

Transportation committee makes suggestions

Highway improvements discussed

An improved highway system between the Midland-Penetanguishene area and centres to the south was the main suggestion made in a report by the Transportation Policy Committee to the Tiny-Tay Peninsula Planning Board last Thursday night.

The committee came up with a number of suggestions, as well as a possible time-table for improvements to the system.

The suggested improvements were divided into three stages. A small number of improvements, if the report were implemented, would be proposed for the short term, before 1985. Further improvements were suggested for the period between 1985 and 1995, with completion of the plan suggested for 2005.

The first step in the plan would involve the renumbering of Highway 27 between Waverley and Midland, to call it Highway 93. This would make 93 a relatively straight link between Barrie and the Midland-Penetanguishene area.

The committee also suggested that the province consider building a by-pass around Wyebridge. It suggested that Wyebridge is an obstruction, and that pushing highway improvements through the hamlet would change its character.

Highway 27 extension

In the second stage of the proposed plan, County Road 6 would be taken over by the

province, as an extension to Highway 27, while the section of 27 which runs between the County Road 6 cutoff just north of Elmvale and Waverley, would be assumed by the county.

The third phase of the plan would involve the construction of by-passes around Barrie and Elmvale, as well as a third arterial road up the west side of the peninsula, to be used mainly by cottagers. Also suggested for the third stage were improvements to the connecting links between Midland and Penetanguishene.

Midland Mayor Moreland Lynn told the board members he was glad to see that the committee had given some thought to improving the Highway 93 link, but he cautioned them that the Ministry of Transportation and Communications might not be receptive to such a suggestion. "We've fought and fought and discussed and discussed that with the wooden-headed people at MTC," he said.

Other links

He added though, that he felt the committee had ignored links between the Midland-Penetanguishene area and the Collingwood-Owen Sound area. He suggested that that type of link should be considered for the second phase of the plan.

Board chairman Peter Brasher said he felt the "new" Highway 27, including the present

County Road 6 and Highway 27 south from Elmvale, could be incorporated into a link with Collingwood. He said it could go around Wasaga Beach, and around the end of Notawasaga Bay.

The suggestions made at the meeting did

not represent a final report by the committee to the board, nor were they accepted as policy by the board. They may eventually become part of a policy paper which will be presented by the committee to the board in the future.



As long as it's not a rain dance

Indian dancing was just one of the many activities held in conjunction with Achievement Days, held at Christian Island over the weekend. Many of the activities had

to be moved indoors on Saturday and Sunday because of the rain. For more details, see page 3.

Staff photo

Newsbriefs

Ratepayers object to Pin proposal

A proposed apartment complex, which Toronto builder Natale Pin wants to build in Penetanguishene's north end, has run into an unexpected obstacle.

Plans for the proposed building were presented to members of the general public at a meeting of the Penetanguishene planning board in September, after the board satisfied itself that the plans were acceptable from a planning point of view.

The 20 people who attended that meeting did not seem to have any objections to the proposal, but Planning board member Ross Spearman told them they could think about it, and if they had anything else they wanted to say about the proposal, either good or bad, they could write to the town hall within 10 days.

Now, according to board member Ray Baker, the town has received letters, and all of them are against the proposal. He said he

thought the people who wrote represented about 80 per cent of the ratepayers living in the immediate vicinity of the proposed building.

Planning board secretary Paul Hodgins said Tuesday he didn't feel the percentage was quite that high. He said the board had received five or six letters, one of which was in the form of a petition signed by a number of people.

He said most of the people who wrote live on Don or Yeo Streets, which would be beside the apartment complex if it is built, but very few were from Leonard Avenue, which would be right in front of the apartment.

Hodgins said the letters would be noted, and the points brought out in them would be discussed at the next full meeting of planning board. That meeting will take place next Monday at 7:30, in the town council chambers on Robert Street West.

George Taylor supports Gray Coach appeal

Simcoe Centre M.P.P. George Taylor has come out in support of Gray Coach Lines in its appeal to cabinet to overturn a decision of the Ontario Highway Transport Board (OHTB) allowing Greyhound of Canada to compete with the company on two key Ontario routes.

In a letter last week to the Lieutenant Governor in Council, Taylor asked cabinet to rescind the OHTB decision. He said he was "unconvinced of some of the conclusions arrived at by the board, and its methods of arriving at those conclusions."

Taylor told cabinet in the letter he was afraid that if Greyhound were to receive final approval on its application to operate a service on the lucrative Toronto-Sudbury and Toronto-Buffalo routes, it could lead to interruptions in service and the loss of jobs in his riding. He said if there are deficiencies in Gray Coach's service which led to the decision to allow competition on the two runs, it should "be granted time to improve its services without the competition of an alternate source diminishing its revenue, thusly compounding its problems."



cont'd on p.3

George Taylor, M.P.P.

