...rs Collide Near Elmira

SOURIS — Two cars were damaged in a collision on the outskirts of Elmira at South Lake corner Sunday night. Joseph Williams of South Lake is said to have been the driver of a 1951 model car which went out of control and struck the 1962 car driven by Mrs. Francis Gillis, Elmira.

Damage to Mrs. Gillis' car is estimated at $150 and the damage to the other car is said to be about $100.

There were no passengers in either vehicle and neither driver was hurt.

City Reported Overzoned For Commercial Purposes

Charlottetown is greatly overzoned for commercial purposes, according to the housing study report which shows that of 1,427 acres of land in the city 489 have been marked for commercial and light industry.

Town planner Walter deSilva, who prepared the report, stated the 35 per cent allotment was far greater than necessary and leads to the inference that the full land available for commercial uses is not being so used and that land is wastefully or uneconomically used.

He noted that accepted planning in many United States cities allows nine per cent acreage for commercial purposes and if that figure were used here only 128 acres would be needed instead of the present 489.

REVISION NEEDED

For this reason as well as other considerations he stated the present zoning plan needs complete revision and modification.

The report states the commercial zones include 319 acres below Euston Street and 115 acres above it, and examination shows only approximately 30 per cent of it being used commercially.

It added that over- zoning for commercial purposes is a characteristic of small towns and cities because of the higher potential value of such land, but that it results in scattered development.

"A close examination of the scattered commercial developments, such as shops and other enterprises, in Charlottetown indicates that a great number of these enterprises have moved into marginal businesses in locations of questionable suitability," he said.

The result of this has been infiltration of the older residential areas with "disturbing" neighbor uses and has helped to downgrade the residential areas and depreciate residential values.

INCREASES NOISE

"The intrusion of certain types of industrial and commercial uses in residential areas, increases the amount of traffic noise and air pollution and therefore disturbes peace and quiet. These factors make such areas less desirable for residential purposes and the result is that families which can afford to, move into other areas, leaving the vacated properties to deteriorate to low income groups who have little choice but to live in a cheap and unwholesome district with poor housing."

"Zoning is one of the most important tools of municipal government, not only to safeguard proper growth and development of an area, but also to insure adequate retention of land for public uses such as schools and other public buildings, open space, future roads, road widening and the expansion of automobile parking. It is so much cheaper to do it now, and safeguard the public purse of the future generations."

"Proper zoning and the adoption of by-laws to enforce this zoning is one of the most important steps that should be taken by the City. It should be noted that the adoption of a zoning plan is not a cure all for all ills, but a well conceived zoning system is one of the strongest safeguards of proper City growth."

"Very often both public officials and elected representatives would be under considerable pressure from interested persons or parties, whenever requests for zoning changes have to be dealt with. In dealing with amendments to a zoning by-law, it is important to bear in mind the over-all comprehensive plan of the city and not carry out spot zoning and other amendments for the sake of momentary expedience.

CLOSE WATCH

Very often a previous amendment is taken out of context by an 'opposing' party and quoted as a precedent and when this happens, elected officials find themselves in a difficult situation. Therefore, amendments to the zoning by - law should be carefully watched. If allowed too frequently, it would result in uncertainty on the part of property owners as to the future uses and developments in the neighbourhood. Very often the reluctance of property owners to invest and improve properties can be attributed to the above mentioned uncertainty."

ISLAND NEWS PAGE

Kings, Queens and City

8 The Guardian, Charlottetown, Wed., Feb. 6, 1963.

Extension Of Sewers Will Aid City Growth

Terming the program a "major contribution to the future growth of the city", Edmond Arsenault, chairman of the Water and Sewerage Liaison committee, last night said over 13 miles of sewers, interceptors and outfall had been laid in the past four years.

This work, he said, had added many acres of land for development as residential, business or industrial areas.

Mr. Arsenault also spoke of the progress made on the study of harbor pollution and stated survey work in connection with a preliminary study of present sewer installations is underway.

The actual on-site study cannot be done in the winter but will start immediately in the spring, he stated.

The chairman said the matter of harbor pollution was a four - way proposition with the provincial government taking part through the department of health in conjunction with this city and the Villages of Parkdale and Sherwood.

He also referred to the solution found by city engineer Norman Stewart to the problem of flooding during heavy rains in the vicinity of Churchill Avenue and said since that time there had been no flooding despite heavy downpours.

