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Ayr Road is a residential, local road extending from Carville Road to Castle Rock Drive. There are currently no parking restrictions along Ayr Road. When vehicles are parked on both sides, the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Prohibiting parking on the east side of the road and on selected sections of the west side is recommended to ensure access for emergency services on Ayr Road.

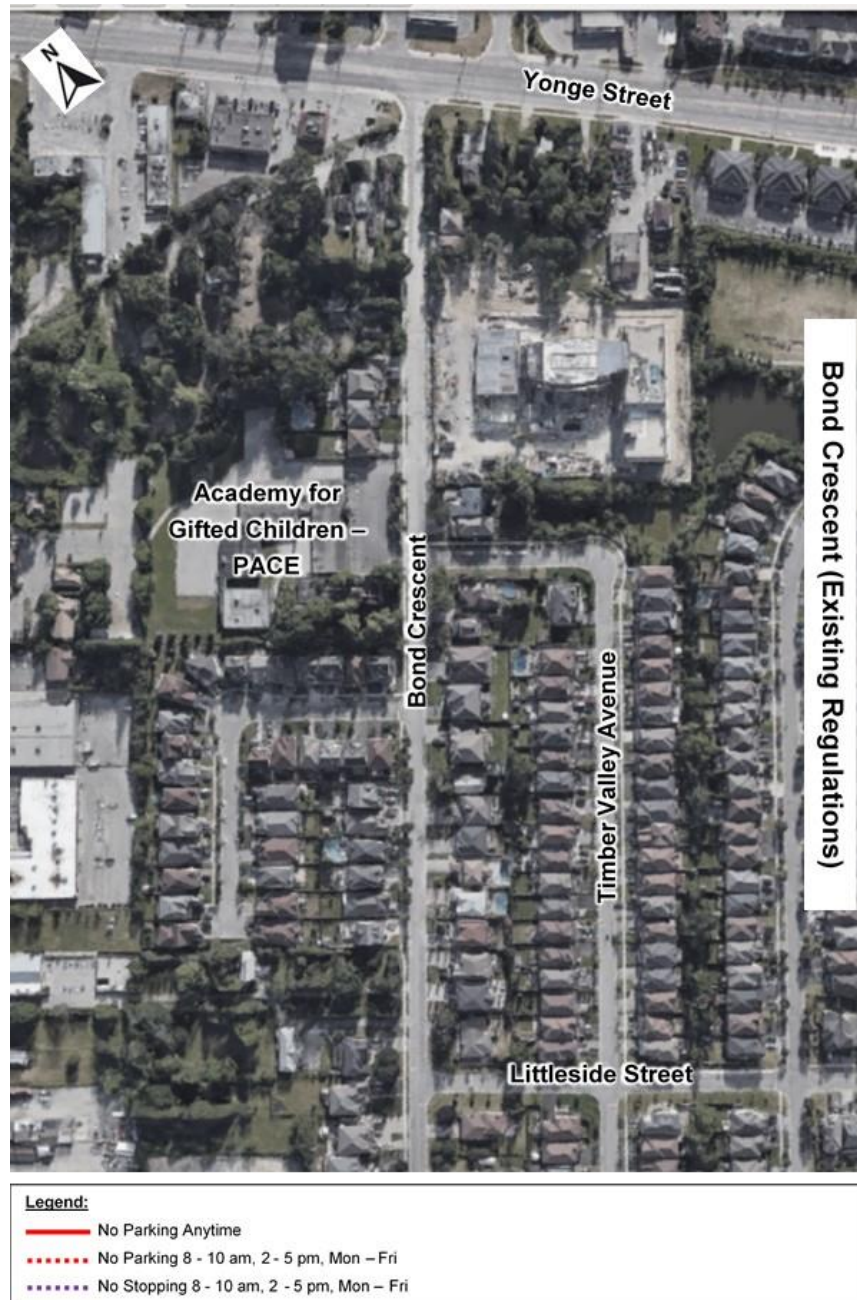


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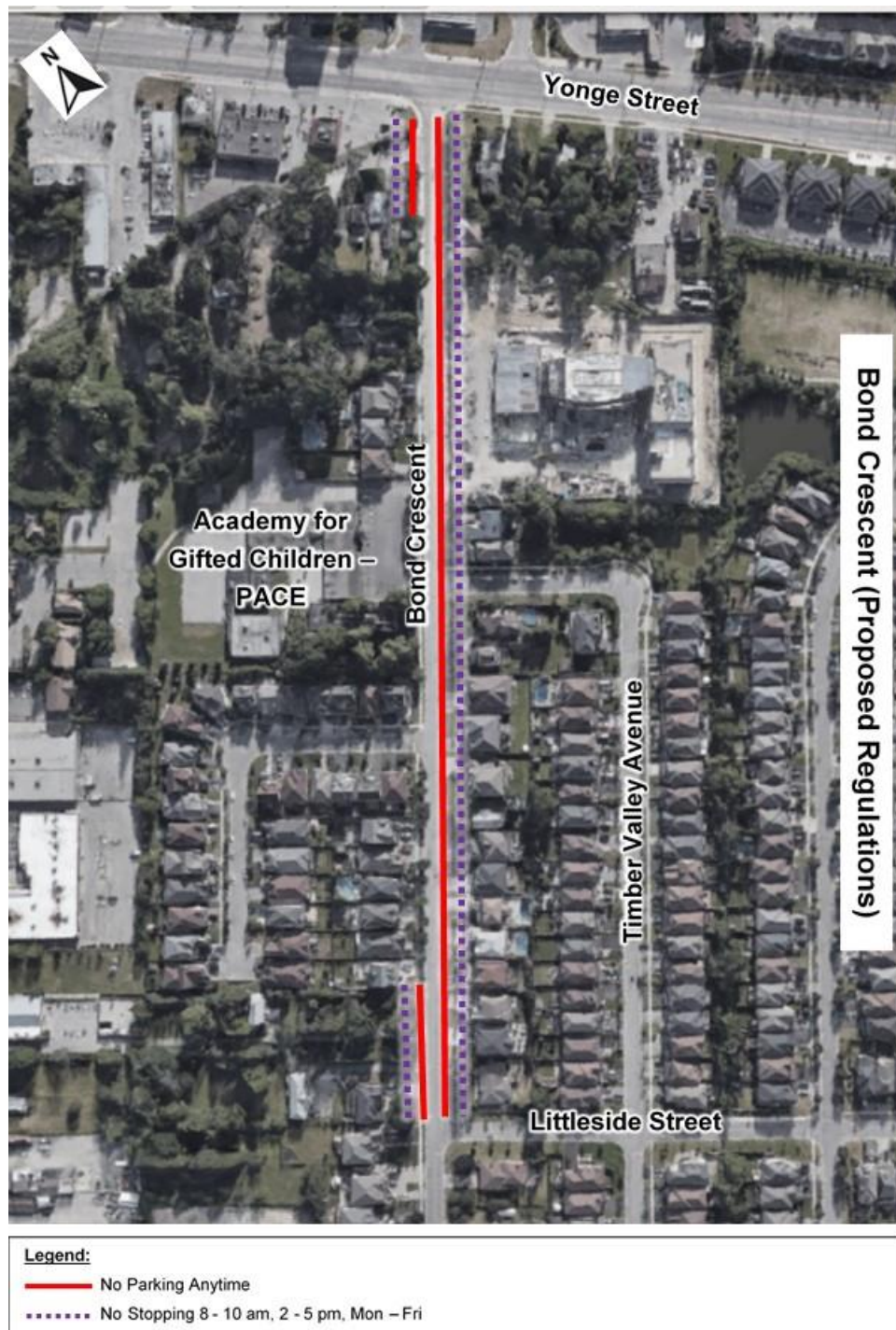


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Bond Crescent is a residential, local road extending from Yonge Street to King Road. There are currently no parking restrictions along Bond Crescent. When vehicles are parked or stopped on both sides of the road during pick-up and drop-off activities at the Academy for Gifted Children – PACE, the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Prohibiting parking and stopping between Yonge Street and Littleaside Street during school hours on the south side of the road is recommended to ensure access and safe traffic operations.



