

Councillors fear water pollution from Mississauga

By ROB KELLY

Residential development in western Mississauga along the Milton border could pose a threat to water quality for market garden operations within Milton boundaries, town councillors worried Monday night.

The town's general committee voted to form a sub-committee to meet with Mississauga officials in an attempt to ease Milton's concerns.

Councillors also took a hard line against further Mississauga development adjacent to the Milton border pending some resolution of the water quality issues.

They voted to oppose a small residential subdivision along 10th Line, just inside Mississauga. Although the subdivision is only "56 small lots," said Milton public works director John Matthews, councillors seemed determined to send a warning to Mississauga that there are bigger issues at stake.

"The truth of the matter is that as Mississauga fills up Mississauga is unable to deal

with storm water management," councillor Brian Penman said. Mr. Penman believes "storm water poses as many risks to communities as what we process in sewage plants."

Storm water is the runoff occurring naturally as surface water migrates along the ground and into ditches, streams and back into the terrain. Development obviously changes the water flows in that the original pattern is altered when subdivisions are landscaped and homes built. Surface water runoff is becoming a more pressing environmental concern because such 'migrating' water can pick up unwanted substances along the way, such as road salt.

Indeed, it can even be a problem in rural areas because surface water migration across fertilized fields is thought to cause water pollution eventually in streams and rivers.

Such runoff is now being isolated as a possible major cause of pollution at Kelso reser-

voir in Milton. That facility's beach has been closed more often than ever before in the last few years due to high pollution counts.

Milton, or at least some body in which Milton has representation, in this case the Halton Region Conservation Authority (HRCA), does hold some sway over this issue because the developments are in the area of the headwaters of 16-Mile Creek, which is managed by HRCA.

Also, as the runoff from the developments will drain into rural Milton, in a worst-case scenario Milton would have grounds to make a court case against Mississauga should the need eventually arise, councillors and staff indicated.

Mississauga must submit an overall drainage plan for the area to HRCA, but councillor Penman argued that dealing with drainage is not dealing with water quality, in that the plan may simply shunt tainted water somewhere else. "Contaminated waters will be making their way into Milton."

However, the councillor said he doubts Mississauga will simply fold up their tents and withdraw, especially since the developers of at least the 56-unit subdivision have apparently met all standard approvals.

Of Milton's objections, councillor Penman said, "close your eyes and think what will happen when this crosses (Mississauga Mayor) Hazel McCallion's desk."

The situation is further confused by the fact that there are no provincial guidelines on the issue. The Ministry of the Environment is studying it, but Mr. Matthews said firm action on their part could be years away.

"How do we get an answer to the water quality issue?" asked councillor Penman. Mr. Matthews replied that he will attempt to have some responses early in the new year.

Mr. Penman was unconvinced. Despite the fact councillors voted to ask Mississauga to send a delegation explaining their position, he said, "nothing is really coming together here."

Hydro dumps coal fly ash issue on region

By ROB KELLY

Town planning director Bob Zsadanyi has signalled his intention to steadfastly oppose any plans Ontario Hydro has to dump ashes in Dufferin Aggregate's Milton quarry by protesting the relatively light increase in traffic such a move would mean.

Speaking to town council's general committee Monday night, Mr. Zsadanyi noted that the town "is on record at the staff level as being opposed," to any such proposal. Mr. Zsadanyi said he will "be bringing further reports," as developments proceed in the matter.

The general committee endorsed Mr. Zsadanyi's position opposing any increased truck traffic.

Recently three Hydro representatives appeared before council to indicate Dufferin Aggregate was on a short list of five potential sites to dump fly ash. This ash comes from the chimneys at the Lakeview coal-fired energy plant in Mississauga. Hydro claims the material is inert, but the three Hydro representatives also indicated they scrapped a plan to dump the ash in Lake Ontario due to anticipated public outcry.

Local citizen groups concerned with water quality and Milton councillors strongly oppose the Hydro plan, with the paramount reason being worries over potential water supply contamination. The Dufferin quarry straddles the Amabel aquifer, a major underground source of water for the town.

Councillors and Milton staff, as well as the ratepayers' groups, are concerned that the ash will quickly seep into the water table because the ground forming the bottom of the quarries is cracked throughout by mining explosions.

The traffic report indicates 47 heavy trucks, on average, would transport ash into the proposed facility daily. That is a relatively insignificant number given the fact the quarry now handles 3,000 gravel truck movements around the quarry per day during the busy summer season.

But Mr. Zsadanyi said planning staff condemn any increase in truck traffic on the already busy road.

The truck traffic report came out of Halton regional council, where Hydro representatives also appeared after meeting no success in Milton.

