

Appendix B: Phase 1 Public Consultation Kleinburg Parking Strategy



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PHASE 1 CONSULTATION

1 CONSULTATION PURPOSE AND PROCESS

A key component of the Study is to convey the study information meaningfully to the audience, including the public, stakeholders, Councillors, and City staff, as well as, to collect and incorporate input from them throughout the Study. Therefore, the Study includes proactive consultation and engagement with stakeholder groups and the public to obtain a detailed understanding of the parking issues and requirements. The goal is to exceed basic consultation requirements and seek opportunities to involve and collaborate with stakeholders through a more interactive approach.

The people who live, work, play and visit Kleinburg will be at the centre of planning, designing, implementing and most importantly, using the parking and the broader transportation system in the Village. Their opinions, experiences, interests and concerns need to be understood in order to develop a parking strategy that is tailored to Kleinburg Village. As is the case for any public planning process, a consultation and engagement program is one of the key means of informing the development of a realistic, implementable strategy.

The study will have two rounds of consultation and engagement, including promotional tactics, online engagement opportunities, public sessions and stakeholder activities. More specifically for this study, the purpose of the consultation and engagement program is to be:

- Reflective and responsive to the audiences that will be engaged
- Context-specific, taking into consideration the geography, preferences and protocols of Kleinburg

- Integrative of best practices as well as innovative tools and tactics

Phase 1 of the Consultation and Engagement process was developed to involve stakeholders and public to better understand the current existing parking issues and to create a shared vision of the future, with a wide range of stakeholders being consulted and engaged to create a collaborative understanding of the challenging decisions that must be made and the trade-offs that must be considered. A preliminary Stakeholder Contact List was developed and served as the basis for contacting the appropriate Stakeholders. The Stakeholder Contact List will be reviewed and updated over the course of the study with input from the City as well as input received throughout the consultation process. Any new stakeholders (e.g., interest groups, the public) identified during the course of the study will be added to the Stakeholder Contact List.

Stakeholders for this study include:

- **Members of the public** (individual members of the public including Kleinburg residents, individual citizens, local businesses, tourists, special interest groups or whose interest may be centered on specific issues and concerns)
- **City of Vaughan Staff / Departments** including Development Engineering, Transportation Services-Parks and Forestry Operations, Economic and Cultural Development, Financial Planning and Development Finance, Infrastructure Delivery, Infrastructure Planning and Corporate Asset Management, Real Estate, Development Planning, By-law and Compliance Licensing and Permit Services, Recreation and Facility Services
- **Technical Agencies** including York Region Transit (YRT), York Region District School Board
- **Interest Groups** including KBIA and KARA, Kleinburg Library, Kleinburg Public School
- **Members of Council** including each (local) member of City Council and Regional Council member

A combined Notice of Study Commencement and Public Information and Feedback Session #1 was issued due to the short timing between the study initiation and the points of consultation. The notice was posted on the City of Vaughan project website and advertised through social media. Key contacts within the KBIA and KARA were provided with the notices for distribution to their members. An email invite was forwarded to the list of Stakeholders for Agency/Stakeholder Session #1.

The purpose of the Session #1 meetings was to:

- Introduce the Kleinburg Parking Strategy Review Study
- Inform the public, agencies and stakeholders on the study intents and purposes, process, outcomes and work completed to date
- Gather input on existing conditions and parking issues and needs and opportunities in the study area

All materials used for Phase 1 Consultation are included in **Appendix B1**.

2 STAKEHOLDER ENGAGEMENT #1

The stakeholder (which includes the public) engagement component of the Parking Strategy Review for the Kleinburg Village is vital to the success of the overall project. It requires a multi-faceted approach to reach the various stakeholder groups and segments of the population. Engagement is also critical to building consensus for the way forward, as the City of Vaughan / Kleinburg will need to partner with Council and internal departments and external interest groups, agencies and the general public (residents and visitors/tourists) in order to achieve the Study objectives. Continuing stakeholder involvement throughout the Study will be critical to ensuring that the public fully understands the proposed parking strategy and can subsequently provide meaningful feedback.

