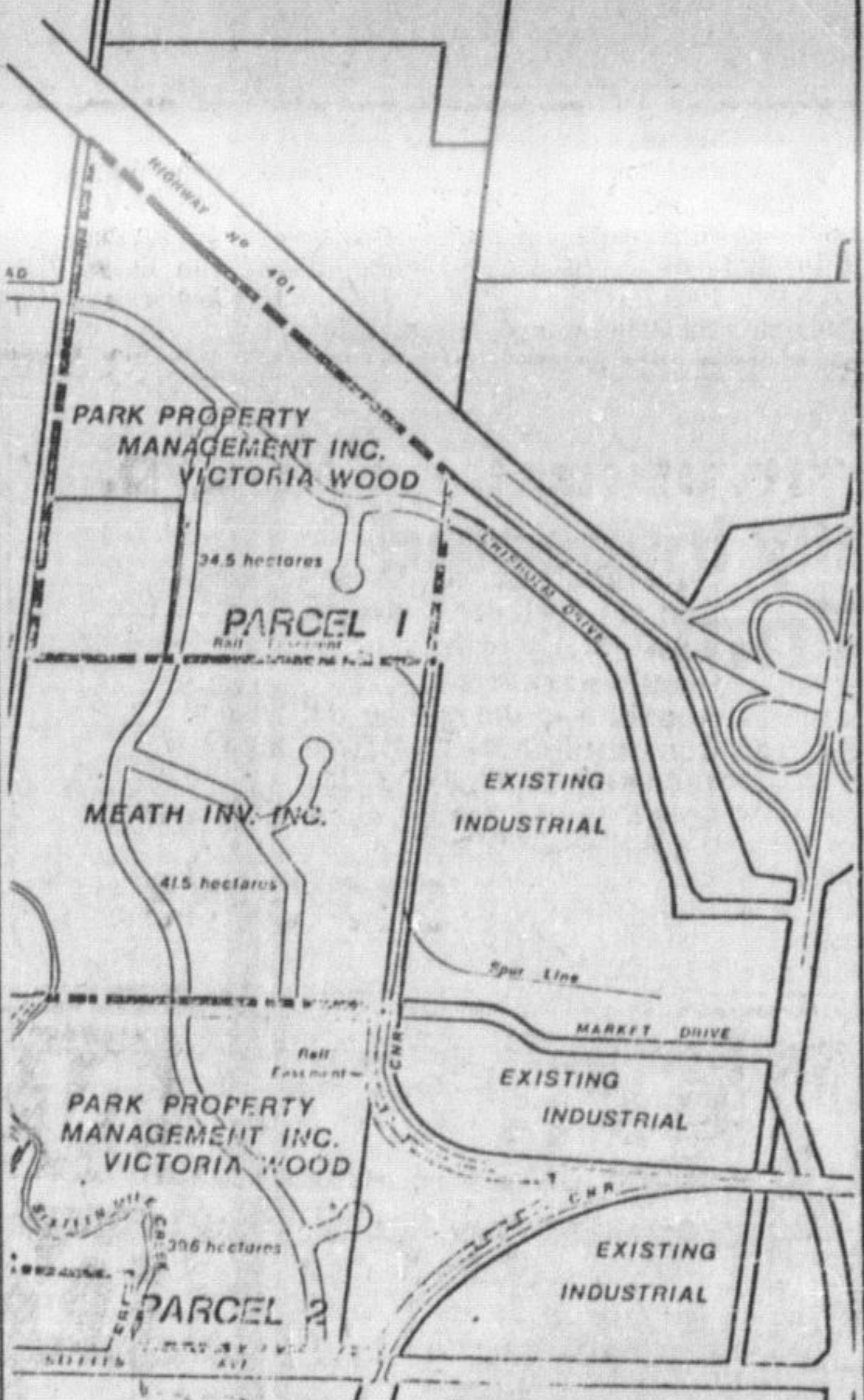


# Council



First development. This map indicates the Meath and Park properties which will be developed first as part of Amendment 7.

## First part of OP7 can start

Development for two properties south of Highway 401 and west of Highway 25 which are part of Official Plan Amendment 7 will be approved subject to five minor modifications being completed.

Park Property Management Inc. which owns 74.1 hectares of land and Meath Investments Inc., which owns 41.5 hectares of land, will be the first portions of the projected 1,100 Milton-Highway 401 Industrial Park to come on stream when both firms have finished developing.

