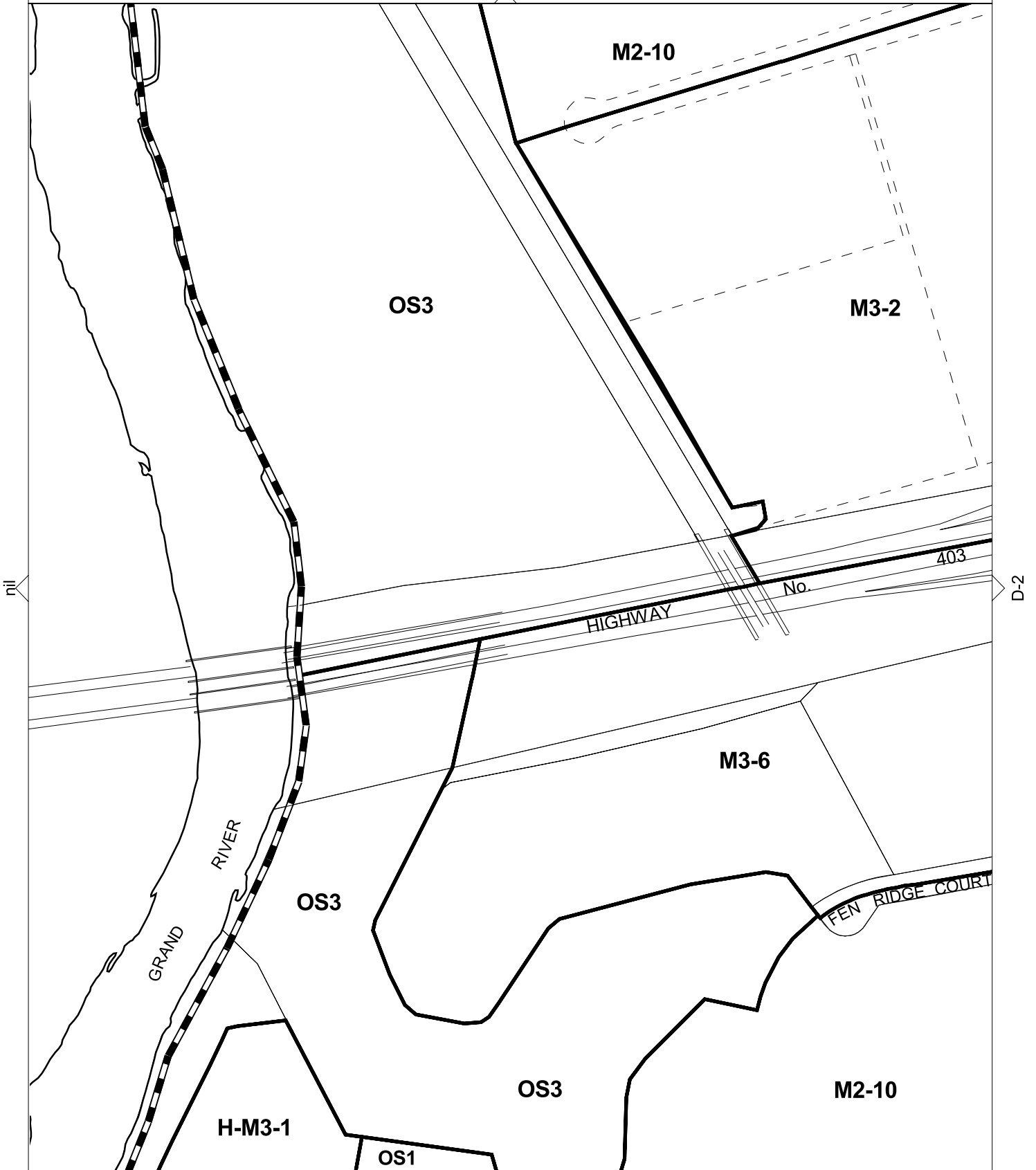
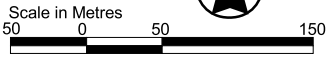


THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

- 172-91
- 41-2000
- 118-2000
- 167-2000
- 185-2001
- 154-2004
- 188-2004
- 214-2004
- 68-2007
- 145-2008



