Brougham hamlet study attracts interest

Brougham - The future of the second largest hamlet in the Township of Pickering - Brougham was discussed by the planning board before an interested gathering of community residents.

This was the first in a series of Pickering hamlet studies, the next to consider future planning for Green River, Locust Hill and Whitevale.

Residents appeared to agree with the board's design for Brougham's future: commercial zoning where it presently is, on Highway 7, but not extensively increased because of entrance and exit on the highway; residential zoning in suitable places such as on the old Brock Road and directly east and

in the area of the school. Where the old Brock Road turns to meet the new road, it has been suggested that a county-owned parcel be developed as an attractive parkette, and in the same vicinity, at the end of a strip of housing, on a triangular piece that

An industrial area is destined for the east side of the Brock Road, south of Brougham, where there is already one commercial use; and another industrial area north-west of Brougham.

All this in the forseeable future-yet "forseeable" could not be defined as to date.

Since there were no objections to the new plan of the hamlet, and if there are none forthcoming, it will be included in the Official Plan, revision of which is hoped to be completed this year.

It was a well-organized meeting with Ward I councillor Victor Rudik, a professional planner, as chairman, councillor Donald Beer, Planning Director John Faulkner, and all members of the board on hand had to answer the many questions, not only about the future of Brougham, but the future of Pickering Township. AIRPORT

Of vital concern to the

Plans were to be seen, said the questioners, at the Un-

iversity of Toronto. No notification of such a project has been received by Planning Board or Council and the chairman

said that until something official had been received, they were just rumors. He did, however, observe that if such an airport was required by the Federal, Go-

vernment that nothing

could be done to stop it, although there would no doubt be public hearings to air the landowners' op-

Mrs. Stewart McGuckin asked about a published

report on satellite citieswhat bearing they had, and she was advised that this was a report designed

for the era 2,000. · Pickering Township's policy of restricting build-



ing permits would permit growth in the rural areas only in hamlets, or clusters, with a process of infilling at perhaps two or three houses a year until the industrial - residential ratio improved. No subdivisions will be permitted at

present. Jas. Surphlis said that Brougham had an opportunity of getting a bank in the neighborhood, but because of council's restrictive policy the project was cancelled for the time being. He suggested that this restriction had a stranglehold on future development.

Chairman Rudik said the Ontario Municipal Board had ordered these temporary restrictive measures, and when hoped for industry came to the township, they would no

longer be enforced. Industry was something some in the rural area, and in the hamlet, said they didn't want. They had come from the city to enjoy peace and quiet. "As far as Brougham is



Where Should You Go For Your Best Buy?

If you are thinking of buying a new or used car, the best common sense counsel you can follow is to buy it locally from a reputable dealer. Despite the simple economic logic of this advice though, many well-intentioned and otherwise sensible buyers will drive fifty miles and more to "save"

fifty dollars. Exceptions to this rule make sense when a motorist knows an out-of-town dealer in whom he has complete confidence. Or when he has real reason to complain of service in his own locality. A small price difference by itself, however, is seldom a wise justification for purchasing a car outside of your own town or city.

An out-of-town buyer should expect to trade for less because the dollar difference must frequently be expended in other ways: Paying for service that would normally be free at your selling dealers, travelling costs and loss of time in warranty adjustments.

It is standard practice among many dealers to trade off questionable used cars to out-of-town buyers so as to protect their local reputation. These cars are sometimes priced below market averages but they are not bargains.

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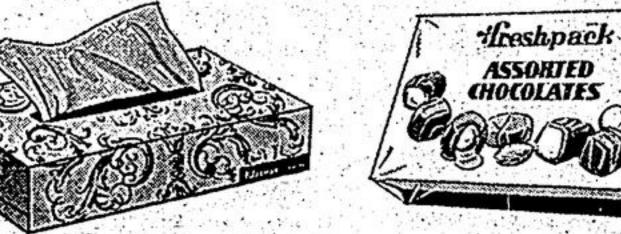
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