

①



July 8, 2013,

Mayor and members of council,

This letter is to register our strenuous objection to the proposed bylaw amendments that are being proposed under the guise "Thornhill Revitalization Project".

The planned restrictions for manufacturing, assembly, warehousing, fabrication and open storage facilities are being made without thought to the business property owners that are affected by these bylaws of which we are one.

No transitional planning has been provided for the businesses that are to be affected by these dramatic changes – to the point where there has been little or no thought to the businesses and employees affected by these changes. Proper planning would be to provide alternate locations and assistance with the forced relocations necessitated by these bylaw changes.

Further the plan is based on future uses that may never come to fruition thereby leaving all of these businesses in a sort of purgatory for an in determinant amount of time. Witness the futility of finding any use for the old Canac Kitchen properties in our area.

The supposed planned uses are not based on any real trends in the area – if there was we would want to look at the transportation or transit plan to go along with the shift in use. We do not see any of that here. It appears that little homework has been done on this "revitalization" by its promoters. We see no "offices" or alternate businesses that are looking to locate here and any thought of relocation would be quickly label these properties as "landlocked" by the city which of course would seriously affect the value that the existing hardworking and responsible owners have toiled to build up over the past 30 or so years.

Please register our objection formally to this anti-business proposal.

Sincerely,

Richard Ruddock P.Eng. | President

Chemline Plastics Limited
55 Guardsman Road
Thornhill, ON L3T 6L2
Canada

t. 905.889.7890
f. 905.889.8553
www.chemline.com
ISO 9001:2008 Certified

2

Hau, Lucy

Subject: FW: Thornhill Revitalization

From: Shore, Howard
Sent: Monday, July 08, 2013 10:00 PM
To: Kitteringham, Kimberley
Subject: Thornhill Revitalization

Hi Kimberley,

Can this please be included as part of the Correspondence for this item.

Thx,

Howard

HOWARD I. SHORE
Councillor, Thornhill Ward 2
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3
Tel: 905.479.7756 Fax: 905.479.7763
Email: hshore@markham.ca
Website: www.howardshore.ca

Follow me on:

Please consider the environment before printing this email note

-----Original Message-----

From: Alan Marks []
Sent: June-23-13 19:32
To: Shore, Howard
Subject: MARKHAM / THORNHILL

Mr. Shore

We are residents of Markham, living at Landmark, and attended your breakfast this morning for which we thank you.

We wish to go on record as supporting the THORNHILL Revitalization Working Group Recommendations and demand that Council enact the By-law to bring these Recommendations into law.

We are also interested in making known our feelings regarding the possibility of the construction of a BELL cell tower. We feel that this would be detrimental to the area and they should not be allowed to construct this tower.

Thank you,

Cordially,

Dorothy and Alan Marks

Sent from my iPad
Alan Marks



BRATTYS LLP
BARRISTERS AND SOLICITORS

3

PLEASE REFER TO:
Barry Horosko (Ext: 339)
Email: bhorosko@bratty.com
Assistant: Brendan Smith (Ext: 455)
Email: Bsmith@bratty.com
Telephone: (905)760-2600

July 8, 2013

City of Markham
Markham Civic Centre
101 Town Center Blvd
Markham, On L3R 9W3

Attention: Mayor Scarpitti and Members of Council

Dear Mr. Mayor and Members of Council:

**Re: Draft By-law for the Thornhill Revitalization Area
67 Green Lane, Markham**

We are the solicitors acting on behalf of Granite Real Estate Inc. ("Granite") with respect to the above referenced matter.

Granite is the owner of land located on the south side of Green Lane to the east of Bayview Avenue, and municipally known as 67 Green Lane in the City of Markham (the "Site").

We are writing to express concerns related to the proposed down zoning of this employment area. Granite has a significant investment in a large 93,000 square foot building, currently under renovation and the proposed removal of a number of uses is, in its view, unnecessary and undesirable.

Thornhill Revitalization Area

The Site is located within an area of employment referred to as the "Thornhill Revitalization Area" in connection with the Working Group that was established in part to consider revisions to Official Plan and Zoning land use policies to promote revitalization of the area.

In advance of the June 18, 2013 public meeting which was held to consider, among other matters, an amendment to the existing Zoning By-law for the Thornhill Revitalization Area, we provided comments on behalf of Granite in the attached letter, dated June 12, 2013. The letter expressed concern as to the possibility of new restrictions being imposed that would limit the reasonable use of the Site. In this regard, the letter noted the need for the implementing documents to allow Mercedes' operations on the Site to continue and evolve over time.

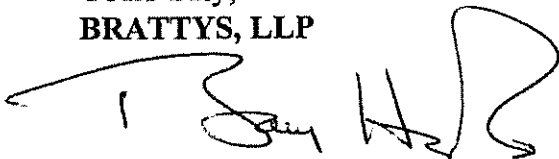
New draft Zoning By-law

Despite the concerns previously raised by Granite, the draft Zoning By-law (the "By-law") which is expected to be brought forward at the July 9, 2013 Special Meeting of City Council proposes a far more restrictive zoning regime for the Site and the employment area as a whole. To this end, the By-law proposes to limit non-ancillary employment uses in the area to Business Offices, Financial Institutions and Personal Service Shops while removing permissions for all industrial and automotive uses.

As such the By-law does not provide sufficient flexibility in order to ensure that Granite and other area landowners are able to attract high quality employers to the Thornhill Revitalization Area in the future.

In summary, the By-law in its current form, is not acceptable to Granite and is ultimately detrimental to the long-term viability of both the Site and the employment area as a whole.

