

CORDC finds regional plan good base for action

Criticizes some aspects of Toronto-centred plan

The regional effect of the Toronto-centred region's design for development concept is a study undertaken by the Central Ontario Regional Development Council and released in December. The formidable title and the equally forbidding explanation are really CORDC reaction to the plan for the area surrounding Toronto, which includes this municipality and its environs.

Results of the study and the comment and criticism of the initial phases could have a far reaching effect on the lives of everyone in this area, so this newspaper thought it worthwhile to summarize some of the findings of the CORDC committee set up to examine all aspects of the plan.

Public discussion
Part of the consideration and examination has been in the form of public discussion and reports of these were consolidated and submitted to the provincial government.

Some of the parts of the concept have been identified as priority items and these will be examined separately as the 27 page report does. Among those assisting with the preparation of the report were Acton mayor L. A. Doby and Nassagaweya councillor A. H. Gibson.

Nine points
The CORDC team interpreted the concept in nine points:

1. That the region would be dealt with as a whole.
2. The basic concept of the proposal is the Parkway Belt since renamed the Combined Urban Separation and Services Corridor.
3. Stimulation in the east of the region, i.e. the Oshawa area, does not mean stifling of growth in Zone One of Halton and Peel counties. Braking of development will occur to the west of Halton.
4. The CORDC study recognizes that in the event a new airport is located in the region in conflict with principle of the concept proposal, that it will not be possible to retain the concept.
5. Economic considerations in the concept have been dealt with lightly and could not be attained under the province's present tax structure. Assumed therefore is that necessary changes are being considered especially the economic structure of local municipal and regional councils.
6. A major part of the population of the region depends on Lake Ontario and CORDC expects the future of the lake will be protected.
7. No provision has been made for the effects a major conflict could have on the region and the effects it could have if services were concentrated.
8. Agriculture will disappear in the Toronto-centred region unless there is a change from a buyers' to a sellers' market for produce, or measures introduced to ensure a viable future for agricultural areas.
9. Existing commuter type life

will continue to accelerate and the trend cannot be reversed by the concept.

Excellent base
The CORDC examination found that the Toronto region concept provided an excellent base from which to start the regional plan preparation and implementation. But the board qualifies their statement by pointing out there is a lack of clear and definite statement in the proposal and submits clarification should be undertaken and a start made on urban structural design.

CORDC takes the provincial government to task for implementing the Toronto-region proposal negatively by refusing and delaying development proposals, and declares public confidence will be shaken if continued. The brief suggests a change to one of positive implementation or deferment until a clear statement of policy can be made.

If the momentum of development is stopped or slowed, the study suggests that great infusions of government money may be required to prime the development pump again and the planning process could be ignored in the process.

Move boundaries?
The Board suggests: The northern corridor (Richmond Hill, Aurora and Newmarket) must be re-examined, some adjustment is needed in the zones as presently constituted.

Centres of small size should be provided in zone two (us). Existing metro Toronto must be curtailed at its present size. Subsidies will be necessary for an agricultural area around the urban complex.

Barrie should not be expanded to the proposed extent and suggests Port Hope and Midland are good locations for new cities.

Large cities and recreation are not compatible on small lakes such as Simcoe, Scugog and Couchiching. The new international jetport must be located to the east of Highway 404 with direct access to the highway.

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must be maintained and expanded. Urban separation between cities is vital. Large recreational areas are essential. The two tier city approach is sound and the urban separation concept effective.

Examine Milton
Milton, North Brambleton and Richmond Hill should be examined concerning the boundaries which tie them into zones, the brief says. Adjustments can occur without damage to the regional interests while at the same time gaining local support for the concept. The brief asserts a degree of flexibility should be maintained in ultimate population figures set for any area of development and they should be reviewed regularly.

Consider economies
In a detailed examination of the northern corridor the report says the concept should have given more consideration to the economics of the situation rather than to land use. To change patterns of development or population distribution without balancing changes in the economic structure could have the effect of imposing huge financial burdens on the existing population.

The brief suggests Richmond Hill should be allowed to grow since it is geographically and historically suited for it, but the present concept will restrict size to a level that would tax the ability of the town to supply the needs of the people. This could turn Richmond Hill from a self sustaining municipality into a dormitory town. The report suggests the future of Richmond Hill be reconsidered so it could become the regional centre for York.

