

**Oldie but a goodie**

Mississauga's Al Drinkwater climbed into his 1929 Ford Towne Sedan (left), resplendent in authentic period dress and aided by navigator Hal Bolton, and entered an antique car rally in Oakville over the weekend. He won the best Ford category in the rally and placed fourth in the costume contest. Leo and Olive Goffetto of Mississauga placed second in the category D (modified and authentic cars to 1961) in their 1961 Pontiac. The rally was sponsored by the Oakville Journal-Record.

# Emergency route nearer for Mullett Drive area

Residents in a Streetsville subdivision may finally get the emergency route access they were promised several years ago, if a new development is approved.

Mullett Creek Developments Ltd. has applied to put in 28 single-family homes and 94 semi-detached units on 18 acres south of Thomas Street and just west of the Mullett Creek.

One of the problems with the plan, as far as area residents and the city fire department is concerned, is that there is only one road into the area, Hillside Drive.

A few years ago, when development took place on Mullett Drive and Bremen Lane, an emergency access was planned by Streetsville. Property on Hammond Road was bought for an access onto Thomas Street at Mullett Creek bridge. However, through an error, not enough property was acquired to allow vehicles to get through.

The emergency route might be needed for fire trucks if Hillside became blocked for any reason.

R. G. Clarke of 67 Morgan Ave., who's lived there for 23 years, said the character of the neighborhood has changed and questioned the number of new homes proposed and the smaller size of the lots. "Further development on even smaller lots will make the density much more severe."

Earlier, fears about newer development causing traffic problems have been borne out by the "dangerous" intersection created at Hillside and Thomas, Clarke contended.

City Planner Russ Edmunds said he originally opposed processing the development application because of the problem of a single access to the community. The problem may be resolved when the application by the McFarren brick company to the west is processed. Mullett Drive may then be extended to meet Thomas.

The reconstruction necessary on Hillside

Drive may cost about \$205,000. There is \$5,000 available from earlier developer contributions.

Councillor Hazel McCallion told residents that students from the new homes will go to Vista Public School, which will not be as overcrowded when the new school

planned in Meadowvale West is completed, perhaps by March, 1979.

Other residents were against the extension of Hillside Drive. "We don't want it connecting down to Eglington," complained one man. "We don't want another Erin Mills Parkway."

The rezoning application was approved, but the city engineer has been requested to report on the cost of reconstructing Hillside and how it will be paid for. That information will be available when the planning committee deals with the consolidated report on the project.

# A far cry from Bridle Path!

By JOHN STEWART  
Times Staff Writer

Poetic licence has taken a blow from Mississauga's planning committee.

A development proposal to put 187 detached homes on 53 acres east of Mississauga Road and north of Old Burnhamthorpe Road was deferred this week.

Malton Councillor Frank McKechnie expressed the concern of residents when he complained about one of the proposed street names in the development, The Bridle Path. There is a street in North York with the same name that contains some of the most beautiful homes anywhere in the Toronto area.

"It may be poetic licence, but lots that are 60 feet by 100 feet are pretty far from the Bridle Path," remarked McKechnie. "I think we should have lots which are a minimum of 100-foot frontage along Mississauga Road. The smaller lots will completely change the character of the area."

Lots in the south end of the development, near Old Burnhamthorpe Road, will be on reverse frontage, with their backyards facing homeowners across the street. They will have 60-feet of frontage if the developer's plans are approved. Homes to the north, fronting directly onto Mississauga Road, would have 75-foot frontages.

Doug McNichol of 4034 Mississauga Rd. complained that he would have homes on 60-foot frontages across from his home, which has a 225-foot frontage.

The frontages are "consistent with what's been done to the south along Mississauga Road," remarked City Planner Russ Edmunds. "That doesn't make it right," shot back chairwoman Hazel McCallion.

Because of the speeding along Mississauga Road at a bend just north of Old Burnhamthorpe, McNichol suggested "you better station an am-

balance at that corner."

Some residents expressed concern about the proximity of homes to the top of the bank of the Credit River. Ward Councillor Larry Taylor told them that the conservation authority had established that line, and that he had reached agreement with the developer to require homeowners not to construct anything, including pools, in the 25 feet of their property closest to the bank. That will be a deed restriction.

Taylor said he had initially supported a walkway along the Credit on the west side, but had

been convinced by studies done by environmental consultants that the area could be damaged by such a walkway.

Planning consultant John Montague wanted a decision to be made. He

said the plan had been discussed endlessly with staff, pointing out that the original proposal was for townhouses, then for detached homes on 50-foot lots and now for singles, mostly on 60-foot lots.

## THE MECHANICS' LIEN ACT

Unless the following motorcycles and engine are claimed and outstanding accounts paid on or before the 20th day of July, 1978, the same will be sold by auction pursuant to The Mechanics' Lien Act.

The auction will take place on the 20th day of July, 1978 at the hour of 7:30 p.m., 807 Lakeshore Road, East, Mississauga, Ontario.

The following are the particulars:

1. Ralph Schwartz is indebted for the sum of \$2,965.79 for a 1970 Kawasaki 250 C.C. Serial Number A1-13811.
2. Brad Barnes is indebted for the sum of \$1,253.93 for a 1975 Kawasaki. Serial Number HIF-06142.
3. Steve Wilkinson is indebted for the sum of \$1,924.09 for a 1975 Yamaha TX-500. Serial Number 371-202716.
4. Gord Downey is indebted for the sum of \$1,175.93 for a 1974 Kawasaki. Serial Number HIF 26454.
5. Gaetan Dumas is indebted for the sum of \$2,557.00 for a 1974 Kawasaki 400. Serial Number K4-002834.
6. Sergio Simonoschi is indebted for the sum of \$386.00 for a 1975 Kawasaki 400. Engine Number 22501 (engine only).

DATED at Mississauga, this 5th day of July, 1978.

Frank Mrazek Cycle Limited  
807 Lakeshore Road, East  
Mississauga, Ontario



## ENVIRONMENTAL APPEAL BOARD

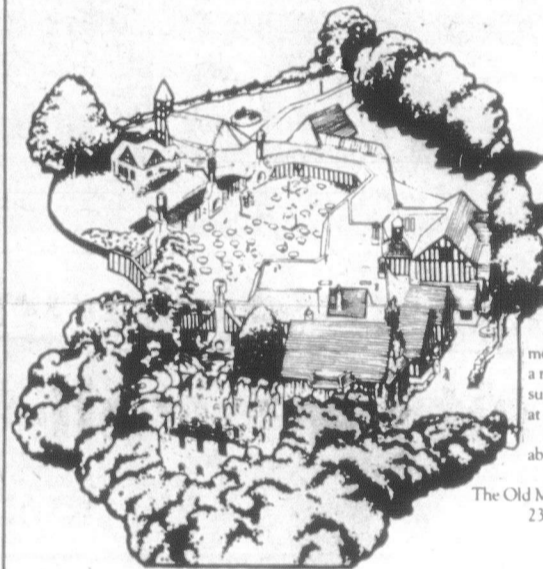
### NOTICE OF LOCATION OF HEARING

The Environmental Appeal Board hereby gives notice that the hearing regarding Tricil Limited which was adjourned on June 19, 1978 will resume on Monday, July 17, 1978 at 10:30 o'clock in the morning (local time) in the Council Chambers, City Hall, 1 City Centre Drive, Mississauga, Ontario.

Dated at Toronto  
this 5th day of July, 1978.

T. M. Murphy  
Board Secretary

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