Yours truly,
BRATTYS, LLP



Barry A. Horosko

cc: L. Kumer, Granite Real Estate Inc.
S. Inberg, Mercedes Canada Inc.
J. Levac, Weston Consulting Group

encl. M. Flynn - Guglietti



BRATTYS ^{LLP}
BARRISTERS AND SOLICITORS

PLEASE REFER TO:
Barry Horosko (Ext: 339)
Email: bhorosko@brattys.com
Assistant: Brendan Smith (Ext: 455)
Email: Bsmith@brattys.com
Telephone: (905)760-2600

June 12, 2013

City of Markham, Clerk's Office
Markham Civic Centre
101 Town Centre Blvd
Markham, ON L3R 9W3

Attention: Judy Carroll

Dear Ms. Carroll

**Re: June 18, 2013 Meeting of the Development Services Committee ("Committee")
Proposed Zoning By-law Amendment and Policies for the new Draft Official Plan
67 Green Lane, Markham**

We are the solicitors acting on behalf Granite Real Estate Inc. ("Granite") with respect to the above reference matter.

Our clients are the owners of property in the City of Markham, municipally known as 67 Green Lane (the "Site").

Our client's site is located within the Thornhill Revitalization Area. As you know, at the June 18, 2013 meeting of Committee, Staff are expected to bring forward a proposed Zoning By-law Amendment and area specific policies for the new Draft Official Plan for the Thornhill Revitalization Area.

We are writing to express concerns as to the proposed new By-law and the possibility of new restrictions being imposed to limit the reasonable use of the Site.

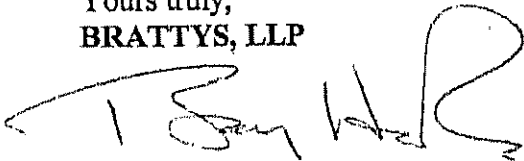
For the information of Staff and Committee, Granite has recently leased the Site to Mercedes Benz Canada Inc. ("Mercedes"). Mercedes is currently processing a building permit and site plan approval to significantly renovate the existing building for automotive related uses, among others, on the Site. This is viewed by Mercedes as a long-term site for their continuing and evolving business activities. Both Granite and Mercedes are concerned that this not be restricted and that an evolution of uses on the Site be permitted.

It may be that a site-specific exception should be developed for this site in recognition of the new use. We are concerned that the By-law may restrict or eliminate existing permitted uses on the Site. Further, we want to take this opportunity to ensure that uses on the Site reasonably permit Mercedes to continue and evolve as their business does.

In closing we think the introduction of Mercedes to the Site is a desirable and appropriate use for the area. Further, the preparation of the implementing documents should recognize the need for Mercedes operations on the Site to exist and evolve over time.

We welcome the opportunity of meeting further with Staff to discuss drafting of the implementing documents together with responding to the matters raised herein.

Yours truly,
BRATTYS, LLP



Barry A. Horosko

cc: L. Kumer, Granite Real Estate Inc.
S. Inberg, Mercedes Benz Canada Inc.
J. Levac, Weston Consulting Group

Reply to the Attention of Mary Flynn-Guglietti
Direct Line 416.865.7256
Email Address mary.flynn@mcmillan.ca
Our File No. 217152
Date July 9, 2013

Delivered by e-mail judycarroll@markham.ca

City of Markham
Office of the City Clerk
101 Town Centre Blvd.
Markham, ON
L3R 9W3

Attention: Ms. Judy Carroll, City Clerk

Dear Mayor Scarpitti and Members of Council:

**Re: Special Council Meeting of July 9th, 2013
Thornhill Revitalization Area –Site Specific Official Plan Policies and
Zoning By-law Amendment
Mercedes-Benz Canada Inc.
67 Green Lane, Markham**

We are the solicitors retained on behalf of Mercedes-Benz Canada Inc. (“Mercedes-Benz”) to represent its interests regarding the proposed Thornhill Site Specific Official Plan Policies and Zoning By-law Amendment. Mercedes-Benz has entered into a long term lease with Granite Real Estate Inc. to lease and occupy the currently vacant building and property municipally known as 67 Green Lane. The lands are located adjacent to the railway right-of-way at the westerly perimeter of the Thornhill Revitalization Area Land Use Study boundary. The lands are currently zoned **M-Industrial**, pursuant to City of Markham By-law 77-73.

Mercedes-Benz has entered into a long term lease with Granite Real Estate Inc. (“Granite”) to lease the property. The site is strategically located to service seven Mercedes-Benz dealerships, known as the Toronto Retail Group “TRG” which includes both corporate dealerships in Vaughan and Markham which are amongst the highest volume dealerships in Canada. The vacant building located on the site was formerly used as a manufacturing facility by Magna International. Since the closure of the facility, the approximately 92,000 square foot building has remained vacant thus resulting in a continuous state of decline.

Mercedes-Benz entered into a long term lease with Granite with the intent of leasing such a large building in order to consolidate and make more efficient four current business operations. Mercedes-Benz currently leases land at 82 Green Lane in Markham as an offsite dealer customer routine maintenance and repair centre. It is intended that this use will be one of the consolidated uses to relocate to 67 Green Lane. Mercedes-Benz intentions regarding its use of the approximately 92,000 square foot building can be summarized as follows:

1. Upper Office Floor:
4,643 square feet of the upper office floor will be used as office space by approximately 40 office staff whose activities are related to the Mercedes-Benz Call Centre for the entire GTA scheduling of service work and sales appointments.
2. Lower Office Floor:
The lower office space of approximately 4,698 square feet will be occupied by 10 office staff who provide support for the Toronto Mercedes-Benz Recondition, Vehicle Logistics and PDI (Pre-Delivery Inspection) Centre.
3. The front half of the warehouse:
The front half of the warehouse portion of the building will be occupied by 18 mechanics, 4 partsmen and 8 support staff for preparation, repair and servicing of Mercedes-Benz vehicles for delivery to 7 TRG facilities located in the GTA. The vehicles will be parked in the interior awaiting mechanical repair and service.
4. The Rear half of the warehouse:
The rear half of the warehouse will be used for vehicle staging of Mercedes-Benz vehicles awaiting delivery to the 7 TRG facilities.
5. The exterior parking lot:
The exterior parking lot contains a total of 128 parking spaces of which 80 will be used for staff parking and the remainder for the temporary vehicle drop off and staging.