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Rates to double

Developers to face brunt of increased taxes

Costs for some municipal services in Milton will go up, but most of them won't have much of an impact on taxpayers. The hikes are largely geared toward developers.

Town council's general committee approved the changes Monday night, and full council is expected to rubber-stamp them next week.

Under the proposals, the charges for neces-

sary paperwork in the development process go up, although the financial transactions have no bearing on whether or not elected officials will approve such things as planning amendment proposals.

In the new rate proposals, official plan amendment charges will jump from \$450 per to \$1,000. Residential subdivision application

processing will go up from \$350 per in the urban area and \$250 per in rural Milton to \$700 for either one.

Hearings before the committee of adjustment, which is a kind of informal court for minor zoning variances, will go up from \$100 to \$200.

The new charges were recommended following a survey of surrounding municipalities in order to determine their procedures.

In one of the few areas pertaining to the average ratepayer, swimming programs offered by the town go up by approximately one dollar across the board. Hall rentals climb too, \$25 across the board. Ice rentals will go up five dollars.

Town planning director Bob Zsadanyi said the price boost for processing residential subdivision plans, while industrial plan costs stay the same, is necessary because residential plans are far more time consuming.

Industrial subdivisions are "child's play," compared to residential ones, he noted.



Photo by JOHN WARREN

Homemade trimmings

The Christmas tree at E. C. Drury High School never looks the same from year to year thanks to the original creations of youngsters. Students from E. C. Drury Junior School including Michelle Hutton (centre) and Kevin Small (right) were at the high school Thursday to add their decorations to the huge tree. High School student Julie Chamberlaine offers encouragement to the creative kids.

Lost parking spots to cost \$3,000 apiece

By ROB KELLY

Town councillors moved to correct inequities in Milton's downtown parking regulations at general committee Monday night.

Under the proposed new rules, developers will pay more if they choose to shave a few parking spots in the interests of more building space.

Currently it costs the municipality at least \$6,000 per space to create new parking in the urban area, when one considers the cost of land and construction.

In fact, Milton's newest municipal parking lot on Mary St. cost substantially more than that, on the order of \$8,600 per space. And a multi-level parking garage now costs about \$20,000 per space.

Penalty tripled

Councillors opted to boost the penalty for deficient parking spaces from the current \$1,100 per space (cost to the developer) to \$3,000 per space.

The taxpayer will pay the other \$3,000 per space resulting from the parking shortfall. The revenue will go into a general parking fund, now empty, which will be used to construct more municipal parking in the cramped downtown area.

Until now, town planning director Bob Zsadanyi pointed out, taxpayers have been picking up almost \$5,000 of the \$6,000 tab because the developers were only being charged \$1,100.

Councillor Rick Day was worried the new charge would deter small boutique businesses, which he said contribute to the charm of a downtown area, from locating in the core.

"Let's look at the downtown again on the theory that it's the focal point."

Boutique owners

Councillor Les Laughren countered that the plan proposed by town planner Robin Kitchen was "workable, defensible, equitable."

Councillor Bruce Attenborough said such boutique owners should be subject to the same rules as everyone else, particularly since they often abuse downtown parking themselves.

"The biggest offenders parking in the downtown area are those people that own that little shop. They are the ones who should be paying for the parking."

While councillor Day wanted the impact on smaller downtown businesses further studied, councillor Laughren pushed for a tough line against any developer who would remove a parking space, as opposed to simply not creating the requisite number to accompany a new building.

Absolve taxpayer

Dr. Laughren said such people should be charged the full \$6,000 levy, absolving the taxpayer of responsibility in these cases.

However, all concerns and objections were held back pending a further staff report on impacts in the downtown area.

Therefore, although the policy was generally supported by councillors, there could be some changes.

As it stands, council will have the option of imposing the standard parking requirement or accepting the cash settlement, but they will only use that power in the downtown area.

Outside the core, everyone is expected to supply the requisite parking spaces. Those people will not have the option of settling with cash.

Sunday shopping showdown . . .

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allowing large drug stores and convenience stores to open discriminates against grocers. Some of the larger drugstores, he said, "sell as much food as drugs."

Secondly, they disagree with the tourist exemption clause which allows stores, not usually allowed to open on Sunday, to open in certain tourist designated areas.

In Halton, for instance, two exemptions

have been approved — the olde Hide House in Acton and Bronte Street Village in Oakville.

"You can't have one area exempt and another area not able to open," he said. "Who makes this arbitrary decision?"

Regional staff argue that "in the past, Halton has been recognized as having a credible and workable tourism exemption bylaw process."