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Clements grouses over Best's plan at council debate

from A ONE-MAN on page 1 of a staff report seeking one-year extensions on approvals for preliminary industrial subdivision plans. He asked that 20 per cent of the water allocations for the properties be put in a reserve until the preliminary plans are registered for development.

Affected are 99 acres in Milton's

401 Industrial Park, owned by the Canadian Imperial Bank of Commerce (formerly Penguin Petroleum Products Ltd.) and another 85 acres south of Hwy. 401 near Chisholm Drive owned by Magna International Inc.

The two landowners have legal agreements entitling them to utility servicing, but while the lands remain

undeveloped, the servicing allocation also remains unused. Without commitments on future servicing outside the Halton Urban Structure Plan (HUSP) — whose financing is still being investigated — landowners are holding fast to their allocations.

Mr. Best, who is campaigning in part on a platform of squeezing out more servicing to allow short-term growth in Milton, said the lands could be marketed with 80 per cent servicing intact.

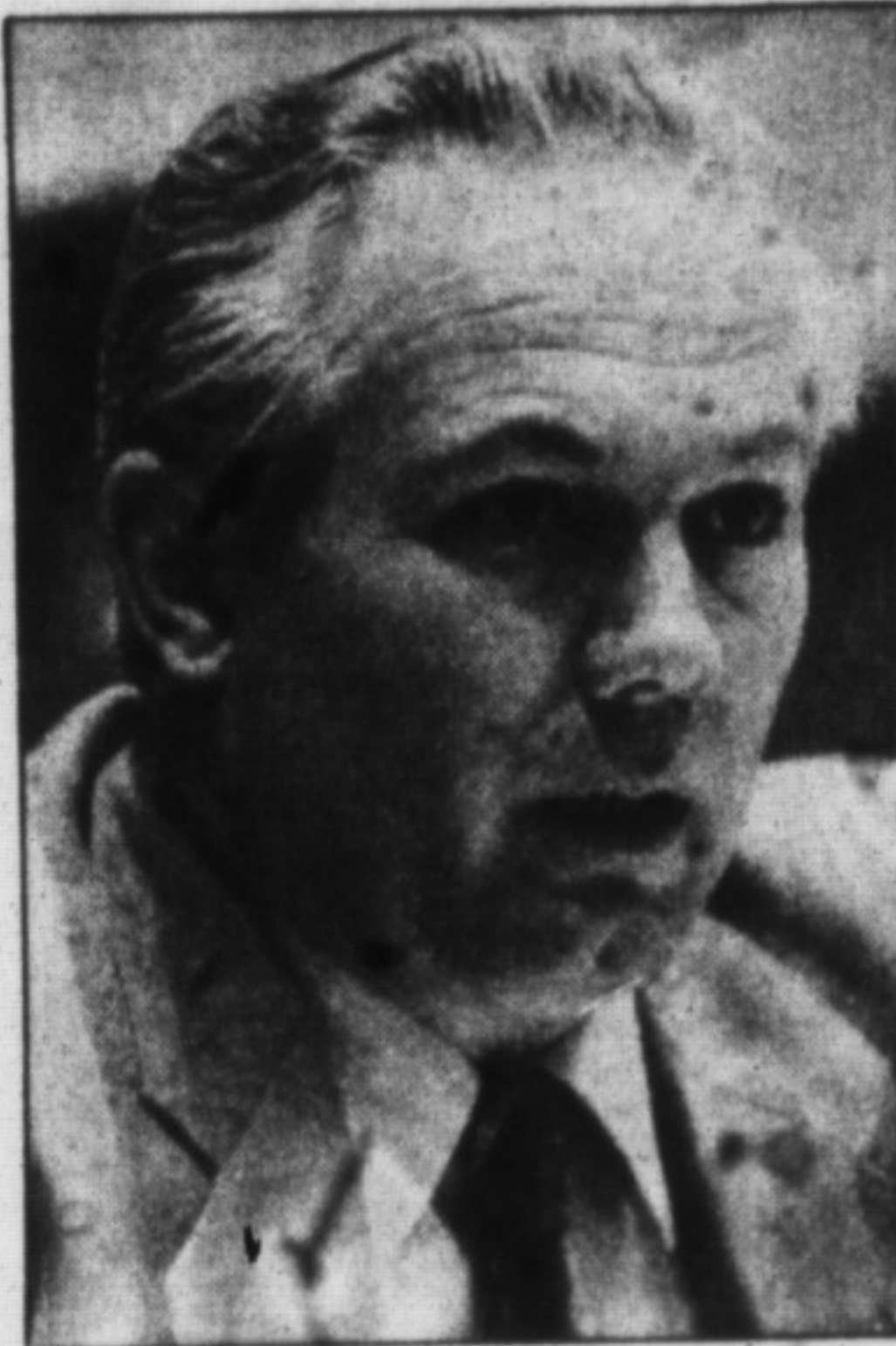
He said the move would give the owners incentive to register their development to recoup the other 20 per cent.

Last week he urged fellow councillors to back him, saying, "what I'm advocating is that every extension is basically a negotiating point."

However, council, with a warning from Ward 1 Councillor Brian Penman about the legality of Mr. Best's proposal, was cautious and agreed only to hear a staff report.

Planning director Mel Iovio had that report Monday. It recommended not pressing forward with Mr. Best's suggestion because of the legal agreements.

The agreements commit to servicing capacities on the basis that years



Brad Clements

ago landowners prepaid the Region of Halton for sewer and road projects needed to service the 401 Industrial Park.

"The Region has legal confirmation that they cannot, now, take back the allocation or release the committed capacity unilaterally," said Mr. Iovio.

The only way Mr. Best's proposal could work is if there were concrete

commitments to expand Milton's servicing (with the HUSP), or if Milton's sewage treatment plant could be expanded, said Mr. Iovio.

The Town is, he said, pursuing the Region to find interim solutions. It also hopes to negotiate with the landowners to transfer, for money, committed capacities to other developers prepared to build now. It's unlikely that will happen until the HUSP is more concrete.

The landowners, who have been extending their draft plans for over a decade, pay a fee each time an extension is granted, said Mr. Iovio.

"There's a lot of capacity tied up that could be used by other people," commented Mr. Best.

Ward 2 Councillor John Challinor said the Destiny Milton study's economic development plan and Strategic Plan have numerous initiatives to help the industrial community.

"It's very much on the agenda," said Mr. Challinor, offering to share those action plans with Mr. Best.

Council agreed to extend the draft plan approvals for both properties, set to expire October 31, for another year.

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Use of seatbelts high during Operation Impact

Few drivers were caught not wearing their seat belts during Operation Impact, a crackdown by local police.

Of 8,707 vehicles stopped by Halton Regional Police during the seat belt campaign October 1 to 14, only 276 motorists were ticketed for not buckling up.

"These statistics relate to a compliance rate of 96 per cent, which is very high," said regional police spokesman Sgt. Joe Martin. "Police are extremely pleased with the number of people wearing their seat belts."

Meanwhile, the Milton OPP stopped 2,093 vehicles and fined 34 violators on Highway 401.

Constable Dave Thomas, spokesman for the Milton OPP, called the 94 per cent compliance rate "encouraging."

The purpose of the Canada-wide campaign is to increase the use of seat belts and child restraints.

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