Roman Blames Municipal Divisiveness For Thornhill Highway Rip Plan ings recently held at Rich- would be partly within the | Street and Bayview Avenue Yonge Street be expected to | tion should include rail, as

tes, says the report.

tually destroy the existing

this plaza would seem high-

ly uncertain," says the re-

By HAL BLAINE

Things like the proposed provincial widening of Yonge Street to seven lanes through Old Thornhill Village are going to be pretty hard to stop unless a feeling of co-operation directs the councils of Metro and the surrounding regions of Durham, York and Peel. And the co-operation of the local towns, townships and boroughs is important too. So says Markham Town Mayor Anthony Roman, chairman of our

York Region engineering committee. Mayor Roman sees the attitude of the majority of York Region's municipal representatives as blocking any move toward achieving intermunicipal co-operation on such things as overall traffic solutions.

The region council's twice-repeated turn down ing better traffic solutions

Richmond Hill Towns, along sultation with the local munwith the region, have been icipalities and the province." advocating for many months the consideration of altern- week, but I don't think we atives to the widening of got the point across very Yonge Street from Steeles

Avenue to Highway 7. VAUGHAN OPPOSED affected by the Yonge Street | Mayor.

cillor Fraser were being turn may have to get in- Commissioner Hodgson questioned last week by this volved. newspaper on the fate of a between Metro and York.



TONY ROMAN Markham Mayor

Ministry.

Donald Deacon MLA, York Street. Centre, last week issued a press release stating numautomobile routes.

GUTS THORNHILL is one theoretically "gutting" and York Region councils. the Thornhill community. Seven lanes is a lot of pave-

Hill. "It is the responsibility of urst Street alternative. volved too.

Roman says Yonge Street has to be improved and with on a piecemeal basis.

power. We have to be in a Councillor Fraser.

and hammer out solutions. be a six-lane highway. If they don't, then it just won't get done. Then the province is going to do it and there could be very little local input (as is the prospect now for Yonge Street in Thornhill)," the mayor said.

TRANSIT STRUCK DOWN on two occasions in May), man asks. "You've got to build more automobile lanes.



JOHN RHODES Highways Minister

"Here's an opportunity for after construction is compeople at all levels to sit plete. of the regional transit down and try to plan, to concept amounts to a back- start to talk. The specifics ward step away from what can be worked out later. was an essential part of Perhaps our mistake (in the any move toward provid- engineering committee report on transit to York Regbetween York Region, ion Council) was that we Metro, Durham and Peel, came in with too specific a report from regional engin-Markham, Vaughan and eers without sufficient con-

"We tried again last strongly. The majority of The other town directly it," said the Markham to regional council.

cording to the Vaughan said the province should being studied. There's goplanning committee chair- consider widening Bathurst ing to have to be involveman, Councillor Dave Fraser, instead of Yonge Street . . . ment of other aspects. There if the town had its choice there are some pretty devas- have been meetings with the Yonge Street wouldn't be tating proposals being made provincial ministry. The rewidened and would be re- (in the Yonge Street widen- sult will be a determination constructed within its pres- ing) regarding certain prop- of the role Yonge Street is erties . . . Markham cert- going to have in the future, ainly will be making submis- he says. Mayor Roman and Coun- sions on it . . region in MAIN QUESTION

2 ALTERNATIVES

joint study of the province "We have suggested con- a local access road or a road and region started last year struction of Highway 404 to for through traffic. He to determine travel patterns four lanes should be immed- agrees the route is rather iate . . . this is an example congested now at Thornhill,

plans to widen it all the way through traffic.

before there is any final de- ticular thing. cision. Roman feels the "The study hasn't been re-Bathurst and Highway 404 fined down to say whether alternatives should be con- Yonge Street should be four

brought out by the still un- in phase two of the study. finished region - provincial We should get into that part Markham Town planning study is that only 11% of during the latter part of staff recently provided coun- the regular work force in 1974. We are planning for cil members with a report York Region goes to the To- the year 2000," said Hodgreflecting alarm and high ronto core and would want son. criticism of the Yonge Street to use the improved Highwidening proposed through way 11 along Yonge Street. Markham Town planning

TRANSIT BLOCKED

bers of residents are inquir- cil's engineering committee and has thus become a ing about the fate of the and staff) wanted to get public document on file at joint Metro - York Region started on Metro-Regional the planning office on Dentraffic study. Deacon also transit . . . with everybody ison Street. The staff recalls for larger solutions in- sitting down to decide what port includes drawings of volving rail and road transit, should be done," said Roman. every foot of Yonge north not just for more and wider But this possibility is now from Highland Park Boule-The Yonge Street widen- of Metro - Regional transit with comments on each secing proposal as it now stands proposals in both Durhan tion.