The Agency/Stakeholder Engagement Session #1 was held on September 17, 2019, at the City of Vaughan administrative office. There were 24 participants in addition to the Project Team that attended the session.

The stakeholders that attended represented the following groups:

- City of Vaughan Departments (e.g., Recreation, Real Estate, Economic Development, Development Finance, By-law and Compliance)
- York Region
- York Region Transit
- Kleinburg Public School
- Kleinburg Business Improvement Area
- Kleinburg and Area Ratepayers Association
- Kleinburg Public Library

2.1 Agency/Stakeholder Session #1 Comments

During Stakeholder Session #1 the following issues, concerns and comments were provided by participants for further consideration.

Parking Supply/Utilization

- Businesses within Kleinburg are deficient of parking and the situation has worsened over the years, especially for residents, as more businesses have opened and more services in the community continue to attract visitors (e.g., the yoga studio adjacent to the Doctor's House does not have parking and patrons park on street; Kleinburg Dentist's office doesn't have enough parking for their staff, etc.).
- Comparisons were drawn between Kleinburg and Unionville (City of Markham). It was noted that Unionville does not have on-street parking (on cobblestone boulevards on holidays, Saturdays, Sundays and everyday from 6:00 pm to 6:00 am) unlike Kleinburg.

- The intention for potential removal of on-street parking is not to negatively impact businesses in Kleinburg.
- Parking at Kleinburg Public School (KPS) is designated for school staff. Currently there are 50 staff and the number will increase to 70, at which point they will not be accommodated within the school parking lot. Parking is a bigger issue during winter months as the lot is on a grade. The lot is closed in winter for plowing as it would be difficult to plow with parked vehicles in the lot.
- Employees (staff) have difficulties to find places to park and end up parking in customer lots. Private lots are being used by patrons of different establishments. The KBIA has a task force that has been dealing with this issue and have noted that the culture for main streets and downtowns in Ontario is to look for parking directly in front of the establishment/store that the patrons are visiting.
- Kleinburg Public Library parking is acting as a de facto customer lot, which is causing problems for library patrons (e.g., seniors trying to visit the library or parents with children and have to park on a side street and walk).
- The walk to and from Bindertwine Park is on a steep grade without sidewalks and likely not used by visitors coming to the Kleinburg Village Core.
- On-street parking does not look aesthetically pleasing against the building fronts and unique architecture of Kleinburg and the suggestion is to have a parking lot behind the street, similar to Unionville.
- Due to the constrained space, transport trucks have been observed to park in the travel lanes posing a challenge to traffic.

Signage/Markings

- Parking is very confusing in Kleinburg, especially since on-street parking is not delineated. Spaces that can be made available are currently not available.
- Success of the Kleinburg Village core depends on enabling pedestrian movements and creating opportunities for a great public realm/environment in the area. For example, pedestrians have been observed to give right-of-way to vehicles in Kleinburg. Pedestrians will feel safer if signage and pavement markings are provided that are conducive to the sharing of public space which prioritizes pedestrian safety.

Operational Issues

- School buses have difficulties turning at some area intersections without encroaching onto opposing lanes (at Islington Avenue and Stegman's Mill Road) or completing the turning movement if vehicles are parked close to the intersection/blocking the street.
- The school buses cannot all be accommodated in the bus loop in front of the school. Additionally, since the scout house property moved from Nashville Road

to just north of the school property it attracts visitors/photoshoots to the bus loop area.

