

Serjeantson defends Halton roads

By Oksana Buhel

Despite statistics issued by the Ministry of Transportation (MTO) indicating Halton's regional roads are the second-worst in Ontario, Town of Halton Hills Councillor, Marilyn Serjeantson, regional Planning and Public Works chair, is not alarmed.

"The Region is not acting irresponsibly," she insisted. Serjeantson said the region has not received adequate subsidies to improve these roads. She admitted other regions have had a decrease in subsidies as well, but Halton Region is not inclined to take out debentures. "We like to have our money before we spend it," Serjeantson said.

Serjeantson associates the

length of the Region's roads to their poor state. "Some of our roads, like Steeles Ave., are very long, cutting through several municipalities," she said.

Serjeantson pointed out regions which rated high on the study were generally smaller, while the larger areas did poorly. "Maybe they have fewer projects to spend their money on," she guessed. "Their roads are definitely shorter."

Serjeantson's final argument is that Halton Region took over the roads in 1974, "which has not given us much time to improve them. Some of these roads were in an inferior state when we received them."

In Georgetown, Mountainview Rd., Maple

Ave., Trafalgar Rd., Tenth Line, and various Side Roads are the responsibility of the Region.

Asked whether it would be financially sensible for municipalities to take over regional roads within their boundaries, Serjeantson firmly responded, "No, at least not until they're reconstructed." She mentioned the cost of reconstructing Mountainview Ave. has been quoted at between \$9 - \$28 million.

"It's much better to have the region take care of these roads," Serjeantson insisted. "We (Halton Hills) just don't have the money to do it." She added the region will "keep needling away," until the roads are improved.



William Antle of Brampton was pronounced dead at the scene of this accident due to massive injuries last Monday evening on Mayfield Road, east of Winston Churchill Boulevard. Antle's vehicle entered the eastbound lane in an attempt to pass and hit a 1988 Buick driven by 17-year-old Katherin McKeown of Brampton head-on. Fifteen-year-old Steven Crooks was a passenger in the McKeown vehicle. McKeown was airlifted to Sunnybrook Hospital where she is listed in critical condition in the intensive care unit. Crooks, suffering minor injuries, was treated and released at Georgetown District Hospital. No charges have been preferred, but the accident is still under investigation. photo by Simon Wilson/HHTW

Halton Hills This

WEEKEND

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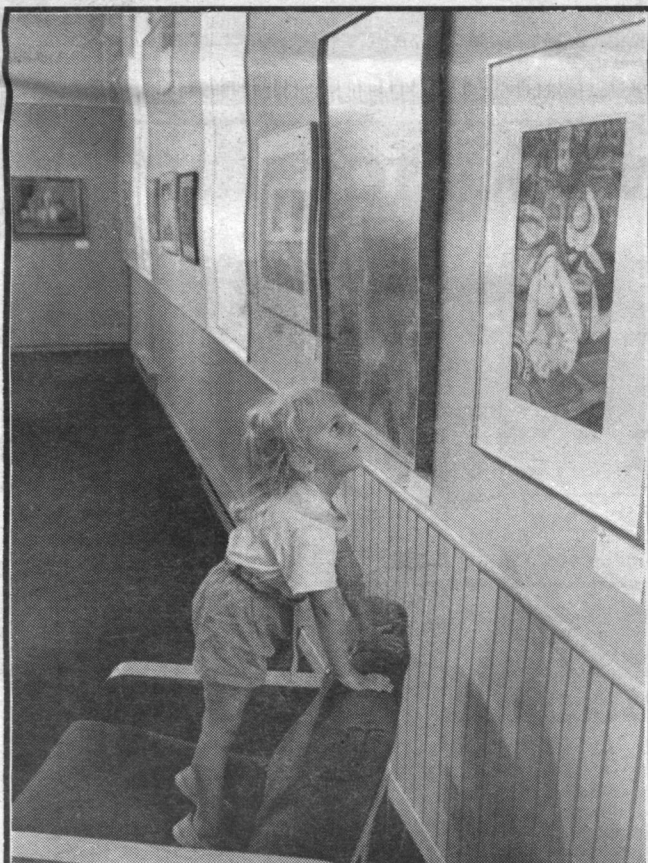
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Single amendment to town official plan