njl

D-2

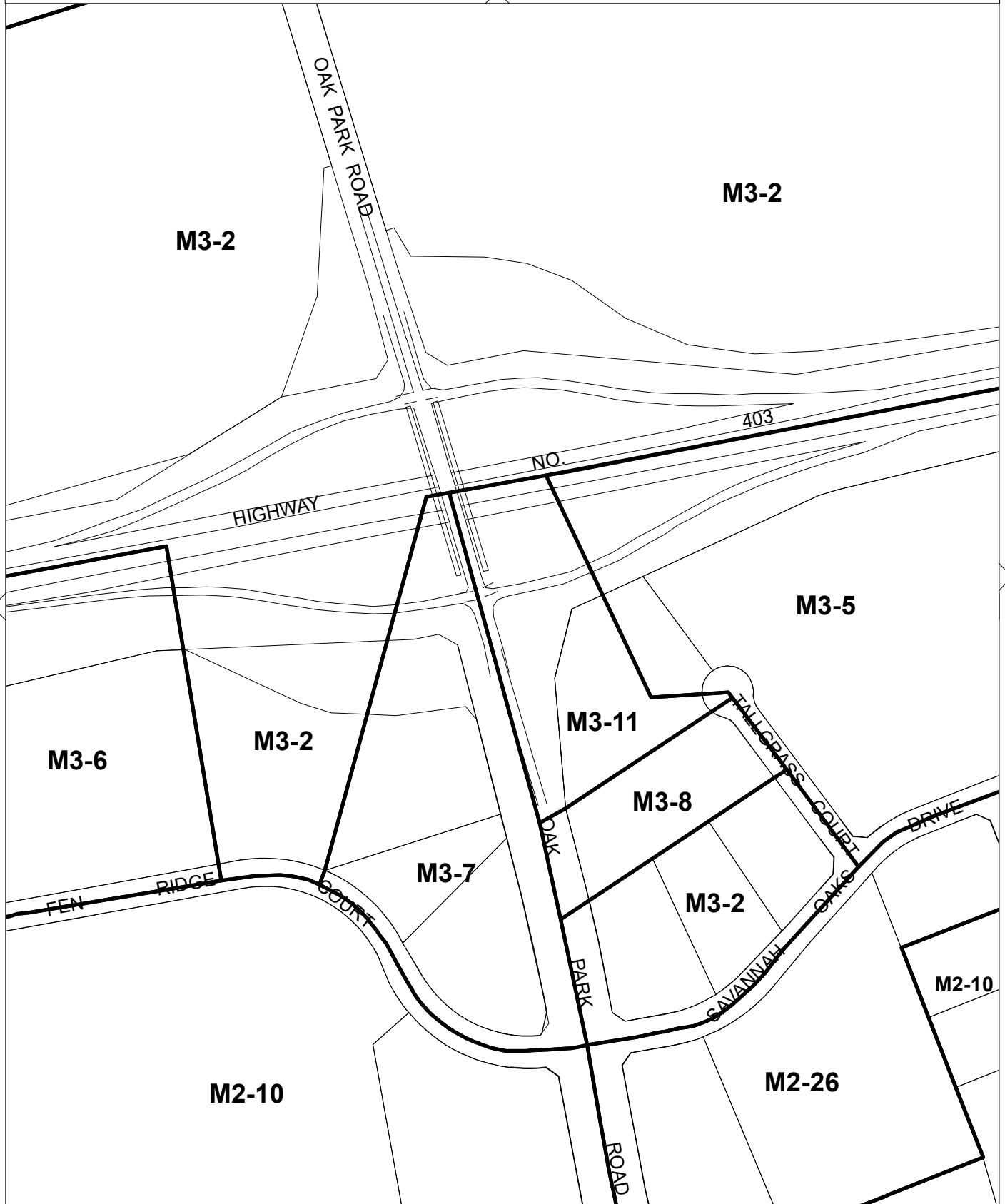
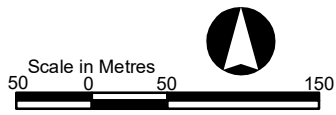
C-1

E-1

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

172-91	185-2001	214-2004	11-2020
41-2000	180-2003	15-2005	71-2020
118-2000	154-2004	53-2006	
171-2000	187-2004	145-2008	
71-2001	188-2004		

C-2



D-1

D-3

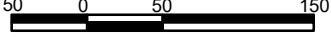
E-2

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

70-91	71-2001	114-2010
172-91	97-2004	11-2020
41-2000	154-2004	71-2020
118-2000	187-2004	
171-2000	68-2007	

