized through an FHA program which assists in financing new rental property in redeveloped areas. In other words, families who have to vacate a blighted section may be able to return to new homes built in that same section after it has been cleared.

It also frequently happens that a house on property being taken for a street or housing project is simply moved to a different site, refurbished a bit, and kept available for use. In many instances quite serviceable homes have resulted, especially when the house was in fair shape to start with. Such house-moving can help take some of the acuteness off the shortage, but there are fewer and fewer vacant lots in town to take them to.

Help can also be expected from the existing public housing developments in the city. These have an average of 125 vacancies per year, which could accommodate that many displaced families.

It may be that these things—privately built new housing, moved buildings, and vacancies in public housing—will be a sufficient answer to the shortage Mr. Willis spoke of. That can be determined more accurately when it is known how fast the redevelopment program can be carried out. If these are not the answers, then others will have to be found.

Traffic at Center Due for Some Help

Winston-Salem, N.C.

Twin City Sentinel, November 19, 1958



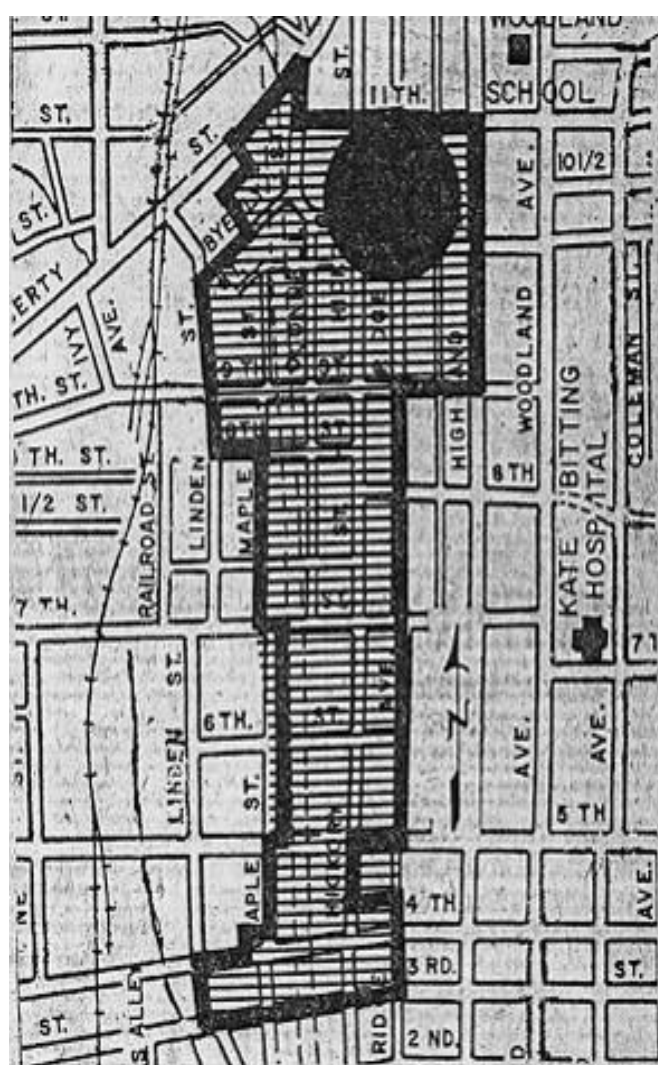
Staff Photo by Bill F

City-Federal Redevelopment Project

First redevelopment project in Winston-Salem is shown in this aerial photograph by Sentinel cameraman Bill Ray. White lines show the approximate boundaries of the first project. The 67½-acre area extends from 3d Street north to Liberty and 11th. It lies mostly between Maple and Ridge, broadens in places to Linden and Highland. The North-South Expressway is to bisect the area

plane half-a-mile high above East Winston, is so sharp that a magnifying glass placed on it will bring out details of individual buildings. The Winston-Salem Redevelopment Commission is holding "open house" at its offices, 1129 E. 30th Street, from 1 to 5 p.m. each day next week to explain the \$3,148,000 city-federal project to everyone interested. Public hearings on it will start at 2 p.m. Monday and will be repeated at 2 p.m. Friday. Later after 4

Twin City Sentinel



Map by Gene Whilman

FIRST PROPERTY purchased in the urban rede-

Buying of Renewal Land Will Begin in 30 Days

Sentinel 4-5-61

The Winston-Salem Redevelopment Commission will start buying property within 30 days in the 67.5-acre East Winston area covered by the city's first urban renewal project.

