



<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON</b>
<b>FROM:</b>	<b>EDWARD SOLDI, P.ENG. DIRECTOR OF ROADS AND TRANSPORTATION</b>
<b>SUBJECT:</b>	<b>CLOSING THE BASE LINE ROAD ALLOWANCE EAST OF HAMILTON ROAD</b>

**RECOMMENDATION**

That, on the recommendation of the Director of Roads and Transportation, the following actions be taken with respect to the “Base Line” road allowance lying east of Hamilton Road:

- a) the closing of the original road allowance between Concession 1 and Broken Front Concession ‘B’ in the geographic Township of Westminster lying east of Hamilton Road **BE APPROVED**, and
- b) The Chief Surveyor **BE AUTHORIZED** to initiate the process of legally closing the said road allowance by By-law subject to any necessary consents from abutting owners with the understanding that easements will be conveyed to any utility companies and property owners that are affected by the closing.

**BACKGROUND**

**Purpose:**

The purposed of this report is to obtain Council approval to legally close as public highway, the untraveled road allowance between Concession 1 and Broken Front Concession ‘B’ in the geographic Township of Westminster lying east of Hamilton Road commonly known as the “Base Line” road allowance, in order to incorporate the road allowance into a future residential subdivision development.

**DISCUSSION**

The original “Base Line” road allowance lying between Concession 1 and Broken Front Concession ‘B’ in the geographic Township of Westminster was originally laid out by Crown Surveyors in 1820. Due to the proximity of Commissioners Road East and Hamilton Road the road allowance was never opened for public travel and there is no indication from a transportation system perspective that the road allowance will ever be needed.

The bulk of the road allowance lies in an area south of the South branch of the Thames River on lands that cannot be developed and will therefore be retained by the City, partly as Open Space and partly for a Storm Water Management facility that will support local development. A small portion of “table” lands within the road allowance will be sold to the abutting property owner/developer in order to connect development lands lying on either side of the road allowance. The sales of those lands will be the subject of a future report brought forward by Realty Services.

Prior to incorporating the road allowance into the development, however, it first needs to be legally closed as public highway which is the purpose of this report.

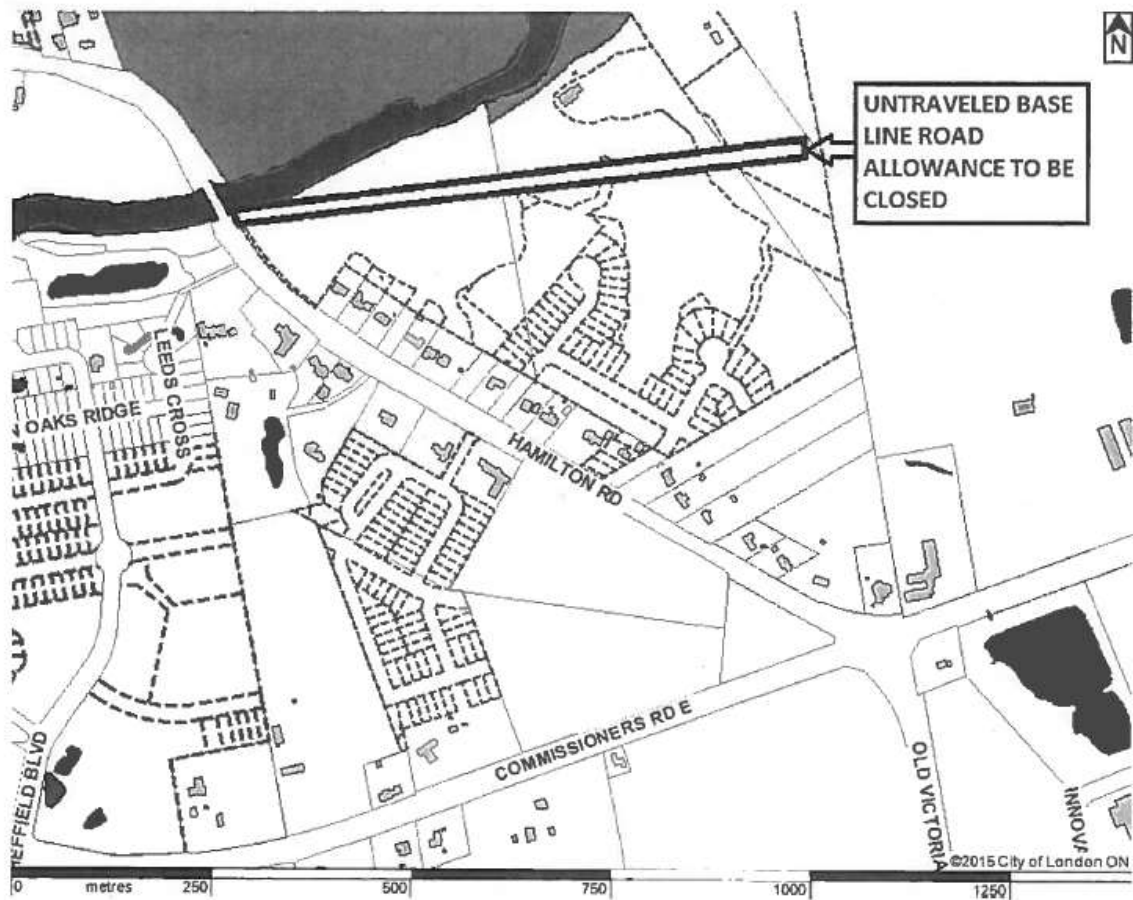
The road allowance is crossed by a number of utilities including London Hydro, Union Gas and Bell Canada. The road allowance is also crossed by a shared driveway that serves two different property owners. Closing the road allowance as public highway may necessitate easements be conveyed to the affected parties unless other arrangements are made.

All costs related to the road allowance closing including reference plan and legal fees will be the responsibility of the applicant/developer.



**CONCLUSION**

The untraveled "Base Line" road allowance lying between Concession 1 and Broken Front Concession 'B' in the geographic Township of Westminster lying east of Hamilton Road needs to be legally closed as public highway in order for it to be incorporated into a planned residential development. The bulk of the road allowance will be retained by the City except for a small portion which is to be sold to the abutting property owner for development purposes. Since the road allowance is not required for public travel it is recommended the closing be approved.



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<b>PREPARED BY:</b>	<b>RECOMMENDED BY:</b>
<b>Divisional Manager</b>	<b>EDWARD SOLDO, P.ENG. DIRECTOR – ROADS AND TRANSPORTATION</b>
<b>REVIEWED AND CONCURRED BY:</b>	
<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR OF ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

February 11, 2015  
/agi

cc: Larry Mottram  
Bryan Baar