C-3

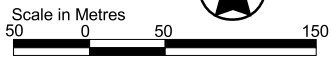
Scale in Metres



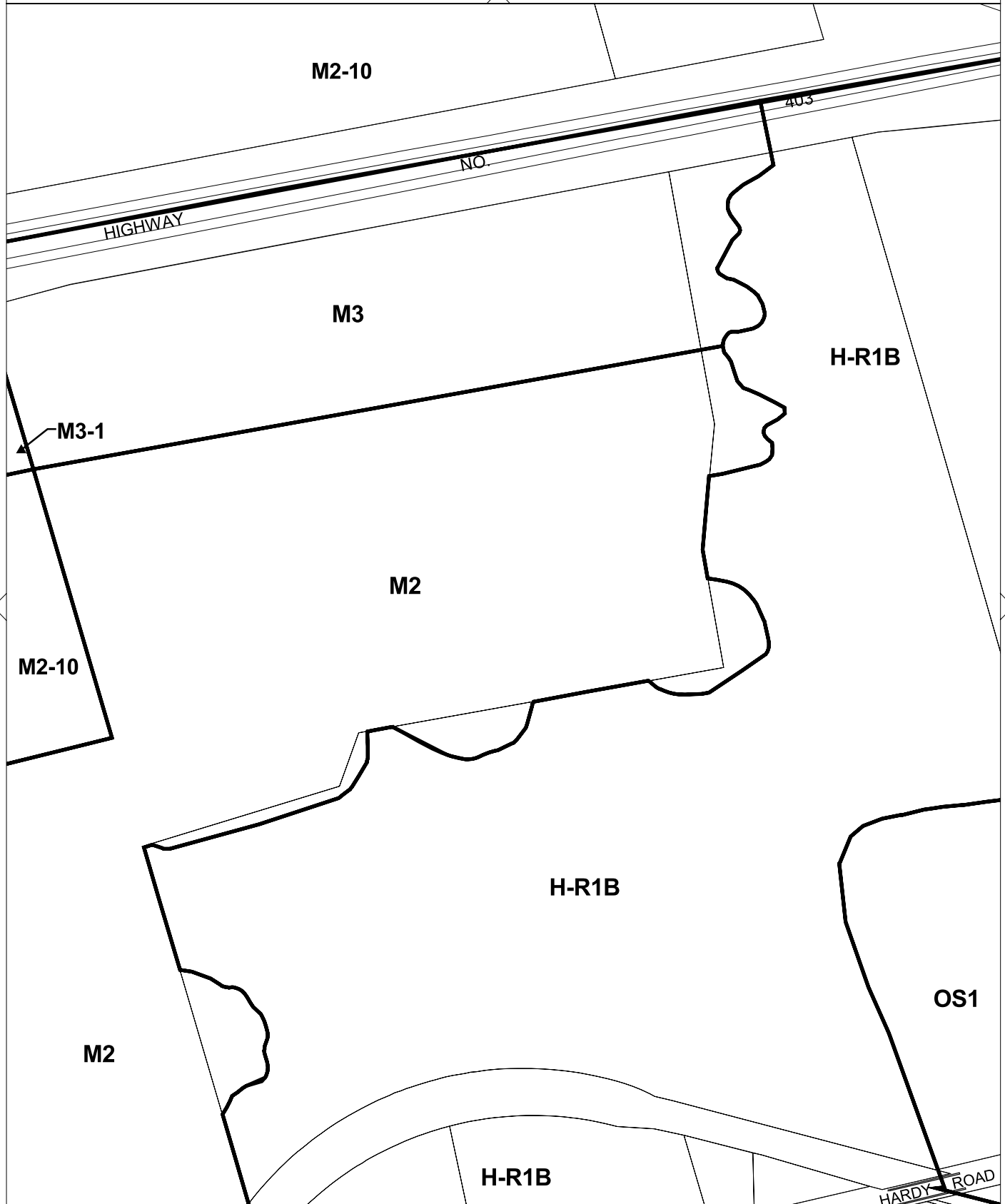
E-3

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

- 70-91
- 172-91
- 118-2000
- 97-2004
- 154-2004
- 187-2004
- 68-2007



C-4



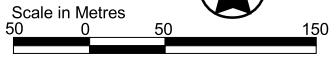
D-3

D-5

E-4

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

- 172-91
- 118-2000
- 187-2004
- 68-2007



C-5

M2-10

HIGHWAY

NO.

403

H-R1B

CANADIAN NATIONAL

R1A

NATIONAL

H-R1A

RAILWAY

CHERRY HILL LANE

R1A-1

DRIVE

ST. ANDREWS

PRESTWICK PLACE

D-4

H-R1B

D-6

BRANTFORD GOLF AND COUNTRY CLUB

OS1

OS1

ROAD

HARDY

H-R1B

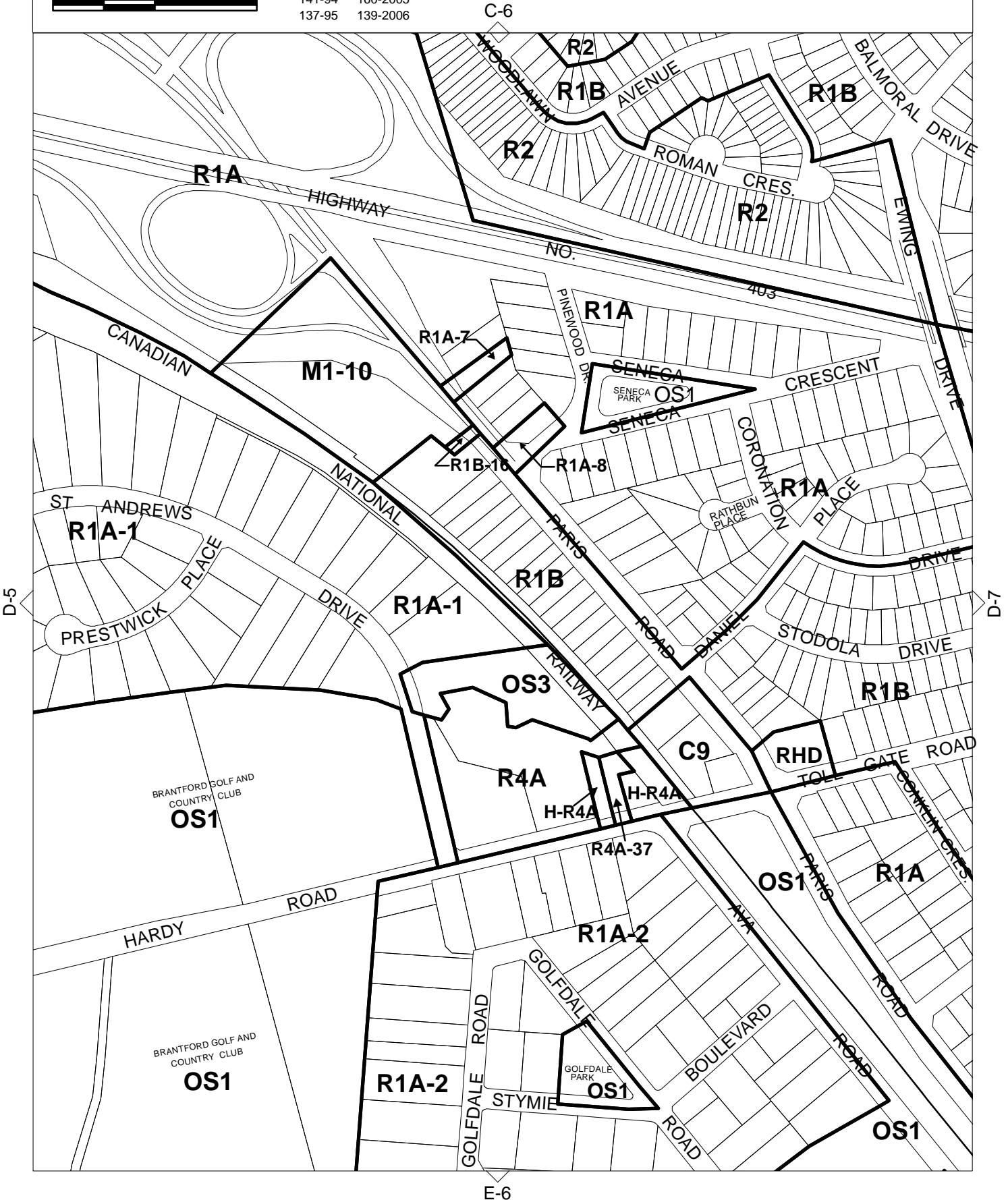
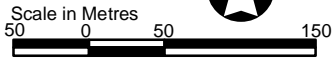
BRANTFORD GOLF AND COUNTRY CLUB

