

# NOTICE OF APPLICATION

**NOTICE OF APPLICATION TO THE ONTARIO MUNICIPAL BOARD BY THE CORPORATION OF THE TOWN OF GEORGETOWN FOR APPROVAL OF A BY-LAW TO REGULATE LAND USE PASSED PURSUANT TO SECTION 33 OF THE PLANNING ACT.**

TAKE NOTICE that the Council of the Corporation of the Town of Georgetown intends to apply to the Ontario Municipal Board pursuant to the provisions of Section 35 of The Planning Act for approval of By-Law No. 73-49 passed on the 16th day of July, 1973. A copy of the By-Law is furnished herewith. A note giving an explanation of the purpose and effect of the By-Law and stating the lands affected thereby, is also furnished herewith.

Any person interested may, within fourteen (14) days after the date of this notice, send by registered mail or deliver to the Clerk Administrator of the Corporation of the Town of Georgetown, notice of his objection to approval of the said By-Law together with a statement of the grounds of such objection.

Any person wishing to support the application for approval of the By-Law may within fourteen (14) days after the date of this notice send by registered mail or deliver to the Clerk Administrator of the Corporation of the Town of Georgetown notice of his support to approval of the said By-Law together with a request for notice of any hearing that may be held, giving also the name and address to which such notice should be given.

The Ontario Municipal Board may approve of the said By-Law, but before doing so it may appoint a time and place when any objection to the By-Law will be considered. Notice of any hearing that may be held will be given only to persons who have filed an objection or notice of support and who have left with or delivered to the Clerk Administrator undersigned, the address to which notice of hearing is to be sent.

The last date for filing objections will be September 20, 1973.

DATED at the Town of Georgetown this 6th day of September, 1973.

G. D. PRITCHARD, Clerk Administrator  
The Corporation of the Town of Georgetown, 36 Main Street, North Georgetown, Ontario.

## THE CORPORATION OF THE TOWN OF GEORGETOWN Amendment to Zoning By-law No. 57-91 by By-law No. 73-49

Council and Planning Board for the Town of Georgetown deem it advisable to amend Zoning By-law No. 57-91 for the Town of Georgetown to ensure that future automatic car washes in the Town of Georgetown will be established only by site plan development in conjunction with amendments to the Zoning By-law. In addition Council and Planning Board for the Town of Georgetown deem it advisable to clearly define those areas where the business of an automobile body shop may be carried on and to require adequate municipal water supply and sanitary sewer systems where multiple dwellings are to be erected in the Town of Georgetown. Finally Council and Planning Board for the Town of Georgetown deem it advisable to provide further requirements with respect to side yards where certain businesses are carried on immediately adjacent to property zoned for residential uses.

In order to limit the number of automatic car washes within the Town of Georgetown to those already established, By-law No. 73-49 first defines an automatic car wash, and then proceeds to exclude automatic car washes from the present definition of a service station in Zoning By-law No. 57-91. As a result of these proposed amendments other than the three automatic car washes, which are described in Section 9 of By-law No. 73-49, no further automatic car washes would be permitted within the Town of Georgetown other than by site plan development with an amendment to the Zoning By-law.

Presently under Zoning By-law No. 57-91 where a public garage is a permitted use that use would encompass the painting or repairing of bodies or fenders of motor vehicles. By-law No. 73-49 would amend Zoning By-law No. 57-91 to provide that the painting or repairing of bodies or fenders of motor vehicles may only be carried on in an automobile body shop. Automobile body shops would only be permitted in property zoned industrial, third density (M3).

By paragraph 6 of By-law No. 73-49 Zoning By-law No. 57-91 would be amended to provide that no multiple dwellings may be erected on any land where the land is not served by adequate municipal water supply and sanitary sewer systems.

Finally, paragraph 7 of By-law No. 73-49 would amend Zoning By-law No. 57-91 to provide that in specific instances the side yard requirements of property zoned general commercial zone second density (C2) are to also include a side yard requirement of twenty (20) feet where the side lot line of a lot which is used for an animal clinic, a printing shop, a dry cleaning plant or a public garage, abuts property zoned for residential use.

The amendments set out in By-law No. 73-49 are in conformity with the land use policy as set out in the Official Plan for the Town of Georgetown.

G. D. PRITCHARD, Clerk Administrator  
For the Corporation of the Town of Georgetown, 36 Main Street, North Georgetown, Ontario.

