



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 11-76

To accept and assume lands as part
of a public highway in the City of
Brampton.

WHEREAS it is deemed expedient to accept and assume lands
in conveyance from various parties as parts of public
highways;

NOW THEREFORE the Council of the Corporation of the City of
Brampton ENACTS as follows:-

- (1) The lands described in deeds of conveyance
to the Corporation of the City of Brampton
listed on Schedule 'A', hereto attached, be
and the same are hereby accepted and the
said lands are assumed as part of the public
highway adjacent thereto.

READ A FIRST, SECOND AND THIRD TIME AND PASSED IN OPEN
COUNCIL this 26th day of January, 1976.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

By-law

11-76



381521

No. Registry Division of Peel (No. 43)
I CERTIFY that this instrument is registered as of

11:18 A.M.

JAN 30 1976 In the

Land
Registry Office
at Brampton,
Ontario

Alexander Porter
LAND REGISTRAR



THE CORPORATION OF THE CITY OF BRAMPTON

SCHEDULE 'A' TO

BY-LAW NUMBER 11-76

<u>Date of Deed</u>	<u>Date Registered</u>	<u>Inst. No.</u>	<u>From</u>
July 28,1975	Nov. 12,1975	373194 VS	Nicolau Inacio Correia & Natalia Da Conceicao Correia
Aug. 13,1975	Nov. 7,1975	373026 VS	Greenvest Holdings Limited
Sept.11,1975	Oct. 31,1975	371852 VS	Eleanor Irene McClure
Sept.15,1975	Oct. 31,1975	371855 VS	Wolfgang Klimczak and Rosina Klimcsak
June 26,1975	Oct. 31,1975	371851 VS	Carlos Pacheco Bulhoes and Maria DoRosario Bulhoes
Sept.26,1975	Oct. 22,1975	370852 VS	Bramalea Consolidated Developments Limited
Dec. 8,1972	May 18,1973	261528 VS	Peel Village Development Co. Limited.

FIRSTLY - 373194 VS

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel, formerly in the Town of Brampton, County of Peel, and being described as Part of Lot 16 according to a plan registered in the Registry Office for the Registry Division of Peel (No. 43) as Plan Number 601, and being more particularly described as Part 9 according to a plan deposited in the said Registry Office as Plan Number 43R-2525 (Part of Vodden Street).

SECONDLY - 373026 VS

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being part of West Half Lot 8, Concession I East of Hurontario Street, Township of Chinguacousy, formerly in the Town of Brampton, County of Peel, now in the City of Brampton, Regional Municipality of Peel, being designated as Part 4 on Plan 43R-3222, (Part of Main Street North).

THIRDLY - 371852 VS

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel (formerly in the Township of Chinguacousy, in the County of Peel) and being composed of part of the East Half of Lot 9, in the 4th Concession, West of Hurontario Street and being more particularly described as Part 2 on Reference Plan Number 43R-3373 (Part of Third Line West).

FOURTHLY - 371855 VS

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the City of Brampton, in the Regional Municipality of Peel, formerly the Town of Brampton, County of Peel, and being part of Lot 109, Plan 582, and more particularly described as Part 4, on a Plan deposited in the Registry Office for the Registry Division of Peel (No. 43) as Plan No. 43R-2525 (Part of Vodden Street).

FIFTHLY - 371851 VS

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel (formerly in the Town of Brampton, in the County of Peel), and being described as Part of Lot 9, according to a plan registered in the Registry Office for the Registry Division of Peel (No. 43) as Plan Number 601 and being more particularly described as Part 12 according to the plan deposited in the said Registry Office as Plan Number 43R-2523 (Part of Vodden Street).

