

Sinclair Stevens

High costs to justify mistake

The irrationality of the proposed Pickering airport grows. Consultant fees to plan the airport are now estimated at \$45 million. In 1972, they were estimated at \$3 million. It costs a lot of money to justify a mistake.

In the meantime, hundreds have been hurt by the government's ineptitude. Thousands more may be hurt.

Two years after their properties were frozen without compensation, hundreds of landowners in the northern part of the Town of Whitchurch-Stouffville will soon have their holdings released from the restrictive provisions of a zoning order imposed at the request of the federal Department of Transport on March 1, 1972.

The lands to be released are mainly in the Cedar Valley-Ballintrae area of the Town of Whitchurch-Stouffville, in the southern portion of the Township. They will remain frozen as will portions of the Town of Markham and the Townships of Pickering and Uxbridge. Almost 50,000 acres will continue to be restricted for an

indefinite period in the York Region and the Riding of Ontario.

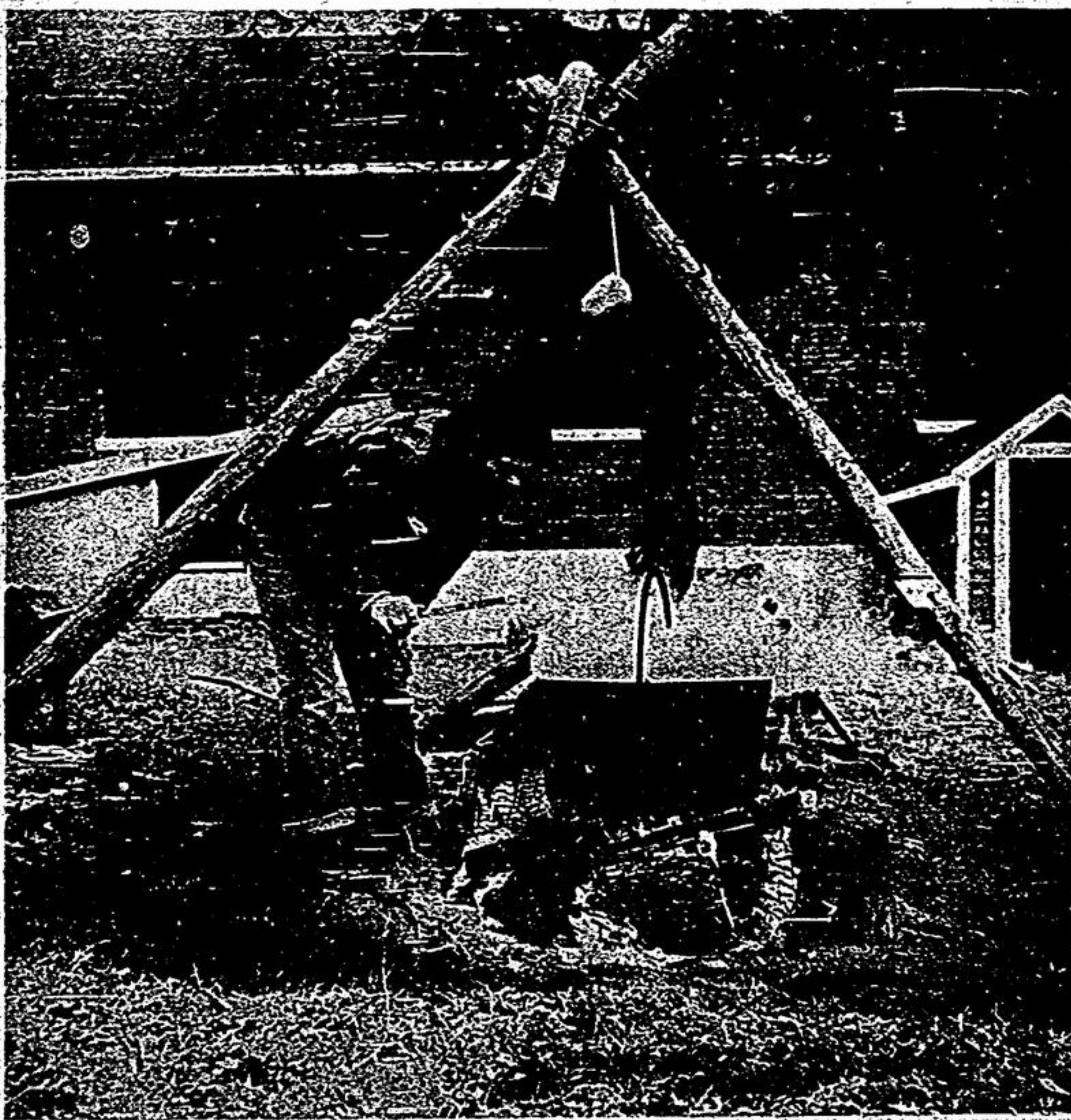
In 1972, when Ottawa announced their intention to establish a second Toronto international airport in Pickering, they said they would expropriate for the airport proper, 18,000 acres, 4,000 being in York Region. An additional 70,000 acres (two-thirds in York Region) were to be placed under restricted zoning controls to prevent land speculation and incompatible developments from occurring in the vicinity of the airport site, particularly in those areas which may be subject to high aircraft noise levels.

