



On his way to meet Rolling Stones at airport, Times photographer Ron Pozzer encountered members of American pop group The Association and their overturned equipment truck. Group played Friday at Ontario Place.

'Can continue as a viable community' Port Credit denounces region Plan C

BY SID RODAWAY

PORT CREDIT — Town councillors have roundly denounced Peel county council's Plan C concept for regional government that would dissolve this 702-acre municipality into Mississauga.

The special meeting was called to hammer out council's position for the upcoming county level vote on the proposed Plan C. The plan calls for a county-sized regional area divided into three giant municipalities — one of which would be Mississauga with Streetsville and Port Credit incorporated.

Mayor Cy Saddington, involved in Port Credit politics for 30 years, set the mood of the meeting by insisting the town should stick with its 1970 proposal to expand north to the Queen Elizabeth Way.

"We don't have too much ahead of us in Port Credit (major municipal projects) and our debt is not out of line. We are a viable community and we can continue to remain a viable community," he declared. "For these reasons I cannot support Plan C."

He minimized a commissioned auditor's report that indicated union with Mississauga could save Port Credit taxpayers about 4.39 mills, or about \$130 yearly on an average home.

Both he and Reeve Frank Leavers reasoned that although Port Credit taxes are the highest in the county,

a downward trend should start within a few years as past debt service debts are gradually paid off.

Basically they argued that Port Credit is old and settled and all essential services are already installed and well on the way to being paid for so why should it join Mississauga and face decades of costly sewer installations and sidewalks in the north.

"I am one of those people who think bigness does not mean efficiency — I admit that to a point it does, but not past that point," Saddington told the rest of council. "I am also concerned that whatever happens the municipalities remain small enough such that the ordinary man in the street does not lose touch."

The present population of Peel south of the Queen Elizabeth Way is roughly 60,000 with a potential for more than 100,000.

Everyone, with the exception of councillor Terry Butt and absent councillor Ed Donner, were convinced most of those 50,000 people living outside present day Port Credit and south of the QEW would be just delighted to be part of their town.

Deputy Reeve Clara McLaughlin noted that Bell Telephone directory assistance operators still refer to most of that area as Port Credit and that Mississauga isn't even recognized by the company yet.

Terry Butt, said, however, it would be better to deter-

mine if the residents of that area want to join Port Credit.

The young councillor seemed almost on the verge of calling for immediate amalgamation discussions with Mississauga to get the best deal before regional government is imposed from the provincial level but he stopped just short of committing himself to the suggestion.

"I can't vote in favour of Plan C now because we need similar studies on the other three plans," Butt declared. "But is this whole discussion futile or is Darcy McKeough (minister of municipal affairs) going to come down this fall with his own plan?"

A Times' June 21 report quoted sources who claimed the province has already made up its mind in favour of a Plan C style of regional government in Peel. Meanwhile, at a recent municipal conference in Ottawa, McKeough declared proposals for regional government in areas east and west of Metro Toronto would be passed on to these municipalities in the fall for comment.

It was with this in mind that Butt showed some doubt as to how realistic it is to continue talking of an enlarged Port Credit.

"I really don't think Port Credit can continue as a viable entity with only 702 acres of land," he said. He wondered if the supposed high level of citizen participation in the smaller

town would continue if it expanded to Queen Elizabeth Way.

"Will we lose our community identity as a larger town? I think we will.

"If the minister is going to say Port Credit must disappear we have to get the best possible deal for our citizens. Even if we do have to amalgamate with Mississauga the community identity will continue for years."

Butt indicated he favours studying Plan F which allows for the continuation of both Port Credit and Streetsville but ventured that there probably just isn't enough time left. "If we don't move now we will be left holding the bag."

Hubert Wolf, president of the Port Credit Residents Association, made a lengthy presentation attacking the too-rapid population growth in Port Credit and the drive in the 1960's to replace much of the old town with ugly high-rise apartments.

In a "the party's over" mood Wolf added, "We had a good time but the people are now waking up to the fact that anything we want, we will have to pay for. We have reached the stage of choosing the least expensive alternatives."