## THE CORPORATION OF THE TOWN OF GEORGETOWN BY-LAW NO. 73-49

A By-law to amend Zoning By-law No. 57-91 as amended WHEREAS the Municipal Council of the Corporation of the Town of Georgetown deems it advisable to amend By-law No. 57-91 as amended;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE TOWN OF GEORGETOWN ENACTS AS FOLLOWS:

1. THAT Section 3 of By-law 57-91 as amended, be and the same is hereby amended by adding thereto the following section 3.27 (A):

"3.27 (A) Car wash, automatic: shall mean a building or structure containing facilities for washing automobiles either by use of production line methods and mechanical devices or by a self-service operation."

2. THAT Section 3.58 of By-law No. 57-91 as amended be and the same is hereby deleted and the following substituted therefor:

"3.58 Garage, Public: shall mean a building or structure other than a private garage where motor vehicles are stored, where gasoline or oils are kept for the servicing of motor vehicles and where repairs are effected, not including the painting or repairing of bodies or fenders."

3. THAT Section 3 of By-law No. 57-91 as amended be and the same is hereby amended by adding to the end of section 3.107, the definition of a service station, the following:

"but does not include an automatic car wash"

4. THAT Section 3 of By-law No. 57-91 as amended, be and the same is hereby amended by adding thereto the following clause 3.11 (A):

"3.11 (A) Automobile Body Shop: shall mean a building or structure used for the painting or repairing of automobile bodies or fenders but shall not include a car wrecking yard."

5. THAT By-law No. 57-91 as amended, be and the same is hereby further amended by deleting therefrom Section 5.1.1C.

6. THAT Section 5.2.4.3 of By-law No. 57-91 as amended, is hereby amended by adding paragraph (a) the word "adequate" after the word "by" and before the word "municipal" so that Section 5.2.4.3. reads as follows:

5.2.4.3. General: No building or structure shall be hereafter erected, structurally altered, enlarged or maintained, except in accordance with the regulations provided in Section 5.1 and the following regulations:

(a) No multiple dwellings may be erected on land which is not served by adequate municipal water supply and sanitary sewer systems.

(b) For single family dwellings erected on land in an R4 Zone the provisions of this By-law governing the R3 Zone dwellings shall apply."

7. THAT Section 6.2.2.5. of By-law No. 57-91 as amended be and the same is hereby amended by adding the following at the end of Clause 2:

"In addition, a side yard having a minimum width of 20 feet shall be provided where the side lot line of a lot used for an animal clinic, a printing shop, a dry cleaning plant or a public garage, abuts a residential zone."

8. THAT Section 7.4.1.1. of By-law No. 57-91 as amended, be and the same is hereby amended by adding an automobile body shop to the permitted uses so that this Section now reads:

"7.4.1.1 Permissive Uses: No building, structure, or land shall be used, and no building or structure shall be hereafter erected, structurally altered, enlarged or maintained in a Third Industrial Zone (A3) except for the following uses: all uses permitted in any other industrial zone and any other industrial operations which are not obnoxious (as defined in Section 3.90) including commercial quarries and contractors' yards and automobile body shops."

9. THAT Section 12 of By-law 57-91 as amended, be and the same is hereby amended by adding the following Section 12.5:

"12.5 Notwithstanding any provisions of this By-law as amended to the contrary, the lands described in Section 12.5.1 hereof may be used for the purposes of an automatic car wash provided such automatic car washes comply with the following parking provisions:

(a) self-service operation: three (3) waiting spaces per washing bay, plus two (2) drying spaces per washing bay.

(b) conveyor operation: ten (10) waiting spaces per washing bay."

12.5.1 The lands referred to in Section 12.5 hereof are described as follows:

(a) All and singular that certain parcel or tract of land and premises situate, lying and being in the Town of Georgetown in the County of Halton and Province of Ontario and being composed of the whole of lot 1 on registered plan No. 1269 on file in the Registry Office for the said County, and the whole of Block "E" on registered plan 617 on file in the Registry Office for the said County.

(b) All and singular that certain parcel or tract of land and premises situate, lying and being in the Town of Georgetown in the County of Halton and Province of Ontario and being composed of part of Block "E" as shown on Registered Plan Number 1269 on file in the Registry Office for the said County, containing by admeasurement 0.246 Acres be the same more or less and which said parcel of land is outlined by the broken lines on the sketch of survey attached as Schedule "A" to this By-law.