SIXTHLY - 370852 VS

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the City of Brampton in the Regional Municipality of Peel, and being part of Blocks E and F on a Plan registered in the Registry Office for the Registry Division of Peel as No. 977, Brampton, and being the whole of Part I on a Plan on deposit at the Registry Office for the Registry Division of Peel as No. 43R-3124. (Indell Lane)

SEVENTHLY - 261528 VS

(a) PART OF MILL STREET

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel, formerly in the Town of Brampton, County of Peel, and being composed of part of Lot 2 in the First Concession West of Hurontario Street in the said City, which said parcel may be described as follows:

PREMISING that the Southeasterly limit of a plan registered in the Registry Office for the Registry Division of Peel (No. 43) as Number 872 has a bearing of North 39 degrees 03 minutes 30 seconds East and relating all bearings herein thereto;

COMMENCING at a standard iron bar marking the most Southerly angle of Block B, Registered Plan 872 aforesaid;

THENCE South 26 degrees 26 minutes 10 seconds East along a line, hereinafter known as Line "A", 103.53 feet to the beginning of a curve;

THENCE Southerly on a curve to the right, hereinafter known as Curve B, having a radius of 510.46 feet, an arc distance of 147.03 feet, a chord distance of 146.52 feet bearing South 18 degrees 11 minutes 05 seconds East to a standard iron bar marking the end of the said curve;

THENCE South 9 degrees 56 minutes East along a line hereinafter known as Line "C", 479.68 feet to a standard iron bar marking the beginning of a curve;

THENCE Southeasterly on a curve to the left, hereinafter known as Curve D, having a radius of 285.31 feet, an arc distance of 204.16 feet, a chord distance of 199.84 feet bearing South 30 degrees 26 minutes East to a standard iron bar marking the end of the said curve;

THENCE South 50 degrees 56 minutes East along a line hereinafter known as Line E, 135.00 feet to a standard iron bar marking the beginning of a curve;

THENCE Easterly on a curve to the left having a radius of 15.00 feet, an arc distance of 23.56 feet, a chord distance of 21.21 feet bearing North 84 degrees 04 minutes East to a standard iron bar marking the end of the said curve;

THENCE South 39 degrees 04 minutes West, 96.00 feet to a standard iron bar marking the beginning of a curve;

THENCE Northerly on a curve to the left having a radius of 15.00 feet, an arc distance of 23.56 feet, a chord distance of 21.21 feet bearing North 5 degrees 56 minutes West to a standard iron bar marking the end of the said curve and being in a line drawn parallel to the aforementioned Line E distant 66.00 feet measured Southwesterly therefrom and at right angles thereto;

THENCE North 50 degrees 56 minutes West along said parallel line, 135.00 feet to a standard iron bar marking the beginning of a curve concentric with the aforementioned Curve D and having a radius of 351.31 feet;

THENCE Northwesterly along the last mentioned curve, an arc distance of 251.39 feet, a chord distance of 246.06 feet bearing North 30 degrees 26 minutes West to a standard iron bar marking the end of the said curve and being in a line drawn parallel to the aforementioned Line C distant 66.00 feet measured Westerly therefrom and at right angles thereto;

THENCE North 9 degrees 56 Minutes West along the last mentioned parallel line, 479.68 feet to a standard iron bar marking the beginning of a curve concentric with the aforementioned Curve B and having a radius of 444.46 feet;

THENCE Northerly along the last mentioned curve an arc distance of 128.02 feet, a chord distance of 127.57 feet bearing North 18 degrees 11 minutes 05 seconds West to a standard iron bar marking the end of the said curve and being in a line drawn parallel to the aforementioned Line A distant 66.00 feet measured Westerly therefrom and at right angles thereto;

THENCE North 26 degrees 26 minutes 10 seconds West along the last mentioned parallel line, 73.43 feet more or less to a standard iron bar marking the most Easterly angle of Lot 242, Registered Plan 872 aforesaid;

THENCE North 39 degrees 03 minutes 30 seconds East along the Southeasterly limit of said Registered Plan 872, 72.53 feet more or less to the point of commencement.