Street Re-Topping Program Recommended By Committee

Charlottetown will have completely new or renewed street surfaces if the recommendations of its street committee to the council are implemented. Committee chairman E.M. MacRae noted that tenders were awarded last year for the re- topping of some five miles of streets, and the committee recommended last night that the program be continued through the next few years so that all of the streets laid prior to 1960 will be developed.

Shale and gravel were placed on approximately two miles of streets in the northwest area of the city such as the Co-Op housing area and on Smallwood Crescent.

PAVING PROGRAM

The provision of parking space was continued with some 15,639 square yards being made available through contracts let for paving between curb and sidewalk. The contract price was $3.30 per square yard.

A program of controlling dust on unpaved streets by the use of oil gathered from the city's service stations proved effective said the report, which expressed appreciation to the Irving Oil company for allowing it to store the waste oil in its oil tanks off Longworth Avenue.

Patching of asphalt streets was done under contract with Warren Paving at the rate of $17 per ton for asphalt in place. This method "is far more efficient than having our own men do it," the report said.

The problem of flooding in the Churchill Avenue area was relieved, it was believed, by constructing an overflow weir by the Victoria Park roadway, though the committee said "we shall have to wait until we have heavy rainfalls before we can report that it is working satisfactorily."

The absence of snow so far this winter has greatly reduced the outlay normally made for that purpose. It has not been a major item to date, the report stated.

Improvements Noted In City Water Supply

The commission said it will request authorization from council to sell debentures to cover this amount.

CHALLENGING! The Fastest Two Hours The Screen Has Ever Seen!

SHOCKING! It Plunges You Into A New Dimension of Fear!

IMPORTANT! It Rates With The Greatest Suspense Films Of Our Time!

2 DAYS ONLY - TODAY-THURSDAY

A CLASSIC IN SUSPENSE

THE FASTEST TWO HOURS THE SCREEN HAS EVER SEEN!

COLUMBIA PICTURES PRESENTS A BLAKE EDWARDS PRODUCTION

GLENN FORD - LEE REMICK

MUSIC IN THE MARVELOUS HENRY MANCINI MANNER!

Experiment in Terror

CAPITOL

3 Shows Daily

3:30 — 7 — 9

STARTING FRIDAY - 2 DAYS ONLY!

Family Fun -- "LAD A DOG"

Police Court Had Busy Year

Another busy year in City Police Court was reported by court clerk Bert G. Campbell when his annual report showed 1,654 cases were heard, a slight decrease of 14 from 1961.

The report stated collections by the court in ordinary fines costs in police court and city court, and dog tax were $25,544.80.

The ordinary fines included 4,640 tickets for minor traffic violations and parking meter violations.

Of the 1,654 cases handled there were 183 for traffic offences with the greatest number of these being for failure to stop at a stop sign. Another 38 were for failing to stop at a red light. Other offences (breaches of city by-laws) totalled 964 with 763 of these being on charges of being drunk and incapable.

There were 507 cases heard involving breaches of federal or provincial statutes with the greatest number being concerned with vehicle operation as 302 were charges of driving a motor vehicle without due care and attention. Another 63 were for driving while impaired and seven for drunken driving.

Expropriation Powers Needed

A warning that Council will probably have to ask the provincial legislature for many changes in town planning regulations, the most important being a limit on expropriation powers, was given by Walter Cox, chairman of the town planning committee, at the annual meeting.

Mr. Cox, anticipating receipt of the housing study report of town planner Walter deSilva, said these powers would be needed for provision for future parking, playground and industrial areas.

He predicted the report would give his committee many hours of hard work studying it and making suggested changes.

Referring to several proposals for changes in zoning regulations the chairman said while his committee felt there would be a need for essential services in zoned areas the areas must be carefully planned and arranged from the "master plan" when it is presented. He noted the various requests for changes which had been refused.

NAME NEW JUDGE

OTTAWA (CP)—John Alexander Dawson, 62, an agriculture department officials, has been appointed exchequer court judge of the Canadian Citizenship Court in Ottawa, Citizenship Minister Bell announced Tuesday.

FOR BRANDED INSPECTED

STEAKS

GOOD OR MONEY BACK

ZAKEMS

Teach Your Child to Love the Storm

What is the true art of being a parent these days? Do you give your child everything except a sense of values? In February Reader's Digest read why teaching judge of the like lightning and to love storms will help him to cope with human nature all his life.

SHERWOOD VILLAGE COMMISSION MEETS

The annual meetings of commissioners and ratepayers was held last night in several communities across the Island.

