

# Kennedy Road widening is approved by Region

A representative of ratepayers on Kennedy Rd. in Markham last week charged the engineering committee of York Regional Council with not giving residents a fair hearing on a road-widening issue, and was in turn taken to task for not being "entirely honest in her remarks".

## Okays subdivision

### OMB overrules Concord citizens

Residents of Southview Drive moved out to Concord 20 years ago to get away from the city.

They have been watching the city grow up around them ever since. The CN yard was plunked on the farmland to the west and spawned industrial areas on three sides.

Keele Street, a dirt road when the Southview houses were built, broadened into a four-lane highway to handle the car and truck traffic going to and from the new factories.

Last Thursday, the Ontario Municipal Board ruled that the view to the south from Southview Drive would be houses on 50 foot lots. More than 60 area residents with property 100 feet wide or more had written or personal objections.

OMB member A.J.L. Chapman found that the residents' concerns were based more on fear than on fact.

"The only problem that has caused this board any concern at all is traffic," said Chapman, who dictated his decision into a tape recorder in about 20 minutes at the end of a day-long hearing in Maple.

Sevenview Industrial Parks Ltd. had appealed to the board to make a decision on the subdivision plan between Southview Drive and the parkway belt when the Region of York and the Town of Vaughan could not agree on conditions.

By the time the hearing started, Sevenview, the region and the town were in agreement on all the major conditions, leaving the residents on their own.

The chairman ruled in favor of David Banks, a regional traffic engineer, and Dick Kraft, the town engineer, who testified that the end of Southview Drive should be closed at Keele Street and traffic routed through the new subdivision.

A new street will connect with the signalized intersection one block south, Chapman said that if more traffic from the industrial areas did jog onto Southview, the problem could be corrected by the town with "no trucks" or other signs.

The new subdivision will have a row of houses on 50 foot by 145 foot lots on the south side of Southview Drive.

A street of industrial buildings will be behind them and the two will be connected by a north-south street. A small commercial strip will front on Keele Street and a small park will be at the opposite end of the subdivision.

Southview will be paved for the first time and storm and sanitary sewer connections installed.

A berm 50 feet wide and six feet high will separate the residential and industrial area.

Harry Vandenberg, George Seeman, Pajauta Kazilas, Lou Yoteff and William MacDonald objected to 50 foot frontages.

Yoteff, who will be directly opposite a new north-south street, objected to "100 headlights coming through his window."

MacDonald objected to the whole subdivision. "It doesn't tie into a residential area."

Chapman seemed surprised when MacDonald said that residents could not object to the industrial area surrounding the CN yards because CN overrides local zoning.

"I bought my property 18 years ago," MacDonald said. "I have had no input into surrounding development until today."

Mrs. Anita Bates of R. R. 1, Unionville, appeared before council to protest a recommendation of the engineering committee for the widening and reconstruction of Kennedy Rd. in the towns of Markham and Whitchurch-Stouffville.

It would go from the south limit of Concessions 5 and 6 in Markham to about 3,000 feet south of Regional Road 14, Stouffville Road.

Basic width would be 120 feet, with additional widenings at fills and intersections.

In her submission, Mrs. Bates charged that residents who attended an information meeting in Markham, June 13, to discuss the project, were treated "condescendingly" by the committee.

She said neither the engineering commissioner, Bob Hodgson, nor the committee, had listened to them.

They had been promised consideration of all their questions before a vote was taken on the matter, but had not received any.

Mrs. Bates said the residents wanted to know why Kennedy Rd. couldn't be reconstructed within its present road allowance.

"Is there a policy that says all regional roads have to be 120 feet wide?" she asked.

She termed council's project "inconsistent, helter-skelter planning."

In reply, Mr. Hodgson said his committee had tried "in a conscientious manner to present all the information to the residents of Kennedy Rd."

Mrs. Bates had not been "entirely honest".

When the committee had tried to answer questions at the meeting, they were "heckled". It was a "useless meeting," Hodgson said.

He said they were trying to save Mrs. Bates' building, but were unable to get information as to whether the building could be moved.

Mr. Hodgson said they couldn't reconstruct within a 66-foot road allowance and had given Kennedy Rd. residents "fullest consideration".

He said the committee had given the people honest answers, but whether they were the answers Mrs. Bates and the others wanted, he didn't know.

Councillor Ron Moran of Markham said a number of residents of Kennedy Rd. had worried about losing shrubs. However, they had been assured that wouldn't happen; also, they had been assured there would be no construction on Kennedy Rd. in conjunction with Kennedy Rd. bypass.

