

THE CORPORATION OF THE CITY OF NORTH BAYBY-LAW NO. 34-70

BEING A BY-LAW TO CLOSE AND STOP UP CERTAIN
STREETS AND PARTS OF STREETS WITHIN THE CITY
OF NORTH BAY.

WHEREAS it is deemed expedient and in the interest of the Corporation of the City of North Bay that the streets and parts of streets described in Schedule "A" attached hereto, be closed and stopped up;

AND WHEREAS notice of this By-law was published once a week for four consecutive weeks in the North Bay Nugget, published in the City of North Bay;

AND WHEREAS no person has claimed that his lands will be prejudicially affected by the passing of this by-law and has applied to be heard in person or by his counsel, solicitor or agent, by the Council of the said City or a Committee of said Council.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

1. Upon and after the passing of this By-law, the streets and parts of streets described in Schedule "A" hereto attached and forming part hereof shall be closed and stopped up.
2. This By-law shall take effect forthwith upon the passing thereof.

READ A FIRST TIME IN OPEN COUNCIL THIS 23RD DAY OF MARCH, 1970.

READ A SECOND TIME IN OPEN COUNCIL THIS 23RD DAY OF MARCH, 1970.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY ENACTED AND PASSED

THIS 6th DAY OF April , 1970.

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MAYOR

.....
CITY CLERK

SCHEDULE "A" TO BY-LAW NO. 34-70 OF THE CORPORATION OF THE CITY OF NORTH BAY

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ALL AND SINGULAR THOSE PARTS OF CERTAIN STREETS SITUATE LYING AND BEING IN THE CITY OF NORTH BAY IN THE DISTRICT OF NIPISSING AND BEING COMPOSED OF PARTS OF FIRST STREET, SECOND STREET, BANNERMAN STREET NORTH, BOND STREET, COPELAND STREET AND ELM STREET, ACCORDING TO PLAN M-167 FILED IN THE LAND TITLES OFFICE FOR THE DISTRICT OF NIPISSING AT NORTH BAY AND PART OF REAR STREET, ACCORDING TO PLAN M-36 FILED IN THE LAND TITLES OFFICE FOR THE DISTRICT OF NIPISSING AT NORTH BAY AND WHICH SAID PARTS ARE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FIRSTLY Part of First Street in Plan M-167, being all of the said Street extending southerly from the straight line joining the northeast corner of Lot 457 with the northwest corner of Lot 441, to the north easterly limit of the right-of-way of the Canadian National Railway.

SECONDLY Part of Second Street in Plan M-167 being all of the said Street extending southerly from the south limit of Black Street to the northeasterly limit of Bannerman Street North.

THIRDLY Part of Bannerman Street North in Plan M-167, being all of the said street extending south easterly from the easterly limit of Third Street to its intersection with Copeland Street as it extends westerly from First Street.

FOURTHLY Part of Bond Street in Plan M-167, being all of the said Street extending westerly from the west limit of First Street to the northeasterly limit of Bannerman Street North.

FIFTHLY Part of Bond Street in Plan M-167 being more particularly described as follows:

COMMENCING at a point in the straight line joining the northwest corner of Lot 218, with the southwest corner of Lot 321 and which point is distant 29.54 feet measured southerly thereon from the southwest corner of the said Lot 321,

THENCE northerly in a straight line a distance of 29.54 feet to the southwest corner of Lot 321,

THENCE easterly along the southerly limits of Lots 321, 320 and part of Lot 319 (being also the northerly limit of Bond Street) a distance of 83.71 feet,

THENCE southwesterly in a straight line a distance of 88.82 feet to the point of commencement.

SIXTHLY Part of Copeland Street in Plan M-167 being all of the said street extending westerly from the westerly limit of First Street to its intersection with Bannerman Street North as it extends southeasterly from the east limit of Third Street,

SEVENTHLY Part of Elm Street in Plan M-167 being all of the said Street extending westerly from the westerly limit of Gormanville Road to the northeasterly limit of the right-of-way of the Canadian National Railway.

EIGHTHLY Part of Rear Street in Plan M-36, being all of the said Street extending westerly from the westerly limit of Gormanville Road to the northeasterly limit of the right-of-way of the Canadian National Railway.

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