At beer stores

Temporary workers strike

Fifteen temporary employees at the Brewer's Retail stores in Penetanguishene, Midland and Elmvale called in sick on Friday and Saturday morning to protest the hold-up of a promised pay hike.

The temporary employees were supposed to get a 50-cent an hour raise as of January 1 of this year. So far, they have not received any raise. They have been told that the Anti-Inflation Board is the reason for the hold-up.

In a letter sent to Benny Kulczycki, vice president of the regular employees, the temporaries said they feel "the company is playing into the hands of the A.I.B."

The temporary employees receive \$3.70 per hour to do the same work as the regular employees. They also open and close the beer stores. The regular employees receive \$7.40 per hour.

Under the new contract part time employees will have no chance of being hired on full time. Therefore they apparently feel that "it's not worth giving up summers and weekends for \$3.70 per hour," Kulczycki said.

The letter points out that the Liquor Control Board of Ontario pays their temporary employees \$4.50 per hour. With the promised raise the temporary employees at the Brewer's Retail will get \$4.20 per hour.

The protest against the wage hold-up is province-wide with different localities taking

turns striking. The Midland-Penetanguishene area had their turn to protest last weekend. They will protest again after the temporary employees in Collingwood and Orillia have their turns. The total number of temporary employees affected in the province is 1500.

Area board seeks federal cooperation

The Federal Ministry of Transport came in for some criticism at a meeting of the Tiny-Tay Peninsula Planning Board last Thursday night, in connection with an application by Penetang Marine Service to expand its marina on the water.

Ray Baker told the other board members Penetanguishene had first heard of the proposed expansion when they read about it in an advertisement in the newspaper. He said the proposal could have an effect on traffic patterns on the land, and could eventually result in an expansion by the marina on the land.

He said the only approval necessary for the proposal was that of the Ministry of Transport, and all they were interested in was

whether the proposed expansion would interfere with the navigable waters.

"They will give the green light without any municipal participation or input," he said. "They are only interested in the effect it will have on water traffic."

He suggested that the town and even the area board should let the government know they would like to be consulted about such applications.

Area board chairman Dr. Peter Brasher said the board could send off a copy of the Shoreline Policy, but he added, "Sure as fate it will be filed, and it'll have no bearing on the next case."

Baker said Tuesday the issue would be brought up at the town planning board's next

meeting, and some sort of response would probably be drafted.

Baker said the town is not necessarily for or against the proposal now being considered, but does want to be consulted.

"Anything that happens offshore is bound to affect what happens onshore," he said. He said the municipality wants the federal government to have the courtesy to consult with it on such proposals in the future.

Baker said there wasn't much point in the area board drawing up a shoreline policy, if the federal government was just going to come along and do as it pleased.

"The writing is on the wall for all six municipalities," he said. "That's why I brought it up at the area board level."

Thanksgiving not really a harvest wind-up

Thanksgiving is usually the time when the farmers in North Simcoe give a sigh of relief, sit down at the dinner table laden with turkey and the trimmings enjoying a time of fellowship with family and friends knowing the year of planting and harvesting is nearly over.

This year the feeling must be one of bewilderment and frustration. Looking out over the fields surrounding his house, the average farmer sees bountiful fields of corn, ready and waiting to be cut. Unfortunately the tractors and combines will never get through the mud caused by the record rainfall during the month of September.

According to North Simcoe Agricultural Representative, Clint Nesbitt, a let up in the rain would allow most of the crop to be harvested. At present less than 10 per cent of the corn silage in North Simcoe has been cut. The 90 per cent still standing is deteriorating in quality because it is well matured and is now losing its moisture content.

If the corn can be harvested soon farmers will have an average crop. The drought conditions earlier in the summer put the corn behind, but now the wet weather has increased the yield, but made the harvesting impossible.

Potato farmers are a little luckier, their soil composition is much lighter so it drains well and the crops, though late, are being harvested during the rare dry days. Because of the late harvest, some potato farmers are having difficulty establishing their cover

crops. Those who were able to take their potatoes off and plant their barley three weeks ago are okay. Others may have to plant the cover crops by plane. This is not uncommon, since the potato farmer often uses airplanes for spraying and fertilizing.

Grain crop crops are not causing any concern since they are not harvested until late October or November. The farmer with

Local woman wins antique car

A Penetanguishene woman was the winner last month of a 1939 Packard, the prize in a draw for Muscular dystrophy and community projects, put on by Barrie Firefighters.