Vaughan Planning Chair- EXISTING CONDITIONS past Thornhill and Richmond York Region in asking for ing.

the provincial government "They (highways officials) signs, overhead wires and to hold hearings and get the have showed the widening lack of landscaping. Parking feeling of the people. We plan to us . . . said they were conditions, on the other in Markham have asked doing it. Vaughan council- hand, are somewhat varied. Transportation and Com- lors don't particularly think "Older strip commerical ing on each side.

SNOW PROBLEMS But the problem is that parking lane . . . we've al- available for parking at the everything is now being done ways had a problem with rear of the site. snow ploughing. There has "Poor accessibility has del-

position to work in a co- "Vaughan, Richmond Hill Yonge Street (in Markham) operative way . . . to plan for and Markham have all taken exists along the apartment a long term solution for traf- the position Yonge Street strip between Clark Avenue fic. People are going to have should be a local road. That and Elgin Street. None of to sit down around a table means it certainly shouldn't the present apartment buildings provided sufficient on

Fraser says the munic- site parking. ipal opinions sent to the province get what really ing on deaf ears.

design work (for Yonge wid- tinuous left turn lane, two "If you strike down trans- ening) was done. It's a northbound lanes, two southit (as the region council did question of provincial pol- bound lanes and a lane to icy. I don't know what the accommodate parallel park-

> OWN BATHURST you're going to move people. A total paving width of 81 The Department of Trans- feet will result. port does own Bathurst from "The anticipated impact is Steeles Avenue to Langstaff expected to affect a fairly Road. It's not generally wide range of existing condiknown but that stretch was tions and uses Newly creassumed by the province ated problems include: a rewhen the Highway 7 bypass duction of existing front was built around Thornhill yard parking facilities in

Vaughan there aren't many and fumes, as well as some direct problems for property a w k w a r d and undesirable owners in the Yonge widen- traffic movements," says the

"If we had a choice we would like Yonge Street reconstructed within the same confines as now. But the real effect of what they (the highways department) have said is that they're going to build it the way they want it," said Fraser.

York Region Engineering Commissioner Robert Hodgson says the provincial-regional traffic survey is fairly the people on region coun- well finalized. But there toric sites. cil were still dead against hasn't been any report on it

The traffic statistics are "The region a year ago only part of the information two public information hear- the Gallanough family esta- the flow of traffic.

> says the question for Yonge Street is whether it will be

of an alternative to widen- Richmond Hill and Aurora. ing Yonge. Part of the But from the engineering problem lies south of Steeles standpoint, Hodgson sees the (the region-Metro boundary) present proposed design for . especially south of Finch, Yonge Street through Thorn-Yonge Street has been wid- hill as being more a design ened and there are highways for local access than for

to Richmond Hill," said Asked if the region-pro-Markham Mayor Roman. vincial study going on now He says Markham repre- indicates a Yonge Street sentatives are anxious to widened to six lanes will be meet with Highways Minis- needed in the long run, ter John Rhodes to discuss Hodgson says the study so the Yonge Street widening far doesn't identify that par-

lanes or six. That will be An interesting point part of what is worked out

Thornhill by the Transpor- The rest would probably staff have done a detailed tation and Communications favor other routes to the study of the effects of the east and west of Yonge proposed provincial highways widening. The staff report was tabled at a recent "We (York Region Coun- Markham planning meeting closed off at least for the vard, showing existing and time being, by the rejection proposed future conditions,