Halton-Peel
In the western corridor, which includes Peel and Halton counties, the brief says the major impact is the agreement by the OWRC initiating the South Peel servicing scheme and the report also recommends special and

immediate attention be given the financial burden created on the municipalities by the effects of the Toronto-centred region plan by its implementation, in this or any other area.

Need small places
The rural areas need a central place with which to identify and from which to draw support facilities, such as schools, churches, medical service, machinery, repairs, processed food, retirement homes, governmental and administrative centres.

These support centres do not need to be large towns, the report suggests, but small centres created by adding to existing ones. If these total support facilities are not provided the agricultural area would be difficult, if not impossible, to maintain, even with subsidies.

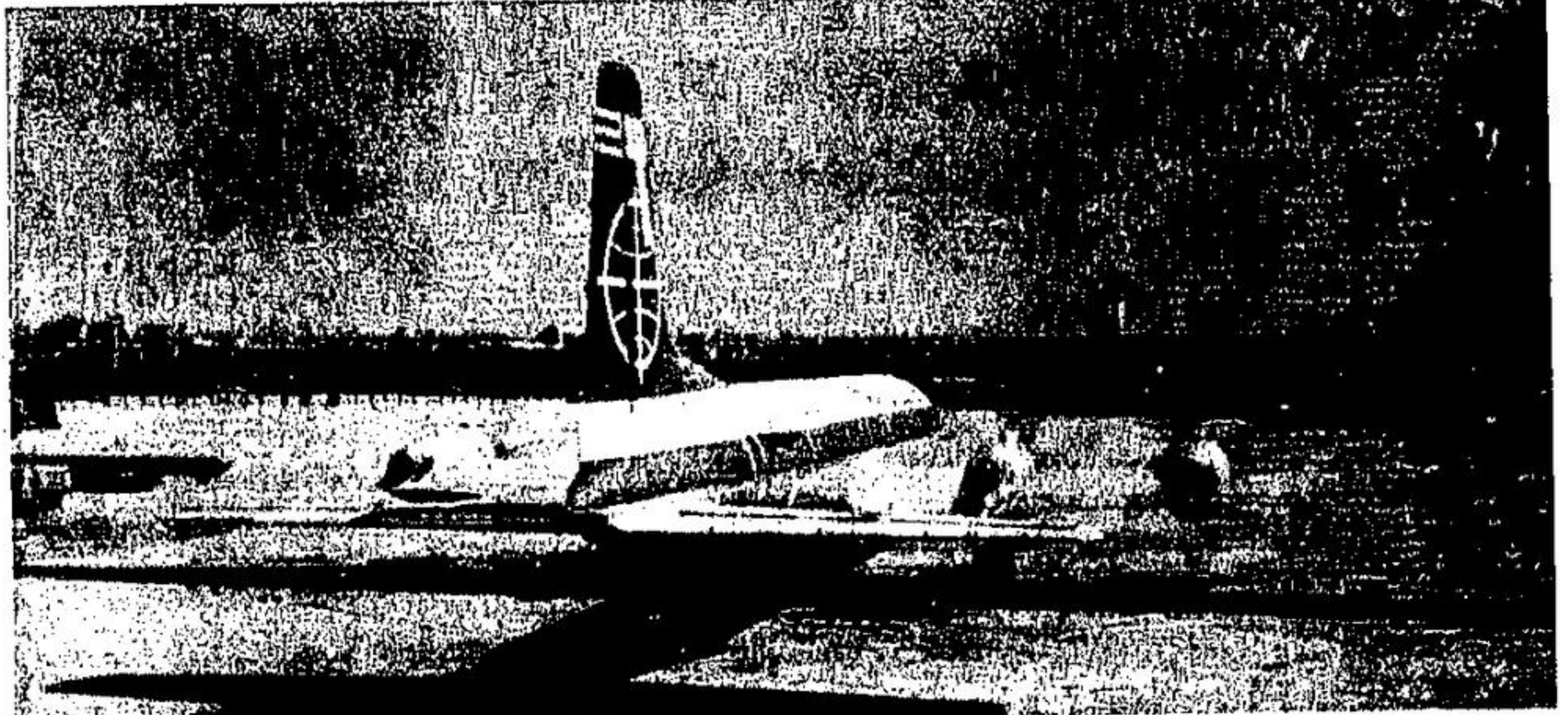
Need farm areas
The agricultural area is greatly needed as a part of the concept the report urges and it should be maintained even if it does mean special financial support.