OS1

E-5

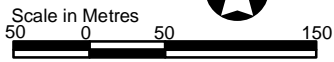
THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

25-91	38-98	69-2013
115-92	39-98	
27-94	91-99	
141-94	160-2005	
137-95	139-2006	

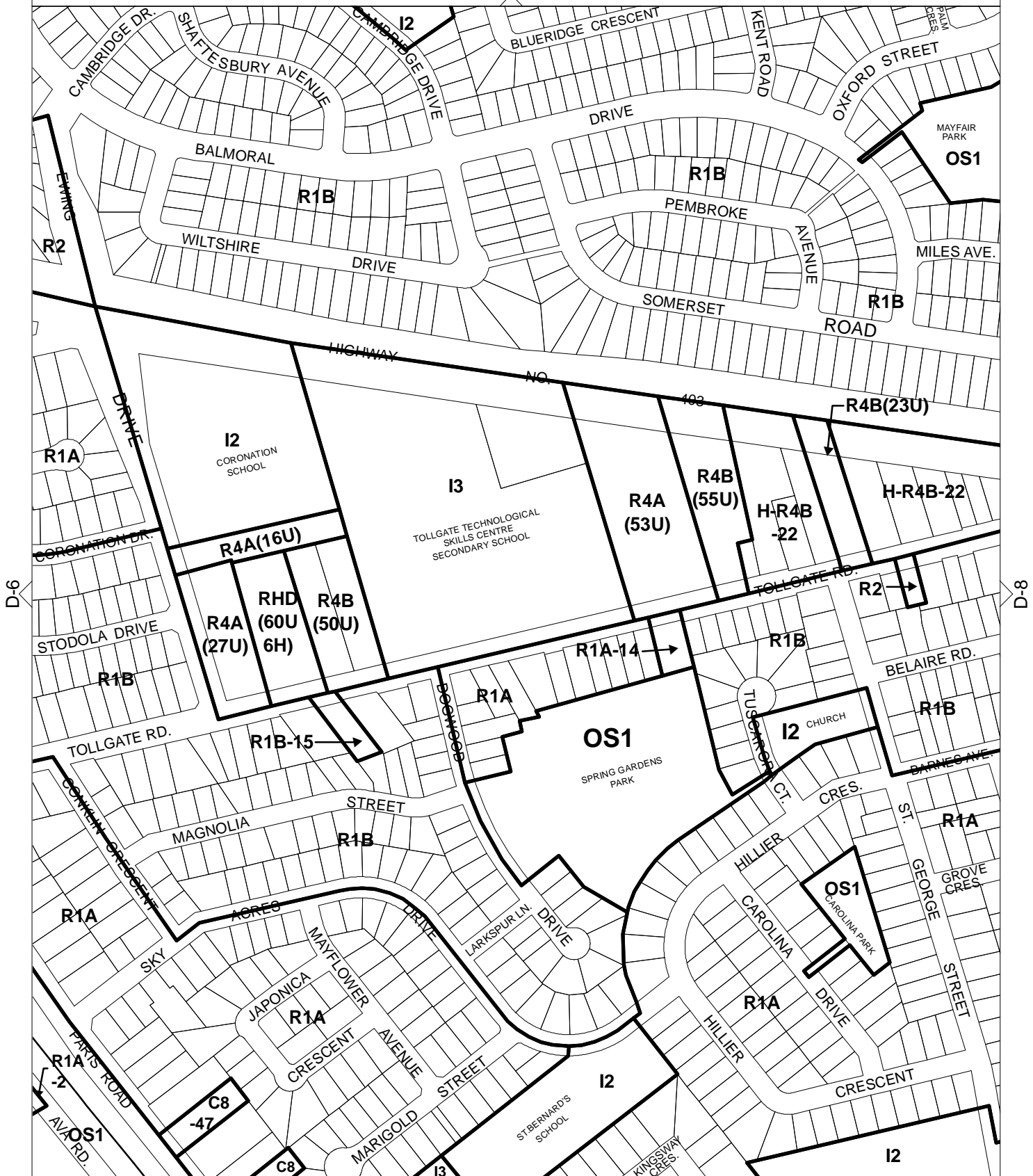


THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

- |              |         |
|--------------|---------|
| 25-91        | 44-97   |
| 131-91       | 8-98    |
| O.M.B. ORDER | 145-98  |
| R910193      | 78-2012 |
| 35-95        |         |



