Thornhill Stays Despite Parkway Belt

By HAL BLAINE

Renewed fears of a Metro land grab into Thornhill and other areas of Southern York Region north of Steeles Avenue have been laid to rest by Provincial Treasurer John White.

At the same time the provincial government has announced its decision for the long-mooted parkway belt through Vaughan, Richmond

Hill and most of Markham. North of Metro the belt merely runs through southern York Region, dividing Richmond Hill from Thornhill, and marking the northern limit of continuous Toronto-Centred urban development. West of Metro the belt marks the boundaries between municipalities such as

Burlington, Oakville, Mississauga and Bramalea.

needed open space in the three southern York Region towns. One of the most interesting open spaces preserved here is an irreplaceable 120-acre unspoiled old sugar bush. It was long maintained by a well known Vaughan farmer Amos Baker on the northwest corner of Langstaff Road and Bathurst Street. Others are along German Mills Creek in Thornhill and along the East Don River up into Richvale.

The belt is a social, economical and physical entity. It isn't a political boundary, according to the province's parkway belt Task Force Chairman Ansel Garfin in an interview last week with

"The Liberal". Metro boundary, says the official government publication Intergovernmental Affairs,

WHITE STOPS FEARS Provincial Treasurer John from Donald Deacon MLA, terruption) . . . will the treas-York Centre.



JOHN WHITE

Halts Metro Growth

ville and Woodbridge com- lands.

TOWN

This enlarged Thornhill- Parkway Belt Task Force Between Yonge Street and local municipal plans.

BAKER'S SUGAR BUSH centred area can be seen as Chairman Garfin, a planner belt because it is too econ- with service corridors which between Richmond Hill and sissauga and another con-The belt creates a sub- having an interesting poten- in the province's original omically valuable for devel- can facilitate the movement Thornhill is part of what the necting Port Credit with

cupied by a mixture of uses less urban sprawl. that has long troubled local Markham municipal plan- The four principles folners trying to draft accept- lowed in the plan are listed able zoning and development in the provincial announce- recreational facilities where ronto International Airport, plans for the area.

fin says the large former communities, and thus to complexes. Langstaff jail farm property provide people with a sense owned by Toronto City was- of community identity;

on the south side of High- signed, among other things, shape and function. way 7. This land is now oc- to combat incoherent end- To provide a land re- Markham to Milton in Hal-

ment as follows:

Bayview Avenue the park- COMBATS INCOHERENCE | and information without dis- calls the northern link of way belt only includes land The parkway belt is de- rupting community integrity, Parkway belt: West. It ex-

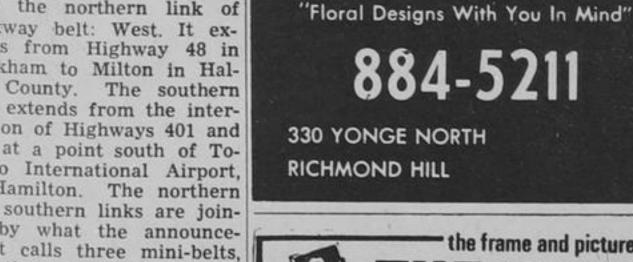
> serve for the future, antici- ton County. The southern be foreseen today;

Task Force Chairman Gar- To define and separate at the back doors or urban and southern links are join-

n't included in the parkway To link communities our southern York Region separating Oakville and Mis-

tends from Highway 48 in pating land uses which can't link extends from the inter-To offer open space and 427 at a point south of Tothey are most needed: right to Hamilton. The northern

section of Highways 401 and ed by what the announcement calls three mini-belts, The parkway belt through one through Milton, another





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York Regional town if it is admitted that no parkway topographical interest The parkway belt has end- viewed from the standpoint belt plan could be perfect, public open space in comed up separating out the still of those who have favored The plan chosen could only parison to the varied and definitely recognizable com- this concept since Thornhill be the best possible.