It is important to note that no body repair work will be performed on the site.

As noted in a letter of concern from Mercedes-Benz's planning consultants, Weston Consulting dated June 18, 2013 our client is concerned regarding certain provisions proposed under the draft Zoning by-law. In particular we note that the zoning amendment would prohibit all outdoor storage and auto repair uses. It is important to note that the exterior lot is to be used as a temporary and ancillary vehicle staging area and would represent a small percentage of the overall exterior parking lot. With respect to the aspect of the business intended for vehicle repair and service, all work will be undertaken wholly within the existing building.

We therefore ask Council to consider site specific policies to be drafted into the proposed new Zoning by-law as follows:

"7.563 67 GREEN LANE

Notwithstanding any provisions of this By-law, the following provisions shall apply to the lands denoted by the symbol *563 on the Schedules to this By-law. All other provisions, unless specifically modified/amended by this section, continue to apply to the lands subject to this section.

7.563.1 Additional Permitted Uses:

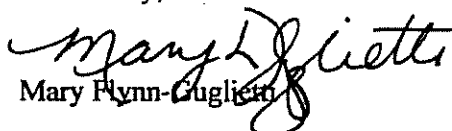
The following additional uses are permitted:

- (a) Ancillary pre-delivery inspection and automobile servicing and repairs to new and reconditioned vehicles. This shall not include any form of body repair, painting, sanding or rust-proofing.**
- (b) The ancillary temporary outdoor staging of vehicles to be loaded for delivery.**
- (c) Indoor parking of motor vehicles.**
- (d) A business development centre."**

We respectfully submit that the proposed site specific policies as set out above regarding 67 Green Lane will allow an attractive re-use of the existing building while ensuring a use that is compatible to the larger neighbourhood. It is also an opportunity to secure the long term tenure of Mercedes-Benz, a corporation with an impeccable world class reputation as well as providing employment for approximately 80-100 persons.

I will be attending the Special Council meeting on Tuesday, July 9th, 2013 and would like to be listed as a deputation.

Yours truly,


Mary Lynn-Guglietti

/sb

c.c. Stephen Inberg, Mercedes-Benz
David N. Ross, McMillan LLP
Jim Levac, Weston Consulting
Barry Horosko, Bratty's Barristers and Solicitors



Mercedes-Benz





5

Blake, Cassels & Graydon LLP
Barristers & Solicitors
Patent & Trade-mark Agents
199 Bay Street
Suite 4000, Commerce Court West
Toronto ON M5L 1A9 Canada
Tel: 416-863-2400 Fax: 416-863-2653

June 27, 2013

VIA E-MAIL

Gerald S. Swinkin
Partner

Dir: 416-863-5845
gerald.swinkin@blakes.com

Reference: Raywal

Mayor F. Scarpitti and Members of Council
City of Markham
101 Town Centre Blvd.
Markham, ON L3R 9W3

Dear Mayor Scarpitti and Members of Council:

**RE: Thornhill Revitalization
Public Information Meeting and Special Council Meeting, July 9, 2013**

We represent Raywal Cabinets, who owns and occupies the land at 68 Green Lane in the City of Markham, which parcel is located at the northwest corner of Green Lane and Guardsman Road. Our client's parcel of land is the largest within the Thomiea Employment Enclave, being those lands that are captured by the Thornhill Revitalization initiative presently before Council.

Raywal Cabinets

Our client is an active manufacturer with a successful business at this location. Our client employs 172 full-time employees at this location. Our client anticipates good prospects for future sales and has very much in its contemplation the prospect of expansion on the site as this is a large tract of land with unused areas that could readily accommodate a new or expanded facility.

Our client, through predecessor companies, has been established and operating on these lands since 1954. In connection with upgrading the facility in order to employ best available technology, our client recently invested over \$1,000,000 in the acquisition and installation of a Recuperative Thermal Oxidizer, which operates so as to capture the air emissions from the process within the plant and ensure destruction of compounds that then produces a clean emission into the atmosphere. Our client is a responsible business enterprise which always endeavours to observe the applicable laws and regulations which govern its operations.

The Industrial Neighbourhood

The Thomiea Employment Enclave is clearly an employment cluster of many basic industrial uses. To date, these uses have been able to function amongst each other without conflict and in a fashion that permits reasonable industrial operations that do not impair the normal business function of the enterprises.

Classic land use planning policy recognizes the place of this industrial character of use, which is recognized in the City Official Plan within the General Employment land use designation, and strives to ensure separation of these uses from sensitive uses.

22408773.1

Unfortunately, for whatever historical reason, the City has allowed residential uses in the general vicinity of the Thomiea Employment Enclave to the north and the east but these uses clearly came after the full development of the Thomiea Employment Enclave and those persons who purchased property in the nearby residential area would have understood the context within which they were making their purchase decision.

Canac Site Conversion Proposal

In this regard, as the Issue has been connected with the Thornhill Revitalization initiative, on behalf of our client, it is our submission that the City is proceeding in an entirely inappropriate direction with respect to entertaining the conversion of the Canac site from its employment designation to a non-employment designation, particularly as it is our understanding that the expectation is that the non-employment uses will involve a considerable component of residential uses. In our view, for reasons which will be expressed more fully below, we believe that this conversion is contrary to the provisions of the *Planning Act*, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of York Official Plan. Quite apart from that though, by re-designating the Canac site to permit sensitive uses, the City would again be acting in blatant violation of basic land use planning principles by bringing sensitive uses to industrial use rather than separating them. The industrial uses are statutorily and policy protected. The residential use proposal is purely discretionary and it is a direction which is not tenable.