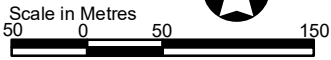
C-7



E-7

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

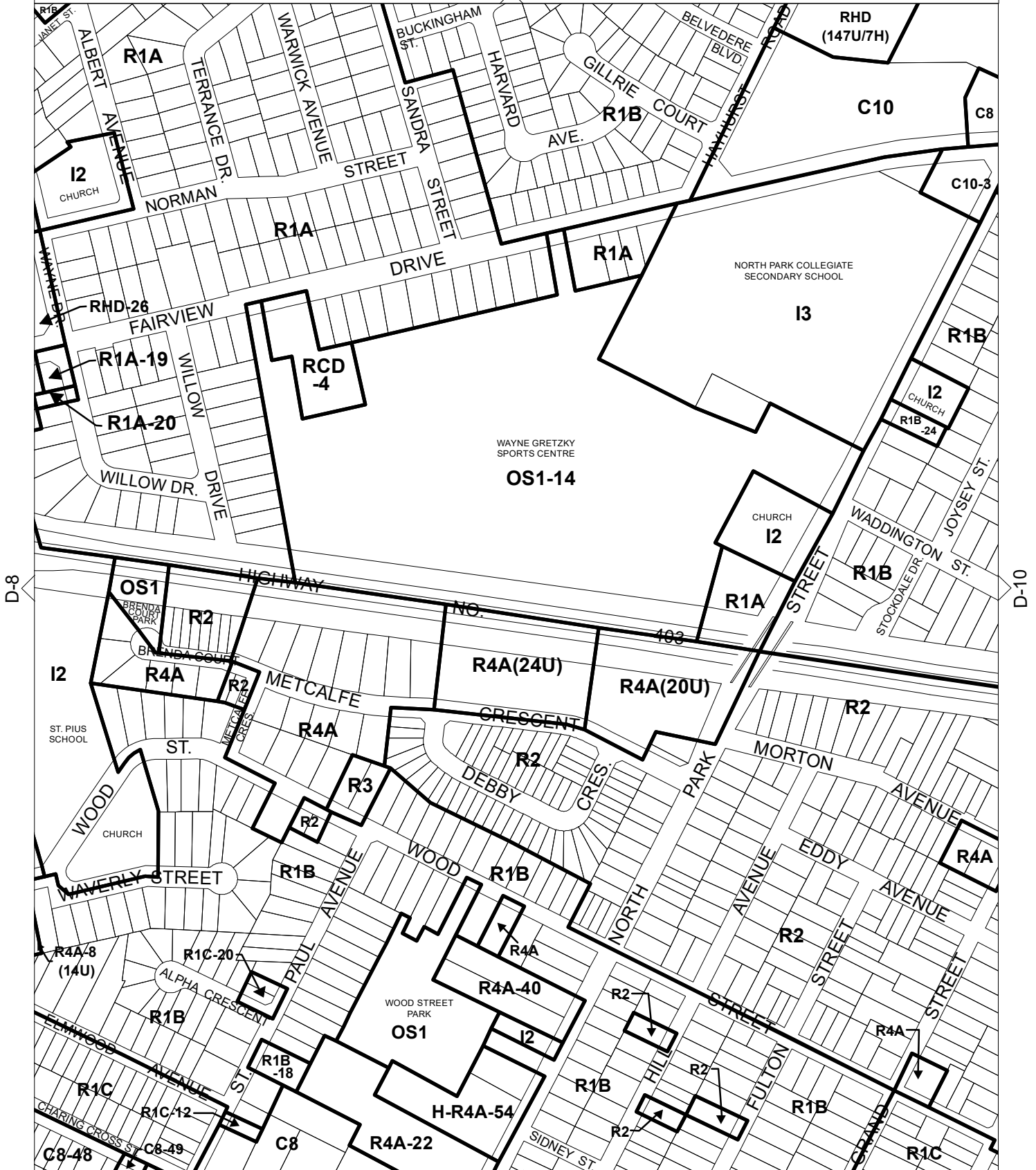
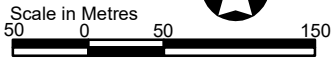
25-91	66-99	95-2011	85-2019
130-91	135-99	78-2012	2-2021
34-93	137-99	90-2013	99-2021
35-95	99-2002	148-2018	137-2022
25-97	174-2004		C-8





