

Garbage crisis needs region's attention

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to's Spadina subway line to York University and into Vaughan's proposed corporate centre on Hwy. 7.

• \$660 million for 6.6 kilometres of track to deliver Toronto's Yonge Street subway line, from Finch north to the Langstaff GO terminal in Richmond Hill.

• \$200 million worth of improvements to provincial highways across Greater Toronto the provincial government unveiled last May, part of a \$1-billion project to pay for expansion, resurfacing, lighting and paving, including three York Region highways.

• The Tories' announcement of another \$37 million in August to widen Hwy. 404 north to Aurora and extend the road from Davis Drive to Green Lane.

• \$4.1 billion the Greater Toronto Services Board identified in needed upgrades to the GO Transit rail system over the next 14 years, including more than \$1 billion in expansion to rail lines in York Region.

• Another \$5-billion fund the GTSB says is needed to adopt a 20-year plan to address immediate and future transportation needs in the GTA.

• The extension of Hwy. 407 east to Durham and west to Halton by the end of next year.

• The implementation next month of a regional transit system that incorporates the nine municipalities into one entity.

The needs, clearly, are pressing.

In 20 years, the population

across Greater Toronto will increase by two million residents and swell to more than seven million people.

The newcomers will add more than one million vehicles to traffic on local roads, totalling 3.7 million cars and trucks, causing rush-hour car trips in the GTA to increase by 50 per cent, to 3.6 million per day, by 2021.

"The subway issue will be a long-term struggle," Fisch added. "But in the next half-year, construction of extra lanes on our 400-series highways will be finished and GO Transit will improve dramatically with more trains in York Region and better GO bus service.

"Private companies will have to play a part in expansion as well. They have to get into this."

Meanwhile, Greater Toronto's roads will remain clogged if York Region joins Toronto and trucks its waste to dumps in Michigan after arrangements to rail-haul the trash to an abandoned mine near Kirkland Lake died.

Although the community of Maple will rejoice by the end of 2002 — when two decades of despair ends with the closure of the Keele Valley landfill, Canada's largest commercial dump — six years of regional debate and discussion have failed to determine a destination for York Region's trash, with questions lingering over both disposal and diversion requirements.

Again, money will be a critical component as regional council struggles with solutions for 175,000 tonnes of waste annually.

"It sure has to happen soon

and the timing is getting tight," Fisch admits. "Diversion is not easily obtained because it costs an awful lot of money.

"People like you and me are beginning to change the ways we dispose of waste. Some people are happy to buy into it and, for others, it takes time. We have to work with people. It took five to 10 years for the Blue Box program to catch on and the same will be true for composting.

"People like you and me are beginning to change the ways we dispose of waste."

"However, it's not insurmountable."

It may be August or September before a disposal contract is awarded, but council's first priority will be determining a two-stream (waste and dry recyclables in one bag and household organics in another) or three-stream (the waste and recyclables are separated into separate bags) collection system and whether new trucks capable of accepting both curbside waste and recyclable material at the same time should be purchased.

Councillors will use a series of workshops this spring to arrive at an answer.

York Region has spent \$25.2 million to collect and dispose of all its waste this year, including \$3.4 million on recycling efforts.

But by 2003, the figure could skyrocket to as high as \$57 mil-

lion, with \$18 million needed for recyclable processing, another \$3.1 million to compost food waste and \$9.6 million in capital costs to finance a waste transfer station in East Gwillimbury or Richmond Hill.

"It has taken a number of years, but we know what we want to do," Fisch added. "We should be OK."

Social housing will be another priority after the province transfers ownership and operation of 872 public housing units, plus another 302 rent-supplement units to York Region next week, adding to the 854 non-profit units the region's housing corporation already handles.

With Queen's Park removing itself from managing the portfolio, the region will be hard-pressed to build more units, although there have been no new projects built in the region since 1995.

At the same time, a homelessness survey pinpointed the need for 251,000 new housing units required to handle a 25-year population boom and half the developments should be affordable units.

"We have new responsibilities placed upon us that we have never had to deal with before," Newmarket Mayor Tom Taylor explained. "But we need more affordable housing in York Region."

"We've been waiting lists between four and six years to get into this type of housing. When you add our unprecedented growth, you can see the job that lies ahead of us."

Changes are coming

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ing forward, she said. He's progressive, inspires loyalty and brings respect to the region.

"He's a catalyst and there are areas where things will come to fruition this year," she said. "There's a partnering of some kind to come, but I don't know what it is. He's a bit of a risk taker. He can take people through a stormy and difficult time and when things look dark and gloomy, he can bring people out of it."