By Oksana Buhel

Five Town of Halton Hills Official Plan Amendments were discussed at length at

Monday's Town of Halton Hills council meeting before one was amended, one deferred until the July 26



"Blossoms Life" by Ursula Reese, caught the eye of three-year-old Noel Washburn of Erin at the "Purely Pastels" art exhibition staged by the Pastel Artists of Ontario, last Saturday, at the Cultural Centre in Georgetown. The exhibit will be on display until Aug. 1. photo by Simon Wilson/HHTW



council meeting and three carried. The amendments discussed general residential policies for Acton and Georgetown, the Mill St./Memorial Arena area, Georgetown West, Georgetown South Residential and Georgetown South Commercial.

Coun. Anne Currie complained Amendment 61, previously 44, forbade parking of service vehicles related to home occupation in residential areas. Coun. Gail Rutherford addressed town planning consultant Wendy Nott's worry that people would begin parking tractor trailers in their driveways, by suggesting the words "other than cars, vans and light trucks" be added to the section in question.

Coun. Gerald Rennie suggested Nott present the amended section before the

Ontario Municipal Board so residential policies for Acton and Georgetown be in conformity.

The final proposal to Amendment 61 was that a maximum height of six stories be enforced in residential areas, but this resolution was lost in a tied vote.

Lands owned by Abitibi-Price, Melton and Harris were excluded from OPA 61 for further consideration, and will be discussed at the July 26 meeting.

OPA 48, dealing with the Mill St./Memorial Arena area, was deferred in whole, due to the expressed concerns of area resident Lawson Oates. Oates has arranged a meeting with municipal director of planning, Ian Keith and deputy planner Bruce MacLean this Wednesday to find out more about the amendment. "Many seniors in the area are concerned they'll be approached by developers to sell their homes, and they're also concerned about traffic," Oates explained. "We're not necessarily opposed to the amendment, we just want to know more about it."

The remaining three OPAs were carried without much discussion.

OMB boondoggle

By Oksana Buhel

The latest Ontario Municipal Board hearings (OMB) in Georgetown, left all involved literally flabbergasted.

Edwin De Bruyn, senior fish habitat biologist with the Department of Fisheries and Oceans (DFO), and Wes Lammers, special projects co-ordinator for the Ministry of Energy and the Environment (MOEE) stated their requirements before approving the pumping of the required amount of water to accommodate a population growth in Acton of 10,000 people.

De Bruyn said before DFO gives its approval, a study must be conducted by the region, to determine the concentrations and values of various components, at locations from which water flow measurements are derived.

This study would take place over three seasons, so findings can be recorded under various weather conditions. During this time, no new development will be allowed to take place, meaning development situations will have to be simulated.

If, after the mandatory study, DFO finds the region's study acceptable, there is a possibility DFO will grant its approval.

DFO's approval of the pumping does not guarantee MOEE will issue a PTTW (permit to take water). Lammers said his ministry will issue a temporary PTTW during the audit period, and if everything is satisfactory as a result of the study, MOEE will later issue a permit in increments sufficient for 1,000 people.

Gord Petch, solicitor for Coscan, reminded Lammers that the day before (Wednesday) he (Lammers) had said the PTTW would be sufficient for 1,000 people, but Thursday he said the issuance would only be for 438 units (562 units have already been approved and are not subject to the study.) "What has happened between yesterday and today to make you change your mind," Petch demanded. Lammers responded he was "not in a position to negotiate."

Lammers and De Bruyn were equally elusive about the cost of the study. De Bruyn admitted cost "was not part of his concern." "In effect," Roger Beaman, Town of Halton Hills solicitor said, "Wouldn't you say there's no way we will know the cost until the study is finished?"

People left the meeting in a daze.

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