



Anna Hunter of Avenue Road, Richmond Hill, participated in community's Discovery Days by painting. Here, Otto Grebe, Stockdale Crescent, Richmond Hill, is the model. Part of Art in the Park, Anna and other artists were forced to move from the Mill Pond to Richvale Community Centre because of the weather.

Posed

West Woodbridge residents oppose Milani townhouses

Nearly 100 angry West Woodbridge residents crowded into the Vaughan council chamber last week to protest the Cam Milani proposal for townhouses near the CPR tracks.

After an hour of argument, with Councillors Jim Cameron, Terry Goodwin, Dario di Giannantonio and Lorna Jackson joining in the fray, the Milani ap-

plication was refused. "I think everything has been said that needs to be said," Councillor Dave Fraser said, and concluded the discussion and received the last burst of applause for the evening.

Cam Milani himself took the podium to say that the four-acre parcel of land had been in the planning stages for four years.

He said 25 per cent of

the land in West Woodbridge had been given for park purposes. "I consider myself a friend of West Woodbridge."

"Not on this," a resident interrupted. Milani said he thought he had been doing what the people would want.

"The land is zoned industrial, would you like industrial?"

Another resident suggested he could construct the Milani building.

The town staff took a dim view of the Milani West Woodbridge Investments Ltd. plan.

"This is exactly the type of plan the engineering department abhors — no contours, few dimensions, no elevations," wrote town engineer Dick Kraft.

Under roads, he said it would be extremely difficult to have a normal town snowplow or a large moving van turn around anywhere in the town.

He also said that "I believe that the owners of lots 20 to 50 would have a difficult time opening the front doors of their residences after a heavy snowfall. There is a measured distance of four feet from the edge of the curb to (the) front wall of the residences.

The fire chief was concerned about the access for fire trucks.

The ministry of environment was concerned

about train noise from shunting operations on the CP Rail siding. Kraft noted that the developer had hired noise consultants who said that outdoors, "the noise peaks will be highly intrusive."

Inside, the consultant said "with careful architectural control, including tightly fitted double glazing on the east side, interior noise peaks could be held to levels which would cause only occasional interference with speech, telephone, radio, etc."

Planning director John Dewar had recommended approval in principle for the plan provided the concerns of the staff were met and the developer acquire CP rail land "for a considerable berming and evergreen planting," and that the developer give up all claim to adjoining valley lands.

Dewar said there was a proviso in an existing subdivision agreement which permits the developer to receive back from the town a considerable piece of valley land if he can get a fill permit.

The planning director felt that the fill berm would be available and that Milani would insist on using the proviso if the town insists on an industrial use for his property beside the tracks.

Flying cyclist hurts pedestrian

A pedestrian was injured by a flying motorcycle passenger in a weird accident on Kennedy Road in Milliken last week.

Taken to Scarborough Centennial Hospital with severe injuries, was Donna Artymko, 19, of Milliken, who police said was knocked down by Douglas Patterson, 16, of Uxbridge, while walking down the street.

According to police, a passenger on the back of motorcycle, driven by Donald Rodych, 17, of Kennedy Rd., was sent flying after the vehicle was in collision with a car driven by Robert MacDougal, 77, of Willowdale.

Police said that MacDougal was backing out of a driveway on Kennedy at the time.

All four were taken to Scarborough Hospital for treatment of injuries.

CARS plans sports sale

The Canadian Arthritis and Rheumatism Society will hold its annual second hand sports sale October 1.

The event will take place at St. Stephen's Anglican Church on Keele Street in Maple, from 1 p.m. to 3 p.m.

People with items to sell should have them at the church between 10 a.m. and noon, and items not sold should be picked up between 3 and 4 p.m.

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Gormley interchange approved

York Regional Council last week gave quick approval to a recommendation of its engineering committee, calling for acceptance of its preliminary design report to re-align Gormley Sideroad in the Village of Gormley on the route most favored by the residents.

The road, also known as Regional Road 14, is to be re-located to the north of the village for the purpose

of constructing a grade separation at the CNR tracks in Gormley, plus an interchange at its proposed re-alignment crossing and Highway 404.

The latter is to run from Toronto at the Don Valley Parkway to Newmarket. Gormley Sideroad is an east-west road providing regular service between Highways 11 (Yonge st.) and 48. According to the preliminary design, there are approximately 30 private entrances onto the road.

Highway 404 is planned as a six-lane highway from the end of the Parkway (Don Mills or Woodbine Rd.) to Highway 7 and then four lanes from there to Newmarket.

Gormley Sideroad forms the boundary between Richmond Hill and Whitchurch-Stouffville.

The proposed plan has been before the Gormley community since June. It offered five different routes for the re-alignment, finally reducing it to two, listing them under the headings of G2 and G2A.

The engineering committee received letters, mostly favoring G2 as the "more appropriate choice," and two petitions.

One contained 37 signatures in favor of the G2 proposal, while the other, signed by 116 people, some of whom also signed the other one, stated they were "not in favor of the preferred route."

G2A was preferred by the engineering committee, which said it

would cost \$100,000 less than the G2 plan. The residents, however, favored the latter, and the committee subsequently included it in its recommendation.

The committee initially said that the G2 plan would subject two houses on Leslie St. to "comparatively high noise levels".

Also, future reconstruction of Leslie St., would result in long, steep driveways to the two properties.

In opposing the plan, however, residents of the area said it would mean the removal of the same two houses.

The G2 plan would require removal of two farm buildings and stables.

The residents also

asked that the existing railway crossing be left open, the main argument being that, if closed, it would divide the community into two parts.

They also questioned the need for an interchange.

Taking up their protest in council, was Richmond Hill Mayor Dave Schiller, who said he "wasn't convinced of the need for an interchange there now other than the fact that it has been planned there for several years and they have acquired land for it."

Schiller said he would have to vote against the committee's recommendation.

The plan will have an interchange, but the present railway crossing will be left open.

Woman says road would take 66' off her property

York Regional Council's approval of the G2 plan for the Gormley sideroad interchange, favored by the residents of Gormley, over the G2A plan, initially favored by the regional engineering committee, wasn't completely altruistic, according to some residents of the village.

The plan is to re-locate Gormley Sideroad north of the village, with an eventual interchange for the proposed 404 highway, which is to continue on through the town to Newmarket from the

edge of the Don Valley Parkway.

Letters and petitions presented to council from the villagers implied that the G2 plan would be the lesser of two evils, as no houses would be affected, whereas two would have to be removed under the G2A plan.

Not so, according to Walter Brillinger, a farmer in the area. According to Brillinger he stands to lose his house and a barn, while his father, down the road, will lose six acres of his land.

Brillinger said the ministry of transport and communications wants 50 acres of his own land, although the surveyed part requires only 14.

Mr. and Mrs. S.J. Samain, R.R. 1, Gormley, said that the plan calls for a small connecting road through their property.

Mrs. Samain told The Liberal that the road would cut 66 feet — or half — off the front of their property.

"They don't need the road if they leave the track (existing railway track) open," she said.

She said that Richmond Hill Mayor Dave Schiller had told her after the meeting that her only recourse now was to ask for an inquiry under the expropriations act, as to why the lands had to be taken.

Another resident, Anne Gold of R.R. 1, Gormley, said that she stood to lose 50 per cent of her lot.

There was also a horse farm in the area that would be affected, she said.

Mrs. Gold said that she was presenting her case to Ontario ombudsman, Arthur Maloney.

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