# Queensway bridge inevitable: Taylor

the proposed Queensway because the bridge will have to be built, says Mississauga Councillor Larry Taylor.

Taylor urged Peel council last week to overturn its planning committee's recommendation that endorsed the section in Mississauga's Official Plan which sets right-of-way allowances near the Credit River at 66 feet and affirms the policy that no bridge will be built over regional road, "and I hope the river.

"Regardless of what Mississauga council has

Mississauga council is we'd like to sell to the made an error in taking misleading the public by electorate, there's going to the crossing out (of its Ofnot including in its official be a need for that plan a bridge crossing crossing," said Taylor, over the Credit River at who was the only regional councillor to vote in favor of his motion.

> He said that on the basis have told councillors, "that crossing is needed, and yet it's not in the Official Plan.'

Taylor told council that the Queensway as it is envisioned — a major thoroughfare and not an arterial road bisecting Mississauga — is a this council will recognize that the majority of

ficial Plan)

Brampton Councillor Terry Miller confessed that he was a little puzzled as to what in fact was the majority wish of city council. Councillor Hazel of what the city's McCallion said, "It is the engineers and planners opinion of the majority of council that the Queensway is not necessary.

She said the Queensway should be returned to Mississauga since it was originally intended as a arterial road. She said it would be wrong to build a bridge across the Credit River, and further that the Queensway should be stopped at Mavis Road.

# Greenbelt paving okayed

A developer on Fewster Drive has been granted permission to pave 20-feet of city greenbelt so that he can get access to his building.

Colin Mason, a lawyer representing Krpan and Hristovski, told general committee last week that it was understood that Fewster Drive would have five-year period. been extended northerly, as originally contemplated in the 1978 capital budget. the greenbelt is not But since some developers weren't ready to contribute to the cost, the road project was delayed.

Taylor said the industrial building has been constructed so that access around its west end is possible only by to his leasing," he added. encroaching on the greenbelt.

He recommended allowing the company to pave a 20-foot right-of-way, for a

The city can cancel the agreement in 30 days, if satisfactorily maintained. No city department objected to the proposal.

Delay of Fewster con-

City Engineer William struction is working a faylor said the industrial "hardship" on his clients, building has been conthe northerly driveway and "it will be detrimental

> City Engineer Taylor promised to report on the Fewster matter at general committee today.

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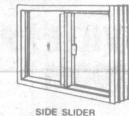
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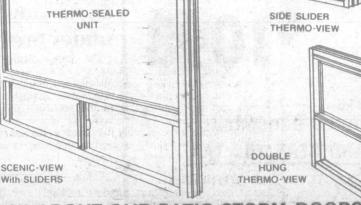
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