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Garden Avenue is a residential, collector road between Yonge Street and Hunters Point Drive, where it then turns into a local road and continues west, ending in a cul-de-sac past Cambridge Crescent. Currently, there are No Stopping restrictions between Pearson Avenue and Hunters Point Drive between 8 AM and 4 PM, with the exception of the months of July and August. However, it was reported that during summer months, large vehicles park on both sides of Garden Avenue, reducing the width of the road and forcing other drivers to cross the centre line to pass parked vehicles. Due to the presence of a crest vertical curve on Garden Avenue, staff reviewed the passing sight distance along this segment and found it to be insufficient. Therefore, prohibiting stopping anytime within the specified sections of Garden Avenue is recommended to reduce the risk of head-on collisions.

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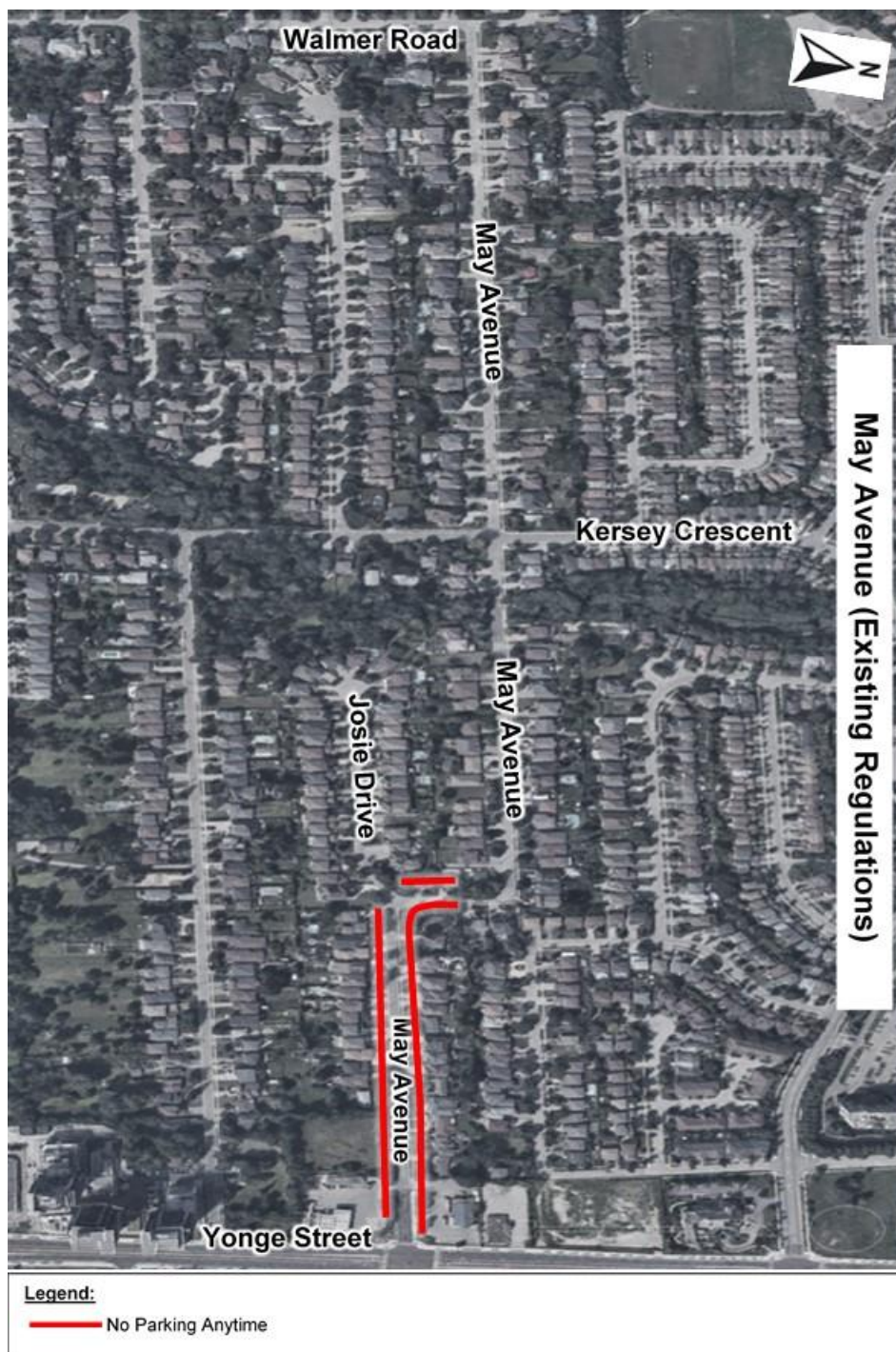


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May Avenue is a residential, local road that extends from Yonge Street to Walmer Road. Currently, parking is prohibited on both sides of May Avenue between Yonge Street and Josie Drive, and on a 15-metre segment north of Josie Drive. As such, residents of May Avenue and their visitors do not have the option of parking on the road. The current roadway width of May Avenue (8.5 m) is compatible with on-street parking on one side of the road. Therefore, it is recommended that on-street parking be allowed on the south side of May Avenue, with the exception of 100 m west of Yonge Street and 65 m east of Josie Drive.

Additionally, the section of May Avenue between 15 m north of Josie Drive and Walmer Road has no parking restrictions. With the 8.5 m roadway width, if vehicles park on both sides of the road, the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Prohibiting on-street parking as mentioned above is recommended to ensure access for emergency services on May Avenue.

