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Clearview development

Searle blasts Oakville delay

By JOHN STEWART
Times Staff Writer
Oakville has to "get off the pot" and accommodate some of Mississauga's concerns about the Clearview development or the city will continue to oppose adoption of the Oakville Official Plan amendment, says Mayor Ron Searle.

"I sense the developer's frustration," said Searle at general committee. "I believe there are things he wants to do to help us, but Oakville won't let him. We shouldn't be the victim of Oakville's recalcitrance."

Representatives of Pinetree Developments tried to convince councillors to withdraw their

request to Ontario's housing minister to comment on outstanding problems seen in the plan.

Lawyer Michael McQuaid said the plan has been studied for four years and reminded councillors that the 5,800 people, who will live in the northern portion of Clearview, (south of the QEW and west of Winston Churchill Boulevard), won't arrive at the same time.

Oakville is "phasing" the subdivision and construction can't begin until the Winston Churchill Boulevard interchange at the QEW is completed.

McQuaid's proposal to move a new street, scheduled to intersect with

Mississauga's, Truscott Drive, 400 feet to the south, was dismissed by Ward 2 Councillor Mary Helen Spence as just one of the problems with the plan. She said she expressed the same concerns about traffic problems, storm drainage and use of Mississauga recreational facilities by the new Oakville residents at a meeting with Oakville councillors four years ago.

The real reason that the "big push is on," said Spence, is because the Clearview project will provide servicing to Xerox lands north of the QEW which are planned for badly needed industrial assessment in Oakville.

"Apparently, Oakville needs industrial development, but it shouldn't be at the expense of Mississauga," she said.

City Engineer William Taylor wondered if the Winston Churchill interchange will really provide the traffic answer, suggesting that perhaps development should await the availability of Highway 403, to be completed in the early 1980s.

Spence is also concerned that Sheridan Nurseries, north of the Canadian National tracks would like to have residential development on their lands in the future, not the industrial development now proposed.

Leon Kentridge, consulting traffic engineer for the developer, said the proposed staging of the development will largely remove the traffic problem.

He agreed with the city engineer that "the big question is whether you can get to the QEW."

The councillor told Ward 7 Councillor Terry Butt that access to the South Service Road via Clearview Road was impossible because it would bring industrial traffic through a residential area and would force a gap in a landscaped earth mound to be used for noise abatement from the QEW.

The committee passed a motion stating that city staff will discuss the outstanding problems with Oakville if that municipality wishes to consider them. "We'll sit down if they want and talk," said Spence. "There's always the OMB (Ontario Municipal Board), if we can't settle some of these things."

Canadian Tire site approved

A proposal by Canadian Tire to develop land at the northeast corner of Dixie Road and Dundas Street should be allowed, the Ontario Municipal Board has ruled.

At a hearing last week, the OMB agreed with the city's committee of adjustment that the minor variance to the city's zoning bylaw to allow a major Canadian Tire Store in a plaza, which will also include a Loblaw's store, is appropriate.

There had been two objections to the proposal, but they were resolved through negotiations with the city.

Mississauga Hydro had wanted to secure a site for a transformer station on the property and the landowners have agreed.

Gatliff Construction Ltd. also appealed the decision. They had built services to the north, including the Fieldgate Drive extension to Dixie Road, at no cost to the city. They were promised that when land to the south was developed, that developer would contribute one half the cost of the construction.

BRIEFS

Buy-out called too costly

The municipal sick-leave program is getting onerous for Mississauga, but it would be too expensive to buy out sick-leave credits from employees, says the city treasurer.

In a report, Bill Munden estimates the cost of buying out accumulated credits at \$2.5 million at the beginning of this year. Employees build up sick leave at the rate of one and a half days per month. After they have been with the municipality for seven years and have a sick-leave time of six months, they are entitled to claim three months' pay for the sick-leave accumulation.

Munden recommended every effort be made to "slow down" sick-leave benefits. An additional report considering alternatives may be available soon.

Lot exemption urged

A property at 1381 Lakeshore Rd. E., which is being exempted from the Dixie-Shorefront Plan, is planned as the site of a restaurant and a bank, says Ward 7 Councillor Terry Butt.

Butt moved that Vincent Lai Shuen Yam, who also operates the Evergreen Chinese Food Restaurant at 1407 Lakeshore Rd. E., be granted an exemption from the general land-use study going on in the area. A final site plan for the property is being processed by city staff.

Backing for 'Simcoe Day'

Councillors agree with the John Graves Simcoe Memorial Foundation that Civic Holiday weekend in August should be renamed to honor Ontario's first lieutenant-governor.

They have endorsed efforts by Simcoe East MPP Gordon Smith to have the province change the holiday name. Mayor Ron Searle noted that an all-party select committee at Queen's Park has supported the new name. "Civic Holiday means nothing," he commented. "The name Simcoe gives the holiday some stature." There was no opposition to the move.

Appointments deferred

The terms of reference for the Human Relations Task Force will be established after all of the members have been named, says chairman Terry Butt. The task force was originally set up by council to consider a brief by the Peel Association for Community Relations, but its scope has now grown to the point where the task force is expected to solicit briefs from all interested groups in the city.

General committee deferred the appointment of four citizen members until today's session so that councillors not on the task force could review resumes submitted by the successful and unsuccessful members.

The task force recommended the appointment of Father Phillippe LeBlanc, Cliff Gyles, Valentine Cato, and G. D. Nadkarni.

School-sign move supported

Council has endorsed Peel Board of Education's plan to put up signs on future designated school sites, although details of approval must still be examined. The signs will warn the public that no final decision on whether a school will be built has been made and will refer inquiries to the appropriate school board.

They oppose metric system

Councillors Larry Taylor and Fred Hooper don't often agree on things. But there's one subject where they are strong allies and that's in opposing the conversion to the metric system.

The two asked to be recorded in the negative on a motion adopting a report from City Treasurer Bill Munden outlining the progress in conversion. The city has a metric coordinator and is making efforts to convert in a number of areas. July 1 was the date set for all planning documents to be converted into metric measurements.

Consultants to be hired

McCormick, Rankin and Associates will be hired by the city to provide documents for the construction of the proposed grade separation at the Canadian Pacific tracks and Burnhamthorpe Road. The same firm acted as consultants for the design of the Burnhamthorpe Bridge to the west.

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