

# Appendix A: Background Documents and Study Context



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## 1 BACKGROUND DOCUMENTS AND STUDY CONTEXT

A review of the background documentation established the groundwork for the Study, through an examination of Kleinburg’s parking history, policies, guiding principles and recommendations for the study area. Where applicable, background documents will assist in framing the future parking context for the village of Kleinburg.

### 1.1 CITY OF VAUGHAN OFFICIAL PLAN

A key policy in the City’s Official Plan (OP 2010) is to support the development of business associations in areas, such as the Kleinburg Village Core to enhance retail opportunities and to attract visitors. As a “local centre”, it is characterized as being pedestrian-oriented allowing residents and surrounding communities to meet daily needs where they live or work. The OP 2010 states that, with the intensification of centres, consideration must be given to the urban fabric and support for public transit development. As the City grows, the OP 2010 is committed to protecting and strengthening the character of areas, such as Kleinburg. The policies of the OP 2010 seek to protect and strengthen the character of the area, so it remains mostly stable as the City grows and matures. Small retail, schools, parks and community centres, intended to serve the local area, will continue to be encouraged to reduce the need of residents to drive, to meet regular daily needs for amenities and services. There is a need to ensure the Kleinburg Village Core offers adequate infrastructure to support the existing and planned tourist and commercial activities within this area, including adequate, comfortable and reliable parking amenities.

### 1.2 VILLAGE OF KLEINBURG ISLINGTON AVENUE STREETScape MASTER PLAN

The Master Plan focuses on the right-of-way of Islington Avenue and Nashville Road, its importance as a public area and treatments for an enhancement of study area streetscapes. The study supports the Kleinburg-Nashville Community Plan incorporating

a design that promotes safety, comfort, accessibility and security, an attractive public realm with landscaping elements (including, street furniture, lighting, signage etc.), sidewalks, bicycle paths and pedestrian-oriented development patterns. Parking strategies identified in the plan include encouraging off-street parking and consolidation of driveways along Islington Avenue. Consolidation of parking into rear lots and laneways, arranged in a manner that supports centralized wayfinding and ticket stations is also considered a feasible method for improving pedestrian safety. Thus, allowing parking within the area to be increased, providing safer routes for pedestrians due to a reduction in driveways.

### 1.3 KLEINBURG-NASHVILLE HERITAGE DISTRICT STUDY AND PLAN

The study area lies within one of the four Heritage Conservation Districts in the City of Vaughan, where district plans, policies and guidelines stand to conserve, protect and enhance the District's special character. The Kleinburg-Nashville Heritage District Study and District Plan identifies the Kleinburg Core as a prosperous and vibrant area and a tourist attraction, with 45 properties of heritage value. The Plan calls upon any landscape, streetscape and infrastructure improvements and future developments to enhance the heritage character of the District.

### 1.4 KLEINBURG ECONOMIC DEVELOPMENT STRATEGIC PLAN

The Kleinburg Economic Development Strategic Plan, 2011 (KEDS 2011 Study) provided a detailed assessment of visitors to Kleinburg and laid out goals and objectives for revitalization of the Kleinburg main street area represented by the KBIA. The KEDS 2011 Study envisions that Kleinburg will continue to provide locals and tourists with hospitality and retail-based services, as well as linkages with outdoor recreational amenities/activities, including trails, parklands, forested areas, etc. Two goals and related actions, as identified in the KEDS 2011 Study, set the stage for this parking study:

#### Goal 4 – Placemaking, Accessibility and Circulation:

- **Action 4.6** calls to review existing boulevard parking to confirm proper sight distance characteristics exist for pedestrian crossing and entry/exit from parallel parking and make certain boulevard parking doesn't encroach the pedestrian sidewalks.
- **Action 4.8** calls to assess the need, type, cost-sharing opportunities for bicycle parking facilities in the study area, based on the short and long-term requirements of the Village.
- **Action 4.9** indicates that the private parking supply should be reviewed and linking opportunities for smaller individual private parking lots be encouraged to increase the efficiency of parking operations. To accomplish this, the existing public and private parking supply, supply-response, as well as the impacts of the current parking operations, need to be understood and used in evaluating future parking needs within the study area, as a whole, through this parking study. Input from area stakeholders including, City Staff, businesses, the KBIA, the Kleinburg Area Rate-Payers Association (KARA), residents, customers and the general public will be crucial in developing effective parking strategies that address current and future potential issues.

### Goal 5 – Eliminate Barriers to Development:

- **Actions 5.9 and 5.11** call to adopt and apply parking supply rates in the March 2010 Parking Standards Review by IBI Group and shared parking calculation methodologies to the Kleinburg Village Mainstreet (along Islington Avenue) and Core areas.
- **Action 5.11** requires establishing a benchmark of the publicly available parking supply and update the benchmark over time. This Study includes completed parking utilization surveys to determine current and future parking demand-supply profiles.
- **Action 5.12 and 5.15** call to contact York Region District School Board (YRDSB) and Vaughan Public Library Board to establish conditions for joint use of parking resources to support commercial parking needs of the Kleinburg Mainstreet and Core areas. It is also recommended that the pick-up and drop-off areas at Kleinburg Public School be reviewed for tour bus parking opportunities.
- **Action 5.13** calls to review an extension of boulevard parking along Islington Avenue from north of Nashville Road to Treelawn Boulevard, as well as, to review the United Church (now known as the Pierre Berton Heritage Centre) parking lot layout to maximize the parking supply through joint usage opportunities.
- **Action 5.16** calls to review parking policies for large social gatherings in public venues such as the Bindertwine Park, located along Stegman Mill's Road within the study area.
- **Action 5.17** calls to update the calculation of cost of Cash-in-Lieu of on-site parking, based on current best practices and the directions provided in the March 2010 Parking Standards Review by IBI Group. Current best practices and background studies form the starting point to develop an implementation strategy for the recommended parking plan created through this Study.

Travel modes to Kleinburg in the KEDS 2011 Study are in line with the parking demand survey findings in this Study, with the private vehicle being the predominant mode choice and the primary reason to visit being related to food services and recreational activity. The June 2016 Update of the KEDS 2011 Study reviewed changes in the demand and supply characteristics in Kleinburg and noted that **Goals 4 and 5**, with the associated actions above remain outstanding items. Traffic issues remain an area of focus, including, the lack of parking or coordinated parking spaces, pedestrian safety issues and high traffic volumes during the late afternoon commute. Initiatives suggested by the KBIA include an increased parking (including shared parking) supply.

#### 1.5 CITY OF VAUGHAN TRANSPORTATION MASTER PLAN

The 2012 City of Vaughan Transportation Master Plan (TMP) recognizes that although future forecasted traffic demand is higher than the present capacity along Islington Avenue and Nashville Road, in the study area, widening may not be feasible because of the special historic character of Kleinburg. It is expected that these corridors would operate close to or at effective capacity in the future, while the excess traffic volumes would be diverted to other routes. The TMP, however, proposed installing new traffic signals at the intersection of Nashville Road and Islington Avenue by 2031. In addition, the TMP indicated that, with the planned developments proposed within the Kleinburg-Nashville area, improved transit service and providing transportation choices for area residents are required to reduce reliance on the personal automobile and to contribute to overall Travel Demand Management (TDM) goals of the TMP. TDM strategies support the physical transportation

network by providing policies, programs and innovative mobility services to reduce reliance on single occupant vehicle (SOV) travel.

### 1.6 PEDESTRIAN AND BICYCLE MASTER PLAN

The City's 2007 Pedestrian and Bicycle Master Plan recommended a community signed bike route/bike lane along Islington Avenue, as well as a community paved shoulder bikeway along Nashville Road and Stegman's Mill Road. The City is developing a new City-wide Pedestrian and Bicycle Master Plan (PBMP) building on the 2007 PBMP and the 2012 TMP. The draft preferred cycling and multi-use trail network indicates Islington Avenue is a local route, while Nashville Road and Stegman's Mill Road form part of the primary network for the Vaughan Super Trail (Phase 2) with connections across Highway 7, and to the McMichael Canadian Art Collection, respectively. These plans highlight the move towards more sustainable modes of transportation, as well as the City's commitment to supporting the expansion of the active transportation network.

### 1.7 ACTIVE DEVELOPMENT APPLICATIONS

Several development applications are currently active within the study area in Kleinburg, based on a review of the City of Vaughan's online repository ("City of Vaughan PLANit Application Viewer") and observations during site visits by the study team. **Table 1.1** lists the development applications, which will be reviewed in detail as part of future parking needs assessment. These locations are mapped in **Figure 1-1**.

Generally, the active applications have reviewed parking requirements of the existing City By-Law 1-88. Where proposed parking supply for a development does not meet requirements under By-law 1-88, parking is proposed in accordance with parking rates in the IBI March 2010 Study. Therefore, all applications meet parking requirements acceptable by the City of Vaughan and are not expected to exacerbate parking supply concerns in Kleinburg. It is important that future parking needs can be accommodated as new developments are introduced to the area. This creates an opportunity to explore funding mechanisms, for parking development which can include initiatives such as paid parking, development charges and cash-in-lieu of parking.

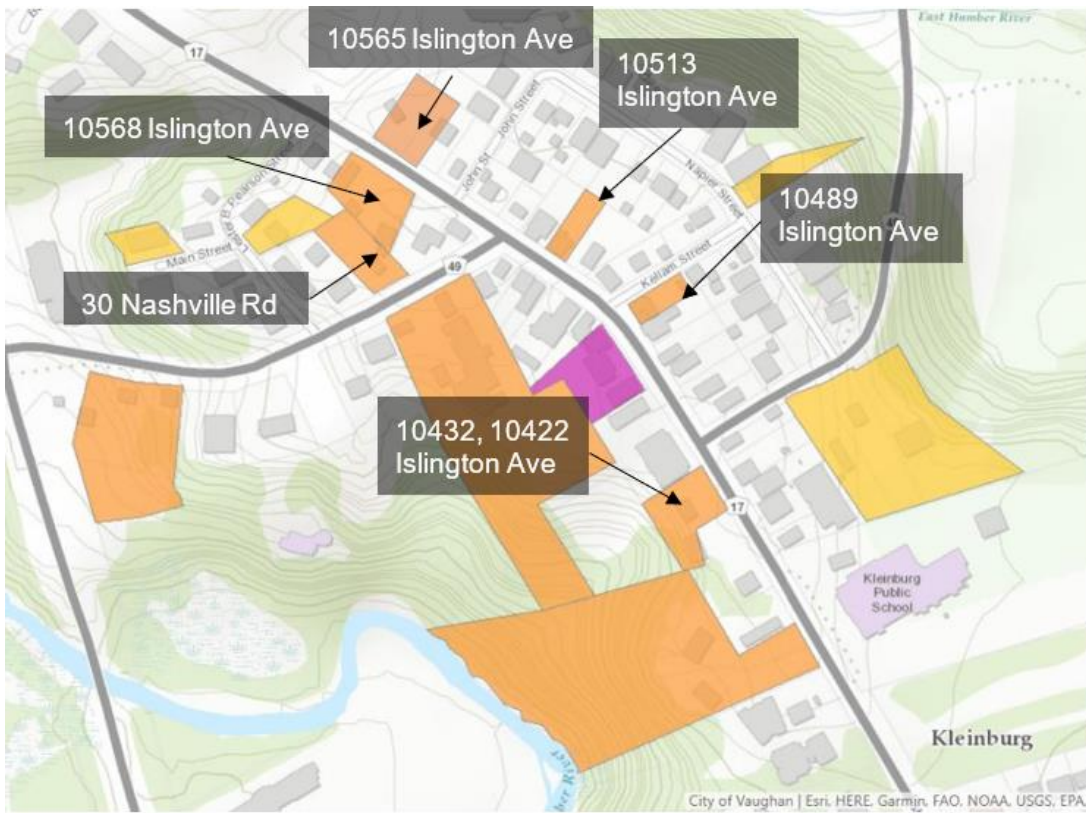


Figure 1-1 Currently Active Development Applications in Kleinburg





**Table 1.1 Currently Active Development Applications in Kleinburg**

Address	Application Details
<p>10432, 10422 Islington Avenue</p>	<ul style="list-style-type: none"> <li>Planned development for a new two-storey mixed use building (residential units, dance studio).</li> <li>Adequate parking provided to meet City of Vaughan Zoning By-law No. 1-88.</li> <li>A new driveway will be constructed via Islington Avenue to provide full movement vehicle access to the subject development.</li> </ul>
<p>30 Nashville Road</p>	<ul style="list-style-type: none"> <li>Planned development for a mixed-use building (residential and commercial) with underground parking. The parking supply for the proposed residential, visitors, and commercial uses is slightly less than the by-law requirement.</li> <li>The development includes a total of 45 parking spaces in accordance with parking rates in the IBI March 2010 Study. However, this supply is lower than the 68 parking spaces required per current By-Law 1-88. The parking variance was deemed to be acceptable considering local on-street parking supply, expected customers' mode of travel and Region's future mode share targets.</li> </ul>
<p>10513 Islington Avenue</p>	<ul style="list-style-type: none"> <li>Proposed mixed-use development (restaurant and residential)</li> <li>The development includes a total of 13 parking spaces, exceeding the requirements under the parking rates in the IBI March 2010 Study. However, this supply is lower than the 21 parking spaces required per current By-Law 1-88.</li> <li>The application proposes to <u>remove two on-street parking spaces</u> on the east and west side of the site access driveway to achieve minimum sight distance requirements.</li> </ul>
<p>10398, 10402 Islington Avenue</p>	<ul style="list-style-type: none"> <li>Proposed 22 townhouse units with access onto a private driveway from Islington Avenue.</li> <li>44 resident and 5 visitor vehicular parking spaces provided; 12 visitor bicycle parking spaces provided. Visitor and bicycle parking spaces are not required under the City's By-Law 1-88.</li> <li>The development application proposes the section of Islington Avenue (i.e., west side) along the frontage of the site be signed as "No Stopping" (currently signed "No Parking") to discourage pick-up and drop off-activity associated with the Kleinburg Public School.</li> </ul>
<p>357, 365, 375 Stegman's Mill Road</p>	<ul style="list-style-type: none"> <li>Future development of detached residential housing with connected underground parking garage. Parking provided is consistent with the parking required under By-law 1-88.</li> <li>The proposed site access is located 10 m west of Napier Street along Stegman's Mill Road.</li> </ul>

Address	Application Details
10489 Islington Avenue	<ul style="list-style-type: none"> <li>OPA application for 3-storey mixed-use residential-commercial development. No other relevant data is currently available for this application.</li> </ul>
10565 Islington Avenue	<ul style="list-style-type: none"> <li>A proposal for a three-storey mixed-use residential/commercial development with at-grade commercial use, at-grade-residential use (6 apartment dwelling units), residential uses on the upper floors (16 apartment dwelling units) and underground parking.</li> </ul>

### 1.8 CASH-IN-LIEU POLICIES

Cash-in-lieu is a parking policy tool that reduces or waives the provision of on-site parking required by a governing zoning by-law. This policy was initially developed for situations where developers could not physically (or feasibly) accommodate required parking on-site and, in the case of Kleinburg, significantly affected heritage buildings. The policy enables the owner of a site seeking to rezone and/or develop a site for commercial purposes to make an application to the municipality to provide cash-in-lieu of providing on-site parking. The policy can provide benefits to both the owner and municipality which include:

- Creating opportunities for shared parking/public parking, better utilizing parking spaces
- Generating revenue for municipal parking, enabling municipalities to control parking supplies and support desired land uses and can even assist in funding transit
- Area dedicated to parking can be reduced, providing developers with greater flexibility for site plan design
- Can support modal split changes, discouraging car use, encouraging walking and assisting municipalities with urban design.

#### 1.8.1 Current Cash-in-Lieu Application in Vaughan

A cash-in-lieu parking by-law (By-law 159-2006) applies to properties designated as “Mainstreet Commercial” within Kleinburg under Official Plan #601 (Kleinburg-Nashville Community Plan). A review of a 2013 report for the area, known as the Vaughan Metropolitan Centre (VMC), propositioned that a cash-in-lieu policy be applied for this area, as a means of financing surface and structure parking. The City uses the following formula to calculate fees to be paid under the policy:

$$\text{\$} = ((P \times 40) + (S \times 28) + (L \times 12)) \times M + \text{\$}m$$

- P = Land acquisition cost per m<sup>2</sup>
- 40 = area of a parking space, plus the area associated with a portion of the required aisles and access plus the area of landscaped open space
- S = Construction cost per m<sup>2</sup> of parking spaces
- 28 = area of a parking space, plus the area associated with a portion of the required aisles and access
- L = Construction cost per m<sup>2</sup> of amenity/landscape/lighting
- 12 = area of land associated with amenity/landscape/lighting

- M = Multiplier (0.1 for conversions and renovations and 1.0 for new construction and additions)
- \$m = Recurring maintenance charge

Notably, this formula includes a **cost recovery component (\$m)** for amenity costs and recurring maintenance.

If a landowner/developer within Vaughan wishes to reduce the number of parking spaces determined to be required by Zoning By-law 1-88, they must apply to the Committee of Adjustment (COA) for a minor variance or pursue an amendment to the zoning by-law.

Cash-in-lieu is not an as-of-right tool. It is a tool that is solely at the discretion of those that are reviewing the site development application. When the proposal is at odds with the zoning by-law requirements, including the setbacks, driving aisle widths, and, of course, the number of parking spaces on-site, the proponent needs to make an application through the COA. The COA process allows for other property owners, within a prescribed area surrounding the site in question, to be informed and to have an opportunity to submit their support and concerns regarding the application to the COA. The COA may then choose to apply the cash-in-lieu option to account for a parking space deficiency.

### 1.9 VAUGHAN DRAFT ZONING BY-LAW

The Kleinburg core is designated as a mixed-use zone under the by-law (KMS - Kleinburg Main Street Mixed-Use) where specific parking requirements are applied that differ from the City at-large. Requirements for residential uses are consistent with rates that appear for “All Other Zones” but are higher than other zones such as the Vaughan Metropolitan Centre (VMC). Commercial parking requirements for KMS are either consistent with or lower than requirements for areas designated “All Other Zones”. Under Section 8.1.12 of the Draft Zoning By-Law, surface and below-grade parking are permitted in KMS. From an active transportation perspective, the Zoning By-Law positively outlines requirements and design guidelines for bicycle parking.

The requirements for the City, at-large, speak to a *minimum* and *maximum* parking requirement in most case, while the KMS predominantly shows an application of only a *minimum* standard.

The framework for setting parking requirements also incorporates the notion of:

- Temporal variation of parking demand over the course of the day
- Allowing for shared use of parking spaces

### 1.10 PREVIEW OF BILL 108

Bill 108 proposes several amendments to the land use planning regime (Planning Act) in Ontario. Bill 108 proposes to repeal many – but not all – of the amendments introduced through Bill 139 (the *Building Better Communities and Conserving Watersheds Act, 2017*) in 2017.

The final content of Bill 108 has not yet been determined and proposed regulations are not yet available. Matters such as transition, along with other matters that, were addressed in regulations to the *LPAT Act* are expected to be dealt with in the regulations. Revisions to the LPAT’s Rules of Practice and Procedure are also anticipated.

Bill 108 retains the LPAT name but proposes to repeal the “two-stage” appeal process, returning to a single hearing. However, the Province of Ontario will have the authority to exempt certain types of development from the community benefits charge. Before passing a community benefits charge by-law, municipalities will be required to prepare a community benefits charge strategy, identifying the facilities, services and matters to be funded with community benefits charges. At this point, it is unclear if community benefits include parking, parkland, or transportation mobility strategies.

Bill 108 proposes to cap the amount of community benefits as a percentage of land value, to be prescribed by regulation. Bill 108 also sets out a process for owners to object to the value of the community benefits charge, and a process governing municipalities’ collection and use of the funds, including a requirement that the municipality spend or allocate at least 60% of the funds in a year.



## Appendix B: Public Consultation



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## 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.

Phase 2 of the consultation and Engagement process was to update the public, agencies, and stakeholders on Phase 1 findings with the existing issues and opportunities in Kleinburg. Additionally, to provide potential solutions to address existing issues for the short, medium and long-term of the Kleinburg Village Core and gather input from the public and stakeholders to evaluate and refine potential solutions.

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

Due to the Phase 2 Consultation occurring during the COVID-19 pandemic and closure of all public offices, the Stakeholder Consultation was held as a virtual meeting and the Public Consultation and Feedback Session #2 was completed through a specially designed website with the presentation available on the website and available for the public to view.

The Public Information and Feedback Session #2 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 including notice was forwarded to the list of residents based on the email contact list from Public Information and Feedback Session #1. Additionally, it was also promoted by the City of Vaughan LinkedIn page to encourage people to participate in the Public Consultation and Feedback Session #2.

The purpose of the Session #2 meetings was to:

- Provide update on findings and existing issues in the Kleinburg Village Core
- Inform the public and stakeholder on alternate solutions for the short, medium, and long-term
- Gather input on proposed solutions and incorporate comments and refine solutions

All materials used for Phase 1 and 2 Consultation are included in **Section 4**.

## 2 PHASE 1 CONSULTATION

### 2.1 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

### 2.1.1 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 improving aesthetics (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.

## **2.2 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 **Section 4.0**) 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**

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

**Table 2 What are the Options**

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

<i>Potential Options</i>	Priority	Your Ideas
	High	– Are there other solutions?
	Medium	– Could these options work in Kleinburg?
	Low	
<b>Provide infrastructure to benefit vulnerable users equitably</b> (e.g. bike parking, sidewalk without boulevard parking)	High priority	– Municipal bike racks
<b>Other Suggestions</b>	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

### 2.3 Online Survey #1

Online Survey # 1 was the first of two online surveys conducted 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 **Section 4**.

## 2.4 Additional Public Consultation and Engagement

### 2.4.1 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 **Section 4**.

### 2.4.2 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 **Section 4**) 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.

#### **2.4.3 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 **Section 4**) 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.

### 3 PHASE 2 CONSULTATION

#### 3.1 Stakeholder Engagement #2

The Agency/Stakeholder Engagement Session #2 was held on April 20, 2020 via teleconference due to the ongoing COVID-19 pandemic prohibiting any in-person meetings. There were 31 participants including the Project Team that attended the session.

The stakeholders that attended represented the following groups:

- City of Vaughan Departments (e.g., Policy Planning and Environmental Sustainability, Recreation, Real Estate, Transportation Planning)
- York Region
- Kleinburg Public School
- Kleinburg Business Improvement Area
- Kleinburg and Area Ratepayers Association
- Kleinburg Public Library

##### 3.1.1 Agency/Stakeholder Session #2 Comments

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

##### Safety

- Difficulty for buses to complete right/left turning movement due to cars parked on boulevard at the north entrance.
- Right turn movement onto Stegman's Mill Road from Islington Avenue have challenges completing the movement.
- Consideration should be given to diverting traffic to Highway 27 via Nashville Road as a solution to increase pedestrian safety and mobility improvements for non-automotive traffic.

##### Parking Utilization

- Accommodation of parking lay-bys south of Stegman's Mill road
- Pierre Berton Heritage Centre parking is not being utilized and should be made available to the public as it is more often empty.
- Stores' staff often using on-street parking along Islington Avenue and taking up visitor/customer space.



### 3.2 Public Information and Feedback Session #2

The Public Information and Feedback Session #2 was completed via an online website as public gatherings were prohibited during the time due to COVID-19 pandemic. The website provided a general overview of the project with the boards and lastly a feedback box was provided to record any concerns of the public. The website was online to record any feedback comments from June 8, 2020 to June 22, 2020. A total of six (6) feedback comments were provided and one (1) comment was posted on the City of Vaughan LinkedIn post about Public Information and Feedback Session #2. Approximately, 70 local area residents visited the virtual Public Information Feedback Session #2 website ([www.kleinburgparkingstudy.ca](http://www.kleinburgparkingstudy.ca)) from June 8, 2020 to June 22, 2020.

The project presentation boards (included in **Section 4**) covered the following topics:

- Study Background
- Study Framework
- Study Scope and Objectives
- Existing conditions (related to parking supply, parking demands and traffic conditions and behaviours)
- Overview of feedback from Phase 1 Stakeholder and Public feedback
- Existing challenges and opportunities
- Short, medium, and long-term solutions, evaluation, and recommendations
- How to participate further
- Next steps and study contacts

As explained previously, at the end of the presentation, a feedback comment box was provided to record any other comments or concerns from the public regarding the findings and proposed solutions.

#### 3.2.1 Public Engagement Session #2 Comments

Participants had the opportunity to provide comments about the proposed solutions for the short, medium, and long-term as part of the feedback comment box. A total of 6 feedback comments were received through the course the Public Information and Feedback Session was online. The following are key issues/comments received:

##### Signage and Pavement Markings

- Better pavement markings of on-street parking
- Add signage to limit duration of on-street parking

### Parking

- Bindertwine park has limited parking in the evenings as the fields are utilized by recreational tournaments held after work.
- Redesigning the streetscape on Stegman's Mill Road to accommodate on-street parking
- Make sure developers meet parking bylaws to make sure sufficient parking is provided on site
- People often parking illegally and in an unorganized fashion on the on-street parking along Islington Avenue.