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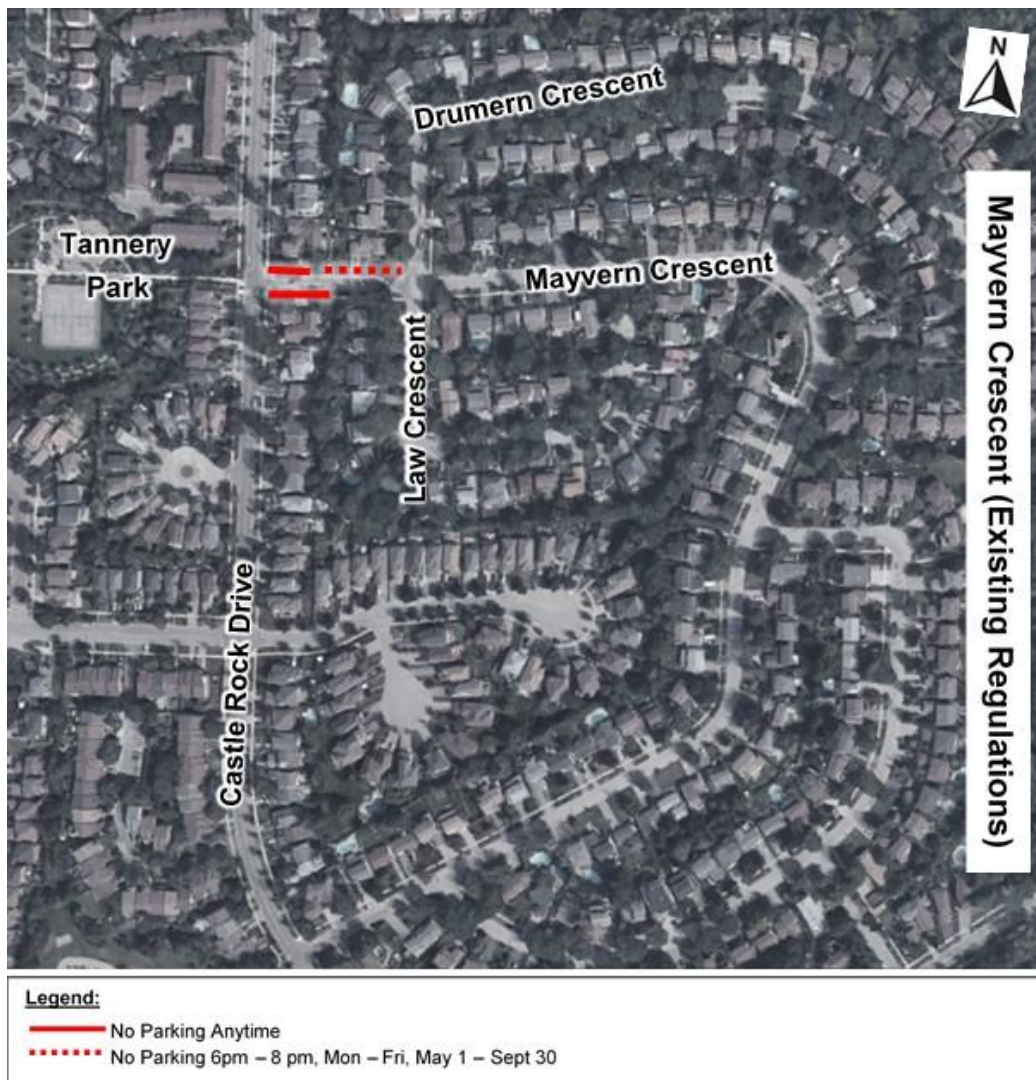


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Mayvern Crescent is a residential, local collector road that forms a loop and can be accessed via Castle Rock Drive. Currently, there are No Parking restrictions on both north and south sides of northerly leg of Mayvern Crescent between Castle Rock Drive and Drumern Crescent/Law Crescent. The restrictions include No Parking between 6PM and 8 PM, Monday to Friday, on a portion of the north side between May and September. When vehicles are parked on both sides of the road outside of the prohibited periods – particularly weekends due to the proximity of Tannery Park – the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Fully prohibiting parking on the north side of the road is recommended to ensure access for emergency services on Mayvern Crescent.



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Oneida Crescent is a residential, local road located between High Tech Road and Bantry Avenue. It forms a loop that can only be accessed via Red Maple Road. There are currently parking restrictions on the south side of Oneida Crescent (north leg), from the west leg of Oneida Crescent to Red Maple Road. A new traffic signal was implemented in July 2022 at Oneida Crescent (north leg) @ Red Maple Road. During the signal activation it was observed that vehicles were parked on the north side of Oneida Crescent, forcing vehicles travelling westbound to cross the centre line and encroach on the opposing left-turn lane. Prohibiting parking on the north side of the road is recommended to ensure safe traffic operations on Oneida Crescent.

