

From: Brian Chapnik

Sent: Friday, November 21, 2025 12:43 PM

To: Clerks Richmondhill <clerks@richmondhill.ca>

Cc: Simon Cui <simon.cui@richmondhill.ca>; David West <david.west@richmondhill.ca>

Subject: Correspondence re Agenda Item, Council Meeting of November 26, 2025 - Proposed Parking Restrictions on Arnold Crescent

Good day,

I am writing with respect to an upcoming item which I understand will be on the agenda at the upcoming council meeting on November 26. Note that as of the date/time of this email, no agenda for the meeting has yet been published on the website, however I have been informed of this item by way of the attached letter of November 11, 2025, from the Infrastructure & Engineering Services Department, which I received in my mailbox on November 19.

Arnold Crescent is currently undergoing reconstruction. The scope of the reconstruction was communicated to the public in a meeting in February 2024, with supplementary information provided in a FAQ (copy attached) and other correspondence from the City. At that time, City staff advised the public that traffic safety concerns would be resolved through the TSOS process and would include a recommendation for lower speed limits and the pole-mounted speed board program. Parking was another concern that was discussed at the time, and the public was advised that the width of the road was not changing but would remain at 8.5 m, and that associated parking restrictions would not change as a result of the construction.

The attached letter suggests that parking restrictions are now required "in response to safety concerns raised by the community". I do not agree that restricted parking is an appropriate response to traffic safety. Further, street parking is important to the community to allow for guests and visitors. There are literally hundreds of streets throughout Richmond Hill which are 8.5 m wide or less that do not have any parking restrictions (beyond the basic 3-hour restriction and no night-time parking which applies throughout the City). Reduced street parking will be a significant inconvenience for the residents of Arnold Crescent and adjacent streets that are already posted for no parking. Many of my neighbours agree with this (see attached copies of email correspondence from 5 of them).

It is unclear why the Traffic Safety & Operations staff suddenly consider it a priority to get a mandate to restrict parking on Arnold Crescent when other more effective traffic safety measures have yet to be implemented and given that no changes to the parking situation

can be implemented until 2027 at the earliest, based on the current schedule for the reconstruction. It is also disrespectful of the taxpaying public to try to force such changes with practically no notice or discussion. I understand that in many neighbourhoods throughout the City, there are public meetings and related discussion opportunities with staff to hear our concerns before any changes to traffic or parking regulations are implemented within that neighbourhood.

Given all of the above, I am respectfully requesting that Council **not approve** the proposed parking restrictions on Arnold Crescent at this time. I have discussed this issue with our ward councillor Mr. Cui, and he has agreed to facilitate a public meeting and further discussions with the Traffic Safety & Operations department to try to resolve our concerns about traffic safety in a more appropriate and collaborative manner.

Thank you for your consideration.

Best wishes,

Brian Chapnik, P. Eng.

110 Arnold Crescent

Richmond Hill, ON

L4C 3R8



Infrastructure & Engineering Services Department
Infrastructure Delivery Division

Date: November 11th, 2025

To: Residents of Arnold Crescent

Subject: Parking Restrictions on Arnold Crescent

Please be advised that in response to safety concerns raised by the community, City staff are bringing a recommendation to Council to implement the parking prohibitions ('No Parking Anytime'), on the south and east side of Arnold Crescent from Elizabeth Street South to Hopkins Street and from 65m south of Hopkins Street to Harding Boulevard West; and on the west side of Arnold Crescent from Major Mackenzie Drive West to Harding Boulevard West.

This change is being recommended for the following reasons:

1. To conform with the City's Standards and Specifications Manual, which specifies that on-street parking can be accommodated only on one side of 8.5-metre wide roads; and
2. To maintain free access and two-way travel, including for emergency vehicles.

This recommendation will be brought to Council for approval at the November 26, 2025 City Council meeting. If approved, corresponding signs will be installed in 2027 following the completion of the Arnold Crescent reconstruction project.





Should you have any questions or concerns regarding the proposed parking prohibitions (illustrated in the image on the back of this page), please submit any comments to traffic.inquiries@richmondhill.ca

Best Regards,

Jonathan Sealey, C.E.T.

Program Manager, Traffic Safety & Operations

Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services

905-771-2536 | RichmondHill.ca |    

Project Scope – Arnold Crescent

The proposed works include urbanizing the existing roadway including:

- Remove roadway ditches and driveway culverts
- Regrade boulevards
- Replace sidewalk on both sides
- Install new curb and gutter
- Replace roadway pavement
- Install new storm sewer and catchbasins including Low Impact Development Features
- Replace aged metallic watermain with new PVC watermain
- Upgrade lighting and sanitary sewer as needed

ARNOLD CRESCENT RECONSTRUCTION

ARNOLD CRESCENT

(LOOKING WEST IN FRONT OF HOUSE No. 126)



CONCEPTUAL RENDERING



EXISTING CONDITION

**Arnold Crescent, Highland Lane and Elizabeth Street
Public Information Centre – February 2024
Frequently Asked Questions**

General

Question: Will the presentation materials be available?

Answer: The presentation materials will be posted on the City's website within a few days of the public information centre. The materials are available at RichmondHill.ca/CapitalProjects.

Question: Will there be any driveway impacts during construction?

Answer: While the construction is underway, there may be temporary disruptions to driveway access. These interruptions will be brief and primarily related to the installation of curbs, sidewalks, and road/driveway paving. Advance notice will be provided by the city's contractor, along with instructions for temporary parking arrangements when necessary.