### Traffic

- Consider making Islington Avenue a one-way street with all traffic leading to the core would be resident only.

### Cyclists

- Cyclists will not prefer to park in the Bindertwine parking lot due to the gravel in the parking lot as well as the steep grade on Stegman's Mill Road.
- Significant conflict between cyclists vehicles during peak hours due to the tight Islington Avenue roadway within the core.
- More bike racks are required in the core to provide stalls for riders to access local shops and cafes.

### **3.3 Online Survey #2**

This survey was available online from March 04 to June 5, 2020. A total of 151 responses were collected via the Survey Monkey platform. The survey was aimed at gathering opinions of the various solutions from people who either visit, work, or a resident of the Kleinburg Village. The survey questions included:

- Information regarding respondent in relation to Kleinburg
- information related to mode of travel to Kleinburg
- identifying issues
- rating potential parking solutions
- rating location of preference of new centralized parking
- rating various solutions in regard to cyclists, pedestrians, and tourists

A complete set of Online Survey #2 questions is also provided in **Section 4**.

# Public Consultation Materials - Phase 1





# **NOTICE OF STUDY COMMENCEMENT AND ADVERTISEMENTS**

# Working to accommodate long-term parking needs in Kleinburg

SEP. 04, 2019

## Parking Strategy Review for the Kleinburg Village Now Underway

The City of Vaughan is working to develop a parking management strategy that will help address parking needs in the Kleinburg Village. Kleinburg is one of Vaughan's premier commercial neighbourhoods with a charming residential community at its core, and a rich and varied history. It is also a destination for thousands of visitors. Limited public parking is recognized as a significant challenge.

### ABOUT THE PARKING STRATEGY REVIEW

The City of Vaughan retained McIntosh Perry Consulting Engineers to undertake a study to review and assess parking requirements in Kleinburg. The study is underway and the community is invited to participate in the process and provide input.



The village is home to more than 60 retail and service businesses, as well as schools, libraries and art galleries. Parking in this area has become an outstanding barrier for growth due

to limited public parking, and increasing populations and visitors.

The Kleinburg Parking Strategy review will explore opportunities to accommodate immediate and long-term needs for parking in the area through a comprehensive, forward-looking strategy. The strategy will assess the current parking conditions, recommend implementable parking management solutions and identify sustainable sources of funding or financing alternatives. The review is expected to be completed by May 2020.

### SHARE YOUR FEEDBACK

Collecting feedback from the community is vital to the success of the study. Whether a resident, business owner, working professional or occasional visitor, your experience with parking in the area is important and will help inform future recommendations. Several opportunities to provide input will be provided:

- **INFORMATION AND FEEDBACK SESSION:** This will be an opportunity to learn about the project and provide input on the existing Kleinburg parking situation. The public will be consulted on issues, opportunities, needs, priorities and desired outcomes. This drop-in session will take place on **Thursday, Sept. 26 from 5 p.m. to 8 p.m. at Pierre Berton Heritage Centre, 10418 Islington Ave.**
- **ONLINE SURVEY:** The online survey will collect input on immediate and future parking needs, including issues, opportunities and desired outcomes. The online survey, will be published on [vaughan.ca/KleinburgParking](http://vaughan.ca/KleinburgParking) when it becomes available.
- **EMAIL OR TELEPHONE:** Comments or questions can also be directed to:  
Samar Saadi Nejad, P.Eng.  
Manager, Development Transportation Engineering, City of Vaughan  
Tel. 905-832-2281, ext. 8253  
Email: [samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca)  
  
Mehemed Delibasic, P.Eng.  
Consultant Project Manager  
McIntosh Perry Consulting Engineers Ltd.  
Tel. 289-319-3112  
Email: [m.delibasic@mcintoshperry.com](mailto:m.delibasic@mcintoshperry.com)



# Working to accommodate long-term parking needs in Kleinburg

The City of Vaughan is working to develop a parking management strategy that will help address parking needs in the Kleinburg Village core. Kleinburg is one of Vaughan's premier commercial neighbourhoods and a destination for thousands of visitors. Limited public parking is recognized as a significant challenge.

As part of the strategy, the City must assess the current parking conditions in the area, including understanding the existing parking capacity versus current usage, the various travel options that are preferred for moving around and through Kleinburg, and the general duration of stay of visitors to Kleinburg.

As part of this data collection, McIntosh Perry — the consultant that was hired to develop the parking strategy — will be observing vehicles in on-street and off-street customer parking facilities located on privately owned commercial property (such as grocery stores, strip malls, etc.). The data they are collecting are partial vehicle licence plate numbers — that is the first four digits of the licence plate number only. This specific data will ensure the City captures a unique sample of vehicles that tell a true story of the current parking situation in Kleinburg. The parking assessment will be conducted over the course of three months starting Thursday, Aug. 15, 2019. The data collected during this time will not be stored beyond the duration of the parking study, which is anticipated to be complete by May 2020. It will be compiled and used by the City and its authorized agents for analysis and statistical purposes in determining parking needs.

Thank you for your co-operation as we undertake this important city-building initiative.

## NOTICE OF COLLECTION

Information obtained during this assessment period is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of assessing the current parking conditions in the Kleinburg Village core. This information will be used by the City of Vaughan and will become part of the City of Vaughan's Development Engineering files for the duration of the study. Questions about this collection can be directed to Samar Saadi Nejad, Manager, Development Transportation Engineering, Development Engineering department, at [samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca) or 905-832-2281, ext. 8253.

# KLEINBURG PARKING STRATEGY

Join the conversation about  
parking in Kleinburg!

To learn about the project, upcoming  
Public Information Sessions and link  
to Online Surveys please visit:

[vaughan.ca/Kleinburgparking](http://vaughan.ca/Kleinburgparking)



The Kleinburg Parking Strategy Review will explore opportunities to accommodate immediate and long-term needs for parking in Kleinburg through a comprehensive, multi-modal and forward-looking strategy.



## Abseen Anya

---

**From:** Saadi Nejad, Samar <Samar.SaadiNejad@vaughan.ca>  
**Sent:** September 24, 2019 2:48 PM  
**To:** Mehemed Delibasic; Abseen Anya  
**Cc:** Wang, Tong; Pat Becker; Sorbara Domenic  
**Subject:** FW: RE: Social Media Ads

Hi Mehemed,

Please see below for your information.

Regards,

**Samar SaadiNejad, P.Eng., M.A.Sc.**  
**Manager, Development Transportation Engineering**  
905-832-8585, ext. 8253 | [samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca)

**City of Vaughan | Planning & Growth Management Portfolio**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)



We have been heavily promoting the drop-in session for almost two weeks now, see below for some screen grabs:





**City of Vaughan**  @City\_of\_Vaughan · Sep 23 

Do you have ideas on how to improve parking in #Kleinburg Village? The City of #Vaughan is hosting a drop-in session at Pierre Berton Heritage Centre on Thursday, Sept. 26 from 5 p.m. to 8 p.m. Have your say and learn more at [vaughan.ca/KleinburgParki...](http://vaughan.ca/KleinburgParki...)





City of Vaughan

Yesterday at 8:45 AM · 🌐



Do you have ideas on how to improve parking in #Kleinburg Village? The City of #Vaughan is hosting a drop-in session at Pierre Berton Heritage Centre on Thursday, Sept. 26 from 5 p.m. to 8 p.m. Have your say and learn more at [vaughan.ca/KleinburgParking](http://vaughan.ca/KleinburgParking).

**KLEINBURG**  
**PARKING STRATEGY**  
INFORMATION SESSION  
Thursday, Sept. 26 | 5 p.m. - 8 p.m.  
Pierre Berton Heritage Centre, 10418 ISLINGTON AVE.  
Attend a drop-in information and feedback session  
and provide input on parking in Kleinburg.  
The public will be consulted on issues, opportunities,  
needs, priorities and desired outcomes.

vaughan.ca/KleinburgParking

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### PUBLIC INFORMATION AND FEEDBACK SESSION ON SEPTEMBER 26, 2019

#### EVENTS



#### Date & Time

Start Date: Thursday, 26 September 2019

End Date: Thursday, 26 September 2019

Time: 5:00 PM - 8:00 PM

ADD TO CALENDAR



#### Location & Venue

Pierre Berton Heritage Centre

10418 Islington Ave., Vaughan ON, L0J 1C0

Information for GPS:

Latitude: 43.8420101250471

Longitude: -79.6267

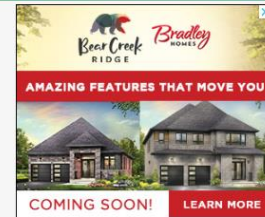
#### Additional Detail:

All Ages | Free

#### Contact info

Name: Samar Saadi Nejad

Phone: 905-832-2281



#### EVENTS CALENDAR

DECEMBER 2019

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

19 Today ■ Event Available

#### FILTER BY CATEGORY

Arts

Attractions

Name: Samar Saadi Nejad  
 Phone: 905-832-2281

**Details**  
 The City of Vaughan is working to develop a parking management strategy that will help address parking needs in the Kleinburg Village. The public will also be consulted on issues, opportunities, needs, priorities and desired outcomes.



**POPULAR EVENTS** [MORE EVENTS](#)



**EVENTS** Dec.20,2019 | 7:00 PM  
**The Nutcracker ballet**  
 Community, Arts, Music, Family, Seasonal, Attractions |  
 Richmond Hill Centre for the Performing Arts

**EVENTS** Dec.22,2019 | 11:00 AM  
**Chanukah Wonderland**

**EVENTS** Dec.21,2019 | 3:30 PM  
**York symphony orchestra holiday spectacular**

**EVENTS** Dec.22,2019 | 11:00 AM  
**Toronto Card Show -- Sports Cards & Memorabilia**

**EVENTS** Dec.19,2019 | 8:00 PM  
**Serena Ryder Christmas Kisses Tour**

**EVENTS** Dec.21,2019 | 7:00 PM  
**Live Nativity Pageant**

**EVENTS** Dec.21,2019 | 10:00 AM  
**Holiday Market**

- Arts
- Attractions
- Community
- Dining Events
- Family
- Festivals and Fairs
- LGBTQ
- Music
- Seasonal
- Shows and Expos
- Sports

**FILTER BY LOCATION**

- All region cities
- Markham
- Richmond Hill
- Vaughan
- Newmarket
- Aurora
- Thornhill

Although we endeavour to provide the most accurate description of the event listing and venue, we are not responsible or liable for errors and omissions in the event description, location or intended audience. If necessary, please contact the event organizer for more information.



# **AGENCY / STAKEHOLDER SESSION #1**



# **KLEINBURG PARKING STRATEGY REVIEW**

**AGENCY / STAKEHOLDER SESSION #1**

City of Vaughan  
September 17, 2019

# OUTLINE

- Introductions
- Meeting Objectives
- Study Background
- Study Objective and Approach
- Study Framework
- Study Outreach
- Discussion: Needs, Issues and Opportunities

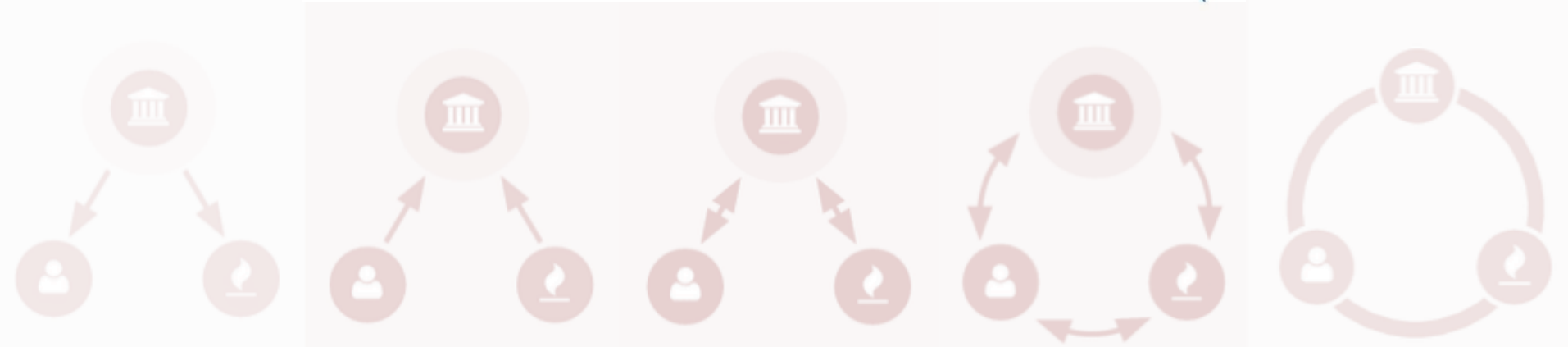


# KLEINBURG PARKING STRATEGY - STUDY AREA





# MEETING OBJECTIVES



- **Introduce** the Kleinburg Parking Strategy Review and study team
- **Inform** on the intents and purposes of the study, the process being used, work completed to date and expected outcomes of the work
- **Gather** input on the parking issues, needs and opportunities from stakeholders throughout Kleinburg and surrounding areas
- **Open** communication channel for stakeholder input over the course of the study

# STUDY BACKGROUND

## Historic Kleinburg Village features:

- Stellar heritage and natural assets
- Islington Avenue, a vibrant main street
- Mixed use and retail/commercial land uses that attract visitors and area residents



**Limited public parking** is a significant challenge for growth and development in Kleinburg.

- Based on Kleinburg Economic Development Strategy, 2011

# STUDY OBJECTIVE AND APPROACH

**OBJECTIVE:** Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long term parking demands in Kleinburg



## Immediate and Future Parking Needs

Short-term (1 – 5 years), Medium-term (5 – 10 years), Long-term (2041) Horizons



## Strategic Parking Management Plan

Comprehensive parking strategies, policies, and guidelines



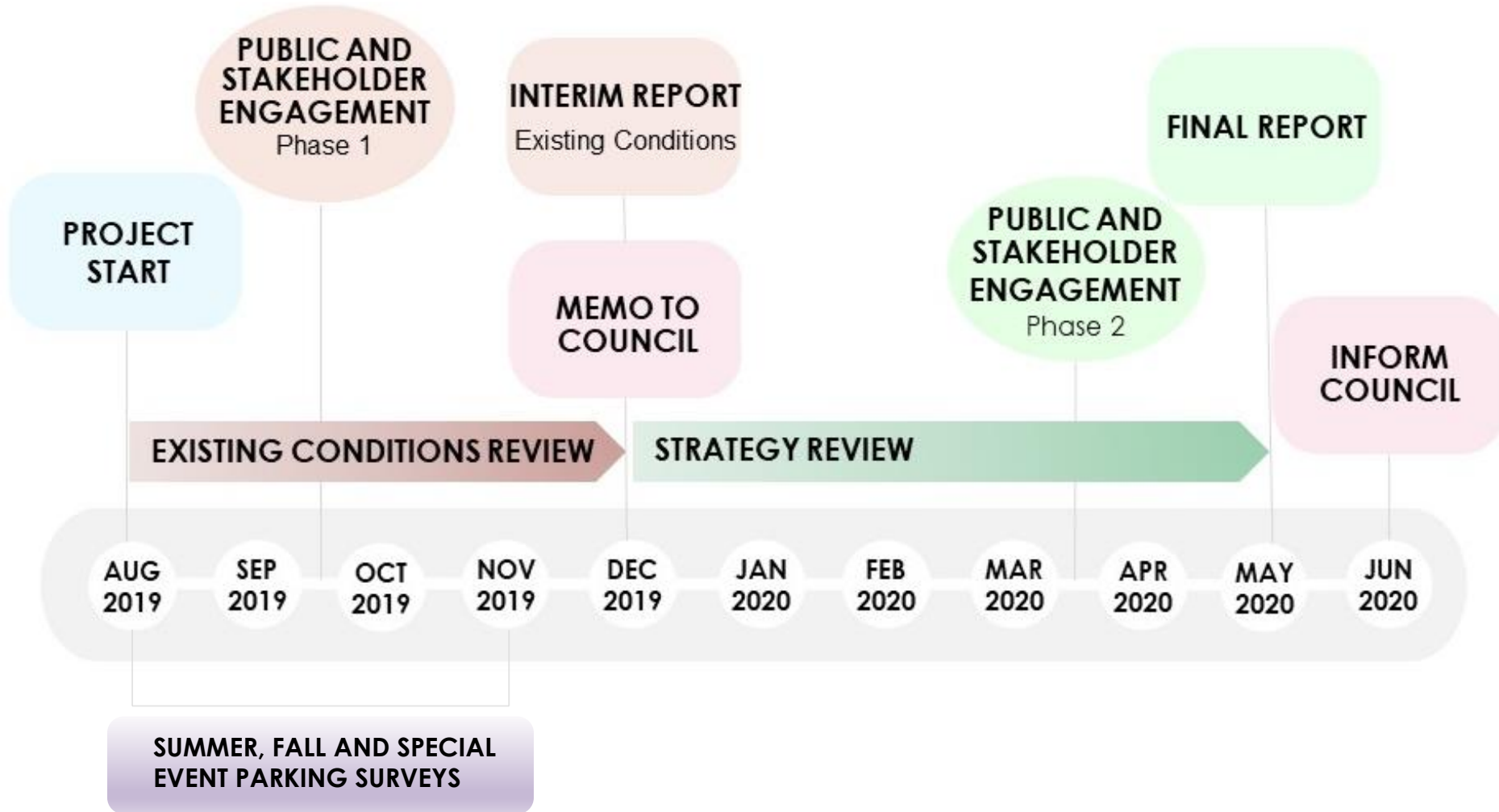
## Implementation Plan

Costs and funding strategy, phasing strategy and monitoring plan

## APPROACH



# STUDY FRAMEWORK



# STUDY OUTREACH

## Project Website

- Project Background and updates
- Opportunity to share feedback
- <http://vaughan.ca/KleinburgParking>

## Study Notices

- Notices for study commencement and parking data collection
- Available on project website

## Online Survey

- Collects input from the community about parking needs, issues, opportunities and desired outcomes in Kleinburg
- Open until end of October 2019
- <https://www.surveymonkey.com/r/KleinburgParking1>



## Public Information and Feedback Session

- September 26, 2019
- 5:00 PM to 8:00 PM
- Pierre Berton Heritage Centre, Kleinburg, ON



**OPEN DISCUSSION  
NEEDS, ISSUES AND OPPORTUNITIES**

# WHAT WE HAVE LEARNED SO FAR



**Parking Usage /  
Parking Needs**

**Illegal parking** both on-street and off-street (e.g. in no-parking zones along Kellam Street, in fire zones, in front of fire hydrants, in the kill strip etc.)

**Space designations** for residential / specific commercial uses within private lots not always followed

**Customers** park at the Public Library, Kleinburg Public School, Pierre Berton Heritage Centre and Doctor's House to walk to another establishment

**Visitors** to McMichael Art Gallery sometimes park at Bindertwine park and walk through the trails to the gallery



**Parking / Traffic  
Interactions**

Vehicles' **waiting or hesitating** to turn into a parking lot impacts through-traffic on Islington Avenue

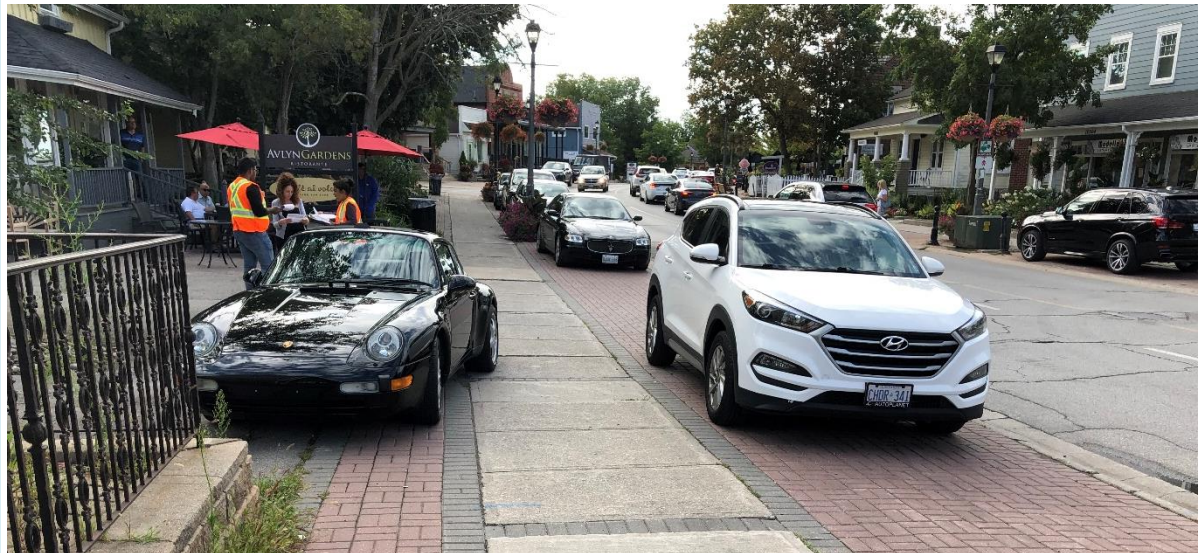
Vehicles **backing out** of parking spaces impact through-traffic on Islington Avenue



**Signage / Wayfinding**

Customers **unsure** whether parking is allowed along Islington Avenue

**Difficulty in seeing** parking restrictions at night along Kellam Street



# WHAT WE HAVE LEARNED SO FAR



## Traffic Operations and Issues

**High traffic volumes** and operations at the intersection of Islington Avenue and Stegman's Mill Road between approximately 4 PM – 6PM. Northbound queues can extend to Bindertwine Boulevard.

**Queues** along Stegman's Mill Road observed to extend to Napier Street

**Heavy vehicles** on Nashville Avenue and Stegman's Mill Road (especially due to Pine Valley detours)

**Trucks** make wide turns and impact crossing traffic along Islington Avenue



## Safety

Vehicles parked on-street often **encroach** onto the pedestrian sidewalk

Enforcement is required to bring vehicles to a **complete stop** at intersection of Islington Avenue with Nashville Road



## Pedestrians / Cyclists / Scooters

**Cyclists and scooters** ride both on the road and along sidewalk as there is no dedicated infrastructure for them

**Heavy pedestrian activity** around Islington Avenue and Kellam Street (Starbucks)

**Jay-walking** occurs, especially at intersection of Islington Avenue and Kellam Street (across from the busy Cookie Crumble Café)

**Cycling groups** meet in Kleinburg, particularly on weekends

**Casual cyclists** leave bicycles leaning against the Old Confectionary Hall



# SITE PHOTOS



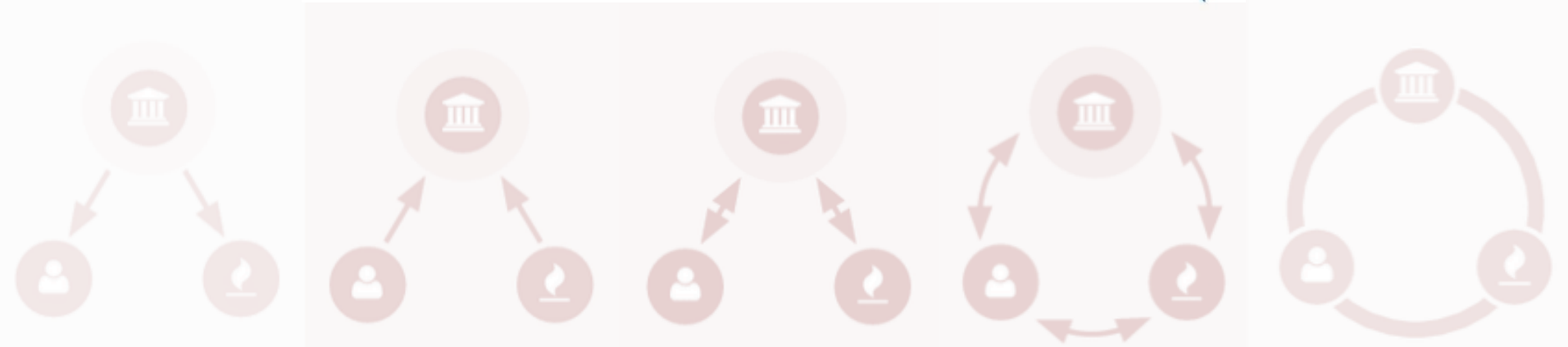
# SITE PHOTOS



# SITE PHOTOS



# NEXT STEPS



- **Complete** data collection
- **Undertake** data analysis
- **Prepare** interim report and memo to council
- **Develop** parking management strategy





# **PUBLIC INFORMATION AND FEEDBACK SESSION #1**

# WELCOME TO THE KLEINBURG PARKING STRATEGY REVIEW

## PUBLIC INFORMATION AND FEEDBACK SESSION #1

SEPTEMBER 26, 2019



### Purpose of this session:

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

Please sign in. Project team members are here to answer questions.  
Please fill out a comment form before you leave.