(b) PART OF McMURCHY AVENUE

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel, formerly in the Town of Brampton, County of Peel, and being composed of part of Lots I and 2 in the First Concession West of Hurontario Street in the said City, which said parcel may be described as follows;

PREMISING that the Southeasterly limit of a plan registered in the Registry Office for the Registry Division of the County of Peel (No. 43) as Number 872, has a bearing of North 39 degrees 03 minutes 30 seconds East and relating all bearings herein thereto;

COMMENCING at a standard iron bar marking the most Southerly angle of said Registered Plan 872;

THENCE North 39 degrees 03 minutes 30 seconds East, along the Southeasterly limit of said Registered Plan 872, 22.14 feet more or less to a standard iron bar marking the most Southerly angle of Lot I according to said plan 872;

THENCE South 44 degrees 28 minutes East, 9.88 feet to a standard iron bar marking the beginning of a curve;

THENCE Southeasterly on a curve to the left, having a radius of 911.93 feet, an arc distance of 105.50 feet, a chord distance of 105.44 feet bearing South 47 degrees 46 minutes 51 seconds East to a standard iron bar marking the end of the said curve;

THENCE South 51 degrees 05 minutes 40 seconds East, 50.00 feet to a standard iron bar marking the beginning of a curve;

THENCE Southeasterly on a curve to the right having a radius of 996.85 feet, an arc distance of 124.07 feet, a chord distance of 123.99 feet bearing South 47 degrees 31 minutes 46 seconds East to a standard iron bar marking the end of the said curve;

THENCE South 43 degrees 57 minutes 50 seconds East along a line hereinafter known as Line "A", 1731.65 feet more or less to a standard iron bar planted in the limit between the North and South halves of said Lot I;

THENCE South 38 degrees 58 minutes 50 seconds West along the last mentioned limit, 86.66 feet more or less to a standard iron bar marking its intersection with a line drawn parallel to the aforementioned Line "A" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 43 degrees 57 minutes 50 seconds West along said parallel line, 1010.86 feet more or less to a standard iron bar planted in the Northwesterly limit of said Lot I;

THENCE North 38 degrees 18 minutes East along the last mentioned limit, 43.40 feet more or less to a standard iron bar marking the most Southerly angle of the East half of said Lot 2;

THENCE North 43 degrees 57 minutes 50 seconds West along the limit between the East and West halves of said Lot 2, 1011.36 feet more or less to the point of commencement, containing by admeasurement an area of 2.925 acres more or less.

(c) CHAROLAIS BOULEVARD

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Brampton, in the Regional Municipality of Peel, formerly in the Town of Brampton, County of Peel, and being composed of part of Lots 1 and 2 in the First Concession West of Hurontario Street, in the said City, which said parcel may be described as follows;

PREMISING that the Southeasterly limit of a plan registered in the Registry Office for the Registry Division of the County of Peel (No. 43) as Number 872, has a bearing of North 39 degrees 03 minutes 30 seconds East and relating all bearings herein thereto;

BEGINNING at a point in the Northwesterly limit of said Lot 1, distant 18.63 feet more or less measured Southwesterly thereon from the most Northerly angle thereof, where it is intersected by the Southwesterly limit of the King's Highway No. 10 as widened by Deposited Plan 22830;

THENCE South 35 degrees 09 minutes 40 seconds East along said widened limit, 100.00 feet more or less to a standard iron bar marking the most Easterly angle of the lands described in Instrument No. 68221 VS (Peel), being the point of commencement of the herein described parcel;

THENCE South 2 degrees 22 minutes 20 seconds West, 73.90 feet to a standard iron bar;

THENCE South 44 degrees 41 minutes 10 seconds West along a line hereinafter known as Line "A", 239.21 feet to a standard iron bar marking the beginning of a curve;

THENCE Southwesterly on a curve to the right, hereinafter known as Curve "B", having a radius of 357.00 feet, an arc distance of 114.53 feet, a chord distance of 114.04 feet bearing South 53 degrees 52 minutes 35 seconds West to a standard iron bar marking the end of the said curve;

THENCE South 63 degrees 04 minutes West along a line hereinafter known as Line "C", 325.63 feet to a standard iron bar marking the beginning of a curve;

THENCE Southwesterly on a curve to the left, hereinafter known as Curve "D", having a radius of 486.00 feet, an arc distance of 203.58 feet, a chord distance of 202.09 feet bearing South 51 degrees 04 minutes West to a standard iron bar marking the end of the said curve;

THENCE South 39 degrees 04 minutes West along a line hereinafter known as Line "E", 545.72 feet to a standard iron bar marking the beginning of a curve;