entitled "The Parkway Belt: tion in the Legislature on physical opening along the Rouge River Valley, the West". The plan was recent- Metro's openly announced Metro boundary of Steeles Milne Conservation Area and ly released by the Ministry wish to acquire Thornhill Avenue. The fringe outside Don Mills Course. of Treasury, Economics and and other lands north of of Metro was built up too MARKHAM BOUNDARIES Steeles Avenue, was as fol- solidly. "We couldn't go The large parkway belt

"Following the unveiling major demolition was need- of Bayview Avenue, is bound-White June 8 in the Legisla- of the parkway plan, there ed," he said. ture during question period has been a lot of disturbing The task force regarded Line, Highway 7, German gave direct assurance the rumors about changing the municipal boundaries as a Mills Creek and Highway 48. parkway belt decision in no northern Metro boundary. political question. "There As it does all the way across way involves a Metro boun- Will this treasurer, who has was no motive of that sort southern York Region, the dary northward change. He gained a reputation for lis- at all when we did our de- parkway belt in Markham was answering a question tening to the people . . . (in- sign," said Garfin. urer assure this House that "If the politicians choose ited access super-highway no change will be made in to create political boundaries

> 'Yes, Mr. Speaker, I'm glad unless we went much fur- ville Conservation Area and to give that assurance. The ther north. Anywhereto the Lake on the York-Peel bounfringe of development in south involved large scale dary. This wider part of the Metro, the phrase that was demolition and destruction of belt in Vaughan is bounded used in the (department's) such things as golf clubs," on the south by the CN Bypresentation, was precise and said Garfin.

> parkway belt announcement things as the fate of Thornand the introduction of the hill and extension of the necessary accompanying Metro boundary. "It makes it Bills 128, 129 and 130 in the easier now to do it," he said. Legislature, Treasurer White issued Minister's orders to In the Minister's order the ental Can Company of Canparkway belt municipalities. Richmond Hill land frozen ada Limited factory at Keele

The orders as received in for the parkway is as fol- Street and Snidercroft Road. The parkway belt defines Markham, Vaughan and Rich- lows: the southern limits of Rich- mond Hill freeze develop- Lots 36 to 39, both in- in this one place it has been mond Hill, Markham, Union- ment in the parkway belt clusive, in Concession 1-E; necessary to take an indusmunities with a major com- Only projects already hav- and the west half of the Private uses on the lands

corridor of varying width. from the municipalities can both inclusive, in Concession belt are to be allowed to Throughout much of its go ahead in Parkway belt 1-W. length it is only wide enough areas. Existing uses can con- FROZEN IN THORNHILL be offered tax relief. The for future highways, pipe- tinue normally without time In Thornhill the freeze ap- province will buy land as lines, power lines, etc. limit. For the time being, plies to the lands of the Up- needed or as required to do The belt also creates a just about the only develop- lands Golf Club and the so. Cost is projected at \$150 physical barrier around an ment allowed in the parkway Thornhill Golf and Country to \$200 million. enlarged Thornhill-centred belt will be single family Club. The parkway belt in- Parkway belt lands will

POTENTIAL THORNHILL least 50 acres.

munities north of Metro. It Village was wiped out with Garfin said the reason the to the east. The belt covers will confine the Metro fringe the establishment of regional belt went where it is through lands bounded by German which has aprawled over the government two years ago. this area, falling between Mills Creek and certain Thornhill and Rishmond Hill, stretches of Highway 7, in-MLA Deacon's key ques- was because there was no cluding a big part of the

way for the proposed lim-

UP TO POLITICIANS

change in the boundary it- ation of the parkway belt future Highway 407. must necessarily have an effect on any future political Simultaneously with the decision making on such

• The west half of Lot 36 trial area for the belt. munications and open space ing final approval of plans west half of lots 37 to 39, designated for the parkway

heavily wooded lands taken

through built up areas where open space in Markham, east ed mainly by the CN Bypass also includes the right-of-

the northern boundary of along social ones, that's up of the parkway belt starts at Metro without the approval to them. From the design the CN rail line to Maple point of view in Thornhill and runs westerly to a point WHITE'S STATEMENT area we had no alternative beyond Woodbridge where it Treasurer White answered, on the parkway belt location widens to include the Clairepass Line and on the north in no way related to a But Garfin admits the cre- by the right-of-way of the