(c) All and singular that certain parcel or tract of land and premises situate, lying and being in the Town of Georgetown, in the County of Halton and Province of Ontario being composed of Part of the East Half of Lot 14, in Concession 10 in the Township of Esquesing now in the said Town of Georgetown containing by admeasurement 0.286 Acres be the same more or less and which said parcel of land is outlined on the sketch of survey attached as Schedule "B" to this By-law.

10. THAT By-laws 66-67, 67-38, 67-60 and 67-89, be and the same are hereby repealed.

11. This By-law shall take effect on the day it is passed by Council, subject to the approval of The Ontario Municipal Board.

BY-LAW read a first and second time this 16th day of July, 1973.

W. SMITH  
Mayor  
G. D. PRITCHARD  
Clerk Administrator

BY-LAW read a third time and finally passed this 16th day of July, 1973.

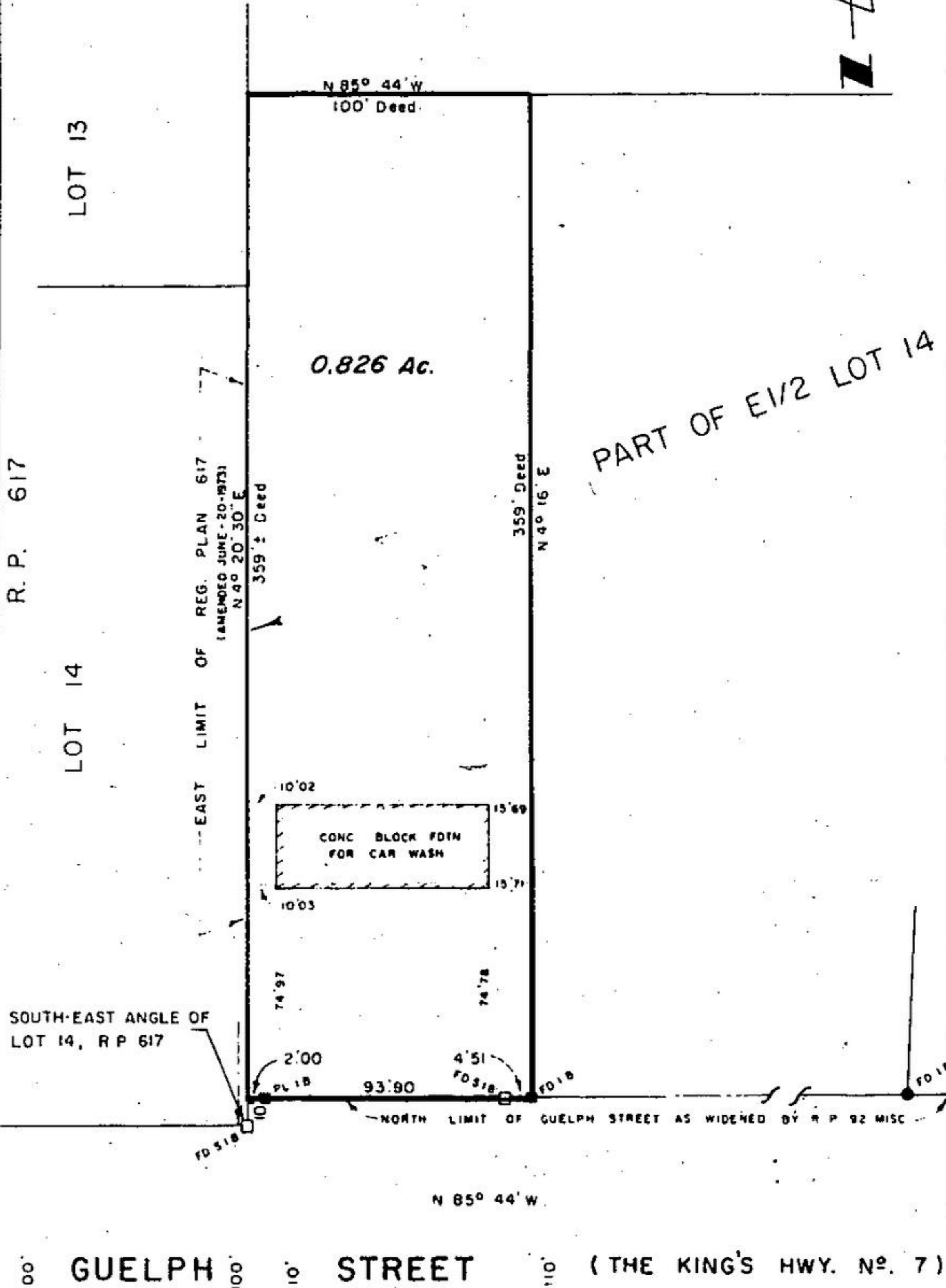
W. SMITH  
Mayor  
G. D. PRITCHARD  
Clerk Administrator