Meath Investments has already submitted a proposal to break its lands down into 16 industrial lots just north of Market Dr. Council has asked Meath to make some slight adjustments to the configuration of the 16-lots before draft plan approval.

Planner Bob Zsadyani said that "for the most part, all of the lands subject to these applications are vacant."

"An old farmhouse and a large barn are still located on Parcel One of the Park Property Management proposal.

"Virtually all of the structures on Parcel One are in a substandard condition and will be removed at such time as development proceeds."

"The Meath Investments property includes a single family detached dwelling structure which will be removed at the time the development proceeds."

## Plan held up

Halton Region is holding up Housing Ministry adoption of the New Milton Official Plan.

Milton Planner Bob Zsadyani had asked Ministry Senior Planner Z. Weing why the Milton plan had not received official sanction.

Mr. Weing said the Milton plan must conform to the Halton Regional Official Plan first.

Apparently Halton Planning Department is still going over the Milton Plan studying how it fits in the regional picture.

Halton Planner Rasheed Mohammed has assured Mr. Weing that Milton's plan is on the Halton priority list.

"At present, regional staff is working on a set of guidelines to assess the conformity of local plans to the regional plan.

"These guidelines will be submitted to the council shortly.

"As soon as this is completed, the conformity of your plan will be assessed," Mr. Weing said in a letter to Mr. Zsadyani.

## Dealership problems solved

Almost all the problems seen by residents with regard to the proposed Murray Wilson auto dealership have been resolved according to Mayor Gord Krantz.

Mr. Wilson has been seeking approval to build a new General Motors dealership on Main St. E. which would back onto homes in the Cabot Trail area.

Although the plan was discussed last May, it was only two weeks ago Mr. Wilson came to council for what he thought would be the last time before getting site plan approval.

Some residents, however, said they were still not pleased with the outdoor paging system which would be used.

Mr. Wilson volunteered to meet with the residents again in hopes of ironing out any problems which remain.

According to Mayor Krantz, that now appears to have been done.

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# Councillors stand firm on grant giving

Regional council has officially passed a series of grants to social service and health oriented organizations and agencies.

The groups and funding approved are: Alcohol & Drug Addiction Program—Halton \$5,346; Association for the Mentally Retarded—Burl., \$23,520; Association for the Mentally Retarded—Oak., \$23,520; Association for the Mentally Retarded—North Halton, \$12,000; Canadian National Institute for the Blind, \$1,100; Canadian Mental Health Assoc.—Burlington, \$6,500; Canadian Mental Health Association—Oakville, \$2,500; Canadian Red Cross Society—Burlington, \$17,000; North Halton Contact Centre, \$3,240; Oakville Crisis Centre, \$1,200; Community Vandalism Committee—Oakville, \$10,500; Counter Act—Burlington, \$9,000; Community Resource Services of Halton \$5,000; Counselling & Human Relations Institute, \$15,700; Family Service Bureau—Oakville, \$10,800; Grace House Incorporated, \$3,200; Halton Recovery House, \$4,500; Multiple Sclerosis Society, \$2,700; St. John Ambulance—Burlington, \$2,700; St. John Ambulance—Milton, \$400; St. John Ambulance—Oakville, \$600; Burlington

Social Planning Council, \$11,584; North Halton Social Planning Council, \$2,000; Oakville Social Planning Council, \$20,570; Halton Regional Social Planning Council, \$2,000; Telecare Burlington, \$800; Halton Helping Hands, \$41,543; Pilot Program for the Elderly, \$3,100; Tele-Touch Seniors, \$850; V.O.N. Halton, \$10,000; Bonnie Place, \$32,782; Burlington Housing Corporation, \$7,200; Halton Housing Authority, \$46,400; Oakville Senior Citizens Residence, \$9,000; Trafalgar Senior's Homes Limited, \$37,170; Big Brothers—Hamilton District, \$4,000; Big Brothers—Oakville, \$2,500; Burlington Youth Residence, \$18,500; Community Youth Program, \$7,200; Youth Services Network, \$10,900; Nelson Youth Centre, \$7,130; Parents Anonymous—Burlington, Oakville, \$2,600; Woodview Children's Centre \$1,000.

## Hospital funds

Halton Regional councillors have not objected to the region's involvement with the expansion plans for Milton District Hospital being moved up by one year.