Employment Land Conversion Policy

The question of the permissibility and appropriateness of converting employment lands to non-employment uses, and the identification of the statutory and policy provisions which regulate this have been very clearly laid out for City Council in various City Planning Department Staff reports. Most particularly, those issues were fully canvassed in the report dated May 21, 2013 entitled "Draft Official Plan 2012 - Employment Conversion and Redesignation Applications", which was considered by Development Services Committee at its meeting on May 21, 2013. As this report is very fresh before Council, I will not be reproducing the many observations in it which are germane to the Thornhill Revitalization Plan but would simply commend Council to return to that report for a fair understanding of the issues and the inappropriateness of authorizing conversion, most particularly of the Canac site, but also of any other lands which are presently designated Employment.

March 19, 2013 Council Resolution

In the direction to staff with respect to drafting the official plan amendment and zoning amendment for the initiative, Council has determined to prohibit manufacturing, assembly and warehousing, other than where no Certificate of Approval is required from the Ministry of the Environment, and to prohibit auto-body repair shops. Our client's operations require an Environmental Compliance Approval (the current name for a Certificate of Approval) and it is the holder of that Approval. Nowadays, due to the stringency of Ontario environmental regulation, we would venture to say that every industrial operation will have some impact on the environment arising out of its operation so as to require an Environmental Compliance Approval. Consequently, the March 19th direction from Council is tantamount to the outright prohibition of any industrial activity within the Thomiea Employment Enclave. As of preparing this letter, the actual draft amendments were not available for public review but we assume that they will implement the Council direction as noted above and will thus have the effect which we note.

22408773.1

New City Official Plan

The other front on this question is the matter of the City's own general official plan exercise. Although that document has not yet been formally adopted by City Council, it appears that it has evolved to a final draft which is likely to be adopted in the near future and which apparently represents the position of Council on the key land use issues.

I refer specifically to Chapter 5 of the current draft Official Plan and would remind Council that this chapter, relating to Employment, adopts the policies and principles which have been discussed in the May 21, 2013 Planning Staff report regarding the City's obligation under Provincial and Regional policy to plan for, protect and preserve designated Employment Lands for current and future uses.

Within Chapter 5, there are specific provisions which relate to industry as articulated in Section 5.1.5. In this part of the Official Plan, it is declared to be the policy of Council:

- 5.1.5.1 To recognize the importance of industry such as manufacturing, warehousing and processing in contributing to a diverse economy.
- 5.1.5.2 To provide and maintain a land use planning environment that is supportive of the operational needs of industry.
- 5.1.5.3 To recognize existing buildings accommodating industry as a valuable asset and encourage their maintenance and refurbishment.

In light of those about to be freshly minted policies, which are completely compliant with Provincial and Regional planning policy, to proceed with the Thornhill Revitalization proposal before Council now is to run absolutely counter to the City's statutory and policy obligations and worse yet, in the face of this new Official Plan policy, to act in contempt of Council's own general principles and policy and to render the action of Council in this instance as one of gross hypocrisy.

To proceed with the Thornhill Revitalization Initiative would be to damage a functioning and contributing Employment Area and to therefore damage the broader community welfare.

The premise of environmental impact from existing uses which seems to be the underlying motivation behind this present initiative is dubious at best as there is a dearth of material and clear evidence that environmental harm is resulting from the existing industries within the Thornlea Employment Enclave.

On the basis of all of the foregoing, we submit to Council that the Thornlea Revitalization initiative is seriously flawed, not reasonable or defensible and that Council should not proceed with any of it.

Yours very truly,



Gerald S. Swinton

GSS/sds

c: B. Magee

22408773.1

6

Hau, Lucy

Subject: FW: Thornhill Revitalization meeting July 9/2013

----- Forwarded Message -----

From: Ronald Ribchester

To: "kbavington@markham.ca" <kbavington@markham.ca>

Sent: Tuesday, July 9, 2013 8:25:04 AM

Subject: Thornhill Revitalization meeting July 9/2013

Please forward my submission at the meeting as I have a medical appointment and may not make it in time.

In the six years I have lived at the corner of Willowbrook and Innisbrook the two items which have offended my senses is the 4 am sound of shunting CN trains and Howard Shore campaign signboard seeking election.

There are enough environmental controls levied by the province to which I pay fees in protecting the environment. Any further controls or monitoring are the purvey of the province and not Markham . What noise and what noxious emissions? When was the last monitoring done?

I am more worried about trains, "spills" and noise level than any noise or smells from the auto shops on Harlech. Note that nobody has cited CN Rail in terms of noise and noxious emissions.

As far as 'revitalization' goes, if this meeting is so important why is it held miles away from the community. A meeting so vital should be held at the Thornhill Community Centre in the community it serves and for the residents of this community.

Lastly, I like the zoning for the auto and body shops to remain the same. They serve a strong retail need as you need a car to shop in Thornhill and that car needs servicing. The shops are more than adequately policed. These shops provide employment for a number of needed trades.

7

Hau, Lucy

Subject: FW: AE Auto Plus

From: Petition To Stop Re-Zoning

Sent: July-09-13 11:33 AM

To: Bavington, Kitty

Subject: FW: AE Auto Plus

> Subject: AE Auto Plus

> From:

> Date: Sun, 7 Jul 2013 12:44:07 -0400

> To: petitiontostoprezoning@outlook.com

>

> Howard Shore does not have our support!

>

> We have heard of no sensible rationalization to support the proposed re-zoning. Our local businesses and community have mutually supported each other for decades and we need this to continue going forward into the future. As a consumer I do not want to be forced to Toronto, Vaughan or Richmond Hill to seek out alternative services.

>

> We need the city to act responsibly to this end.