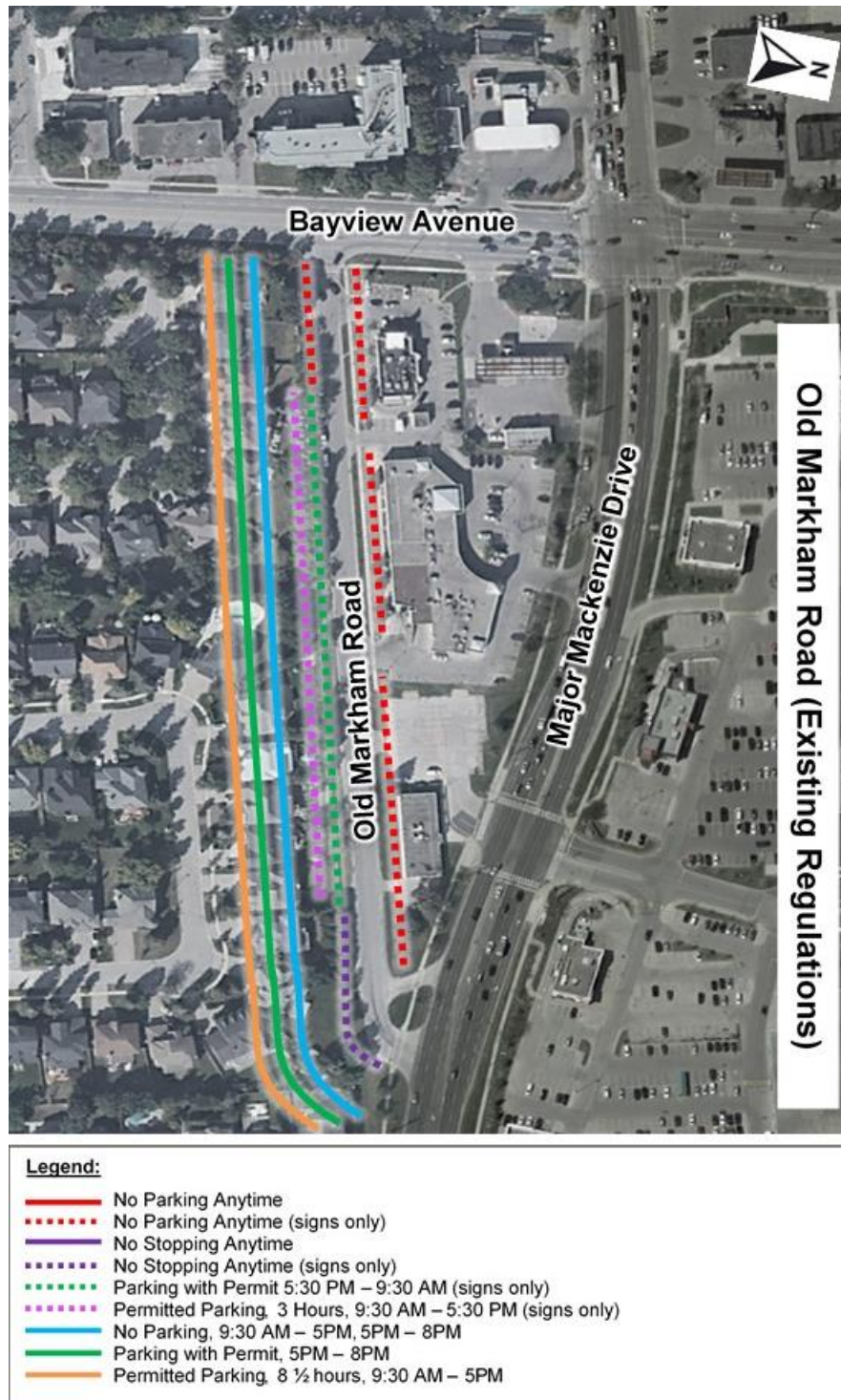


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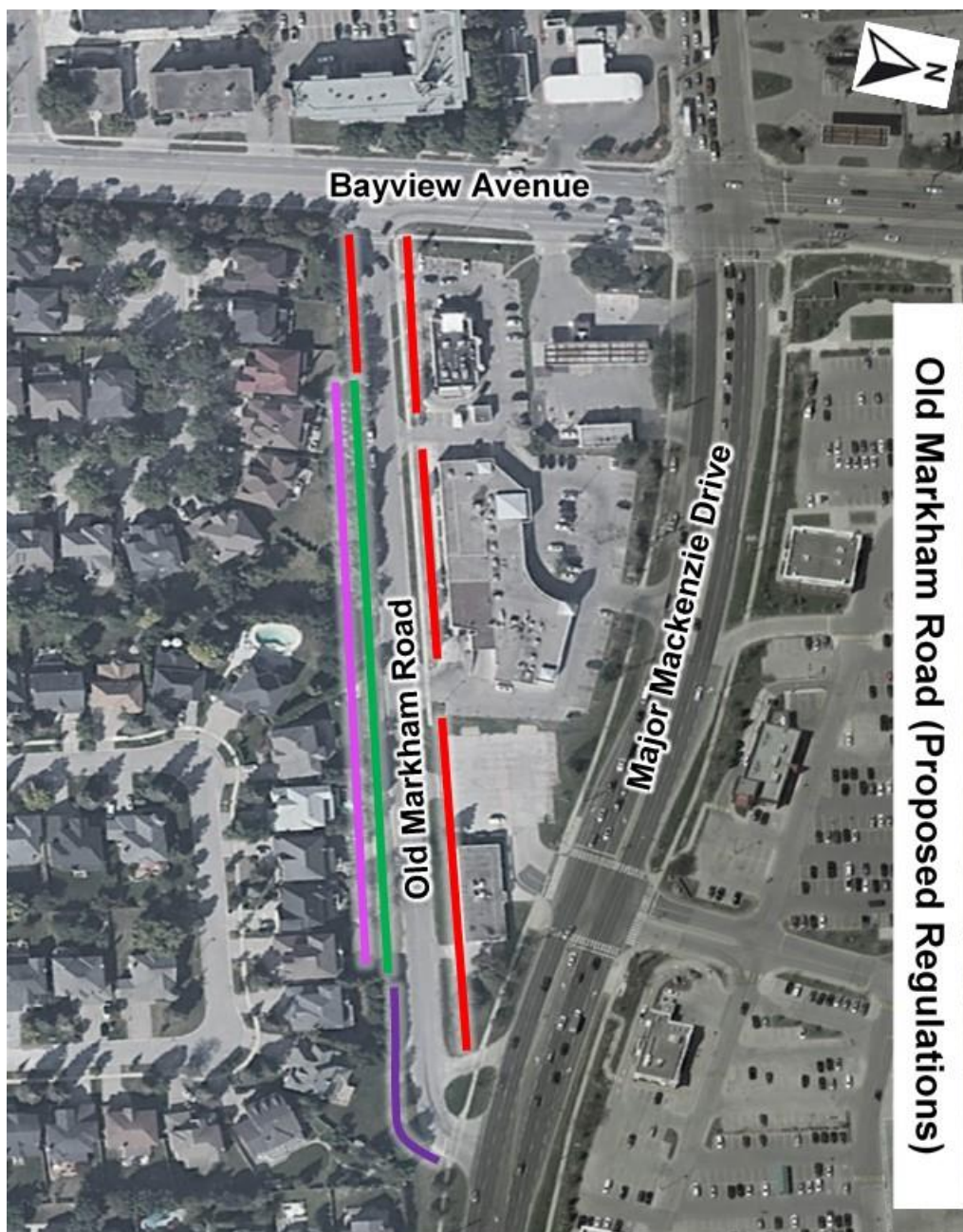


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Old Markham Road is a residential, local road that extends from Bayview Avenue to Major Mackenzie Drive. There are currently various parking and stopping regulations on both sides of Old Markham. However, the regulations in Chapter 1116 of the Municipal Code are inconsistent with some of the signs already in place on Old Markham Road. It is therefore proposed to update the Municipal Code to reflect.



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Legend:

- No Parking Anytime
- No Stopping Anytime
- Parking with Permit 5:30 PM – 9:30 AM
- Permitted Parking, 3 Hours, 9:30 AM – 5:30 PM

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Pagehurst Court is a residential, local road that forms a cul-de-sac and can be accessed via Weldrick Road E. No Parking signs have been present on Pagehurst Court at least since 2007. However, these restrictions are not indicated in the Municipal Code. It is recommended that the Municipal Code be updated to reflect the existing signs on Pagehurst Court.



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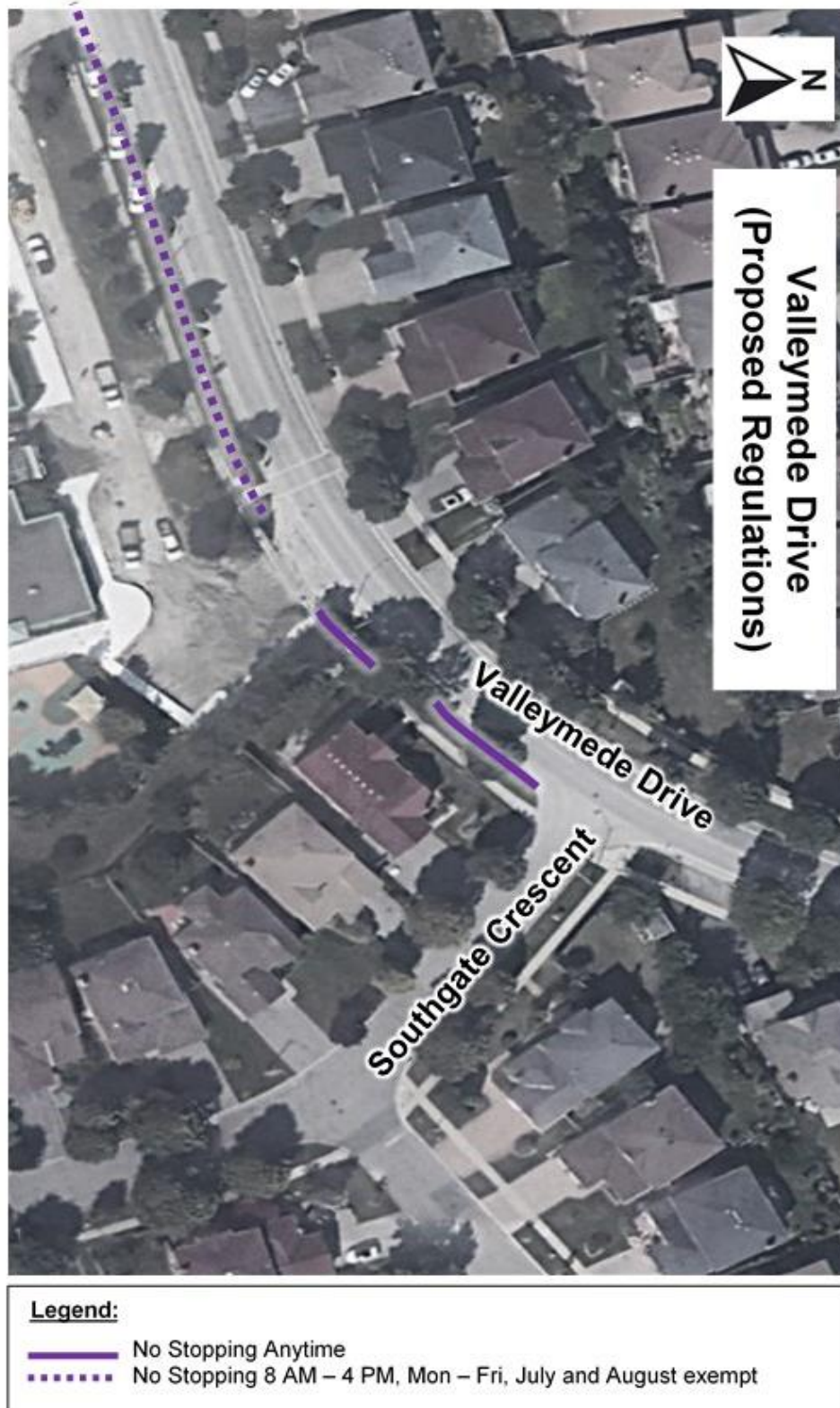