Among the villages holding their annual session was Sherwood. Here shown discussing some of the annual reports prior to the opening of the meeting are commissioners, John MacAleer, Frederick Cannon and Wilber C. McInnis.

Immediate Action Is Suggested In Deficient School Lot Problem

The existing deficiencies in school lot sizes here are too serious to be longer left unattended, the planning report states as it proposes provision be made for future expansion of the sites through zoning and other measures.

Mr. de Silva also proposes the eventual replacement of Rochford Square School in a new site. He does not believe this would be a serious financial matter as the Pownal Street site of the present school would be especially valuable for resale due to its central location.

He suggests future expansion could be provided for by present zoning of adjacent lands as park and institutional areas.

This procedure would not interfere with present owners user rights, but would restrict redevelopment of their properties. At such time as that, the report states, it would be advisable for City Council to acquire the properties over a period of time as there is no other means available to safeguard future expansion of the new schools which are now located on inadequate lots.

Primarily the criticism of present sites is that they do not have any provision whatever for recreational or outdoor sport activities, and this holds true as well of Prince of Wales College. Of the latter he recommends appointment of a commission to examine long range plans for college expansion.

Similarly the report is greatly concerned with the necessity of providing sufficient "open spaces" divided into parks and playing areas. He believes the two should be linked in one area and points to the pleasing effect of Victoria Park where this is done to provide a "pleasing effect of spaciousness".

At present the city has approximately 90 acres of such space divided among the various city squares, DesBrisay Crescent playground and Spring Park playground. Of this Victoria Park has nearly 79 acres itself. The recently acquired 11-acre site near the North River Co-Op Housing development is not included).

BELOW STANDARDS

This open acreage represents about five acres per 1,000 of population which he says is far below accepted standards. Moreover he notes what areas there are available are not readily accessible to small children in many sections of the city.

Because it is largely the latter who use playground space the report contends it should be located away from main traffic routes but centrally within residential areas.

Mr. de Silva strongly favors removal of playgrounds from the city squares and their restoration to "their proper use as visual open spaces of peace and quiet, particularly for the special use of older people and mothers with young children".

Emphasizing his point he remarked: "It is particularly sad to see the state of city squares, which are a part of the heritage of Charlottetown" and offered strong objection to the proposal that the fringes of the squares be taken for additional parking areas.

GRASS SACRIFICED

He also objected to removal of the many trees in the city to make room for cars. "Charlottetown, like many other cities throughout the world, has with the best of intentions of saving public expenditure and preventing increases in taxes, resorted to on-street parking." Although tree cutting has been suspended because of public outcry still many grass strips are being sacrificed.

The planner states that no doubt these temporary expedients ease the parking situation but the city "is paying a tremendous price in the destruction of aesthetic amenity values."

Noting that it is time consuming and expensive to create beauty and so easy to destroy it through faulty thinking, he reminds authorities that preservation is the easiest and most valid action.

He recommends creation of park and institutional zones to safeguard immediate and future needs of open space requirements and:

"Similarly, the city should take immediate steps to enforce the by-law provision sanctioned by the last sitting of the legislature with respect to the levy from subdividers of land for parks and open space purposes. This by-law enables the city to charge sub-dividers a percentage of land or an equivalent sum of money to be set aside for acquiring land for parks and open spaces".

Parents Visit Classrooms

SOURIS —Parents of Souris Regional High School students visited the teachers in their classrooms at the January Home and School meeting while the other members viewed a film called "The Family Circle."

Charles Gillis, Bruce Stewart and John Chaisson were named to the nominating committee.

MULTI-TRIBAL PEOPLE

There are almost 250 tribal and linguistic groups in Nigeria's population of 35,000,000.

PROBLEMS IN MAKING

Metropolitan Type Planning Is Urged

Contending that neither redevelopment nor future development of any city can be isolated from its environs town planner deSilva makes a strong plea for future planning on a metropolitan basis.

Most of the problems besetting communities today arose from the independence of individual communities and the "flight to the suburbs" of those seeking both a place in the country and escape from city taxes.

However, as the suburbs grew population increases brought demands for city facilities ranging from schools to sewers and fire protection and in the end taxes no lighter, the planner maintains.

JOINT ACTION URGED

"The overlapping of various services and diverse authorities that control and maintain them in the name of the City of Charlottetown, of the Villages of Parkdale, Sherwood and other areas are very wasteful and inefficient, considering the small populations and the distances involved," the report contends.