The Province of Ontario agreed to impose the necessary zoning orders restricting the use of the 70,000 acres, on the understanding that definite noise contours would be established within four months and all excess land would be then freed. The federal authorities did free some 10,000 acres during 1972, but they remained silent about the remaining lands. Exasperated Provincial Treasurer

John White, in a letter dated November 9, 1973, gave the Ottawa officials an ultimatum. Define your noise land needs, or we will release the entire freezing order, was the purport of White's letter to Ottawa.

Federal Minister of Transport, Jean Marchand, in a Jan. 3, 1974 letter, asked for time until at least the end of February, to comply with White's demand. Ontario agreed. Last week Ottawa forwarded a new set of contour maps which allow for a net reduction in zoning coverage of 11,300 acres broken down as follows: Whitchurch-Stouffville 9,300 acres; Markham 3,200 acres; Pickering 2,500 acres; Uxbridge 2,000 acres; for a total reduction of 17,000 acres. But Ottawa has requested a further 800-acre restriction in Pickering; 1,800 acres in Uxbridge; and a new freezing order in Whitby to cover 3,100 acres; for a total of 5,700 acres.

It is most unfortunate that Ottawa has chosen to subject local citizens to this type of hardship. There have been close to



Museum custodian is professional syrup-taster

When it comes to syrup making and testing, Robbie Roberts, custodian at the Whitchurch-Stouffville Museum, knows his business. The season opened officially,

Saturday, on the grounds and will continue as long as the weather holds. The product, complete with pancakes, can be purchased at the site, over the weekend. Jim Thomas

200 formal applications in the past two years asking for relief from the noise land zoning restrictions. Ninety percent of these applications were from persons wanting to build homes; more than half were turned down or left pending. In Whitchurch-Stouffville alone, there were over 100 such applications; 57 percent of which were not approved. In an area where home prices are skyrocketing, it is difficult to justify the federal government arbitrarily restricting land use when they themselves are uncertain about their own plans for a second Toronto airport.

In developing Mirabel, Montreal's second international airport, Ottawa took a different tack. Initially their budget for the purchase of land for a new Montreal airport totalled \$21 million. That was in 1970. The next year they provided \$12 million for the purchase of land for the airport proper (about 15,000 acres) and \$38 million for adjacent land (about 72,000 acres). Now, in 1973, they have spent \$16.5 million to buy the airport, land proper, and a further \$106.5 million for the adjacent land. Currently, they have been making ex gratia payments of \$15 million and it is estimated they will reach \$20 million. In total, Ottawa has spent \$16.5 million plus a bonus of \$2.5 million for the Mirabel airport site itself, and an additional \$106.5 million plus a bonus of \$13.5 million for the surrounding noise lands. Noise lands alone have cost \$120 million, or an average of about \$1,600 an acre. Five or six years ago, realtors now state that Mirabel land rarely sold, but when it did sell, it sold for \$200 to \$300 an acre.