- KPS has reviewed changes in school start times but found that it would not improve traffic flow in the school area. Traffic flow issues remain in the summer months when KPS is closed. The on-going construction in the area adds to the issues. There are multiple schools in the area and traffic is heavy in both directions of travel on Islington Avenue.
- Students in Kindergarten to Grade 4 are eligible to ride the school bus for up to 0.4 km; the eligibility limit is up to 0.6 km for students above Grade 6. However, parents often choose to drive students to school, especially if they need to drop-off family members at multiple locations. Additionally, the Passenger Pick-up and Drop-off (PPUDO) area does not work effectively as vehicles and school buses try to exit the driveway between 8:00 AM – 8:30 AM at once, and between 2:30 PM – 4:00 PM. School buses leave at 3:00 PM.
- Developments within 5 km of the Kleinburg Village core (e.g., along Nashville Road) are being advertised as “Kleinburg”, which will generate students and interest in KPS.
- The school entry/exit and PPUDO area is a safety concern for students. The study team was advised to observe school operational issues that occur earlier than 9:00 AM during the fall parking survey.
- Existing construction on Major Mackenzie Drive adds traffic that passes through Kleinburg (e.g., traffic from Brampton). Planned construction for Teston Road and Kirby Road will result in similar issues.
- Islington Avenue is a through corridor with steady traffic flow and provides a segue to travel from Stegman’s Mill Road to Teston Road.
- There are no services in the outskirts of town, e.g., shopping plazas/postal services which will attract more travel through Kleinburg. The Canada Post office boxes for all Kleinburg proper are located at the plaza on Islington Avenue, which contributes to congestion in the area.

Transit, Cycling, Trucks, and Municipal Services

- There is limited public transit in Kleinburg. This contributes to a car-centric culture and perpetuates parking issues tied to most of the visitors and employees are using cars to travel to Kleinburg.
- YRT indicated that transit needs were reviewed in 2016 and there was low demand in Kleinburg at the time. YRT planned to undertake public engagement in the fall of 2019 to better understand transit needs in Kleinburg.
- Although not completely limiting, there are transit challenges in the area, such as completing turning movements for buses (similar to school buses) and the transportation network’s ability to support increased transit service.

- Transit and parking may be integrated with park and ride facilities. YRT does not know at this point what transit will look like for Kleinburg, but other areas have experienced success with park and ride lots. Shuttle buses can be used to minimize traffic flow from the periphery of the community (e.g., Emily Clark Secondary School). YRT may consider extending this service or providing similar services in Kleinburg.
- Existing conditions pose a safety problem for vulnerable road users as the boulevard space is shared between vehicles, pedestrians and cyclists, and visibility is constrained in some locations. Vehicles often park in spaces from where they have to reverse onto the sidewalk (e.g., Hawthorne House at the intersection of Islington Avenue and Nashville Road).
- Currently there is no municipally-owned cycling infrastructure in the area. However the cyclists meet in the Village and go cycling elsewhere.
- It is a frequent/regular occurrence for special interest groups members to leave their vehicle parked in Kleinburg when going on a bike ride. There is an opportunity to encourage mode shift from driving to biking for trips to Kleinburg.
- The 2012 Islington Avenue Streetscape Master Plan (Phase 1 under construction, Phase 2 and 3 to be completed as part of infrastructure delivery) provides the vision and framework to support cycling and public realm improvements. It is important to include this document as part of this Study.
- There could be better coordination of City services in the area, e.g., streetscaping/landscaping or garbage collection during peak periods, deliveries during the daytime, etc.
- Considerations for snow clearance should be reviewed. Municipalities often clear snow in commercial cores first as part of best-practices.

Parking Enforcement

- Parking enforcement is based on complaint and response.
- City of Vaughan By-Law and Compliance indicated that their department receives numerous complaints related to safety issues and parking signage on Kellam Street.
- The community feels the By-Law and Compliance officers are present in Kleinburg either very often or not often enough.
- During weddings/photoshoots and events, the parking enforcement officers note that parking issues manifest in a variety of ways – oversized vehicles and buses running constantly or idling and constraining roadway operations (there is no curb length that can accommodate these vehicles).
- Valet service at Avenue Restaurant sometimes result in high-end cars being parked straddling the sidewalk/road. By-Law officers have been called numerous

times to address the issue, especially for safety considerations. Valets park some of the cars along two lane driveways blocking entry/exit.