# KLEINBURG PARKING STRATEGY - STUDY AREA





# STUDY BACKGROUND

- Kleinburg is one of the **City of Vaughan's historic villages** with a charming residential community at its core, abundant natural assets and a rich and varied history.
- Islington Avenue, a **vibrant main street**, runs through the Village Core and is fronted by mixed use and retail/commercial land uses. Kleinburg's commercial attractions are set in historical buildings and provide a steady stream of activity.
- The 2011 Kleinburg Economic Development Strategy (KEDS) identified that **limited public parking** is a significant challenge for developments in Kleinburg.
- The Kleinburg Parking Strategy Review was initiated by the City of Vaughan in August 2019 to identify and assess alternatives for existing and future parking needs, recommend implementable parking management solutions and identify sustainable sources of funding or financing alternatives.



# STUDY SCOPE AND OBJECTIVES

Objective: Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long term parking demands in Kleinburg



**Assess** existing parking supply and demand profiles, and consider the transportation modes in Kleinburg



**Collect** input and address comments from the public and stakeholders during the study



**Develop** menu of solutions for comprehensive parking strategy by understanding and quantifying immediate and future parking needs (1-5 years, 5-10 years, 2041)

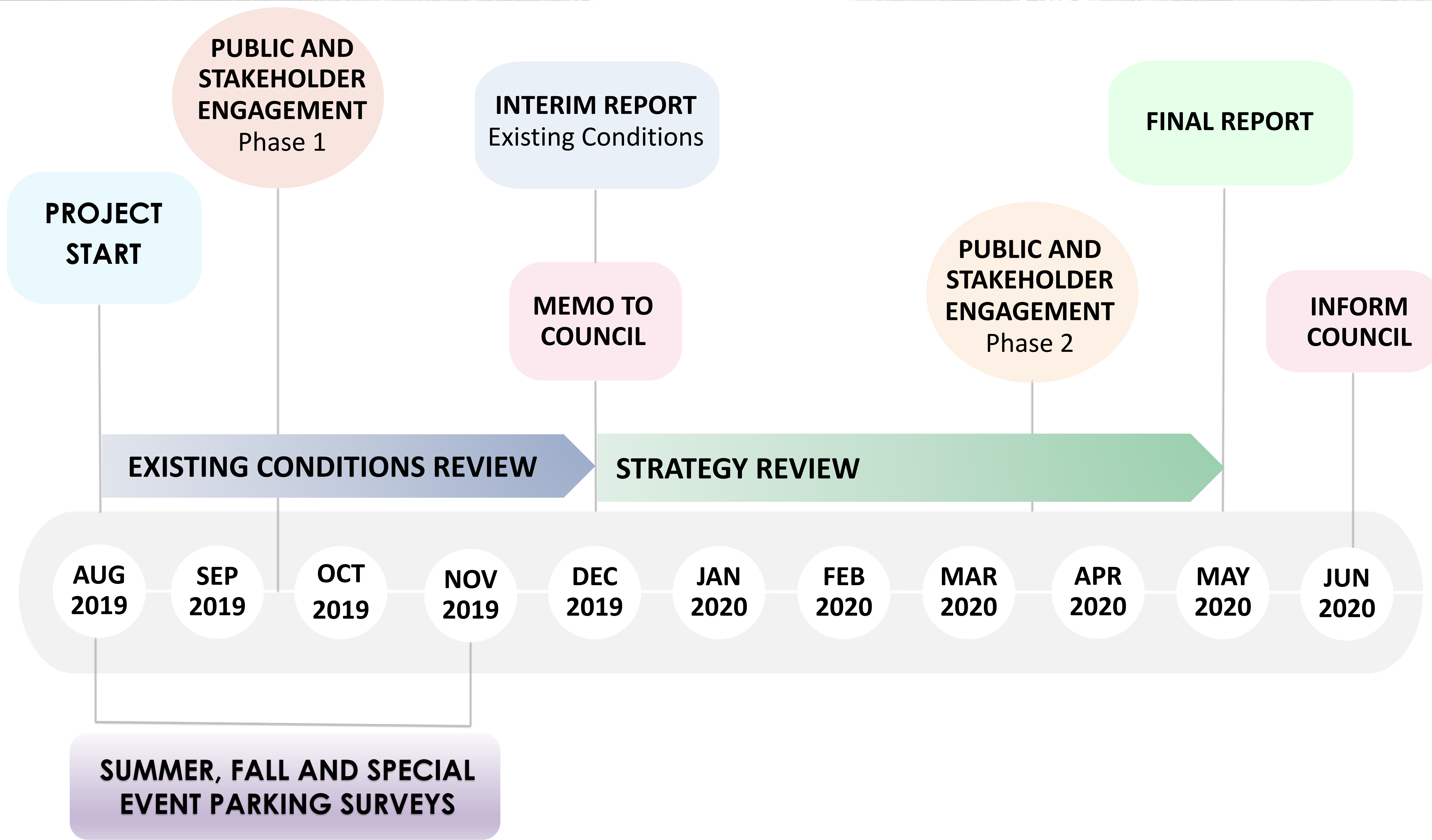


**Recommend** comprehensive parking policies and guidelines considering multi-modal and active transportation, transit, safety and complete streets planning and design principles



**Formulate** a Parking Management and Implementation Plan through review of costs and funding strategies, cash-in-lieu policies, phasing and monitoring strategies

# STUDY FRAMEWORK



# EXISTING PARKING SUPPLY

The Kleinburg study area provides over 720 non-residential parking spaces:

- Municipal on-street parking (129 spaces)
- 28 off-street parking lots (591 spaces in marked lots, 5 un-marked lots)



Parking Lot	Total Spaces (Accessible)	Parking Lot	Total Spaces (Accessible)
Lot #1	18 (1)	Lot #15	Un-marked
Lot #2	44 (2)	Lot #16	3
Lot #3	17 (1)	Lot #17	Un-marked
Lot #4	20 (1)	Lot #18	20
Lot #5	6	Lot #19	13
Lot #6	12 (1)	Lot #20	208 (2)
Lot #7	12	Lot #21	17 (2)
Lot #8	8 (1)	Lot #22	3
Lot #9	17 (1)	Lot #23	13 (1)
Lot #10	45 (3)	Lot #24	Un-marked
Lot #11	26 (1)	Lot #25	64 (1)
Lot #12	7 (1)	Lot #26	Un-marked
Lot #13	9	Lot #27	2
Lot #14	7	Lot #28	Un-marked
<b>On-Street</b>		<b>Total Spaces</b>	
Nashville Road (north side)		13	
Nashville Road (south side)		6	
Islington Avenue (East Side)		63	
Islington Avenue (West Side)		15	
Kellam Street		2	
Napier Street		30	

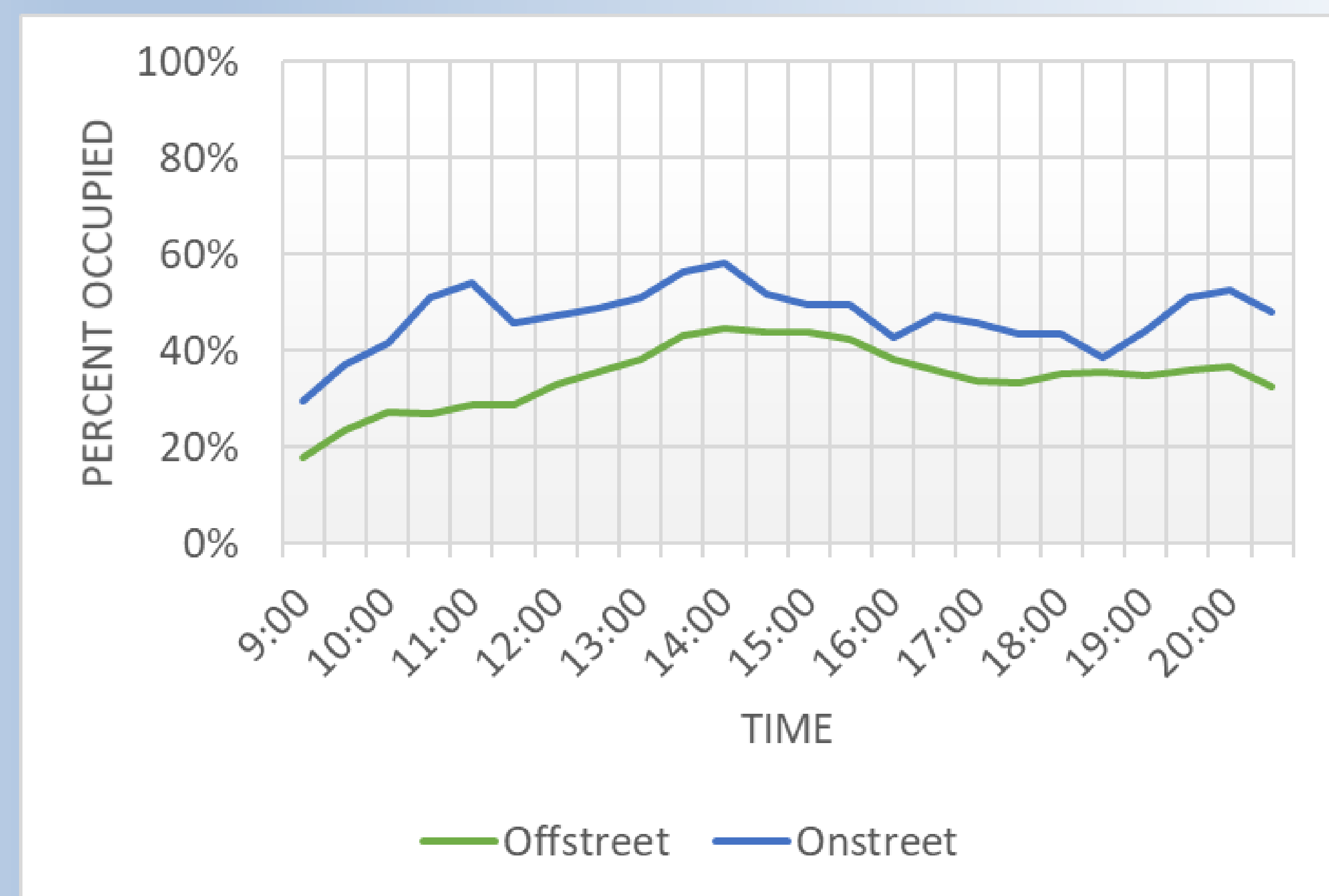
# EXISTING PARKING DEMANDS

- 12-hour partial license plate surveys have been completed to observe parking occupancy, turnover and duration of stay in the study area during a summer weekday and weekend:
  - Thursday, August 22, 2019 from 9:00 AM to 9:00 PM
  - Saturday, August 24, 2019 from 9:00 AM to 9:00 PM
- Similar parking surveys will be undertaken in mid-October and November, 2019.

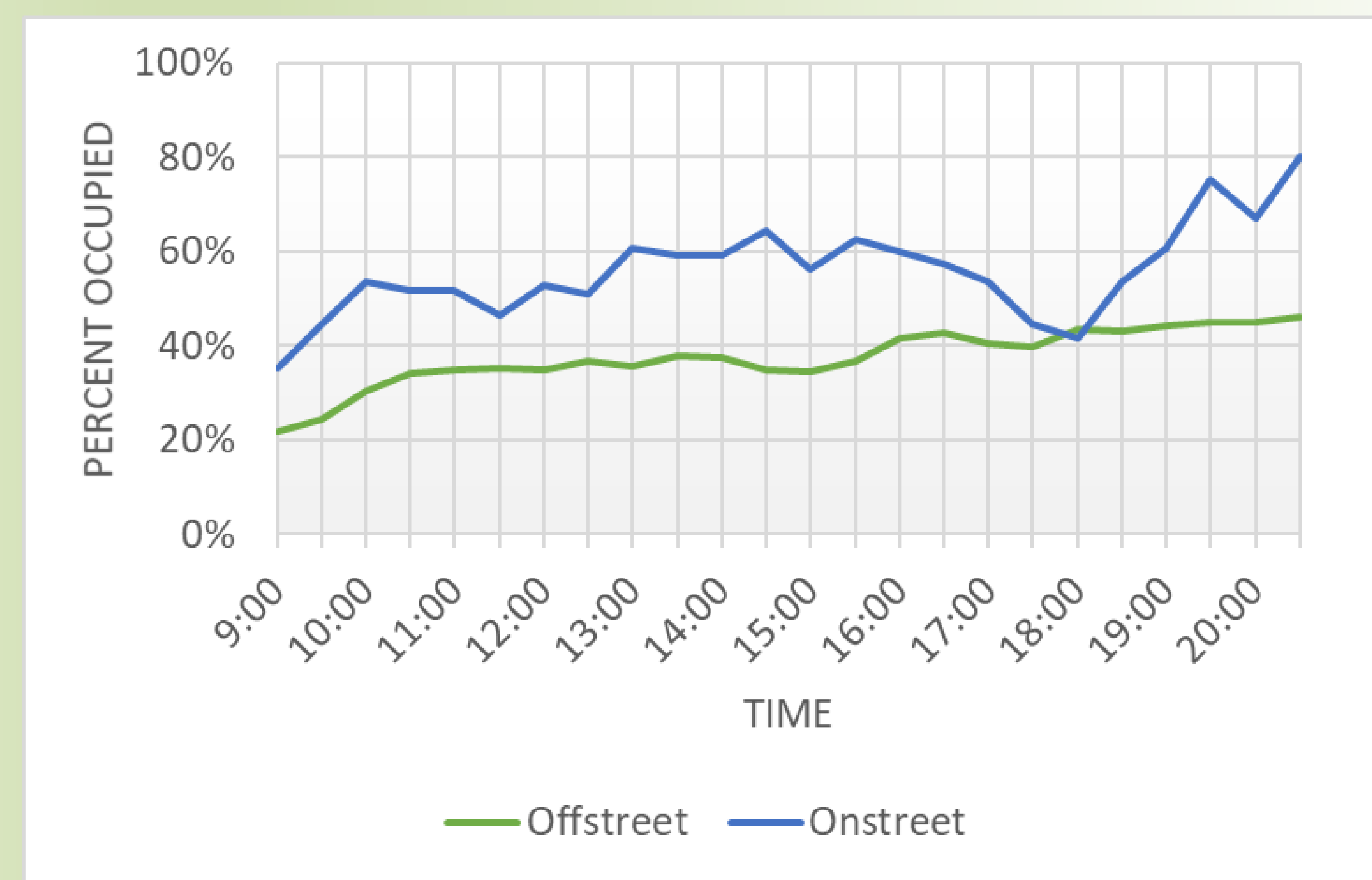
Preliminary review of area-wide **Parking Occupancy** (percentage of occupied parking spaces at any given time during the day) show:

- ❖ Reserve capacity in the existing on-street and off-street parking infrastructure, during both weekday and weekend
- ❖ Higher percentages of on-street parking spaces occupied throughout the day, than off-street parking spaces
- ❖ Weekend evening see the highest percentages of on-street and off-street parking spaces occupied

Thursday (Aug 22, 2019)



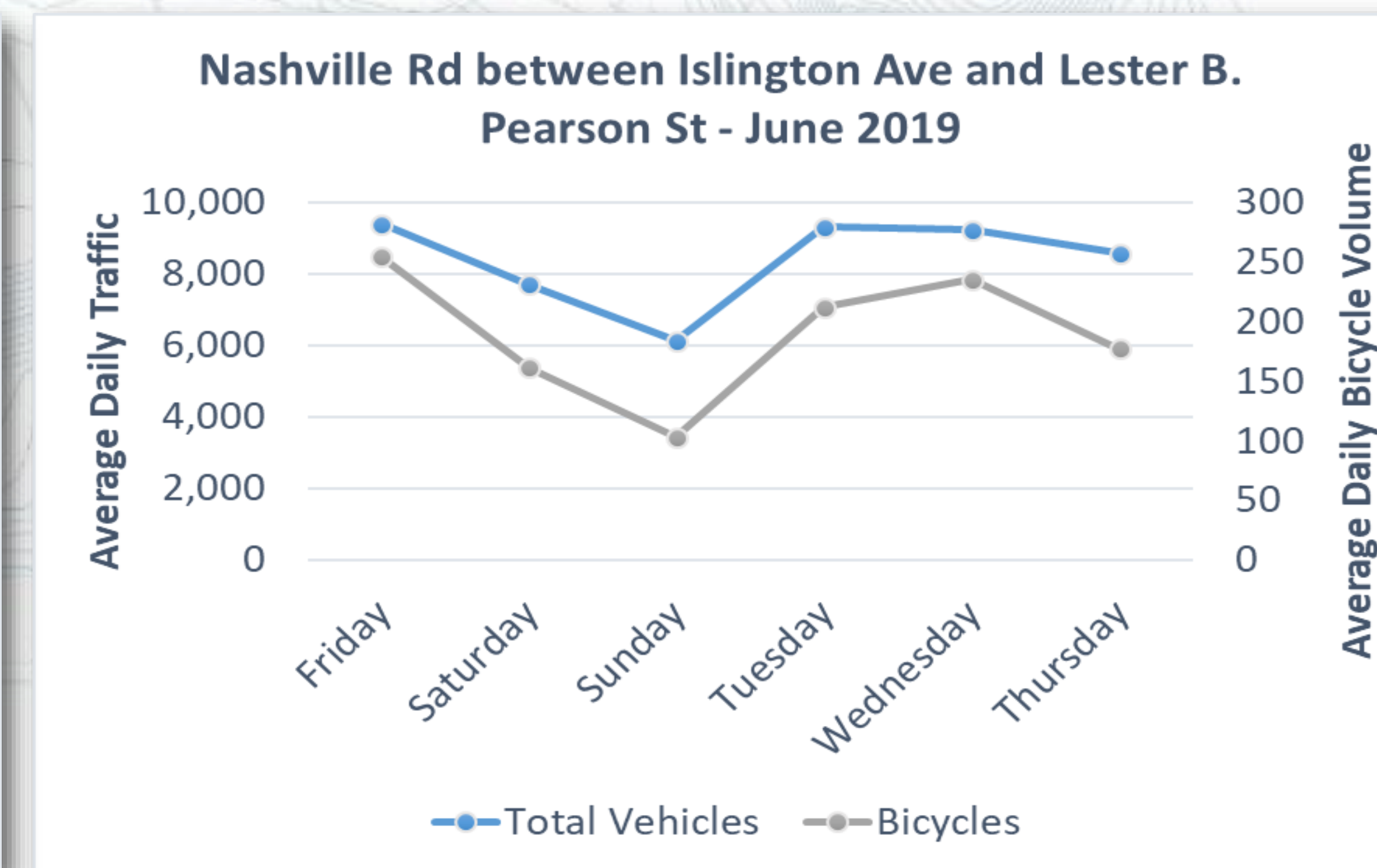
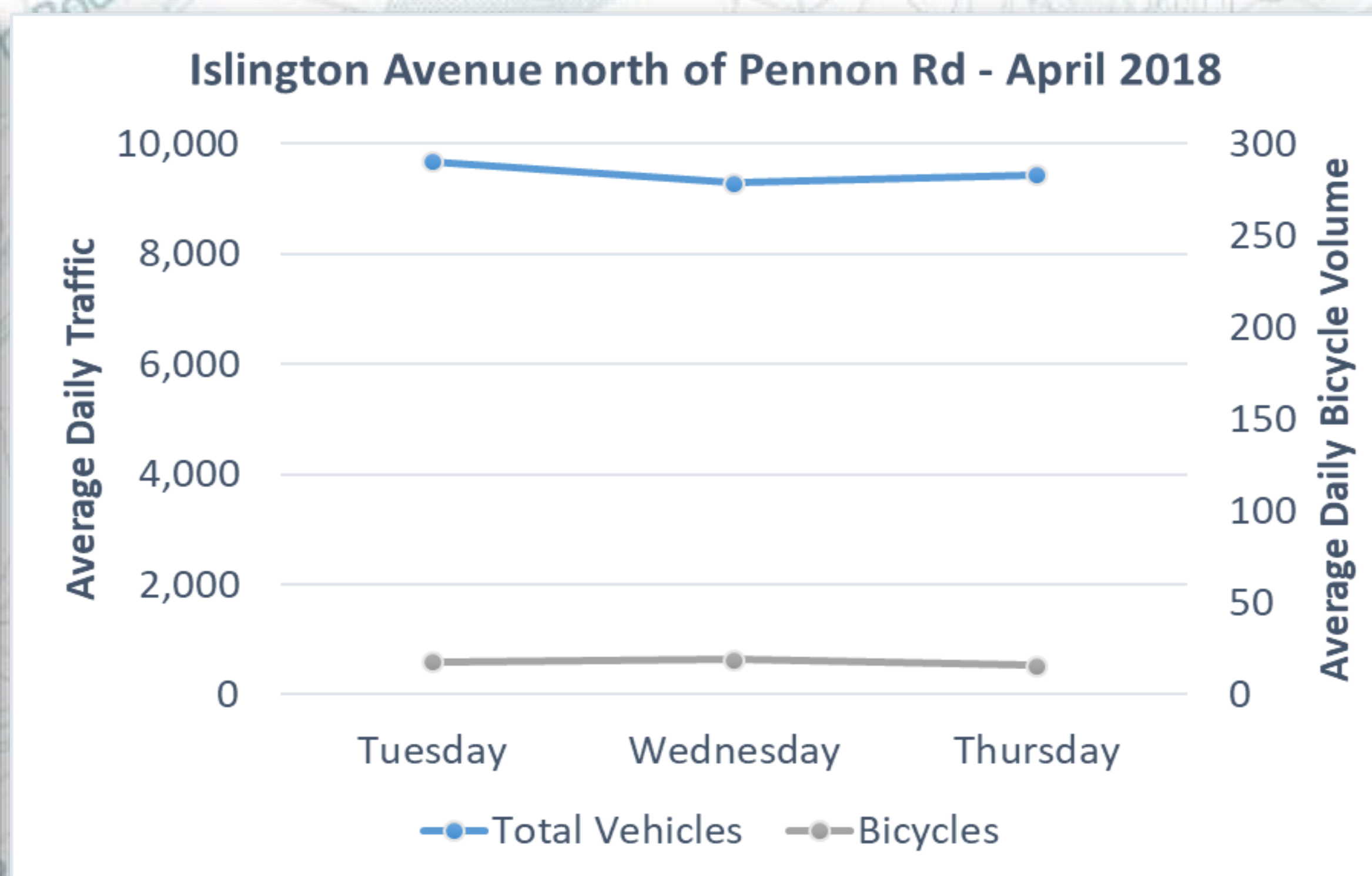
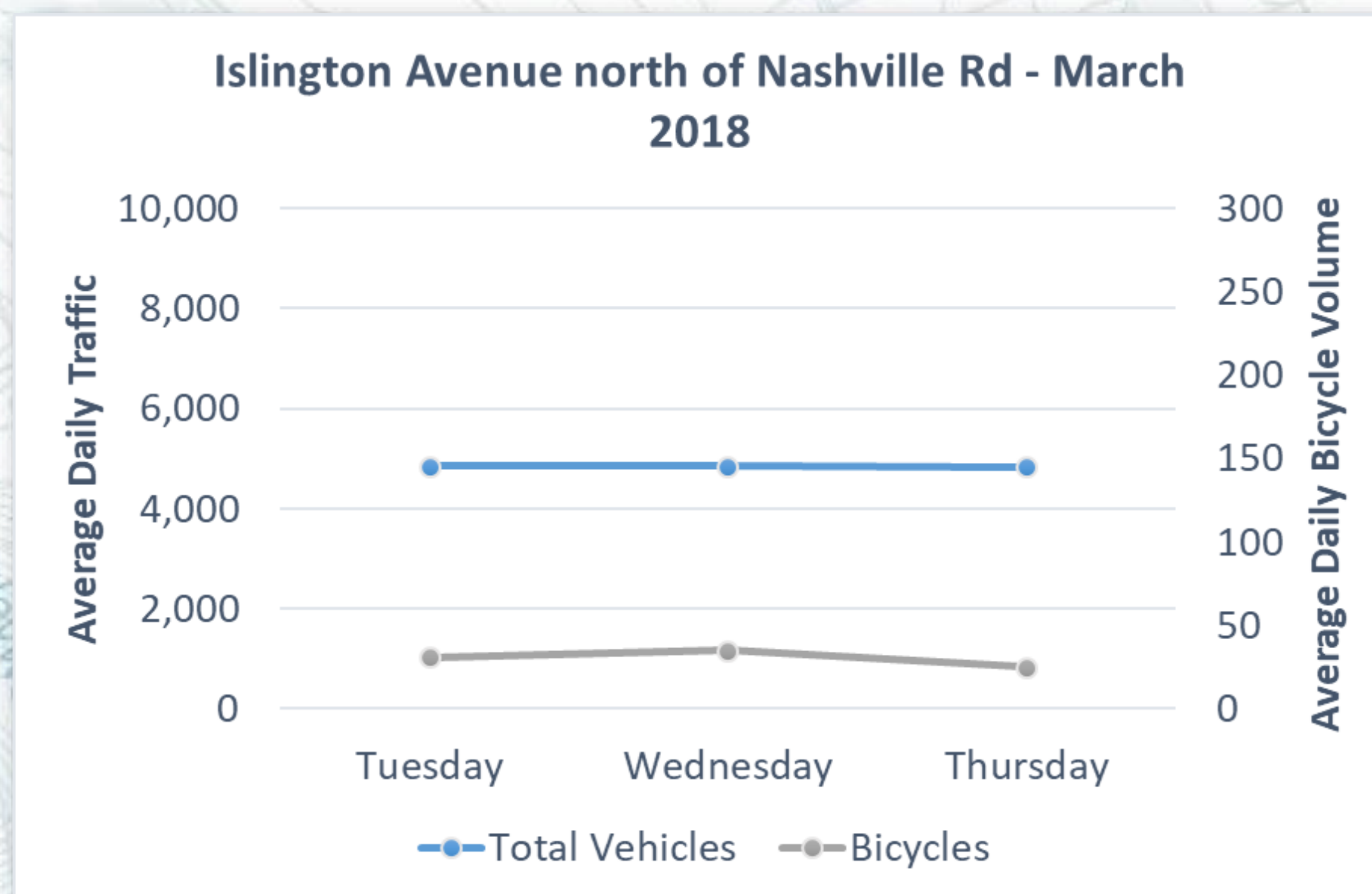
Saturday (Aug 24, 2019)



