



Staff Report for Committee of the Whole Meeting

Date of Meeting: June 18, 2025

Report Number: SRIES.25.007

Department: Infrastructure and Engineering Services

Division: Infrastructure Planning and Development Engineering

Subject: **SRIES.25.007 – Traffic Regulation Changes**

Purpose:

To seek Council approval for changes to speed limit, parking, stopping and turn regulations on various City streets.

Recommendation(s):

- a) That staff report SRIES.25.007 be received;
- b) That Council approve the speed limit, parking, stopping and turn restriction regulation changes outlined in Staff Report SRIES.25.007;
- c) That By-law No 64-25 (Attachment 4) be enacted to amend the Speed Restrictions – Roads By-law, as amended (Municipal Code Chapter 1126) in order to reduce the speed limit on the identified roads to 40 km/h;
- d) That By-law No 65-25 (Attachment 5) be enacted to amend the Parking Regulation By-law, as amended (Municipal Code Chapter 1116) in order to implement the recommended parking and stopping regulation changes; and
- e) That By-Law No 66-25 (Attachment 6) be enacted to amend the U-Turn Prohibition Regulation By-law, as amended (Municipal Code Chapter 1135) in order to implement the recommended changes to U-turn prohibitions.

Contact Person(s):

- Paolo Masaro, Commissioner Infrastructure and Engineering Services Ext. 6540
- Frank Suppa, Director, Infrastructure Planning and Development Engineering Ext. 6358
- Hubert Ng, Manager, Transportation and Traffic, Ext. 6501

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Report Approval:

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Key Messages:

- The City regularly receives requests from residents seeking improvements to traffic safety and operations on local streets.
- Staff complete technical assessments for each request, incorporating engineering guidelines, best practices, City policies, and standards.
- Based on these assessments, staff are recommending changes to speed limits, parking, stopping, and U-turn regulations on the roadways outlined in this report, all aimed at enhancing safety for all road users.
- The recommended traffic by-law updates align with the City's Strategic Plan by creating safer roadways and supporting the well-being of our growing community.

Background:

Staff review various traffic and parking regulations on City streets as part of the annual Traffic Safety and Operations Strategy network screening as well as through uniform traffic operational and safety assessments. The assessments are initiated primarily from requests received from residents to make improvements to existing traffic regulations.

The following sections provide details of recent assessments where changes to speed limit, parking, stopping, and turn restriction traffic control regulations have been deemed appropriate and necessary.

Discussion:

Speed Limits

Speed limits on City roads are established under the authority of the Highway Traffic Act. The default speed limit in Richmond Hill is 50 km/h, as set out in Section 128(1) of the Act. However, municipalities may, through Council approval, set different speed limits where appropriate, as permitted under Section 128(2). In Richmond Hill, such changes are implemented through amendments to Schedule 'A' of Chapter 1126 of the Municipal Code (Speed Restrictions).

Speed limit reductions from 50 km/h to 40 km/h in response to resident concerns based on technical assessments using industry guidelines and City approved policies, are recommended to improve safety.

Transportation staff have received requests from residents related to speed limit reductions. These road segments were evaluated using the Transportation Association

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of Canada's Automated Speed Limit Guidelines and determined suitable for a lower speed limit.

The details with respect to the recommended speed limit changes are outlined in **Table 1**. Maps of these proposed changes are outlined in **Attachment 1**.

Table 1 – Proposed Speed Limit Reductions

Street	From	To
Alhart Street	Hearthside Avenue	Stockbridge Avenue/Westcliffe Crescent
Bayswater Avenue	Ashfield Drive	Self-Terminus
Estrella Crescent	Self-Terminus	Stockbridge Avenue/Westcliffe Crescent
Gracedale Drive	Canyon Hill Avenue	Shaftsbury Avenue
Milos Road	Bathurst Street	Jefferson Sideroad

Parking Regulations

Parking, stopping, and U-turn regulations are established based on the City's design standards, provincial guidelines, and a thorough engineering review by staff. This review includes, but is not limited to, considerations of road geometry, sightlines, traffic volumes, and land use. Above all, safety for all road users remains the highest priority in the development and implementation of these regulations.

Due to concerns raised by residents and based on technical assessments following industry guidelines and City standards, it is recommended that changes be made to parking regulations on a number of City roads.

Staff have reviewed and assessed these requests and are recommending changes to parking regulations at the locations listed in **Table 2**. Maps of these proposed changes are outlined in **Attachment 2**.

