

THE CORPORATION OF THE DISTRICT OF BURNABY

BY-LAW NO. 6024

A BY-LAW to Stop Up and Close to Traffic
Portions of Road

WHEREAS those portions of road shown outlined in red on plan annexed hereto were established as road by those certain plans deposited in the Land Registry Office at the City of New Westminster, Province of British Columbia, under Number 1869.

AND WHEREAS the said portions of road are no longer required for road purposes.

NOW THEREFORE the Council of The Corporation of the District of Burnaby ENACTS as follows:

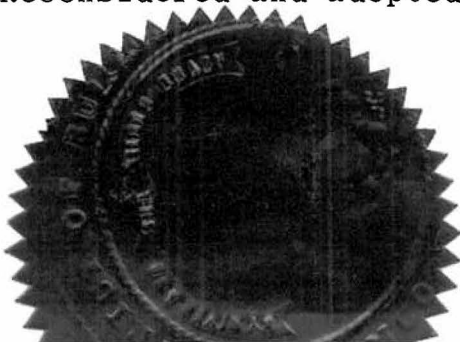
1. This By-Law may be cited as "BURNABY ROAD CLOSING BY-LAW NO. 16, 1971".
2. Those portions of road being all and singular those certain parcels or tracts of land and premises situate, lying and being in the Municipality of Burnaby, in the Province of British Columbia, and being road dedicated by Plan 1869 deposited, being a portion of District Lot Ninety-one (91), Group One (1), New Westminster District, which said portions are more particularly described in Schedule "A" attached hereto, are hereby stopped up and closed to traffic.
3. The Mayor and Clerk are hereby authorized and empowered to petition the Lieutenant-Governor in Council to abandon the said portions and vest title thereto in The Corporation of the District of Burnaby.

Read a first time this 20th day of December, , 1971.

Read a second time this 20th day of December, , 1971.

Read a third time this 20th day of December , 1971.

Reconsidered and adopted this 10th day of January, 1972.



Robert W. Puth
MAYOR
J. Shaw
CLERK

SCHEDULE "A"

All and singular that certain parcel or tract of land and premises situate, lying, and being in the Municipality of Burnaby, Province of British Columbia, known as a portion of District Lot 91, Group 1, New Westminster District, dedicated as road by plan 1869 deposited, which portion may be described more particularly as bounded as follows:

All that portion of Morley Street having a full width of 66 feet and bounded southwesterly by a straight line joining the most southerly corner of Lot 10, Block A, Plan 1869, to the most westerly corner of Lot 1, Block L, Plan 1869, and bounded northeasterly by a straight line joining the most southerly corner of Lot 176, Plan 25478, to a point in the northwesterly boundary of Block H, Plan 3243 distant 43.29 feet southwesterly from the most northerly corner of the said Block H; and

all that portion of Humphries Avenue having a full width of 66 feet bounded southeasterly by a straight line joining a point in the northeast boundary of Lot 5, Block L, Plan 1869 distant 17.00 feet northwesterly from the most easterly corner thereof, to a point in the southwest boundary of Lot 13, Block K, Plan 3243, distant 80.00 northwesterly from the most southerly corner thereof; and bounded northwesterly by a straight line joining the most northerly corner of Lot 1, Block L, Plan 1869 to the most westerly corner of Lot 13, Block K, Plan 3243; and

all that portion of Humphries Avenue having a full width of 66 feet bounded southeasterly by a straight line joining the most easterly corner of Lot 10, Block A, Plan 1869, to the most southerly corner of Block B, Plan 3243, and bounded northwesterly by the southeasterly boundary of Lot G, Plan 12083; and

all that portion of Braemar Avenue having a full width of 66 feet, bounded southeasterly by a straight line joining the most easterly corner of Block B, Plan 3243, to the most southerly corner of Lot 245, Plan 36959, and bounded northwesterly by a straight line joining the most northerly corner of Block B, Plan 3243 to an angle point in the southwest boundary of Lot 245, Plan 36959, distant 627.00 feet, more or less, from the most southerly corner thereof.

The herein-described parcel contains by calculation 4.483 acres, more or less, and is shown outlined red on the by-law plan hereto annexed.