

SEE MUTED GROWTH FOR NORTH HALTON AREA

Premier outlines broad concept

In "Design for Development: Toronto-Centred Region, there is presented the first broad brushstroke of a regional development policy for the dynamic heart of Ontario," Premier John Roberts told municipal representatives in the Queen Elizabeth Building in Toronto Tuesday.

He cited the pressures for development within the broad region reaching west to Brantford, north west to Kitchener, north to the shores of Georgian Bay, east to Peterborough and along the shore of Port Hope and Cobourg.

"We simply cannot afford to let things drift. The problems of large metropolitan centres elsewhere in the world provide a forewarning of what could happen here unless conscious efforts are made to avoid such situations."

The Prime Minister suggested the creation of regional governments "can make local involvement in the implementation of broad regional development policies much more effective."

The provincial premier noted the Toronto-Centred Region report "is a statement of broad provincial policy. It declares the basic direction in which we have chosen to go in an area generally encompassing a 90 mile arc around Toronto. It provides a basis for public reaction to the implementation of the Development Concept and to means of making the broad proposals more specific."

The Prime Minister outlined intentions to move ahead on four fronts:

- Dialogue with municipal representatives.
- Refining the development concept.
- Incorporation of other government studies into the development concept.
- Immediate use of the concept as a guideline for all of the activities of provincial departments and agencies affecting the region.

The five regional development councils, including CORDC which encompasses Halton, will be asked to convene forums to obtain region-wide viewpoints.

"We look to the Regional Development Councils for advice bearing on an entire region", the Prime Minister said, noting legislation was also under review affecting the Development Councils "to clarify and stress the importance of their advisory roles and to encourage full participation in the councils by the municipalities in each region."

He explained the government would make resource people available for the forums to be held to assist in presentations to municipalities, planning boards and other major groups with a specific interest in the plan.

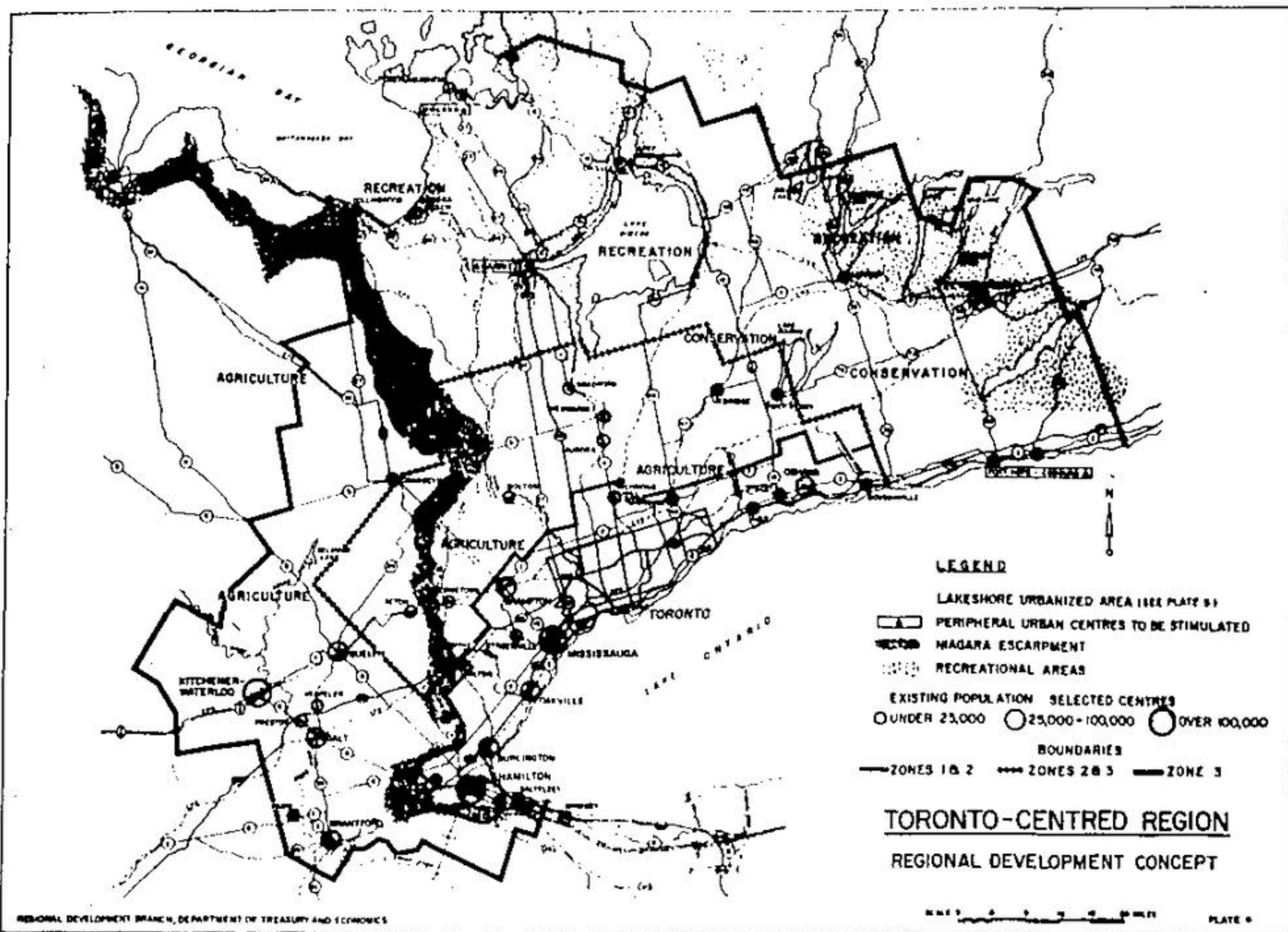
Premier Roberts called for municipal reaction "no later than September 30".

