

1986, chapter 120

## AN ACT RESPECTING THE TOWN OF IBERVILLE

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**Bill 247**

Introduced by Mr Jacques Tremblay, Member for Iberville

Introduced 25 November 1986

Passage in principle 19 December 1986

Passage 19 December 1986

**Assented to 19 December 1986**

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**Coming into force: 19 December 1986**

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**Act amended:** None





## CHAPTER 120

### **An Act respecting the town of Iberville**

*[Assented to 19 December 1986]*

Preamble

**WHEREAS** it is in the interest of the town of Iberville and necessary for the proper administration of the town that certain powers be granted to it with regard to the development of its industrial park;

**Whereas** the town intends to engage in the construction of a railway siding to serve the undertakings situated in the industrial park;

#### **THE PARLIAMENT OF QUÉBEC ENACTS AS FOLLOWS:**

Railway  
siding

**1.** The town of Iberville may, by by-law, order the construction of a private railway siding in the territory described in Schedule I to this Act.

Acquisition

**2.** The council may, for the purposes set out in section 1, acquire by agreement or by expropriation the immovables, servitudes or other necessary rights.

Applicability

**3.** Sections 573 and 573.1 of the Cities and Towns Act (R.S.Q., chapter C-19) do not apply to a contract awarded by the town for the maintenance and repair of the railway siding constructed under section 1.

Applicability

The said sections do not apply to a contract awarded for the construction of part of the railway siding situated in the territory described in Schedule II.

Taxable  
immovables

**4.** The unsubsidized cost incurred for the construction of the private railway siding contemplated in section 1 is charged either on all taxable immovables of the town or exclusively on the taxable immovables situated in the industrial park of the town as described in Schedule III to this Act, or on both, in the proportions determined by the council.

Special tax

Any special tax ordered under a loan by-law passed for such purpose shall be levied on those immovables on the basis of their value as entered on the assessment roll in force each year.

Compensa-  
tion

**5.** The town may, by by-law, impose a compensation for the use of the private railway siding to cover maintenance, repair and insurance costs and any other current expenditure. The compensation may be based on the annual tonnage of merchandise transported or on other criteria determined by the council.

Coming into  
force

**6.** This Act comes into force on 19 December 1986.

## SCHEDULE I

A territory situated in the town of Iberville and comprising with reference to the cadastre of the parish of Saint-Athanase part of lots 236, 237, 238, 239, 241, 242, 243-89, 243-90, 244-122, 245-201, 245 and 246, each of the said parts of lots being described as follows:

*Lot 246 (part)*: bounded on the north by lot 487 (railroad), on the northeast by part of lot 246 and lot 246-37, on the south by part of lot 245, on the southwest by part of lot 246 and lot 246-36; measuring twenty-four metres and sixteen hundredths (24.16 m) along its northerly line, one hundred and twenty-three metres and ninety-eight hundredths (123.98 m) along its northeasterly line running along a curve having a radius of one hundred and fifty metres and thirty-seven hundredths (150.37 m), nine metres and twenty-two hundredths (9.22 m) along its southerly line, one hundred and thirty-six metres and ninety-seven hundredths (136.97 m) along its southwesterly line running along a curve having a radius of one hundred and forty-one metres and twenty-three hundredths (141.23 m); containing an area of one thousand, one hundred and eighty-six square metres and six tenths (1 186.6 m<sup>2</sup>).

*Lot 245 (part)*: bounded on the north by part of lot 246, on the east by lot 245-204, on the south by part of lot 245-201 (street), on the west by lot 245-203; measuring nine metres and twenty-two hundredths (9.22 m) along its northerly line, eighteen metres and forty-four hundredths (18.44 m) along a first easterly line running along a curve having a radius of one hundred and fifty metres and thirty-seven hundredths (150.37 m), one hundred and thirty-nine metres and forty-six hundredths (139.46 m) along a second easterly line, nine metres and fourteen hundredths (9.14 m) along its southerly line, one hundred and thirty-nine metres and forty-two hundredths (139.42 m) along a first westerly line, eighteen metres and forty-eight hundredths (18.48 m) along a second westerly line running along a curve having a radius of one hundred and forty-one metres and twenty-three hundredths (141.23 m); containing an area of one thousand, four hundred and forty-three square metres and nine tenths (1 443.9 m<sup>2</sup>).

*Lot 245-201 (part) (street)*: bounded on the north by part of lot 245, on the east by part of lot 245-201 (street), on the south by part of lot 244-122, on the west by lot 245-186 (Thomas Avenue); measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, twenty metres and twelve hundredths (20.12 m) along its easterly and westerly lines; containing an area of one hundred and eighty-four square metres (184.0 m<sup>2</sup>).

*Lot 244-122 (part)*: bounded on the north by part of lot 245-201 (street), on the east by part of lot 244-122, on the south by part of lot 243-90, on the west by lot 244-118; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and nineteen metres and fifty-two hundredths (119.52 m) along its easterly line, one hundred and nineteen metres and fifty-one hundredths (119.51 m) along its westerly line; containing an area of one thousand and ninety-two square metres and nine tenths (1 092.9 m<sup>2</sup>).