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Table 2 – Proposed Parking Restrictions

Street	From	To
Atkinson Street	Hopkins Street	Major Mackenzie Drive West
Auraglen Street	Bloomgate Crescent	Brightsvue Drive
Bayview Park Lane	Bayview Avenue	30m North of Sandbanks Drive
Forestside Court	Cul-de-sac opening [27 Forestside Court]	Oldhill Street
MacKay Drive	Pearson Avenue	Yonge Street
Montano Court	Self-Terminus	Stockdale Crescent
Sandbanks Drive	Bayview Park Lane	Bayview Ridge Court
Stockdale Crescent	Bathurst Street	Pemberton Road
Sunridge Street	Brightsvue Drive [N]	Humberland Drive

As a result of the City's shift to relocate the Lake to Lake route and feedback received from residents, staff recommend reverting the on-street parking to the previous resident only permit parking with the recommendations in Tables 3, 4 and 5.

Table 3 - Proposed Parking Restriction Removal

Street	From	To
Bayview Park Lane	Bayview Avenue	Sunset Beach Road
Park Crescent	Sandbanks Drive	Sunset Beach Road [W]
Sandbanks Drive	Park Crescent	Bayview Park Lane

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Table 4 - Proposed Permit Parking

Street	From	To
Bayview Park Lane	30m North of Sandbanks Drive	Sunset Beach Road
Park Crescent	East Limit at Sunset Beach Road	West Limit at Sunset Beach Road
Sandbanks Drive	Bayview Ridge Court	Park Crescent

Table 5 - Proposed Permit Parking Removal

Street	From	To
Park Crescent	East Limit at Sunset Beach Road	Sandbanks Drive

Stopping Regulations

Due to concerns raised by residents and based on technical assessments following industry guidelines and City standards, it is recommended that changes be made to stopping regulations on Essex Avenue.

Transportation staff have received concerns regarding parked cars on Essex Avenue near Major Mackenzie Drive East, impeding the safe and efficient flow of traffic. To improve traffic operations and facilitate more effective by-law enforcement, staff recommend extending this restriction to 65 meters.

Staff are recommending changes to stopping regulations on Essex Avenue as per **Table 6.**

Table 6 - Proposed Stopping Restrictions

Street	From	To
Essex Avenue	Major Mackenzie Drive East	65m South of Major Mackenzie Drive East

Based on technical assessments following industry guidelines and City standards, it is recommended that changes be made to U-turn regulations on Strathearn Avenue to improve safety in front of Bayview Hill Elementary School.

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Residents and Councillors within the City have requested the implementation of U-Turn restriction at Bayview Hill Elementary School to minimize traffic disruptions resulting from school pick-up/drop-off activities. Staff have reviewed traffic operations on the following roads and recommend installing signs prohibiting U-turns as per **Table 7**. Maps of these proposed changes are outlined in **Attachment 3**.

Table 7 - Proposed U-Turn Restrictions

Street	From	To
Strathearn Avenue	Boake Trail	Glenayr Road [N]

Financial Implications:

There are no financial implications associated with this report, as funding is already provided through the ~~in-year~~ Traffic Safety and Operational Improvements Capital Project P/000937.05, approved by Council as part of the 2025 Capital Budget Request. This budget allocation covers the scope of work, which primarily involves the installation of new signs, posts, and pavement markings.

Relationship to Strategic Plan 2024-2027:

The recommendations in this report align with Pillar 1, Growing a Livable, Sustainable Community, specifically, priority 1c) by enhancing transportation infrastructure and supporting the safety of community members. The proposed reduced speed limits, parking and U-turn restrictions are intended to support safer streets, improve visibility and help alleviate traffic congestion.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format, please call the contact person listed in this document.

- SRIES.25.007 Attachment 1: Maps of Proposed Speed Limit Modifications
- SRIES.25.007 Attachment 2: Maps of Proposed Parking and Stopping Regulations Modifications
- SRIES.25.007 Attachment 3: Maps of Proposed U-Turn Regulations Modifications
- SRIES.25.007 Attachment 4: Proposed draft By-Law 64-25
- SRIES.25.007 Attachment 5: Proposed draft By-Law 65-25
- SRIES.25.007 Attachment 6: Proposed draft By-Law 66-25

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Report Approval Details

Document Title:	SRIES.25.007 Traffic Regulation Changes.docx
Attachments:	<ul style="list-style-type: none">- SRIES 25.007 Attachment 4 Proposed Draft By-Law 64-25.docx- SRIES 25.007 Attachment 6 Proposed Draft By-Law 66-25.docx- SRIES 25.007 Attachment 5 Proposed Draft By-Law 65-25.docx- SRIES.25.007 Attachment 1 Maps of Proposed Speed Limit Modifications.pdf- SRIES.25.007 Attachment 2 Maps of Proposed Parking and Stopping Regulations Modifications.pdf- SRIES.25.007 Attachment 3 Maps of Proposed U-Turn Regulations Modifications.pdf
Final Approval Date:	Jun 3, 2025

This report and all of its attachments were approved and signed as outlined below:

Frank Suppa - Jun 2, 2025 - 9:57 AM

Gigi Li - Jun 2, 2025 - 2:41 PM

Paolo Masaro - Jun 2, 2025 - 3:43 PM

Darlene Joslin - Jun 3, 2025 - 10:17 AM