He said he felt it was "vital" plans be laid now for the future, because of the growth.

Whitchurch-Stouffville Mayor Gordon Ratcliff, said he didn't want to see the town of Whitchurch-Stouffville become a four-lane highway.

"People should go to Lake Simcoe by 404, or some other super highway," he said.

If Kennedy was to become an arterial road to Simcoe, then he was against it; if it was for local traffic only, then he was in favor, the mayor said.

Said Newmarket's Ray Twinney: "These roads are regional roads and we all have a right to use them."

The day would come when Kennedy and other roads would all become four-lane, he said.

Said Mayor Ratcliff: "I don't see why we're building roads for Metro."

In a recorded vote, council voted 9-5 in favor of the engineering committee's recommendation to widen Kennedy.

Voting for: Moran, Tony Roman, Markham; Morton, George Timpson, Aurora; Garnet Williams, Vaughan; Eric Larsen, George Burrows, Georgina; Twinney, Newmarket; Lou Wainwright, Richmond Hill.

Against: Ratcliff, David Schiller, Lois Hancey, Richmond Hill; Margaret Britnell, King; Dave Fraser, Vaughan.



Because she lives close to the Richmond Hill Tennis Club, 10-year-old Cyndy Bott has been able to set up an enterprising business. Tennis balls which wind up in her yard are sold for 25 cents apiece. Business, however, is seasonal.

## Entrepreneur

### Tennis players keep this girl in a business

A tennis club in her back yard was all a 10-year-old Centre Street East girl needed to set up a business.

The enterprising youngster, Cyndy Bott, sells tennis balls at 25 cents each. Cyndy, her six-year-old brother Croy and a friend, Sherie Lee Cook, 10, have been in business two years.

There are a few drawbacks. The business is highly seasonal and the stock is dependent upon hard hitting tennis players who send balls winging into Cyndy's back yard.

It was Cyndy's parents who supported this business venture.

When asked what she intended to do with the money, Cyndy timidly admitted she originally wanted to save it but her friend, Sherie Lee suggested she buy a present for her parents.

"If we only earn a little money we'll probably just get them a chocolate bar or something," Cyndy said. "But I really wanted to keep the money so I could buy an organ."

### Mexican minor soccer team now in Hill

A Select soccer team, major mosquito age, is in the Richmond Hill district this week from Mexico City.

Monday, the club participated in the four-team tournament at Crosby Park,

and will spend the rest of the week playing exhibition games in other Southern York communities.

For a picture portrait of the "south of the border" visitors, see Page C-1.



York Regional Police are still searching for this man, who, they believe, robbed the Richmond Heights Branch of the Canadian Imperial Bank of Commerce two weeks ago. The lone bandit escaped with \$4,000. Man is believed to be between 25 and 30 years of age, and between 5 feet 10 inches and six feet tall.

### Selk Industries owners seeking satisfaction from Hill committee

The owners of Selk Industries have been deadlocked in a battle with the Town of Richmond Hill for more than a year, and no end appears to be in sight.

Mr. and Mrs. Sid Dinning, Kerrybrook Drive, appeared before the town's planning committee last week to discuss why the town refused to grant them permission to carry on business in the location they had been at since 1971.

After a fire in their plant in July, 1976, the owners learned the municipality was reluctant to allow the rebuilding of the business in that area because it was illegal and a rezoning was necessary.

Last week, it was recommended to the planning committee that the rezoning application be refused.

"Our solicitor concluded that your industry is hazardous for the area," said Mayor Dave Schiller. "You are asking us to turn a blind eye on the situation when you ask us to allow the industry to continue there, and I just cannot do that."

Mrs. Dinning asked why other industries in town, which she considered "more hazardous" than Selk were allowed to exist.

"We cannot make a hypothetical statement about 'other industries' in general," replied Councillor Marylo Graham. "It is the specific cases that have to be considered."

The land area is being considered as residential under the proposed Official

Plan and if this comes through, Selk Industries would be more than happy to move out, but not before the rezoning occurs. Mrs. Dinning told the committee.

An amendment to the present zoning bylaw would legalize the industry in its present location, but the Official Plan would have to be amended first, councillors said.

"If we had not had a fire, we would be continuing business as usual, but the town is taking advantage of our misfortune by refusing to allow us to continue," Mrs. Dinning said.

In November, 1976, the Dinnings decided to rebuild the factory without a permit, since the town had not made any decision since the fire five months earlier.