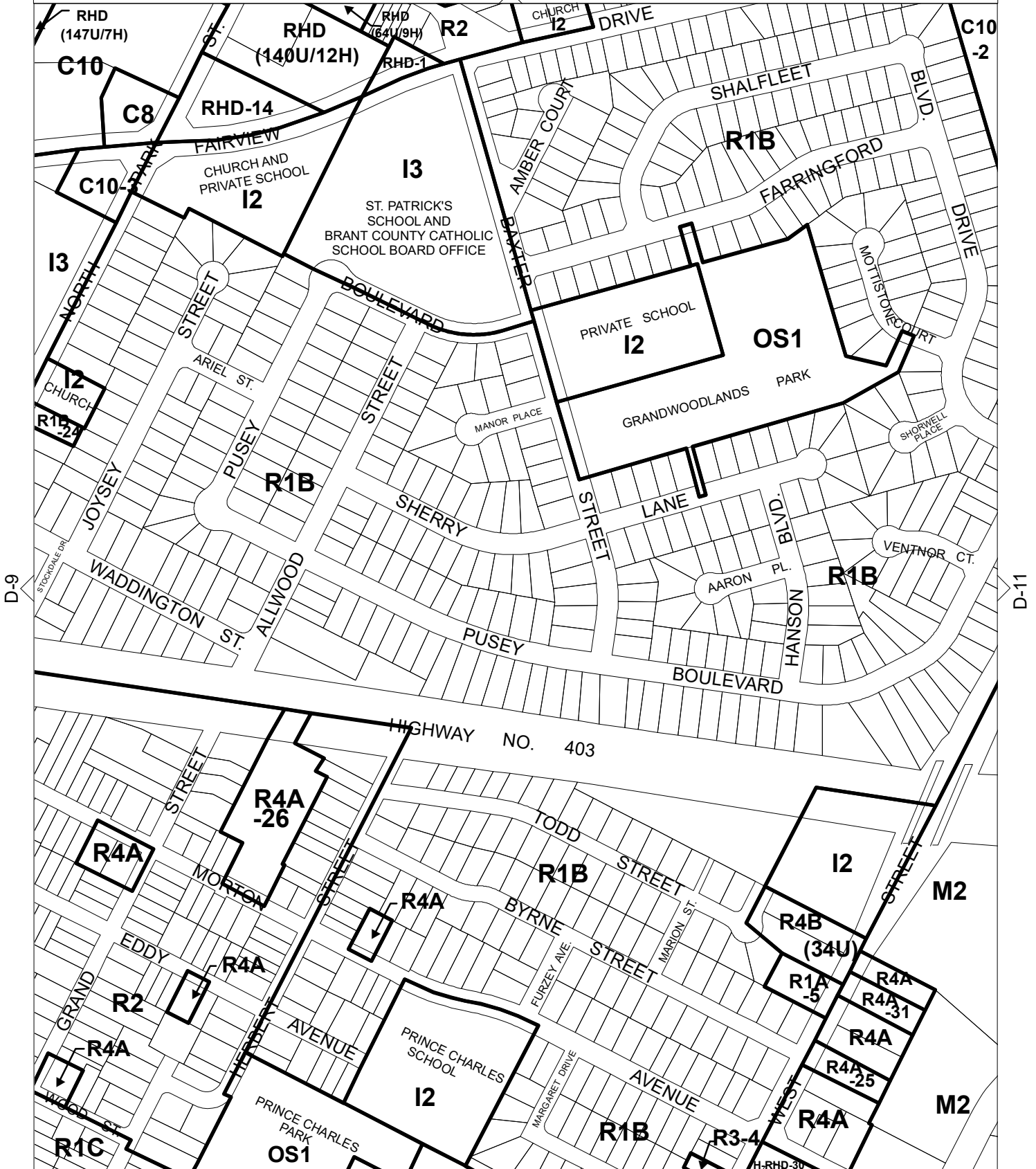
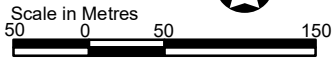
THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

25-91	137-95	117-98	170-2000	O.M.B. Order	60-2017
130-91	90-96	14-99	87-2003	1003-07	85-2019
115-92	150-97	135-99	174-2004	111-2009	2-2021
18-94	6-98	28-2000	158-2008	110-2014	99-2021
35-95	73-98	66-2000	C-9	76-2016	



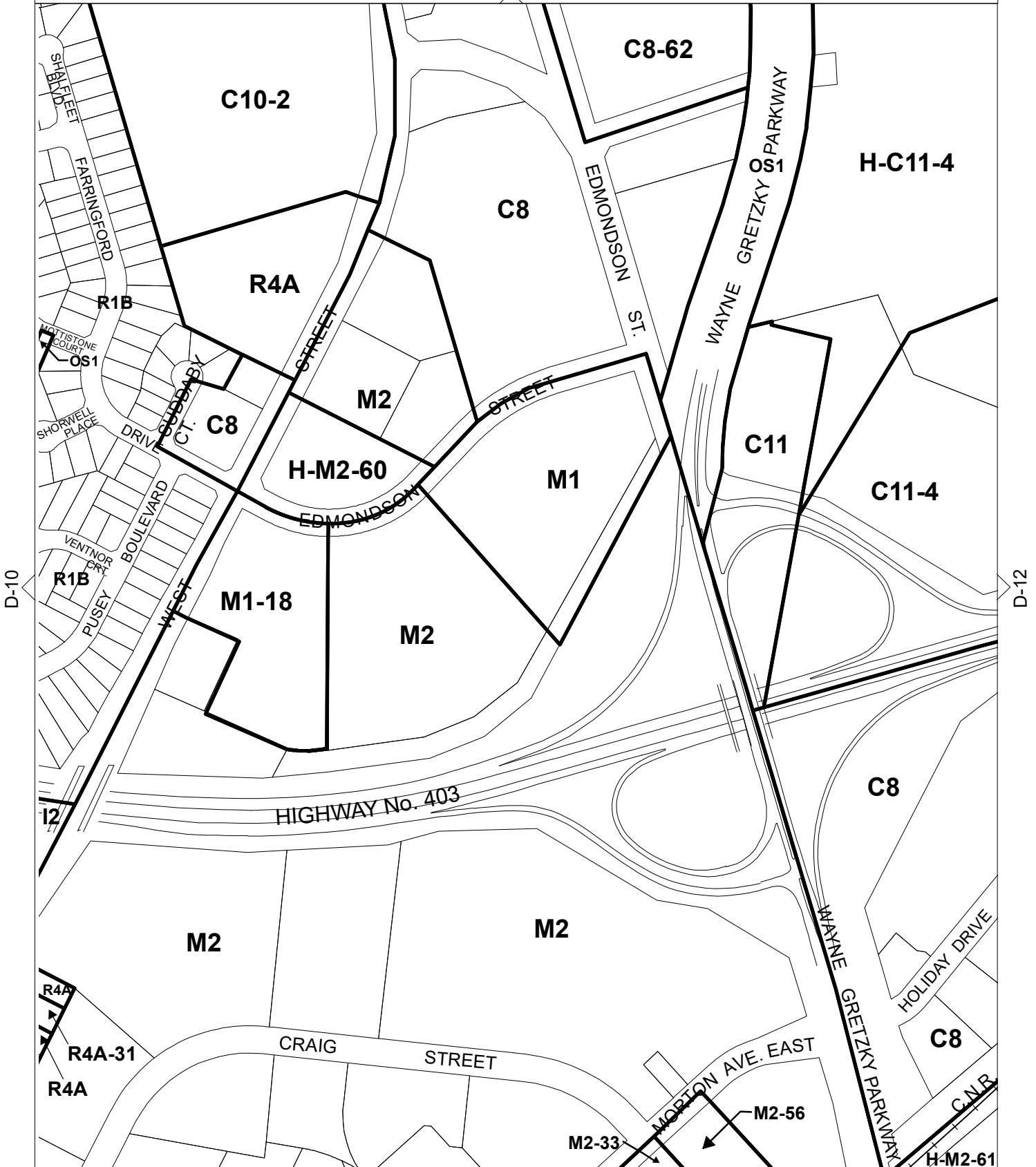
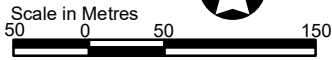
THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