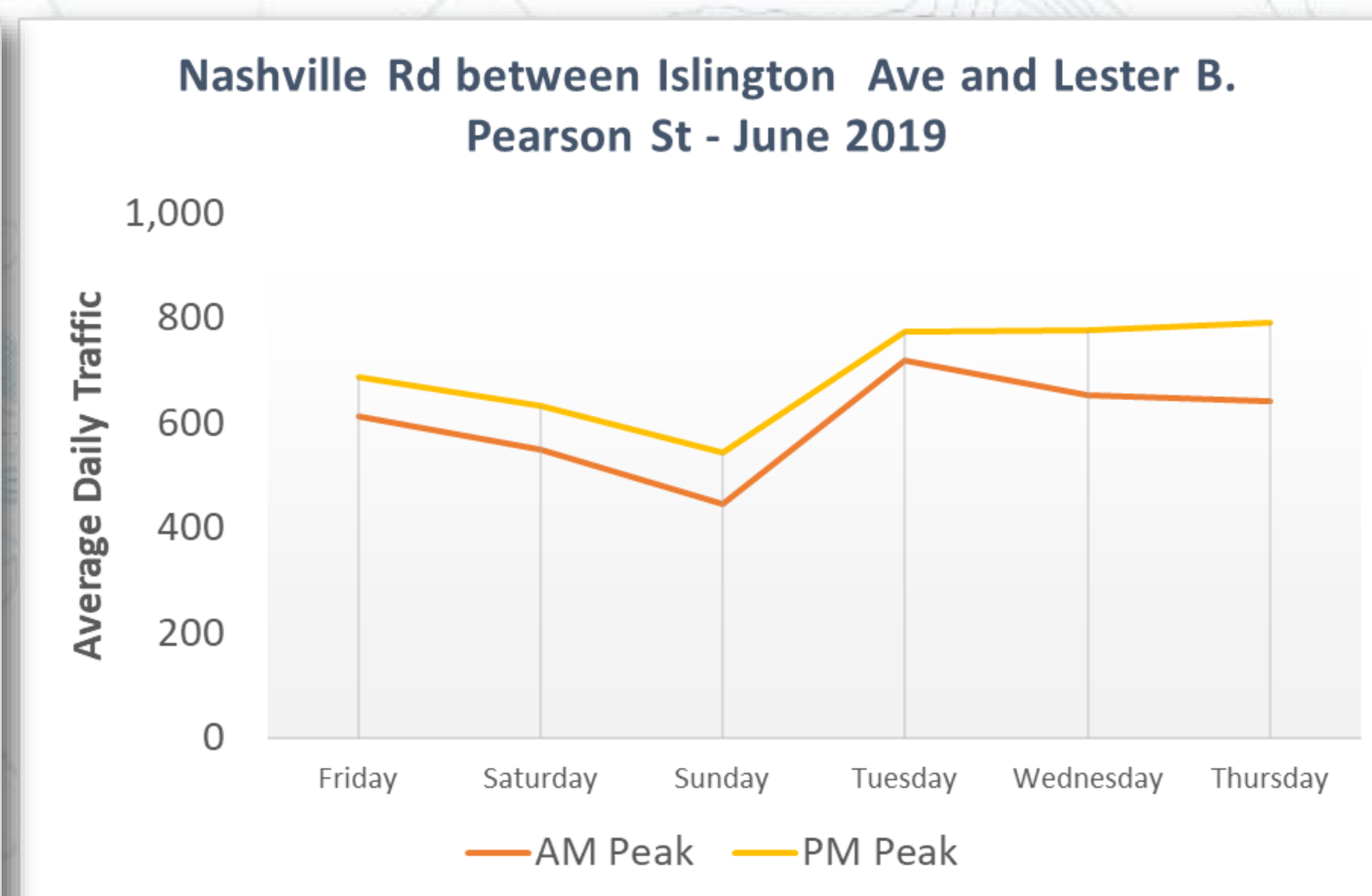
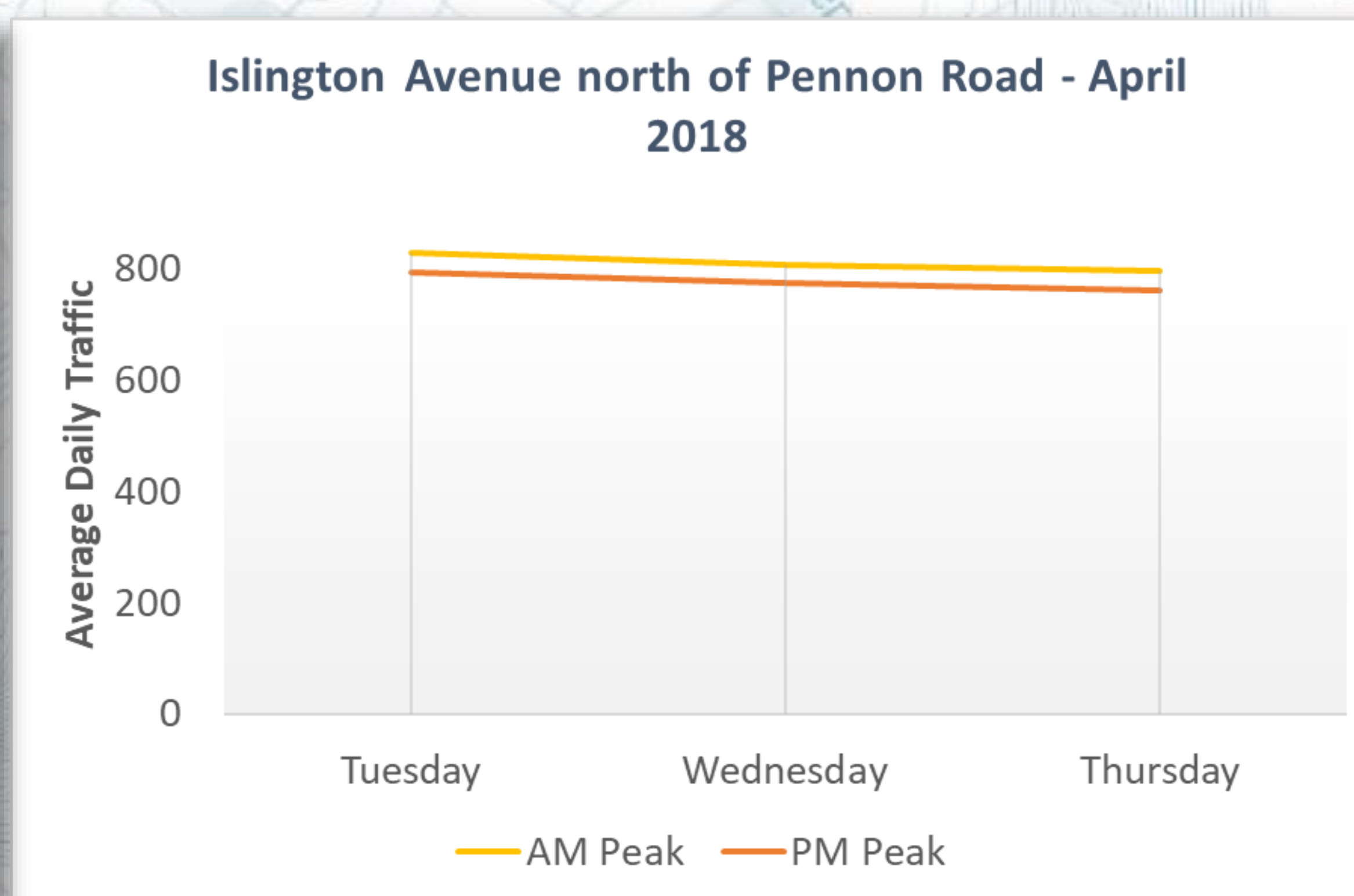
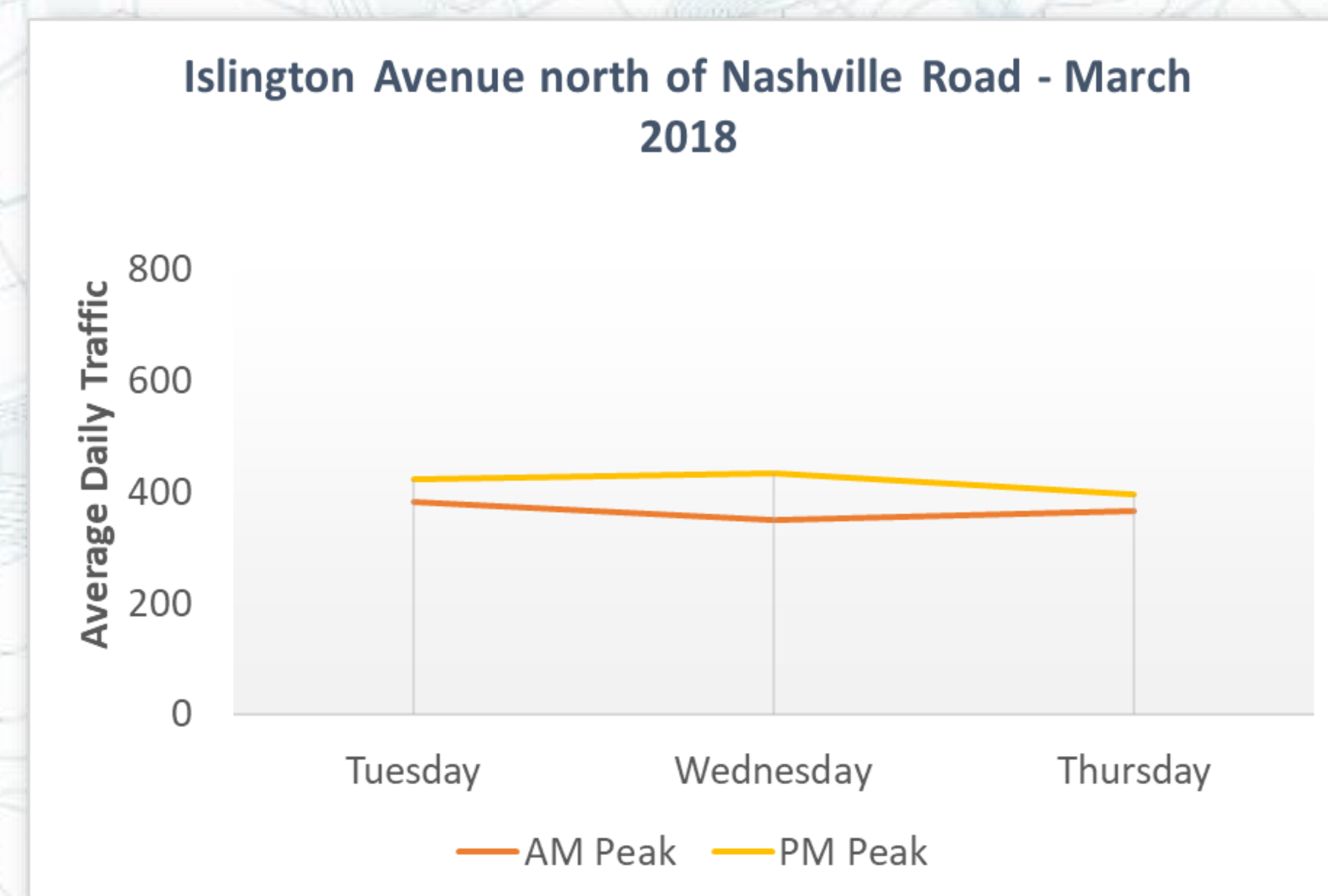
# EXISTING TRAFFIC CONDITIONS

Islington Avenue and Nashville Road within the study area are collector roads connecting to regional arterials and local streets.

## Daily Traffic and Bicycle Volumes



## Peak Hour Traffic and Bicycle Volumes



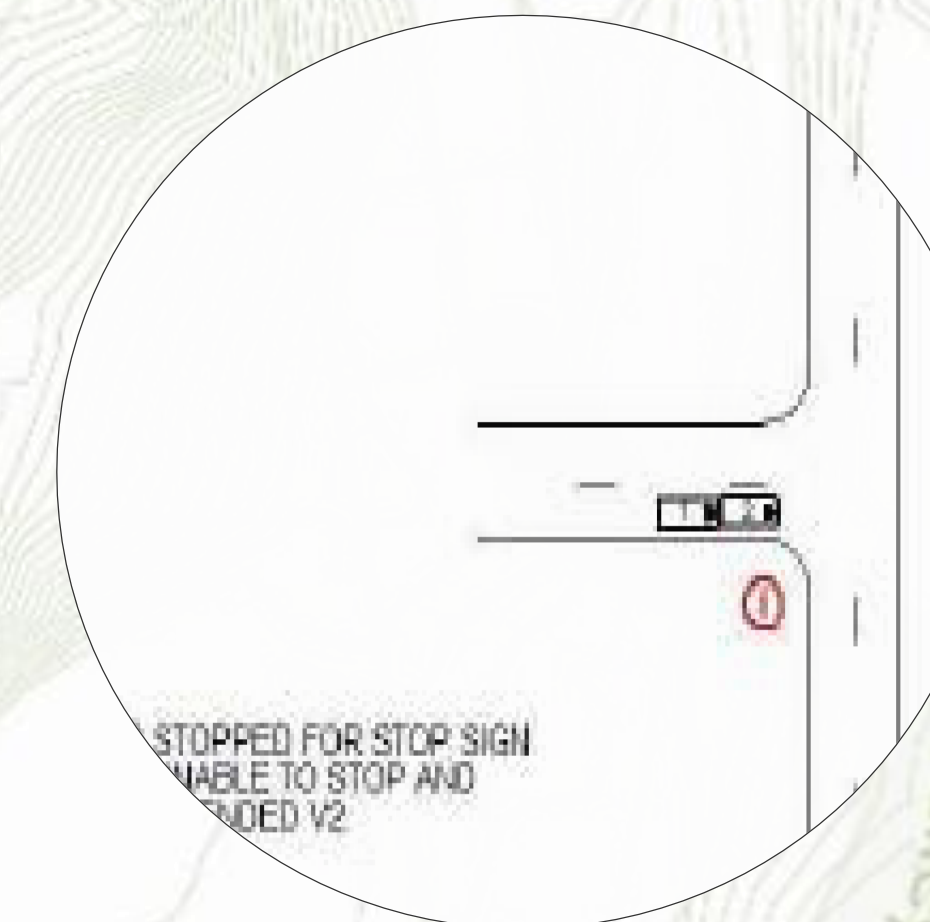
# SAFETY REVIEW

- Within the study area, 2 Property Damage Only (PDO) collisions have been reported at the intersection of Islington Avenue and Nashville Road between 2014 and 2017.



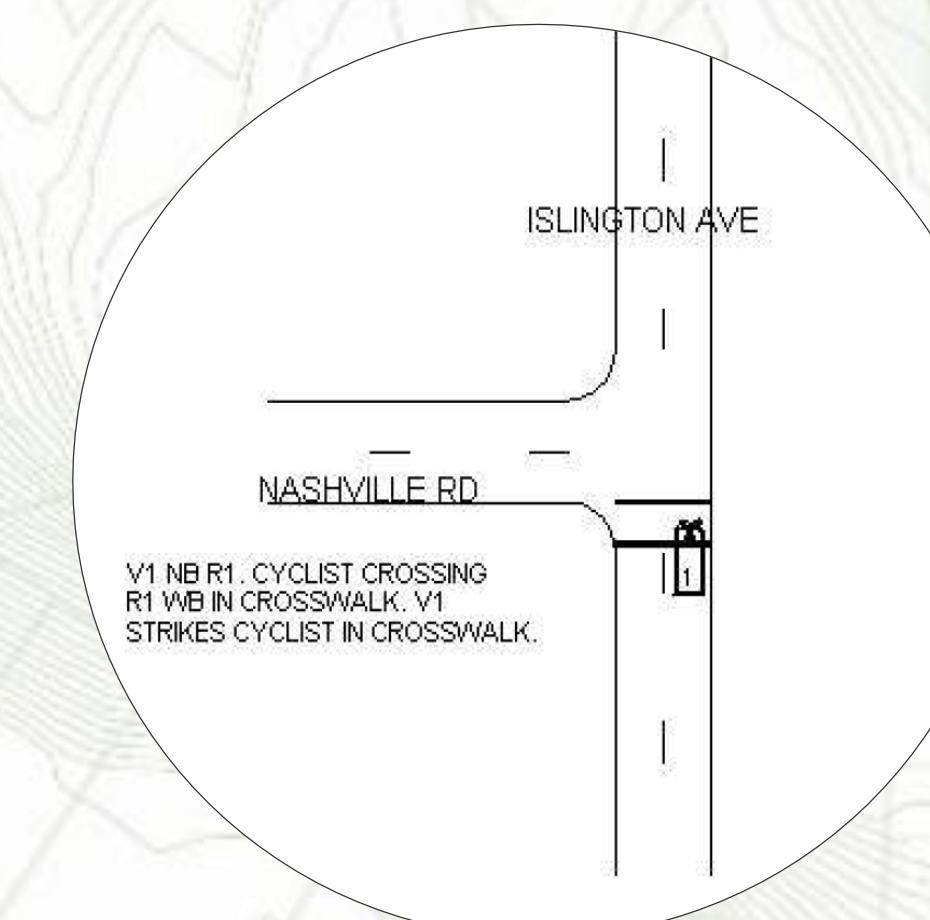
- Total daily traffic along Islington Avenue between Nashville Road and Lester B. Pearson Street is composed of up to 2.3% of cyclists, 17.0% of heavy vehicles (2 axles or more), and 74.9% of cars and trailers.
- Average speeds are reported to be 47 – 49 km/h on Islington Avenue and 41 km/h on Nashville Road. 5% of reported speeds on Islington Avenue exceed 62 km/h. Both roads have a posted speed limit of 40 km/h.

## Rear-end collision in 2014



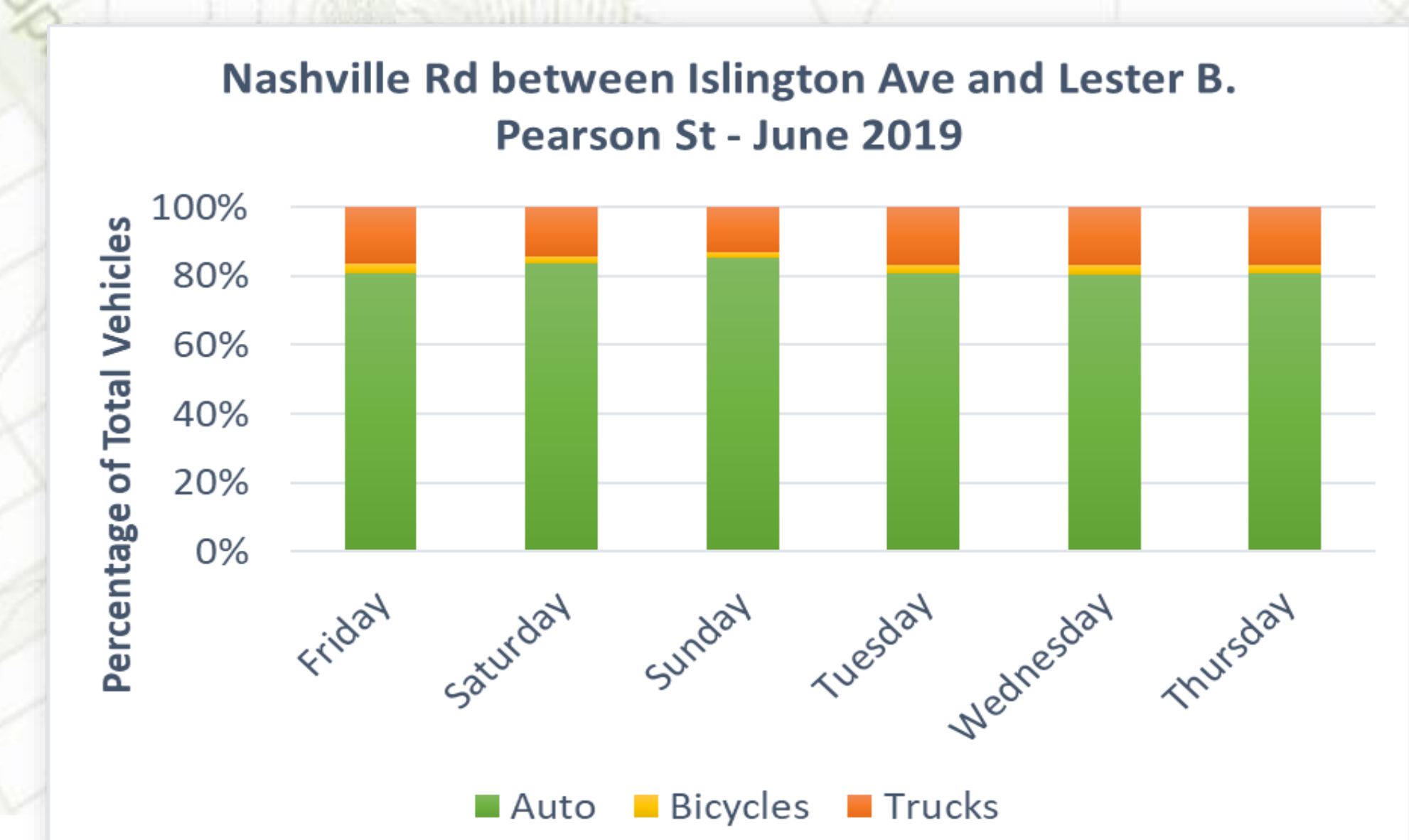
- Auto and pick-up truck involved
- Driver following too close
- Dark (5:50 PM), loose snow

## Turning movement collision in 2015



- Auto and bicycle involved
- Driver inattentive, failed to yield while turning left
- Daylight (3:25 PM), dry conditions

## Traffic Composition



# WHAT WE HAVE OBSERVED



## Parking Usage / Parking Needs

**Illegal parking** both on-street and off-street (e.g. in no-parking zones along Kellam Street, in fire zones, in front of fire hydrants, in the kill strip etc.)

**Space designations** for residential / specific commercial uses within private lots not always followed

**Customers** park at the Public Library, Kleinburg Public School, Pierre Berton Heritage Centre and Doctor's House to walk to another establishment

**Visitors** to McMichael Art Gallery sometimes park at Bindertwine park and walk through the trails to the gallery



## Parking / Traffic Interactions

Vehicles **waiting or hesitating** to turn into a parking lot impacts through-traffic on Islington Avenue

Vehicles **backing out** of parking spaces impact through-traffic on Islington Avenue



## Signage / Wayfinding

Customers **unsure** whether parking is allowed along Islington Avenue

**Difficulty in seeing** parking restrictions at night along Kellam Street





# WHAT WE HAVE OBSERVED



## Traffic Operations and Issues

**High traffic volumes** and operations at the intersection of Islington Avenue and Stegman's Mill Road between approximately 4 PM – 6PM. Northbound queues can extend to Bindertwine Boulevard.