"We intend to develop a more refined concept of the functions each community will perform to ensure the proper development of the urban centres. In addition to providing broad rationale for urban planning to prevent some of the problems already mentioned, we intend to outline urban development areas around each of the centres in the light of your plans and our objectives."

The Premier cited the Niagara Escarpment Study as one affecting the region which would be incorporated into the overall regional development program.

Lost mirrors

Two racing mirrors were reported missing from a car, parked behind the Dominion Hotel. Value was estimated at \$78. The loss was reported to Acton police May 3.



ONTARIO'S DEVELOPMENT PROPOSALS to the year 2000 for the 8,600 square-mile Toronto-Centred Region include a two-tiered urban corridor from Hamilton to Oshawa to accommodate 5.7 million people. Beyond easy commuting distance north and east of the corridor, proposals call for a policy of decentralization for 2 million, triple present population. Such centres as Barrie and Midland are to be considered for immediate growth and the vicinity of Port Hope - Cobourg for growth beyond 1980. The government also intends to encourage moderate growth to the west and south of Toronto. To the immediate north of the heavily-urbanized corridor,

within easy commuting distance, the government proposes a policy of limited growth. This area will be used for agriculture, conservation and recreation. An urban axis will run from Metro through Richmond Hill, Aurora, Newmarket and Bradford. The concept sets aside Lake Simcoe for extensive recreation purposes, along with Kawartha Lakes area, southern edge of Muskoka, the Georgian Bay shore and Niagara Escarpment. Smaller recreational developments will be encouraged along valleys of rivers emptying into Lake Ontario and other strategic locations. Stronger anti-pollution measures will accompany region's development.



HUNTER HAYMAN accepted the Bank of Montreal trophy from Bob Hall, after his M. Z. Bennett School choir won first place in the boys' unchanged voices category at last Wednesday's North Halton Music Festival, held here. — (Staff Photo)

Propose sweeping changes to rebuild Music Festival

Tremendous changes are ahead for the North Halton Music Festival.

The 24 enthusiastic people who attended a general meeting Monday in Robert Little school heard with growing excitement a five-page proposal presented by their special committee. The sweeping changes, if accepted, would see the festival continue in completely new form, including art and dramatics as well as music.