- Currently only one restaurant offers valet service, but other restaurants being renovated may follow suit.
- There is discretion involved in enforcement – both parking and other issues – as it is difficult, for example, to give someone a ticket when blocking a part of the driveway. It would be easier for City’s Enforcement officers if parking signage was delineated clearly (e.g., 3 hour limit in Vaughan). However, this should be considered carefully as employees park for longer than 3 hours, and the area needs to continue attracting visitors.

Other Items

- KBIA indicated that, previously, municipalities rightly applied exemptions to development standards to attract more investment. However, over time, the cumulative deficit in parking has led to conflicts with desiring business at the compromise of the parking supply. Precedents have been set to allow exemptions.
- Other municipalities have applied strategies such as easily removable bollards or removal of curbs (building face to building face), where infrastructure such as lay-by parking and lighting are integrated and providing a neater appearance (e.g., old London). In Montreal, technology is being used to inform vehicles how many parking spaces are available within an area.
- City of Vaughan’s Urban Design department inquired whether, through this study, general guidelines for development applications or typologies of parking that needs to be integrated with development applications can be provided to help inform on-going studies (Kleinburg-Nashville Heritage Conservation District Plan Update and Vaughan Official Plan Update). It was noted that the Study is collecting on-site data to develop recommendations on types of parking improvements and will be looking at guidelines, including cash-in-lieu policies and how new developments can be accommodated within the framework.

Coordination with relevant/on-going studies

- YRT annual and 5-year planning is in process (2021 implementation), which will include strategies for service levels.
- City of Vaughan:
 - 2012 Islington Streetscape Master Plan (Phase 1 under construction, Phases 2 and 3 to be completed as part of infrastructure delivery).
 - Vaughan Official Plan review (draft in 2021).
 - Kleinburg-Nashville Heritage Conservation District Plan Update (commencing, will require between 1 – 1.5 years).

- City-wide Transportation Master Plan (TMP) Update.

3 PUBLIC INFORMATION AND FEEDBACK SESSION #1

Public engagement meetings are typically used for these types of studies and provide an effective forum for public consultation by not only conveying information but also soliciting feedback in a timely manner. Through the meeting there is an opportunity for the project team to meet with special interest groups within the community and identify key areas where further consultation may be needed.

17 people attended the Public Information and Feedback Session #1 held on September 26, 2019, at the Pierre Berton Heritage Centre in Kleinburg. The attendees were a mix of local residents and business owners.

The session was held during **Phase 1 – Existing Conditions Review** to gather input from the public (e.g., residents, visitors, tourists) on the existing conditions and parking and mobility issues for development of the strategy. The session included overview project presentation boards, as well as facilitated interactive boards to gather input on the existing conditions and key issues / topics which should be addressed through the Study.

The project presentation boards (included in **Appendix B1**) covered the following topics:

- Background
- Scope and objectives
- Framework
- Existing conditions (related to parking supply, parking demands and traffic conditions)
- Safety review
- Overview of observations from summer parking surveys
- Potential solutions
- How to participate further
- Next steps and study contacts

To provide opportunities for public feedback, the following interactive presentation boards were presented:

- What do participants see as the issues (identifying scale of issue and priority)
- What are the potential options (priority of them and your ideas on whether the options would work and other possible solutions)
- Locate the issues (identifying problem areas on the study area map for traffic and parking)

To encourage engagement, there were three stations (combination of tables and presentation boards in three areas) set-up with interactive materials for participants to provide input. A project team member was available in each area to open discussions, assist participants and provide answers to questions. Input was sought using questions for participants to answer through the use of post-it-notes, flip charts and coloured dots to indicate preferences. Participants went to the three interactive stations in any order they preferred. The following tables were set-up with display panels:

1. **'Locate the Issues'** Station: Aerial map of the Kleinburg study area identifying the existing parking areas and the number of parking spots present. Participants were asked questions such as where they park, where do they see issues, what time of the day and year are there specific issues, etc.
2. **'What are the Issues'** Station: Summary of the issues identified during the parking surveys. Identifying ideas on various parking study strategies and its importance. This asked participants to provide comments on the issues and how they felt about them; for example, parking usage, signage, traffic operations, safety, etc.
3. **'What are the Options'** Station: What are potential solutions they see to address the parking issues. For example, would time restrictions work, are they looking for a parking garage, etc. Some typical solutions were provided to initiate discussions by participants.



