

Official Plan approval near: Searle

BRIEFS

PCB precautions studied

There are 25 Hydro Mississauga substations containing small PCB-insulated transformers, but only a "very serious fire" would result in the compounds escaping into the atmosphere.

In a letter to general committee this week, Hydro Mississauga Bert Fleming explained that all locations where the polychlorinated biphenyls have been used, comprehensive warning signs are posted.

Council had asked what precautions have been taken here to prevent a situation such as that in Toronto where a fire in a hydro installation caused the cancer-causing PCBs to escape and resulted in contamination of streams.

Fleming and Mississauga fire chief Joe Miller have met to discuss the problem and to clarify procedures should such an occurrence take place here.

Lake Aquitaine bash set

A committee of community organizations, along with Markborough Properties Ltd., has planned a spectacular kick-off bash to officially open man-made Lake Aquitaine in Meadowvale West.

On Saturday, June 24, festivities start at 11 a.m. with a parade to the Meadowvale Centre location on Glen Erin Drive.

Activities on the lake itself will include a demonstration by the Ontario Sailing Association, windsurfing, clowns performing on waterholes, a band playing in a rowboat and a model boat demonstration. There will also be a beer tent.

Clarkson plan costs \$5,225

The phase two design of the Clarkson Business District, presently being examined by landowners in the area, will cost an estimated \$5,225 this year.

In a submission to city council, which must approve its annual budget under provincial legislation, the Clarkson Business Improvement District says its 1978 budget will be \$6,500. Additional funds will be used to sponsor the third annual Halloween parade in the area and to sponsor a minor hockey team.

Sidewalk won't be built

Residents on Credit Heights Drive have convinced city officials that they don't need an additional 250 feet of sidewalk installed between Mirrya Court and Flynn Crescent on the north side of their street.

Jim Steer of 3183 Credit Heights Dr. appeared before general committee to present a petition signed by 83 residents, opposing the sidewalk.

He said the \$2,750 worth of work would serve no safety purpose for schoolchildren because they would still have to cross Credit Heights Drive farther along.

Also dropped from the proposed \$100,000 sidewalk program for this year was a stretch of sidewalk along Burnhamthorpe Road from Rockwood Road to Fieldgate Drive.

Meeting on parking

Port Credit businessmen, who have serious fears about losing parking on Lakeshore Road, will have an opportunity to tell the city of their concerns at a public meeting next week.

Next Wednesday at 8 p.m. in Clarke Hall, city engineering staff will be on hand to explain a proposal to replace angle parking with parallel parking and to close Lakeshore five lanes through Port Credit in rush-hour.

Council wants the input of the business community before considering recommendations to widen the road. Existing city policy dictates no widening beyond the present four-lane capacity.

By JOHN STEWART
Times Staff Writer

Mayor Ron Searle predicts that council will adopt a resolution endorsing the draft Official Plan as revised this Friday.

He said after council's all-day session Monday that he expects that politicians can finish reviewing the latest proposed amendments and direct staff to prepare a bylaw to finally adopt a new Official Plan after five years of intensive study.

Planner Russ Edmunds

expressed the same hope early Monday as he introduced the latest in a series of meetings at which councillors have been asked to make final decisions.

SMOOTH

The morning session was uncharacteristically smooth as council agreed to aim for a population target of 265,000 for 1986. In a report, planners said that reducing the population to 265,000, as proposed by Councillor Hazel McCallion, was unjustifiable because it would upset the proposed

balance between jobs and population, would mean that no additional commitment of population beyond what is already allocated now could be made before 1986 and is inconsistent and indefensible before the Ontario Municipal Board.

Council directed staff to begin monitoring the financial implications of development immediately and adopted a report from Finance Commissioner Donald Ogilvie suggesting two-or three-year "package quotas" of development which could

be adopted by council. The monitoring of the rate of development will be done through the capital budgeting process.

RESERVATIONS

McCallion expressed severe reservations about the proposal, calling council's present five-year capital forecast "a big joke" which politicians change at whim.