**Queues** along Stegman's Mill Road observed to extend to Napier Street

**Heavy vehicles** on Nashville Avenue and Stegman's Mill Road (especially due to Pine Valley detours)

**Trucks** make wide turns and impact crossing traffic along Islington Avenue



## Safety

Vehicles parked on-street often **encroach** onto the pedestrian sidewalk

Enforcement is required to bring vehicles to a **complete stop** at intersection of Islington Avenue with Nashville Road



## Pedestrians / Cyclists / Scooters

**Cyclists and scooters** ride both on the road and along sidewalk as there is no dedicated infrastructure for them

**Heavy pedestrian activity** around Islington Avenue and Kellam Street (Starbucks)

**Jay-walking** occurs, especially at intersection of Islington Avenue and Kellam Street (across from the busy Cookie Crumble Café)

**Cycling groups** meet in Kleinburg, particularly on weekends

**Casual cyclists** leave bicycles leaning against the Old Confectionery Hall

# POTENTIAL OPTIONS



Manage existing on-street/off-street, public/private parking infrastructure



Review need for a parking structure



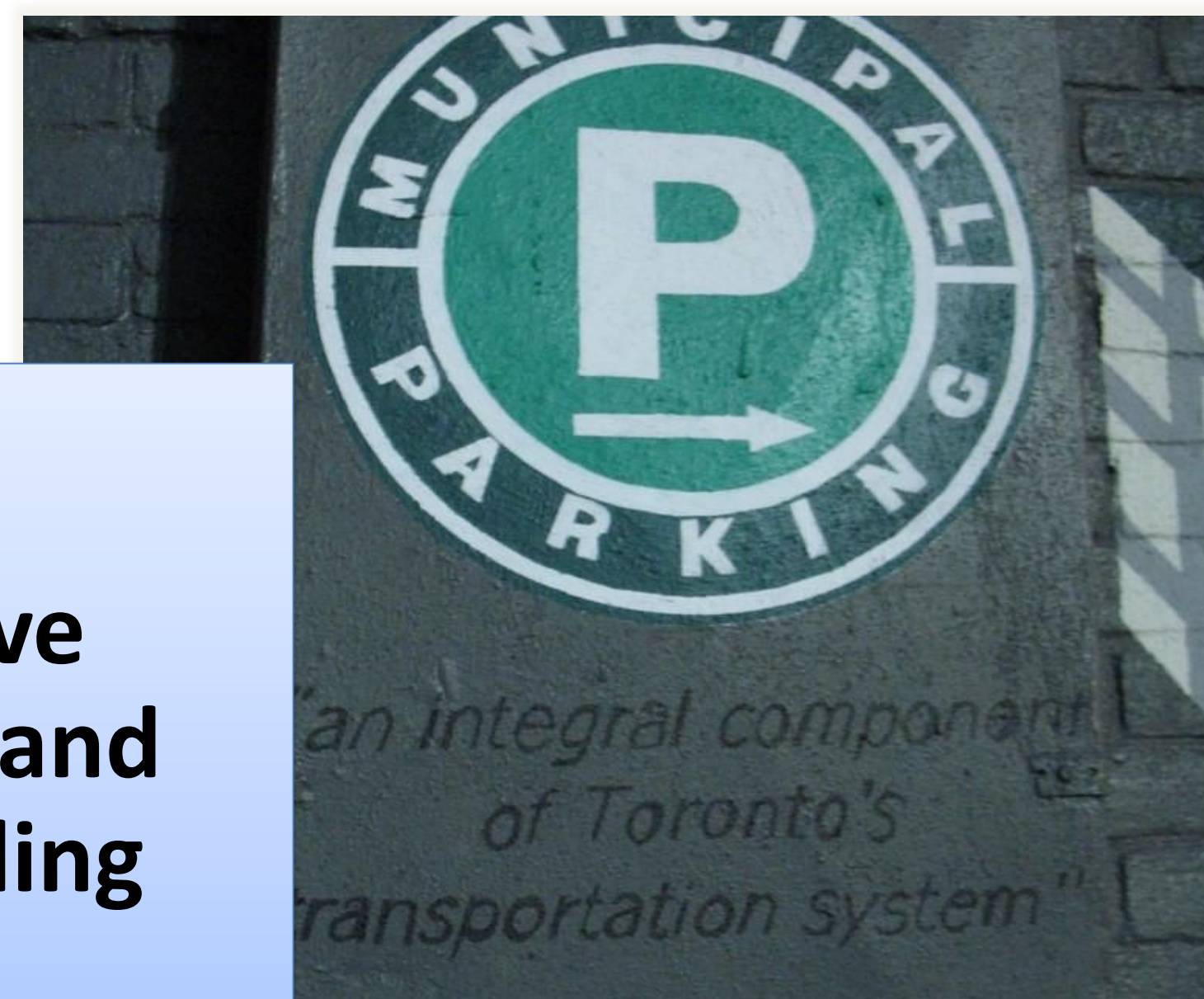
Consider bicycle parking



Improve access to Kleinburg through other modes of travel



Improve signage and wayfinding



Please head over to Interactive Table # 2 to discuss these and other potential options for Kleinburg, and provide your thoughts, ideas and priorities to the project team.

# PARKING NEEDS CONSULTATION

Help identify parking issues, needs, and opportunities by:

- Participating at **interactive tables** during this Public Information and Feedback Session
- Filling out a **comment form**
- Completing the **Online Survey # 1** at:  
<https://www.surveymonkey.com/r/KleinburgParking1>



- This is one of two online surveys for the study
- Online Survey # 1 requests the community to provide feedback about existing conditions and parking issues in Kleinburg
- This survey will be open until mid-October 2019 and takes about 15 minutes of your time to complete

- Participating in the upcoming **pedestrian intercept survey** in Kleinburg (Sep – Oct 2019)
- Visiting the **project website** to review study updates and provide feedback: <http://vaughan.ca/Kleinburgparking>



# NEXT STEPS AND STUDY CONTACT

- Following this Public Information and Feedback Session, the project team will:

## **Complete** data collection and analysis

- Fall parking surveys: Thursday, October 24 and Saturday, October 26, 2019
- Special event parking survey: November 2019

## **Collect** Online Survey #1 responses from September to October 2019

## **Project** future parking demands

## **Develop** and **evaluate** parking management strategies



- Please provide your contact information on the sign-in sheet for study updates or check the project website.
- Please talk with project team members during this Public Information and Feedback Session or direct any comments or questions to:

### **Samar Saadi Nejad, P.Eng.**

Manager, Development Transportation Engineering  
City of Vaughan  
905-832-2281, ext. 8253  
[samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca)

### **Mehemed Delibasic, P.Eng.**

Consultant Project Manager  
McIntosh Perry Consulting Engineers Ltd.  
289-319-3112  
[m.delibasic@mcintoshperry.com](mailto:m.delibasic@mcintoshperry.com)

# WHAT ARE THE ISSUES

<p><b>Observations</b></p>	<p><b>Scale of Issue</b></p> <p>Red - Constant issue</p> <p>Yellow - Sometimes an issue</p> <p>Green - Not an issue</p>	<p><b>Priority</b></p> <p>Red - High priority</p> <p>Yellow - Medium priority</p> <p>Green - Low priority</p>
<p><b>Parking Usage/Needs</b></p> <ul style="list-style-type: none"> <li>• Illegal parking on and off-street</li> <li>• Space designations not followed</li> <li>• Parking at library, school &amp; other establishments with larger parking lots</li> <li>• Long duration parking and slow turnover rates</li> </ul>		
<p><b>Parking/Traffic Interactions</b></p> <ul style="list-style-type: none"> <li>• Slow downs on Islington Avenue due to vehicles waiting or looking to park or backing out of spaces</li> </ul>		
<p><b>Signage / Wayfinding</b></p> <ul style="list-style-type: none"> <li>• Customers unsure if parking is permitted along Islington Avenue</li> <li>• Difficulty seeing parking signage at night (e.g., Kellam Street)</li> </ul>		

# WHAT ARE THE ISSUES



<p><b>Observations</b></p>	<p><b>Scale of Issue</b></p> <p>Red - Constant issue</p> <p>Yellow - Sometimes an issue</p> <p>Green - Not an issue</p>	<p><b>Priority</b></p> <p>Red - High priority</p> <p>Yellow - Medium priority</p> <p>Green - Low priority</p>
<p><b>Traffic Operations/Issues</b></p> <ul style="list-style-type: none"> <li>• High traffic volumes</li> <li>• Queues along Stegman’s Mill Road</li> <li>• Heavy vehicles present</li> </ul>		
<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Pedestrian sidewalk and on-street parked vehicle</li> <li>• Not complete stops</li> </ul>		
<p><b>Pedestrians/Cyclists/Scooters</b></p> <ul style="list-style-type: none"> <li>• Jaywalking</li> <li>• Cycling groups or casual</li> <li>• Scooters on roads and sidewalks</li> <li>• Pedestrians around Starbucks</li> </ul>		

# WHAT ARE THE OPTIONS

<p><b>Potential Options</b></p>	<p><b>Priority</b></p> <ul style="list-style-type: none"> <li>Red - High priority</li> <li>Yellow - Medium priority</li> <li>Green - Low priority</li> </ul>	<p><b>Your Ideas</b></p> <p>Could these options work in Kleinburg? Are there other options? (use post-it notes)</p>
<p><b>Consolidate public parking areas</b> (e.g., fewer lots with more spaces, shared-use lots, parking garage)</p>		
<p><b>Apply time restrictions on parking</b></p>		
<p><b>Provide paid parking</b></p>		

# WHAT ARE THE OPTIONS



<p><b>Potential Options</b></p>	<p><b>Priority</b></p> <ul style="list-style-type: none"> <li>Red - High priority</li> <li>Yellow - Medium priority</li> <li>Green - Low priority</li> </ul>	<p><b>Your Ideas</b></p> <p>Could these options work in Kleinburg? Are there other options? (use post-it notes)</p>
<p><b>Improve signage</b> that highlights parking areas/spaces</p>		
<p><b>Create connected network</b> for walking, cycling plus 2 other modes of travel (help identify these other 2 modes of travel)</p>		
<p><b>Provide infrastructure to benefit vulnerable users equitably</b> (e.g. bike parking, sidewalk without boulevard parking)</p>		



# LOCATE THE ISSUES



**Where are problem areas for traffic moving?**



**Where do you typically park?**



**Where are issues for parking?**

- Are there enough parking spaces?
- Issues related to time of day or seasons ?



**Are there key locations for possible options to address the issue?**

- If so, what could be an option and where?

Use dots to mark on the **Study Area map** key parking problem areas

Use post-it notes to add description

# KLEINBURG PARKING STRATEGY - STUDY AREA





# ONLINE SURVEY #1 QUESTIONS



Working to accommodate immediate and long-term parking needs in Kleinburg

## **Section 1 Introduction**

### **PROJECT OBJECTIVES**

**The Kleinburg Parking Strategy review will explore opportunities to accommodate immediate and long-term needs for parking through a comprehensive, forward-looking strategy. The community is invited to provide input to the study by participating in online surveys and public meetings.**

### **ONLINE SURVEYS**

**During the course of this project two online surveys will be prepared for the public to participate in. The first survey will collect input on current parking needs, issues, opportunities and desired outcomes from the study. This survey will remain online to the end of October 2019 and should take about 15 minutes to complete.**

**The second online survey will be available in March 2020 and will focus on participant input on short- and long-term remedies for parking challenges. The second survey will be posted to the City of Vaughan's project website ([vaughan.ca/Kleinburgparking](http://vaughan.ca/Kleinburgparking)).**

### **INFORMATION AND FEEDBACK SESSIONS**

**This will be another opportunity to learn about the project and provide input on the existing parking situation in Kleinburg. The first drop-in session will take place on Thursday, September 26<sup>th</sup> from 5 p.m. to 8 p.m. at Pierre Berton Heritage Centre, located at 10418 Islington Avenue in Kleinburg.**

**The second session will take place in March 2020. Visit the project website for details as they become available.**

### **NOTICE OF COLLECTION**

***No personal information is collected through this online survey. The information gathered is only used in determining parking needs and for statistical purposes. If you have any questions about the collection and use of this information please***

***contact The Corporation of the City of Vaughan Access and Privacy Office, Office of the City Clerk, 2141 Major Mackenzie Drive, Maple, ON L6A 1T1, or 905-832-2281 ext. 8988.***



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 2 Information related to your most recent trip**

1. When was the last time you visited Kleinburg?

- Weekday  Weekend

2. What part of the day was that trip?

- Morning (before 11 a.m.)  Afternoon (2 p.m. to 5 p.m.)  
 Noon (11 a.m. to 2 p.m.)  Evening (after 5 p.m.)

3. What was the purpose of your trip? (select all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> Shop   | <input type="checkbox"/> Medical appointment                                |
| <input type="checkbox"/> Work   | <input type="checkbox"/> Personal service (banking, hairdresser, spa, etc.) |
| <input type="checkbox"/> Recreation                                     | <input type="checkbox"/> Special event (wedding, community meeting, etc.)   |
| <input type="checkbox"/> Residence                                      | <input type="checkbox"/> Visit a resident                                   |
| <input type="checkbox"/> Business meeting                               | <input type="checkbox"/> Meeting point (bike/running club, etc.)            |
| <input type="checkbox"/> Tourism (museum, art gallery, etc.)            | <input type="checkbox"/> Pick-up/Drop-off at school/daycare                 |
| <input type="checkbox"/> Dining   | <input type="checkbox"/> Visit the library                                  |
| <input type="checkbox"/> Other primary purpose of trip (please specify) |   |

4. Where were you coming from?

- |   |  |
|---|--|
| <input type="radio"/> Kleinburg                   | <input type="radio"/> Whitchurch-Stouffville |
| <input type="radio"/> Vaughan (but not Kleinburg) | <input type="radio"/> Markham                |
| <input type="radio"/> Newmarket                   | <input type="radio"/> King                   |
| <input type="radio"/> Aurora                      | <input type="radio"/> Toronto                |
| <input type="radio"/> Thornhill                   | <input type="radio"/> Mississauga            |
| <input type="radio"/> Georgina                    | <input type="radio"/> Brampton               |
| <input type="radio"/> Richmond Hill               | <input type="radio"/> Scarborough            |
| <input type="radio"/> East Gwillimbury            |  |

If not listed please specify here:

5. How many places did you visit during your trip to Kleinburg?

- |   |                                 |
|---|---------------------------------|
| <input type="radio"/> None (meeting point only) | <input type="radio"/> 4         |
| <input type="radio"/> 1                         | <input type="radio"/> 5         |
| <input type="radio"/> 2                         | <input type="radio"/> 6 or more |
| <input type="radio"/> 3                         |                                 |

6. Using the map below, find the block where your first destination was located, then select the block from the drop-down list.

(please click on the drop-down arrows to select from the list)

Destination  
is in block:

[Please find the block where your primary or first destination was and then select that block from the drop-down list above.]



7. How long did you stay in the area?  
(Please click on the drop-down arrows and select from the list).

8. How often do you visit Kleinburg for non-work purposes?

- Not very often
- Once a week
- Twice a week
- 3 times a week
- More than 3 times a week





Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 3 Information related to mode of travel**

9. How did you travel to Kleinburg?

- Car
- Pick up / drop off / carpool
- Walk
- Taxi/Rideshare
- Combination (please specify)
- Transit
- Bicycle
- Motorcycle
- Truck



Working to accommodate immediate and long-term parking needs in Kleinburg

### Section 4 Information related to finding a parking space

10. In which type of space did you park?

- |  |  |
|--|--|
| <input type="radio"/> On-street space along Islington Avenue | <input type="radio"/> Privately owned, reserved space    |
| <input type="radio"/> On-street space along a side street    | <input type="radio"/> Privately owned, customer only lot |
| <input type="radio"/> Kleinburg Public School parking lot    | <input type="radio"/> Not applicable (did not drive)     |
| <input type="radio"/> Kleinburg Public Library parking lot   |  |
| <input type="radio"/> Other (please specify)                 |  |

11. If you drove or were driven **where** did you park?

Find the block on the map below and select it from the drop-down list:

Parked or were dropped off on block:

Find the block where you parked or were dropped off and select block from the list box above.



12. Estimate how long it took to find parking.

- |   |   |
|---|---|
| <input type="radio"/> Less than 5 minutes | <input type="radio"/> More than 15 minutes        |
| <input type="radio"/> 6 to 10 minutes     | <input type="radio"/> Not applicable on this trip |
| <input type="radio"/> 11 to 15 minutes    |   |



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 5 Feedback related to current parking supply and demand**

13. How do you feel about the availability of parking spaces in Kleinburg?

	Plentiful, never a problem	About right	Sometimes a problem	Often difficult	Critical shortage	Not applicable to my trip
Looking for <b>ON-STREET</b> space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If your rating is "Often difficult" or "Critical shortage", please describe where you find this to be the case.

Looking for <b>OFF-STREET</b> space (including customer only lots)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
--	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

If your rating is "Often difficult" or "Critical shortage", please describe where you find this to be the case.



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 6 Feedback related to current parking services**

14. How would you rate public off-street parking in terms of the following?

	Excellent	Good	Adequate	Poor	Unacceptable	No opinion
Physical condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting and visibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signs directing drivers to the public parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signs for parking restrictions/time limits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian walkways from the parking lots to streets and businesses.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

You can expand on your ratings here:



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 7 Feedback related to parking enforcement**

15. Are the **time limits** on the use of the parking spaces adequate?

	Never been a problem	Time restriction is about right	Sometimes a problem	Not enough time	Not applicable (did not drive, or no time limit)
On-street space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Off-street lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

16. Have you received a parking violation ticket in the last four (4) months while visiting Kleinburg?

- Yes  No

If yes, what was the reason for the ticket?

17. What is your opinion about the level of parking enforcement in Kleinburg?

- No opinion  Not enough  
 Never a problem  Aggressive  
 Adequate - firm but fair  Very aggressive

Other (please specify)



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 8 Feedback related to accessible or special needs parking**

18. Please assess the current condition of accessible parking.

	Excellent	Good	Adequate	Poor	Totally unacceptable	No opinion
The <b>signage</b> for on-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The <b>signage</b> for off-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The <b>number</b> of on-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The <b>number</b> of off-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The <b>location</b> of the on-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The <b>location</b> of the off-street accessible spaces.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

You can expand on your ratings here:



Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 9 Feedback on any other specific parking issues**

19. Are there any other specific issue(s) to consider in this parking strategy study?





Working to accommodate immediate and long-term parking needs in Kleinburg

**Section 10 Feedback on anything related to parking or mobility in general**

20. Do you have any additional comments on the state of parking and mobility in Kleinburg?

**Thank you very much for completing this survey.**

The online survey results will be published on [Kleinburg Parking Strategy website](#) when they become available.



# PEDESTRIAN INTERCEPT SURVEY QUESTIONS

Date:

Time:

Location:

**Pedestrian Intercept Survey Script and Form**

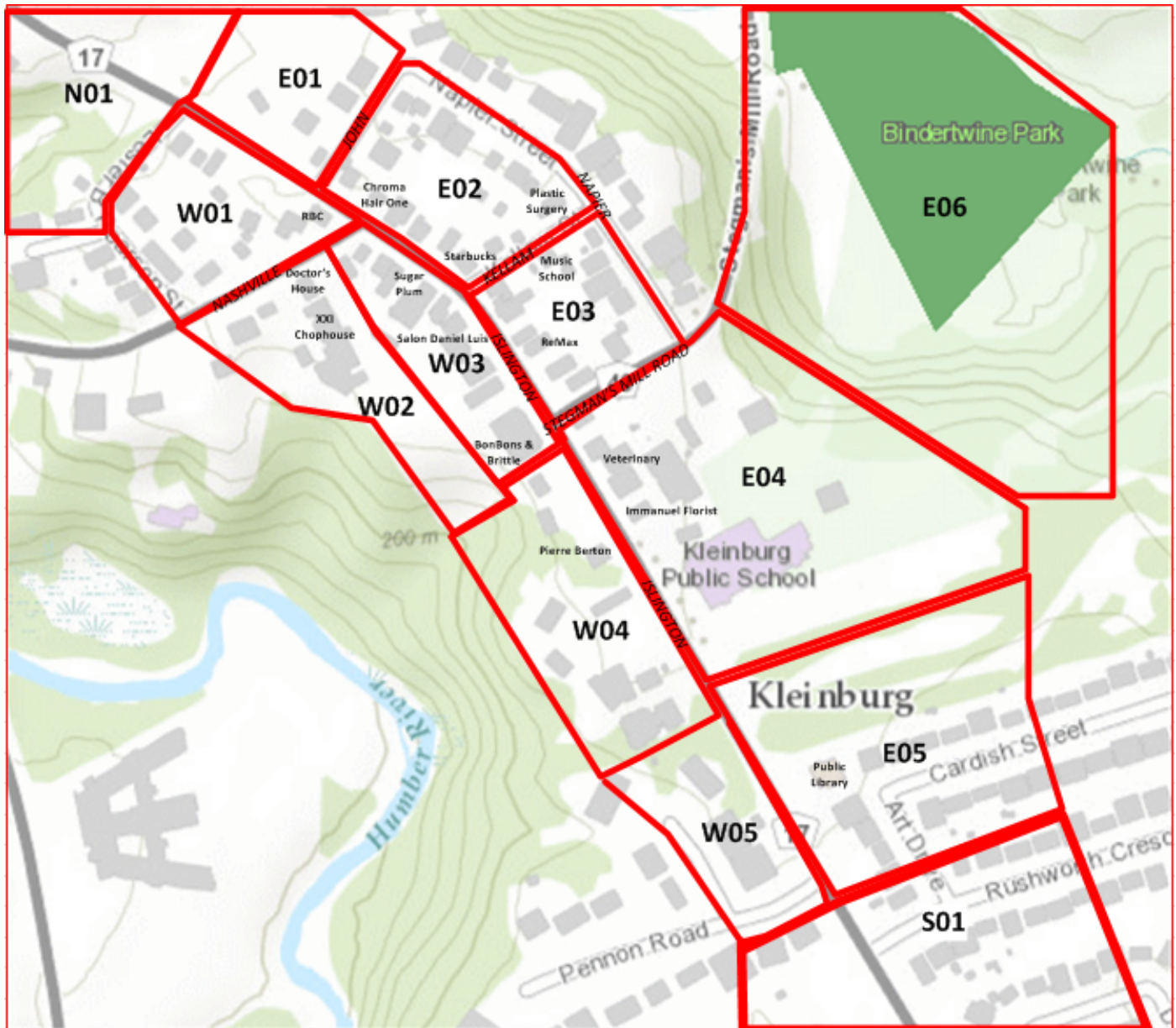
The City of Vaughan is carrying out a parking strategy study for Kleinburg. Can you please provide us with information related to your trip here today as it will be very valuable for the study? It will only take 5 minutes of your time. Great!

If you cannot do this now - no problem - can I ask you to go the City of Vaughan's projects website and fill out the Online Survey, there? Thanks so much. *(interviewer to hand Study Card to pedestrian)*

1. How did you travel to Kleinburg today? *(If the answer is everything other than car, bike, and truck or did not involve parking, then MP to skip to the last question at the end of the survey)*
2. If you drove, were driven, or rode your bike, how long did it take to find parking? *(e.g. <= 5 min, 6 to 10 min, 11 to 15 min, more than 15 min)*
3. Where did you park? Did you park in an on-street parking space or in a parking lot? *(MP to SHOW the respondent 8.5" x 11" MAP and ask them to point to the location of their parked **vehicle or bike**, then write down the BLOCK ID)*
4. Please also show me where your first destination point is located *(MP to refer to the same MAP and enter BLOCK ID)*
5. Where were you coming from? *(e.g. Vaughan, Thornhill, etc.)*
6. What is the purpose of your trip today? *(e.g. shopping, pickup-drop off, medical appointment, etc.)*
7. How many establishments in Kleinburg have you visited today or intend to visit? *(MP to write in– e.g. 1, 2, 3)*
8. How long do you plan to stay in the area? *(e.g. 15 min, 30 min, couple of hours, all day etc.)*
9. **Let me ask you a few general questions now** – How often do you visit Kleinburg for non-work purposes? *(e.g. once a week, not often, 3 times a week)*
10. On a scale of 1 to 5, where 1 represents NO PROBLEMS and 5 represents VERY DIFFICULT how easy is it to find on-street or off-street parking in Kleinburg? *(Mid-ratings: 2 – about right, 3 – sometimes a problem, 4 – often difficult)*
11. Do you have any additional comments or suggestions on the state of parking and mobility in Kleinburg?  
*(Prompts: On-street and Off-street; Enforcement; Signage; try to get them to evaluate ACCESSIBLE parking spaces, any parking restrictions or time limits, conditions of the parking lots etc.; use reverse side of the page for writing)*

### NOTICE OF COLLECTION

Information obtained during this assessment period is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of assessing the current parking conditions in the Kleinburg Village core. Questions about this collection can be directed to Samar Saadi Nejad, manager, Development Transportation Engineering, Development Engineering department, at [samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca) or 905-832-2281, ext. 8253.