> The report, in part, is as follows:

ment and a pretty wide road, man Fraser says his town As it presently exists says Mayor Roman, noting council so far has taken no Yonge Street is a 90-foot there are two available al- formal position on the latest right-of-way and carries two ternatives. These are Bath- provincial proposal for lanes of traffic in each diurst Street and Highway 404, Yonge Street, although they rection. Two of the most both of which travel almost previously joined with Rich- striking present conditions entirely through open fields mond Hill, Markham and are visual aspects and park-

consideration of the Bath- The key elements contributing to the present state are

munications Minister John highly of the parking lanes. areas (between Highland Rhodes for a hearing," says The plan is actually for six Park Boulevard and Wood-Mayor Roman. He says it lanes (with a centre turning ward Avenue, also north of may come to the point where lane) with one of the six Colborne Street) would seem the region should get in- lanes painted out for park- to be somewhat deficient in their provision of parking spaces along the Yonge "We would rather have the Street frontage. All such the proper amount of lanes, curb moved out over this commercial strips have areas

"Our region council does- never been a wide enough egated such areas to a very n't seem to want to go along boulevard to hold the minor significance in terms with the necessary things ploughed snow and still of accommodating customer . . . in fear of the loss of keep clear a sidewalk," said parking. The most striking parking problem along

> PROPOSED WIDENING "As proposed, the widenamounts to the wastebasket | ing of Yonge Street will in-

treatment. They are fall- crease the width of the right-of-way (from 90 feet) "They were aware of that to 120 feet. Within this right-(the local wishes) before the of-way there will be a conwhat else can you do?" Ro- region has done, if anything. ing on each side of the highway. The two parking "Surely Bathurst Street lanes could eventually be People have to be moved." makes a better highway if converted into traffic lanes.

> and up Bathurst," said the certain areas, the demolition of certain buildings, an in-Fraser says that in crease in the volume of noise

> ing design. There are almost | Markham Town staff report. no properties affected on the The widening between west side of Yonge through Highland and Woodward will Old Thornhill Village. Most reduce existing parking by of the properties hit are in half. The front wall of the Markham on the east side. plaza will be 25 feet from There will be some taking the edge of the new paveof property and leasing back ment and only 10 feet from

Doncaster Avenue, Clark ing would only involve demo- way. 15 feet and 12 feet respectithis wasn't of those three jacent plaza would be little proposed will cause serious adequately?" asks Markham aren't posted, poor connectively from the right-of-way. town staff considers would affected, but demolition of problems for a number of Town planning staff.

feet and 85 feet.

from the right-of-way. North lose 15 parking spaces. On FAVOR IMPROVEMENT dwellings, since their front and almost all of it is within sons: the new pavement. Both will be inevitable for this way will be improved,



York Engineer

Service station pump is- mond Hill and Thornhill. A pavement and probably en- could adequately handle the perform. Can it serve as well as bus and subway, and lands at Grandview Avenue, reporter was told the widen- tirely within the right-of- traffic if Yonge Street both a land use street and a ensure all modes are co-ordi-

CROWDS APARTMENTS have to be demolished bet- the single family dwelling properties. "Although lost "It would seem that regio- bus and rail routes — these Apartment buildings ween Elgin and John Streets. north of the funeral home is parking in part will be re- nal transportation strategies all discourage co-ordination should be set back 90 feet MANY DEMOLITIONS considered a likely possibili- placed by on-treet parking, should seriously consider the of existing rail services. They

and Housing Corporation dwellings and commercial almost certain for two homes parking lanes are lost, there such as Bayview and Bath- fied. standards. But along Yonge, buildings will have to be desouth of Royal Orchard won't be any legitimate parkbetween Clark and Elgin, the molished for the Yonge Street Boulevard, the new right-of- ing for many businesses," to correspond functionally Minister Rhodes will direct setbacks will be between 45 widening. Three of these way coming within five feet says staff. buildings have historic signi- of the front wall of one and "The other concern is that through highway. It is diffices to answer existing needs At Elgin Street, gas pumps ficance. Demolition of se- right along the front wall of the province may turn Yonge cult at the present time to such as these, instead of will be only five feet from veral other buildings is con- the other. The shoe store and Street over to the region, determine if this particular buildings the experimental the righ of-way. An unfinish- sidered a likely possibility. plaza north of Royal Orchard which will need to make the alternative might be imple- train project at the CNE now ed apartment building next The plaza between John would lose eight and eight decision on converting the manted as a long range re- to cost \$30,000,000," said door will be only 56 feet and Colborne Streets will parking spaces respectively, parking lane to traffic lanes, gional strategy,

demolition will be unavoid- the paint and wallpaper sees merit in a Yonge Street left turning movements out able for a commercial build- store is substantially within improvement, without widen- of businesses very hazardous. out that Yonge Street at the widening, indications are ing and two single family the proposed new pavement ing, for the following rea- It will be necessary to cross present time is seriously conthat construction is imminent walls will be right up against the right-of-way. Demolition • The quality of the road- fic, plus a median lane which and Aurora. Richmond Hill

being in the Goulding histo- proved. These demolitions are at ric sites survey. But there is Left turning movements variance with indications of evidence this building dates will be more safely accom-

