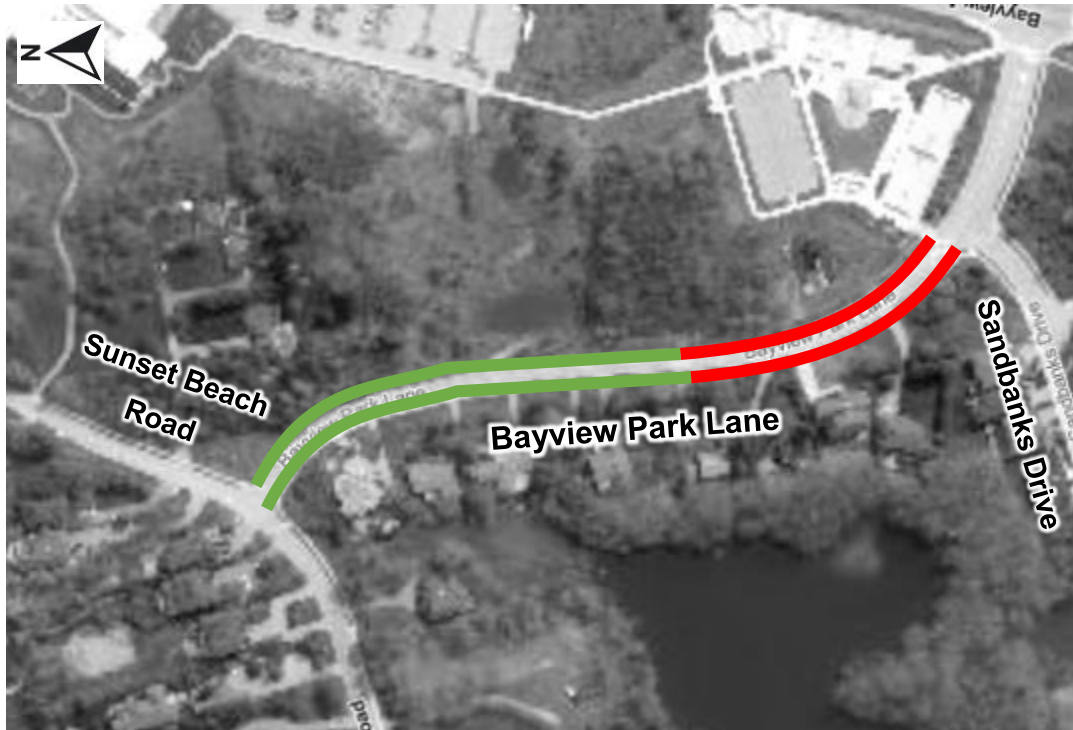


SRIES.24.004 – Attachment # 1
Proposed Parking Regulations Changes



Bayview Park Lane

There are presently signed permit parking restrictions on Bayview Park Lane from Sandbanks Drive until a point 120 metres north of Sandbanks Drive. A study and design of active transportation improvements along Bayview Park Lane, Sandbanks Drive and Park Crescent was completed and buffered bike lanes and sharrows along Bayview Park Lane are being proposed. Prohibiting parking on both sides is recommended to ensure the safety of two-way car travel and the safety of bicyclists using the active transportation facilities.



Bayview Park Lane (Existing Regulations)

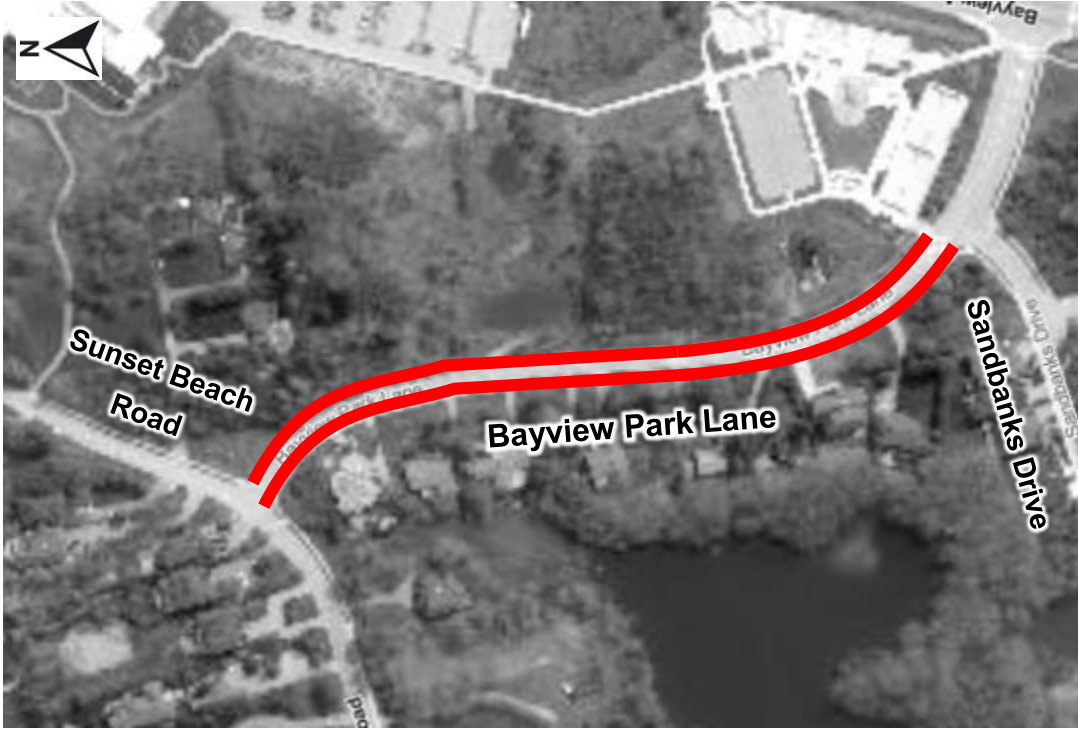
Legend:

-  **No Parking anytime**
-  **Parking Permitted with Permit – 7am-1130pm April 1-September 30**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulations Changes
Bayview Park Lane



Bayview Park Lane (Proposed Regulations)

Legend:

- No Parking anytime**
- Parking Permitted with Permit – 7am-1130pm April 1-September 30**

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulations Changes**

Callisto Lane

Callisto Lane is residential, local road which extends from Hillsvie Drive to David Dunlap Boulevard. There are currently no parking restrictions along Callisto Lane. As Callisto is far narrower than the majority local roads in the city, when vehicles are parked on either side, the width of the road is reduced to less than the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Prohibiting parking on both sides is recommended to ensure the safety of two-way travel and for emergency service access on Callisto Lane.