She sees change surrounding Fisch over the next nine months and said while some may think he's faltering, he has good insight and a vision for the future.

Hill Gibson is a spiritualist who has worked in the Markham area for many years. She is moving her office to the Uxbridge area in the new year.

NEEDS MORE BALANCE

She said Markham Mayor Don Cousens needs more balance in his life. He's at a crossroads and has several tough decisions to make this year.

"He has good energy, good resources and a lot of support around him," she said. "Personally he's growing and he's taking the region into new growth, as well."

Cousens is deeply spiritual and a little stubborn, she said. But she sees success around him and doors opening for him in 2001.

Richmond Hill Mayor Bill Bell is a builder and an orga-

nizer, Hill Gibson said. "He likes to simplify things and get his priorities straight. He likes to clean things out and take care of things. I see some roadblocks for him in that but he's strong enough to get through them. He sees where he wants to go, what he wants and he's strong enough within his self to get things done."

EXCELLENT SELF-ESTEEM

She said Bell has excellent self-esteem and a good ability to keep things in balance. He's generous with his knowledge, a powerhouse of skills and abilities and is intuitive.

"But there is something difficult around him," she said. "Someone could be gunning for him or doing something behind his back."

Newmarket Mayor Tom Taylor has old-fashioned values, country ideas and a good sense of adventure, Hill Gibson said.

She sees blessings around him, some luck, coming soon.

"He brings things together in his own way," she said. "He may try something new and different, whatever he pulls together will be successful whether in politics or in the town and it will be very fulfilling for everybody. That will happen by fall."

With a client waiting for a personal reading, Hill Gibson couldn't take any more of our requests for insight into the future for other York Region politicians. She can, however, be reached at 852-0653.

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<p style="font-weight: bold;">2001 BUICK CENTURY CUSTOM</p> <p style="font-size: 0.8em;">LEASE WITH 0 DOWN PAYMENT NO SECURITY DEPOSIT</p> <p style="font-weight: bold;">PURCHASE \$23,995*</p> <p style="font-size: 0.8em;">With 0.9% 48 Month financing</p> <div style="text-align: center;"> </div> <p style="font-weight: bold;">LEASE \$417**</p> <p style="font-size: 0.8em;">(48 Months)</p> <p style="font-size: 0.8em;">Total Due At Signing \$741.72 (license extra)</p> <p style="font-size: 0.8em;">3100 SFI V6, all Buick standard features, 6 passenger seating, AM/FM cassette, 4 spd electronic transmission, power windows, locks, tilt, cruise, remote keyless entry, enhanced traction control, 4 wheel ABS. ST# Z420 MSRP \$26,195.00</p>	<p style="font-weight: bold;">2001 GMC JIMMY 2DR 4X4</p> <p style="font-size: 0.8em;">LEASE WITH 0 DOWN PAYMENT NO SECURITY DEPOSIT</p> <p style="font-weight: bold;">PURCHASE \$31,998*</p> <p style="font-size: 0.8em;">With 0.9% 48 Month financing</p> <div style="text-align: center;"> </div> <p style="font-weight: bold;">LEASE \$437**</p> <p style="font-size: 0.8em;">(48 Months)</p> <p style="font-size: 0.8em;">Total Due At Signing \$1136.00 (license extra)</p> <p style="font-size: 0.8em;">Vortec 4300 SFI V6, power window, locks, tilt, cruise, remote keyless, air cond, 4 spd auto, fog lamps, electronic transfer case, limited slip, AM/FM cassette, CD Bose sound system. ST# Z230 MSRP \$34,655.00</p>		

*All sale prices are plus freight and applicable taxes, sale prices include special GM cash purchase credits (Sunfire/GrandAm \$1250; Sierra \$2500; '00 Jimmy \$4500; '01 Jimmy \$2000; '00 Montana \$2000; '01 Montana \$1500; Aztek \$3250; Sonoma \$1500) and may not be combined with special GMAC finance rates. Admin. fee and applicable taxes extra. †† NO, NO, NO offer available on GMAC purchase financing contracts with terms up to 80 months only. OAC. Limited time offer. †† No payments for 12 months on GMAC purchase financing at 9.9% with terms up to 48 months subject to GMAC approval. OAC. May not be combined with GM cash purchase credits † All sale prices on DEMO's are plus applicable taxes, admin. & lic. extra. ** Lease payments based on 36 month Smartlease with 0 down payment. (Sunfire 48 month lease) First payment, admin, PPSA fee and applicable taxes due at signing. License and ins. extra. 80,000 km allowance @ 12c over. (Sunfire 80,000 km allowance) O.A.C.

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