An existing policy on the books requires a financial impact study before development is released, but it hasn't been followed, she said.

The criteria for financial

evaluation of development should be included directly in the draft plan, Ward 2 Councillor Mary Helen Spence said.

Planner Russ Edmunds said the specific development control program, which will replace the phasing strategy first proposed in the plan, should be before council in a month. That will give adequate controls, he felt.

McCallion said she hoped that external factors would slow growth in the city, because she didn't see council doing it. The inadequate transportation

system planned, the sanitary services installed in eastern Metro Toronto to encourage development and the Pickering Airport may slow the city's rate of growth, she said. "I just thank God that maybe outside factors will reduce the residential growth in Mississauga."

EVALUATION

In response to questions, Edmunds assured council that new development proposals will be accompanied by a staff evaluation, including the specific likely tax burdens they will bring.

Councillor Terry Butt wanted to be assured that

if additional industrial-commercial development above the target level established for 1986 is reached, the municipality could allow more residential growth. He was told that was correct.

In its report, the planning department suggested that the population commitment by 1986 through approved plans will see Mississauga guaranteed a population of 450,000. The ultimate level proposed in the plan is 700,000.

Councillors continue their discussion on the draft Official Plan Friday morning.

Bid to remove bridge fails

An attempt to remove the bridge across the Credit River at the Queensway from the draft Official Plan failed Monday.

The controversial bridge, which traffic experts say may be necessary by 1986, will remain shown as a dotted line across the Credit indicating a potential future crossing.

Ward 6 Councillor Fred Hooper wanted the line removed from the map because he felt it would

fan the already inflamed fears of residents along the artery. "It's unsettling to the residents," he said, adding they were promised it would be removed from official planning documents.

City Planner Russ Edmunds and Regional Planner Peter Allen both said it would be "deceptive" to the public to retain the right-of-way allowing future bridge construction, but not to show on planning maps

that the Queensway may be extended.

Council has already provided residents with a guarantee of a full hearing if and when the crossing goes ahead, by requiring that an Official Plan amendment be used to implement the change.

The proposal by Hooper and Streetsville Councillor Hazel McCallion to remove the line means "somebody is trying to pull the wool over somebody else's eyes," said Councillor Mary

Helen Spence. Councillor Terry Butt said he gets "very uptight when some councillors haven't got the guts to say their area is part of Mississauga. Let's not be parochial," he snapped. "Let's designate it now and let the people know it will happen. It may not be tomorrow but it could be in five years if the need is there. The Queensway has to go."

Hooper called the bridge outrageously expensive and environmentally harmful. In rebuttal to

Butt, he said he was "no judge" of guts. The Queensway will just be a "truck route" he claimed.

The Queensway was first shown as a major arterial road across the river in an Official Plan in 1963.

A motion by McCallion, who said the Queensway extension would ruin a prestigious area, to remove it lost 4-3, with McCallion, Hooper and Leavers in favor and Spence, Taylor, Butt and McKechnie opposed.

Timekeeper:

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Sealed tenders, submitted in the tender envelope provided, will be received by the Purchasing Agent on behalf of the Council of the Regional Municipality of Peel until 2:00 p.m. local time.

WEDNESDAY, JUNE 21st, 1978
(Closing Time For Receipt Of Tenders)

For the construction of the Bramalea Senior Citizens Residence on Highbridge Road in the City of Brampton.

Tenders will be opened publicly at 2:15 p.m. local time in the Regional Municipality of Peel 3rd Floor Board Room.

Contract documents, plans, specifications, tender envelope and blank form of Tender may be obtained from the Regional Municipality of Peel, 150 Queen Park Drive, Second Floor, Brampton, Ontario, at a charge of \$10.00 (refundable) for the use of any 12x24 inch envelope, 99¢ per page.

Each tender must be accompanied by a bid bond in the amount of \$250,000.00.

The lowest or any Tender not necessarily accepted.

L. B. FARRINGHAM, Regional Controller J. W. HARRIS, Purchasing Agent