Callisto Lane (Existing Regulations)

Legend:

 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Callisto Lane



Callisto Lane (Proposed Regulations)

Legend:

 No parking anytime

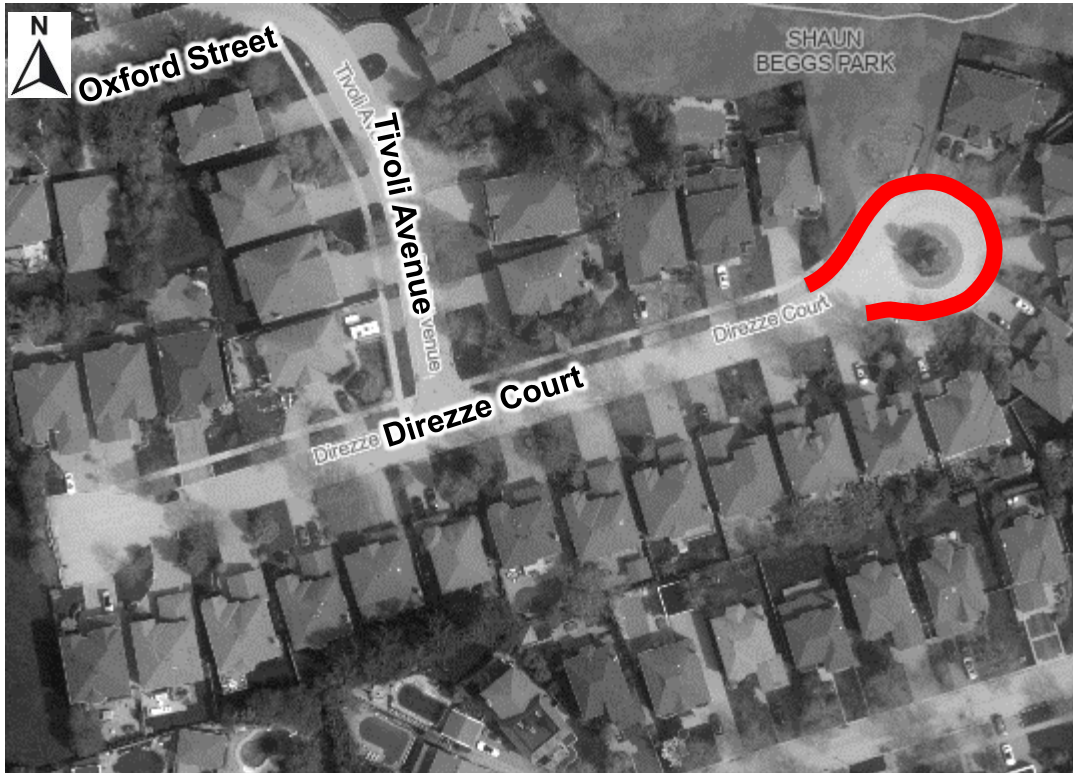
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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Direzze Court

Direzze Court is residential, local road which extends from Tivoli Avenue into a cul-de-sac. There are no signed parking restrictions on Direzze Court, however, as per by-law 1126, parking is prohibited in cul-de-sacs. 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 South side is recommended to ensure the safety of two-way travel and for emergency service access on Direzze Court.



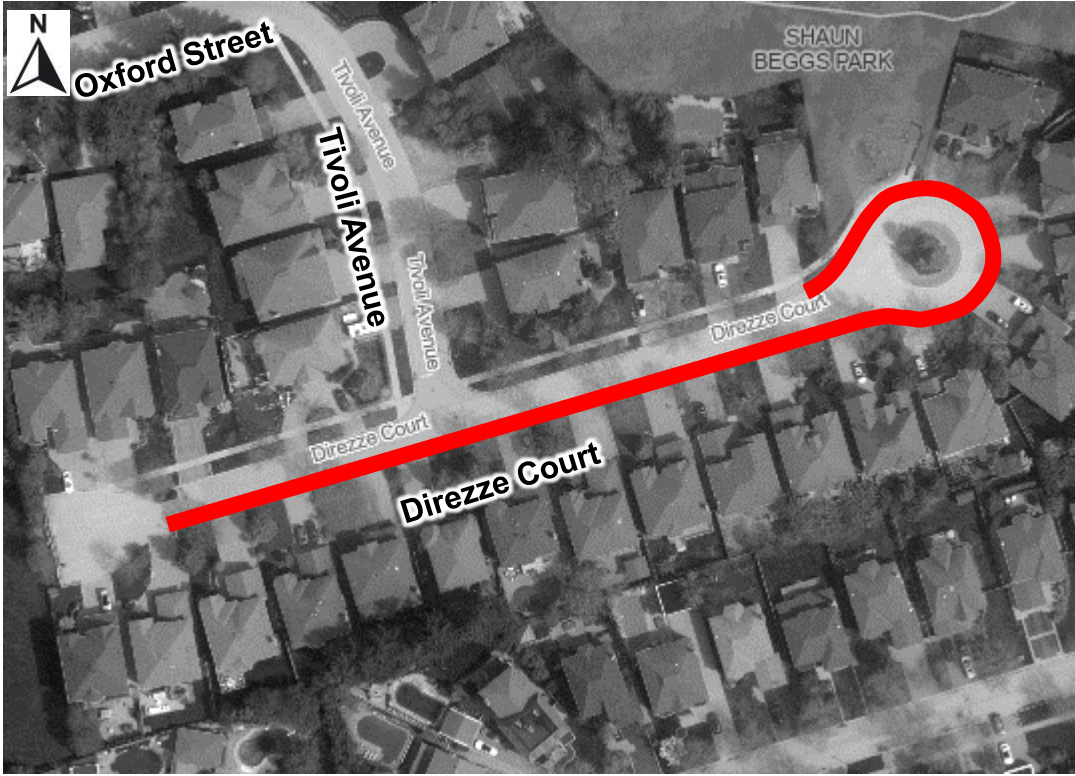
Direzze Court (Existing Regulations)

