

THE CORPORATION OF TOWNSHIP OF TEMAGAMI

BY-LAW NO. 81-58

Being a by-law to close up and stop certain streets and lanes

WHEREAS The Council of the Township of Temagami pursuant to the provisions of the Municipal Act 1970 and Amendments has the authority to pass by-laws to stop-up and close streets and lanes within the Township of Temagami

AND WHEREAS notice of intention to pass this by-law was published once a week for at least four successive weeks in the Temagami Speaker and was also posted up for at least one month in six of the most public places in the immediate neighbourhood of the streets and lanes hereby affected in accordance with the provisions of the Municipal Act., R.S.O. 1970, Chapter 284.

AND WHEREAS The Council of the Corporation of the Township of Temagami has made provision for and has heard in person or by his counsel, solicitor or agent any person who claims that his land will be prejudicially affected by this by-law and has applied to be heard.

NOW THEREFORE The Council of the Corporation of the Township of Temagami ENACTS AS FOLLOWS:

1. THAT the surface rights of all or parts of the streets and lanes as described in Schedule "A" hereto attached and forming part of this by-law, lying and being within the Corporation of the Township of Temagami, be and the same are hereby stopped up and closed.

READ a first, second and third time

This 13th day of August 1981.

  
Reeve  
  
Clerk-Treasurer

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Res # 82-36  
Apr 8/82 -  
amending description

81.58  
2 copies to R. F. Grant 8/10/81

SCHEDULE "A" ANNEXED TO AND FORMING  
1 OF BY-LAW NO. 81.58 AND RESOLUTION Nv\_ -36

3. That part of First Avenue, plan M-66 lying between the westerly limit of Highway #11 and the easterly limit of Third Street and more or less as described, as follows:

Premising that the bearings hereinafter mentioned are assumed and derived from the south limit of First Avenue, Registered Plan M-66, which has an astronomic course of north  $89^{\circ} 49' 30''$  west as shown on plan 36R5187 deposited in the Land Registry Office at North Bay.

Commencing at the northwest corner of lot 1, plan M-66; thence south  $89^{\circ} 49' 30''$  east along the south limit of First Avenue a distance of 1120.37 feet to a point in the west limit of Highway #11; thence north  $110^{\circ} 10'$  west along the said limit of Highway #11 a distance of 67.31 feet to a point in the north limit of First Avenue; thence north  $89^{\circ} 49' 30''$  west along the said north limit of First Avenue a distance of 1112.32 feet to a point; thence south  $10^{\circ} 30''$  west distance of 66 feet more or less to the point of commencement.

2. That part of Second Avenue bounded on the east by a line drawn between the northwest corner of lot 91 and the southwest corner of lot 52, and on the west by a line drawn between the northwest corner of lot 79 and the southwest corner of lot 40, all according to plan M-66.

3. That part of Fourth Street bounded on the south by a line drawn between the southeast corner of lot 126 and the southwest corner of lot 127, and on the north by a line drawn between the northeast corner of lot 9 and the northwest corner of lot 10, all according to plan M-66.

4. That part of Third Avenue bounded on the east by a line drawn between the northwest corner of lot 184 and the southwest corner of lot 125, and on the west by a line drawn between the northwest corner of lot 177 and the southwest corner of lot 118, all according to plan M-66.

5. Those parts of the laneway between First and Second Avenues described as follows:

Firstly that part of the said laneway bounded on the east, by a line drawn between the northwest corner of lot 55 and southwest corner of lot 16, and on the west by a line drawn between the northwest corner of lot 49 and the southwest corner of lot 10, all according to plan M-66.

Secondly that part of the said laneway bounded on the east by a line drawn between the northeast corner of lot 48 and the southeast corner of lot 9, and on the west by a line drawn between the northwest corner of lot 40 and the southeast corner of lot 1, all according to plan M-66.

6. Those parts of the laneway between Second and Third Avenues described as follows:

Firstly that part of the said laneway bounded on the east by a line drawn between the northeast corner of lot 129 and the southwest corner of lot 9b, and on the west, by a line drawn between the northwest corner of lot 127 and the southwest corner of lot 88, all according to plan M-66.

Secondly that part of the said laneway bounded on the east by a line drawn between the northeast corner of lot 126 and the southeast corner of lot 37, and on the west by a line drawn between the northwest corner of lot 118 and the southwest corner of lot 79, all according to plan M-66.

7. That part of the laneway between Third and Fourth Avenues bounded on the east by a line drawn between the northwest corner of lot 249 and the southwest corner of lot 134, and on the west by a line drawn between the northwest corner of lot 242 and the southwest corner of lot 177, all according to plan M-66.