The Board of Aldermen unanimously approved the \$5,000,000 city-federal project last night, thus executing the last legal formality.

Redevelopment now can be blocked only by court action, and opponents have not taken any such step so far.

The initial redevelopment area extends from Third to Liberty-11th and is mostly between Maple and Ridge, although it broadens in some places to Linden and Highland.

The first property purchased will be immediately south of 11th Street and between the proposed North-South Expressway and Highland Avenue, Redevelopment Secretary Mason E. Swearingen said today.

The redevelopment commission will concentrate its purchases in

"If we can get the land which is to be covered by the actual school building, the construction of the school can be started," Swearingen said. "Then we can clean up the fringes later."

"We are making final appraisals and title searches now. I hope we can begin buying property within 30 days."

Purchases will be made as follows:

1. The redevelopment commission will communicate with the property owners and negotiate for the property. If owners are willing to accept the prices offered, options will be taken and the purchases will be closed as rapidly as possible. The commission hopes to avoid condemnation proceedings but has the right to condemn property if necessary.

(The Board of Aldermen will be acquainted with the amount of overall appraisals but city board approval of each individual purchase is not required. The law does require city board approval of every redevelopment contract and every resale of property. The question of whether owners will

that owners can get information, as the redevelopment plan.)

2. No residents to move until been obtained redevelopment pay their actual up to a maximum family and \$3,000

3. Residents rush into a redevelopment they want this. The commission expenses only are on the part of the commission.

4. Residents not to deal with lawyers instead ment commission conceivable reasons to buy the property make a profit the commission.

"Our representatives proper credentials they are with them. Redevelopment

Twin City Sentinel, April 5, 1961

Urban Renewal Gains Impressive in City

Seventh in a Series

By CHESTER S. DAVIS
Staff Reporter

Winston-Salem's housing problem, while real and large-sized, is not so enormous it causes men who deal with it to throw up their hands in dismay.

Unlike the large cities, where the slums rise high into the sky and spread over enormous areas, Winston-Salem's worst housing has been reduced to pockets and those pockets are now under attack.

The primary tool used in attacking the worst of our housing has been the Urban Renewal and Rehabilitation Program. This joint local-federal program is directed by Mason Swearingen and his assistant, James Haley. The policy-making board of five members is headed by Charles E. Norfleet.

The accomplishments of this program are impressive. Here

area also includes a shopping center, several churches and the new Reynolds Memorial Hospital.

—Work in Urban Renewal Area No. 3 is under way. There are 748 families living in this area. Plans call for demolishing 524 units and rehabilitating another 224. With the exception of some 20 acres set aside as a park, all of the land will be used as sites for new homes and apartments.

Plans for the future are just as ambitious. They include:

—Urban Renewal Area No. 4, which was approved by the Board of Aldermen last month. It is located in East Winston to the north and east of area number three. An application seeking federal approval for the project has been made.

—A planning grant of \$381,000 has been received for the Kimberley-North Winston Renewal Area. This project

Roughly one home in four in this city is occupied by blacks. Yet when it comes to home demolitions through Urban Renewal, code enforcement, highway construction and the like four out of every five houses demolished were occupied by blacks.

And the process of upgrading housing for the black families affected by these programs has caused pain for both races. The tipping of North Winston from white to black, while it took place over almost 10 years, saw some 1,400 white families replaced by black families.

In terms of housing the overall effect was substantially improved housing for most of the 2,800 families involved.

While this same sort of thing can occur again it is less likely today than it was 10 years ago. Because of housing being provided by other programs described in this