Legend:

 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes
Direzze Court



Direzze Court (Proposed Regulations)

Legend:
 **No parking anytime**

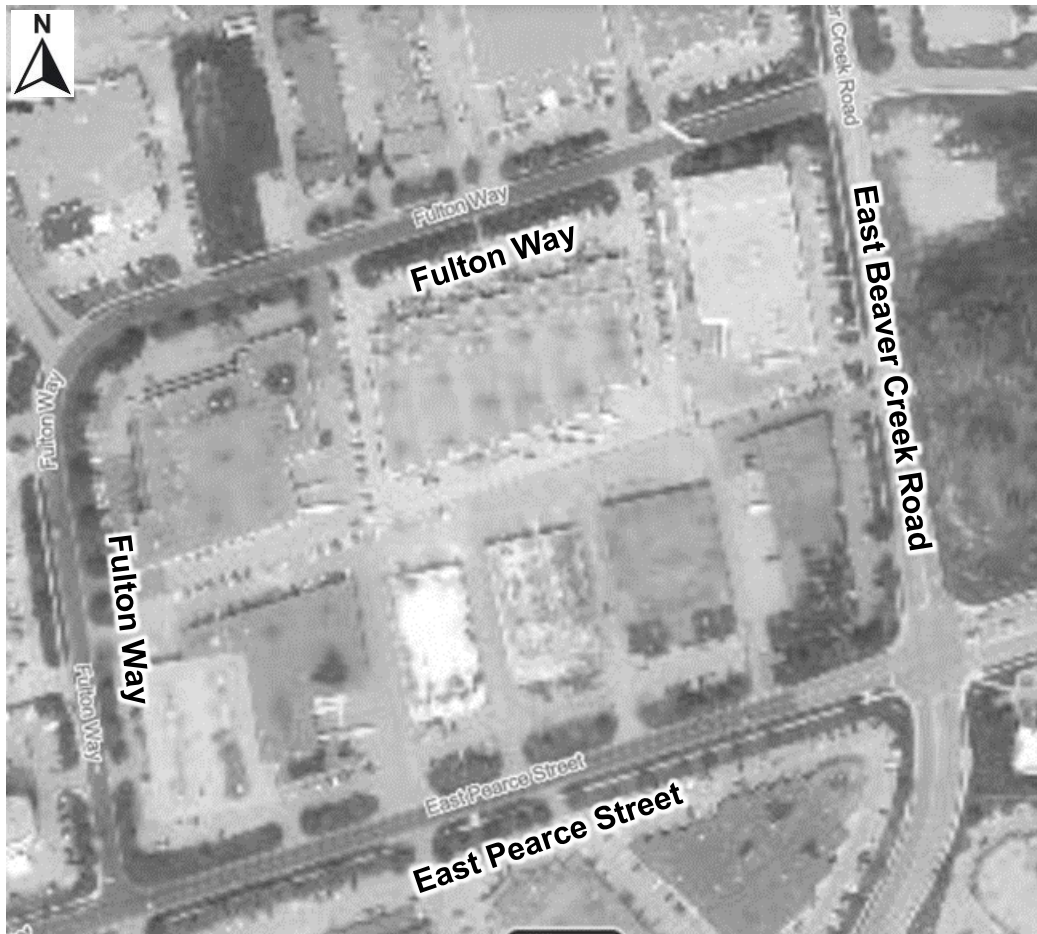
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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Fulton Way

Fulton Way is a commercial road extending from East Beaver Creek Road to East Pearce Street. There are currently no parking restrictions along Fulton Way. As a commercial road, Fulton Way is heavily trafficked by local commuters. Local businesses have requested parking along Fulton Way and based on the City's design standards and existing R.O.W, parking can be allowed on one side of the road. However, Staff have reviewed this street, and this would be inappropriate due to the frequent presence of heavy vehicles. Prohibiting parking on both sides is recommended to ensure ease of two-travel for commuters, businesses, emergency service access and uniformity with other commercial roads in the City.



