

# Queensway bridge inevitable: Taylor

Mississauga council is misleading the public by not including in its official plan a bridge crossing over the Credit River at 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 the river.

"Regardless of what

we'd like to sell to the electorate, there's going to be a need for that crossing," said Taylor, who was the only regional councillor to vote in favor of his motion.

He said that on the basis of what the city's engineers and planners 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 arterial road bisecting Mississauga — is a regional road, "and I hope this council will recognize that the majority of Mississauga council has

made an error in taking the crossing out (of its Official 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 McCallion said, "It is the 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 thoroughfare and not an 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 been extended northerly, as originally contemplated in the 1978 capital budget. But since some developers weren't ready to contribute to the cost, the road project was delayed.

City Engineer William Taylor said the industrial building has been constructed so that access around its west end is possible only by encroaching on the greenbelt.

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

The city can cancel the agreement in 30 days, if the greenbelt is not satisfactorily maintained. No city department objected to the proposal.

Delay of Fewster con-

struction is working a "hardship" on his clients, Mason said. They can't use the northerly driveway and "it will be detrimental to his leasing," he added.

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

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