Staff Photo

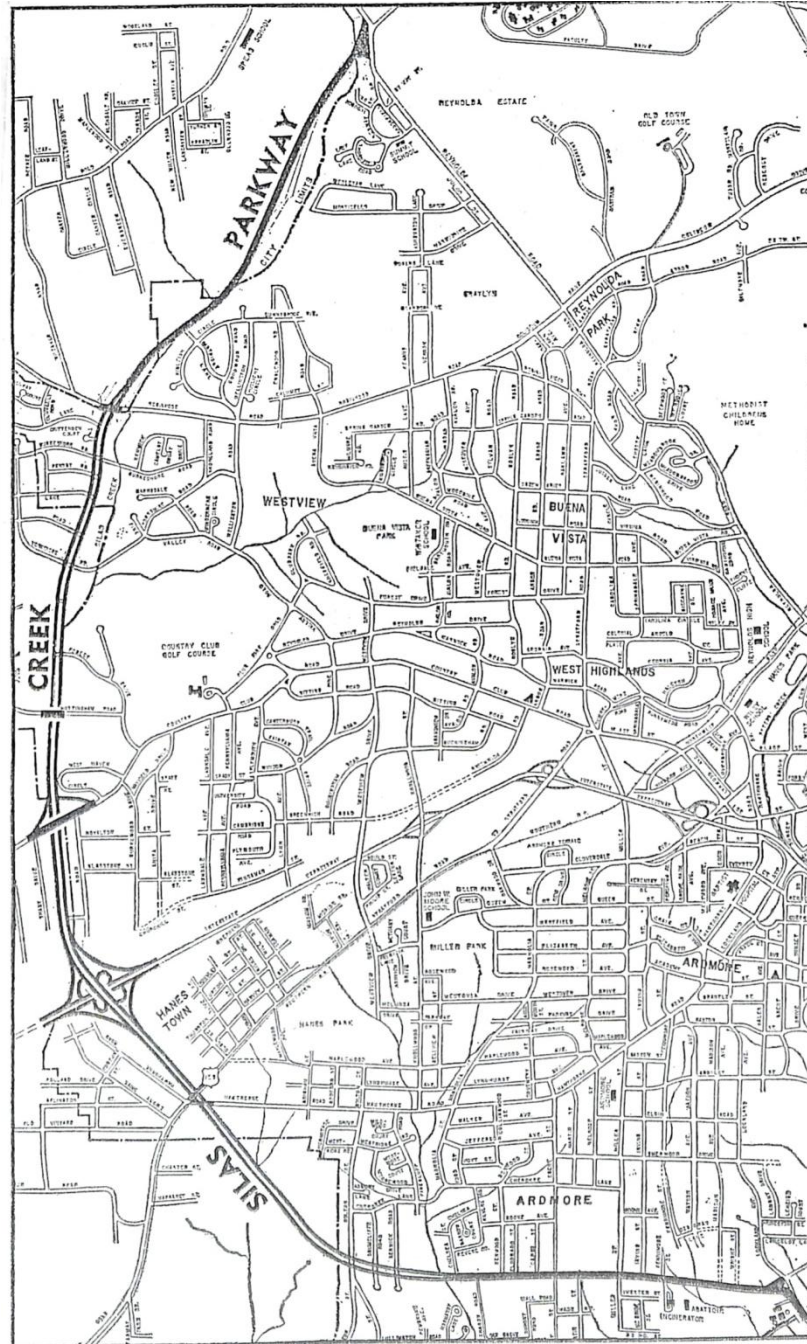
These were among the first buildings torn down in Project 3.

Twin City Sentinel, February 12, 1970

Route of New Parkway

Silas Creek Parkway will completely encircle western Winston-Salem, linking Reynolda Road at Wake Forest College with the Interstate Expressway and finally with N. C. 150 and Corporation Parkway, which cuts across the southern part of town. This map shows how the new thoroughfare is destined to become one of Winston-Salem's most important streets. It will start at the Wake Forest College entrance and Reynolda Road site of the new Western Electric office building and run down the Silas Creek valley. From about Robin Hood Road to Chelsea Street in Ardmore, it will be a dual, divided lane thoroughfare. It will cross Robin Hood at grade level at present (a grade separation may be added later), will go under Nottingham Road and under Country Club Road, where ramps on the north side of Country Club Road will form an inter-

change. The big boxed-cloverleaf interchange at the Interstate Expressway is already built. Farther south, it will cross S. Stratford Road, the Southern Railway and Hawthorne Road at grade level, but automatic railroad crossing gates will be erected. Between Hawthorne and Bolton, it will traverse the edge of the new Forsyth hospital site. It will follow a widened route of Link Road to a new intersection at Lockland, then across Salem Creek to meet Corporation Parkway and N. C. 150. The street is not designed as an expressway, but as a broad, traffic collecting boulevard, so the business and residential streets along it will have full access where grades permit. Bids on the street are to be opened at Raleigh Tuesday and the state highway commission is to award construction contracts Aug. 4.



Twin City Sentinel, July 22, 1970