Fulton Way (Existing Regulations)

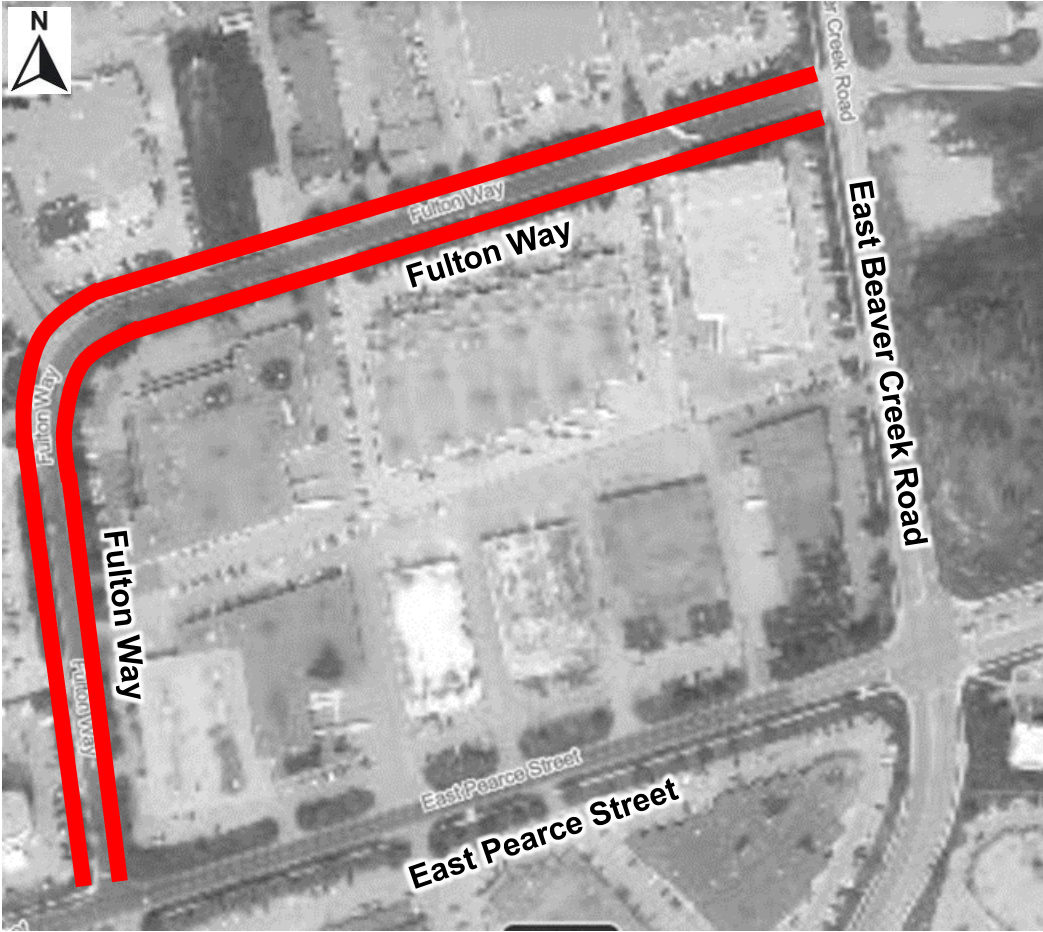
Legend:
 **No parking anytime**

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SRIES.24.004 – Attachment #1
Proposed Parking Regulation Changes

Fulton Way



Legend:

 No parking anytime

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes


Jefferson Forest Drive

Jefferson Forest Drive is a residential, collector road which extends from Yonge Street to 19th Avenue. There are currently no parking restrictions on Jefferson Forest Drive. Residents have brought forth concerns regarding parking in front of Monticello Park. 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 North side from Yonge Street to Wings View Gate is recommended to ensure the safety of two-way travel and for emergency service access on Jefferson Forest Drive.



Jefferson Forest Drive (Existing Regulations)

Legend:

 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Jefferson Forest Drive



Jefferson Forest Drive (Proposed Regulations)

Legend:

 No parking anytime

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Leyburn Avenue

Leyburn Avenue is a residential, collector road North of Canyon Hill Avenue, and a local road South of Canyon Hill Avenue. Leyburn Avenue extends from Brookside Road and self-terminates near Nile Mile Lane. There are currently no parking restrictions along Leyburn Avenue. 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 West side is recommended to ensure the safety of two-way travel and for emergency service access on Leyburn Avenue.



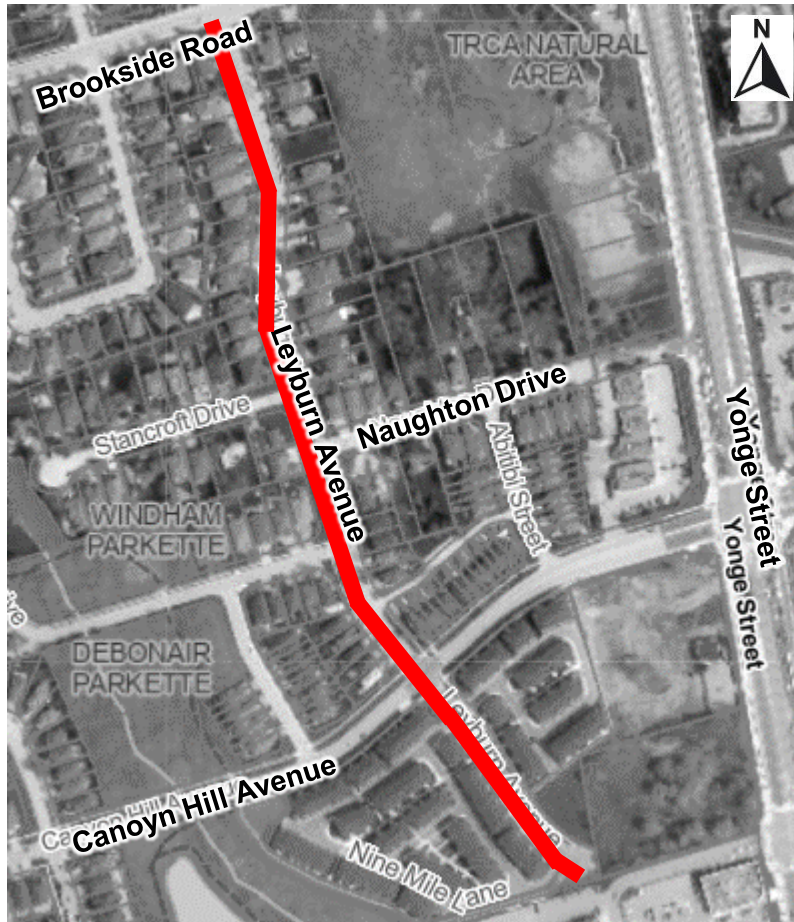
Leyburn Avenue (Existing Regulations)

Legend:

 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes
Leyburn Avenue



Leyburn Avenue (Proposed Regulations)

Legend:

 No parking anytime

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Milos Road

Milos Road is a residential, collector road which extends from Bathurst Street to Jefferson Side Road. There are currently no parking restrictions on Milos Road. Staff received a concern from a resident regarding limited visibility of oncoming vehicles for drivers attempting to enter Milos Road from Winisk Street. Prohibiting parking on the South side from Bathurst Street to Lourakis Street is recommended to ensure that visibility is not obstructed. Furthermore, this will ensure the safety of two-way travel and emergency service access on Milos Road.