16-91	15-97	57-2000	135-2003
25-91	149-97	129-2000	179-2022
135-93	89-98	170-2000	
144-93	201-99	87-2003	
137-95	28-2000		



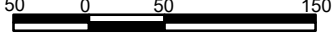
THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

16-91	177-94	149-97	158-2000	126-2014	192-2022
25-91	35-95	107-99	20-2002	93-2016	
51-92	55-96	108-99	135-2003	116-2017	
113-93	15-97	201-99	119-2011	3-2019	
135-93	13-97	54-2000	C-11	49-2021	



THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

Scale in Metres



- 35-95 150-2001
- 141-96 93-2016
- 26-97 3-2019
- 48-99 192-2022
- 158-2000

C-12

M2-31

H-C11-4

BOULEVARD

WOODKILL DRIVE

ROY

BODINE DRIVE

M2

RAILWAY

C11-4

No.

403

HIGHWAY

D-11

D-13

C8-42

M2

C8

HOLIDAY DRIVE

CANADIAN

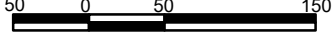
NATIONAL

H-M2-61

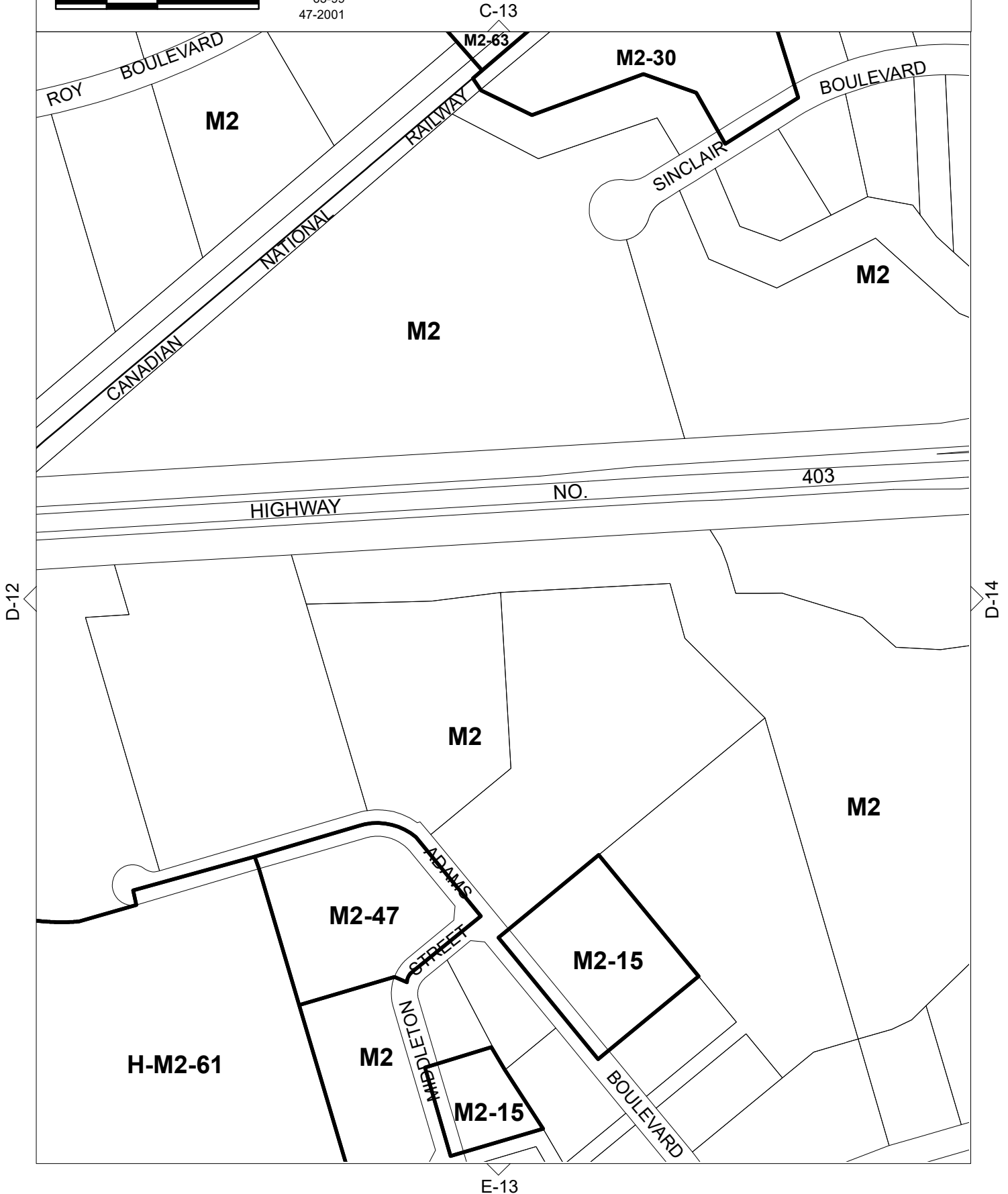
E-12

THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

Scale in Metres

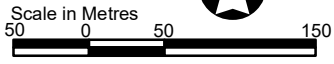


- 26-97 112-2001
- 158-98 75-2010
- 48-99 3-2019
- 63-99 29-2024
- 47-2001

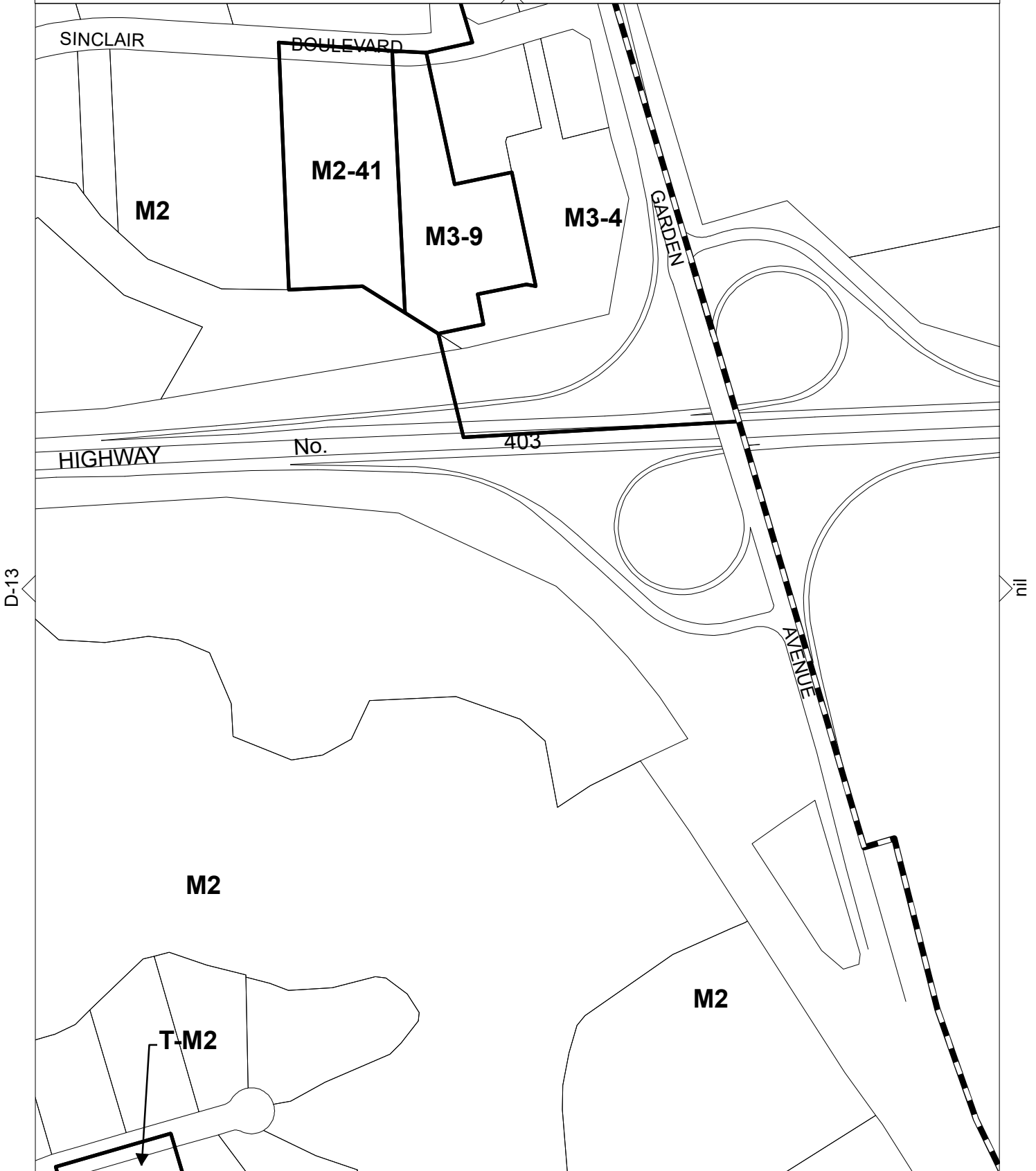


THIS SCHEDULE HAS BEEN CONSOLIDATED BY BYLAWS:

48-99	53-2006	12-2017
63-99	27-2008	
51-99	56-2008	
118-2000	53-2009	
166-2005	3-2015	



C-14



D-13

nil

E-14