The brief also points out that urban and agricultural areas can only be resolved and dealt with if the two are inter-related, giving both the opportunity of future expression without regard of opinion by numbers.

It is also suggested alternatives to agricultural use or food producing for the open area be found immediately.

New methods
Implementing the plan, CORDC found may go beyond the capability of carrying it out, an entirely normal procedure for ambitious concepts, but there is strong suggestion that some new method of implementation should be found. The standard three tiered planning mechanism — land taxation, land management and forms of public-private initiative are not enough.

"The trick is to conceive of more effective ways of linking up all the interests around the multiple objectives in the concept and development ways of recognizing conflicts and then



LOCATION OF THE NEW INTERNATIONAL airport will have a tremendous significance of the future spatial pattern of the Toronto-centred region. The CORDC brief to the provincial

government says there is only one place in Halton suitable for the new jetport—a block of land southwest of Georgetown to the north of Highway 404.—(Staff Photo)

Suggest jetport east of 404

Warning against planning in isolation, the CORDC brief takes the various parts of the Toronto-centred region and analyzes them as potential jetport sites.

In Halton County, Burlington and Oakville were ruled out as having little advantage over the present site at Malton with ravines and rivers which would make construction costs very expensive. The north end of the county is also called unsuitable because of rocky terrain and the fact it is recommended in part for park purposes by the Escarpment study.

Consider one area
However, the brief admits there is a relatively small area in the centre of the county, that might be considered from the topography point of view. The area is located southwest of Georgetown to the north of Highway 404.

The question of the future of the three towns in the area, Georgetown, Milton and Acton will be a major consideration, the brief comments.

"It can only be assumed, at this time, that each of these will experience considerable growth, particularly Georgetown and Acton, which in turn will limit the possibility of using the location being discussed."

Five points are suggested to implement the plan:

- (1) Extreme care in setting up the organization charged with implementing the scheme.
- (2) Sufficient resources to do the job allocated.
- (3) The implementing group must be separate and distinct from the concept planning organization.
- (4) Involvement of all levels of interest and authorities both public and private, and not on a voluntary basis.
- (5) Direct communication with those who make policy decisions.

If this isn't done, CORDC suggests the Toronto region concept will be:

1. Strong on what to do.
2. Weak on how to do it.
3. And weaker in getting it done.

Rule out Peel
Lower Peel is ruled out as the site because of the built-up areas. Rough ground in northern Peel also is unsuitable. The Chinguacousy plain could be used but proposals by the OWRC and population in the south appear to eliminate this area. Toronto Island is considered the only suitable site in York County while Ontario county is considered as a good possibility but the report warns of pitfalls of the past if the area is chosen.

A new location in the Central Ontario region, the brief says will adversely affect large numbers of people. If this is the main criteria, there is not a location in the region suitable.

According to the brief the final choices are:

- (1) The Centre City Location
- (2) Expand Malton
- (3) The Eastern location.

"However, if the question is to be decided on the basis of the most good with the least harm, then this region should be considered."

Suggest eastward look
Under possible alternatives the report recommends that the eastern section of the region has possibilities and warrants further consideration. It rules out either the western or northern sections of the area the report covers and also plumps for the southern or centre city location particularly if new noise and pollution control measures were introduced.

Conservation authorities of the region are active and strong and their influence will be considerable on any of the open characteristics of the concept. Authorities are supplying the major portion of the open space available to the regional public now.

They can levy their own funds and are not subject to provincial government control but the report warns there could be trouble between Authorities and the concept if they go in different directions.

Recreation and open space requirements in the region will probably exceed the supply for many years to come, the report continues. It recommends that quantity of space should be one of the main objectives of the concept if more space is available at the same cost.

Multi-use of the area would solve the problems of cost for purchase of recreation area in the escarpment area, the CORDC report says for the Toronto region concept plan for the escarpment. It recommends that an overall view be maintained in all plans, however, so no local considerations disrupt overall objectives.

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Greater railway role

Confusion of authority is cited as the major problem in the transportation of the region. "Even the most adequate plan of transportation would not work in an acceptable way if this is not resolved," the report avers, calling for an "Inter-Regional Authority."

High priority must be given to the location of the new jetport before the Toronto-Region concept can be accepted, the brief also declares.

Railways protected
Railway right of ways may

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