*Lot 243-90 (part)*: bounded on the north by part of lot 244-122, on the east by part of lot 243-90, on the south by part of lot 243-89 (street), on the west by lot 243-84; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, eighty-six metres and forty-nine hundredths (86.49 m) along its easterly line, eighty-six metres and forty-seven hundredths (86.47 m) along its westerly line; containing an area of seven hundred and ninety square metres and eight tenths (790.8 m<sup>2</sup>).

*Lot 243-89 (part) (street)*: bounded on the north by part of lot 243-90, on the east by part of lot 243-89 (street), on the south by part of lot 242, on the west by lot 243-85 (Boulevard Industriel); measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, thirty metres and forty-eight hundredths (30.48 m) along its easterly and westerly lines; containing an area of two hundred and seventy-eight square metres and seven tenths (278.7 m<sup>2</sup>).

*Lot 242 (part)*: bounded on the north by part of lot 243-89 (street), on the east by part of lot 242, on the south by part of lot 241, on the west by part of lot 242; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and eighteen metres and sixty-six hundredths (118.66 m) along its easterly line, one hundred and eighteen metres and sixty-nine hundredths (118.69 m) along its westerly line; containing an area of one thousand and eighty-five square metres and two tenths (1 085.2 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

*Lot 241 (part)*: bounded on the north by part of lot 242, on the east by part of lot 241, on the south by part of lot 239, on the west by part of lot 241; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and seventeen metres and eighty-one hundredths (117.81 m) along its easterly line, one hundred and seventeen metres and seventy-seven hundredths (117.77 m) along its westerly line; containing an area of one thousand and seventy-seven square metres and one tenth (1 077.1 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

*Lot 239 (part)*: bounded on the north by part of lot 241, on the east by part of lot 239, on the south by part of lot 238, on the west by part of lot 239; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and seventeen metres and eighty-one hundredths (117.81 m) along its easterly line, one hundred and seventeen metres and seventy-seven hundredths (117.77 m) along its westerly line; containing an area of one thousand and seventy-seven square metres and one tenth (1 077.1 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

*Lot 238 (part)*: bounded on the north by part of lot 239, on the east by part of lot 238, on the south by part of lot 237, on the west by part of lot 238; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and seventeen metres and eighty-four hundredths (117.84 m) along its easterly line, one hundred and seventeen metres and eighty-seven hundredths (117.87 m) along its westerly line; containing an area of one thousand and seventy-seven square metres and six tenths (1 077.6 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

*Lot 237 (part)*: bounded on the north by part of lot 238, on the east by part of lot 237, on the south by part of lot 236, on the west by part of lot 237; measuring nine metres and fourteen hundredths (9.14 m) along its northerly and southerly lines, one hundred and nineteen metres and eighty-eight hundredths (119.88 m) along its easterly line, one hundred and nineteen metres and ninety-four hundredths (119.94 m) along its westerly line; containing an area of one thousand and ninety-six square metres and four tenths (1 096.4 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

*Lot 236 (part)*: bounded on the north by part of lot 237, on the east by part of lot 236, on the south by part of lot 236, on the west by part of lot 236; measuring nine metres and fourteen hundredths (9.14 m) along its northerly line, forty metres and eighty-four hundredths (40.84 m) along its easterly line, nine metres and twenty hundredths (9.20 m) along its southerly line, thirty-nine metres and eighty-seven hundredths (39.87 m) along its westerly line; containing an area of three hundred and sixty-nine square metres (369.0 m<sup>2</sup>). The westerly line of the said lot runs along the southerly extension of the dividing line between lots 243-85 and 243-89.

## SCHEDULE II

*Lot 246 (part)*: bounded on the north by lot 487 (railroad), on the northeast by part of lot 246 and lot 246-37, on the south by part of lot 245, on the southwest by part of lot 246 and lot 246-36; measuring twenty-four metres and sixteen hundredths (24.16 m) along its northerly line, one hundred and twenty-three metres and ninety-eight hundredths (123.98 m) along its northeasterly line running along a curve having a radius of one hundred and fifty metres and thirty-seven hundredths (150.37 m), nine metres and twenty-two hundredths (9.22 m) along its southerly line, one hundred and thirty-six metres and ninety-seven hundredths (136.97 m) along its southwesterly line running along a curve having a radius of one hundred and forty-one metres and twenty-three hundredths (141.23 m); containing an area of one thousand, one hundred and eighty-six square metres and six tenths (1 186.6 m<sup>2</sup>).

## SCHEDULE III

## INDUSTRIAL PARK

A territory composed of part of lots 236 to 239 and 241 to 246 of the cadastre of the parish of Saint-Athanase and their present and future divisions, the whole comprised within the perimeter hereinafter described, to wit: starting from the northwest corner of lot 246-22; thence, successively, the following lines and demarcations: the northerly line of the said lot 246-22 and the southerly limit of lot 487 (railway right of way) to the westerly limit of the right of way of the third range road; the westerly limit of the right of way of the said road southerly to the northerly limit of the right of way of another public road designated under the name of "corridor Iberville — Farnham"; the northerly limit of the right of way of the said road generally westerly to the easterly limit of the right of way of highway 35; the easterly limit of the right of way of the said highway northerly to the northerly line of lot 245-180-1; finally, part of the northerly line of the said lot and the westerly line of lot 246-22 to the starting point.