11th Hour Stand Fails To Stop Bloomington Widening

Desi ite an eleventh - hour stand Ly Richmond Hill Councillor G ordon Rowe on his behalf, and two subsequent recorded v otes, a Bloomington Road resid ent failed in his bid to get Yor k Regional Council to change it's mind about slic- only obstacles at this point, he ing up his property for road- says. widening purp oses.

Council vote d 7-5 to accept a recommendati on of the engineering committee to stick with its original expropriation proceedings, first authorized last March. When the bylaw to acquire the land was presented later in the meeting, council voted 7-6 for approval. The extra vote against was cast by Mayor William Laz enby of for the first vote.

The land in question is 10 acres at the south-east co,rner Bloomington Road a,nd Yonge Street, and belongs to John Stewart, who also appeared briefly before council to see if it would consider an al-As Mr. Stewart said then,

and as he has pointed out on other occasions, he is not against some expropriation and feels the road widening is definitely necessary. However, as he told "The Liberal", he feels the road should only encroach so far on his property. After reaching the middle of his yard on Bloomington, he said it should swing across to the other side of the road to the

that purpose at the corner, and then continue across Yonge Street through the Ontario Hospital grounds on the north side of Bloomington. An unused cesspool and some trees that have had their day are the

RIPOFF VICTIM

By sticking to Mr. Stewart's side of the fence, the region will also send the road across the front of the Stewart property on Yonge Street for a "daylight" or illumination cor-

Mr. Ste wart feels that this is being done because of the high crest at the Ontario Hospital turn-in a little farther north Richmond Hill, who was absent up the road. In order to view the Bloom ington intersection properly while proceeding south, the glaylight corner has to be farther down; in this case on Mr. Stewart's prop-

In speaking on Mr. Stewart's behalf, Councillor Rowe termed him the 'victim of a real

Mr. Rowe said he, himself, had never been an obstructionist, but he had been opposed to the original report of the engineering con mittee recomending the expr op riation.

He said that the first expropriation at the corner was a 22-foot strip on Yonge Street, followed by 7:5 feet more. The Department of Highways originally purchased a portion of property first expropriated for the northeast corner of Bloomington Road consisting of some 50 feet of frontage on Yonge and 60 feet on Bloomington

Mr. Rowe said.

paid for with \$109,880 of public

Mr. Stewart's original hold-

ing of 10 acres becomes 61/2

acres - all prime land - "and

to my mind (he) is being vic-

Mr. Rowe, who is vice-

chairman of the engineering

committee, and he felt the

committee and staff could have

compromised with Mr. Stew-

art's engineers and worked out

The issue had put him at

odds with his own committee

and in the meantime, the DOH

sits back and says: "Argue all

you want, but in the final anal-

ysis you are going to correct it

"BOTH SIDES"

said and council should meet

with provincial government of-

ficials to try to rectify the sit-

Township asked that the "find-

ings of fact and resume for

recommendations" made by

David Vine, a government-ap-

pointed inquiry officer, be read

Mayor Joe Dales of Georgina

This was wrong, Mr. Rowe

and pay for it."

a solution satisfactory to all.

money," Mr. Rowe said.

timized," Mr. Rowe said,

Road for \$10,000. This was to cover the widening of Highway 11 and daylighting requirements at the corner of Highway 11 and Blooming-

The DOH also deeded back a portion of the property so the owner could erect an automobile showroom. Then on October 5, 1967, Mr. Rowe said, the DOH paid \$99,880 to buy the property in its entirety, "supposedly for daylighting the same corner and for widening Yonge Street." The showroom was demolished and the highway reconstructed.

BIG ERROR In reconstructing the road, the DOH made a big error by the Aurora Hospital, Mr. Rowe said, making the road up from Bloomington veer to the east to accommodate the grade requir-

ed for entrance to the hospital. "Try making a left turn in morning rush hour for a real thrill," said Mr. Rowe.

He said that, after the DOH had spent a total of \$109,880 the Region's engineering department had decided to expropriate Mr. Stewart's property to move the intersection further south.

If the hill in front of Ontario

into the record, so that "both Hospital had been lowered sufficiently, the Bloomington sides" of the case could be pre-Road would stay where it is with no expense to the Region,

widening. Vine said the destruction of two dwellings, "with . . . The Region of York has to go out and expropriate the resulting unsatisfactory entrances to all of the premises property and spend the York taxpayers' money, knowing full located on the north side of well the Department of High-Bloomington Road would justways owns the property on the ify the service road as conopposite corner, bought and

templated in this change." Mr. Rowe, however, pointed out that the alternate plan, as suggested by Mr. Stewart, would not affect the two houses in any way.

The first recorded vote was as follows: For - Dales, Mayor Robert Forhan, Newmarket; Councillors Jack Gilbert, Vaughan: Robert Pollock, Georgina; Ray Twinney, Newmarket; Mayors Tony Roman, Markham and Garnet Williams, Vaughan.

Mayor Roman is chairman of the engineering committee.

Absent for the vote were Mayors Lazenby, Evelyn Buck of Aurora, and Gladys Rolling, East Gwillimbury; and Councillor Harry Crisp, Markham.