The draw, which was held on September 11, raised about \$5,000.

The winner, Alma Cruise of Fuller Avenue, said Monday she had been happy to win the car, but she has since sold it.

"We are not really into antiques, so it wasn't to our benefit to keep it," she said. "We found a good owner for it though."

She said the car was in mint condition, and ran well.

"I can't drive a standard, but a friend drove me around a bit," she said.

this crop likes the ground frozen and the temperatures in the high twenties. According to Nesbitt with an open fall and no early snow the grain corn crop will be good.

Fall Wheat has been harvested in North Simcoe, but the yield is lower than average with less than 40 bushels per acre in 1977. The long term average for the area is 43.7. Drought brought disaster to the spring wheat and hay took the biggest drop yielding only 1.8 tons per acre compared to 2.5 tons on the county average.

The right combination of rain and sun is the farmers only hope.

Some statistics? In North Simcoe, we received 5 inches of rain during the month of September, this is double the 10 year average and establishes a new all time record. The prodigal sun returned for only 96 hours during the 30 day period.

Maybe Thanksgiving will be the turning point, the sun did shine Monday and with a little luck it will hang around for a few more days.



Out at first base

Waxy Gregoire, of the Lercar Construction team, takes the throw at first for the out in Monday's game against Olympia Sports at

McGuire Park. Lercar won the game, leaving Olympia to donate \$100 to the Penetanguishene arena floor fund.

Area board drafts response to Comay Report

Cottage conversion proved to be a hot issue last Thursday night, as the Tiny-Tay Peninsula Planning Board discussed its response to the Comay Report.

The report, prepared for the Ontario Ministry of Housing by Planning consultant Comay, is an evaluation of the provincial planning act, and it suggests changes in the overall philosophy of planning in Ontario.

The Comay report suggests that the power of the Ontario Municipal Board should be cut back, and that planning should be decentralized so each municipality would have more responsibility for its own planning, and the ministry would not have to approve or disapprove everything a local municipality does.

The area board agreed with this philosophy although it disagreed with Comay's idea that planning should be left in the hands of municipal councils and that planning boards should be abolished.

Area board planner-coordinator Mike Ufford, said the position of the board is that councillors, coming up for re-election every two years, would not have any incentive to plan on a long-range basis. Planning boards,

he said, provided a long term outlook, and continuity.

The report calls for the abolition of joint planning boards, such as the area board itself, but Ufford said the board feels any planning body formed on the initiative of the municipalities involved, should be encouraged and sanctioned.

Greater cooperation

The board's submission to the ministry advocates greater cooperation between branches of government with respect to projects which could affect development in planning areas. Ufford said municipal public works departments must work within the constraints of the municipality's official plan, but provincial bodies are under no such obligation at this time. The result is that some ministries undertake projects which are in direct contravention of planning policies prepared either by local planning boards, or in the case of something like the Simcoe-Georgian Task Force, by other branches of the provincial government.

The greatest amount of debate at Thursday's meeting came with respect to a

submission dealing with cottage conversion into full time residences. Ufford said the board wanted the province to understand that a conversion of a cottage into a full time residence has nearly the same effect on a municipality as the construction of a new residence.

Although the Comay report does not mention cottage conversion, the board felt that as long as the Planning Act was being overhauled, something should be added to legally enable municipalities control cottage conversion.

The two methods discussed at the meeting were the limited services method, which was proposed in the board's shoreline Policy, under which anyone owning a cottage would be allowed to live in it year-round, but might not be able to expect to have it serviced for year-round use.

The other method, seasonal zoning, would involve simply forbidding people to live in their cottages for a certain period of time each year.

Limited servicing favoured

Tay representative Dave Moise came out

against the idea of seasonal zoning. He said municipalities didn't care how long people lived in their cottages, as long as they didn't have to spend money extending services to cottage areas. Moore and Bill Northcott, the chairman of the shoreline policy committee, said they felt people would feel threatened by attempts to use seasonal zoning.

Midland Mayor Moreland Lynn agreed with the two. "We're vastly overgoverned now," he said.

"People in this country should still be able to live where they choose to," he said. "It's just that if they decide they want to live 432 miles north of Kapuskasing, they can't expect to get sewers and water to their doors."

Following the discussion the board decided to recommend that the limited services method of controlling conversions should be the main method available to municipalities under the planning act, but that the seasonal zoning concept should be legal on an interim basis until municipalities are able to draft limited servicing policies.

The board's response to the report was run off Tuesday, to be sent to the ministry.