

'Growth must pay for itself' policies could be challenged

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federal governments — to agree on what infrastructure is necessary to support “complete communities” and provide evidence the money is in place to build it, so that taxpayers don't take the hit.

Municipal planners have said they expect these ‘growth must pay for itself’ policies to be challenged at the Ontario Municipal Board as soon as the Province signs off on ROPA 38.

Council didn't discuss the decision to grandfather the two secondary plans. However, the Town's consultant said after council its common practice for developments to be governed by the policies in place when they first began.

“Is it fair to change those (rules) in midstream?” asked consultant Elizabeth Howson rhetorically.

The policies in the updated official plan were applauded by local resident Steve Camilleri, who said he appreciated the focus on intensification and smarter development.

Camilleri, who lives near Derry and Holly roads, said he has lived in his community for four years but will only be getting a bus route this September.

Though he said he's thankful to get it, he supported the municipality's efforts to get transit on track quicker in the future.

“The answer is public transit and it needs to be looked at as an asset,” said Camilleri.

ROPA 38 policies require municipalities to have a plan in place to provide public transit to new subdivisions as they come on stream.

Another delegate to council

took a dimmer view of intensification. Michael Fox, a resident of Frobisher Boulevard, petitioned council to reduce the heights allowed in the official plan for the section of Main Street in front of the GO Train station.

The plan allows the north side of Main Street across the street from the GO station, between Ontario Street and Thompson Road, currently occupied by low-rise commercial and industrial units, to be redeveloped into four-storey buildings, with potential for a maximum of three more storeys through typical bonusing provisions. Immediately adjacent to the GO Station, the plan allows for 10- to 14- storey buildings.

Fox said 72 of his neighbours, more than half of whom have pools, could be affected by shadows of buildings of that height.

However, Town staff responded the four-storey limit and the bonusing provisions haven't changed since the 1997 Official Plan.

“To take away what is currently permitted without justification would be problematic,” Barb Koopmans, Milton's senior manager of policy planning, told council.

She added developers are required to do a shadow impact study when filing their development application.

Through the site plan approval process, staff can mitigate any potential impact by buildings higher along the edge of Main Street but “step down” at the rear of the lot, she added.

Ward 4 Councillor Paul Scherer pointed out to Fox the original heights proposed the Town's intensi-

fication background study called for buildings of six to eight storeys opposite the GO Station, which was ultimately dismissed in favour of keeping the status quo.

“I think we've done a reasonable job of protecting the neighbourhood,” said Scherer.

Ward 1 Councillor Rick Day was absent for the four-hour ses-

sion as he was away on business, Mayor Gord Krantz said.

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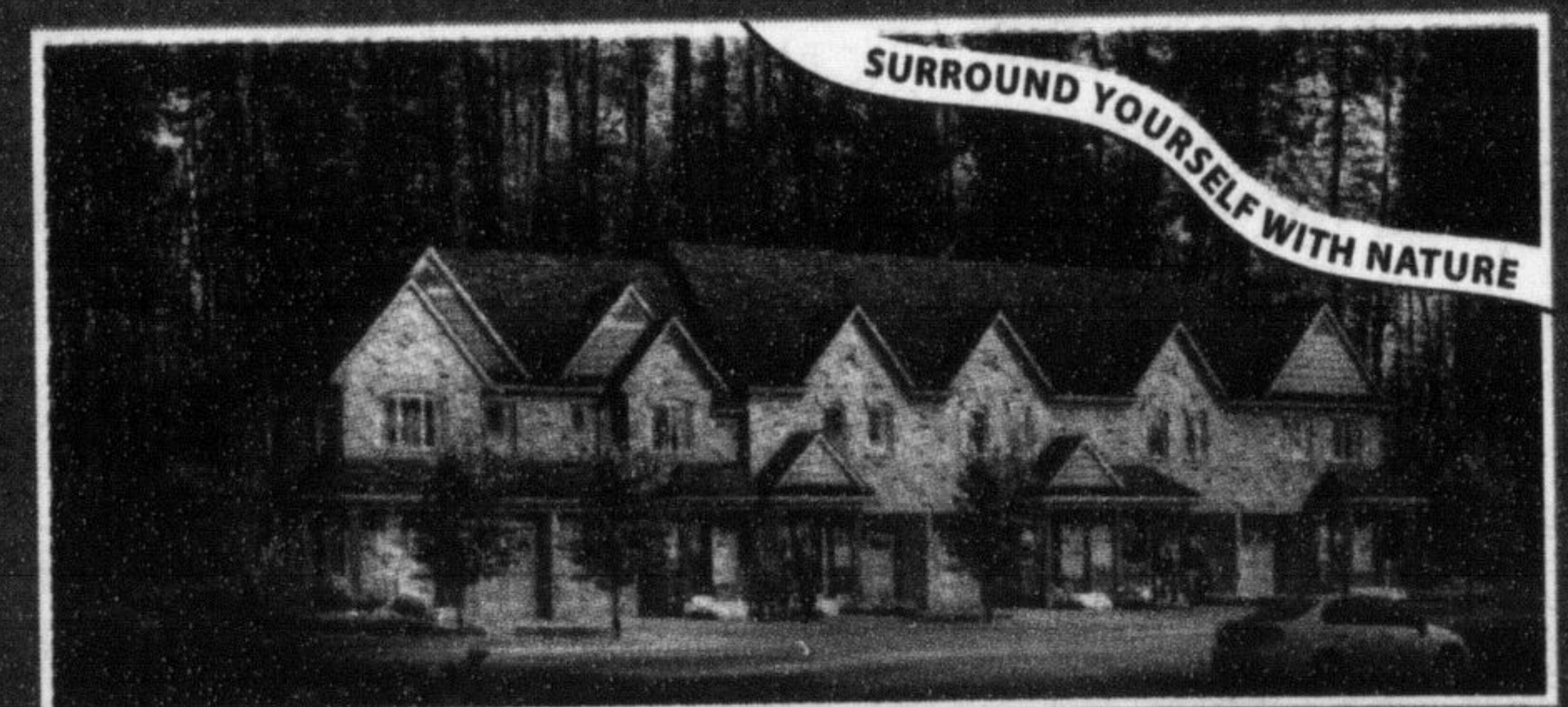
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