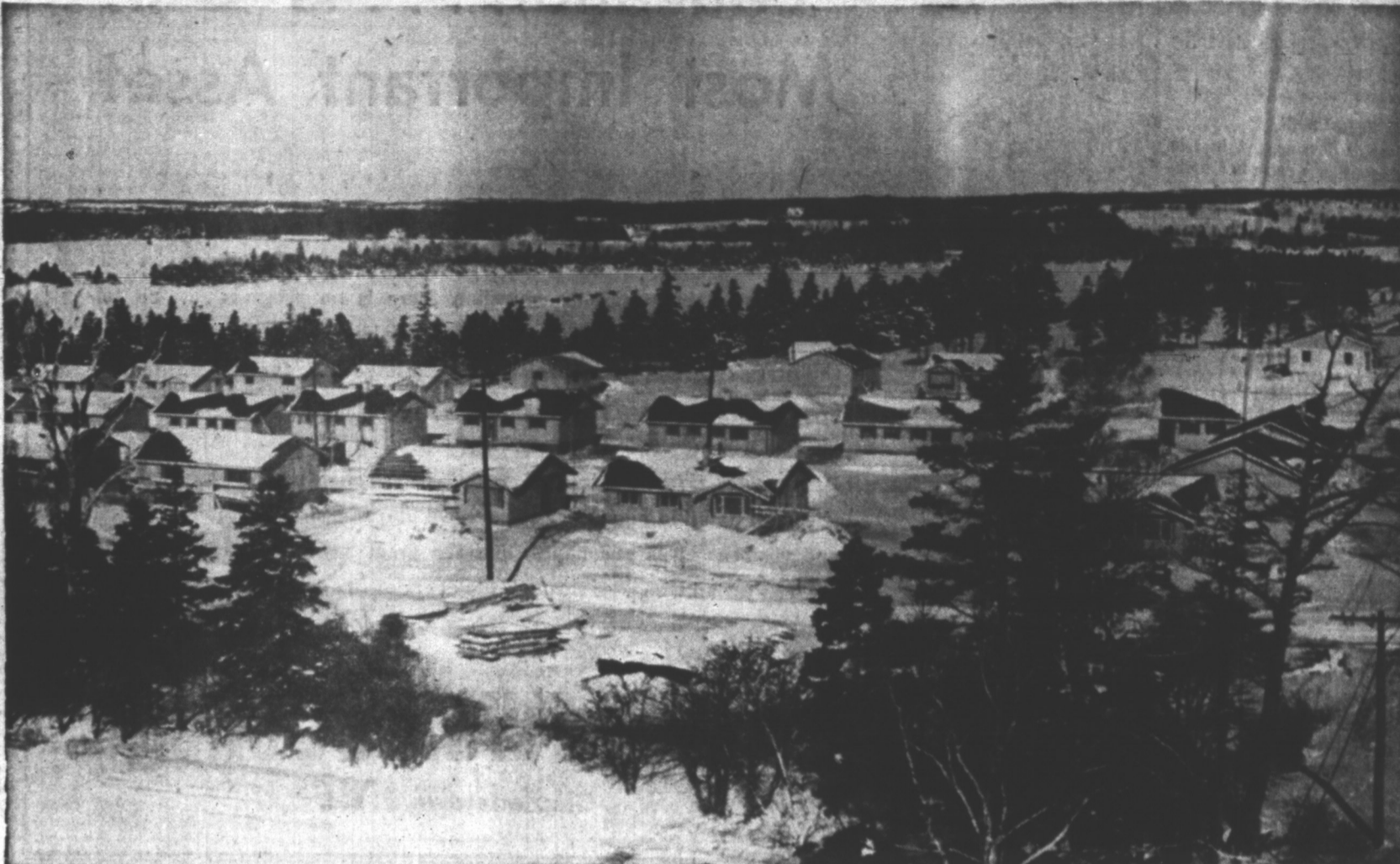