Figure 1 Interactive Presentation Boards at Public Information and Feedback Session #1

3.1 Public Engagement Session #1 Comments

Participants had the opportunity to provide comments on parking and traffic related issues along with participating or filling in interactive boards that were part of the presentation materials. The following are key issues/comments received:

Parking Concerns

- Parking spaces are constrained and too tight making it difficult to park.
- Courtyard shops are constrained with a hydro box to the southwest.
- Visitors generally need short term parking to visit the Canada Post, and therefore there needs to be parking spaces available in this lot at any given time of day to meet the demand.
- Parking at Canada Post is insufficient combined with the bank and other store customers using the parking spaces.
- People drive around in circles looking for parking spaces.
- Illegal parking typically by non-residents of Kleinburg.
- Parking is a challenge for meetings at Pierre Berton Heritage Centre since the adjacent municipal lot does not permit public parking.
- Weddings (generally around Doctor's House) cause an influx of people into Kleinburg. Often visitors stand blocking parking spaces and disrupting traffic flow while taking photos.

Traffic Related Issues

- Stegman's Mill Road and Kellam Street intersections with Islington Avenue have traffic issues.
- It is unclear if there are restrictions on heavy vehicles entering Kleinburg Village core since there is signage present, but there is limited enforcement.
- There is potential to develop a gateway concept that has a centralized area for parking.
- People drive in circles looking for parking spaces adding to traffic issues.
- Cycling groups often meet at Starbucks and park around Kellam Street for 7-8 hours (morning to early afternoon).
- Vehicles do not obey stop-control signage at the intersection of Nashville Road and Islington Avenue.

Development/Business Concerns

- Concerns were raised that redevelopment of Doctor's House includes a hotel which would require a large number of parking spaces and result in potential additional traffic issues in the area.
- New developments appear to be approved with inadequate parking provided.
- New businesses need to meet parking requirements.

General Concerns

- Many studies have been undertaken with no implementation of any recommendations.
- Cyclists do not obey signage.

The interactive boards were based on the issues above and grouped into two key streams of input: “**What are the Issues**” and “**What are the Options**”. The results of the interactive boards are provided in **Table 1** and **Table 2**. For the ‘scale of issue’ and ‘priority’ the first line in the row shows the overall rating based on the largest number of participants providing that rating. The bullet points (text in italics) shows how many were not in agreement with the overall rating and what rating they preferred. In general, there was consensus on the overall rating with only one or sometimes two participants not reaching consensus.

The public and stakeholders were also invited to send in any questions or comments to the Project Team after the Public Engagement Session. The Project Team received a query from a concerned resident highlighting traffic issues in Kleinburg that they believe should be addressed in conjunction with parking. The Project Team noted the concerns and provided responses outlining the scope of the current study and how the traffic issues will be passed on to the appropriate staff at the City of Vaughan.



Table 1 What are the Issues

Observations	Scale of Issue	Priority
	<ul style="list-style-type: none"> - Constant issue - Sometimes an issue - Not an issue 	<ul style="list-style-type: none"> - High - Medium - Low
<p>Parking Usage/Needs</p> <ul style="list-style-type: none"> • <i>Illegal parking on and off-street</i> • <i>Space designations not followed</i> • <i>Parking at library, school & other establishments with larger parking lots</i> • <i>Long duration parking and slow turnover rates</i> 	<p>Constant issue</p>	<p>High priority</p>
<p>Parking/Traffic Interactions</p> <ul style="list-style-type: none"> • <i>Slow downs on Islington Avenue due to vehicles waiting or looking to park or backing out of spaces</i> 	<p>Constant issue - 1 considered it sometimes an issue</p>	<p>Medium priority - 1 marked it low priority</p>
<p>Signage / Wayfinding</p> <ul style="list-style-type: none"> • <i>Customers unsure if parking is permitted along Islington Avenue</i> • <i>Difficulty seeing parking signage at night (e.g., Kellam Street)</i> 	<p>Constant issue - 1 considered it not an issue</p>	<p>High priority - 1 marked it low priority</p>
<p>Traffic Operations/Issues</p> <ul style="list-style-type: none"> • <i>High traffic volumes</i> • <i>Queues along Stegman’s Mill Road</i> • <i>Heavy vehicles present</i> 	<p>Constant issue</p>	<p>High priority</p>
<p>Safety</p> <ul style="list-style-type: none"> • <i>Pedestrian sidewalk and on-street parked vehicle</i> • <i>Not complete stops</i> 	<p>Constant issue - 1 considered it not an issue</p>	<p>High priority</p>
<p>Pedestrian/Cyclists/Scooters</p> <ul style="list-style-type: none"> • <i>Jaywalking</i> • <i>Cycling groups or casual</i> • <i>Scooters on roads and sidewalks</i> • <i>Pedestrians around Starbucks</i> 	<p>Constant issue</p>	<p>Medium priority</p>