In our area, however, the federal government has offered no compensation to those affected by the initial 70,000 acre noise land freeze or by the continuing 50,000 acre freeze. It is inequitable. In their 1971 estimates the federal authorities provided for noise land compensation when they allowed \$90 million for the purchase of land to be used for a second Toronto international airport. That was before they thought of Pickering. In 1972, the year Pickering was announced, they dropped their estimate for the land cost to \$24 million but stated in a footnote their estimate did not allow provision for noise land compensation. Total land cost to date for the Pickering airport site, 18,000 acres, stands at \$92 million, but there has been no provision or payment for those affected in the noise lands.

Clearly, Ottawa originally planned the Mirabel approach in their purchase of land for the new Toronto airport. That

was before they decided to place the airport close to the city at Pickering, where land values are high. To stay within budget they changed their tactics. Money would be spent for high priced land to be used for the airport alone, while adjacent land holdings would not be purchased, just frozen without compensation.

Over \$150 million has already been committed for planning and land purchase at Pickering. Construction of the airport is estimated at \$250 million. Including all infrastructure expenses, it is estimated the total project will be over \$1 billion. Upon completion of the Pickering Airport, Mirabel will not be eliminated, it will just be duplicated.

It does indeed cost a lot of money to justify a mistake. Especially when it is realized Ottawa already owns 37,675 acres at C.F.B. Borden, 19,969 acres of which consists of an airfield rarely used other than for pleasure.

To Newcastle
Mrs. Frank Atkinson of Ringwood and daughter Janet (Mrs. Wm. Cockwell) of Kitchener, visited recently with Mrs. Atkinson's sister Mrs. H. Britton and her husband in Newcastle.

Horse auction
A large-scale horse auction will be held, Monday, April 1, beginning at 6 p.m., at the Stouffville Sales Barn, Hwy. 47. Many breeds are featured, both grade and registered stock. The auctioneer is Bill Simmons.

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Residents seeking arena site

CLAREMONT
Claremont residents have opted to try and find a site for an indoor arena, rather than have the Town of Pickering acquire the land. The decision was reached at a public meeting March 20.

Recreation Director, Dave Bass, said the residents felt they could buy the land cheaper than if the town would purchase it.

The hamlet has received a \$75,000 donation from Stouffville philanthropist Art Latham for an outdoor artificial rink. Mr. Bass told the group that an outdoor rink is not practical because of high operating costs. Five acres of land is needed for an arena.

Mr. Bass said that a committee of residents would have to approach council and offer to donate the land.

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Director of Admissions, Summer Programme,
Bishop's College School,
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or telephone (819) 562-7683

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DATE: SATURDAY, MARCH 30 10:30 A.M. - 3:00 P.M.
PLACE: UXPOOL COST: \$6.00/CHILD - \$20.00 MAXIMUM
COURSES START: APRIL 1 - JUNE 30
PROCEDURE: BRING COMPLETED FORM BELOW TO UXPOOL ON REGISTRATION DAY. NO TELEPHONE REGISTRATIONS WILL BE ACCEPTED UNTIL AFTER 3:00 P.M. SATURDAY.

Courses Offered

The times listed below are the STARTING times for the classes - Moms, Moms & Tots, Tadpoles, Pre-Beginners and Beginner - 1/2 Hr. - All other classes are 45 Min.

	Mom & Tot	Tadpole	Pre-Begin	Begin	Beginner	Junior	Int.	Senior	Elem. & Int. P.U.S.S.	Bronze	Proven Class
Monday (P.M.)	6:30 7:30	6:00 7:00	6:00 7:30	6:30 7:30	6:15 7:00	6:15	6:15	7:00	7:00		
Thursday (P.M.)	6:00 7:00	6:30 7:00	6:00 7:00	6:30 7:00	6:00 6:45	6:00	6:00	6:45		6:45	
Saturday (A.M.)	9:30 10:30	9:00 10:00	9:00 10:00	9:30 10:30	9:00 9:45	9:00	9:00	9:45		9:45	10:30

Swimming Level:

1st Choice: Day Time

2nd Choice: Day Time

NAME: _____

ADDRESS: _____

AGE: _____

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