

Planning briefs

Expansion project proposed by dealer

A public meeting has been called to discuss plans for a Markham car dealership's proposed expansion.

Planning committee Tuesday approved drafting a bylaw amendment for the expansion, subject to the outcome of the hearing.

Conlin Motors Ltd. on Hwy 7 plans to construct a new sales building, provide storage space for new models and provide another car display area.

The expansion will take place on a vacant parcel of land west of the existing dealership that is now being used for car storage. An abandoned house was recently removed from the site and relocated in Stouffville.

Regional Councillor Ron Moran said at the meeting the vacant land is best suited for the proposal.

The public meeting is scheduled for Oct. 21 at 7:30 p.m. at the municipal offices.

Rezoning plans approved

A request to rezone land for industrial use in Markham was given initial approval by planning committee Tuesday.

The rezoning, if given final approval by Council, will allow industrial development on a 103-acre parcel of land on 14th Ave. between Warden Ave. and the CNR railroad tracks that cross 14th Ave.

The move will require an official plan amendment and a rezoning from agricultural to industrial-commercial.

According to a planning staff report, the land forms a "natural extension of the industrial area to the south which is substantially developed."

Brown's Corners proposal

Markham development firm V. V. DeMarco Properties Ltd. may soon be allowed to build in Brown's Corners if council passes a bylaw amendment lifting a hold on development there.

Planning committee approved drafting the bylaw for the development Tuesday.

The "hold" provision was enacted to give council more control over the types of development slated for the area. The controls imposed are used to ensure "fine

quality development," said a planning report.

The issue must still come before council for final approval.

Public meeting called

Planning committee has called a public meeting to hear concerns or objections to a restaurant proposal in a Markham commercial development.

Uri Saks Investments Inc. proposes to build the eatery in phase two of a three-phase Alden Rd. commercial-industrial development. Phase one is currently near completion.

The meeting is scheduled for Oct. 21 at 7:30 p.m. at the municipal offices.

Exposure of affair threatened

An illicit affair was the bartering tool used against a Markham woman who was blackmailed into signing over ownership of her car to a man.

According to police, the suspect entered his victim's apartment and removed some appliances. The victim was then forced to sign over ownership of her vehicle to prevent him from revealing an illicit relationship she was involved in.

A 42-year-old Musselman Lake man has been charged with extortion, break, enter and theft and possession over \$1,000 in connection with an incident last Sunday, Sept. 14.

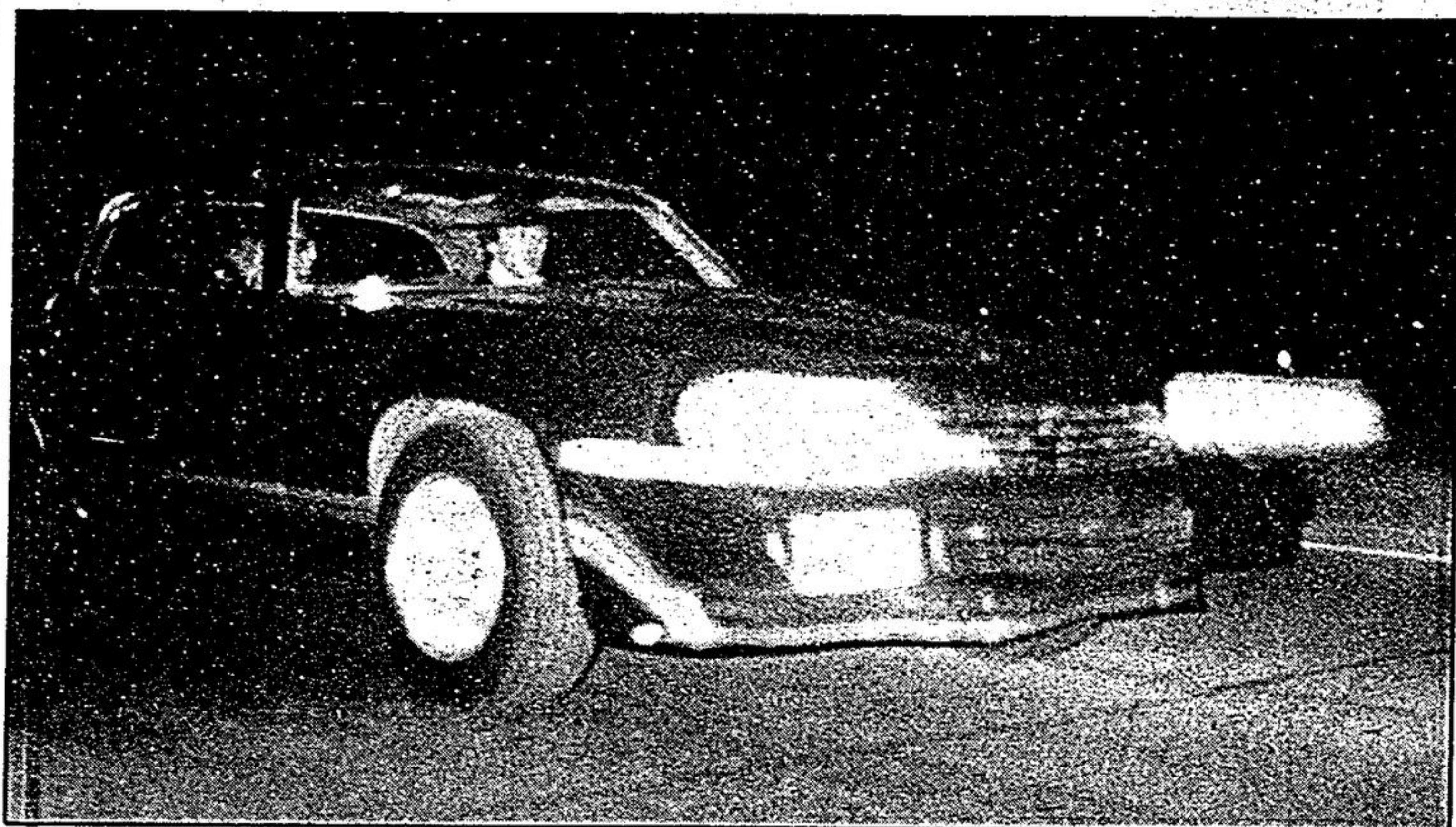
Value of the stolen articles is \$1,500.