He pointed out that despite the mayor's assurances of Port Credit's manageable level of debt service the town actually owes \$215 for every man woman and child compared to \$176 in Mississauga.

Proposed safety law angers Peel heads

Citing a possible "bureaucratic bungle" at Queen's Park, Warden Lou Parsons has introduced a motion to a county council committee opposing the take over of construction safety inspection by the province.

Parsons said the province had introduced the legislation with the intention that it should become law by June 1 but then "pulled back its wings, getting everybody upset."

The warden said the province's statements indicating they would not be able to hire all the present inspectors had caused a great deal of unrest and uncertainty. He said it had been demoralizing to Peel county's five construction inspectors.

It has not been determined as yet whether the provincial inspection will be mandatory although that is what is proposed. A task force is

studying the issue. The general two committee resolution also asked for an opportunity to present Peel's views to the task force.

"If this act goes through and it becomes mandatory," Parsons commented, "the province has only offered us the services of one full-time inspector."

"We've got construction coming out of our ears, our inspectors can hardly keep up now and they're going to

offer us one inspector!" the warden snapped.

Chinguacousy Deputy Reeve Terry Miller attacked the measure as "another centralizing tendency on the part of big government."

"Both the provincial and federal governments are trying to assume powers that are better left at the municipal level," Mississauga Deputy Reeve Grant Clarkson charged. He said such moves were

contradictory to stated policy since the province is moving towards a regional system which should control the majority of local services. "Soon, they'll take over everything at the municipal level," Clarkson added.

"It will be the city of Ontario some day," Port Credit Reeve Frank Leavers observed. "That's what it's coming to."

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Map showing location: BURNHAMTHORPE, MISSISSAUGA, DUNDAS, BAHRA.

Car lot a 'mess'

The untidy condition of a car dealership's property on the northwest corner of Dundas Street and Mavis Road has led planning board to adopt a more vigorous policy for controlling conditions at similar sites.

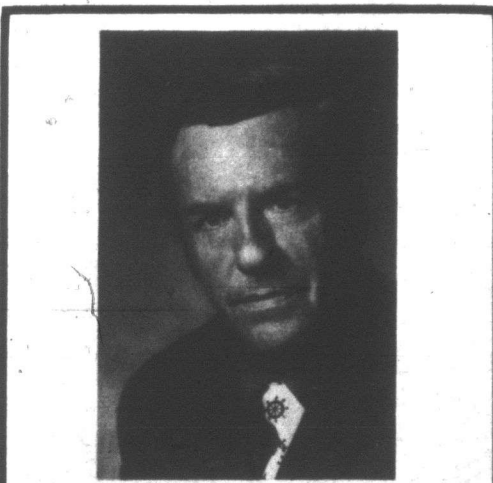
The board passed a motion recommending the town be authorized to withhold occupancy permits until the bylaw, including site plan provisions, has been completely satisfied.

"That corner's a mess," Mayor Chic Murray exclaimed in making his complaint about the site.

Planning commissioner Harry Petschar said, "It's just one of those cases where the applicant has decided not to comply with the bylaw."

Under an agreement with the town, Kingcar Datsun, occupants of the site in question, were supposed to provide asphalt paving on their lot. They have not done it.

The issue arose as the board approved a site plan for a Volkswagen car dealership at the northeast corner of Dundas Street and Woldale Road, requiring that the property be paved.



Haney, Hunt & Bowden Ltd. are pleased to announce the appointment of Mr. Frank Tensee to act as a sales consultant in their Real Estate Department. Frank's background has been extensive. He is a former publicity director and public relations officer for the Italian Immigration Aid Society. He is a former president of the Queensway Business Man's Association. He is a Notary Public and operated his own insurance agency for 18 years in Etobicoke. He was the first man to start an English school for Italian immigrants at Saint Leo's Parish Hall in Etobicoke on Royal York Road. Frank is an ex Canada Manpower Employment Interviewer and is affiliated with many social services and community groups in Mississauga and Etobicoke.

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