

**Municipality of Chatham-Kent**  
**Infrastructure and Engineering Services**  
**Engineering and Transportation Division**

**To:** Mayor and Members of Council  
**From:** Mark Ceppi, Engineering Technologist I  
**Date:** July 28, 2020  
**Subject:** New Roadway Traffic and Parking Controls, Community of Chatham

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**Recommendation**

It is recommended that:

1. Chatham-Kent Traffic and Parking By-law #245-2004 be amended for traffic control, parking control, and heavy vehicle restrictions on new roadways in the Community of Chatham, as outlined in Appendix A of this report.

**Background**

Ongoing residential subdivision development in the Community of Chatham has produced new roadways that are now under the jurisdiction of the Municipality of Chatham-Kent. Engineering and Transportation Division staff have reviewed these new roadways and intersections for traffic and parking controls. Heavy vehicles are typically restricted from local residential roadways and therefore these controls are included in this review.

Traffic and Parking By-law #245-2004 regulates all intersection traffic controls, parking restrictions, and heavy vehicle restrictions in the Municipality of Chatham-Kent.

**Comments**

The following new roadways were reviewed for this report:

- Henry O' Way (Victoria Avenue to Briardene Street north junction)
- Churchill Park Road (Riverview Drive to southerly limit)
- Clara Crescent (Churchill Park Road to easterly limit)
- Peachtree Lane (Valencia Drive to southerly limit)
- Valencia Drive (Baldoon Road to westerly limit)
- Summerset Place (Keil Trail North to westerly limit)
- Cottage Place (Keil Trail North to westerly limit)
- Veranda Court (Keil Trail North to westerly limit)
- Eventide Place (Dale Drive to northerly limit)
- Daylight Point (Dale Drive to northerly limit)

- Twilight Trail (Dale Drive to northerly limit)
- Horizon Lane (Twilight Trail to northerly limit)
- Nightfall Court (Twilight Trail to northerly limit)
- Tuscany Trail (Braemar Boulevard to westerly limit)
- Renaissance Place (Tuscany Trail to easterly limit)
- Sienna Court (Tuscany Trail to westerly limit)
- Bordeaux Place (Keil Drive South to westerly and easterly limits)
- Moonstone Crescent (Manning Drive north junction to Manning Drive south junction)
- Cabot Trail (Landings Pass to northerly limit)

### Intersection Traffic Control

The intersections in new subdivision developments do not have the typical sight obstructions (e.g. trees, bushes, fences, buildings, etc.) and traffic patterns found in mature areas. Therefore, the guidelines normally used to determine which type of traffic control is warranted at an intersection may not be applicable. Yield signs are only appropriate for intersections with very low traffic volume or excellent sight lines. Based on engineering judgement and experience with mature residential areas, stop signs tend to be the correct selection.

A through highway roadway has vehicle right of way over all intersecting roadways located along the designated section. Therefore, all intersecting roadways along the through highway must be controlled by either a stop or yield sign. The through highway designation eliminates the need to individually by-law each stop or yield sign and any future signs installed along the roadway section are automatically by-lawed.

A list of new Through Highway and Stop Signs is located in Appendix A, Section 3 (Schedule "P" Through Highways), and Section 4 (Schedule "Q" Stop Signs), respectively.

### Parking Control

The primary function of a roadway is to facilitate the movement of vehicles with parking being a secondary consideration. Local residential roadways are typically not wide enough to accommodate parking on both sides of the roadway. Restricting parking to one side of the roadway reduces sight obstructions, driver distractions, and roadway congestion while improving traffic flow.

Also benefiting from parking restrictions are snow removal operations, emergency services (Fire, Police, and Ambulance), roadway maintenance, public utility maintenance, garbage/recycling service, and other municipal services.

The factors determining which side of the road to remove parking include:

- roadway alignment,
- location of fire hydrants which could become blocked by a parked vehicle,
- potential for sight obstructions at intersections or driveway accesses,
- traffic flow patterns on the roadway and from side streets,

- available space for parking, and
- location of utility poles which can be used to mount signs and reduce installation costs.

A list of the recommended parking controls for the new roadways is located in Appendix A, Section 2 (Schedule “C” Parking Prohibited).

### Heavy Vehicle Restrictions

All of the roadways reviewed are classified as local urban roadways located in predominantly residential areas. Heavy vehicles are typically restricted from travelling and parking on these roadways and therefore Heavy Vehicle Restrictions are recommended for each.

Heavy vehicles are restricted from travelling on these roadways unless no other permissive route is available to deliver or receive goods at a property fronting onto the roadway.