Doors taken from cars

Open-door policy seems to be the message of thieves during some recent unrelated crimes.

Two doors were removed from a vehicle at McArthur Ford in Unionville.

According to York Regional Police the doors, valued at \$3,500, were taken on Sept. 15 or 16.



This race occurred southbound on Hwy. 404 at Hwy. 7. Steve's Camaro blasts past his opponent in a drag race. He won this race and \$10. — Rob Donnelly

Mayor Bell dead set against drag strip

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o'); punching the clock at a rollicking 114 mph.

And Mike is no slouch on the drag strip either. He modestly points out that he has won the award for the fastest street machine at Cayuga Speedway in Niagara Falls for the last two years in a row.

"He's got the fastest car on the lot right now," comments one admirer standing in the Sunoco lot adjacent to Macho's.

Alex Romanov, the vice-president of the Alpine Electronics' head office on 14th Ave., is prepared to donate \$60,000 toward the construction of a drag strip in Markham so that drivers such as Mike can continue their successes closer to home.

After witnessing the street racing in front of his business and having some wheels stolen from a stereo demonstration car out on the lot, he decided that a drag strip would be a positive solution to the problem.

"They don't like dodging the police, and the police don't like chasing them," he says.

The 42-year-old describes him-

self as a former 'motorhead' from an earlier era who can still empathize with today's speed demons.

"They're just fans of speed," he reminisces. "I know the feeling. I used to do it myself."

He was 18-years-old before he bought his first car: a big black 1955 Pontiac Laurentian with a white top that he used to race in Toronto's Cherry Beach area in 1962.

Today, he still nurtures that penchant for speed with an exotic \$140,000 hand-made Italian sportscar — a 1981 Lambourgini Countach.

However, there are barriers that have to be overcome, he says, before a drag strip can be realized in Markham. They include getting someone to lease the land needed for the strip and enlisting the support of local politicians.

Mayor Carole Bell laughs at the suggestion of a drag strip on Markham turf calling the idea both "ridiculous" and "a big joke".

"How about getting it off the streets and not having it any place legal," she says. According to Mayor Bell, there is no problem with drag-racing through Mar-

kham neighborhoods.

The petition, she points out, was unconvincing evidence of the motorsport's popularity since many of the signatures appeared to her to be written by the same person, and therefore forged.

She also dismisses the \$60,000 offered by Mr. Romanov as "a drop in the bucket."

Mr. Catlin counters the criticism of the petition by admitting that some signatures could have been written by the same person for the sake of expediency, although he insists that the extent of the community interest in drag-racing is genuine.

Mrs. Bell is confident that municipal council will unanimously reject any bid to build a drag strip in Markham.

Responding to the cool response to the idea, Mr. Romanov replied: "The fact is that every municipality is going to say 'we don't want them', ...but the fact is that we've got them."

"Frankly, I thought those greaseball days were over," he adds, "...but all they want to do is challenge one car after another to see whose faster in the quarter-mile."

Ed and Claudette



AIRD/86

"If Brian Mulroney's so smart, why is he still in politics?"

Manhattan plaza denied

Manhattan community residents won't be shopping for convenience items in their own area with planning committee's denial of a proposed plaza.

The proposal was turned down in an 8-4 recorded vote after Councillors Fred Cox and Frank Scarpitti suggested the proposal be given a chance at the public meeting stage.

First City Development Corporation Ltd. brought the plan to committee for the second time after council referred the matter back to staff last month.

The decision was made on the heels of Marion Cres. resident Ed Garnett's concerns about the development.

He said future residents in the eastern portion of the developing Manhattan area could use the Raymerville shopping plaza less than a half-kilometre away from the McCowan Rd. and Manhattan Dr. site.

"I spoke the last time and nothing has really changed as far as our objections go," said Mr. Garnett, adding that the development would affect his property value.

First City Development spokesman Ron Richards told members

that changes had been made to the proposal to quell residents' concerns.

He noted that the site size was reduced and the landscaping depth increased. The building was also moved to the rear of the site.

He initially requested that the

issue be sent to the public meeting stage.

"We've gone a long way to alleviate some of the concerns raised by the ratepayers and members of council," said Mr. Richards.

The issue now goes before council for final consideration.



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