Table 2 What are the Options

<i>Potential Options</i>	<i>Priority</i>	<i>Your Ideas</i>
	<p>High</p> <p>Medium</p> <p>Low</p>	<ul style="list-style-type: none"> - Are there other solutions? - Could these options work in Kleinburg?
<p>Consolidate public parking areas (e.g., fewer lots with more spaces, shared-use lots, parking garage)</p>	<p>Medium priority</p> <ul style="list-style-type: none"> - 1 marked it high priority 	<ul style="list-style-type: none"> - Fire Hall location could be used for a parking garage - Pave over old gas station (contaminated soil) and create parking lot or parking garage - Create another municipal parking lot at north end of Village on the east side before Treelawn subdivision - Create central parking area away from Village core and enhance uniqueness and heritage qualities by having horse drawn carriage bring people into Village
<p>Apply time restrictions on parking</p>	<p>Low priority</p> <ul style="list-style-type: none"> - 1 marked it high priority 	<ul style="list-style-type: none"> - Restrictions exist but they are not enforced
<p>Provide paid parking</p>	<p>Low priority</p> <ul style="list-style-type: none"> - 1 marked it high priority 	<ul style="list-style-type: none"> - Prefer free parking – want to encourage people to come to the Village - Minimal costs - Could work at Starbucks and Post Office - Make school parking lot metered for use at night and on the weekends when school doesn't need the lot
<p>Improve signage that highlights parking areas/spaces</p>	<p>High priority</p> <ul style="list-style-type: none"> - 1 marked it medium priority - 1 marked it low priority 	<ul style="list-style-type: none"> - 'P' with an arrow - School parking - Move flower baskets that block parking signs - Provide parking lines
<p>Create connected network for walking, cycling plus 2 other modes of travel</p>	<p>Low priority</p> <ul style="list-style-type: none"> - 1 marked it high priority 	<ul style="list-style-type: none"> - Create central area as pedestrian only zone

Potential Options	Priority	Your Ideas
	High	– Are there other solutions?
	Medium	– Could these options work in Kleinburg?
	Low	
Provide infrastructure to benefit vulnerable users equitably (e.g. bike parking, sidewalk without boulevard parking)	High priority	– Municipal bike racks
Other Suggestions	n/a	– Allow parking at Pierre Berton Heritage Centre (which was previously permitted) when not in-use – Is there the potential to use City of Vaughan properties for parking (north and south ends of Village) – Remove post office and use super boxes distributed at north and south ends of the Village

4 ONLINE SURVEY #1

Online Survey # 1 is one of two online surveys planned for this study. The purpose of this first online survey was to collect input on current parking needs, including issues, opportunities and desired outcomes.

This survey was available online from September 17, 2019, to October 31, 2019. A total of 238 responses were collected via the Survey Monkey platform. The survey questions included:

- information related to the most recent trip
- information related to mode of travel to Kleinburg
- information related to finding a parking space
- issues related to current parking supply and demand
- issues related to current parking services
- issues related to parking enforcement
- issues related to accessible or special needs parking
- feedback on anything related to parking or mobility in the study area (open-ended commenting opportunity)

A complete set of Online Survey #1 questions is also provided in **Appendix B1**. A comprehensive analysis of all Online Survey results is documented in **Section 6** of the interim Report.