>

> Respectfully,

>

> Tony Busbridge

8

Hau, Lucy

Subject: FW: Urgent: AE Auto Plus

From: warren.ball
To: petitiontostoprezoning@outlook.com
Subject: RE: Urgent: AE Auto Plus
Date: Tue, 2 Jul 2013 21:38:42 -0400

To whom it may concern:

Please be advised that my wife and I, along with my mother, have been long-term clients of AE Auto Plus on Harlech Court and have come to rely upon their services very much. We are tax-paying Markham residents who are not supportive of any changes to the zoning on Harlech Court or Guardsman Road.

The Rev Warren Ball

Hau, Lucy

9

Subject: FW: stop the rezoning on Harlech

From: barry.lori
To: petitiontostoprezoning@outlook.com
Subject: stop the rezoning on Harlech
Date: Tue, 2 Jul 2013 13:17:04 -0400

We have lived in this area since 1990. We love that we can take our vehicles to any number of repair shops and get service that far exceeds any dealer we have ever dealt with. We can drop our vehicles off in the evening and walk home. When the vehicles are ready, we walk to pick them up. If these businesses are forced to relocate, then obviously we would not be able to do this. Traffic along Willowbrook, Green Lane and Bayview is always a mess. And to force a revitalization of this area for more condos, more homes and more traffic. Vote NO

Barry and Lori Schwartz

10

Hau, Lucy

Subject:

FW:

Date: Tue, 2 Jul 2013 12:27:06 -0700

From:

To: petitiontostoprezoning@outlook.com

Why would you want to rezone ? This businesses have been here for many years. We have enough traffic as it is. This businesses are part of the community why change the make up.
I am against the rezoning.

Hannes Broschek

11

Hau, Lucy

Subject: FW: Re-Zoning of Harlech Court area - Thornhill

From: kmconkey
To: petitiontostoprezoning@outlook.com
Subject: Re-Zoning of Harlech Court area - Thornhill
Date: Thu, 4 Jul 2013 16:14:35 -0400

Hi – I would like to add my support to the local businesses along Harlech Court/Guardsman. I understand there is a proposal to re-zone this area which would force many of these small businesses to re-locate. We have been a customer at AEAUTO for many years and enjoy the convenience of having our vehicles serviced locally. Re-zoning will result in the additional erosion of commercial services offered in this area of Thornhill. I would much prefer that our local councillors work towards encouraging local shopping and services rather than forcing residents to travel farther to access our day-to-day needs.

We already have enough residential traffic volume without adding additional housing developments. It would seem to be illogical to force businesses to leave the area and yet work towards attracting more residents who could use the very services of these businesses.

Count me in as a Markham taxpayer who sees this proposal as running counter to common-sense and loyalty towards these hard-working local businesses.

Regards – Neil Hamilton

12

Hau, Lucy

Subject: FW: Urgent:From AE Auto Plus

From: bobmcindoe
To: petitiontostoprezoning@outlook.com
Subject: From AE Auto Plus
Date: Fri, 5 Jul 2013 15:11:12 +0000

Andy:

I support the efforts to re-consider the re-zoning of the area in and around Harlech Court and Guardsman Road. I am against higher traffic and density in that Green Lane area,

I support the small businesses in the area and do not think they should be forced out of their current locations.

Bob McIndoe

13

Hau, Lucy

Subject: FW: petition

From: Maria Galbraith
Sent: July 9, 2013 11:07 AM
To: andy@aeautopius.com
Subject: petition

Please stop the rezoning for this garage. It is close to us and a lot of people. We would like to keep it where it is. We have gone here for many years and would like to keep it that way.

Thanks

Ian and Maria Galbraith

July 8, 2013

TO WHOM IT MAY CONCERN:

Re: Rezoning of Thornhill – John St – Green Lane area

I am an 89 yr. old resident of St. Luke's Lodge, located on Green Lane. This letter will confirm my opposition to the rezoning plans proposed by Councillor Shore.

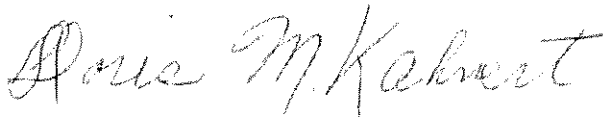
I wish to point out that I am an active, independent senior who relies on local businesses to provide services. One such service is the maintenance of my car. I have been made aware of these rezoning plans by my service garage, AE Auto Plus Inc., located on Harlech Court.

These fine folks provide me with honest, caring and excellent service. If the future of their business is at risk, that means my independence is at risk.

Furthermore, the redevelopment of these sections with "residential housing" is of great concern to me. Hundreds of new homes mean increased traffic on Green Lane. There are many vulnerable residents living at St. Luke's Lodge, including seniors and adults with a disability. Increased traffic puts these residents at risk.

I urge all community members to express their disapproval of these plans. I urge Markham Town Council to do the right thing and reject this proposal.

Sincerely,



Doris Kahnert, RN (ret'd)

15

Hau, Lucy

Subject: FW: Thornhill Revitalization Plan

From: Rob Lawson
Sent: July 9, 2013 10:11 AM
To: andy
Subject:

Hi Andy,

I am against the proposed rezoning of Thornhill in your area.

I want to keep my auto service business close to my residence.

Rob Lawson

16

BETH AGNEW

July 8, 2013

Development Services Committee
City of Markham
Markham Civic Centre
101 Town Centre Boulevard
Markham, ON L3R 9W3

Attention: Jim Jones, Chair

RE: Thornhill Area Revitalization

As a resident of Ward 1 and patron of numerous businesses and services in Ward 2, I want to express my opposition to the re-zoning of the John Street/Green Lane Corridor, being touted as the Thornlea Village Business Corridor.

This re-zoning initiative is counter to the profile of a vibrant community and caters primarily to the interests of a small percentage of already well-advantaged and influential members of the City.

