



Scout spirit

Jason Matthew, 10, Zelda Crescent, Richmond Hill, was really throwing his weight behind the Trees for Canada project. Robbie Richie, 9, gets ready to put the tree

in the ground. Scouts and cubs from all over York Summit District planted seedlings at the Nashville Conservation Area Saturday.

(Goss photo)

Regional plan goads Goodwin

Vaughan Councillor Terry Goodwin picked apart the regional urban development strategy Monday in a tough public onslaught on the cornerstone document for the regional official plan.

Six months after the strategy was first made public, its planners have got the region's permission to explain it to local councils.

Consultant Murray Pound viewed the strategy before the Vaughan council Monday, to provide for 482,000 people and 8,400 acres of industrial land through the York Central servicing scheme over the next 30 or so years.

He noted most of Vaughan's labor force lives in Metropolitan Toronto and suggested it might be possible to provide more opportunities for employment in York for people living here, but it wasn't easy to compete with Toronto for office employment.

Goodwin suggested it was ivory tower planning to think there was any chance to change the process.

"Don't repeat what happened in Bramalea. They built the factories first hoping that people would live there. When they built the houses, 80 per cent of the people who moved in worked somewhere else," he said.

Goodwin was also critical of the industrial figures which would give Vaughan between 4,200 and 4,500 acres. He felt there should be an oversupply of industrial land to bring down the price.

"A transportation company pays \$60,000 an acre for land in Vaughan. That means a case of soup costs 50 cents more when it gets to northwestern Ontario."

Pound said there was only so much industry available.

The planners looked at Vaughan's proposal for 10,000 acres of industrial

land. They concluded the transportation services needed for it were more than the region could afford.

The same thing was true of the option for high density development in the Yonge Street corridor.

Transportation routes would be so overloaded that a medium capacity transit system would be needed and the region could not afford one, he said.

The strategy proposes urban separators between Thornhill, Richmond Hill, Aurora and Newmarket. Land in the separators should not be sterilized, said Pound, but the use should not be intensive.

Goodwin wondered if factories could be used as separators between residential communities.

"I don't mean factories backing on houses."

He said the amount of time it takes to get plans done like the regional official plan, upsets the law of supply and demand.

"There is not one in 1,000 of us living in Vaughan for 10 years who could afford to buy our living quarters today," he said. "It is damnable."

Regional Administrator Jack Rettie noted the servicing scheme was already under construction. If there is no input from the region, the province will make the decision for us on where the growth will go.

Input from local municipalities is needed so the size of connections in each part of the system will be decided.

Otherwise, it won't be up to the planners to determine where growth will go. It will be up to the engineers, Rettie said.

As part of the reason for the plan taking so long, he noted the region had nine local municipalities to talk to "who would never agree."

Aurora not pleased

Aurora council has little good to say about the Recommended Strategy for Urban Development for South Central York, issued last year by the region.

Comments circulated last week to area municipalities included:

"There was concern about the remoteness and increasing size of regional government. As regional government size increases, the number of staff that it employs and the remoteness of the regional government from the individual citizen in a local area municipality both increase. This remoteness from individual citizens must not be allowed to continue. It was felt that increases in staff size in certain areas; water and sewage works, tend to lead to greater inefficiency in the system."

"It is recommended the town of Aurora oppose the imposition of regional taxation. It is also recommended each area municipality be allowed to develop its own industrial — commercial and residential areas as it sees fit, keeping in mind, the basic tenet at the start of this report that green belts around the municipalities should develop so that each remains an identifiable entity."

Furthermore, the members who discussed this report felt it should be rejected totally, as it is obviously a report designed for very light scrutiny as opposed to in-depth study, for when one takes time to study this report in depth, it is so full of holes and contradictions that it is ludicrous and a waste of the taxpayer's money."

The 'Recommended Strategy' (technical paper 8) represents the views of the Official technical committee, and purports to identify the preferred location and phasing of residential, industrial and commercial development in the region through to the end of the century.

It was intended to be the basis for the drafting of the policy statements dealing with the urban areas in the regional Official Plan document.

Scouts prepared-almost

There was a traffic jam at the intersection of Kirby Road and Cold Creek Road, several miles west of Kleinburg, around 9 a.m. Saturday morning.

About 20 cars loaded with beavers, cubs and scouts from York Summit District, were converging on the area from the

north, south, east and west in a vain attempt to locate the Nashville Reservation area where "Trees for Canada" was taking place.

By process of elimination it was decided to turn in one direction and finally the convoy of cars found its destination. The map

showing the way to the event had led them astray. What happened to that old Boy Scout slogan BE PREPARED?

That was the only hitch in the Trees for Canada program, preparation for which actually had to start a year ago.

It takes that long to order the 25,000 trees

needed for the overall project, says Peter Ritchie of Thornhill, Trees for Canada chairman.

Boys have been collecting pledges per tree planted over the last few weeks.

Snow stands firm on overpass issue

James Snow, minister of transportation and communication, refused to back down last week from his position on the Highway 7 and Islington Avenue interchange.

The minister visited the intersection during a snowstorm last February but refused to consider an overpass.

He said it would cost \$10 million, and might also force the demolition of the Woodbridge Arena to make room for it.

The money might better be spent on a section of Highway 407 to bypass Woodbridge, he said.

At the York North minicabinet meeting in Newmarket Wednesday, Snow was confronted by Bill Whitney, the Woodbridge resident leading the fight for the interchange, and former councillor Jack Gilbert.

In the most recent fatal accident at the intersection last year, a car was flattened by a cement truck.

"How many more lives will be lost before something is done?" asked Gilbert.

Snow said later people were killed at some of the safest intersections in the province.

He reiterated that what Whitney and Gilbert were asking for was not the answer. He denied the section of Highway 407 from Highway 27 to Highway 400 was 10 years away.

He said he was trying to get the money in the

budget to start the preliminary design this year.

His department is also working with the region to have other regional roads improved to take some pressure off the intersection, he said.

Metropolitan Toronto is building a Steeles Avenue connection across the Humber River, which he felt would also be a help.

Gilbert said Vaughan council proposed four years ago that Highway 407 go north of Woodbridge. That would relieve the traffic at the intersection better than the more southerly route.

Snow said he would have the plan dusted off and take a look at it.

Hodgson runs again

York North member, William Hodgson, doesn't expect any opposition at the Progressive-Conservative nominating meeting for that riding, Monday, May 9 at Aurora Highlands Golf and Country Club.

Hodgson won his fourth term in 1975, beating out Liberal candidate and King Township Mayor, Margaret Britnell, and Bob Lewis of the NDP.

So far, no other PC candidates have declared for York North.

Both the Liberals and the NDP have already nominated their candidates for the June 9 election.

Nominated last year by the York North NDP was Newmarket high school teacher, Ian Scott.

Another Newmarket man, Jim Wilson, a salesman, received the Liberal nomination last month.

Guest speaker at the PC nomination meeting will be Larry Grossman, MPP for St. Andrews-St. Patrick in Toronto.

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