

Council worried but favors Nadalin project

Milton Council's Planning and Development Committee agreed to consider a proposal for a neighborhood shopping centre on Highway 25 but the committee told applicant Sam Nadalin that the proposal should be reworked and presented in conjunction with the proposed Victoria Wood

development in that area. Solicitor Harry Funk appeared before the committee on behalf of Mr. Nadalin to request a special commercial zoning that would allow a bank and other retail stores to be developed on the 2.64 acre holding. The land is situated on the

east side of Highway 25 and opposite Laurier Ave. Mr. Nadalin operates a body shop there at the present time.

Too much
While councillors appeared anxious to have the auto body shop relocated and were in general approval of the proposed land use, much concern was expressed over providing commercial floor space in town.

Planner Bob Zsadyani expressed that concern forcefully in his report. He said that consideration should be given in the new official plan to redesignating some of the commercially planned lands on the north side of Derry Rd. south of Nadalin's property, to residential.

While the Planner recommended favorable consideration, he suggested that the commercial area in the Vic-

toria Wood's proposal be reduced in size.

Both the planner and councillors emphasized the need to protect the downtown business area. "The downtown is rapidly going to hell because of a number of things. It is only due in part to the general economy. One of the factors is this council allowing too much commercial floor space," said Councillor Rick Day.

'A blight'
Mr. Zsadyani acknowledged that Day had hit upon a real problem. "The commercial area can be over provided. When that happens, stores move out and the area becomes a blight and the commercial fabric is diluted, making it difficult for merchants to offer the services that their customers need and want."

"Anything that cuts the revenue in the downtown reflects in the appearance," Councillor Day said. The committee heard reports of empty stores on Main St. and stores that couldn't be leased in the Mall.

Safeway planned
During the same meeting councillors discussed a rezoning and official plan amendment that would allow Safeway to locate a major food store on Millside Dr. on lands which are now zoned residential. The Planning Director and a minority of councillors

opposed that development. They saw it as yet another mark against the downtown. Mr. Zsadyani said the construction of a major food store there would all but kill chances for redevelopment in the central business district.

'Waste of money'—Day Okay \$25,000 road study

A \$25,000 road needs study—which Councillor Rick Day called "a waste of money"—was approved by Milton Council last week. The town's cost is 25 per cent, as the provincial Ministry of

Transportation and Communications pays the balance. In future, all Ministry subsidies on local road work will be based on the need, relative to funds available. Mayor Don Gordon warned council it must have a road needs study, so the deficiencies are on file with the Ministry.

Then when council decides to repair a road, the Ministry will be aware of the need in advance and the funds will be granted. Extra funds, for road work not listed in the needs study, will be "hard to get," he predicted.

But Councillor Day ridiculed the need for the needs study, especially at a \$25,000 cost. "Our clerk and roads superintendent could do it in one day, without spending \$25,000," he claimed. "I have tried for three years to keep away from this study. I felt it was ridiculous to penalize us and have to spend \$25,000."

Legislative Assistant Jack McGeachie told council the report had to be done by qualified engineers. The last local roads study was done in 1972, he noted.

Councillor Jim Kerr suggested there were 25 roads listed earlier as deficient, but only one was ever done.

A co-ordinating committee comprising the mayor, works director, clerk, planning director and three councillors

(one from each municipal ward) was also scorned by Councillor Day. But Clerk Campbell Thompson explained the committee controls the engineers chosen for the job, directs the study and sets the priority for roads as they are inventoried.

Praises Province
Mayor Gordon said the province should be praised, not criticized, for forcing the town into such a program. He predicted provincial grants will come through more easily, once the study is done. "I think the province is doing a good thing, it is good fiscal planning," he said.

In a last-ditch attempt, Councillor Day demanded some instruction from Oakville MPP Jim Snow, the Minister of Transportation and Communications, that the town's position on road subsidies would be prejudiced if no study was undertaken. A motion to that effect was carried.

Lower limit
Councillor Jim Watson felt the \$25,000 figure was too high and proposed cutting the total cost to \$20,000. He later proposed an amendment to a motion, setting \$22,000 as a maximum amount. The idea was shot down without a vote, and he withdrew the amendment.

When it came time to form the co-ordinating committee, Councillor Art Melanson

volunteered to be the urban ward representative and Councillor Watson said he would serve for Ward Three. Mayor Gordon suggested Councillor Day sit on the committee representing his rural Ward One, but he refused and suggested Councillor Brian Penman should be the delegate.

Day complains

More talking than listening

Councillor Rick Day is forever being kidded by fellow councillors about his willingness to speak at great length on any subject, at any time. It didn't take rookie Councillor Rose Harrison long before she was poking fun at the talkative councillor.

