

For Carrboro pilot plant . . .

October opening is announced

Wright Machinery Company Division of Sperry Rand Corporation will open a small pilot plant in Carrboro for the manufacture of motors for business machines.

A joint announcement of the decision was made today by Wright and by the Orange Industrial Development Corporation.

Wright has leased a 3,600 square feet section of Lloyd's Warehouse on S. Greensboro St. in Carrboro. The operation there will employ five to 10 people and may expand, it was announced.

J. C. Hydrick, Wright Vice President and Acting General Manager, said that the Carrboro project would be directed by O. S. Esvay, Wright Vice President and Manager of the company's Motor Products Division.

Equipment will be installed starting in October and actual operations are scheduled to begin in December.

The motors to be manufactured in Carrboro will be used in business machines such as electric typewriters, adding machines, and calculators. They are high volume production products. They are of a different type than Wright's line of sub-miniature servo motors, synchros, and rotating components manufactured in the Durham plant.

"The Carrboro availability, which the Orange County citizens group brought to our attention, is close to Durham and is well suited to our needs. We wish to thank them and Durham's Committee of 100 for their fine cooperation," Hydrick said.

Wright was established in 1893 and employs approximately 850 people. In addition to motors, Wright develops and manufactures automatic machinery and electro-mechanical products for industry and defense.

Appeal for 'understandable language' . . .

Boards eye changes in zoning law

A considerable number of changes in Chapel Hill's comprehensive zoning ordinance were suggested by members of the Planning Board and Boards of Aldermen and Adjustment in a joint meeting Tuesday night.

Members of all three groups joined with Adjustment Board Chairman Dr. J. T. Dobbins in appealing for re-writing of the ordinance in more generally understandable language. There was even a variance of opinion among the Boards, during their following discussions, as to the meaning of certain portions of the local laws. "I think the whole ordinance ought to be gone over carefully and clarified," said Dr. Dobbins.

Building Inspector Howard Stewart suggested that a special use permit be required for construction of any building containing more than five units. He said he felt this was the basic intent of the existing ordinance, but noted that it did not apply, for instance, in the case of the current construction of the 104

unit Towne House apartment building, being put up as one large, single structure.

Seek Sign Control

The building inspector also said he'd like to see a control ordinance adopted for signs in the downtown business districts. This was discussed by the aldermen twice in recent years, but has not come before them again since being referred back to the Merchants Association about a year ago.

In addition the building inspector suggested adoption of a minimum housing standards act and the N. C. State Building Code, as was authorized locally by the General Assembly last spring.

Former Planning Board member Pearson Stewart, Executive Secretary of the Research Triangle Planning Commission, presented the planning Board's work program for the coming year. He urged that a general land use development plan for the suburban area be drawn up and adopted. About \$15,000 is

proposed for expenditure in surveys that will include plans for the approaches to Chapel Hill and the downtown areas, he said.

Introduces Planners

Mr. Stewart also introduced Charles Turner, who will be the Planning Board's planning assistant this coming year; Lucian Faust of the Triangle Planning Commission staff who will direct the local planners' survey work; and Jeff Wingfield, who will be doing some of this work

The aldermen by resolution asked the planning board for study of and recommendations on sewer lines and utility extension policies.

Planning Board members F. Stuart Chapin and Jimmy Wallace said they felt the development of open space areas in new subdivisions should be encouraged and possibly required. Mayor Sandy McClamroch said he felt that in general the Board of Aldermen would be interest-

ed in accepting and maintaining such areas as public property. Planning Board Chairmen Powell and Alderman Gene Strowd, however, called attention to the high cost of and shortage of land for this purpose.

It was generally agreed, on suggestion of Planning Board member Frederic Cleaveland, that the planners would be consulted on proposed annexations to the municipality.

Would alter bypass routes . . .

Thoroughfare plan changes proposed

The State Highway Commission's Advance Planning Department has proposed several significant changes in Chapel Hill's tentatively-adopted major street and thoroughfare plan.

Maps outlining the total plan and the suggested changes were distributed to the District Planning Board and the Town aldermen at their joint meeting Tuesday night. Consideration of the proposals was referred to the planners for a recommendation.

Adopt in near future

The aldermen indicated they hoped to be able to finally adopt the plan in the near future, with the idea that upon so doing the State would assume responsibility for certain proposed street additions and improvements in the Chapel Hill area.

Among the changes proposed by the State in the long-range network of streets and highways are:

(1) To make Estes Drive the east-end link in an eventual northern loop road around Chapel Hill from the Durham Road through to the Greensboro highway (N. C. 54). An all-new road would be constructed connecting

to Estes Drive and running just south of the airport and across the old Hillsboro highway near the end of N. Greensboro St. and on to Highway 54. (A northern bypass along Bolin Creek is also projected.)

(2) Elimination of an outer loop northern bypass that would begin several miles out on the Durham Boulevard and connect the above-mentioned northern bypass at the Estes Drive-Airport Rd. intersection.

(3) Elimination of the outer-most of three belt highways (including the existing bypass highway) around the southeast side of Chapel Hill. Instead a new link, closer in, and paralleling the existing bypass between the Durham and Raleigh Roads would be built.

(4) Elimination of a proposed extension of Cameron Ave. through to Smith Level Rd. (A straight extension of W. Franklin St. through Smith Level Rd. is still projected.)

(5) Inclusion of Farrington Mill Rd. as a major link in the future network of feeder and arterial roads.



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