

District Tribune

Whitevale-Green River-Locust Hill

Discuss hamlets' future

BROUGHAM — There were fewer people present at the township hall to consider the future of three hamlets, Green River, Whitevale and Locust Hill. The audience numbered about 65.

Hamlet of Whitevale, on Pickering's 5th Concession, like other hamlets studied, will have lineal development discouraged, and be developed more in depth. Its plan covers the existing residential and commercial development, a little infilling, a greenbelt zone around Duffin's Creek, and a Pit and Quarry zone where a gravel pit is now located.

Provision is made for more residential with a concentration of commercial on the two proposed main roads, a shopping centre, institutional uses like hospital and school, plus some industrial area. Emphasis is placed on a concentrated community, with shops and other local commercial within walking distance. Single family residences on smaller lots are planned for the centre, with larger lots near the golf course and overlooking the creek.

Planning technician Marilyn Paterson told of the Conservation Authority long-range plan to dam the creek south of Whitevale which will flood much of the greenbelt area.

Some provision has

been made for multiple development on a sidewalk which will join Highway 7 and the Altona Road.

Whitevale residents were concerned about an "ugly rumor" that the gravel pit was to be sold and Metro Toronto had its eye on it for garbage disposal.

Councillor Vic Rudik, a member of the planning board, said that this site was not one of three that Toronto was interested in, one of the reasons possibly being the proposed Conservation reservoir, or lake, and that it would be too expensive to counteract the pollution which would result.

In answer to queries what use the gravel pit would have if sold, Mr. Faulkner said that this was an existing use, and if it changed ownership it would not change status. If a change was requested, planning board would come into the picture, and have control over its future use.

This big question in a good many cases was "when?" Reply for the Conservation flooding program, for instance, would not begin until after five years, and how much after is not known. Services would not come to Whitevale for a while yet, either. To the Ontario Water Resources Commission services would not be acceptable until the popu-

lation reached 1,000. Development to 2,000 persons would rate water, and over 2,000 water and sewers. None of the hamlets have 1,000 people.

Green River-Locust Hill Another "when" was asked about the proposed re-alignment of Highway 7. The answer: in 1970 or 1971.

Planning Director Faulkner said that when the original studies were prepared for Whitevale and Green River, it seemed natural to ignore a dirt track to the west called the town line, separating that "foreign country" Markham, in which Locust Hill is situated.

"It became obvious," he said, "if other development was going to be permitted, eventually Green River and Locust Hill would amalgamate, or come close to it."

He said that Markham Township planners had the same impression and had the feeling that Green River, south and west, and Locust Hill would one day meld into one development. Locust Hill has the rail facilities necessary for a larger community.

Highway 7 was proposed to be re-aligned, he said, south of these hamlets, starting at a point east of Locust Hill, to eliminate the large jog in the road.

According to Mr. Faulkner there is a very serious



The main street through the hamlet of Whitevale is the fifth concession of Pickering Township. The future planning of the community was discussed at a public meeting, April 3. —Staff Photo

scattering of lineal development — at one extreme end a school surrounded by an agricultural use, and a concentration of commercial development. Housing in a strip along each side of the highway would not allow for a community, he said. Present zoning for hamlets allows a number of land uses without direction as to the adjacent land use, hence a factory can be placed along side a house, which makes the hamlet study imperative now.

Growth will be limited from the town line on the west and the creek on the east.

The differences between Green River and Whitevale, the planning director said, was going to require a major operation by the planning board to meld the two together.

A small parcel owned by the Department of Highways is to be retained as a future parkette.

A group of high school students were present, assuming this study as their project, and one, Stephen Dunn, asked what was the sense in building a new bridge at Green River when the highway was to be re-aligned.

Chairman Hubert Wank observed that the bridge was a replacement for an old bridge in bad repair, and that it was being built to arterial, not provincial road standards.

Another claimed that children in Green River had too far to walk to school. It was admitted by the Board that the school was not in the best location, but would eventually accommodate students from a larger area and be-

come central. And one resident said she liked Green River just the way it was, and thought the strip developed fine.

Chairman Wank summed up the meeting by stating that the board could never come up with a plan that would suit all individual requirements, but he hoped these plans would be of benefit to the community as a whole.

"While there appear to be some objections," he said, "They are not violent ones."

Finalization of the hamlet studies will take place at a meeting of the planning board next month. In the meantime the views of hamlet residents, suggestions and objections, will be of interest to the board.

The next hamlet study meeting will consider the future of Greenwood, in the Township Hall at Brougham April 17.

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Durdan, Niagara Falls, Mrs. Howard Stiver, Unionville and Miss Margaret Ketchen, Toronto, attended the Memorial Stone-

laying ceremony at Burn's Church, Sunday.

Mr. and Mrs. Donald Purdy, Toronto, visited relatives here on Sunday.

Annual Meeting

North Pickering Ratepayers Assn.

TOWNSHIP HALL

Brougham April 19 8:15 p.m.

A First Look at Regional Government.
The First round in the New Land Assessment Battle.
An interesting and informative evening for all taxpayers.

Hugh Miller, Pres. W. H. Fridmore, Sec-Treas.

