

Crossings not needed to serve transportation needs: Mann

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mentary schools and neighbourhood parks.

At an open house Monday unveiling the concept, the Town's director of planning, Bill Mann, said a transportation study determined the crossings wouldn't be required to serve transportation needs within the Boyne Community.

But, recognizing the Town will continue

to grow south of the Boyne Survey area between 2021 and 2031, the preferred concept identifies potential crossings of the creek and the railway in the future, if studies determine they're warranted.

Mann said the decision to eliminate the crossings was based purely on the transportation study and not on the cost to build the crossings or pressure from developers.

The Boyne Survey Landowners Group, which represents landowners that control about 70 per cent of the area, had asked the Town in a letter to, "avoid road crossing(s) of the CN Rail corridor and the Sixteen Mile Creek valley to minimize costs."

Colin Chung, a planning consultant representing the group, said the developers aren't opposed to crossings if they're determined to be necessary through technical studies.

The Town also benefits by not building such crossings because it doesn't have to pay to maintain them in the future and it minimizes the environmental impact of crossing the creek valley, added Chung in an interview following Monday's committee meeting.

Town treasurer Linda Leeds said the municipality hasn't assessed what the crossings would have cost. However, Halton Region has budgeted \$17.61 million to build an underpass of the CN Railway on Derry Road.

As growth-related projects, developers would have had to pick up the dime for the crossings.

Mann said the municipality hasn't forfeited its chance to collect development charges for those projects, however.

By identifying them as potential crossings in the secondary plan, he said the Town reserves the right to include the crossings in future transportation master plans, which provide the basis for collecting roads-related development charges.

Including any mid-block crossing of the

Boyne plan by numbers

- Fifty thousand people and related jobs
- Five neighbourhoods
- Eight elementary schools
- Three high schools
- Thirteen village squares
- Eight neighbourhood parks
- One district park
- One community park
- One special study area (Omagh)

railway would mark a change in how Milton is planning infrastructure for the west side of town.

Previous plans didn't require them between Steeles Avenue and Main Street, Main Street and Derry Road, or Derry Road and Louis St. Laurent.

To review the preferred concept, visit www.milton.ca and search report PD-028-10.

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