Halton Region shares in the capital cost of

# Region

iation in its annual automobile costs study." The study is usually released in June or July of each year.

## Broad funding

Halton Regional staff will draw up a policy on what to do about giving grants to groups and agencies which already have a broad funding base through activities such as community fund drives.

Such a group is the Halton Lung Association which the Health and Social Services Committee rejected in the association's request for a 1981 Halton grant of \$10,000.

Council has identified groups such as the Canadian National Institute for the Blind and Multiple Sclerosis which have made requests for fund assistance in the past.

Councillors have denied such requests in the past based on the fact groups do have fund raising campaigns that sometimes are country wide.

No date has been set when staff must return such a policy.

medical hospitals.

The \$100,000 required for architectural plans and sketches will be moved up to 1981 from 1982.

The \$2 million needed for enlarging the emergency department, new laboratory, doctors' office and physiotherapy and pharmacy facilities will be moved up from 1983 to 1982.

## Mileage hiked

Regional employees using their personal cars on Halton business will be paid 27 cents per mile or 16.7 cents per kilometre retroactive to Jan. 1 of this year.

The mileage policy is to be readjusted again on Sept. 1 "by the percentage increase or decrease reported by the Canadian Automobile Assoc-

# Traffic light retiming too costly for town

Motorists who hoped council would follow through and reset the timing of traffic lights on Ontario St. should not

now expect any change. During a broad ranging discussion in February about traffic, parking,

and speeding, Councillor Rick Day and Councillor Jim Watson said they thought it might be wise to retime Ontario St.

traffic signals at Derry Rd. and Laurier Ave. so north-south traffic wasn't made to stop after clearing any one of the lights.

In addition, staff was asked to see if it would not be possible to retime all lights on Ontario St. from Derry Rd. to Steeles so traffic could flow through smoothly.

While it sounded like an easy request, Clerk Roy Main said it would cost \$6,400 to do the two lights at Derry Rd. and Laurier Ave., and no less than \$44,000 to do all the traffic lights on Ontario Street.

Even if the money were available, it would mean

putting in new sensory equipment and getting approval from the Ontario Government.

Mr. Main said the two lights on Ontario St. are now sequentially timed but that sensory equipment on Laurier Ave. and Derry Rd. needs only one car to turn the lights red for Ontario St.

"It is my opinion that the lights have been reasonably well-timed upon the original installation and that any cost involved with synchronizing those lights is not justified," he said.

Councillors agreed and received and filed the report.

# No room for discrimination in Halton Police force

There can be no place in the character of any serving police officer for racial discrimination or intolerance, according to Police Chief James Harding, in a letter urging the Halton Police Commission to formalize an anti-discrimination policy.

"There is, perhaps, no wound which smarts so bitterly as that dealt by the wickedly sharp sabre of racial discrimination and racial intolerance," the Chief said.

The commission approved the resolution stating they and all members of the force condemn and deplore any discrimination or any harassment of minority groups within the Region and that members of the force be instructed to take steps necessary to prevent racial discrimination prosecuting those involved.

The resolution also stated that each district commander and other senior officers establish a liaison with the Ontario

Human Rights Commission and members of minority groups.

"In this area with tremendous growth we must readily anticipate these problems. The time to take steps to prevent problems is now," Chief Harding told the commission.

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# Private garages to refurbish cruisers

Halton Regional Police will be looking to private enterprise for the refurbishing of 20 police cruisers instead of using the services available at Halton Region garage in Milton.

Acting administrator George Moore told the Regional Police Commission the last vehicle at the region garage took eight to nine weeks while he had another cruiser refurbished at Achilles Motors in Acton in only four days. "The quality and price were favorable with what we're getting at the Region garage but the time factor is much better," Moore said.

The refurbishing program started last year by the commission is used on vehicles with 100 to 110,000 km. Cost of the refurbishing program

varies between \$2,000 and \$2,500 per cruiser. Cost of a new police vehicle is pegged at about \$8,500.

Commission chairman Harry Barratt said he felt the contract for refurbishing should be sent to private enterprise and municipal garages in the various police districts.

**Underpass expropriation**

Milton has created a bylaw to expropriate lands to create a railway underpass on Ontario St. N., just north of Main St. N.

The passage of the bylaw allows a support grant from the Ontario Ministry of Communication and Transportation to be used to start construction.

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