> Further north of Colborne sidewalk and landscaping Town anticipates an additio- restricted at given points," the new pavement will vir- features will be improved.

facilities for parking and the The town staff sees no Highway 7. expanded right-of way would problem with the province's only be a foot or two away proposed re-alignment of from the front wall. "Acces- Elgin Street and Arnold sibility to a parking area at Avenue to a single intersecthe rear of the property is tion, finding the worries very poor and the future of about this to be unfounded. HARMFUL WIDENING

But town staff opposes the widening of Yonge to seven The antique store at lanes, favoring instead im-Yonge and Centre Streets provements providing for would be partly within the four through lanes and a new pavement and would centre left turning lane. have to be demolished. Staff also feels York Region certain for the insurance determine if alternative "In light of such develop- needs of the private automo- designated as a left turn office to the north which routes such as Bathurst ment, what function can bile. Aand public transporta- lane.

weren't widened.

it can only be assumed that development of similar alter- are problems which could cording to Central Mortgage planning staff expects nine Demolition is considered this is temporary. Once the nate arterials along streets and should be quickly recti-

"The total pavement width

of Elgin the town staff feels the north side of Colborne The Markham Town staff (81 feet) is such as to make three lanes of one-way traf stricted in Richmond Hill not only through Thornhill will have unpredictable by far is the most critical Vaughan-Markham Roads inthese homes are listend in building, says the staff re- Sight distances through movements, in order to get (area) but it (Yonge through

fic," says staff. FUTURE PROSPECTS

provincial representatives at back to 1843 and was part of modated without impeding velopment along Yonge velop a network which Street will be considerable doesn't result in the most • The general roadway, by the year 2000. Vaughan heavily travelled road being fied spokesman for the Minal 50,000 people between concludes the Markham Yonge, Dufferin, Steeles and Town planning staff report Ontario government may

"Richmond Hill expects an addition of 80,000 people in an area bounded by Highway 7, Elgin Mills Road, Bathurst Street and ed Thornhill. The grand growth represents a population increase of 160,000 to 165,000 by the year

RICHMOND HILL CRITICAL

the Goulding survey as his- port, with the building not grade changes will be im- into the desired flow of traf- Richmond Hill) could never width. It would appear to be "It is anticipated that de- much more desirable to dethrough Thornhill,

cial-regional study of Metro- jor Mackenzie Drive). satisfy traffic needs.

The Post Office and ad- Staff says the widening as both functions be fulfilled at stops because schedules

In spite of all this local "It should also be pointed worry about the Yonge Street but all the way up to the tersection in central Richmond Hill.

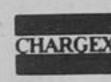
MINISTRY STATEMENT

Several days ago an interview granted a Metro newspaper by an unidenti-Communications said the on Yonge Street widening widen five miles of Yonge Street from Steeles Avenue northward through Thornhill, Local MLA Deacon of Langstaff and Richvale, Unionville says the provin- right to Vaughan Road (Ma-

Bayview Avenue. In Mark- regional traffic patterns will Instead of describing the ham an estimated increase be of great value if it isn't new widened Yonge Street as of 45,000 to 50,000 is ex- used to determine the need being proposed for seven pected for a fully develop- for wider and bigger road lanes, the highways spokessystems, but rather to find man talked of five lanes. He total of this acticipated the most efficient way to said the provincial Highway 11 (Yonge Street) would be TRANSIT ALTERNATIVES widened from four 10-foot "This has to include public lanes to four or five 12-foot transportation as well as the lanes, one of the lanes to be



customer demands. In the event that the supply of one or more items becomes exhausted, your dealer will require five days to obtain the items, at no extra charge, from their warehouse. If any items are unavailable, your dealer reserves the right to substitute items of equal or better quality at the same price.





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