A list of the recommended heavy vehicle restrictions for the new roadways is located in Appendix A, Section 6 (Schedule “BB” Heavy Vehicle Restrictions).

### By-Law Amendment

Henry O’Way was constructed over multiple phases with the earliest being the south leg that intersects with Victoria Avenue. Parking and heavy vehicle restriction controls for an early phase had been inserted into the respective by-law schedules but they are no longer compatible with the completed roadway. Therefore, a correction is needed for these entries.

A by-law amendment (Appendix A) is included in the Council package for reading and approval. The traffic, parking, and heavy vehicle restriction controls will become official upon the installation of the signs.

### **Areas of Strategic Focus and Critical Success Factors**

The recommendation in this report supports the following areas of strategic focus:

- Economic Prosperity:  
Chatham-Kent is an innovative and thriving community with a diversified economy
- A Healthy and Safe Community:  
Chatham-Kent is a healthy and safe community with sustainable population growth
- People and Culture:  
Chatham-Kent is recognized as a culturally vibrant, dynamic, and creative community
- Environmental Sustainability:

Chatham-Kent is a community that is environmentally sustainable and promotes stewardship of our natural resources

The recommendation in this report supports the following critical success factors:

- Financial Sustainability:  
The Corporation of the Municipality of Chatham-Kent is financially sustainable
- Open, Transparent and Effective Governance:  
The Corporation of the Municipality of Chatham-Kent is open, transparent and effectively governed with efficient and bold, visionary leadership
- Has the potential to support all areas of strategic focus & critical success factors
- Neutral issues (does not support negatively or positively)

### **Consultation**

The large number of traffic and parking control signs needed for the new roadways will be installed by Public Works staff. The Manager of Public Works was contacted to discuss the budget impacts and a timeframe for installing the signs.

### **Financial Implications**

The estimated cost to install the signs required the new roadways reviewed this report is \$25,250 and will be funded through the Public Works sign maintenance base budget. To reduce the impact to the budget the sign installations will be completed over a two-year period, starting this year.

Prepared by:

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Mark Ceppi  
Engineering Technologist I,  
Engineering and Transportation Division

Reviewed by:

Reviewed by:

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Chris Thibert, P. Eng.  
Director,  
Engineering and Transportation Division

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Thomas Kelly, P.Eng., MBA  
General Manager,  
Infrastructure and Engineering Services

Attachments: Appendix A: By-law Amendment

C: Director, Public Works

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## Appendix A

By-law Number \_\_\_\_\_

Of The Corporation  
of the Municipality of Chatham-Kent

A By-law to amend By-law Number 245-2004 of the Municipality of Chatham-Kent.

(Parking Prohibited, Through Highway, Stop Signs, and Heavy Vehicle Restrictions on new roadways in the Community of Chatham)

Finally Passed the \_\_\_\_ day of \_\_\_\_\_, 2020.

Whereas the Corporation of the Municipality of Chatham-Kent did enact By-Law 245-2004 for the purpose of regulating traffic on highways in the Municipality of Chatham-Kent.

And Whereas the Corporation of The Municipality of Chatham-Kent now deems it expedient to amend certain provisions of said By-law 245-2004.

Be it Therefore Enacted by the Municipal Council of the Municipality of Chatham-Kent as follows:

1. Schedule "C" (Parking Prohibited) of By-law 245-2004 be and the same is hereby amended by deleting therefrom;

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5
<u>HIGHWAY</u>	<u>SIDE</u>	<u>FROM</u>	<u>TO</u>	<u>TIME(s)/ DAY(s)</u>
a) Henry O' Way	North	Victoria Avenue	Easterly limit	Anytime

2. Schedule "C" (Parking Prohibited) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5
<u>HIGHWAY</u>	<u>SIDE</u>	<u>FROM</u>	<u>TO</u>	<u>TIME(s)/ DAY(s)</u>
a) Bordeaux Place	North	Westerly limit	Easterly limit	Anytime
b) Cabot Trail	South / West	Landings Pass	Northerly Limit	Anytime