"Indirectly ,the whole Province contributes to this inefficiency through provincial grants and other aids. Therefore the leaders of neighboring communities and all citizens should take an active interest to see if amalgamation of the suburban areas of Charlottetown can become a reality. Failing this a metropolitan form of joint planning action can be recommended, and the Provincial Government will have to give leadership and guidance in this regard.

"In this respect, attention should be drawn to the Metropolitan Committee report that should be released shortly and it is hoped that citizens in all the communities will study this report for positive discussion and action."

In suggesting a broad plan for recommendations which would safeguard growth and development Mr. deSilva maintained neither the city nor suburbside areas should be allowed to sprawl without restriction.

His proposals include establishment of a wide "green belt" which should be used for recreation, agriculture, certain institutional uses and restricted commercial uses.

BROAD PRINCIPLES

His planning proposals, he states, could ensure that the following broad principles are established in this city and its environs.

(a) Certain existing roads if converted to limited access roads can "frame" the neighbourhood pattern and relieve traffic congestion.

(b) Housing can be contained within residential neighbourhoods with all community facilities such as schools, recreation and shopping contained within them. However, in some of the built up areas existing conditions will have to prevail for a considerable length of time.

(c) The business areas of Charlottetown can be restricted to its central area and car parking facilities can be provided whereby the central area could develop efficiently."

TRAFFIC CONGESTION

Mr. deSilva believes the central area of Charlottetown carries an unnecessarily large amount of "by-passable" traffic because all main traffic arteries run through the central part of the city. "Added to the parking problem this results in traffic congestion within the city and outside it along the main routes."

He maintains phased conversion of streets to limited access streets, improvements to intersections, widening of streets over a period of time and the eventual construction of long term by pass routes should relieve traffic congestion.

"If unlimited frontage development is permitted as has happened, slower and slower speed limits have to be introduced and traffic will have to crawl causing loss of time and money," says the report. "Eventually costly expressways would be the only answer. On the other hand, the conversion of existing roads is a method of conserving existing resources.

FORM BOUNDARIES

"The proposed limited access roads and the new long term roads would in the main form the boundaries of the eventual neighbourhoods. These arterial roads would be convenient for through traffic and eliminate non local traffic from residential streets. It would be necessary to zone and designate new areas required for future roads. Similarly the widening of existing City streets can be done over a period of time by the adoption of street widening lines and building lines under the zoning and building by - laws."

SCENIC HIGHWAY

One of the roads he recommends for early construction is the Proposed Queen Elizabeth Drive linking the Victoria Park roadway to Belvedere Avenue.

"This road when constructed and extended in the long term to connect with the Trans Canada Highway near the North River causeway will form both a relief road and a scenic drive leading into the city", he said, noting it would be for car traffic only with trucks and commercial vehicles barred.

"The construction of this scenic driveway should be considered as a form of resources development in that it creates a relief road and opens up a landscape of extreme natural beauty on the expanse of the North River .Therefore, it would be most appropriate if this roadway can be constructed as a Joint Centennial project by the Provincial and City Governments."

Added Parking Facilities Said Urgent Need In City

For the protection of downtown Charlottetown as a centre of commercial activity automobile parking facilities will have to be provided by the municipality, Walter de Silva maintained in his planning study of the city in a section dealing with traffic problems.

He blames much of the current problem on angle parking which interferes with the free flow of traffic and reduces street capacity and says when it is permitted near street is a definite traffic hazard.

The town planner stated the day is fast approaching when municipal governments will have to accept the fact that parking in central business areas is as much a public utility as a sewer or water main.

HIGH EXPENSE

He admits solving the problem involves considerable capital expenditure, but advises that cities which take tackled it have received tangible results in increased business in the downtown areas.

Failure to handle the problem satisfactorily has always resulted in loss of business to outside locations as has been remarkably true of many large American cities where business loss has been as high as 37 per cent in Los Angeles and 36 per cent in Detroit, he stated and said while such large centres of population could perhaps absorb such losses this was not true here

His report noted that a few years ago there was a tendency of business to move away from downtown areas but this trend was being reversed and there is now "a rash of new construction and revitalization".

The reason for it is simply that the downtown area offers greater convenience, efficiency and profits than any other sections of an urban area.

Mr. de Silva said he was attracted by the "novel" suggestion that centre-of-block areas be used for parking, but cannot agree that satisfactory arrangements could be made as he foresees such bits and pieces appreciating greatly in value and meaning an end to the temporary parking agreements.