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Valleymede Drive is residential collector road that extends from Highway 7 to 16th Avenue. Staff received a concern from a resident regarding parked vehicles on the south side of Valleymede Drive, west of Southgate Crescent, which limits the visibility towards oncoming vehicles for drivers attempting to enter Valleymede Drive from Southgate Crescent. Prohibiting stopping on the southwest corner of this intersection is recommended to ensure that visibility is not obstructed.

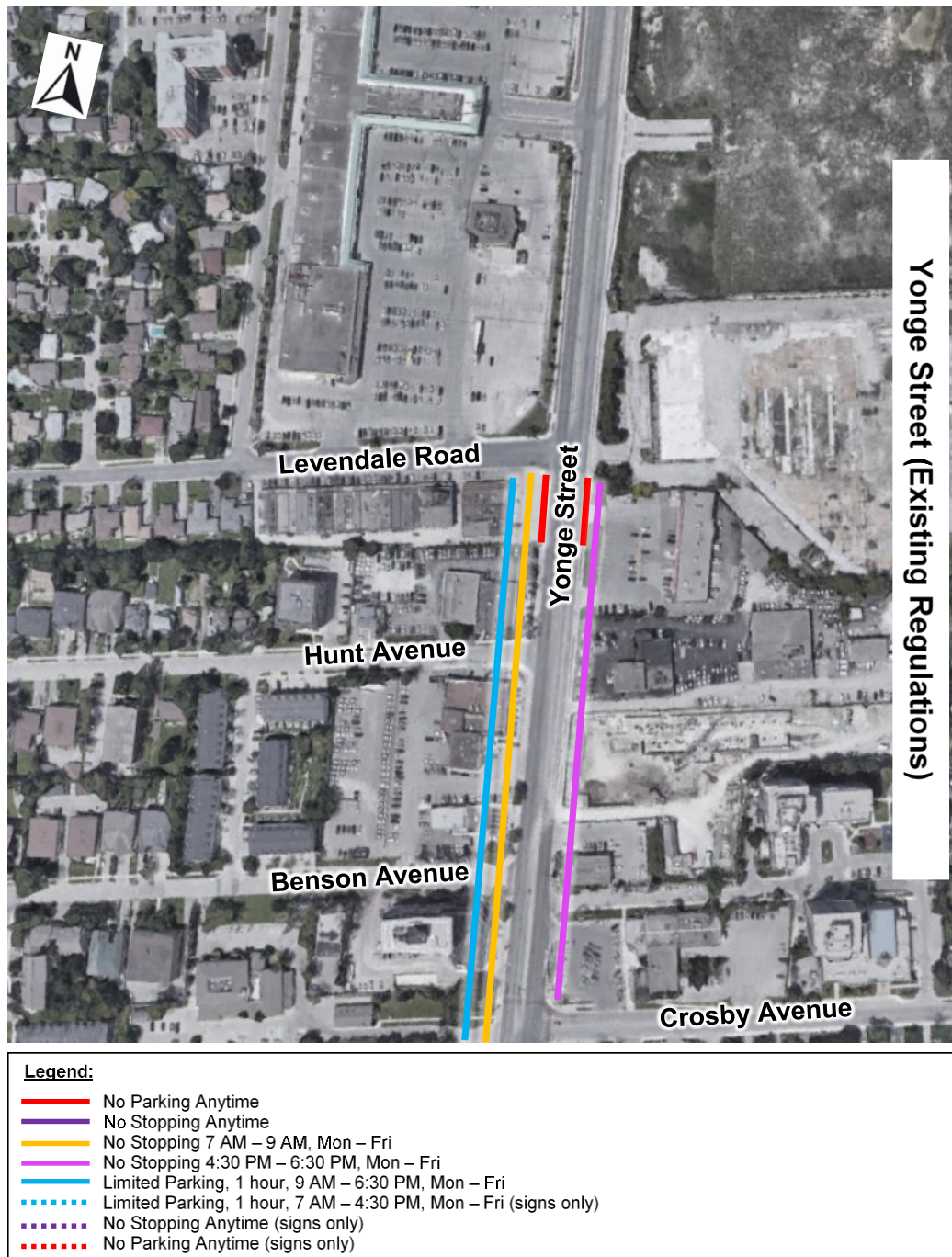


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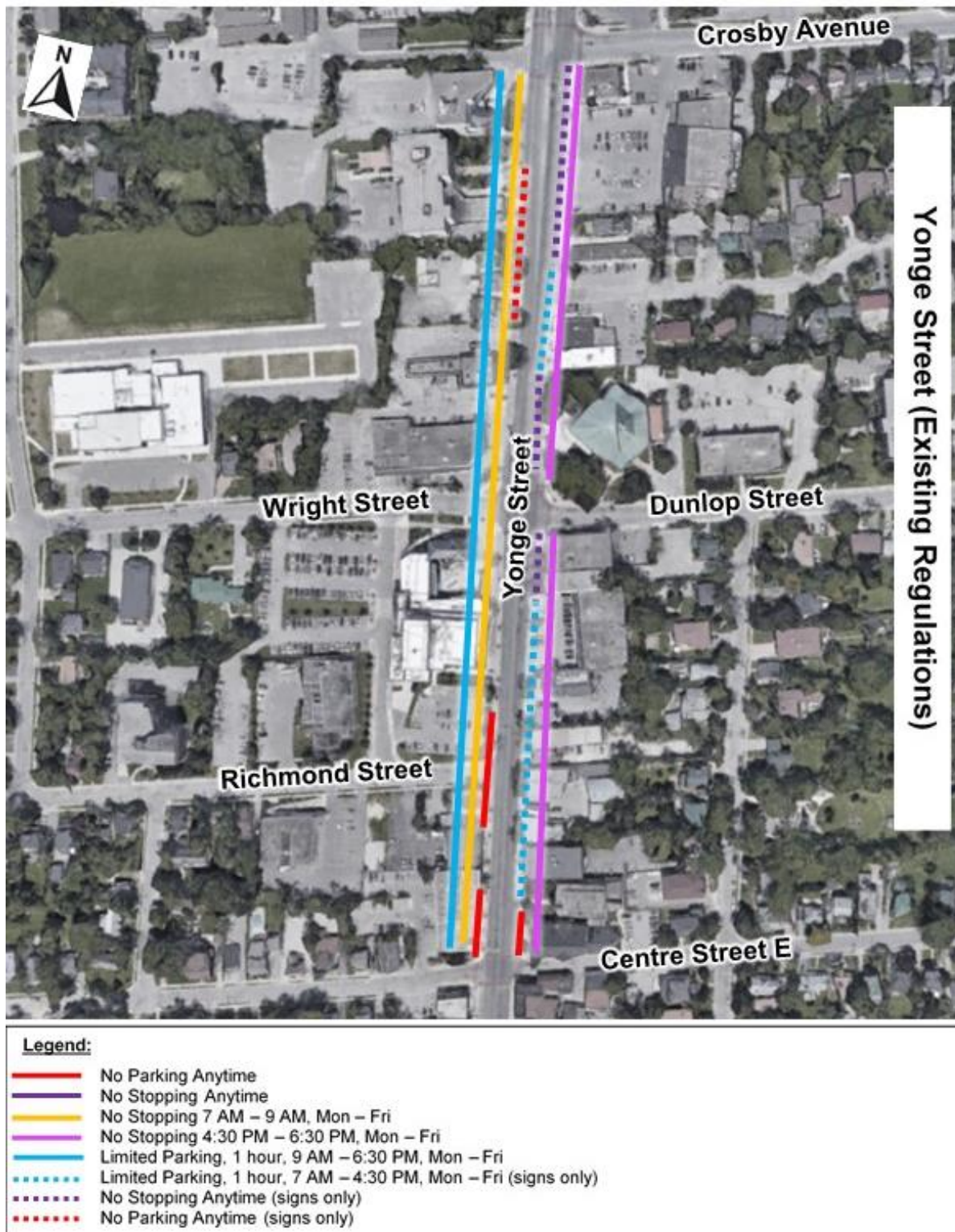