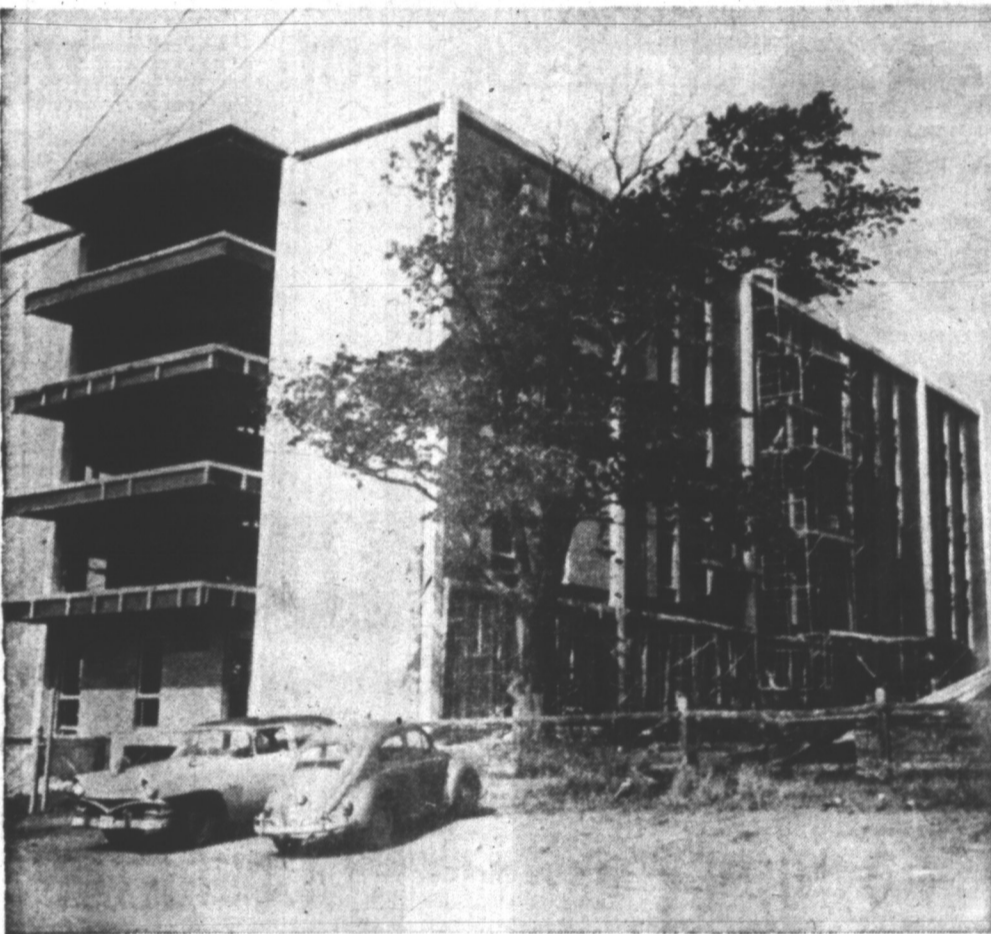


