## Citizens oppose subdivision on shadow of the escarpment

By Melanie Hennessey CANADIAN CHAMPION STAFF

Revised plans for a proposed west end housing development garnered little support from local residents at a public meeting Wednesday night.

About two dozen concerned citizens gathered at Hugh Foster Hall to look over the plans that now call for 303 homes, which is down from the earlier proposal of up to 640 houses.

Despite the number decrease, residents between Bronte Street and Tremaine Road, is

an appropriate place for a residential development.

"This area is under the protection of the Niagara Escarpment. It was put there for a reason," said Appleby Line resident Keith Hincks. "We've got a gem here. Let's not lose it. I don't think we need it (the development)."

Local citizen activist Bob Beyette also shared concerns about the homes' impact on the escarpment's environment.

detrimental affect to the wildlife of the still told the developer that they don't think escarpment," he said, explaining the animals the land, located north of Main Street would be drawn to the light, which would lead to more road kill.

Steeles Avenue resident Mike Grimwood expressed concern about the amount of traffic the development could bring to the west end of town.

He said he estimates there would be 500 to 600 vehicles coming and going from the proposed subdivision during the morning and evening commute.

"It seems to me we're looking at a tremendous traffic bottleneck," he noted.

Milton resident Kevin Brackley "The lighting of that area will cause a announced that he had a message for the developers.

"This housing development should blend into the Niagara Escarpment," he said, pointing to what's been done in Kelowna,

British Columbia to 'camoflauge' homes into the Rocky Mountains.

"A lot of research has been done on this. (Brick) colour is very important to blend the homes into the escarpment."

While the plan is predominantly single family detached homes, about 70 townhomes have been proposed for the portion of the property that's closest to the railway tracks.

"We need the town homes for the purpose of dealing with the noise mitigation (from trains going by)," said Colin Chung of Glen Schnarr and Associates Inc., which represented the developers — Central Milton see OMB on page A5

## Residents want lower speed limits

from TRAFFIC on page A1

fog or other visibility constraints.

Ward 3 Councillor Jan Mowbray noted that she's in favour of having the lines painted on rural roads. She added that she'd like to see some consistency with speed limits in the rural area. In an interview with The Champion, Mowbray also said that she agrees in principle with lowering speed limits in rural Milton. "I'm personally keen to have the speed limits reduced in order to reduce the amount of people that are going to be cutting through," she said.

Residents at the meeting also had some favourable things to say about the proposed road safety upgrades.

"Better rural road line painting is a plus and is badly needed," said rural Milton resident Bob Beyette.

However, he said he didn't like part of the Town policy that says rural speed limits are 80 km/h unless otherwise posted. This is something that's stipulated under the Highway Traffic Act.

"This is not a safe speed for those that live in the rural areas and use the roads as residential streets," he pointed out.

Fellow rural Miltonian Kevin Brackley concurred that something needs to be done about speeders on local roads.

"Living in rural Milton, I would (also) suggest reducing speed limits by 10 kilometres, as some rural roads are just not built for speed."

The issue will go before Milton council February 27. If approved, it's expected the changes will be brought forward in a phased approach and take a couple years to implement.

Melanie Hennessey can be reached at mhennessey@miltoncanadianchampion.com.



