



# COMMENT

## CN terminal already disturbing the peace

Valerie Kemp's situation is just the start of what we foresee as many predicaments residents will face since CN announced its plans to build an intermodal facility in south Milton.

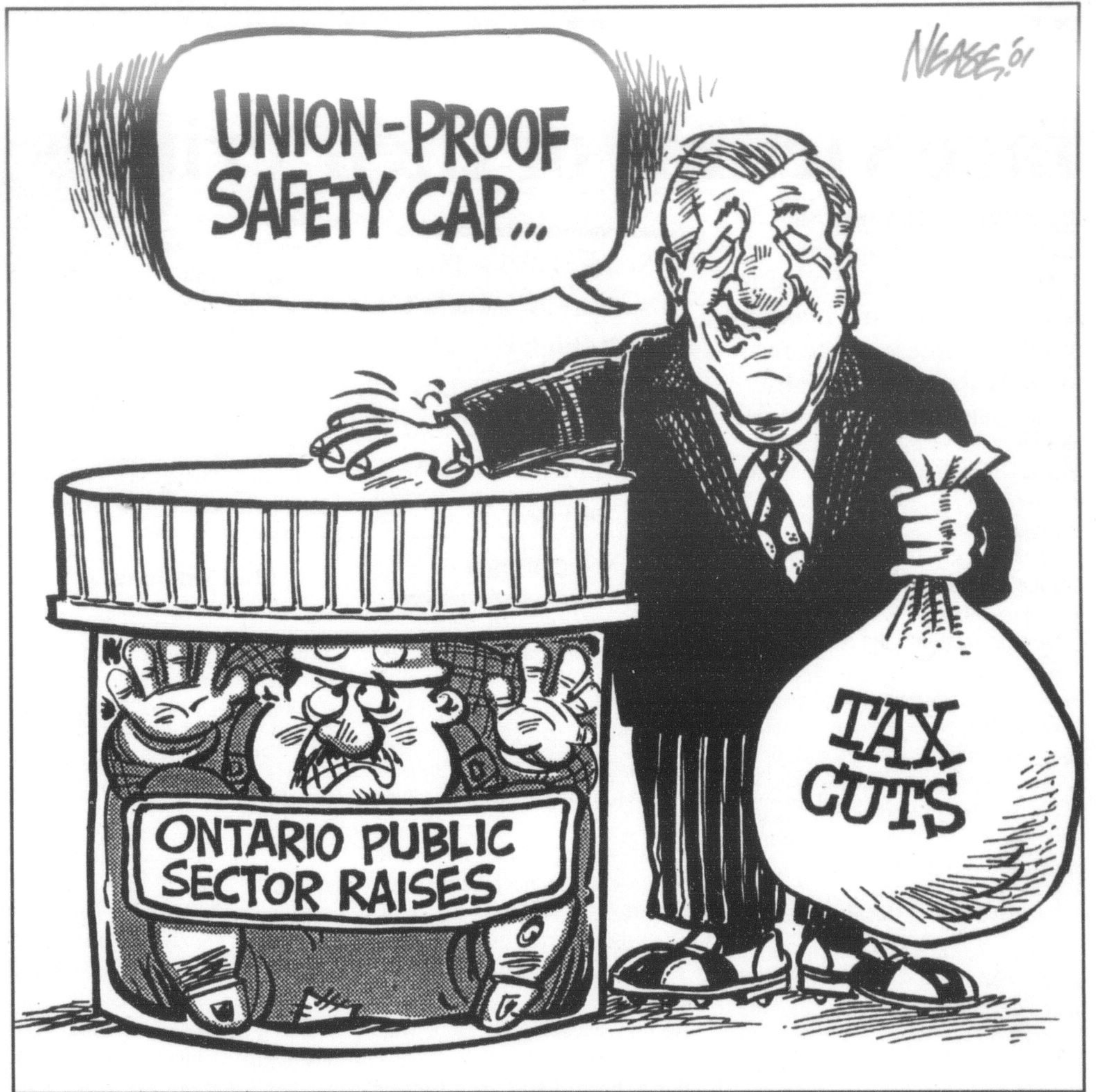
As reported elsewhere in this newspaper, Ms Kemp, whose home is near the site of the future terminal, is caught between a rock and a hard place. CN currently won't negotiate a deal to purchase her property, and at the same time, the value of her home will likely plummet due to the development.