# MEETING WITH KBIA PARKING TASK FORCE



# **KLEINBURG PARKING STRATEGY REVIEW**

**MEETING WITH KBIA PARKING TASK FORCE**

City of Vaughan  
October 2, 2019

# OUTLINE

- Introductions
- Meeting Objectives
- Study Background
- Study Objective and Approach
- Study Framework
- Study Outreach
- Discussion: Needs, Issues and Opportunities



# KLEINBURG PARKING STRATEGY - STUDY AREA





# MEETING OBJECTIVES



- **Introduce** the Kleinburg Parking Strategy Review and study team
- **Inform** on the intents and purposes of the study, the process being used, work completed to date and expected outcomes of the work
- **Gather** input on the parking issues, needs and opportunities from stakeholders throughout Kleinburg and surrounding areas
- **Open** communication channel for stakeholder input over the course of the study

# STUDY BACKGROUND

## Historic Kleinburg Village features:

- Stellar heritage and natural assets
- Islington Avenue, a vibrant main street
- Mixed use and retail/commercial land uses that attract visitors and area residents



**Limited public parking** is a significant challenge for growth and development in Kleinburg.

- Based on Kleinburg Economic Development Strategy, 2011

# STUDY OBJECTIVE AND APPROACH

**OBJECTIVE:** Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long term parking demands in Kleinburg



## Immediate and Future Parking Needs

Short-term (1 – 5 years), Medium-term (5 – 10 years), Long-term (2041) Horizons



## Strategic Parking Management Plan

Comprehensive parking strategies, policies, and guidelines



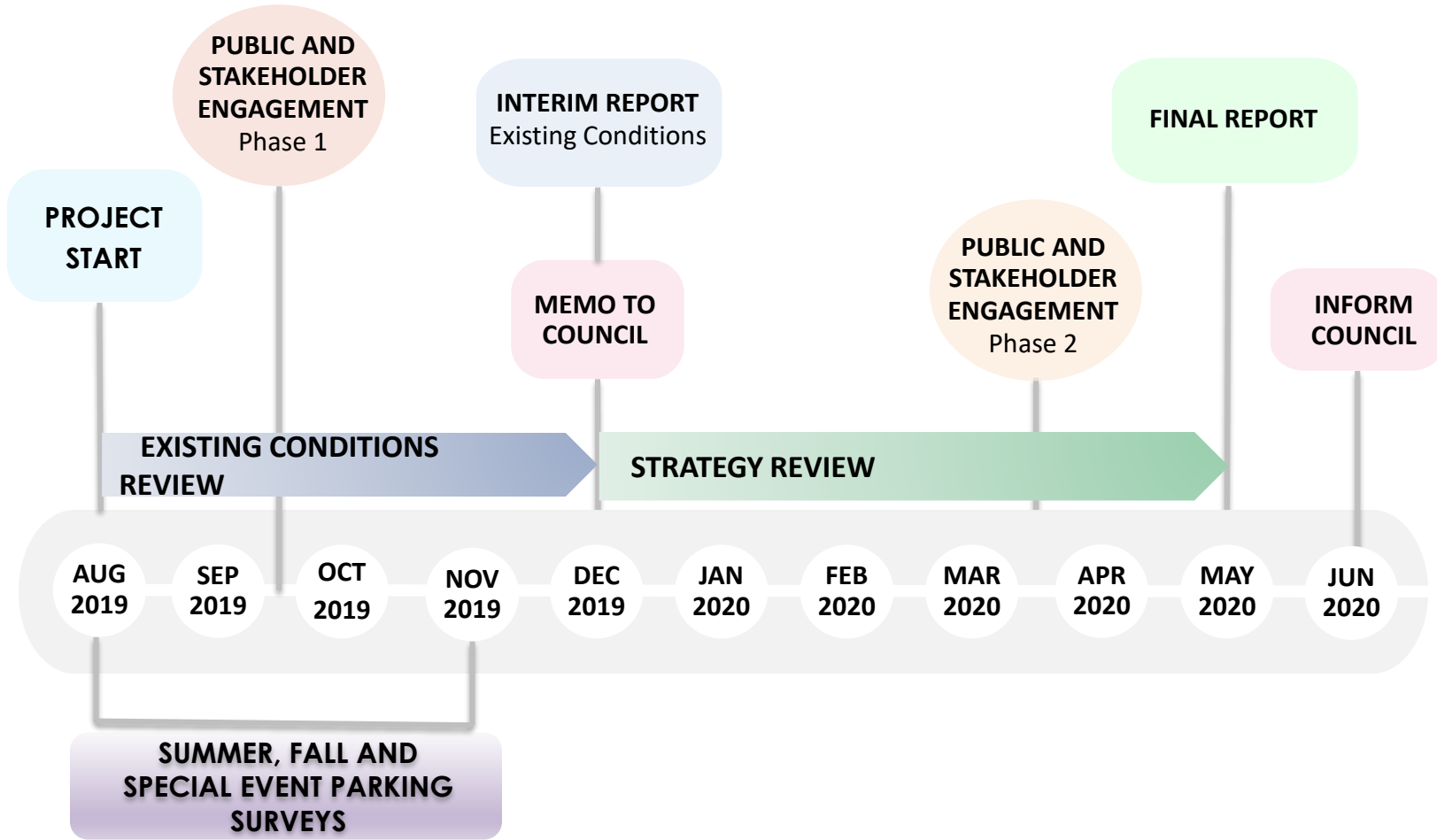
## Implementation Plan

Costs and funding strategy, phasing strategy and monitoring plan

## APPROACH



# STUDY FRAMEWORK



# STUDY OUTREACH

## Project Website

- Project Background and updates
- Opportunity to share feedback
- <http://vaughan.ca/KleinburgParking>

## Study Notices

- Notices for study commencement and parking data collection
- Available on project website

## Online Survey

- Collects input from the community about parking needs, issues, opportunities and desired outcomes in Kleinburg
- Open until end of October 2019
- <https://www.surveymonkey.com/r/KleinburgParking1>



## Public Information and Feedback Session

- September 26, 2019
- 5:00 PM to 8:00 PM
- Pierre Berton Heritage Centre, Kleinburg, ON

# WHAT WE HAVE OBSERVED



## Parking Usage / Parking Needs

**Illegal parking** both on-street and off-street (e.g. in no-parking zones along Kellam Street, in fire zones, in front of fire hydrants, in the kill strip etc.)

**Space designations** for residential / specific commercial uses within private lots not always followed

**Customers** park at the Public Library, Kleinburg Public School, Pierre Berton Heritage Centre and Doctor's House to walk to another establishment

**Visitors** to McMichael Art Gallery sometimes park at Bindertwine park and walk through the trails to the gallery



## Parking / Traffic Interactions

Vehicles **waiting or hesitating** to turn into a parking lot impacts through-traffic on Islington Avenue

Vehicles **backing out** of parking spaces impact through-traffic on Islington Avenue



## Signage / Wayfinding

Customers **unsure** whether parking is allowed along Islington Avenue

**Difficulty in seeing** parking restrictions at night along Kellam Street



# WHAT WE HAVE OBSERVED



## Traffic Operations and Issues

**High traffic volumes** and operations at the intersection of Islington Avenue and Stegman's Mill Road between approximately 4 PM – 6PM. Northbound queues can extend to Bindertwine Boulevard.

**Queues** along Stegman's Mill Road observed to extend to Napier Street

**Heavy vehicles** on Nashville Avenue and Stegman's Mill Road (especially due to Pine Valley detours)

**Trucks** make wide turns and impact crossing traffic along Islington Avenue



## Safety

Vehicles parked on-street often **encroach** onto the pedestrian sidewalk

Enforcement is required to bring vehicles to a **complete stop** at intersection of Islington Avenue with Nashville Road



## Pedestrians / Cyclists / Scooters

**Cyclists and scooters** ride both on the road and along sidewalk as there is no dedicated infrastructure for them

**Heavy pedestrian activity** around Islington Avenue and Kellam Street (Starbucks)

**Jay-walking** occurs, especially at intersection of Islington Avenue and Kellam Street (across from the busy Cookie Crumble Café)

**Cycling groups** meet in Kleinburg, particularly on weekends

**Casual cyclists** leave bicycles leaning against the Old Confectionery Hall

# NEXT STEPS AND STUDY CONTACT

- Following this Public Information and Feedback Session, the project team will:

## **Complete** data collection and analysis

- Fall parking surveys: Thursday, October 24 and Saturday, October 26, 2019
- Special event parking survey: November 2019

## **Collect** Online Survey #1 responses from September to October 2019

## **Project** future parking demands

## **Develop** and **evaluate** parking management strategies



- Please provide your contact information on the sign-in sheet for study updates or check the project website.
- Please talk with project team members during this Public Information and Feedback Session or direct any comments or questions to:

### **Samar Saadi Nejad, P.Eng.**

Manager, Development Transportation Engineering  
City of Vaughan  
905-832-2281, ext. 8253  
[samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca)

### **Mehemed Delibasic, P.Eng.**

Consultant Project Manager  
McIntosh Perry Consulting Engineers Ltd.  
289-319-3112  
[m.delibasic@mcintoshperry.com](mailto:m.delibasic@mcintoshperry.com)







# KBIA ANNUAL GENERAL MEETING



# KLEINBURG PARKING STRATEGY

Kleinburg BIA Annual General Meeting

**Presented By:**  
Samar Saadi Nejad  
Paul Grove  
Mehemed Delibasic

October 29, 2019



McINTOSH PERRY

# OUTLINE

- Study Background
- Study Objective and Approach
- Study Framework
- Study Outreach
- Current Progress
- Next Steps



# KLEINBURG PARKING STRATEGY - STUDY AREA



# STUDY BACKGROUND

## Why does Kleinburg need a Parking Strategy?

- Parking is continually highlighted as an existing concern in the Village
- Parking strategies must be developed to protect for the Village's future
- The Parking Strategy therefore will address both the short- and long-term



**Limited public parking** is a significant challenge for growth and development in Kleinburg.

- Based on Kleinburg Economic Development Strategy, 2011

# STUDY OBJECTIVE AND APPROACH

**OBJECTIVE:** Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long-term parking demands in Kleinburg



## Immediate and Future Parking Needs

Short-term (1 – 5 years)  
Medium-term (5 – 10 years)  
Long-term (2041)



## Strategic Parking Management Plan

Comprehensive parking strategies,  
policies, and guidelines

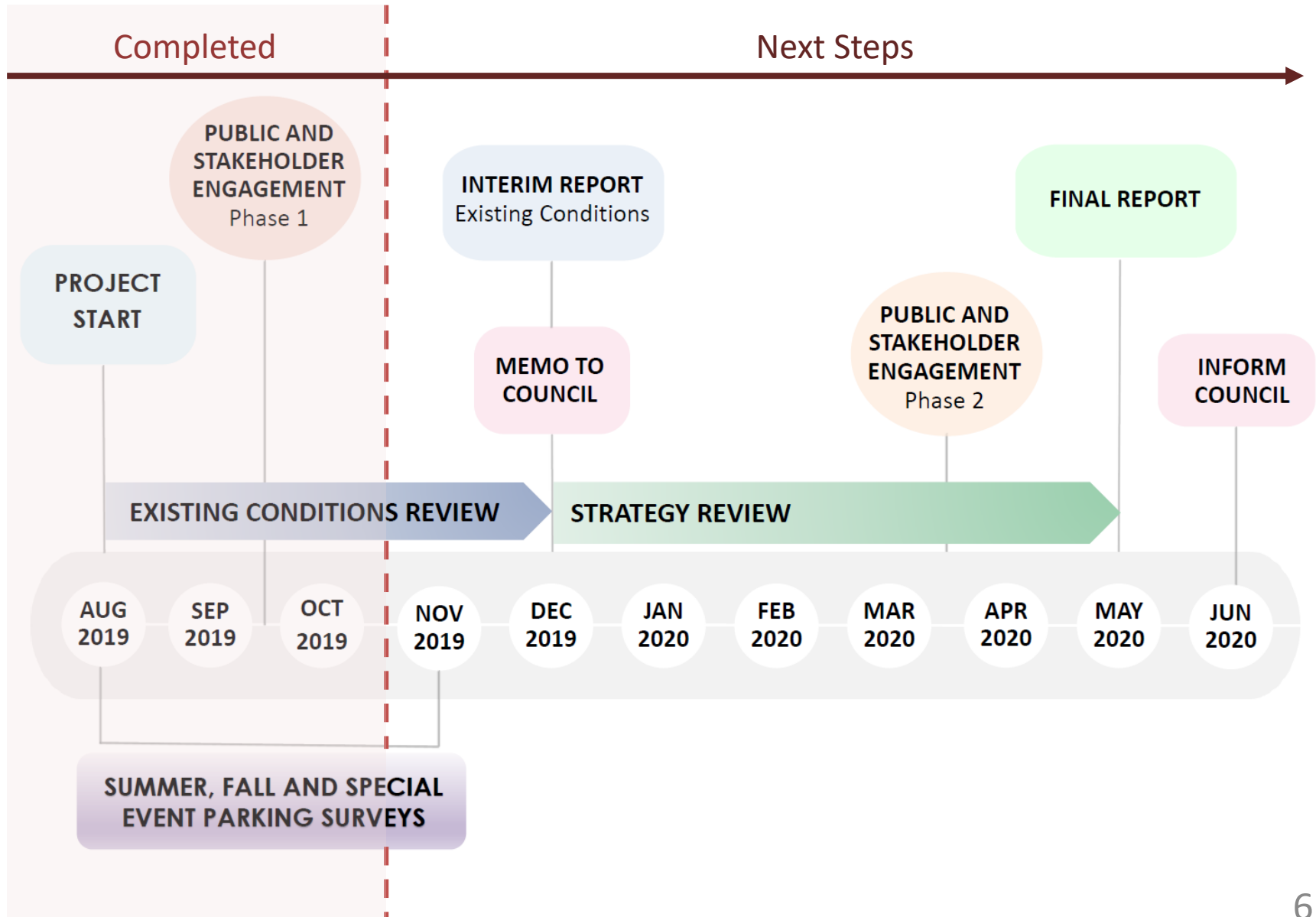


## Implementation Plan

Costs and funding strategy, phasing  
strategy and monitoring plan

## APPROACH

# STUDY FRAMEWORK





# STUDY OUTREACH

## Project Website

- Project Background and updates
- Opportunity to share feedback

## Study Notices

- Notices for study commencement and parking data collection
- Available on project website

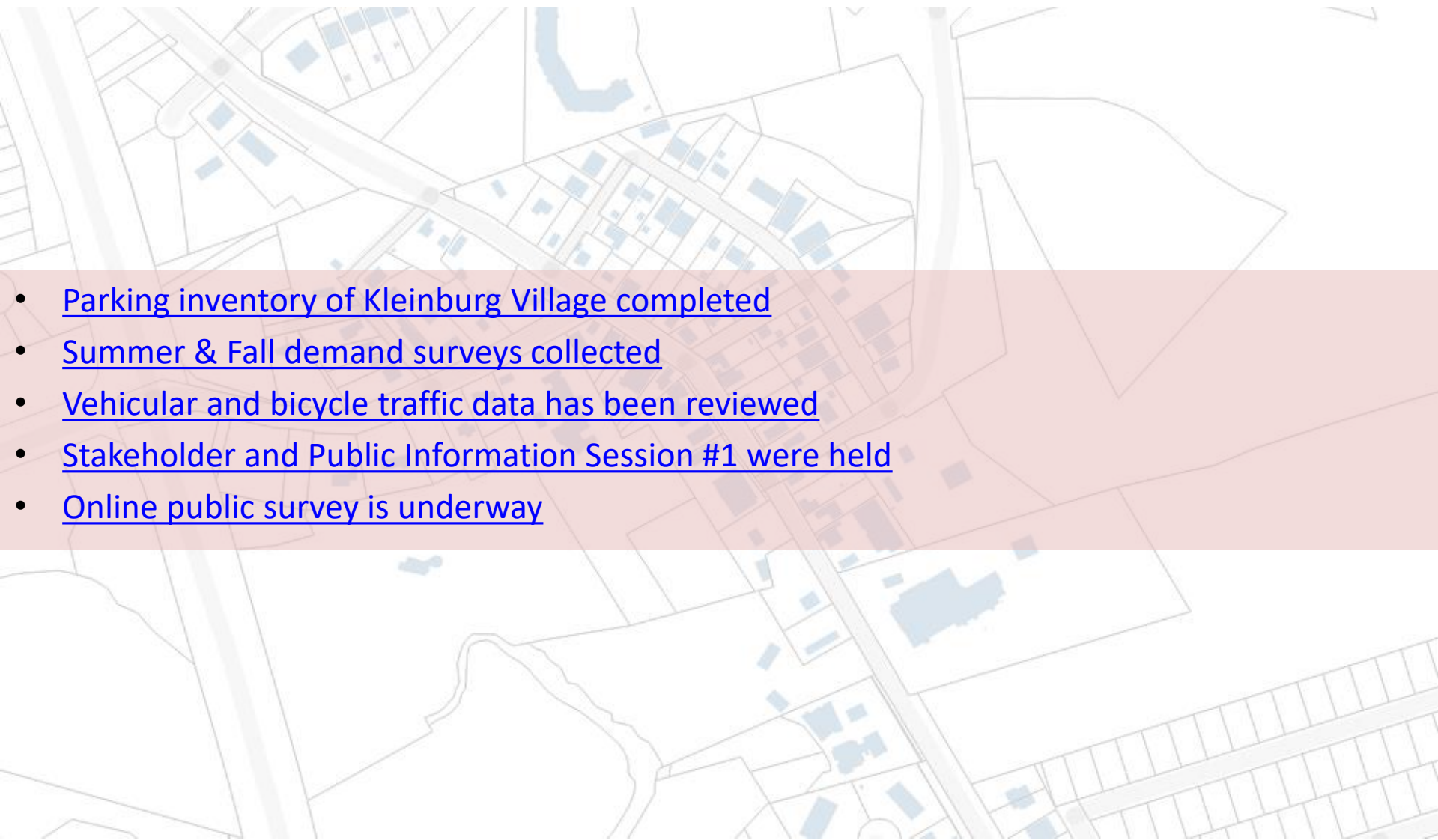
## Online Survey

- Collects input from the community about parking needs, issues, opportunities and desired outcomes in Kleinburg
- Open until end of October 2019

## Public Information and Feedback Session

- Present progress to the public and gather input at key points in the project
- First session held September 26, 2019
- Second session to be held Spring, 2020

# CURRENT PROGRESS



- [Parking inventory of Kleinburg Village completed](#)
- [Summer & Fall demand surveys collected](#)
- [Vehicular and bicycle traffic data has been reviewed](#)
- [Stakeholder and Public Information Session #1 were held](#)
- [Online public survey is underway](#)

# CURRENT PROGRESS – PARKING INVENTORY

- The existing supply of parking has been inventoried, including on-street and off-street parking:
  - On-Street Parking
  - Off-Street Parking
  - Public parking
  - Private Parking
  - Publicly Accessible Parking



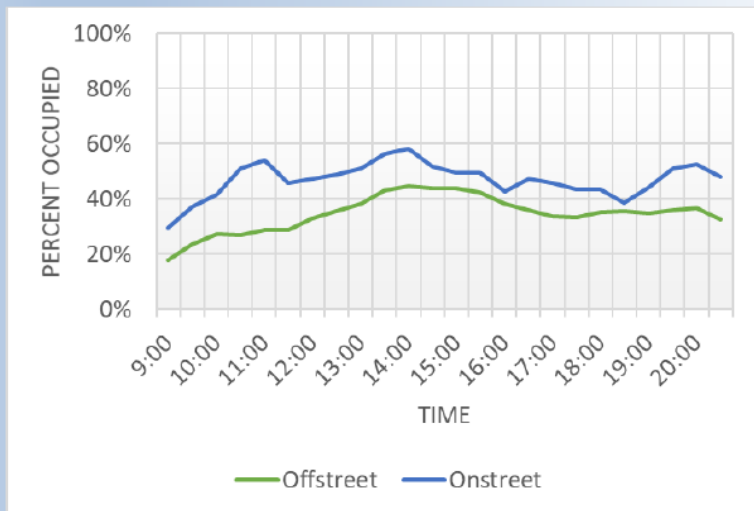
Parking Lot	Total Spaces (Accessible)	Parking Lot	Total Spaces (Accessible)
Lot #1	18 (1)	Lot #15	Un-marked
Lot #2	44 (2)	Lot #16	3
Lot #3	17 (1)	Lot #17	Un-marked
Lot #4	20 (1)	Lot #18	20
Lot #5	6	Lot #19	13
Lot #6	12 (1)	Lot #20	208 (2)
Lot #7	12	Lot #21	17 (2)
Lot #8	8 (1)	Lot #22	3
Lot #9	17 (1)	Lot #23	13 (1)
Lot #10	45 (3)	Lot #24	Un-marked
Lot #11	26 (1)	Lot #25	64 (1)
Lot #12	7 (1)	Lot #26	Un-marked
Lot #13	9	Lot #27	2
Lot #14	7	Lot #28	Un-marked
<b>On-Street</b>		<b>Total Spaces</b>	
Nashville Road (north side)		13	
Nashville Road (south side)		6	
Islington Avenue (East Side)		63	
Islington Avenue (West Side)		15	
Kellam Street		2	
Napier Street		30	



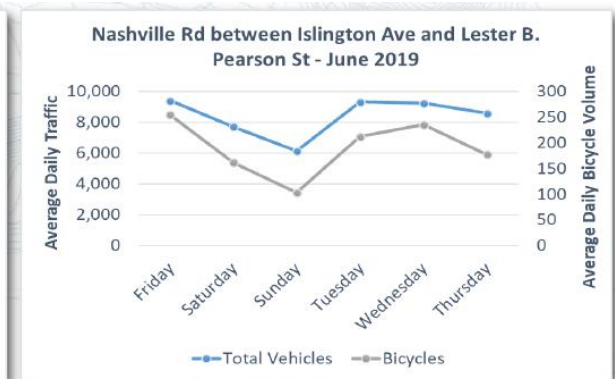
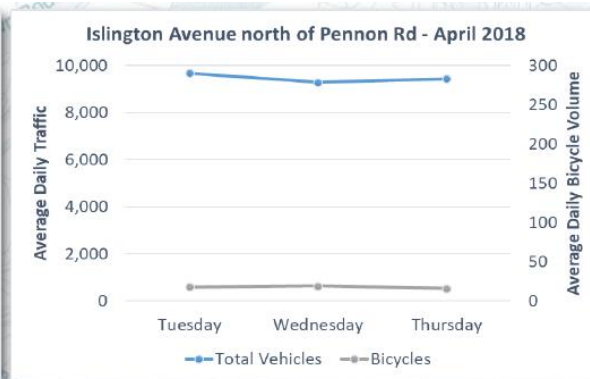
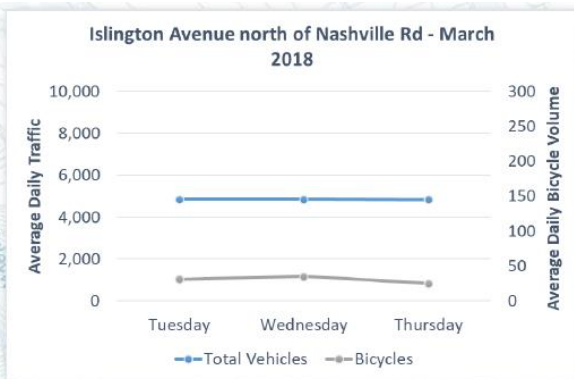
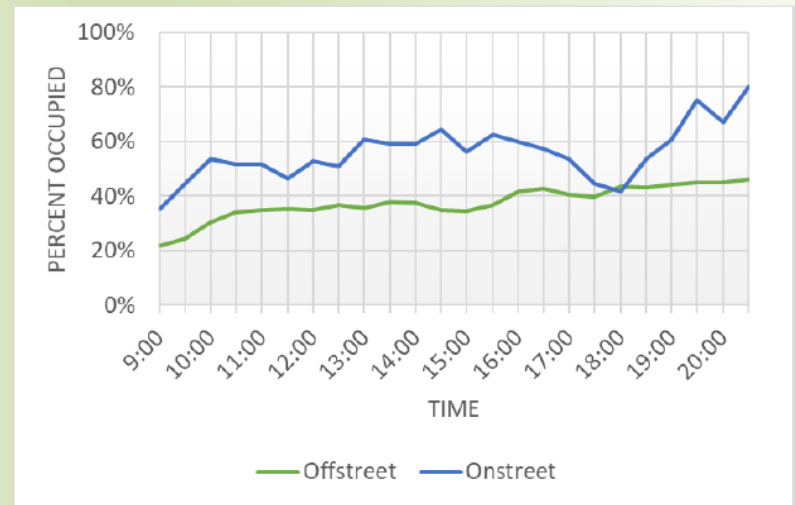
# CURRENT PROGRESS – PARKING SURVEYS & TRAFFIC

- Summer parking demand surveys were collected (Thurs Aug 22 & Sat Aug 24)
- Fall surveys recently completed (Thurs Oct 24 & Sat Oct 26)
- Traffic data was reviewed and collected of vehicular and bicycle traffic volumes

Thursday (Aug 22, 2019)



Saturday (Aug 24, 2019)





# CURRENT PROGRESS – ONLINE SURVEY

- **Online survey** has been posted for completion by the general public:
  - Live until end of October, 2019
  - Intended to contribute to the existing conditions review and identify existing challenges
  - Will preliminarily gather potential solutions to the identified challenges
  - Second online survey to be posted in 2020 when developing the solutions

Weekday

Weekend

## 2. What part of the day was that trip?

Morning (before 11 a.m.)

Afternoon (2 p.m. to 5 p.m.)

Noon (11 a.m. to 2 p.m.)

Evening (after 5 p.m.)

## 3. What was the purpose of your trip? (select all that apply)

Shop

Medical appointment

Work

Personal service (banking, hairdresser, spa, etc.)

Recreation

Special event (wedding, community meeting, etc.)

Residence

Visit a resident

Business meeting

Meeting point (bike/running club, etc.)

Tourism (museum, art gallery, etc.)

Pick-up/Drop-off at school/daycare

Dining

Visit the library

Other primary purpose of trip (please specify)

## 4. Where were you coming from?

Kleinburg

Whitchurch-Stouffville

Vaughan (but not Kleinburg)

Markham



# WHAT WE HAVE LEARNED SO FAR



## Parking Usage / Parking Needs

**Illegal parking** both on-street and off-street (e.g. in no-parking zones along Kellam Street, in fire zones, in front of fire hydrants, in the kill strip etc.)