Question: How will the City deal with the disruption (noise and inconvenience) during construction?

Answer: The work will be staged to minimize disruption and the City will work with the contractor to lessen the impact as best possible.

Question: Will there be any access to the garage during construction for an electrical car charger?

Answer: Please contact the City to inform the need of electrical car charger and City and the Contractor will coordinate with residents to address specific needs.

Question: Will there be any water and sanitary service impacts?

Answer: Temporary interruptions in water and sanitary services may occur briefly to facilitate the installation of water mains and sanitary sewers. The city's contractor will ensure that any planned service disruptions are communicated in advance, aiming to minimize the duration and impact of these interruptions as much as possible.

Tree Protection and Removal

Question: Will there be any tree removals?

Answer: Tree preservation is one of the primary focuses for the design. Some City's trees are proposed to be removed and they are mainly prompted by concerns over failing risk due to poor tree health or their proximity to the proposed works at north boulevard of Arnold Crescent. The majority of trees will be preserved. As part of detailed design, the design consultant will review in greater detail.

Question: Will there be any tree removals and how will the tree be protected within private property?

Answer: City has an arborist as part of the project team. The arborist has thoroughly assessed the conditions and sizes of the trees, as well as catalogued the inventory of tree types. Based on this assessment, they will provide recommendations on how to protect the trees. Additionally, the City will employ different construction methods to mitigate any adverse effects on the trees. If any tree removals within private properties are deemed necessary, the City will directly communicate with residents to inform them.

Road Design

Question: Will the pavement be wider than it is now?

Answer: It is generally the same. The proposed road width is 8.5m, which is the City's design standard for local road.

Question: What are the reasons for removing the existing ditches and installing new curb and gutter and storm sewer system on the road?

Answer: When an existing road is reconstructed, it will be upgraded to meet the City's standard urban road design, which consists of curb and gutter and a storm sewer system.

Parking Restriction

Question: The existing configuration allows cars to park partially in the shoulder culvert area, which prevents conflicts with free-flowing traffic. The new configuration appears to prevent such parking, which will cause traffic issues, particularly on Arnold Crescent. How does the city propose to mitigate this adverse effect of this effective removal of street parking?

Answer: The pavement width is designed per city standard. There's obviously one lane travelling in each direction. It's a two-lane road. Currently, on-street parking is not permitted. No changes by the construction.

Sidewalk

Question: Why do we need sidewalk on Highland Lane? Why was one side chosen over the other side?

Answer: As part of the City's Transportation Master Plan, we are strengthen the active transportation facilities around the city to underpin walkability and pedestrian safety and that includes the construction of sidewalks at a minimum on one side of the street, if there are constrains but on two sides of the street as the City's standard. The particular side was chosen based on grading impacts and other features that are within the City's right-of-way. It is a combination of mitigation and grading that determined the side of the road for the locating the sidewalk. The other major factor was as the link to Granada Court. Having the sidewalk on the south and east side provides that connection to Granada Court for pedestrians and for any potential future sidewalk that may be installed on the Court without having to cross the road.

Question: Will the City provide snow removal on the new sidewalk?

Answer: Yes, City Operations will be responsible for the provision of snow removal services on all newly constructed sidewalks.

Lead Water Services

Question: Does City have lead test kits for resident to use?

Answer: Please contact Access Richmond Hill via email at access@richmondhill.ca or by phone at 905-771-8800. Access Richmond Hill will promptly forward your request to Operations, who will then organize a water testing for you.

Sump Pump

Question: Why is it important for homeowner to remove the existing buried sump pump drain pipe that discharges to the ditch before the road reconstruction?

Answer: The practice of discharging sump pump drainage directly into the ditch through a buried pipe does not comply with the City's By-law (Municipal Code Section 801) and the Ontario Building Code, regardless of the proposed road work. With the road reconstruction involving the filling of existing ditches and installation of a new storm sewer system, any existing buried drain pipe that remains in the ground could lead to blockage, drainage backflow and potential basement flooding. To prevent this, homeowners are advised to modify their sump pump outlets to ground surface, allowing for overland drainage within their private property before the road reconstruction.

Question: Can the sump pump outlet be connected to the City's storm sewer?

Answer: Homeowner shall obtain a permit from the City for the new storm service connection. The sump pump outlet and storm service pipe will need to be upgraded to meet the City's standards. There are also other conditions for the approval of a storm service connection. All costs associated with the storm service installation will be the responsibility of the homeowner.

Traffic Safety

Question: We have concern about the car speed on Arnold Crescent. Will the City install any traffic calming measures?

Answer: The City is currently kicking off the Traffic Safety and Operations Strategy (TSOS) that was approved in December 2023 at the Council Meeting. One aspect of this strategy is the city-wide traffic calming review, which is currently underway. Arnold Crescent will be added to list of potential candidates for City's 2024-2025 Pole-Mounted Speed Board Program, in which these devices are rated on an annual basis. In addition, the City staff will bring to Council the recommendation to lower the posted speed limit on Arnold Crescent from 50km/hr to 40km/hr. As road safety is collaborative effort, please report any observed speeding/aggressive driving behaviors to York Regional Police via the [Road Watch program website](#). Please also see the [City's Road Watch program website](#) for further details.

Question: Will the City implement all-way stop control on any or all of these three streets?

Answer: After the road is reconstructed/upgraded, the City will investigate and carry out a warrant analysis to deem if the change is warranted. Please write to our traffic safety and operations at trafficsafetyandoperations-teams@richmondhill.ca with your concerns.