Voting against the recommendation to accept the report of the engineering committee were: Mayors Margaret Britnell of King and Gordon Ratcliffe of Whitchurch-Stouffville; and Councillors Robert Adams, Markham, Lois Hancey, and Gordon Rowe, Richmond Hill.

The second recorded vote on the bylaw, as requested by Mayor Britnell, was the same, except for the addition of Mayor Lazenby's vote against In recommending the road approving the bylaw.

Collector Road Designated

Residents Want Westwood Lane Retained At 66 Foot Width

Westwood Lane is completely weeks." built up and existing roads "I'm in no hurry," stated are adequate to carry present | Councillor Andy Chateauv ert. traffic, the Northolt Property "I want a thorough study." Owners' Association, through Vice-President Arthur Lee, Mr. Rimon pointed out that asked Richmond Hill Coun- he had heard that a similar cil's Planning Committee De- request would be coming in cember 12 to retain West- about Avenue Road. "Su chi wood Lane at a width of 66 an application may be redu n. feet. In the Vaughan Official dant since we will be study-Plan, which is still in effect ing the whole area. in that area, Westwood has Arthur Everett, secretary been designated as a collec- of the Northolt group reportwidth of 86 feet.

in May of this year. HAZARDOUS

be widened to 86 feet from other citizens." wood. Many property owners would have to give up a strip of land from their lots and since their homes are less than 30 feet from the present roadway, this would create an undesirable situation. Mr. Lee also pointed out that more expense would be entailed if Westwood was continued through to Bathurst since a certain amount of bridgework would be necessary. "We don't want it extended," he stated. He also noted that part of it falls into the area designated green belt by the Ontario govern-

WEST SCOTT AGREES Stephen Zukotynski reported the West Scott Homeowners had, at a meeting held the previous evening, agreed unanimously to support the petition. He noted that similar situations exist on Denham Drive and Avenue Road, both of which are designated collector roads in the Vaughan Official Plan, "leading from nowhere to nowhere. They, too, should be brought back

to 66 feet.' A 28-year-old resident of the area, Allan Peck, told the meeting that Vaughan had purchased a widening easement from him 20 years ago. "With proper ditching and fully utilizing the existing width of 66 feet, I believe the town would have a better

FUTURE LAND USE Planning Director Hesse Rimon reported he had attended the West Scott Homeowners' meeting. He believes that the road pattern in the area bounded by Bathurst and Yonge, Hwy. 7 and Carrville Road should relate to future land use. "In this respect we already have some major changes-the Hillcrest Mall and the land use study now underway. There are several unknowns on the south, just where the parkway belt will go. It would probably be wise to analyze this request in reference to

Hodgson Announces

Scarboro Firm To Rebuild Hwy. 7

proposed developments in the

A contract for grading, drainage, granular base, hot mix paving and construction of four bridges on Highway 7 from the junction of Highway 11 easterly for five miles has been awarded to Dagmar Construction Limited of Scarboro, it was announced last week by William Hodgson, MLA, York North, government spokesman in York

Region. The amount of the contract is \$3,907,753. Work is slated to commence in early May, 1974, with completion scheuled for mid-September, 1975.

Since the area around | area so it may take some

SIMILAR REQUEST

tor road with an ultimate ed that the people between Yonge and Denham Drive The delegation last Wed- have not yet been apnesday night was backup up proached, "who probably a written request presented don't know what is going on . I do think a serious study should be made. We will be Since Carrville Road is to going out to canvass these

Yonge to Bathurst Streets, Chairman David Stephenthe people of the Westwood son assured the delegation Lane area are concerned that the planner will be about the hazard to children consulting with the works on their way to Charles How- commissioner and will do a itt School, which would be proper study and report back created by widening West- to the committee and to them.



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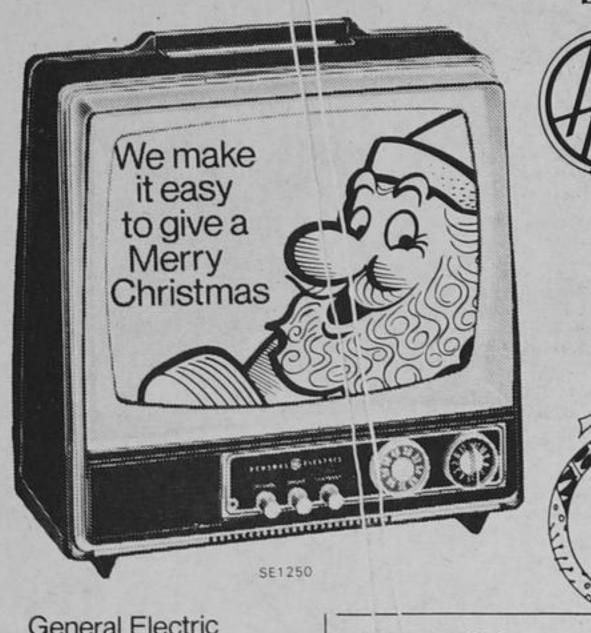


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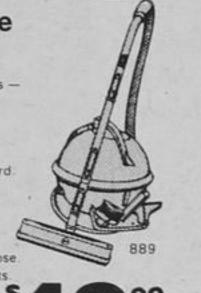
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