Legend:

 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Milos Road



Milos Road (Proposed Regulations)

Legend:

 No parking anytime

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**



Park Crescent

Park Crescent is a local road which extends Sunset Beach Road to Sunset Beach Road. There are presently signed permit parking restrictions on Park Crescent. Staff have understood the study and design of active transportation improvements along Bayview Park Lane, Sandbanks Drive and Park Crescent. Staff are proposing advisory bike lanes along Park Crescent. Prohibiting parking on both sides is recommended to ensure the safety of two-way car travel and the safety of bicyclists using the advisory bike lanes.



Park Crescent (Existing Regulations)

Legend:

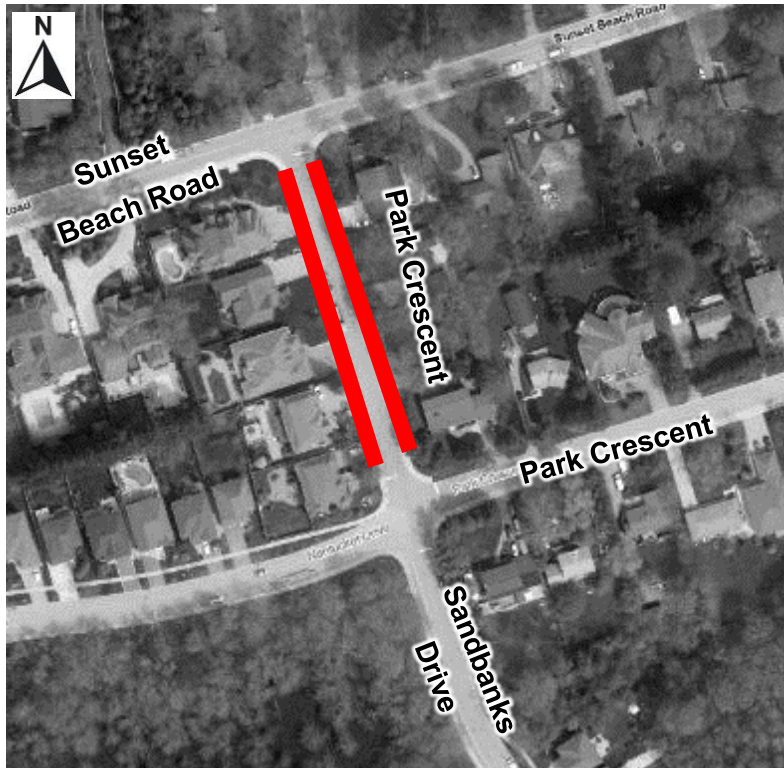
-  **No Parking anytime**
-  **Parking Permitted with Permit – 7am-1130pm Sat-Sun,
Stat Holidays April 1-September 30**

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Park Crescent



Park Crescent (Proposed Regulations)

Legend:

-  **No Parking anytime**
-  **Parking Permitted with Permit – 7am-1130pm Sat-Sun,
Stat Holidays April 1-September 30**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes


Pemberton Road

Pemberton Road is a residential, local road which extends from Bathurst Street to Wainwright Avenue. There are currently no parking restrictions along Pemberton 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 south side is recommended to ensure the safety of two-way travel and for emergency service access on Pemberton Road.



Pemberton Road (Existing Regulations)

Legend:

 No parking anytime

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes
Pemberton Road



Pemberton Road (Proposed Regulations)

Legend:

 **No parking anytime**

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Rothbury Road

Rothbury Road is a residential, collector road which extends from Gambe Road to Brookside Road. There are currently no parking restrictions along Rothbury 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 West side is recommended to ensure the safety of two-way travel and for emergency service access on Rothbury Road. Prohibiting parking on the east side from 195 to 209 Rothbury Road is also recommended to ensure adequate visibility near the curve.



Legend:

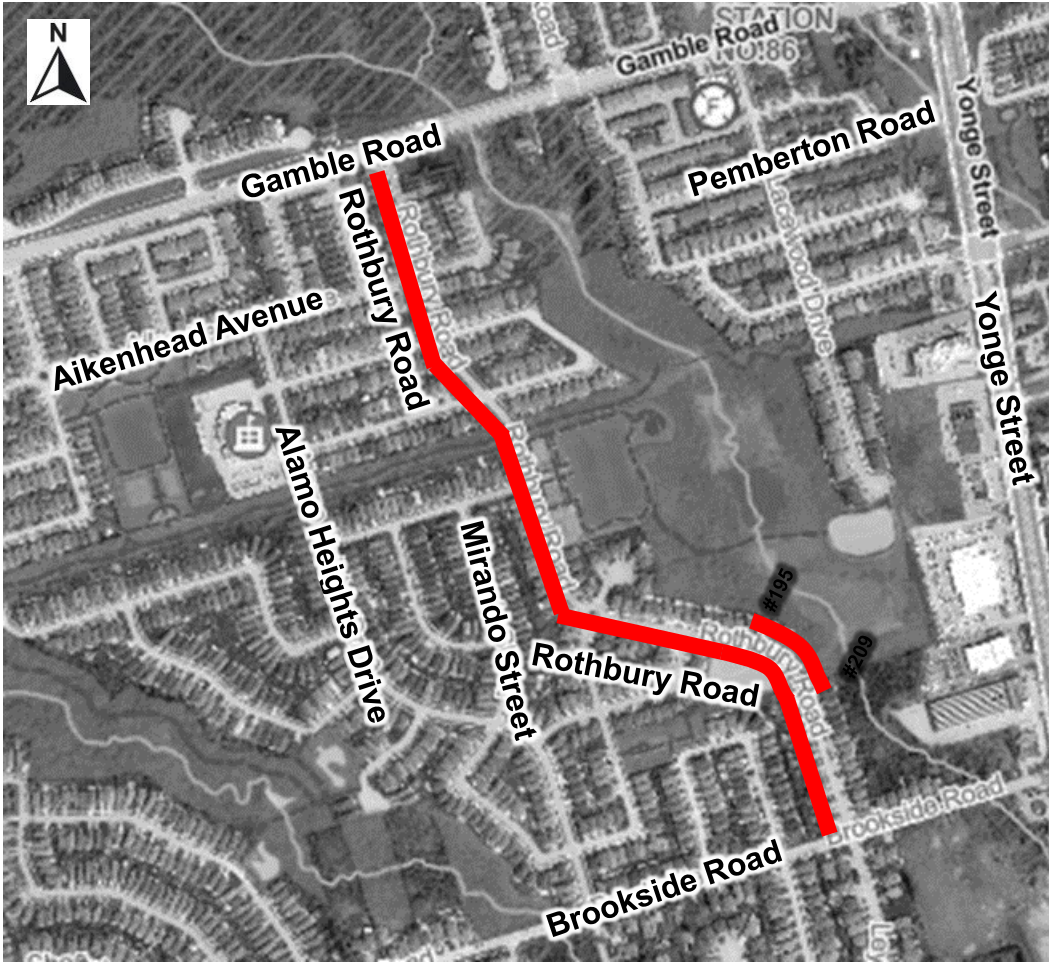
 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Rothbury Road



Rothbury Road (Proposed Regulations)

Legend:

 No parking anytime

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**



Sandbanks Drive

Sandbanks Drive is a local road which extends from Park Crescent to Bayview Park Lane. There are presently signed permit parking restrictions on Sandbanks Drive from Park Crescent until Bayview Ridge Court. Staff have understood the study and design of active transportation improvements along Bayview Park Lane, Sandbanks Drive and Park Crescent. Staff are proposing buffered bike lanes along Sandbanks Drive with five additional sets of flexible bollards. Prohibiting parking on both sides is recommended to ensure the safety of two-way car travel and the safety of bicyclists using the buffered bike lanes.



Sandbanks Drive (Existing Regulations)

Legend:

-  No Parking anytime
-  Parking Permitted with Permit – 7am-1130pm April 1-September 30

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes
Sandbanks Drive



Sandbanks Drive (Proposed Regulations)

Legend:

- No Parking anytime
- Parking Permitted with Permit – 7am-1130pm April 1-September 30

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Sunset Beach Road

Sunset Beach Road is a residential, local road which extends from Yonge Street and self terminates near Vanek Park Road. Staff have received complaints about parking near the retirement residence on Sunset Beach 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 North side from Yonge Street to Lake Road is recommended to ensure the safety of two-way travel and for emergency service access on Sunset Beach Road.



Sunset Beach Road (Existing Regulations)

Legend:

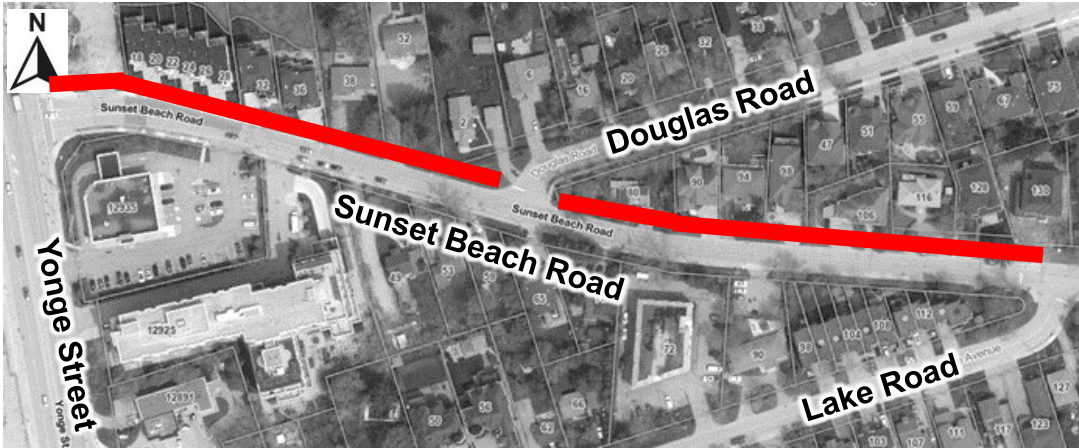
 No parking anytime

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes
Sunset Beach Road



Sunset Beach Road (Proposed Regulations)

Legend:
 **No parking anytime**

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SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes

Teefy Avenue

Teefy Avenue is a residential, local road which extends from Bathurst Street to Udine Court. There are currently no parking restrictions along Teefy Avenue. 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 North side is recommended to ensure the safety of two-way travel and for emergency service access on Teefy Avenue.