**Space designations** for residential / specific commercial uses within private lots not always followed

**Customers** park at the Public Library, Kleinburg Public School, Pierre Berton Heritage Centre and Doctor's House to walk to another establishment

**Visitors** to McMichael Art Gallery sometimes park at Bindertwine park and walk through the trails to the gallery



## Parking / Traffic Interactions

Vehicles' **waiting or hesitating** to turn into a parking lot impacts through-traffic on Islington Avenue

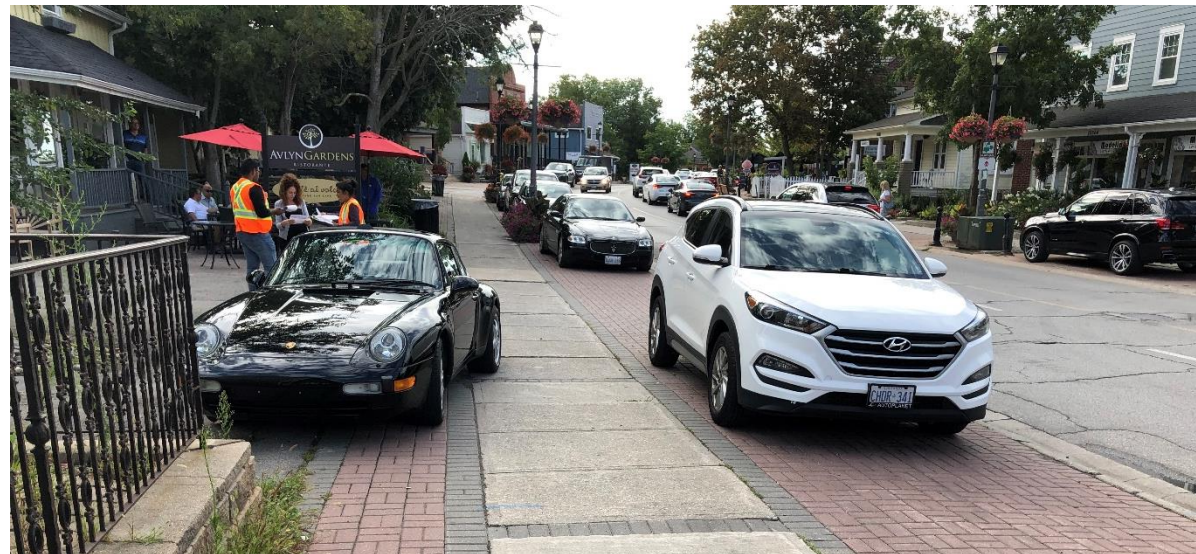
Vehicles **backing out** of parking spaces impact through-traffic on Islington Avenue



## Signage / Wayfinding

Customers **unsure** whether parking is allowed along Islington Avenue

**Difficulty in seeing** parking restrictions at night along Kellam Street



# WHAT WE HAVE LEARNED SO FAR



## Traffic Operations and Issues

**High traffic volumes** and operations at the intersection of Islington Avenue and Stegman's Mill Road between approximately 4 PM – 6PM. Northbound queues can extend to Bindertwine Boulevard.

**Queues** along Stegman's Mill Road observed to extend to Napier Street

**Heavy vehicles** on Nashville Avenue and Stegman's Mill Road (especially due to Pine Valley detours)

**Trucks** make wide turns and impact crossing traffic along Islington Avenue



## Safety

Vehicles parked on-street often **encroach** onto the pedestrian sidewalk

Enforcement is required to bring vehicles to a **complete stop** at intersection of Islington Avenue with Nashville Road



## Pedestrians / Cyclists / Scooters

**Cyclists and scooters** ride both on the road and along sidewalk as there is no dedicated infrastructure for them

**Heavy pedestrian activity** around Islington Avenue and Kellam Street (Starbucks)

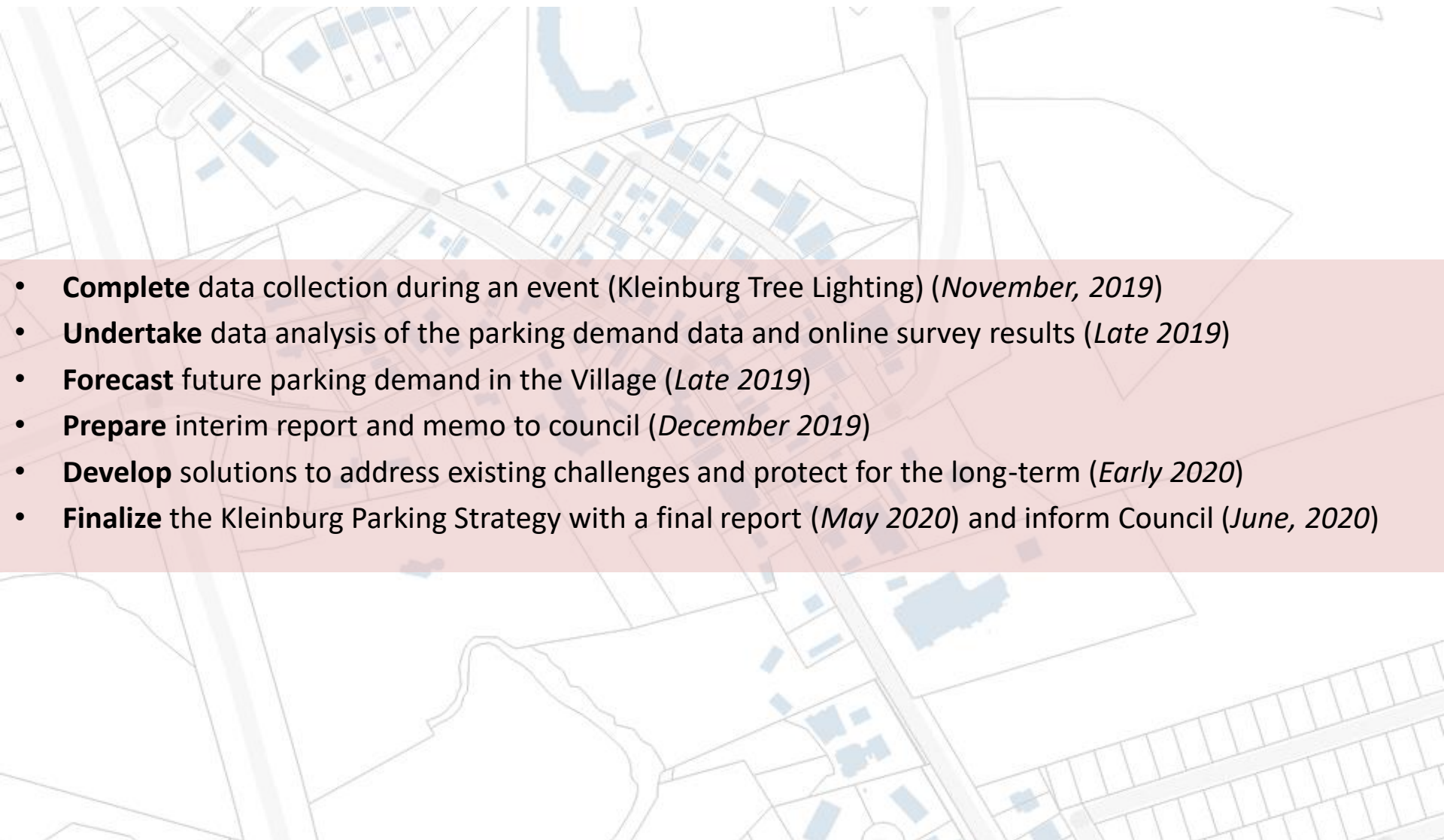
**Jay-walking** occurs, especially at intersection of Islington Avenue and Kellam Street (across from the busy Cookie Crumble Café)

**Cycling groups** meet in Kleinburg, particularly on weekends

**Casual cyclists** leave bicycles leaning against the Old Confectionary Hall



# NEXT STEPS



- **Complete** data collection during an event (Kleinburg Tree Lighting) (*November, 2019*)
- **Undertake** data analysis of the parking demand data and online survey results (*Late 2019*)
- **Forecast** future parking demand in the Village (*Late 2019*)
- **Prepare** interim report and memo to council (*December 2019*)
- **Develop** solutions to address existing challenges and protect for the long-term (*Early 2020*)
- **Finalize** the Kleinburg Parking Strategy with a final report (*May 2020*) and inform Council (*June, 2020*)



THANK YOU

## Public Consultation Materials - Phase 2



# **NOTICE OF INFORMATION AND FEEDBACK SESSIONS #2 AND ADVERTISEMENTS**

# PARKING STRATEGY REVIEW FOR THE KLEINBURG VILLAGE

## Notice of Information and Feedback Session #2 - ONLINE

To assess immediate and long-term parking needs and develop a parking management strategy, the City has undertaken the Kleinburg Parking Strategy Study ("Study"). The Study has identified and assessed alternative solutions for existing and future parking needs following quantitative data collection and analyses, as well as qualitative surveying and consultation.



### PARKING MANAGEMENT STRATEGY DEVELOPMENT

The project team completed Phase 1 of the Study with the goal to establish a baseline understanding of parking supply and demand in the area. Starting in late August 2019, several parking surveys of existing on-street, off-street, and bicycle parking (both publicly owned and private) were undertaken to determine the occupancy, turnover and durations of parking within Kleinburg Village. Through the Phase 1 engagement efforts, the following key issues/comments were brought forward:

- Overall insufficient parking and illegal parking
- Congested traffic conditions on Islington Avenue
- Pedestrian movement and safety
- Lack of cycling infrastructure and bicycle parking within Kleinburg
- Traffic operations and parking at the Kleinburg Public School
- Desire for centralized public parking

To address these key issues the following opportunities have been identified and carried forward to Phase 2 of the Study:

- Improve parking and travel efficiency by providing guidance (i.e. wayfinding and signage)
- Promote underused parking and review shared-use of private parking spaces
- Delineate regular and accessible public on-street parking spaces
- Provide a centralized public parking facility
- Encourage Transportation Demand Management (TDM); establish a pedestrian-oriented public realm
- Explore new technologies in shared mobility and/or micromobility
- Consider implementing paid parking and a Parking Authority
- Update or changing existing policies such as cash-in-lieu of parking

The project is now in the final stage of Phase 2, which includes exploring solutions to assess potential parking management systems for the short, medium, and long-term needs. Funding and legal mechanisms will also be reviewed to implement the Strategy. Phase 2 includes an opportunity for consultation and engagement with members of the public and all stakeholders to obtain feedback and seek input.



### SHARE YOUR FEEDBACK

Collecting feedback from the community is vital to the success of the Study. Whether a resident, business owner, working professional or occasional visitor, your experience with parking in the area is important and will help in the assessment of the proposed parking management systems.



### ONLINE - INFORMATION AND FEEDBACK SESSION #2:

This will be an opportunity to review the results of the surveys and a compilation of existing issues and opportunities. The public will be consulted on the proposed solutions and assessment of potential parking management systems to address short, medium, and long-term parking needs. The online session will be in digital format and presentation boards will be available for view and feedback from June 8 to June 22, 2020, at the following website: [www.kleinburgparkingstudy.ca](http://www.kleinburgparkingstudy.ca)

### ✓ ONLINE SURVEY #2:

The second online survey will collect input on the solutions to assess potential parking management systems for the short, medium, and long-term needs in Kleinburg. The online survey #2 is currently published on the City of Vaughan project website at:

[www.vaughan.ca/services/residential/dev\\_eng/kps/Pages/default.aspx](http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx)



### EMAIL or TELEPHONE:



Comments or questions can also be directed to:

**Paul Grove, M.Pl., MCIP, RPP**  
**Project Manager, City of Vaughan**  
**Tel. 905- 832-8585, ext. 8857**  
**Email: [paul.grove@vaughan.ca](mailto:paul.grove@vaughan.ca)**

**Mehemed Delibasic, P.Eng.**  
**Consultant Project Manager, McIntosh Perry**  
**Consulting Engineers Ltd.**  
**Tel. 647-463-7993**  
**Email: [m.delibasic@mcintoshperry.com](mailto:m.delibasic@mcintoshperry.com)**

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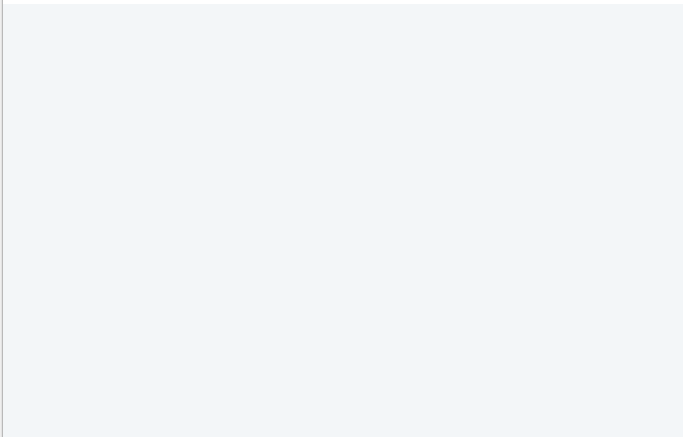
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The City is exploring solutions for current and future needs of [#parking](#) in [#Kleinburg](#) Village. Phase 2 of the study is underway. Share your thoughts in the virtual public information and feedback session. More at [https://lnkd.in/ddTra\\_K](https://lnkd.in/ddTra_K)



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## **AGENCY / STAKEHOLDER SESSION #2**



# KLEINBURG PARKING STRATEGY REVIEW

AGENCY / STAKEHOLDER SESSION #2

April 20, 2020





## STUDY TEAM

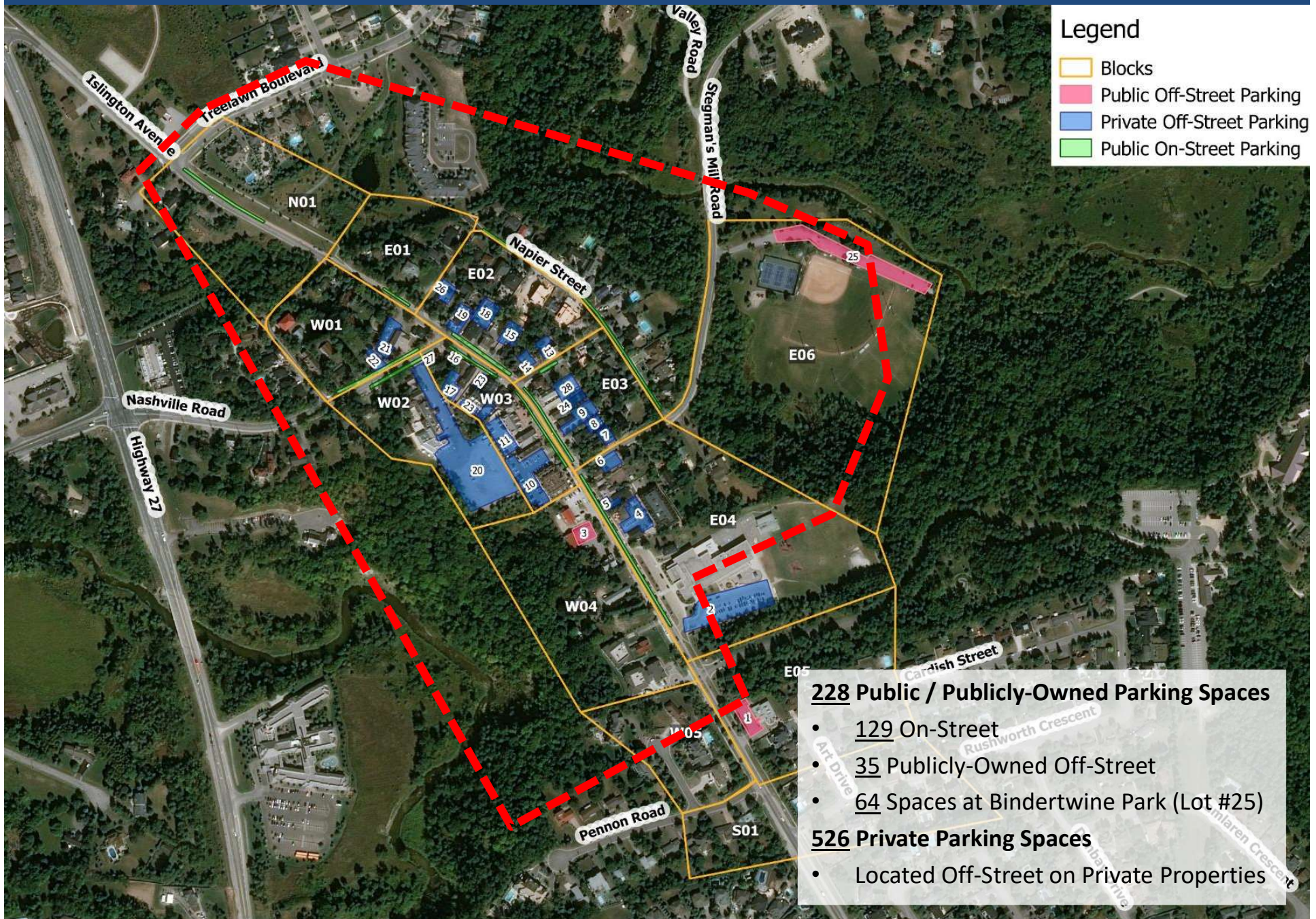
- **Paul Grove – Project Manager, City of Vaughan**
- **Samar Saadi Nejad – Manager, City of Vaughan**
- **Tong Wang – Transportation Analyst, City of Vaughan**
- **Pat Becker – Consultation and Engagement Consultant, P Becker Consulting**
- **Domenic Sorbara – Parking Consultant, DSorbara Parking & Systems Consulting**
- **Mehemed Delibasic – Project Manager, McIntosh Perry**
- **Kassel Prince – Traffic Engineer, McIntosh Perry**
- **Talha Yousafzai – Traffic Analyst, McIntosh Perry**

# OUTLINE

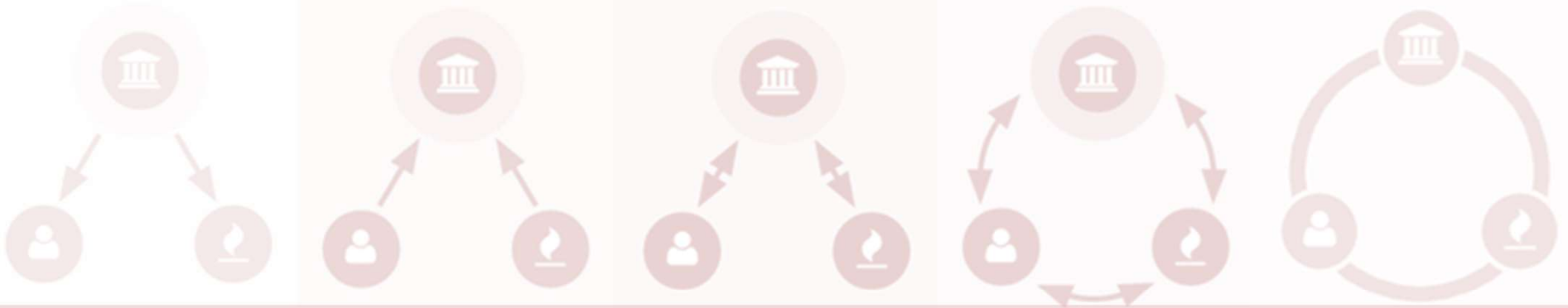
- **Introductions**
- **Objectives and Framework**
- **Phase 1 Findings**
  - Parking Survey Results
  - User Feedback, Behaviours and Perceptions
  - Issues and Opportunities
- **Phase 2 Ongoing Work**
  - Future Parking Conditions
  - Potential Solutions
  - Evaluation
- **Phase 2 Interactive Session**
- **Next Steps**



# STUDY AREA



# MEETING OBJECTIVES

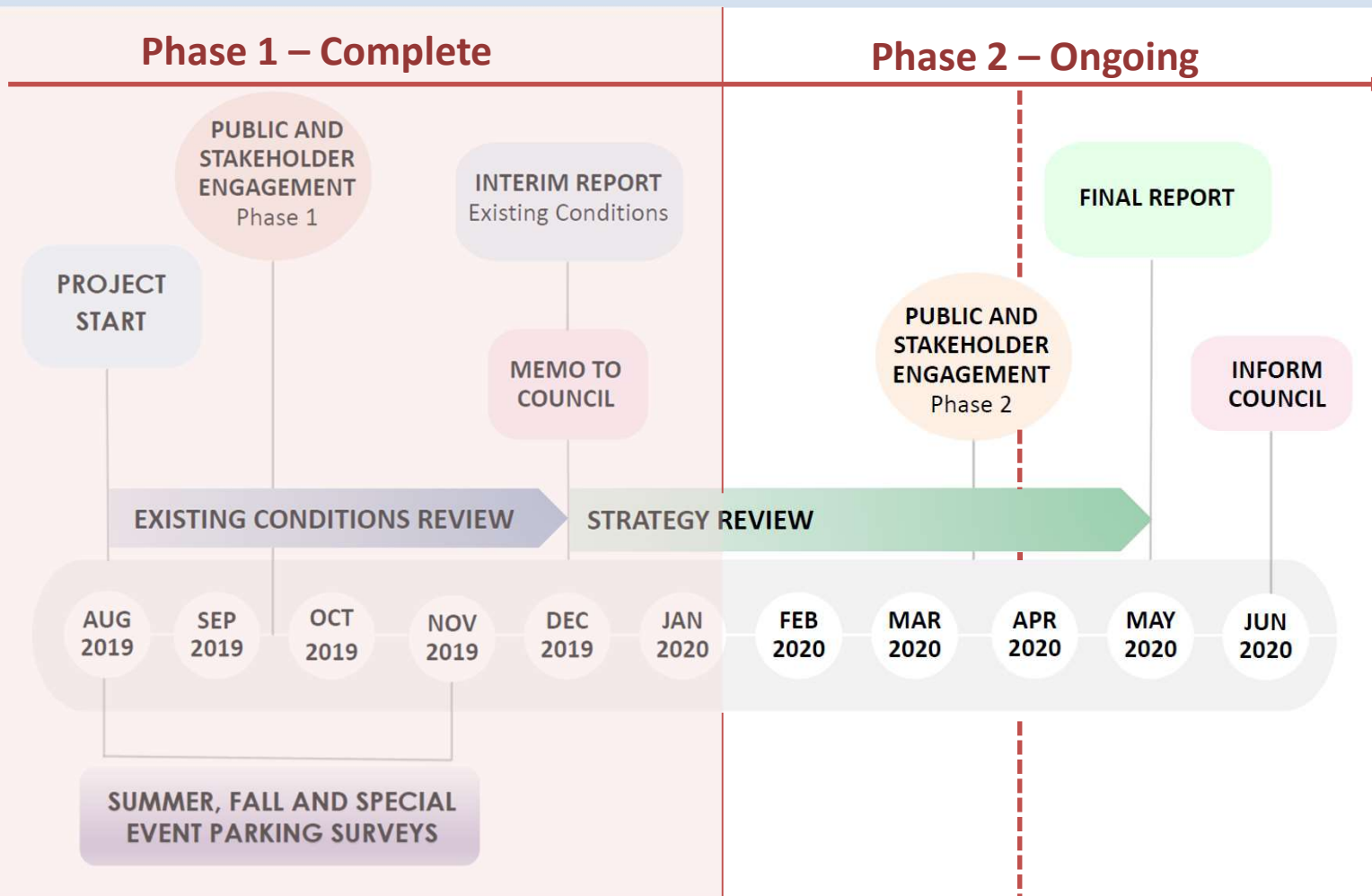


- **Update** stakeholders on Phase 1 findings and existing issues and opportunities in Kleinburg
- **Present** potential solutions to address existing parking needs and protect for the long-term
- **Gather** input from stakeholders to refine potential solutions
- **Maintain** an open communication for stakeholder input on the proposed parking strategy



# STUDY OBJECTIVE AND FRAMEWORK

**OBJECTIVE:** Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long-term parking needs in Kleinburg



# PHASE 1 FINDINGS - REVIEW

- **Parking Survey Results**
- **User Feedback, Behaviours and Perceptions**
- **Issues and Opportunities**