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c)	Clara Crescent	North	Churchill Park Road	Easterly limit	Anytime
d)	Cottage Place	North	Keil Trail North	Westerly limit	Anytime
e)	Daylight Point	East	Dale Drive	Northerly limit	Anytime
f)	Eventide Place	West	Dale Drive	Northerly limit	Anytime
g)	Henry O' Way	South / East / North	Victoria Avenue	Briardene Street (Northerly Junction)	Anytime
h)	Horizon Lane	East	Twilight Trail	Northerly limit	Anytime
i)	Moonstone Crescent	West / North / West / South	Manning Drive (Easterly junction)	Manning Drive (Southerly junction)	Anytime
j)	Nightfall Court	East	Twilight Trail	Northerly limit	Anytime
k)	Peachtree Lane	West	Valencia Drive	Southerly limit	Anytime
l)	Renaissance Place	North	Tuscany Trail	Easterly limit	Anytime
m)	Sienna Court	South	Tuscany Trail	Westerly limit	Anytime
n)	Summerset Place	North	Keil Trail North	Westerly limit	Anytime
o)	Tuscany Trail	West / North	Braemar Boulevard	Westerly limit	Anytime
p)	Twilight Trail (South leg)	East	Dale Drive	Twilight Trail (West leg)	Anytime
q)	Twilight Trail (West leg)	South	Twilight Trail (South leg)	Westerly limit	Anytime
r)	Valencia Drive	South	Northerly Limit	Westerly limit	Anytime
s)	Veranda Court	South	Keil Trail North	Westerly limit	Anytime

3. Schedule "P" (Through Highways) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

	COLUMN 1	COLUMN 2	COLUMN 3
	<u>HIGHWAY</u>	<u>FROM</u>	<u>TO</u>
a)	Churchill Park Road	Riverview Drive	Southerly limit
b)	Valencia Drive	Northerly limit	Westerly limit
c)	Twilight Trail	Dale Drive	Northerly limit
d)	Tuscany Trail	Braemar Boulevard	Westerly limit

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4. Schedule "Q" (Stop Signs) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1

COLUMN 2

INTERSECTION

FACING TRAFFIC

- |    |                                       |                                 |
|----|---------------------------------------|---------------------------------|
| a) | Morning Glory Lane and Peachtree Lane | Eastbound on Morning Glory Lane |
|----|---------------------------------------|---------------------------------|

5. Schedule "BB" (Heavy Vehicle Restrictions) of By-law 245-2004 be and the same is hereby amended by deleting therefrom;

COLUMN 1

COLUMN 2

COLUMN 3

COLUMN 4

HIGHWAY

FROM

TO

TIME(s)/  
DAY(s)

- |    |             |                  |                                      |         |
|----|-------------|------------------|--------------------------------------|---------|
| a) | Henry O'Way | Briardene Street | Victoria Avenue (Northerly Junction) | Anytime |
|----|-------------|------------------|--------------------------------------|---------|

6. Schedule "BB" (Heavy Vehicle Restrictions) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1

COLUMN 2

COLUMN 3

COLUMN 4

HIGHWAY

FROM

TO

TIME(s)/  
DAY(s)

- |    |                    |                                   |                                    |         |
|----|--------------------|-----------------------------------|------------------------------------|---------|
| a) | Bordeaux Place     | Westerly limit                    | Easterly limit                     | Anytime |
| b) | Cabot Trail        | Landings Pass                     | Northerly Limit                    | Anytime |
| c) | Clara Crescent     | Churchill Park Road               | Easterly limit                     | Anytime |
| d) | Cottage Place      | Keil Trail North                  | Westerly limit                     | Anytime |
| e) | Daylight Point     | Dale Drive                        | Northerly limit                    | Anytime |
| f) | Eventide Place     | Dale Drive                        | Northerly limit                    | Anytime |
| g) | Henry O'Way        | Victoria Avenue                   | Briardene Street (North Junction)  | Anytime |
| h) | Moonstone Crescent | Manning Drive (Easterly junction) | Manning Drive (Southerly junction) | Anytime |
| i) | Peachtree Lane     | Valencia Drive                    | Southerly limit                    | Anytime |
| j) | Renaissance Place  | Tuscany Trail                     | Easterly limit                     | Anytime |
| k) | Sienna Court       | Tuscany Trail                     | Westerly limit                     | Anytime |

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l)	Summerset Place	Keil Trail North	Westerly limit	Anytime
m)	Tuscany Trail	Braemar Boulevard	Westerly limit	Anytime
n)	Twilight Trail	Dale Drive	Northerly limit	Anytime
o)	Valencia Drive	Northerly Limit	Westerly limit	Anytime
p)	Veranda Court	Keil Trail North	Westerly limit	Anytime

7. By-law 245-2004 of the Corporation of the Municipality of Chatham-Kent as heretofore amended from time to time are hereby ratified and confirmed in all respects save and except as amended hereby.

This By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time this \_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mayor – Darrin Canniff

\_\_\_\_\_  
Clerk - Judy Smith