Teefy Avenue (Existing Regulations)

Legend:

 No parking anytime

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Attachment # 1
Proposed Parking Regulation Changes
Teefy Avenue



Teefy Avenue (Proposed Regulations)

Legend:
 No parking anytime

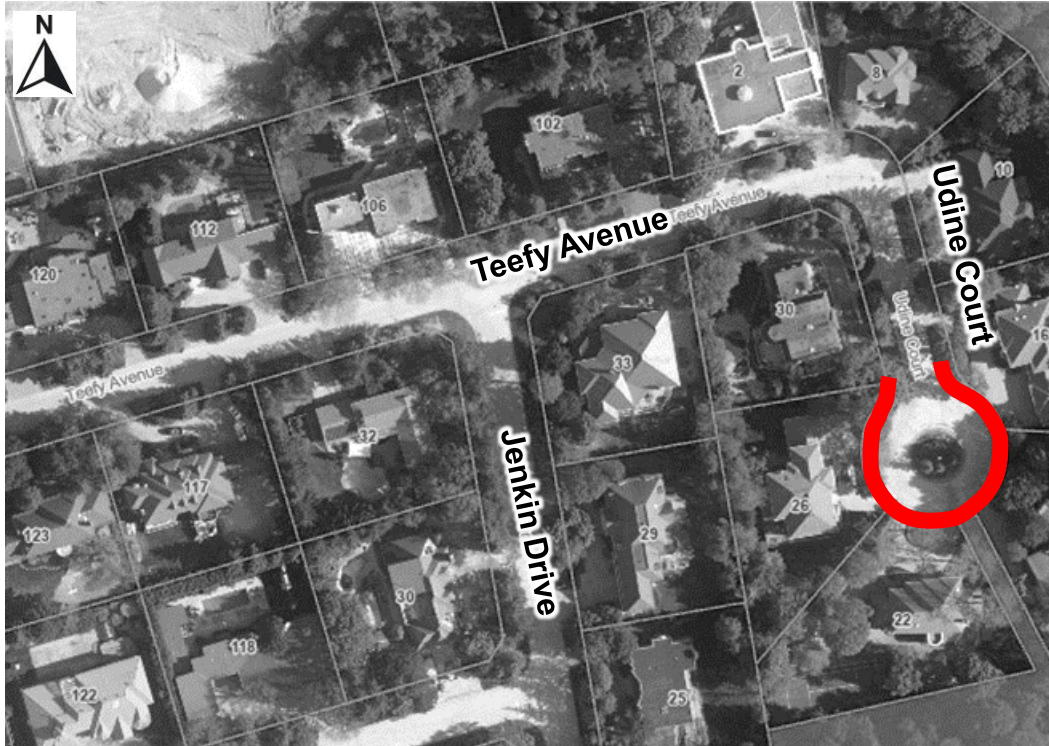
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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Udine Court

Udine Court is a residential, local road which extends from Teefy Avenue into a cul-de-sac. There are no signed parking restrictions on Udine Court, however, as per by-law 1126, parking is prohibited in cul-de-sacs. When vehicles are parked on both sides of the court, 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 West side and the cul-de-sac are recommended to ensure the safety of two-way travel and for emergency service access on Udine Court.



Udine Court (Existing Regulations)

Legend:

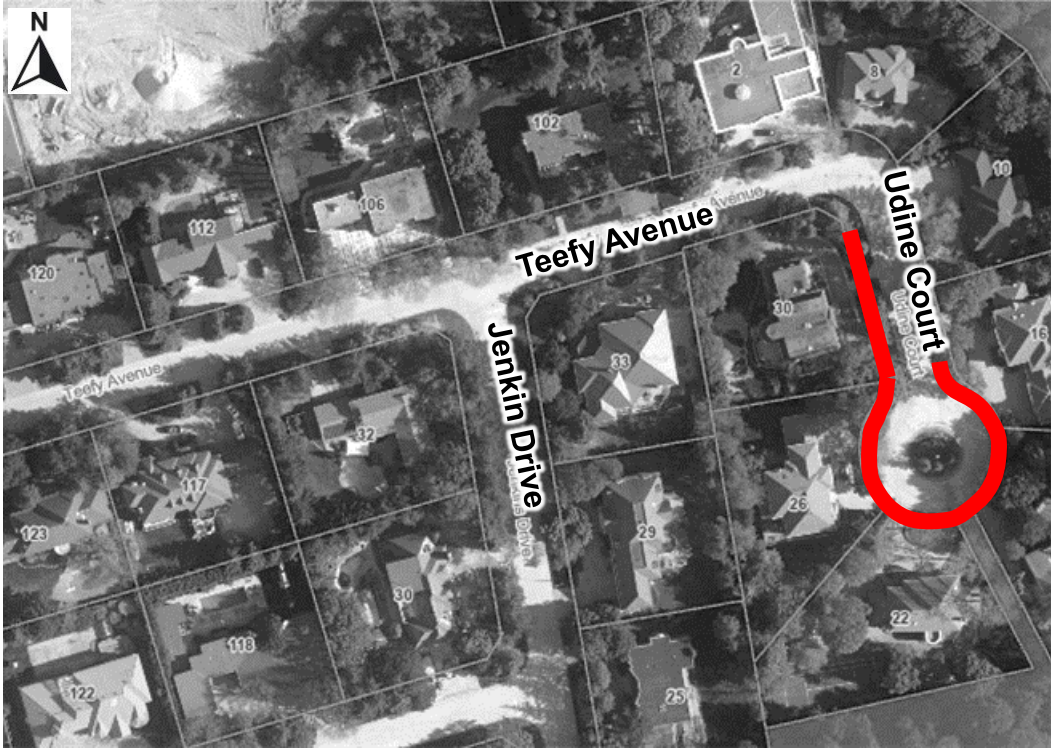
 No parking anytime

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SRIES.24.004 – Attachment #1
Proposed Parking Regulation Changes

Udine Court



Udine Court (Proposed Regulations)

Legend:

 No parking anytime

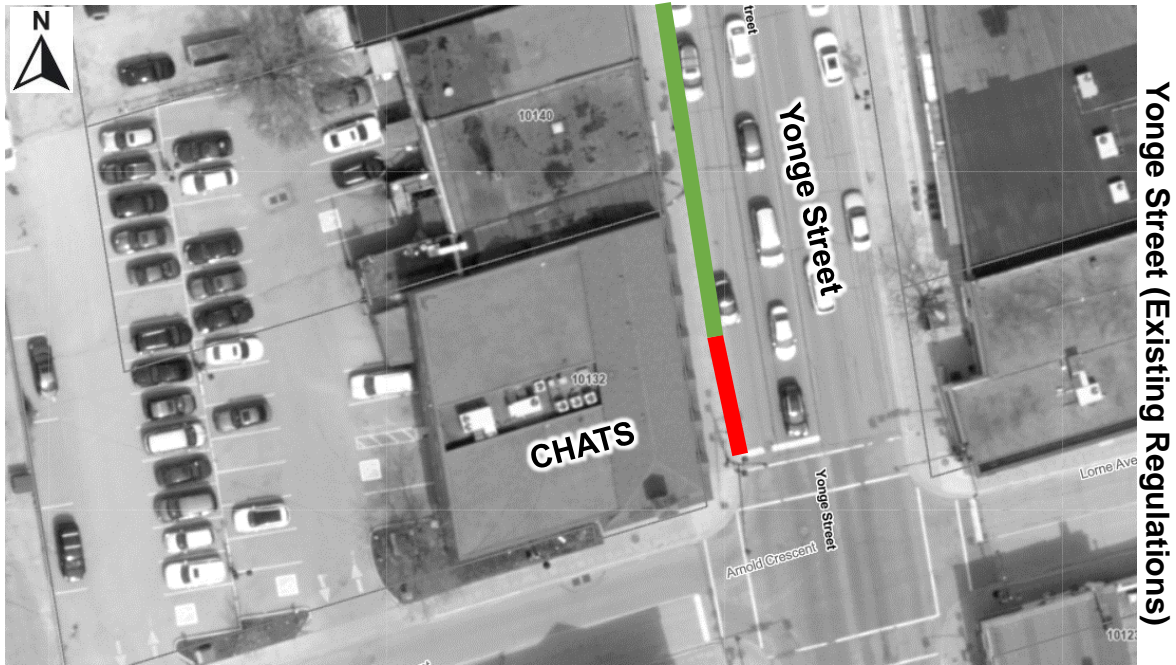
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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Yonge Street

Yonge Street is an arterial road which extends throughout the North-South boundaries of Richmond Hill. There are presently signed stopping restrictions on Yonge Street approximately 15m North of Arnold Crescent. Staff have reviewed a request from CHATS (Community Home and Assistance to Seniors), to provide an accessible parking spot for clients with limited mobility. Staff are proposing to provide a single accessible parking spot 15m North of Arnold Crescent to 22m North of Arnold Crescent. This parking spot will only be accessible via permit.



Legend:

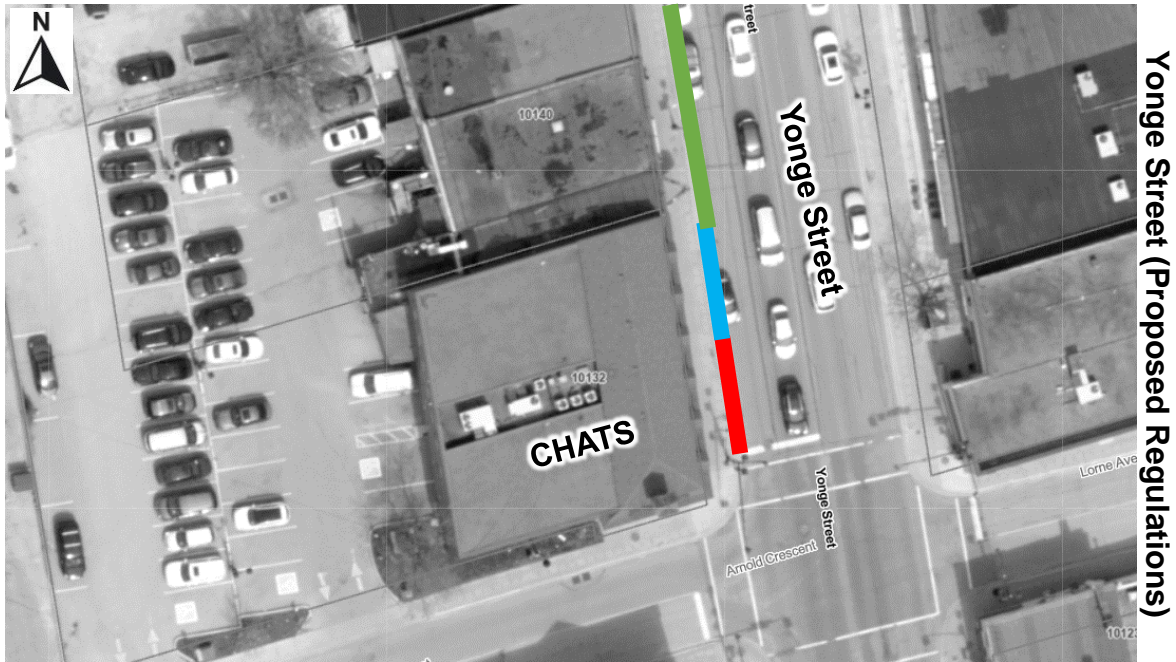
-  **No stopping anytime**
-  **Parking Permitted – 1 Hour - 9 am - to 6 pm**

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**SRIES.24.004 – Attachment # 1
Proposed Parking Regulation Changes**

Yonge Street



Legend:

-  No stopping anytime
-  Disabled Parking via Permit Only
-  Parking Permitted – 1 Hour - 9 am - to 6 pm

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