> HITS VAUGHAN INDUSTRIES

This portion of the belt includes and freezes a portion of the Vaughan industrial area at Concord. This frozen industrial area, for instance, includes the large Contin-The provincial notes that

continue. Golf clubs are to

neighborhood in Markham dwellings and agricultural cludes a narrow strip of land continue under provincial structures on farms of at through Langstaff on both planning and development sides of Highway 7 between jurisdiction until satisfactory BEST POSSIBLE PLAN Yonge and Bathurst Streets. regulations are adopted in

PUBL



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Public School Area Former

PROJECTED 1973 MILL RATES

Public School Area No. 1

June 12, 1973

Public School Area No. 2

RESIDENTIAL		Mills			Mills			Mills Town		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	
Municipal	3.342	3,425	4.977	3.820	3.425	4.977	4.290	3.425	4.977	
Region	4.260	4.769	4.525	4.260	4.769	4.525	4.260	4.769	4.525	
Public School	6.284	5.746	6.002	6.310	4.693	6.002	7.135	5.778	6.002	
Secondary School	5.131	4.898	5.366	5.354	4.898	5.366	6.064	4.898	5.366	
Sub Total o	19.017	18.838	20.870	19.744	17.785	20.870	21.749	18.870	20.870	
+ Water Area	0.260	0.260		0.260	0.260			_	_	
+ Water Area Sewer Area	0.310	0.150	0.150	0.310	0.150	0.150	0.600	0.150	0.150	
Lighting 5.	0.260	0.260	0.260	0.260	0.260	0.260	0.260	0.260	0.260	
Garbage 🛱	0.600	0.600	0.600	0.600	0.600	0.600	0.360	0.530	0.600	
Total =	20.447	20.108	21.880	21.174	19.055	21.880	22.969	19.810	21.880	
COMMERCIAL				1					SWI	
			-				The A section			
Municipal	3.983	4.030	5.855	4.461	4.030	5.855	4.931	4.030	5.855	
Region	5.000	5.610	5.323	5.000	5.610	5.323	5.000	5.610	5.323	
Public School	6.980	6.378	6.669	7.004	5.209	6.669	7.919	6.414	6.669	
Secondary School	5.700	5.437	5,963	5.943	5.437	5.963	6.731	5.437	5.963	
Sub Total	21.663	21.455	23.810	22,408	20.286	23.810	24.581	21.491	23.810	
+ Water Area	0.300	0.300		0.300	0.300	_	William !	-	-	
Dewel Aled a	0.360	0.176	0.176	0.360	0.176	0.176	0.700	0.176	0.176	
Lighting ild Garbage de	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	
Garbage &	0.690	0.690	0.690	0.690	0.690	0.690	0.423	0.620	0.690	
Total 🗮	23.313	22.921	24.976	24.058	21.752	24.976	26.004	22.587	24.976	
SEPARA	ATE Separa	Separate School Area No. 1		Separa	Separate School Area No. 2			Separate School Area		
RESIDENTIAL		Mills			Mills			Mills Former Town		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	
Municipal	3.342	3.425	4.977	3.820	3.425	4.977	4.290	3.425	4.977	
Region	4.260	4.769	4.525	4.260	4.769	4.525	4.260	4.769	4.525	
Separate School	8.360	7.278	8.384	8.360	7.278	8.384	10.090	7.278	8.384	
Secondary School	5.131	4.898	5.366	5.354	4.898	5.366	6.064	4.898	5.366	
Sub Total	21.093	20.370	23.252	21.794	20.370	23.252	24.704	20.370	23.252	
+Water Area 💆	0.260	0.260		0.260	0.260		_	_	_	
Sewer Area 🖁	0.310	0.150	0.150	0.310	0.150	0.150	0.600	0.150	0.150	
Lighting E	0.010	0.100							0.000	
	0.260	0.260	0.260	0.260	0.260	0.260	0.260	0.260	0.260	
Garbage 💂	1,575,603,405,473,46			100000000000000000000000000000000000000	0.260 0.600	0.260 0.600	0.260 0.360	0.260 0.530	0.600	
Garbage & Total ≒	0.260	0.260	0.260	0.260						
	0.260 0.600	0.260	0.260 0.600	0.260 0.600	0.600	0.600	0.360	0.530	0.600	
Total \(\frac{\pi}{\pi}\)	0.260 0.600 22.523	0.260 0.600 21,640	0.260 0.600 24.262	0.260 0.600 23.224	0.600 21.640	0.600 24.262	0.360 25.924	0.530 21,310	0.600 24.262	
Total \(\frac{\pi}{\pi}\) COMMERCIAL Municipal	0.260 0.600 22.523	0.260 0.600 21.640 4.030	0.260 0.600 24.262 5.855	0.260 0.600 23.224 4.461	0.600 21.640 4.030	0.600 24.262 5.855	0.360 25.924 4.931	0.530 21,310 4.030	0.600 24.262 5.855	