Who will bear the cost of "street furniture", and yes, even petunias? The taxpayer of course.

Elitist Agenda

The stated desire to remove current light industrial businesses and build "more acceptable" facilities such as restaurants, cafes, office buildings, and to provide "greener spaces, safer neighborhoods" is verbal misdirection and indicative of an elitist agenda that will favour upscale businesses and services, catering to wealthier residents.

We do not need more restaurants and cafes while current food establishments are below capacity. Business churn, failures and bankruptcies can result if businesses are enticed to start up without adequate demand from potential customers.

It doesn't take a degree in economics or urban planning to know that development of high-tech services, finance and insurance, professional and cultural industries provides much more money flowing to large corporations and institutions -- the elite of society -- at the expense of small businesses which are the lifeblood of any community.

Automotive-related Industries

The Working Group report states an impetus to get rid of the current Harlech Court/Guardsman Road automotive-related businesses in favour of what is deemed more desirable.

Page 12 of the Working Group report includes automobile repair uses and auto-body paint and repair as "prohibited uses", yet the previous paragraph includes motor vehicle sales and rental as a recommended potential business use. A car dealership is more of a blight on the landscape than an enclosed repair workshop. Is the intention to tell such a car dealership that they may sell or rent vehicles but not repair or paint them on site? You can't have it both ways.

The auto-oriented businesses provide valuable, affordable services, numerous jobs, and adhere to environmental and municipal policies.

Bias against Trades

Our community, like many others, is currently experiencing a shortage of skilled labour in the trades. The auto-oriented service and repair businesses, as well as the light industrial operations and manufacturing provide much-needed employment and training opportunities for trades apprentices and journeymen.

Let the Ghosts Rest

Numerous communications on the proposed revitalization have mentioned the "old ghosts" of prior environmental discussions and defunct commercial facilities such as Canac Kitchens. Nothing is to be gained by continuing to complain about what is past. Instead, we should be focusing on existing business that are thriving, and how they contribute to the current economy of the area. It makes no sense to continually bemoan what happened to 360 John Street -- instead pinpoint vacant and underutilized lands that can be given variances for development.

Scare Tactics

Stating "threats to people's health and well-being caused by industrial manufacturing" without solid data to support such statements is an argument intended to inflame public opinion. Businesses currently operating in the corridor have invested in practices and equipment to reduce possible environmental impact. Sophisticated filtration systems, environmentally-correct disposal of waste materials, and noise-reduction building materials all contribute to ensuring existing businesses comply with green policies. If there are instances of unsightly buildings or materials, they should be dealt with via existing by-law enforcement.

Implying that existing businesses are not environmentally conscious or caring neighbours is misleading and incorrect.

Holding out that existing businesses will be "grandfathered" as a sop to any opposition is a political promise without any guarantee that it will be implemented once the special interest group succeeds in getting re-zoning approved.

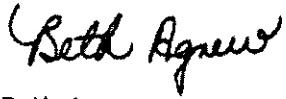
Dangerous Prejudice

Criticism of the existing businesses in the corridor are that they are "ugly, smelly and noisy". If that was applied to a person, there would be an outrage. This proposed re-zoning is in effect telling businesses that they must be pretty, shiny, and meet our standards of acceptability in order to be allowed to get established in our community. We are all well aware of situations in other communities around the world where so-called undesirables were hounded out of town due to unreasonable prejudice. This is no different. Such restrictive re-zoning says that we don't care you've been in business for decades and have contributed to the community all that time; you are no longer "our kind". That is not the kind of inclusive community we want in Markham or Thornhill.

In conclusion, it is my considered view that the only people to benefit from this re-zoning initiative are the real estate developers, the architects, engineering firms, and investors who will be laughing all the way to the bank, and the politicians who are able to make political hay on "beautifying" this part of the city.

I am strongly opposed to this re-zoning.

Yours truly,



Beth Agnew

cc: Ron Blake, Development Services
via email rblake@markham.ca

Howard Shore, Councillor
via email hshore@markham.ca

Frank Scarpitti, Mayor
via email fscarpitti@markham.ca

17

Hau, Lucy

Subject: FW: Thornlea Revitalization Zoning

From: Mike Papapetrou
Sent: July-08-13 9:50 PM
To: Bavington, Kitty
Subject: Fw: Thornlea Revitalization Zoning

----- Forwarded Message -----
From: david and valerie taylor
To:
Sent: Monday, July 8, 2013 7:19:12 PM
Subject: Thornlea Revitalization Zoning

Mike, as discussed, I would support leaving the zoning in your area as it presently stands.

Yours,

David Taylor

18

Hau, Lucy

Subject: FW: Rezoning of John St and Green Lane area

----- Forwarded Message -----

From: Larry Anklewicz

To:

Sent: Monday, July 8, 2013 7:13:46 PM

Subject: Rezoning of John St and Green Lane area

I understand that a proposal has emerged to re-zone the area around John Street and Green Lane in the Thornhill area.

My understanding is that such a rezoning might change the character of the existing neighbourhood and affect the existing business in that area in a detrimental manner.

I believe that the same changes can be effected by controlling new businesses that are allowed to enter the area and that many of the existing businesses have taken steps to clean up their operation and to comply with new and more stringent environmental regulations.

While the area does require some beautification, this can probably be done without changing the zoning bylaws and by simply having the existing businesses work out a plan that will allow the area to comply with existing bylaws and regulations in order to look better and give a better outward veneer to their properties.

Thanks.

Larry Anklewicz,

19

Hau, Lucy

Subject: FW: Thornhill Revitalization

-----Original Message-----

From: Wayne Arcus
Sent: July-08-13 6:15 PM
To: Shore, Howard
Cc: Blake, Ronald; Bavington, Kitty
Subject: Thornhill Revitalization

Councillor Shore

Thanks again for taking the time to speak to me today. As I mentioned I've been a resident of Thornhill since 1978 and have recently become aware of the above project and the Information Meeting scheduled for Tues, July 9th. Unfortunately I will not be able to attend the meeting but I wanted to register my "vote" against some of the proposed bylaw changes, specifically the prohibition of existing auto body and vehicle repair and therein applying a "legal non-conforming" status to them.