"When you are in business, you have to keep up production," Mr. Dinning said. "Our decision to build without a permit could be a reason that the town is discriminating against us."

If future rezoning fails to include Selk, the Dinnings plan to take the matter to the Ontario Municipal Board. "We are determined justice will prevail," Mr. Dinning said.

### He fears body shop expansion would mar his back yard

It has not been trouble-free for a Yongehurst Road resident regarding a nearby auto dealership.

Bob Holland has, for the past six years, had a problem with Kinnear Pontiac Buick Ltd., and now he's afraid an auto body shop will be built with doors opening onto his back yard.

Mr. Holland, who appeared before the Richmond Hill planning committee last week, said he saw a site plan agreement between the town and Kinnear Leasing Ltd., proposing construction of a 5,000 square-foot 10-stall auto body repair and paint spraying shop.

The building, he said, would be constructed 51 feet from his southern property line. Seven doors, either 12 or 15 feet high, would open onto residents' back yards, he said.

"I believe construction of such a shop would create a potentially dangerous situation," he told the committee. "As an industrial arts teacher, I have taught auto body repair and have made some further investigations into the industry."

He is concerned with the ground, air, water, and noise pollution which would result from an auto body shop.

"The dust particles of lead, asbestos and silica that are created in the industry will not only be obnoxious but are known to be health hazards," he

said. "The smell of paints and thinners would be a nuisance as well."

For six years, the residents on the south side of Yongehurst have had to live with the problem of discharged waste waters, which drains into their back yards, he said.

Peter Kinnear denied that the waters were coming from his dealership.

The Town carried out a dye test which showed the water contained grease, gasoline and noxious odors, Mr. Holland said.

"The Town helped with the laying of a weeping tile bed at the south end of our property which takes the water off our land but pipes it down into the stream which flows west of my property," Mr. Holland said.

"Several trees along the south boundary have been killed as well and efforts to replant them have been unsuccessful."

Mr. Holland has contacted several people from the Ministry of the Environment who believe his concerns regarding the auto body shop are valid.

Mr. Holland said the council has no reason to approve the shop, since it received a letter from the Ministry of the Environment last September stating the doors of the shop should not open onto their back yards.

The committee agreed it would investigate the matter further.



### Cyclone flips planes

A small cyclone ripped through the King City Airport late Sunday afternoon, blowing these two planes into a grain field several hundred feet from where they were

moored. Cyclone also blew out the east wall of the hangar and damaged several other aircraft at the facility between Highway 400 and Jane Street. Damage to the

planes totalled \$60,000, while the hangar sustained about \$15,000 damage. The violent storm hit hardest in southern King Township, but no power failures were reported.

### Volunteer fire fighters donate their time to us

By MILLIE STEWART

How many people do you know who would leave their beds in the wee small hours to go and fight a fire because they wanted to?

Right here in our communities, there are quite a few such men. They are the volunteer fire fighters with the Richmond Hill Fire Department, and the services they give are especially valuable because this area is so wide-spread.

It used to be that if there was a fire, no matter where it was in the Richmond Hill Fire Department's district, the trucks were dispatched only from the centre of town.

That meant that if the fire was in Oak Ridges or Richvale, it took a considerable length of time for the men and equipment to arrive on the scene. Things are more efficient now.

The R.H.F.D. has a full-time complement of 27 men and because they work in shifts, the 23 volunteers are a definite asset.

They are needed to swell the number of available men to answer an alarm, and in conjunction with the regular fire fighters, they are there when the need arises.

At the present time, there are fire halls in Richmond Hill, Richvale, and in Oak Ridges. In each hall, there are vehicles and equipment for fighting fires.

Volunteers from each area man their equipment, and now the necessary equipment and manpower can be at the scene of an incident much more speedily than when all the equipment was housed in downtown Richmond Hill.

Along with the 23 volunteers already

mentioned, some of the full time fire fighters also serve on a volunteer basis in their free time, thus providing even more manpower.

The proposed fire hall on Major Mackenzie Dr. has been approved, the digging began last Wednesday and it won't be too long before completion.

Once the hall is ready, the Main hall in Richmond Hill and the Richvale hall will merge into one at the new headquarters with the northern hall in Oak Ridges remaining the same.

Fire Chief Robert Kennedy praised the volunteers and said their services were invaluable. The dictionary definition for invaluable is — having a value beyond estimation.

A vote of thanks goes out from a grateful community to these men who hold down full time jobs and give their free time to perform a much needed service for us all.