

Arts & Ideas

Progressive development should not be feared

Do you remember the Spadina Expressway? It was to be called the Allan Expressway, after an obscure Toronto politician, but the foes of the expressway insisted on calling it the Spadina Expressway, because Spadina Avenue would have been its last and most congested leg, before the cars the expressway was meant for, hit the lake.

Then Toronto Roads and Traffic Commissioner Sam Cass planned the expressway 30 years ago to get the people of waterless North York to Lake Ontario for a swim. It was a fabulous, absolutely stupendous design.

Unfortunately, the very magnitude of the concept enraged all those nit-picking souls, who will always oppose everything that is the least bit impractical and expensive.

I sometimes think that all those small-minded creatures, who simmer about quiet neighborhoods, all those environmentalists, who constantly parade around, feeling responsible for planet Earth and jazz like that, all those spoil-sports and party-poopers, who crowd into council chambers, making growth and development-minded councillors feel unappreciated and uncomfortable, will do us all in.

Why don't they go to some

other country, like Albania, for instance, instead of fighting everything that is grand and loud and progressive?

Well, I am sorry to get so upset, but, would you believe it, these people stopped the Spadina Expressway at Lawrence Avenue, and there it sits, like a stupid duck, uncompleted to this day. What a missed opportunity to bring the modern age to Toronto's sleepy neighborhoods! These people could have had the roar of a million cars at their doorsteps, but no, they refused to embrace what is most beautiful today: speed, noise, pollution.

Now we are given another chance, at least here in Georgetown. Our planning department has good news for us.

Think of a fairly wide garden hose. To that first hose, you connect another one, less wide, and to that one a third, even narrower. Now you turn on the tap, and what do you get? A terrific stream of water that pretty well pushes everything out of its way.

Apply this principle to a road. Say the 8th Line at Ashgrove Sideroad. Let's turn the 8th Line from Ashgrove Sideroad to Stewarttown Sideroad, into a four lane highway, to make room for all those cars from the new town that is growing to the south of Georgetown. From Stewarttown



Ideas and The Arts
by John Sommer

Sideroad to Maple Avenue, the 8th Line narrows to two lanes, the traffic thickens and eventually shoots across Maple Avenue into poor old Georgetown Main Street with a force that will make the bricks fly. Boy, that will shake up the mouldy old place!

Those cars will want to connect as fast as possible with the other

big traffic artery in town, Guelph Street, and those cute trees, benches, lanterns, and silk flowers, will have to be moved out of the way quick. Come to think of it, we might as well redesign Main Street on snappier lines.

Office buildings, maybe, set back from the roadway, and only 10 to 20 floors high, in order to avoid high rise (I was given to understand that everything below 20 floors is considered low rise in our town).

To combine the two rivers of traffic, on the corner of Main and Guelph, we will need a cloverleaf of royal proportions, but thanks to our religious ancestors, we can demolish two churches, United and Baptist, for this purpose. I want to live long enough to see these wonders with my own eyes.

I had an inspiration lately. Our future, as a species, is obviously in mobility. Why should we have

permanent homes at all? Much better to be always on the move, with everything we have got in the way of possessions. In cars large enough to be born in, to live in them, and to die in them. Oh glorious future, when all available space will be devoted to roads!

To be nomads again, but on a much higher plane, of course! To drive for a whole lifetime, and never have to come to rest! What bliss! We could wave to each other and talk to each other over the car phone. No more direct contact. No need for deodorant.

Okay, my imagination is running away with me. For the moment, only the Main Street Expressway is proposed by the planners. If approved it might lead to great things. It might make Georgetown a city to be reckoned with. Let's hope the opposition is sleeping.



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Notice is hereby given pursuant to Section 301 of the Municipal Act, being Chapter 302 of the Revised Statutes of Ontario, 1980, that the Council of the Town of Halton Hills, at its meeting to be held in the Civic Centre at 7:00 p.m., Monday, March 25, 1991, will consider the passing of by-laws for the following:

The Road Construction of McDonald Boulevard
Wallace Street to Division Street

The Dedication of Reserve No. 4, R.P. 20R 370
being the unopened part of Division Street,
McDonald Boulevard southerly to Division Street
as Public Road Allowance

The Road Construction of Reserve No. 4, R.P. 20R 370
being the unopened part of Division Street,
McDonald Boulevard Southerly to Division Street

Plans detailing the construction projects and the proposed by-laws are available for viewing during normal business hours at the Engineering Department office. Any inquiries should be directed to Mr. R. Goddard, C.E.T., Engineering Department at 873-2600 ext. 310.

The Council will hear, in person, or by his Counsel, any person who claims that his lands will be prejudicially affected by the said by-law, and who applies to be heard. Persons wishing to be heard should notify the Clerk's Department no later than noon, Thursday, March 21, 1991.

R. C. Austin, P. Eng.
Town Engineer
The Corporation of the Town of Halton Hills
1 Halton Hills Drive
P. O. Box 128
Halton Hills (Georgetown)
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