City enjoys greatest year; building, expansion boom



TYPICAL OF NEW CO-OPERATIVE HOUSING DEVELOPMENT IS THIS 54-HOUSE PROJECT ON NORTH RIVER ROAD



PLAYING ROLE IN BUILDING BOOM WAS \$700,000 HOME FOR AGED

Housing survey expected to clear 'blighted areas'

The ultimate goal of the housing survey of Charlottetown now underway is to provide accommodations for citizens not able to provide them for themselves. The survey, initiated two years ago, when Mayor A. Walthen Gaudet took office encountered delays for various reasons. An application to Central Mortgage and Housing Corporation for an urban renewal study was turned down because they said Charlottetown had no slum areas, but only slum "pockets." Instead, they recommended a housing survey to determine current conditions and present and future needs. The city agreed on this, and working with the provincial government, eventually was able to obtain the services of a qualified town planning expert, Walter P. de Silva, who arrived in the province last year.

WORKING STEADILY
Since then, he has been working steadily on the project, but early in his work saw the need of an over-all plan, and consequently the necessity for an aerial survey to provide a complete set of maps from which to work.

These maps are needed in different ranges to serve different purposes. First requirement was a metropolitan map of Charlottetown and its surrounding areas. This is prepared in the range of 600 feet to the inch. Others are needed on scales of 300, 100 and 40 feet to the inch. The survey has been seriously handicapped by the late arrival of the maps. The first full set of the 200 feet to one inch series was received as late as Jan. 26 of this year. Three main study areas being covered are:

(1) The land use survey, which will show every parcel of land in the city, which is being used for various purposes, such as residential, commercial, industrial, civic, recreational and open space.

building survey, which will show the growth factor of the city over a period of years and the structural condition of the city properties and their assessment values.

(3) Population and density survey, which will reveal the conditions of overcrowding, under density and blight conditions.

TO SHOW NEEDS
In addition information regarding schools, open spaces, traffic flow, traffic congestion, facilities, or rather the lack of adequate private and public car parking, will be revealed. When all these factors are analysed planners would be in a position to show the needs of housing such as single family, multiple family or apartments and homes for senior citizens. The survey will also show up the pockets of blight that exist and in time would lead to the possibilities of redevelopment. Street widening lines that would be established to safeguard future traffic patterns should be revealed from the survey. Proper zoning and the need to establish adequate by-laws to protect the proper development of the city will also be necessary.

Before any projections can be made, statistics have to be tabulated but this is not considered a problem. It is only a time consuming and somewhat wearisome process of figures and measurements. The essence of the survey study will be copied onto maps and diagrams from the analysed data, which has been gathered. A mass of statistical data would mean very little to the average layman, or for that matter, to the planner, unless they are translated in a comprehensible manner onto maps. Then the meaning of the survey takes real form. Therefore, the maps are the most basic tools to the planner. When the survey report with recommendations is presented,

it would reveal the planning and a phased development program for the next 20 years of the city and surrounding area. Planning concerns itself with land, how it is used and with buildings, where they are erected and how they are related to the various functions.



MAYOR GAUDET

Building is over \$5 million

Permits for the building of two new schools, a co-operative housing development, and a new department of transport wharf added much to Charlottetown's construction total last year, resulting in one of the highest peaks, dollarwise, in the history of the capital city. The value of building permits during 1961 reached \$1,731,860.00, but last year the value of permits soared to \$5,060,785.40, an increase of \$3,328,925.40 or 340 per cent.

Practically all elements of construction participated in the huge increase, with residential units showing a sharp upswing from the \$407,800 of 1960, to a high point of \$1,421,284. Building permits for the co-op housing development, being constructed along North River Road, amounted to \$699,900 and were issued in June. During the same month of 1960 the amount

Major projects ready for 1962

The year 1961 has been the most active year in the history of Charlottetown, that is as far as City Hall is concerned. Perhaps the most extraordinary accomplishment during the year was the collection of taxes, which climbed to unprecedented heights. The collection of taxes and arrears amounted to 99 per cent of the net levy for the year.

As a result the city showed a modest surplus of \$6,443 compared with a deficit the previous year of \$63,360. Building permits during the year increased 340 per cent over 1960, to \$5,060,785.40.

Turning to streets, tremendous accomplishments were made during the year with the completion of 12.1 miles of pavement, which completed paving of all streets except those opened up in some of the newly developed areas. A total of 1.8 miles of sidewalks were also laid.

An agreement with the provincial government enabled the city to proceed with the widening and paving of the North River Road from McGill Avenue to the city limits.

Snow removal was a major problem at the start of the year resulting in a new by-law being introduced in regard to overnight parking on the travelled portion of the city streets.