PLAN OF SURVEY  
SHOWING LOCATION OF BUILDINGS ON  
**BLOCK E,  
REG. PLAN 1269**  
TOWN OF GEORGETOWN  
COUNTY OF HALTON  
SCALE 1" = 50'

PLAN OF SURVEY  
SHOWING LOCATION OF BUILDING ON  
**PART OF E1/2 LOT 14, CON. 10**  
TOWNSHIP OF ESQUESING  
NOW IN THE  
**TOWN OF GEORGETOWN**  
COUNTY OF HALTON  
SCALE 1" = 50'

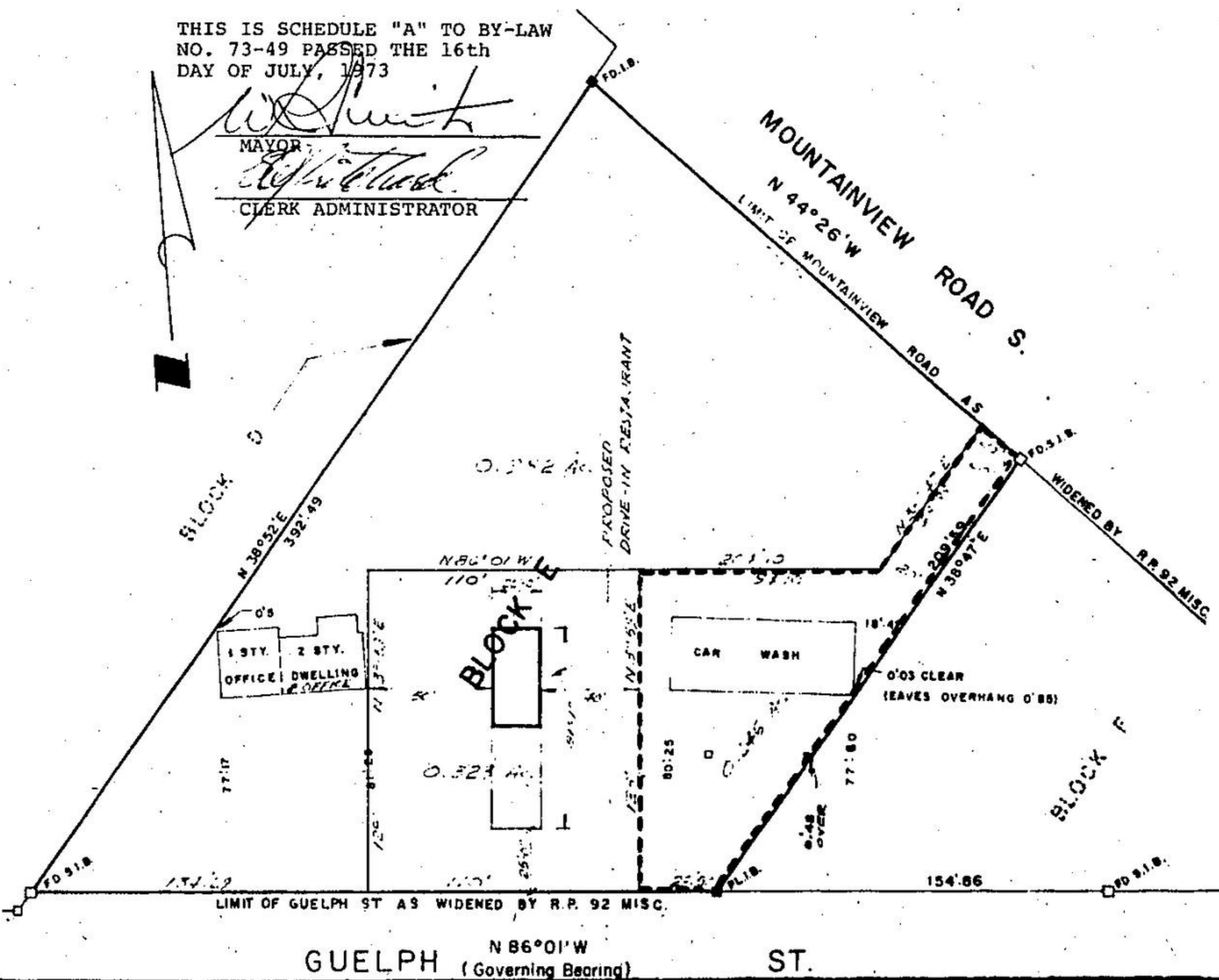
THIS IS SCHEDULE "B" TO BY-LAW  
NO. 73-49 PASSED THE 16th  
DAY OF JULY 1973

