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Report To: Planning and Development Committee

Date of Meeting: April 20, 2026 **Report Number:** LGS-022-26

Submitted By: Rob Maciver, Deputy CAO/Solicitor, Legislative Services

Reviewed By: Mary-Anne Dempster, CAO

File Number: L4000-10-119E

Report Subject: Permanent Road Closures

Recommendations:

1. That Report LGS-022-26, and any related delegations or communication items, be received;
2. That the draft By-law related to road closures, Attachment 1 to Report LGS-022-26, be approved and brought to Council for enactment as soon as possible after the registration of the Registered Plan numbers; and
3. That the By-law to amend the Traffic and Parking By-law, Attachment 2 Report LGS-022-26, be approved and brought to Council for enactment together with the by-law at Attachment 1.

Report Overview

This report recommends the permanent closure of two municipal road allowances that Council has previously determined to be surplus to the needs of the Municipality.

1. Background

- 1.1 At the December 1, 2025, General Government Committee Meeting Resolution # GG-196-25 was passed related to confidential report CAO-025-25. The Resolution was subsequently ratified by Council on December 15, 2026. As a result of the Resolution, Council determined the highways described in this Report are not required for Municipal purposes.
- 1.2 The road allowance known as Part Lot 30, Concession Broken Front, (Darlington) abutting Part 1, 10R-3813, Municipality of Clarington, Regional Municipality of Durham is depicted in red on Attachment 3.
- 1.3 Although technically an unopened road allowance, this parcel is actuality a land-locked remnant property that has no prior use by the public.
- 1.4 The road allowance known as Rdal Btn Lts 30 & 31 Con Broken Front Darlington, Municipality of Clarington, Regional Municipality of Durham is depicted in blue on Attachment 3. Staff are in the process of obtaining a new Reference Plan to legally describe this parcel.
- 1.5 A portion of this road allowance is currently an open municipal road, known as Down Road, and is currently classified as a Class 6 gravel road.
- 1.6 The remainder portion is the unopened portion of Down Road that extends to the Lake Ontario shoreline and has no history of use by the public.
- 1.7 Down Road currently provides access to a single private address, whose owner consents to the closure.
- 1.8 Down Road is in an area of repeated illegal dumping which the Municipality has had to clean up in the past. Closing the road should therefore reduce the cost to the Municipality of removing garbage and debris.
- 1.9 In addition, by closing the road, the Municipality will save approximately \$2,684.33 annually in road maintenance costs.
- 1.10 Once Down Road is closed, all Municipal road signage will be removed, and new signage will be created to notify the public that it is not open to the public.

- 1.11 As a result of the closure of Down Road, minor revisions are needed to the Traffic By-law which will be accomplished by the enactment of the by-law amendment included as Attachment 2.

2. Financial Considerations

The Municipality will save approximately \$2,684.33 annually in maintenance costs as well as future costs to remove garbage and debris from an area prone to illegal dumping.

3. Strategic Plan

Not Applicable.

4. Climate Change

Not Applicable.

5. Concurrence

Not Applicable.

6. Conclusion

It is respectfully recommended that Council approve the attached By-Laws to permanently closed the road allowances and to make the necessary updates to the Traffic By-law.

Staff Contact: Rob Maciver, Deputy CAO/Solicitor, 905-623-3379 ext. 2013 or rmaciver@clarington.net.

Attachments:

Attachment 1 – Draft By-law

Attachment 2 – Draft Traffic By-law Amendment

Attachment 3 – Location Map

Interested Parties:

There are no interested parties to be notified of Council's decision.