The new festival would also include high schools, where members agreed the need for encouragement of music is great. (Acton has the only high school in Halton without a music course, and no North Halton high school has a continuing Glee Club).

Those attending the meeting agreed the many sponsors through the years and all principals should hear the proposals in detail. They are writing letters to groups (such as Rotary, I.O.D.E., Women's Institutes) and setting up a

Award contract Hwy. 7 project

Ontario Department of Highways has awarded the contract for reconstruction of Hwy. 7 from Georgetown to Acton to Cox Construction Co., Guelph. The contract distance is 6.9 miles and valued at \$982,982.80. Work is scheduled to begin May 26.

Jetport location still secret

Premier John Roberts made only passing reference to the location of the new International Airport to municipal representatives in Toronto on Tuesday but his and other presentations left no doubt that the jumbo jets will exert an enormous influence on this section of the province.

The report emphasizes that the location would be of most crucial significance to future spatial patterns in the Toronto-centred region.

"An airport will bring with it, into an immediate impact area, in excess of 120,000 people with public and private investment in excess of \$3 billion. Furthermore, since a new airport will require highly efficient transportation routes between itself and Malton, a new corridor for potential development will be created.

"The integrity of the development concept requires that a site be chosen which does not add such a powerful magnet for development in a location which conflicts with the strategic components of the plan."

The latter seems to rule out land in Zone 2 for the new jetport and thus includes Nassagaweya and Esquesing.

"Significant evidence" jetport in township

There is significant evidence the international airport will be built taking in most of Nassagaweya, Councillor Alan Ackman told members of the township council Monday.

He predicted the site would be from Highway 401 to Highway 7 and from Highway 25 to Highway 6. The area is 10 miles by 12 miles and he noted the new airport being built in Quebec covers an area 12 miles

by 12 miles and is on land very similar to that in the area outlined.

"I'd like to hear the people complain about pollution then", he declared after listening to 12 letters of objection to a proposed rezoning for a subdivision at Brookville. Most stated fear of ground and water pollution as reasons for opposition.

The letters outlining various objections to the proposed 150-lot subdivision at Brookville came from Mrs. E. Hoey, Helen Redgrave, Arthur Maloney, Robert and Violet Dennis, Helen Sheard, Ken Robinson, Arthur and Margaret Matthews, Mrs. L. E. Andrews, Donald and Mary Small, Robert Hames, Peter Patterson and the Township Planning Board.

The letters will be forwarded to the Ontario Municipal Board for consideration in a hearing.



ACTON STUDENTS raised \$1,000 for the cancer fund Saturday. Turn to youth page for story and pictures.

Acton will be urban centre in midst of green belt

The provincial government unveiled its design for development for the Toronto-centred region Tuesday afternoon and put Acton and Rockwood in the "commutershed" along with Georgetown and Milton.

Dividing the area which stretches from Hamilton on the west to beyond Cobourg in the east into three zones, the plan includes all of North Halton and the southern part of Wellington in zone 2, an area of limited development. The government intends to retain the recreational, agricultural and open spaces of the zone and permit only limited development of towns and villages as well as discouraging development of rural areas.

The growth which does develop in Zone 2 will be encouraged into such communities as Acton, Milton, Georgetown, Orangeville, Bolton, Uxbridge and Port Perry. Size of towns in the commutershed will be limited to 25,000 people. Development beyond that size will be frowned on and restricted.

Designed to ease the pressures on Metro Toronto, the plan would provide a two-tiered arrangement of urban centres. The lower and heavily populated zone along the lakeshore would be separated from the next tier by a parkway style transportation and service corridor.

In the 70's the government will emphasize development in centres along the lakeshore. Then in the next decade they intend to build new towns in North Burlington and North Oakville, Cedarwood, Brock, Audley and Columbus.

Approximately 5.7 million of the expected 8 million people who it is estimated will live in this region in the year 2000 will reside in the lakeshore belt while development in the commutershed will limit the population to 4.5 per cent of the region or approximately 300,000.

