

# By-Law No. 2017-198

*A by-law of the City of Ottawa to close part of Bloomfield Avenue located east of Churchill Avenue between the Transit Way and Lanark Avenue*

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**Enacted On:** 2017-06-14

**OttWatch Bylaw Reference:** <http://ottwatch.ca/bylaws/2017-198>

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BY-LAW NO. 2017 - 198

A by-law of the City of Ottawa to close part of Bloomfield Avenue located east of Churchill Avenue between the Transit Way and Lanark Avenue.

WHEREAS the road allowance more particularly described in Schedule "A" annexed hereto, was established as a common and public highway;

AND WHEREAS it is desired to close the public highway more particularly described in Schedule "A" annexed hereto;

AND WHEREAS the public highway more particularly described in Schedule "A" annexed hereto is not required for public road purposes;

AND WHEREAS notice of this Road Closing By-law has been given in accordance with the Municipal Act, 2001 and the City of Ottawa's Public Notice By-law No. 2011-122;

AND WHEREAS the Council of the City of Ottawa did not receive any requests to be heard from any person, solicitor or agent, claiming the loss of motor vehicle access to and from the person's land over any highway;

AND WHEREAS, in accordance with subsection 5(2) of the City of Ottawa Act, 1999, S.O. 1999, Chap. 14, Schedule E, the City of Ottawa stands in the place of the old municipalities as defined under the Act for all purposes;

THEREFORE the Council of the City of Ottawa enacts as follows:

1. The public highway more particularly described in Schedule "A", is hereby permanently closed and deprived of its character as a common and public highway.
2. Schedule "A" annexed hereto forms part of this by-law.
3. This by-law shall come into force and effect on the day of its registration in the Land Registry Office for the Land Titles Division of Ottawa-Carleton.

ENACTED AND PASSED this 14th day of June, 2017.

CITY CLERK

MAYOR

## **SCHEDULE "A"**

Part of PIN 04019-0043 (LT)

Part of Bloomfield Avenue, formerly John Street, Registered Plan 54, City of Ottawa, being more particularly described as Part 1 on Plan 4R-29852.