Visit television studio

By VERA LEACH
ASHBURN — Mr. and Mrs. Edgar Heron entertained their Sunday School class by taking them on a tour of the CFTO Channel 9 television studio, later returning to their home for refreshments.

Mrs. M. Sparks who spent the past four months with her daughter and family in Guelph has returned to the Miller home.

Mrs. Ruby Rogers of Brooklin visited with Mr. and Mrs. Nelson Ashton.

Mr. and Mrs. Frank Lynde attended the Dedication Service for Mr. and Mrs. Maurice Bradley in Hampton United Church March 31 who will be leaving for Nigeria April 14.

Mrs. James Langstaff, Richmond Hill, Mrs. Fred

Buttonville girl thrown from horse

By JEAN LEAF

BUTTONVILLE — Two Buttonville girls, Mari-Lyn Snider and Dorothy Craigie, escaped serious injury Sunday when horses they were riding were frightened by boys on a motor-driven bicycle. Mari-Lyn was thrown to the ground and was rushed by Vance ambulance to Scarborough General Hospital. She was later released following treatment and a period of observation. The incident occurred on conc. 5, Markham, north of Highway No. 7. Constable Glynn Forrester was summoned to the scene.

Special Easter services have been planned for Brown's Corners United Church this weekend. The Good Friday service will be held at 10.30 a.m., and the Easter Sunday service at 11 a.m. Rev. Christopher Dugan will conduct both services and there will be music by the junior and senior choirs.

Dr. and Mrs. A. F. Binnington entertained Brown's Corners U.C.W. members at their apartment home, 35 Thorncliffe Park Drive. Twenty-seven women were present and later visited the Chapel In The Park, an undenominational church where Rev. John Sullivan is the minister. Dr. Binnington conducted the worship service; Mrs. Aubrey Stephenson sang two Easter solos accompanied by Mrs. S. J. English on the organ.

Convenors for the meeting were Mrs. Binnington, Mrs. Gordon Spring, Miss Rhea Scott, and Miss Mary Rodick.

There is a rare treat in store for Buttonville neighbors on the evening of Monday, April 21, when a group from St. Mathew's United Church, Richmond Hill will present "FOR HE HAD GREAT POSSESSIONS."

The Hooper families travelled to New Jersey to attend the wedding of Mrs. Charles Hooper's niece, Debbie Clausman, granddaughter of Mr. and Mrs. Ellis Pratt.

Friends were sorry to learn of the death of Miss Nettie Bruce, who died at the Green Gables Nursing Home at Bloomington. Miss Bruce was a sister of the late Alex Bruce whose property became Bruce's Mill Conservation Area.

Mr. and Mrs. John Donaldson and Mr. and Mrs. Ernie Walton are back home from their winter in Florida.

Mrs. George Kelly was one happy delegate at the Liberal Convention in Ottawa. The man she support-

ed in the Leadership race, Pierre Elliott Trudeau, is Canada's next Prime Minister. Mrs. Kelly travelled to Ottawa Wednesday, April 3, accompanied by her sister-in-law, Mrs. Gordon Risebrough of Willowdale, Mrs. Ray Norton and Mrs. Leslie Wilson of Stouffville and Mrs. Fred Leaf, Buttonville. Mrs. Norton, the women's delegate for York Simcoe Riding was also a Trudeau supporter.

Mrs. Kelly and her party were guests at the Beacon Arms Hotel in the heart of Ottawa. Others in the same hotel were Donald Deacon, the member of the Ontario Provincial Parliament for York Centre, also a Trudeau supporter; and Lorne Smith, past president of the Markham Township Liberal Association.

Couples' Club Bowling Party

Thirteen couples of the Brown's Corners United Church Couples' Club attended a Bowling party at Richmond Hill. The group was transported by Mr. Norman Reid in his bus,

Is The Public Interested In Safety?

If they are, you certainly couldn't prove it with seat belt surveys.

The latest nationwide tally of the percentage of seat belt users to all drivers shows a steady decline, despite the fact that belts are now compulsory in all new cars.

Of more than one million cars checked by the National Highway Safety Committee, 65 percent of the cars were equipped with belts. Of these, 38 percent always used their belts in local travel and 55 percent always used them on long trips.

Both percentages are down 5 percent from last year and drivers stating they "never wear" their belts nearly doubled this year over last.

The committee stated that of 250 fatalities, 100 would have survived if they had been wearing seat belts and 130 if they had worn lap and shoulder combinations.

The irony of this is that many of the new and costly safety innovations in cars this year are designed to cushion the force of a collision by having the front end of the car collapse gradually. But the driver's body continues to travel at the speed of the collision right into the windshield unless restrained by a belt. So the value of a collapsing front end on the car is largely cancelled.

This collision at 30 MPH is equal to diving out of a three-story window, at 50 MPH to an 8 1/2 story building and an 80 MPH crash is equivalent to a 20 1/2 story dive.

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Mr. and Mrs. Harold Coakwell, Box Grove, Mrs. Elgin Walker, Floyd Walker and Elsie Kent, Sun-
bridge, and Mr. and Mrs. Ron Connor and boys were Sunday visitors with Mr. and Mrs. Marshall Connor, Lloyd Avenue.

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