THENCE Southwesterly on a curve to the left, hereinafter known as Curve "F", having a radius of 861.51 feet, an arc distance of 96.98 feet, a chord distance of 96.93 feet bearing South 35 degrees 50 minutes 30 seconds West to a standard iron bar marking the end of the said curve;

THENCE South 32 degrees 37 minutes West along a line hereinafter known as Line "G", 298.33 feet to a standard iron bar marking the beginning of a curve;

THENCE Southwesterly along a curve to the right, hereinafter known as Curve "H", having a radius of 775.51 feet, an arc distance of 87.30, a chord distance of 87.26 feet bearing South 35 degrees 50 minutes 30 seconds West to a standard iron bar marking the end of the said curve;

THENCE South 39 degrees 04 minutes West along a line hereinafter known as Line "I", 162.72 feet to a standard iron bar marking the beginning of a curve;

THENCE Westerly along a curve to the right having a radius of 33.00 feet, an arc distance of 55.85 feet, a chord distance of 49.42 feet bearing South 87 degrees 33 minutes 05 seconds West to a standard iron bar marking the end of the said curve;

THENCE South 43 degrees 57 minutes 50 seconds East, 153.13 feet to a standard iron bar marking the beginning of a curve;

THENCE Northerly on a curve to the right, having a radius of 33.00 feet, an arc distance of 47.82 feet, a chord distance of 43.75 feet bearing North 2 degrees 26 minutes 55 seconds West to a standard iron bar marking the end of the said curve and being in a line drawn parallel to the aforementioned line "I" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 39 degrees 04 minutes East along said parallel line, 181.30 feet to a standard iron bar marking the beginning of a curve concentric with the aforementioned Curve "H", and having a radius of 861.51 feet;

THENCE Northeasterly along the last mentioned curve, an arc distance of 96.98 feet, a chord distance of 96.93 feet bearing North 35 degrees 50 minutes 30 seconds East to a standard iron bar marking the end of the said curve and being in a line drawn parallel with the aforementioned line "G" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 32 degrees 37 minutes East along the last mentioned parallel line, 298.33 feet to a standard iron bar marking the beginning of a curve concentric with the aforementioned Curve "F" and having a radius of 775.51 feet;

THENCE Northeasterly along the last mentioned curve, an arc distance of 87.30 feet, a chord distance of 87.26 feet bearing North 35 degrees 50 minutes 30 seconds East to a standard iron bar marking the end of the said curve and being in a line drawn parallel to the aforementioned line "E" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 39 degrees 04 minutes East along the last mentioned parallel line, 545.72 feet to a standard iron bar marking the beginning of a curve concentric with Curve "D" and having a radius of 400.00 feet;

THENCE Northeasterly along the last mentioned curve, an arc distance of 167.55 feet, a chord distance of 166.33 feet, bearing North 51 degrees 04 minutes East to a standard iron bar marking the end of the said curve and being in a line parallel with the aforementioned line "C" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 63 degrees 04 minutes East along the last mentioned parallel line, 325.63 feet to a standard iron bar marking the beginning of a curve concentric with the aforementioned Curve "B" and having a radius of 443.00 feet;

THENCE Northeasterly along the last mentioned curve, an arc distance of 142.11 feet, a chord distance of 141.51 feet bearing North 53 degrees 52 minutes 35 seconds East to a standard iron bar marking the end of the said curve and being in a line parallel with the aforementioned line "A" distant 86.00 feet measured Southeasterly therefrom and at right angles thereto;

THENCE North 44 degrees 41 minutes 10 seconds East along the last mentioned parallel line, 232.83 feet to a standard iron bar;

THENCE South 88 degrees 11 minutes 50 seconds East, 68.04 feet more or less to a standard iron bar planted in the Southwesterly limit of Highway No. 10 as widened aforesaid;

THENCE North 41 degrees 04 minutes 20 seconds West along the last mentioned limit, 176.97 feet to a bend therein;

THENCE North 35 degrees 09 minutes 40 seconds West continuing along the last mentioned limit, 9.27 feet more or less to the point of commencement.

PASSED January 26, 19 76



BY-LAW

No. 11-76