NEW CITY HALL
A highlight of the year was the report of the citizens' committee, comprising Lt.-Col. F. J. Storey, Judge C. St. Clair Trainor, Major T. E. MacNutt, Howard Douglas and Miss Iphigene Arsenault, who were appointed to review the city hall facilities, and bring in appropriate recommendations. The committee recommended that the 75 year-old structure be replaced within the next ten years.

of permits issued amounted to only \$77,000. Permits for the building of two city schools totalled \$720,000, bringing the total of institutional construction to a value of \$1,430,000 from the 1960 mark of \$817,000.

One of the schools, Queen Square, located on the corner of Stewart Street and Upper Queen Street, accounted for \$385,000 of the total while Prince Street School, located on the same site as the former building, accounted for \$335,000. Also in this class the new Sacred Heart Home on Rochford Street made up \$70,000 of the total.

The department of transport was responsible for the jump in permit values under the heading of new commercial construction, as the wharf at the foot of Queen Street with its \$1,500,000 value brought last year's total in this classification to \$2,007,076 compared to the 1960 value of \$303,800.

COMMERCIAL
Commercial construction got underway last year in May with issuing of a permit for \$60,000 for construction of a new building on Kent Street housing Stead's Pharmacy.

Oil company building added greatly to commercial construction last year with several companies adding to their holdings. Irving Oil added \$25,000 in July, and in August permits were issued to Imperial Oil for \$125,000 and Texaco for \$38,000, with the latter adding another \$2,000 the following month.

In November, the federal department of public works received a permit for \$66,000 for work around HMCS Queen Charlotte, for steel sheet piling retaining walls.

Among other special problems receiving the attention of the public property committee, were Victoria Park breastwork, the dump, the Government Pond, clean-up week and construction of a new bathing house at Victoria Park.

Many traffic problems were looked into during the year and improvements made. These included off-street parking areas, the establishment of one-way streets, introduction of the traffic school patrols, and improved three-lane facilities at the Longworth Avenue entrance to the city.

The year 1961 saw the balance of the city completely sewered and watered except for the new co-op development, which by mutual agreement will be completed in the spring.

TOWN PLANNER
Perhaps the main highlight of the year was the securing of the services of a professional town planner, Walter P. de Silva, following negotiations and working out of a joint agreement with the Federal and Provincial Governments, which was completed in 1960.

During the year a tree survey was completed and the first of a five year program for their restoration and care was completed. In the winter as part of the city's first winter works project, the removal of the dead trees, and necessary trimming, at Victoria Park was carried out.

The members of the light committee undertook the conversion of all our street lighting to the new mercury vapor lights and this program, while geared to the availability of materials and of Maritime Electric staff, will likely be completed early this year.

Another major occurrence during 1961 was the announcement that three new schools would be built in the city. Two of them, replacing Queen Square School and Prince Street School, have already been started and the latter completed. The third, to replace West Kent School, will be started this year.

The year 1961 also saw the start of a new industry with the setting up of the Enheat Plant at the Charlottetown Airport.

CITY-FLOAT
The city council designed a float during the year depicting the Father of Confederation in session in the historic Confederation Chamber. The float was shown during the lobster Carnival Float parade in Summerside and took the parade plaque and first prize. It was displayed during Old Home Week as part of the Gold Cup and Saucer parade. It was later sent to Toronto to be shown in the Grey Cup parade.

Last year may have been a big year but 1962 may be even bigger, that is if all the council's ideas are carried out. Two major problems to be dealt with this year are the provision of adequate parking areas, to enable the city to handle the ever increasing traffic flow to the business district and the start of a new city hall.

The former is expected to follow fast, when action is taken on the expected housing survey report, due in the spring. The latter now appears capable of solution, in view of Ottawa's announced plan for aid to local municipalities in planning projects of a lasting nature to commemorate Canada's centennial in 1967.



PRINCE STREET SCHOOL WAS COMPLETED AND OPENED IN JANUARY OF 1962



QUEEN SQUARE SCHOOL WAS WELCOME ADDITION TO CITY: COST IN EXCESS OF \$300,000

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