W. Smith  
Mayor  
G. D. Pritchard  
Clerk Administrator



THIS IS SCHEDULE "A" TO BY-LAW  
NO. 73-49 PASSED THE 16th  
DAY OF JULY, 1973

W. Smith  
Mayor  
G. D. Pritchard  
Clerk Administrator



## For Old Trams Historic Link

The automobile may currently be king of transportation but just south of Eden Mills, off Guelph Line (Campbellville Road) on a 38-acre section of land, a group of dedicated electric-railway enthusiasts are perpetuating this much older form of transport.

Canada's first operating electric-railway museum has been set up by the Ontario Electric Railway Historical Association. An actual electric railway, about one-mile long, has been built on which electric rail and street cars are operated under the celebrated name of Halton County Radial Railway.

The radial, a common provincial name for inter-city electric lines or inter-urbans, utilizes a portion of roadbed once part of the route of the Toronto Suburban Railway, which ran between Guelph and Toronto.

Actually, the current recreated line is located on Slop 92 of that historic link between Guelph and Toronto, which started service in 1917 and was abandoned in 1931 because of competition from cars and buses.

John Ogilvie of Brantford, who usually can be found selling tickets in the old Grand Trunk Railway Rockwood station at the line's west terminal, said the association, with a current membership of about 200, started in 1953 to preserve electric railways which began today's passion for "mobility."

### RECALLS TRIPS

Twenty years ago, Toronto Transit Commission (TTC) decided to dispose of Car 1326, once the largest unit in its historical collection. Rather than see the beginning of the end for not only this unique car design and other cars being replaced across the province, the group was formed to save them.

Bill Houston, a member from Kitchener, recalls trips he took on street cars from Toronto to Port Dalhousie. He said Toronto, now refurbishing and rebuilding its fleet, is the only city left in Canada with electric cars.

"We get about 300 people on the average each Sunday. On holidays, attendance is somewhat lower," Mr. Ogilvie said. While many of the cars are priceless, funding comes from donations.

Visitors to the museum, open Sundays and holidays from May to October, can take a ride on period street cars back into time as they roll down the line. The east terminal consists of a repair yard and carhouse, loaded with cars in various stages of restoration, and a gift shop full of "rail-oriented items."

### NOT A BUILDING

Association members are quick to point out: "The essence of transportation is movement. Therefore our museum is not a building full of old vehicles, preserved but dead, rather it is a living railway to recreate the electric-railway experience... no stationary exhibit can do."

The entire area is being rebuilt by unpaid volunteers. Last summer a band of young people, many of whom were members, performed a great deal of rebuilding work under an Opportunities For Youth (OFY) grant.

Electrification of the line was started in 1964 and in May, 1971, the first electric car ran on its own power. The museum was opened to the public in June, 1972. A grand total of 8,000 passengers was carried in the first year of operation.

An independent organization, a major coup by the group was purchase of the Rockwood station from Canadian National Railway (CNR). It was moved to the site in October, 1971, and long-range plans will result in the structure's complete restoration to its original appearance.

There have been so many firsts since the association was formed that they are just too numerous to recount. The first car No. 1326, was the last survivor of 461 "convertible" cars built by the Toronto Railway Co. between 1903 and 1917.

### MANY DONATED

Many of the radials and street cars were donated or purchased from TTC, CNR, and other systems. The cars come from places widely separated such as Toronto, Montreal, London and Port Stanley (donated by the province), Hamilton, New York City (through TTC) and the Niagara area.

Cars at the museum are powered by a trolley wire containing 600 volts. These same vehicles have been called the "unsung heroes" of commercial and social history simply because they have not been paid due respect for the place they played in helping build this part of Ontario between 1890, when they replaced "slow-horse cars", until falling prey to the aggressive automobile.

Toronto's population doubled within 20 years after introduction of electric cars and settlement "radiated" out from that mushrooming centre along electric car lines.

From Hamilton, residents could travel by trolley to Beamsville, Oakville, and Brantford. From Brantford, travel was easy to Lake Erie in the south or to Waterloo in the north. Then came the cars.