

Changes proposed

A road by any other name

By Roy Downs
What's in a name? Plenty, if it happens to be the road upon which you live, it seems. Halton Region has been toying for the past year, with the idea of changing some of the road names across Halton, to make them more readily identifiable and to standardize names of roads which are called different things in different sections of Halton.

gone forever, but the Regional minions tried to reintroduce Sodom by calling 15 Sideroad just that. Local councillors balked at that suggestion, and decided Moffat Rd. was better. After all, the road does go through Moffat. It also travels through Haltonville, Speyside and Stewarttown, but the town fathers opted for Moffat Rd.

Lower Base Line is an old surveyor's name which has been used for one of the southern Milton roads for many a year. The Region wanted to change it to Eglinton Ave., to match up with the name given the same stretch of road over Toronto way. Local councillors objected again, feeling Lower Base Line is much better than some name copied from the Big Smoke.

The Campbellville Rd. problem was solved by town council by calling it Campbellville Rd. all across Halton, from east to west. Exceptions: Between Guelph Line and the Fourth Line it is to retain the Campbellville By-Pass name. Folks living on Campbell Ave. in the village may have to change their address, if the town's recommendation sticks. Campbell Ave. is named after the founder of the village.

No. 10 Sideroad was proposed to be changed to Ashgrove Rd. but the town wants Mohawk Rd. to be used. Name changes the region suggests and the town approves are:
Britannia Rd. is to be extended all the way across Halton to cover both the regional and town portions of the road.
Steeles Ave. will be just that, all the way from east to west boundaries of Halton.
20 Sideroad is being renamed Nassagaweya Rd.
25 Sideroad will become Elm Tree Rd.

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Town protests Region Parkway Belt exemption

Confusing the issue is the fact the region has applied numbers to all of its roads and these numbers appear on regional works agendas and on police accident reports, but they don't mean much to the ordinary individual. Does a resident of Appleby Line, for instance, care if his road is called Regional Road 8A? Not likely.

Milton Council has decided to launch an appeal against a move by the province to exempt the Region of Halton from the Parkway Belt Act which Councilor Jim Watson claims will give the regional council an unfair advantage over the individual.

Watson was upset when he read a newspaper ad late in April, announcing the province's intention to amend the Parkway Belt Land Use Regulations to permit the region to "use land or erect any building or structure for the purpose of providing a service to the public, without being subject to provincial land use regulations."

Watson noted that recently a judge had ruled against the region for contravening the planning act, in its quest for a regional dump on Milton lands known as Site F. "The decision clearly states the region must operate within the law and now your government is suggesting that the law be changed so a region may do what they so desire — but the individual whose land has been frozen and the value potential greatly reduced must still abide by the Parkway Belt regulations," he charged in a letter to Queen's Park.

insisted a protest be submitted. Some of the sites the region is considering for a regional dump are within the Parkway Belt area, he said, and such a ruling could open the door for the region to put a dump anywhere — legally — in the town of Milton, he warned.