Total \(\text{\text{\text{\text{\text{\text{COMMERCIAL}}}}} \) Municipal Region	0.260 0.600 22.523 3.983 5.000	0.260 0.600 21.640 4.030 5.610	0.260 0.600 24.262 5.855 5.323	0.260 0.600 23.224 4.461 5.000	0.600 21.640 4.030 5.610	0.600 24.262 5.855 5.323	0.360 25.924 4.931 5.000	0.530 21,310 4.030 5.610	0.600 24.262 5.855 5.323	
Total \(\to \) COMMERCIAL Municipal Region Separate School	0.260 0.600 22.523 3.983 5.000 9.400	0.260 0.600 21.640 4.030 5.610 8.087	0.260 0.600 24.262 5.855 5.323 9.315	0.260 0.600 23.224 4.461 5.000 9.400	0.600 21.640 4.030 5.610 8.087	0.600 24.262 5.855	0.360 25.924 4.931	0.530 21,310 4.030	0.600 24.262 5.855	
Total == COMMERCIAL Municipal Region Separate School Secondary School	3.983 5.000 9.400 5.700	0.260 0.600 21.640 4.030 5.610 8.087 5.437	0.260 0.600 24.262 5.855 5.323 9.315 5.963	0.260 0.600 23.224 4.461 5.000 9.400 5.943	0.600 21.640 4.030 5.610 8.087 5.437	0.600 24.262 5.855 5.323 9.315 5.963	0.360 25.924 4.931 5.000 11.210	0.530 21,310 4.030 5.610 8.087	5.855 5.322 9.315 5.963	
Total \(\frac{\times}{\times} \) COMMERCIAL Municipal Region Separate School Secondary School Sub Total \(\times \)	3.983 5.000 9.400 5.700 24,083	0.260 0.600 21.640 4.030 5.610 8.087 5.437 23.164	0.260 0.600 24.262 5.855 5.323 9.315	0.260 0.600 23.224 4.461 5.000 9.400 5.943 24.804	0.600 21.640 4.030 5.610 8.087 5.437 23.164	0.600 24.262 5.855 5.323 9.315	0.360 25.924 4.931 5.000 11.210 6.731	0.530 21,310 4.030 5.610 8.087 5.437	0.600 24.262 5.855 5.322 9.315 5.963	
Total COMMERCIAL Municipal Region Separate School Secondary School Sub Total + Water Area	3.983 5.000 9.400 5.700 24.083 0.300	0.260 0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300	0.260 0.600 24.262 5.855 5.323 9.315 5.963 26.456	0.260 0.600 23.224 4.461 5.000 9.400 5.943 24.804 0.300	0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300	0.600 24.262 5.855 5.323 9.315 5.963 26.456	0.360 25.924 4.931 5.000 11.210 6.731 27.872	0.530 21,310 4.030 5.610 8.087 5.437 23.164	5.855 5.323 9.315 5.963 26.456	
Total COMMERCIAL Municipal Region Separate School Secondary School Sub Total + Water Area Sewer Area	3.983 5.000 9.400 5.700 24,083 0.300 0.360	0.260 0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176	0.260 0.600 24.262 5.855 5.323 9.315 5.963 26.456 — 0.176	0.260 0.600 23.224 4.461 5.000 9.400 5.943 24.804 0.300 0.360	0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176	0.600 24.262 5.855 5.323 9.315 5.963 26.456 0.176	0.360 25.924 4.931 5.000 11.210 6.731 27.872 — 0.700	0.530 21.310 4.030 5.610 8.087 5.437 23.164 — 0.176	0.600 24.262 5.855 5.323 9.315 5.963 26.456 — 0.176	
Total COMMERCIAL Municipal Region Separate School Secondary School Sub Total + Water Area Sewer Area Lighting	3.983 5.000 9.400 5.700 24.083 0.300 0.360 0.300	0.260 0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176 0.300	0.260 0.600 24.262 5.855 5.323 9.315 5.963 26.456 	0.260 0.600 23.224 4.461 5.000 9.400 5.943 24.804 0.300 0.360 0.300	0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176 0.300	0.600 24.262 5.855 5.323 9.315 5.963 26.456 0.176 0.300	0.360 25.924 4.931 5.000 11.210 6.731 27.872 — 0.700 0.300	0.530 21,310 4.030 5.610 8.087 5.437 23.164 — 0.176 0.300	5.855 5.323 9.315 5.963 26.456	
Total COMMERCIAL Municipal Region Separate School Secondary School Sub Total + Water Area Sewer Area	3.983 5.000 9.400 5.700 24.083 0.300 0.360 0.300 0.690	0.260 0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176 0.300 0.690	0.260 0.600 24.262 5.855 5.323 9.315 5.963 26.456 0.176 0.300 0.690	0.260 0.600 23.224 4.461 5.000 9.400 5.943 24.804 0.300 0.360	0.600 21.640 4.030 5.610 8.087 5.437 23.164 0.300 0.176 0.300 0.690	0.600 24.262 5.855 5.323 9.315 5.963 26.456 0.176 0.300 0.690	0.360 25.924 4.931 5.000 11.210 6.731 27.872 0.700 0.300 0.423	0.530 21.310 4.030 5.610 8.087 5.437 23.164 — 0.176	5.855 5.323 9.315 5.963 26.456 — 0.176 0.300	