TRAFFIC PATTERN

He maintains provision of adequate parking downtown should be the sole responsibility of City Council as being the only body capable of enforcing, using, building and traffic regulations.

However, since he feels that much of the traffic does not originate here he proposes a complete study by joint action of civic and provincial authorities of the entire metropolitan region to plan a long term traffic pattern and road system for the whole area.

Right now Charlottetown has only one-half the parking spaces it will need next year. He makes a list of 4,754 spaces available for metered on-street parking; another 215 in private lots; and 110 on-street spaces not metered but with a time limit.

Which leaves, he states, a present shortage of 400 spaces for current requirements. By 1964 he estimates the shortage will be 800.

To meet these requirements and alleviate traffic and parking problems he proposes that City Council create a new parking zone whereby further building would be restricted: the end of angle parking and conversion to curbside parking immediately with the eventual banning of all on-street parking; that land be acquired for development as parking lots and a special committee be named to look into this matter.

Loss From Fire Shows Decline

Fire losses last year were $13,000 below the losses of the previous year, amounting to $124,000, it was reported by the fire committee chairman, Arthur L. Wright.

Emergency facilities, including calls for the use of the men on emergency stand-by were installed last fall. Also in case of emergencies, the City Flusher has been placed in the old Spring Park Fire Hall where once a day inspection has been inaugurated.

With Centennial events of 1964 in mind, the committee has recommended the purchase of new uniforms for the officers and men.

BIS FUNERAL NOTICE

Members are requested to meet at the Charlottetown Funeral Home on Wednesday Evening at 8.00 for prayers for our late Patron Thomas R. Flynn. Also to attend the funeral at 8.30 Thursday morning.

Signed:

JOHN A. WALSH, Sec.

LOCAL BRIEFS

TO AYRSHIRE MEET

It was announced last night that George Boswall, Frenchfort, and Wallace Wood, Marshfield, are expected to attend the annual meeting of the Canadian Ayrshire Breeders Association. The session is slated to take place in Montreal Feb. 21.

TO GUERNSEY MEET

J. Eric Hurry, West Royalty expects to leave Sunday for Toronto where he will attend the annual meeting of the Canadian Guernsey Breeders Association next week. Mr. Hurry is first vice - president. The executive meets Monday and Tuesday. The annual general meeting will be held Wednesday and the directors will meet Thursday. The meetings will be held in the Royal York Hotel.

TO JERSEY MEET

James Vickerson, Warren Grove who is P.E.I. director of the Canadian Jersey Cattle club, leaves Thursday for Toronto where he will attend the annual meeting of the national organization Monday, Tuesday and Wednesday of next week. Mr. Vickerson has been a Maritime director for the past two years but this year each of the three provinces is sending a director of its own.

CORCORAN FUNERAL —The funeral for Martin Peter Corcoran was held Tuesday morning from the Hennessey Funeral Home to St. Cuthbert's Church, St. Theresa. His remains were received into the church by his parish priest, Rev. E. L. Murphy. Concelebrant was Mass was celebrated by his son, Rev. Francis Corcoran, assisted by Rev. E. L. Murray, deacon and Rev. Clare MacDonald subdeacon, master of ceremonies was Rev. Joseph LeClair. Censer bearer was Rev. Andrew MacDonald. Present in the sanctuary were Most Rev. Malcolm A. MacEachern, Bishop of Charlottetown, with his chaplains, Very Rev. Bennett Macdonald and Rev. W. J. McCardle. Also Rev. P. McMahon, Rt. Rev. John Sullivan, Rev. O. P. Wood, Rev. T. P. Butler, Rev. L. B. Dooley, Rev. Leonard McKenna, Rev. William Simpson, Rev. L. J. Ayers, Rev. W. A. Keefe, Rev. George MacCormack, Rev. Charles MacDonald, Rev. W. D. MacDonald, Rev. David McTague, Rev. George MacDonald, Rev. Dr. L. P. Callaghan, Very Rev. P. F. MacDonald, Rev. F. P. Aylward, Rev. Dr. Thomas MacLellan, Rev J. E. Cash, Rev. Walter Reid, Rev. Clifford Murphy and Rev. Arthur Pendergast. Interment took place in the church cemetery with service conducted by Father Corcoran. The pallbearers were Patrick Goodwin, Samuel Gillis, Joseph Baldwin, Clarence McKenna, Peter McKenna and Leonard Bradley.