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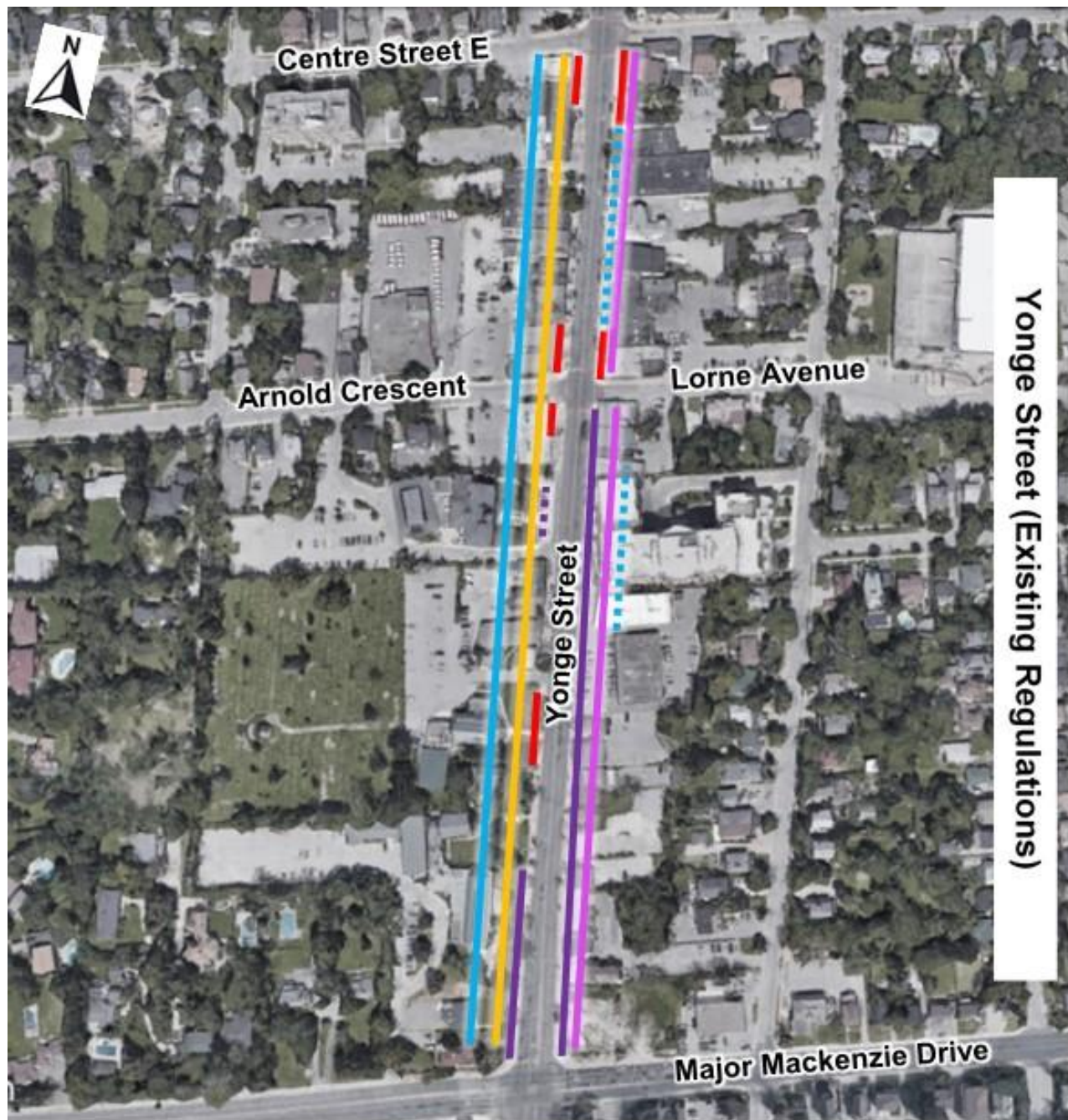
Yonge Street is an arterial road that is under the jurisdiction of the City of Richmond Hill between Levensdale Road and Major Mackenzie Drive (beyond this limits, Yonge Street is a under York Region's jurisdiction. Some discrepancies between existing parking regulation signage and the Municipal Code were identified which may prevent City staff to conduct enforcement of parking violations. For this reason, amending the Municipal Code to match existing signage is recommended.