It is obvious that we who live in the commutershed, within commuting distance of Metro, will have the most elbow room. The rest of the 8 million people projected will live in Zone 3 which will stretch up to Georgian Bay and include the Guelph-Kitchener-Waterloo-Galt-Preston area. Immediate development is planned for Midland and Barrie to start decentralization of the province's population.

The government cited the high cost of providing sewer and water services through the commutershed as being the important consideration in the decisions to reserve it largely for non-urban use. Plans call for towns like Acton to be completely self-contained centres to service the surrounding rural and recreational areas.

The government predicts that the region will be affluent with incomes for the average family three times their current levels. Premier Roberts told the packed meeting room at the C.N.E. that the government plans to begin immediately to use the concept plan as the basis for decision-making and action by provincial governments and agencies.

Pattern of development proposed by the government includes seven basic recommendations:

One is a two-tier arrangement of cities along the Lake Ontario shoreline from Bowmanville in the east to Hamilton in the west, which will accommodate approximately 5.7 million people by the year 2000. The western end of the belt will hold 32 per cent of the target or approximately 1,850,000 people. The province will encourage growth of the eastern segment of the corridor beyond Toronto to offset heavy development pressures in our area, to the west.

The cities will range in size with the lower tier larger than the upper. Hamilton and Oshawa are also intended to act as terminal cities. A parkway belt system will separate the two tiers and incorporate transportation facilities, trunk services, electric transmission lines and other services.

Two--The government will initiate policies of urban expansion in the northern and eastern segments of Zone 3,

which is expected to expand the population from the present 750,000 to two million. Key centres which will be tabbed for immediate expansion are Barrie and Midland.

Three--The Kitchener-Waterloo-Galt-Guelph area will be assisted in structuring the form of urban growth.

Four--The item of much significance for this area (Zone 2) is the proposal to limit growth to moderate expansion of the smaller communities now in existence and this would include Acton, Milton, Georgetown and Rockwood. The land between Zones 1 and 3 is urgently needed for purposes of recreation, conservation, open space and agriculture. It is expected limited growth will take place in Zone 2 but large scale development will be prevented. The rapid growth of Georgetown, for instance, will be restricted.

Five--An urban axis in Zone 2 will follow Yonge St. from Toronto to Bradford to tie up the metro core and emerging cities in Zone 3, as well as being a springboard for development.

Six--The government expects to reserve adequate open space for overall regional needs.

Attempts will be made to reserve land in river valleys and intends to implement the Niagara Escarpment report and has placed the purchase of land along the escarpment among the top priorities.

The shoreline of Georgian Bay is to be preserved for recreation except for some urban centres which will not damage the environment.

Finally, seven--The government expects to develop a system of transportation facilities which will fulfil the basic objectives of the development concept. Included in plans now in the making are a wide range of services within Zone 1, better access to Zone 3 and beyond, and improved services between Toronto and southwestern Ontario as well as improved direct service between economic activities in Simcoe, Kitchener-Waterloo and later to the Oshawa-Cobourg area.

The location of the new international airport will be a vital consideration in the implementation of plans and respected by the federal government.

The region which the plan involves extends from Brantford in

(Continued on Page 3)

Nassagaweya clerk C. McIntyre resigns

Cal McIntyre, clerk-administrator, treasurer and tax collector submitted his resignation to a stunned Nassagaweya Township Council Monday.

Visibly moved by the letter of resignation, effective June 30, Reeve A. MacArthur expressed regret. "I feel the clerk is my right arm and I don't like to think of him not being around."

Other members of council also expressed surprise at the move

and echoed words of praise for the official's work.

Mr. McIntyre started with the township in assessing in 1962. He served as assessment commissioner from 1964 to 1969, as building inspector in 1967, welfare officer in 1968 and carried the position of clerk-administrator, treasurer and tax collector from 1964.

Members discussed a replacement and Mr. McIntyre agreed to assist into July in training a successor.



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SIX YEAR OLD Sherry Halladay seems to be thoroughly enjoying the taste of one of thousands of suckers, which are now produced locally in the former Acton Creamery building.—(Staff Photo)