As I indicated I have made use of both auto repair and body shop businesses on both Guardsman/Harlech and John St since I moved to this area. They are obviously very convenient for me but also given their proximity to other Thornhill East but also residents in Thornhill West and North York residents. I suspect this is a key factor for the number of businesses, their success and/or longevity You need to drive a considerable distance to find equivalent services. Did you ask these businesses how many of their customers are in the L3T and adjoining areas. I suspect it's a large percentage. I wonder many of their customers are aware of these changes?

You indicated that the Working Committee wanted the area to evolve in a different direction, ie in your words, see some high-tech offices, restaurants and fitness studios. To reach this "vision", they felt that there were "enough" auto body/auto repair shops in the area hence the new bylaw provisions to restrict same. Changing the bylaw will not contribute to this vision. It's not the problem. It may actually have the opposite effect - precipitating the gradual decline in the area. With your "non-conforming" status they will not invest in growing their businesses, making capital investments and/or enhancing their appearance. Why would they? There is no ROI? The new bylaw change could perhaps lower their business asset value. I'm not sure what legal ramifications could result, but I wonder whether this could mean the city is facing compensation issues.

Instead of improving the area, some may leave but the net effect will be a decline in the area possibly affecting nearby property values as well as reducing the business taxes. The area has had until recently a fair amount of vacant space but this has changed, providing needed taxes and employment etc. With the bylaw change, will Mercedes want to continue to expand to the former Magna site if they are not allowed to do some auto-repair?

I think this vision, albeit commendable will not happen until the former Canac site is developed. Show me where there have been any market successes for these type of businesses, especially restaurants in this area. Just look at the turnover in Thornhill Square albeit Santorinis has been a lone market success. The demographics just don't support these type of businesses. The new vision will not have a chance unless the former Canac site is re-imagined

into a very creative urban residential/business space whereby it can hopefully provide the "spark" for attracting different businesses to the area.

I think you should let the market decide how many auto body/repair shops there should be in the area. We're probably at market saturation so I don't believe there is a risk for many more shops. What difference does it make anyway if there is one more. Market requirements is the reason that Mercedes Benz wants to expand in Thornhill - ie, convenience to their customers and we'll be the better for it with their brand. In addition to finally having a tenant for the former large Magna facility, perhaps their expanded presence will attract new businesses as well as influence "appearances".

Before talking to you I thought the reasons were more about their "appearances" and/or potential noxious fumes. The latter should be able to be controlled by current City and Prov/Fed Gov'ts environmental regulations similar what ensured the installation by Raywal of their fume control equipment. Since this installation and the departure of Canac, I have not noticed any noxious smell issues. As to cleaning up the area, I suspect there are appropriate bylaws that could be used to push reluctant owners to improve their building site(s). I concur that some establishments need to clean up their places but there has certainly been an improvement over the last several years. Perhaps you could promote an area business association to tackle this issue and/or pass some new ones regarding the maintenance of their "yards". A little beautification may help attract new businesses!

I would recommend that you consider a positive approach to our existing Thornhill businesses and let the market decide on the number of auto body and vehicle repair facilities.

Looking forward to reading your Report

Best,

Wayne Arcus

Hau, Lucy

go

Subject: FW: Notice for Bylaw change

----- Forwarded Message -----

From: Michael Aaron <

To: a

Sent: Monday, July 8, 2013 5:37:01 PM

Subject: Notice for Bylaw change

To whom it may concern,

It was brought to my attention that the city would like to change zoning in our neighborhood in an attempt to clean up some of the not so desirable looking commercial storefronts in the area. I think it would be a mistake to push organizations like Autotruster away from the community. Instead, I would suggest to approach organizations like Autotruster and work with them to get the desired requirement from the city such as beautifying and cleaning up those properties.

Thanking you in advance,

Michael Aaron

21

Hau, Lucy

Subject: FW: Good luck on Tuesday - Here is a note on position:

----- Forwarded Message -----

From: "Nezon, Jeffrey Michael ("

To:

Sent: Monday, July 8, 2013 2:43:33 PM

Subject: Good luck on Tuesday - Here is a note on position:

Dear Mike

I applaud and support your efforts to remain a viable and visible part of my community. I don't believe responsible small business is evil. I believe you to be a responsible small business.

We met over a decade ago on a soccer pitch. You were the coach, with a clip board, drawing plays for kids, likely 6 year olds at the time, who immediately forgot what you drew, and chased the ball like a swarm of bees – I think it was a decade later that they learned to pass the ball. The point being is that you and other business's in the community are the community – you provide quality service to over 1000 families in Thornhill but go much further sponsoring teams, giving your time freely. As a small business, you offer trusted advice to the community on only what needs to be done – or what needs to be safe on your vehicle.

I patronize other business for other services like tires and printing – also in the area in question.

I believe low density housing only creeps up to higher density packed town house complexes – one only has to look at Unionville in the winter to see how the concept of small boutiques fail. Even the larger nearby complexes such as Thornhill square are almost ghost towns at time. So what is viable?

It's a great concept and vision – I would love to see a street like Pleasantville USA just around the corner – should it come at the demise and displacement of people who have supported the community for years – no.

Every business has it's negative points – If you know me, I was the first to be excited about Menchie's coming into the neighbourhood – and I was probably the most disgusted when only two days after they opened, Menchie's cups and litter started to show up in the school yards and the parks, over a kilometer away from the store. Nothing is perfect but a solution should be reached that does not commercially impact contributing members of the community – for today and tomorrow.