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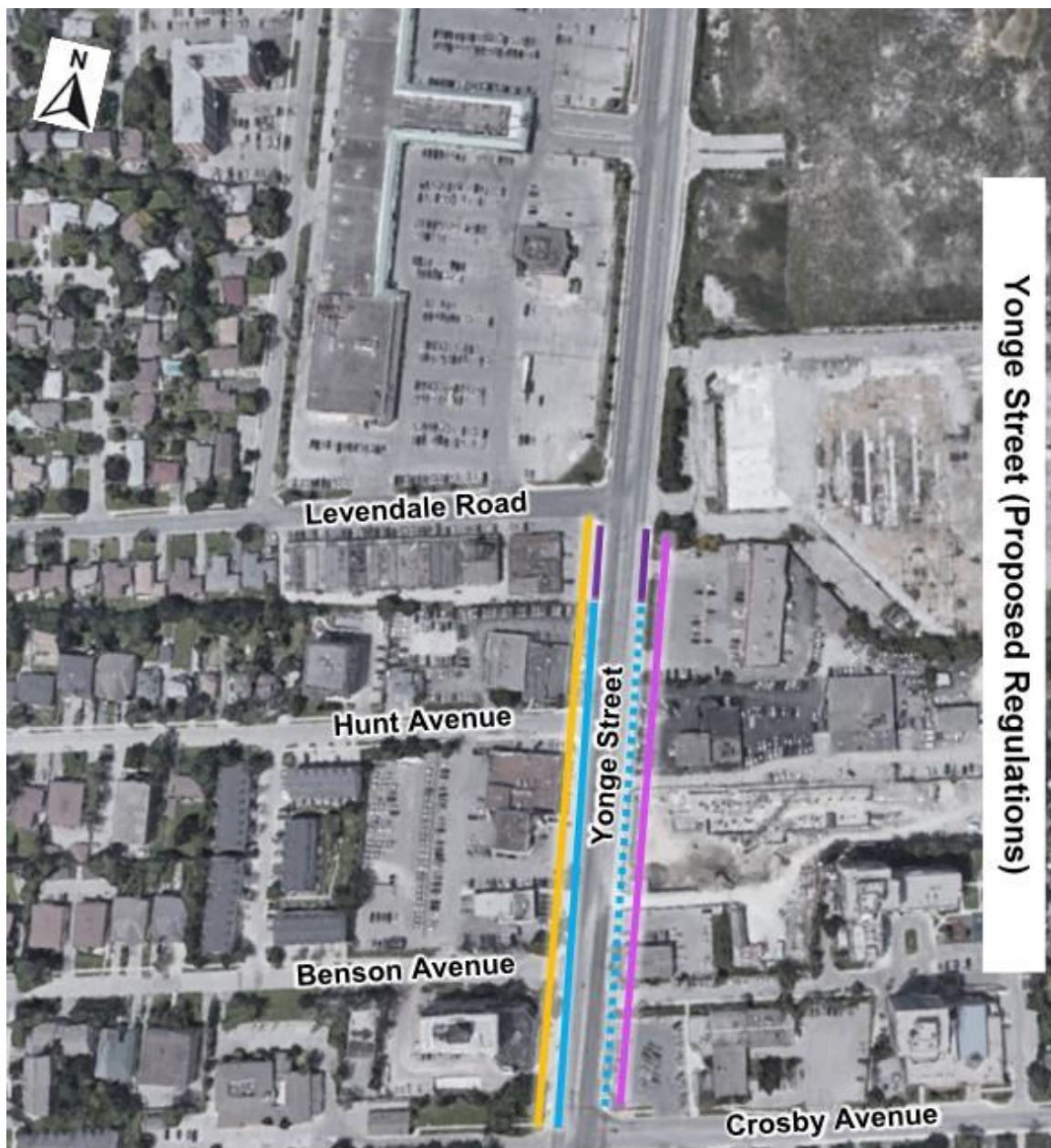
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Legend:

- No Parking Anytime
- No Stopping Anytime
- No Stopping 7 AM – 9 AM, Mon – Fri
- No Stopping 4:30 PM – 6:30 PM, Mon – Fri
- Limited Parking, 1 hour, 9 AM – 6:30 PM, Mon – Fri
- ⋯ Limited Parking, 1 hour, 7 AM – 4:30 PM, Mon – Fri (signs only)
- ⋯ No Stopping Anytime (signs only)
- ⋯ No Parking Anytime (signs only)

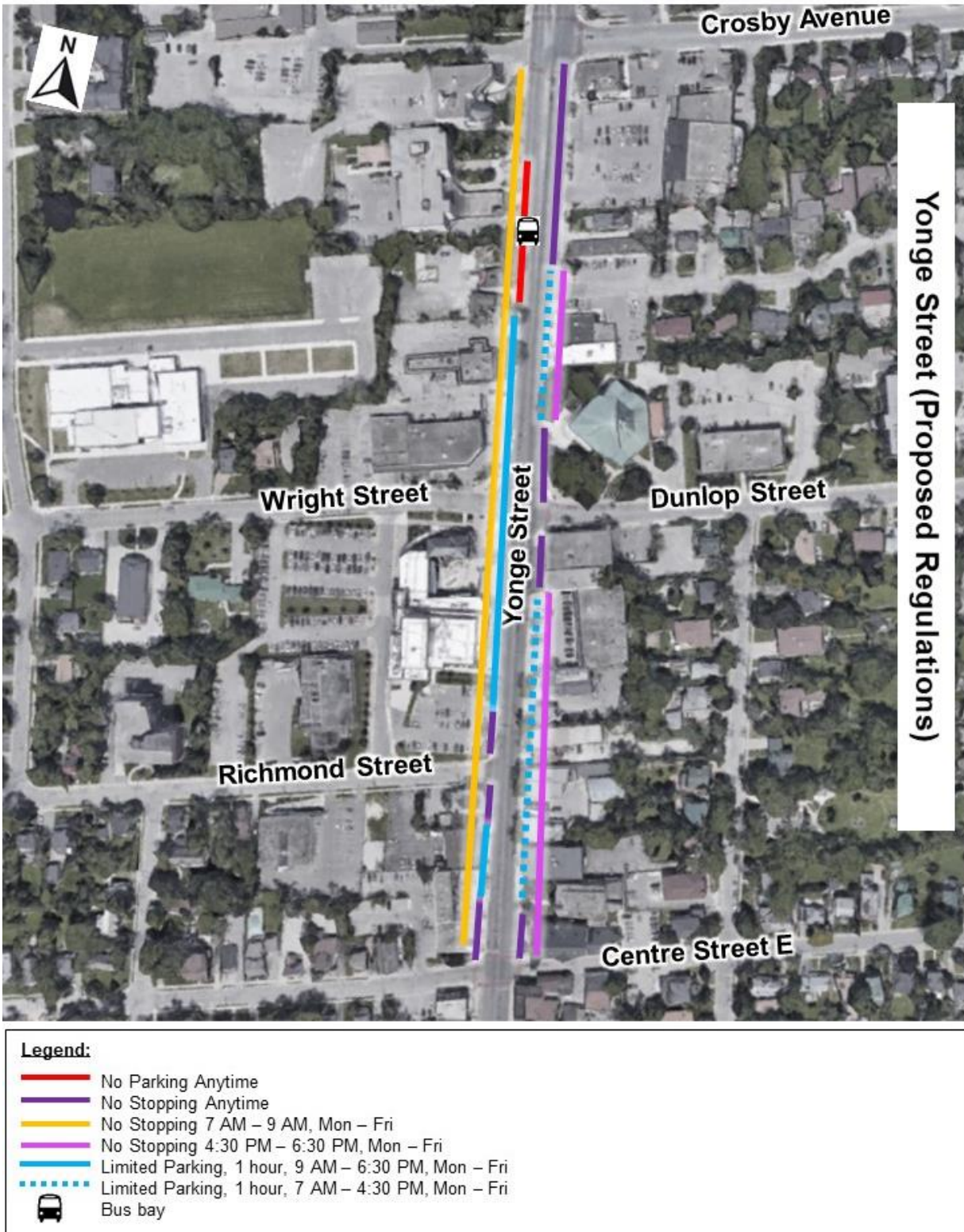
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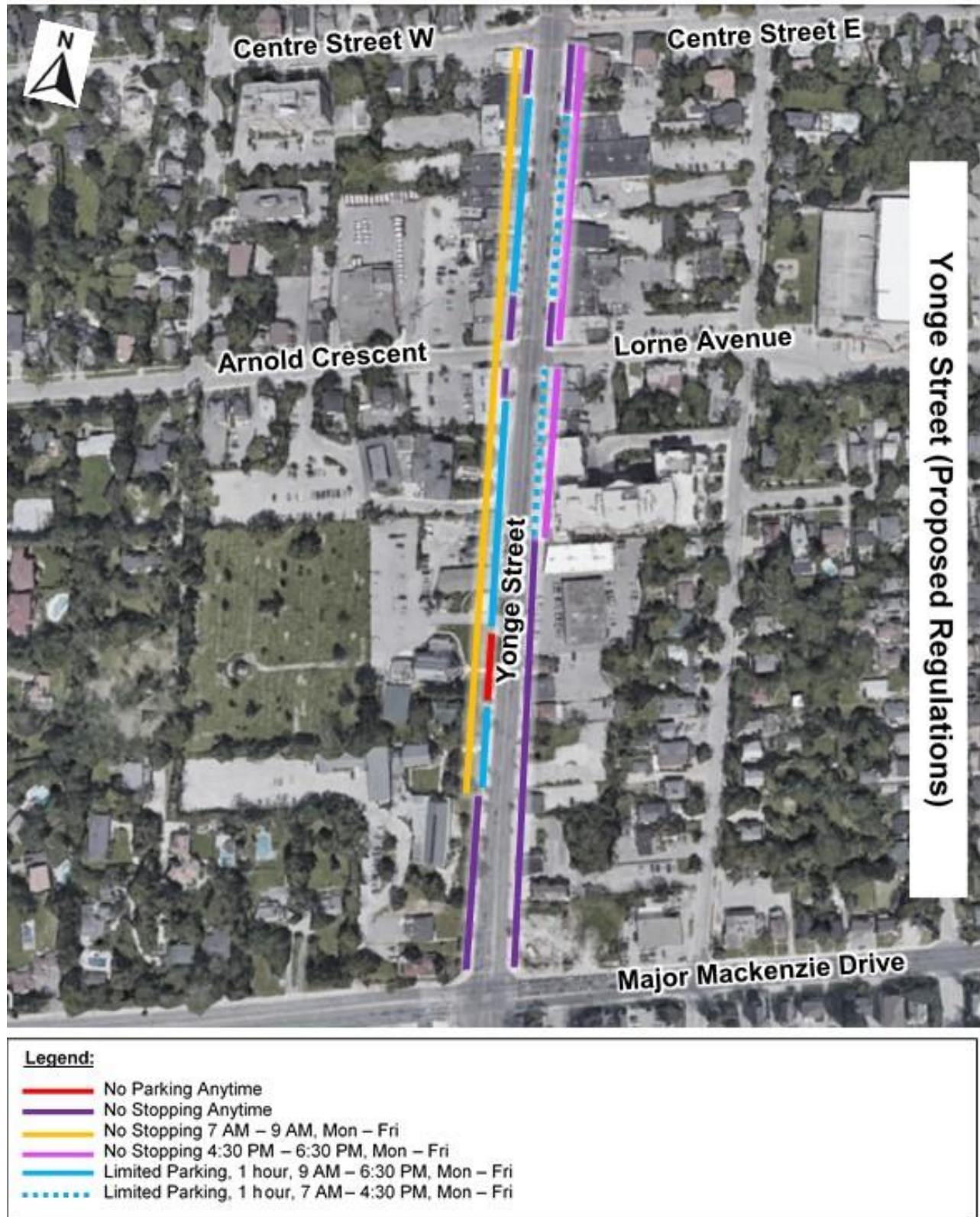
Legend:

- No Parking Anytime
- No Stopping Anytime
- No Stopping 7 AM – 9 AM, Mon – Fri
- No Stopping 4:30 PM – 6:30 PM, Mon – Fri
- Limited Parking, 1 hour, 9 AM – 6:30 PM, Mon – Fri
- ⋯ Limited Parking, 1 hour, 7 AM – 4:30 PM, Mon – Fri

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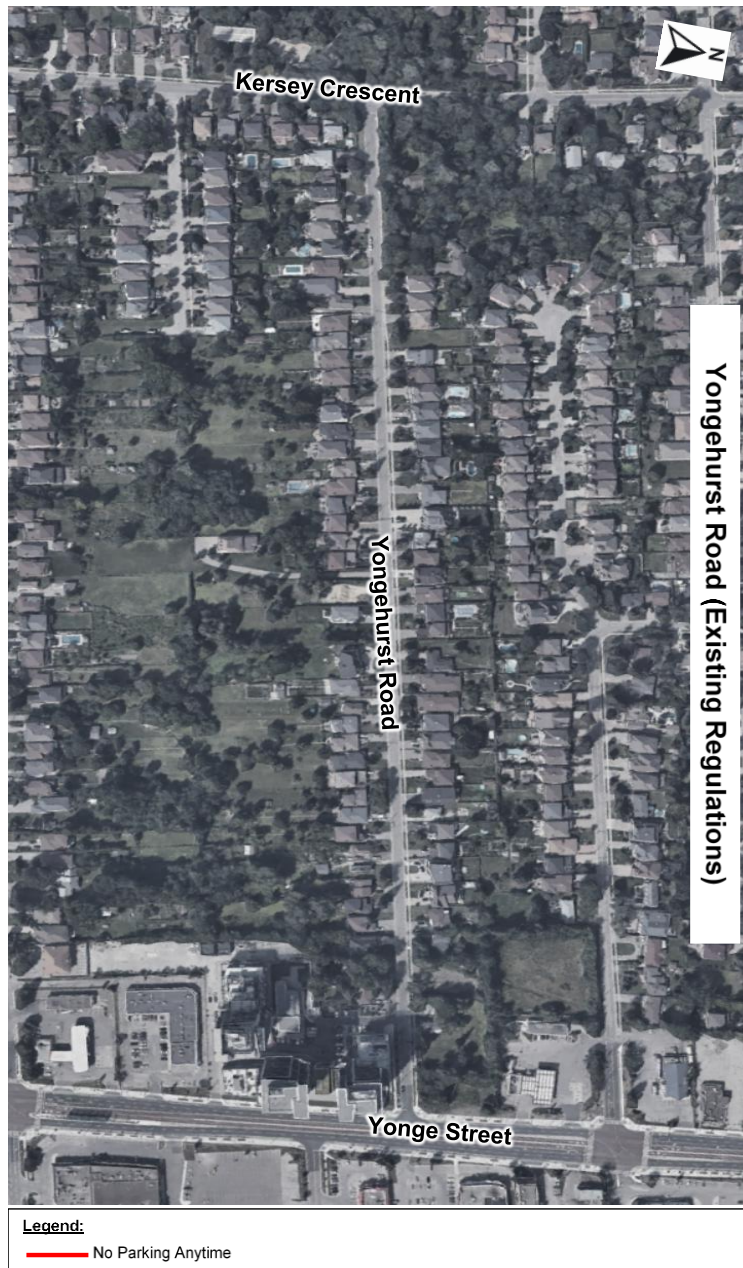


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Yongehurst Road is a residential, local road that extends from Yonge Street to Kersey Crescent. There are currently no parking restrictions along Yongehurst Road. When vehicles are parked on both sides, the width of the road is reduced to the equivalent of a single lane of traffic, which may create congestion, traffic conflicts, and prevents access to emergency services. Prohibiting parking on the south side of the road is recommended to ensure access for emergency services on Yongehurst Road. Prohibiting parking on the north side, on the first 100 m west of Yonge Street, is also recommended to prevent traffic conflicts in this area due to the presence of a major driveway.



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