You will note after examination of the above mill rate schedule that all former areas now have a uniform 1973 mill rate.

SPECIAL NOTE:

On a residence assessed at \$25,000.00, the 1973 TAX INCREASE will be as follows:

LIC SCHOOL SUPPORTER		Area No. 1			Area No. 2			Area Former Town		
	Mill Increase	Annual Tax Inc.	Weekly Tax Inc.	Mill Increase	Annual Tax Inc.	Weekly Tax Inc.	Mill Increase	Annual Tax Inc.	Weekly Tax Inc.	
gional & Municipal blic & Secondary Schools	1,048	\$26.20 18.10	.50¢	1.048 1.777	\$26.20 44.43	.50¢	1.378 .692	\$34.45 17.30	.66¢ 34¢	
TOTALS	1.772	\$44.30	.85¢	2.825	\$70.63	\$1.36	2.070	\$51.75	\$1.00	

* Please note that on a residence based at \$25,000.00 assessment that the former town area was reduced \$79.00 in 1972 School Area No. 2 was reduced \$53.00 in 1972 School Area No., 1 was reduced \$ 8.50 in 1972

Area Former Town Area No. 2 Area No. 1 Weekly Annual Weekly Annual Weekly Annual SEPARATE SCHOOL SUPPORTER Tax Inc. Tax Inc Increase Tax Inc. Tax Inc. Increase Increase Tax Inc. Tax Inc. Regional & Municipal 1.574 39.35 39.35 1.574 Separate & Secondary Schools 39.35 .76¢ 1.574 TOTALS

> * Please note that on a residence based at \$25,000.00 assessment that the former town area was reduced \$115.00 in 1972 School Area No. 2 was reduced \$ 40.00 in 1972 School Area No. 1 was reduced \$ 22.00 in 1972

* The 1972 saving shown above compensates considerably for the necessary proposed 1973 tax increase

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