5 ADDITIONAL PUBLIC CONSULTATION AND ENGAGEMENT

5.1 Pedestrian Intercept Survey

A pedestrian intercept survey was completed on Thursday, October 10, 2019. The purpose of this survey was to augment the public engagement efforts by giving pedestrians in Kleinburg the opportunity to provide quicker and less detailed information than the Online Survey, but key information on parking - where, when, and which establishment they are visiting on that day.

A total of 32 surveys were completed during the peak lunch times from 10:00 AM to 2:00 PM and during the evening from 6:00 PM to 9:00 PM to capture the visitors visiting the core for dinner.

Between 10:00 AM and 12:00 PM, there was low activity in Kleinburg aside from employees travelling to work who did not have time to complete the survey. More pedestrians who came for lunch were observed in Kleinburg between 12:00 pm and 2:00 PM. Additionally, children from the area schools were also seen in the Kleinburg core getting lunch or snacks. From 6:00 PM to 7:00 PM activity in the village slowed and after 7:00 pm there were very few pedestrians observed.

A copy of the pedestrian intercept survey questions is included in **Appendix B1**.

5.2 KBIA Parking Task Force Meeting

Based on parking issues in the Kleinburg area, KBIA has established a Parking Task Force. During the Stakeholder Engagement Session #1 it was suggested that the Project Team meet with this task force to review Vaughan's parking study along with information and concerns developed by KBIA's Task Force.

On October 2, 2019 the Project Team and KBIA Task Force met and the following issues were discussed:

- **Work to date** – background data and documents, parking inventory and summer parking surveys and existing issues and concerns
- **Study outreach** – review of website, notices, surveys and Stakeholder and Public sessions
- **What has been learned so far**
- **Issues, needs, opportunities and recommendations**

The objective of the meeting was to inform the Task Force on the intents and purpose of the study, the process being used, work completed to date and expected outcomes of the work. In addition, there was an open discussion to gather input on the parking issues and needs and opportunities from the Task Force.

A presentation (see **Appendix B1**) was provided by the Project Team to discuss the study background, study objective and approach, study framework including general timelines, study outreach (communication activities), what has been observed (related to parking

usage/needs, parking/traffic interactions, signage/wayfinding, traffic operation and issues, safety and pedestrian/cyclists/scooters), and the next steps.

Discussions followed with the Task Force members. The issues and concerns discussed were similar to those raised by the KBIA participants attending the Stakeholder Engagement Session #1 and the Public Engagement Session #1.

5.3 KBIA Annual General Meeting

KBIA requested that the Project Team attend the Annual General Meeting (AGM) to provide a presentation on the study and to obtain feedback.

On October 29, 2019, the Project Team provided a similar presentation (see Appendix B1) that was given to the Parking Task Force with the following issues discussed:

- **Work to date** – background data and documents, parking inventory and summer parking surveys and existing issues and concerns
- **Study outreach** – review of website, notices, surveys and Stakeholder and Public sessions
- **What has been learned so far**
- **Issues, needs, opportunities and recommendations**

The objective of the presentation was to inform the KBIA members on the intent and purpose of the study, the process being used, work completed to date and expected outcomes of the work.

The presentation discussed the study background, study objective and approach, study framework including general timelines, study outreach (communication activities), what we have observed (related to parking usage/needs, parking/traffic interactions, signage/wayfinding, traffic operation and issues, safety and pedestrian/cyclists/scooters), and the next steps.

The only outcome of the presentation was a request that an additional survey be developed specifically for the businesses in Kleinburg. A follow up response was provided to the KBIA President that the online survey and the engagement sessions were developed to reach all stakeholders who had an interest in parking in Kleinburg. The Project Team felt that sufficient consultation had occurred with business owners and employees to obtain their valuable input and additional surveys were not necessary at this phase of the study.