Councillor Day stopped during one of his speeches Tuesday night when he realized only a few of the councillors were listening, while others had begun side discussions.

"Why is it, Mr. Chairman, that it seems there are more people talking than listening when I try to speak? Maybe we should stand in committees as well as council," he mused.

"You'd be on your feet for a long time," Councillor Harrison quipped.

Milton Council Report

Education program must accompany crosswalks

Milton Council's Planning and Development Committee will consider requests for pedestrian crosswalks on an individual merit basis.

There was some concern voiced about the safety factor with the crossover at the committee meeting Tuesday. Councillor Rick Day suggested pedestrians could face a greater risk with the signs, than if they took their chances jaywalking.

He claimed people see a crosswalk sign and think all they have to do is point and go. Revealing a personal distrust of the system, he said the council could give the pedestrian the right of way by installing a crosswalk, "but that doesn't mean he'll get there safely."

False security
Planner Bob Zsadyani said he felt there was some merit in Councillor Day's comment. He suggested that some pedestrians could find a false sense of security in the crosswalk signs.

But on the other hand he presented documentation that indicated a substantial decrease in accidents in places where they have been located.

The planner stressed the need for a sound education program prior to the signs being erected. He emphasized the need for conformity, consideration for aesthetics and good police enforcement as other key factors.

Three guards
The town now has three

crossing guards at school crossings and pays them \$2,000 per year. It is estimated that it will cost \$3,000 to sign each location for crosswalks.

The planner's report indicates that a crosswalk could serve senior citizens in attempts to cross Ontario St. in the Milton Mall vicinity.

He points out in his report that as the town grows and the need for protection at more locations increases, the financial implications of hiring more adult crossing guards will become a more

dominant consideration.

Public program
In his report Mr. Zsadyani outlined recommendations for an extensive public education program that should be undertaken before any more signs are erected.

Currently there is one crosswalk in town at the Ernest C. Drury School. Several years ago a crosswalk was installed on Ontario St. N. in the area of the apartment buildings, but that has since been removed and replaced with a crossing guard at Woodward St.

VACATION HOURS

Mon. Jan. 31/77 — Closed

Tues. Feb. 1/77 — Closed

Wed. Feb. 2/77 — Closed

Thurs. Feb. 3/77 — 9:00 to 6:00

Fri. Feb. 4/77 — 9:00 to 9:00

Sat. Feb. 5/77 — 9:00 to 6:00

Simcoe popular for ice fishing

One of the best spots for winter ice-fishing in Ontario is Lake Simcoe, 80 km (50 miles) north of Toronto, where each season more than 4,000 fish huts dot the frozen lake.

A variety of sport fish is available: lake trout, whitefish, herring, and perch. Bait and tackle can be purchased at stores in the fish-hut colony. And tie-ups and rods can be rented for a modest fee.

Transportation to and from the huts is provided by snowmobile or jeep-drawn sleigh.

The rented hut, located in a choice area and moved from time to time as the fish move, is equipped with a wood or oil stove for heat, and for frying the freshly-landed catch.

Some fish huts come equipped with bunks and lanterns for round-the-clock fishing.



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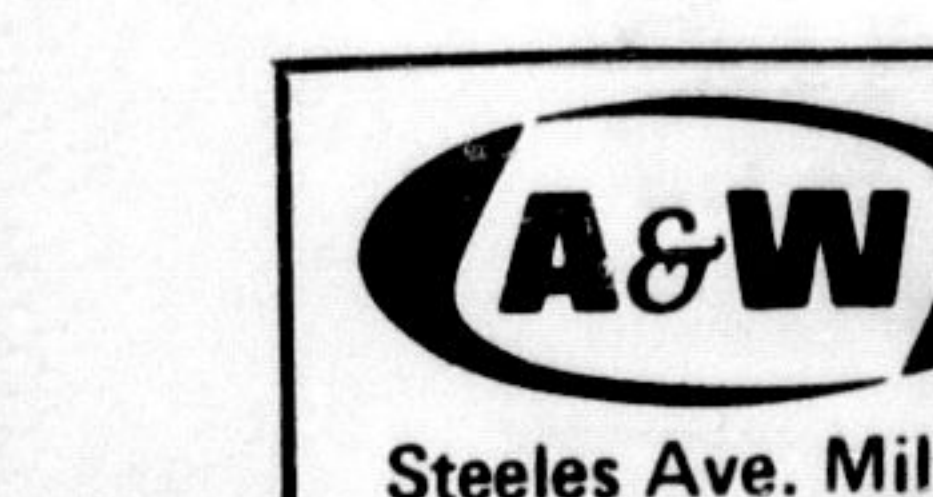
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