I am also disappointed by the disproportionate use of distribution and technology by the government trying to impose a bylaw. The local paper printed something completely different then what was sent as a "voice mail blast" by my local councilor on opposing sides – I think you should also have the ability to leverage that kind of technology to make your issues vocal – The leveling tool is said to be a local meeting but the call to arms for the community to join that meeting is not proportionate.

I wish you the best in you challenge.

Jeff Nezon

82

Thornhill Revitalization

Mayor Scarpitti, Councillors and Staff,

We need integrity and redress applied to this issue. It was the Town of Markham which allowed residential development so close to this industrial area, albeit a past Council, and the present Council needs to put this right, not to mention honour their decision of March 19, 2013.. Residents worked for years to reduce pollution, odour and noise emanating from the businesses in the area. It was a long hard grind and just when they were on the brink of success, success has been snatched from their hands.

What happened? Who is to blame? Someone has to be accountable for this mess. Perhaps Council, planning staff and legal staff should all take part of the blame, for allowing the Interim Control By-law to lapse well before they were ready to proceed with the new Zoning By-law. Why aren't grandfathered businesses covered adequately in the new bylaw? Who in legal is responsible for that? Has the Mayor, City Staff and Council been so consumed by priority 1, the Markham Arena business, that other City business has started to fall between the cracks. It certainly looks like it.

One thing is for sure. residents should not be exposed to noxious industries. Council has to ensure that that is kept to an absolute minimum. Second I call on all businesses who have applied for expansion of activities which are banned under the new By-law to do the right thing by the community, especially Mercedes Benz. Mercedes Benz and Raywal need to respect the spirit as well as the letter of the law here in Markham, instead of taking advantage of the situation. Both companies have reputations to guard and corporate images to protect. Be good, well respected community partners or suffer the damage this issue will do to your business. I do not believe in giving Mercedes Benz any special privileges just because it is a well known prestigious company as one councillor has suggested. Of all companies affected in the area, this large international company will be able to bear with ease the business setback it would suffer by respecting the spirit of the new Zoning Bylaw. Be a leader, set the example, don't take advantage of the residents of this country.

Last and most importantly I call on all councillors to pass the new Zoning By-law without further delay and further damage to the residents of Thornhill.

Eileen Liasi

Resident Thornhill Markham.

23

Hau, Lucy

Subject: FW: Proposed By-law changes

----- Forwarded Message -----

From: Don Gallagher <

To:

Sent: Tuesday, July 9, 2013 12:50:04 PM

Subject: Re: Proposed By-law changes

To Whom It May Concern

Please be advised that we support existing by-law 77-73.

We do Not support the proposed new by-law 177-96.

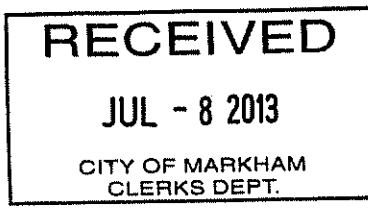
As customers of Auto Trust for over 15 years, we believe it to be a mistake, to alter the landscape of which they are a part.

Auto Trust serves the Community, along with other establishments, in a location convenient for many residents.

We trust the Right Decision will be made to keep this long established Industrial Complex.

Respectively,

Don & Carolyne Gallagher



1
24

Mon. July 8, 2013

Thornhill, Ont. L3T 5M4

To Whom It May Concern:

I am writing in support of Mr. Papapetrou (Auto Trust Technicians). Some of the business owners in our area feel threatened by some of the proposed zoning changes. I am not for industries that pollute the area. However, I must say that over the last 7 or 8 years, the local businesses have cleaned up and met high standards.

I am a former member of the AWRA committee (2006 – 2009) and I actually sat for 2 years on the Raywall Liason committee as a representative of the immediate area. I left the committee after some progress had been made on reduction of emission levels produced by Raywall. I felt there was too much pressure from some committee members to make others step outside their comfort zone.

I understand Raywall is now meeting very high pollution reduction standards. I must say we no longer smell the sweet odour of chemicals wafting westward from the Harlech court area.

I have lived in the area for 34 years, an original homeowner at 33 Holm Crescent. I have volunteered with AWRA and have been the vice-chair of the Markham Arts Council (2008 - also concerned with development in Markham) I am a former conductor of and long-time performer with the Thornhill Community Band. I am a retired York Region high school teacher. I am proud of our Willowbrook area and that I live & work in Markham. I support small businesses on Green Lane and area with my business.

I am for development of the former Canac lands as low-rise residential /mixed business, BUT would be very opposed to high rise-development in the area.

I would hope that the City of Markham would not threaten hard working small business in the area, and would give the existing businesses LEGAL assurances that they will be free to operate their businesses as they have done for years.

Yours truly,

A handwritten signature in cursive script that reads "Amanda Eason".

Mrs. Amanda Eason

[I also support Mr. Papapetrou in his Auto repair business.] Signed : Mr. Ernest Eason

A handwritten signature in cursive script that reads "Ernest Eason".

85

Hau, Lucy

Subject: FW: Thornhill Rezoning -Harlech Crt, Guardsman Rd.

From: james.loyd
Sent: July 09, 2013 3:37 PM
To: Clerks Public
Cc: Burke, Valerie
Subject: Thornhill Rezoning -Harlech Crt, Guardsman Rd.

I wish to express my opposition to any proposal for rezoning of these two streets. The small to medium sized businesses which have been operating there for many years deserve to be allowed to continue without arbitrary interference.

Without question they should be expected to meet suitable environmental and noise standards, and new heavy manufacturing operations should be excluded from setting up in that area, but please do leave the little guys alone, and let them continue, 'unmolested', as an important part of our community's services.

Certainly I have made considerable use of their services during the almost fifty years that I have lived in Thornhill.

J. Lloyd Sexsmith, P.Eng.