It's not uncommon that developments such as highways, waste management sites or even housing projects like the one near the E.C. Drury complex come into the picture and disrupt people's lives.

Sometimes it's a case where people are reluctant to accept change, or they don't do enough research into possible future development near the properties they purchased and then are surprised by building proposals.

However, that's certainly not the case here. None of the property owners could have foreseen this. The area in question isn't meant for industry. And what's worse is democracy has gone by the wayside as there's no avenue through which people can challenge the development. The fact that residents are powerless makes them victims.

This simply isn't fair. Couldn't CN have found somewhere else for its terminal — somewhere where the peaceful lives of residents wouldn't be disturbed?



## OUR READERS WRITE

### Let's be aggressive in challenging CN

Dear Editor:

Three years ago I purchased country property in Milton. I grew up in Milton and wanted my children to have all the things I was fortunate enough to enjoy.

Those things are about to be torn out from under us. Either stacks of CN intermodal containers or a huge berm will block our view of the escarpment. There will be increased traffic, lights, noise and diesel fumes from trucks and trains 24/7.

CN discussed being fair and open with area residents, but I find this difficult to believe. CN keeps telling us that they don't know where the buildings will be

located or how they will be orchestrated. How is this possible, when anyone who has any business experience realizes that they wouldn't begin a project of this magnitude without months or maybe years of planning in advance?

I realize the Railroad Act allows CN to do virtually whatever it wants. It's my hope that town and regional councils will be aggressive in challenging CN regarding the things we're about to lose. Let's deal with the concerns and issues now before everything's in place.

K. Anne Lasby  
First Line

### Isn't the CN deal in fact a federal matter?

Dear Editor:

Once again Milton's expensive Official Plan and Destiny Milton have proven of little value in controlling anyone wanting to put up more than a sign or build more than a garage, deck or garden shed. The OMB pretty much trumps any Milton plan anytime and CN's federal charter, which lets railways do pretty much whatever they want, has everyone beat.

In the case of the proposed CN lands, the railway operates under federal charter and doesn't need the Town's, Region's or Province's approval. So isn't this in fact a federal matter? Ratepayers are mostly wasting their time at town council without the inclusion of our federal MP, Julian Reed. CN doesn't need to give local ratepayers any consideration or common courtesy. Mayor Ann Mulvale of Oakville says the railway makes a lousy neighbour but can't do much about it.

One argument provided by the railway is that our planned industrial area north of Hwy. 401 doesn't

have the flat lands and/or railway/road access necessary for the terminal. Of course it does and CN, town council and town planners know it does or at least they should.

The real matter is the cost of our serviced land versus the farmland being purchased. The serviced industrial property Milton wants to develop is between \$185,000 and \$220,000 per acre. The CN farmland purchase price will soon be available but local developers tell me it should be about \$15,000 to \$25,000 per acre. CN isn't stupid and given its exclusive charter we all would likely do the same thing. Take the best deal.

But why does the railway get to play by different rules at a distinct cost advantage over any other form of development? Why do we bother with an Official Plan at all? Why is the Region being so pliable in this matter? Are we as ratepayers now expected to subsidize CN through road improvements?

Miltonians were forced to spend

thousands of their tax dollars putting in infrastructure for industrial development. That's where new industry is supposed to go. CN's yard would be an ideal tenant for the James Snow Parkway extension planned just north of Hwy. 401. The acreage, rail access and highway access would prove safer and more convenient for every Miltonian and truck driver. Having 1,000 trucks per day, seven-days-a-week cruising our local roads shouldn't appeal to anyone. This should be a concern to all of us, not just CN's proposed new neighbours.

Can the Town and Region do something relative to development charges to make Highpoint and the surrounding industrial lands more attractive? Probably, but the question is will they and will it be enough? In the meantime, ask Mr. Reed why the railways continue to receive archaic preferential treatment over any other form of development.

Patrick Kelly  
Milton



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### Pud

by Steve Nease