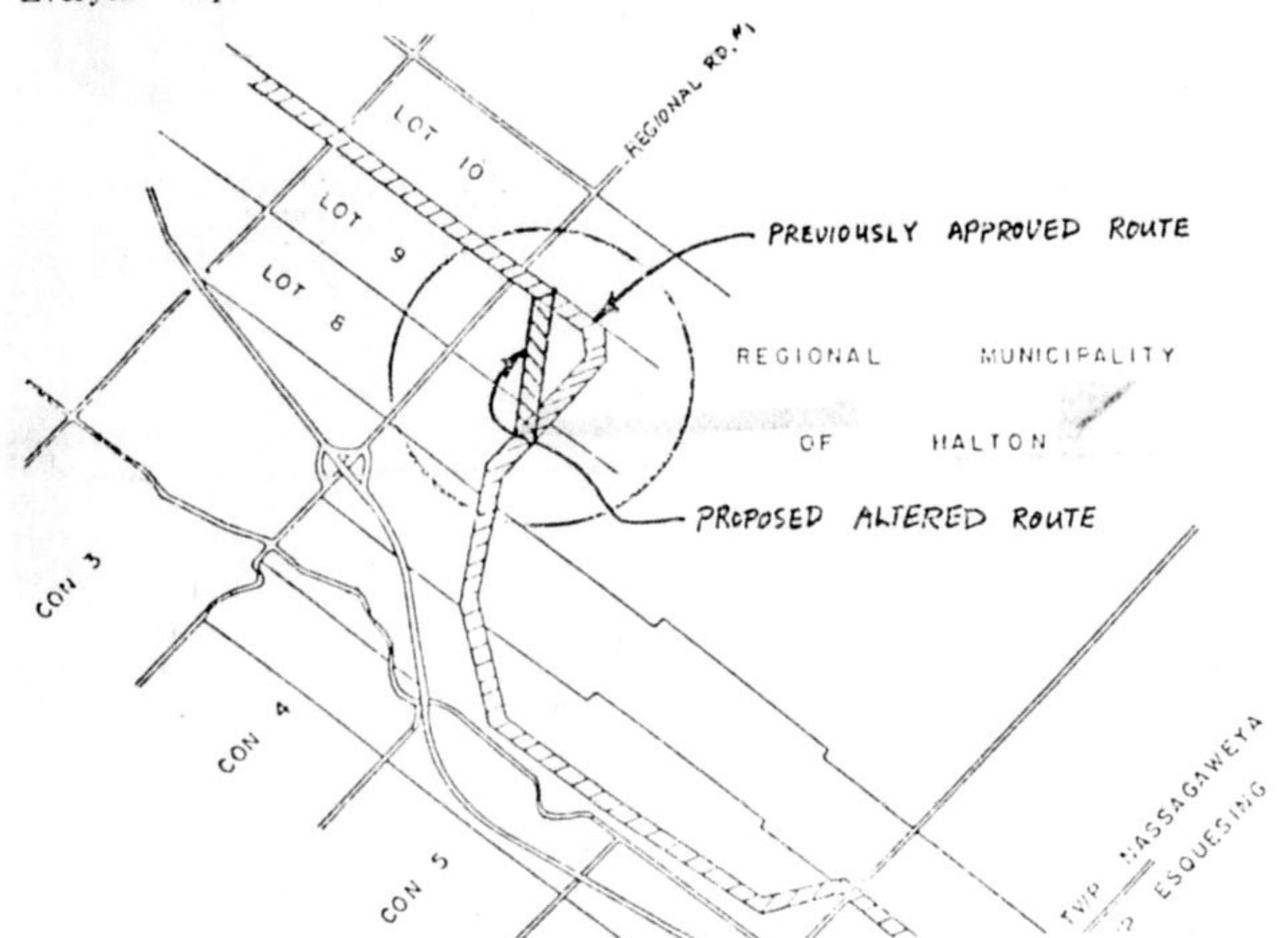
Or you can arrive along Derry Rd., which is also known as No. 10 Sideroad, also Regional Road 7, also Regional Road 25, also Twiss Rd., also Kilbride St. The fact that part of it is in Milton and part of it is in Burlington should not confuse the issue. Or should it?

As a member of both the town and regional councils, Watson felt he must object "strongly" to the amendment.

At the April 25 meeting of town council, members endorsed the strong protest suggested by Councilor Watson. But Mayor Don Gordon then checked into the amendment and found out that the town and several other agencies are also

exempt from the same regulations. The amendment was approved before the region of Halton was established, he noted, and the current amendment was only intended to add the region to the list of exempted agencies.

The deadline for appeals had passed, but Deputy Clerk Roy Main has told council that the Ontario Municipal Board should accept the late petition, as Mayor Gordon had informed I. Reid, the director of legal services at Queen's Park on April 25 that an objection was coming. The deadline for appeals was April 26.



A RARE SPECIES of Virginia White Butterfly which inhabits part of Lot 9 in Conc. 4 in the former Nassagaweya area of Milton, is being saved from destruction by 500 kV hydro towers. This map came to Milton Council last week with news that a half-mile section of the hydro line has been diverted to miss the butterfly domain just north of Campbellville.

White Butterfly habitat near Campbellville saved

Hydro towers may be casting their ugly shadows on the fields and farmlands of Halton as they traverse the region east, west, north and south, but a habitat of Virginia White Butterflies north of Campbellville will be safe from the ugly spectre.

Milton Council had heard the rumor earlier, but the official word on how the Niagara Escarpment Commission has saved the butterflies' home ground came in the form of a letter and map at last week's council meeting.

NEC has approved the construction of the 500 kV tower line in this area, however information from the Ministry of Natural Resources has since pointed out the approved route would lie within a "significant habitat area" of the butterfly, officially known as "Pieris virgin-

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Board . . .

(Continued from page 1)

Halton students have travelled to either Oakville or Burlington to take courses in the region's two schools for vocational training. Some of those being bussed in from North Halton spend more than three hours on the bus each day. It is believed that many students who would like to attend a vocational high school have opted out, because of the long bus rides.

The board meeting begins at 8.15 and the meeting will be held at the board offices, 2050 Guelph Line, Burlington.

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