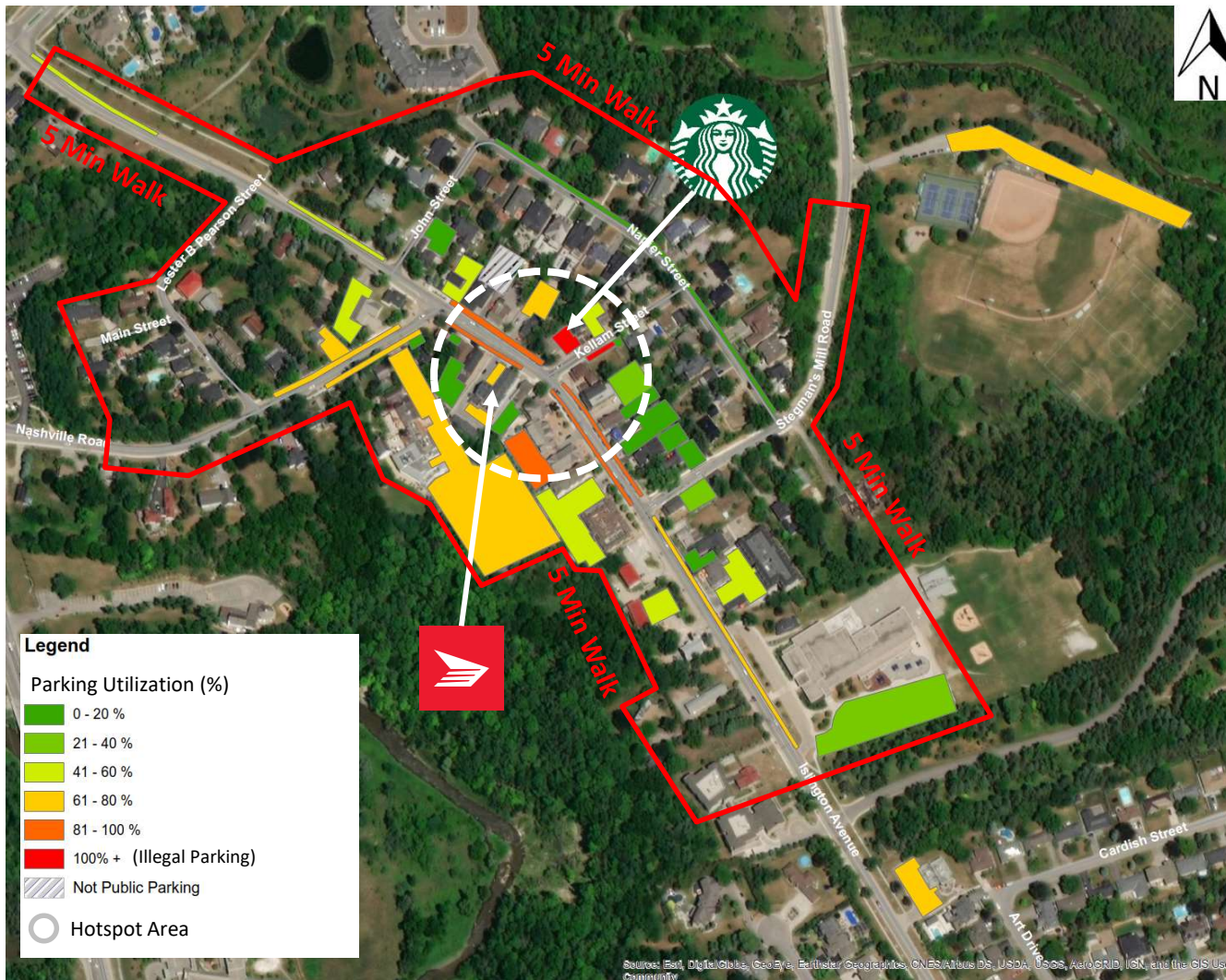
# PARKING DEMAND SUMMARY

- An overall peak parking demand of 55% was experienced during the Fall survey (Saturday, Oct. 26)
- Peak on-street parking demand (75%) occurred during the Special Event (Friday, Nov. 29)
- **Residual parking supply slightly misleading, as it includes parking not readily available to the public**

	Survey Period	Peak Period	Total Occupancy	Off-Street		On-Street
				Private	Publicly-owned <sup>1</sup>	Public
SUMMER	Weekday 9:00 AM – 9:00 PM	2:00 – 2:30 PM	<b>351</b> (49%)	<b>256</b> (47%)	<b>21</b> (60%)	<b>74</b> (57%)
	Weekend 9:00 AM – 9:00 PM	2:00 – 2:30 PM	<b>284</b> (42%)	<b>203</b> (39%)	<b>16</b> (46%)	<b>65</b> (50%)
		8:30 – 9:00 PM	<b>378</b> (55%)	<b>277</b> (53%)	<b>13</b> (37%)	<b>88</b> (68%)
FALL	Weekday 8:00 AM – 9:00 PM	1:30 – 2:00 PM	<b>348</b> (50%)	<b>243</b> (46%)	<b>27</b> (77%)	<b>78</b> (60%)
		8:30 – 9:00 PM	<b>296</b> (43%)	<b>190</b> (36%)	<b>16</b> (46%)	<b>90</b> (70%)
	Weekend 9:00 AM – 9:00 PM	1:30 – 2:00 PM	<b>378</b> (55%)	<b>277</b> (53%)	<b>7</b> (20%)	<b>94</b> (73%)
SPECIAL EVENT	5:00 PM – 8:00 PM	7:30 – 8:00 PM	<b>362</b> (53%)	<b>248</b> (47%)	<b>17</b> (49%)	<b>97</b> (75%)

<sup>1</sup> Includes municipally owned parking lots at Pierre Berton Heritage Centre and Kleinburg Public Library

# PEAK PARKING DEMAND (Fall Weekend Peak 1:30PM)



Total Demand = **378 Spaces**

- **378 Spaces / 690 Spaces** (excluding Bindertwine Park)
- **277 Private Off-Street Spaces**
- **7 Publicly-Owned Off-Street Spaces**
- **94 Public On-Street Spaces**

Total Occupancy = **55%**

- Private Off-Street = **53%**
- Publicly-Owned Off-Street = **20%**
- Public On-Street = **73%**
- **Overall reserve parking available**
- **Notable parking demand in "hotspot" areas** (key activity areas)

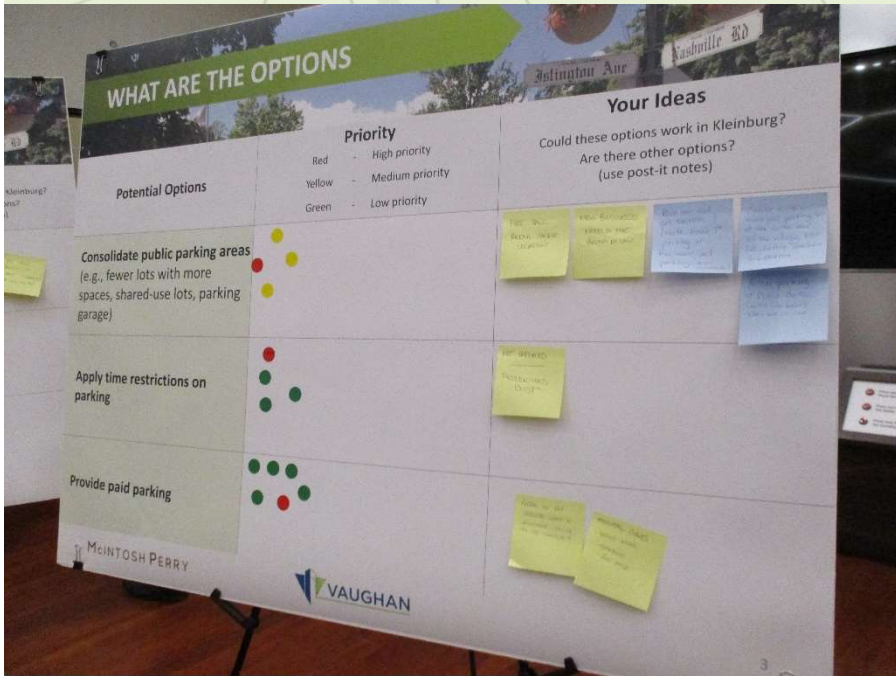


## USER BEHAVIOURS AND PERCEPTIONS

- Trip purposes vary, but most visit Kleinburg for:
  - Dining or Recreation (26%)
  - Shopping or Personal Services (19%)
  - Pick-up/Drop-off or Post-Office (18%)
- The majority of visits originate from **within Kleinburg** or the **City of Vaughan**
- Many (23%) visit for **15-minutes or less** (pick-up/drop-off, post-office)
- Most (42%) stay **between 1-3 hours** (shopping, dining, recreation)
- Parking **on-street on Islington Avenue** is where most choose to park (33%)
- Most (46%) find parking **in 5 minutes or less**, with a significant proportion (27%) taking **over 10 minutes** to find parking

# STAKEHOLDER AND PUBLIC FEEDBACK

- Stakeholder Meeting #1 / Focus Group Meetings
- Public Information Session #1
- Key Issues/Comments:
  - Illegal parking
  - Traffic operations and parking at Kleinburg Public School
  - Islington Avenue is a through corridor with steady traffic flow
  - Pedestrian movement and safety
  - Lack of cycling infrastructure within Kleinburg
  - Need for centralized parking area
  - Insufficient parking at post office



## EXISTING CHALLENGES



High parking demand within high-activity or “hotspot” areas



Public parking spaces are not widely available



Private off-street parking lots are not available to the general public



Signage and pavement markings are limited or inadequate



The existing parking signage/restrictions are not visible or apparent



Traffic volumes are high on Islington Avenue during peak periods



Kleinburg Public School, YMCA daycare and post-office demand is high



Safety concerns are present with respect to active transportation



Communicating closures and plans for special events to the public

## OPPORTUNITIES



Improve parking and travel efficiency by providing guidance to visitors (for example, wayfinding and signage)



Target and manage visitor groups to better utilize available parking



Promote underused parking and review shared use of private parking



Improve or increase the supply of public parking using initiatives such as:

- *Delineating regular and accessible public on-street parking spaces*
- *Legalize on-street parking spaces in restricted areas*
- *Provide a centralized public parking facility*



Encourage Transportation Demand Management (TDM)



Establish a pedestrian-oriented public realm and remove boulevard parking



Re-evaluate the role of Islington Avenue as a throughway versus main street



Explore new technologies such as shared mobility and/or micromobility



Consider implementing paid parking and a Parking Authority



Update/change existing policies such as cash-in-lieu of parking



Capitalize on planned improvements to the Islington corridor

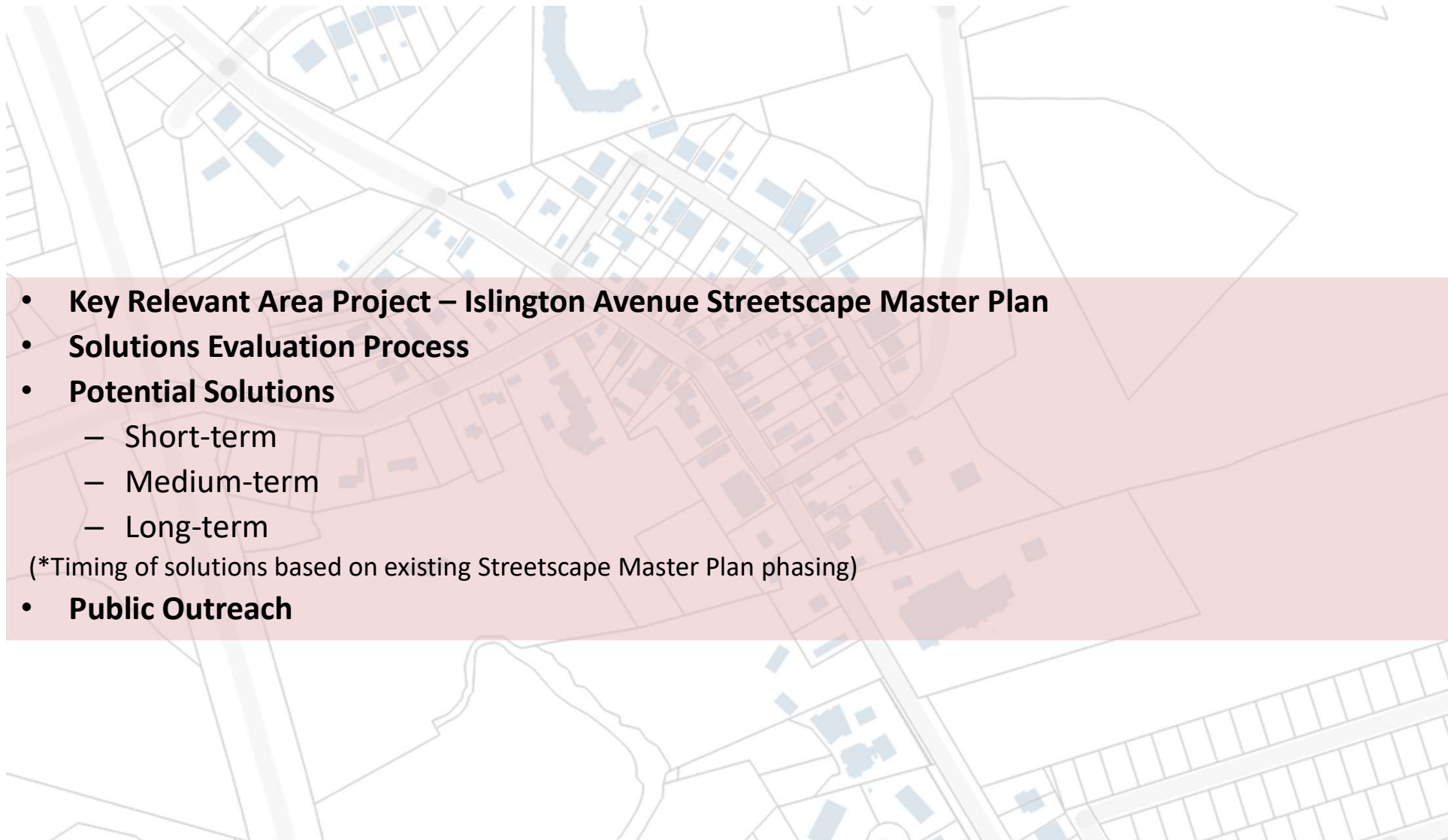


# Brief Question Period on Phase 1

Phase 1 Interim Report and Appendices:

[http://www.vaughan.ca/services/residential/dev\\_eng/kps/Pages/Project-Updates.aspx](http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/Project-Updates.aspx)

# PHASE 2 WORKS



- **Key Relevant Area Project – Islington Avenue Streetscape Master Plan**
  - **Solutions Evaluation Process**
  - **Potential Solutions**
    - Short-term
    - Medium-term
    - Long-term
- (\*Timing of solutions based on existing Streetscape Master Plan phasing)
- **Public Outreach**

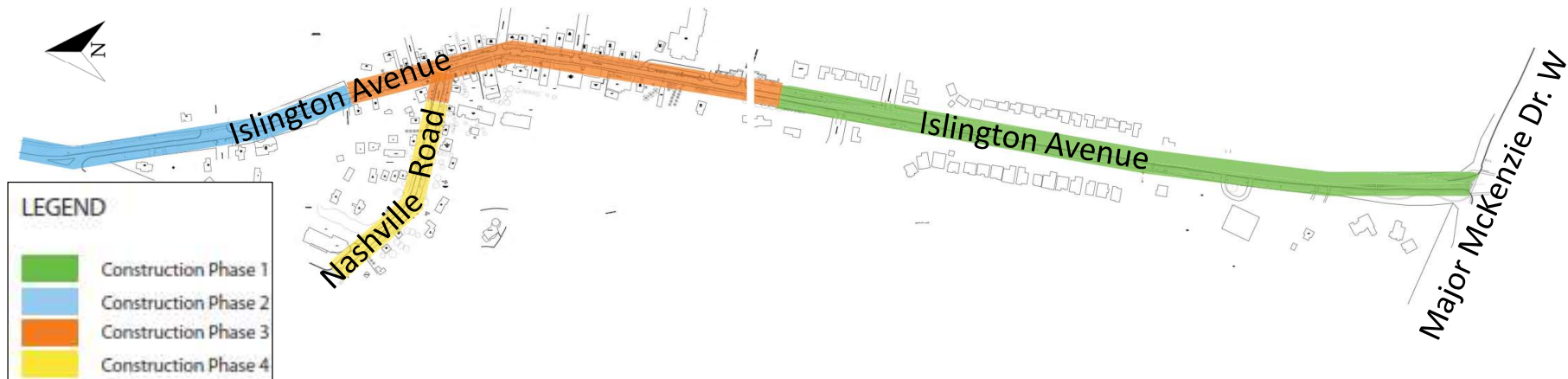
# KEY RELEVANT AREA PROJECT – ISLINGTON AVENUE STREETScape MASTER PLAN

Parking opportunities, present a means of improving vehicle operations within the village and can aid in enhancing the Village’s streetscape design to accommodate all users



Parking related concepts and recommendations from the 2011 Islington Avenue Streetscape Master Plan were incorporated to assist in meeting Village streetscape objectives and restoring the Village’s historic feel

# PROPOSED STREETScape MASTER PLAN PHASES



## Recommendation:

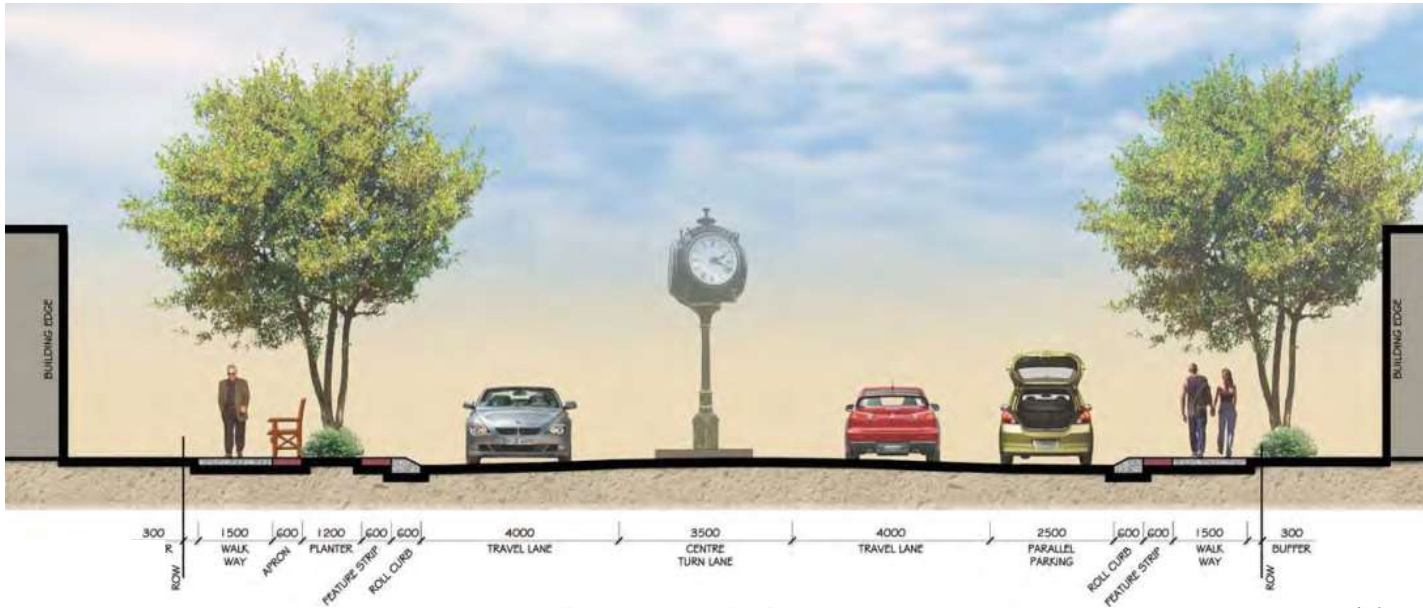
- Solutions to coincide with Master Plan phasing
- Phase 1 boundary to be extended to south of Stegman's Mills Rd
- Change project phasing order
  - Move Phase 3 (orange) forward to become Phase 2
  - Move Phase 2 (blue) to Phase 3
- Extend the boundary of the proposed revised Phase 2 northward from Lester B. Pearson St to Treelawn Blvd

## Note:

- Phase 1 work has commenced



# STREETSCAPE MASTER PLAN IMPROVEMENTS

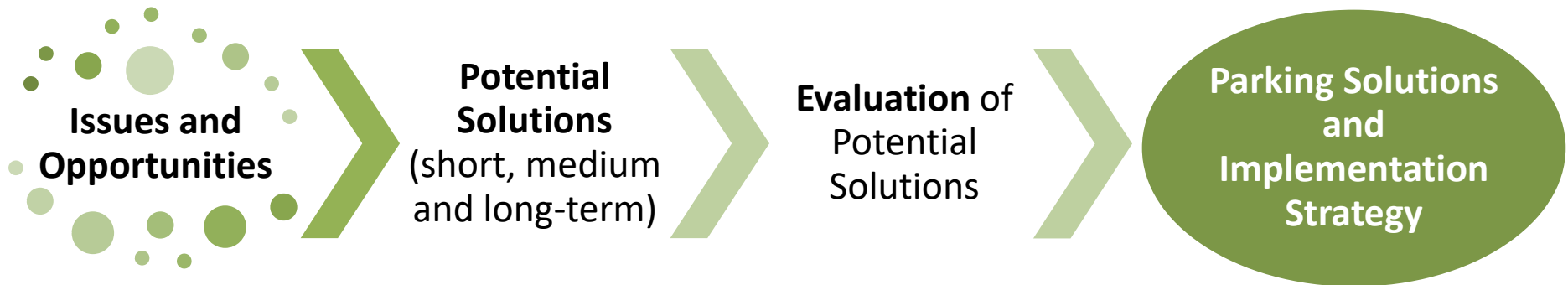


- Revitalizing the Village Core
- Creating safe separation between pedestrians
- Traveling vehicles and parked vehicles

The Master Plan incorporates development of safer circulation routes for pedestrians and cyclists



# EVALUATION PROCESS AND CRITERIA



**Technical Criteria**

- Parking Capacity
- Traffic Operations
- Sustainable Transportation, Safety and Accessibility
- Planning and Policies

**Social Criteria**

- Businesses/Developments
- Public Perception

**Cost Criteria**

- User Cost
- Implementation
- Operation/Enforcement

# SHORT-TERM SOLUTIONS FOR DISCUSSION (1 – 5 Years)

## Parking Solutions

**Parking Restriction Signage** (time limits and restrictions)

**Public Parking Lot** (at grade centralized parking in boulevard north of John Street)

**Paid Parking**

**Parking Structure** (centralized parking structure above/below grade)

**Public Private Partnerships** (shared private-public parking)

**Parking Lay-by** (on-street parking on Islington Avenue, north of John Street and south of Stegman's Mills Road)

**Clear Delineation of Parking Spaces / Pedestrian Areas**

**Use of Bindertwine Park** for (1) Cyclist group meeting points (2) valet parking (public-private partnerships)

## Mobility / Infrastructure Improvements

**Wayfinding Improvements** (parking signage, maps and directories, real time parking solutions)

**Canada Post Community Mailboxes** at core gateways

# EVALUATION: SHORT-TERM SOLUTIONS FOR DISCUSSION

Category	Criteria	Parking Solutions								Mobility / Infrastructure Improvements	
		Parking Restriction Signage	Public Parking Lot	Paid Parking (village core)	Parking Structure	Parking Partnerships	Parking Lay-by	Clear Delineation of Parking Spaces / Pedestrian Areas	Use of Bindertwine Park	Wayfinding Strategy	Canada Post Community Mailboxes
Technical	Parking Capacity	○	●	●	○	●	●	○	●	○	●
	Traffic Operations	●	○	●	●	○	○	●	○	○	●
	Sustainable Transportation, Safety and Accessibility	○	●	○	○	○	●	●	○	●	○
	Planning and Policies	●	●	○	●	○	●	●	●	●	●
Social	Business / Development	○	●	●	○	●	●	○	●	○	●
	Public Perception	●	●	●	○	●	●	●	○	●	●
Cost / Finance	User cost	●	●	●	●	●	●	●	●	●	●
	Implementation	●	○	○	●	○	○	●	○	●	○
	Operating Costs / Enforcement	●	○	○	●	●	○	○	○	●	●
	Average Score	○	●	●	●	●	●	○	○	●	●

## Key



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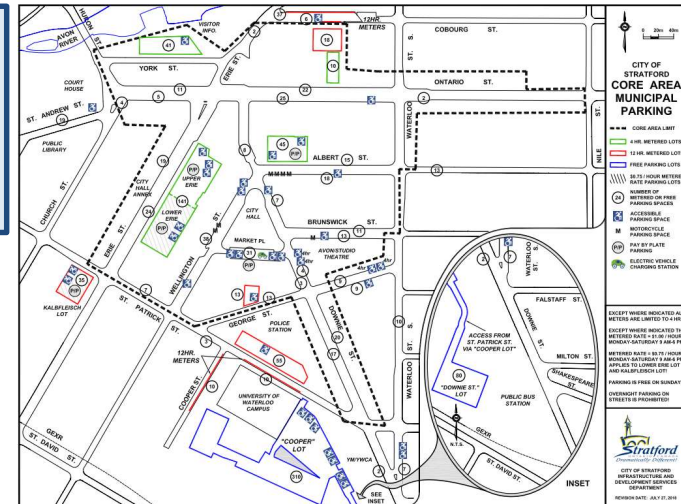


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# KEY SHORT-TERM SOLUTIONS / ISSUES ADDRESSED

## Wayfinding Improvements

- Doesn't increase parking supply but improves user experience
- Reduces traffic circulation issues



## Canada Post Community Mailboxes at core gateways (consultation required)

- Moves parking needs out of the core/hotspot area
- Provides easier access to residents during peak time periods



# KEY SHORT-TERM SOLUTIONS / ISSUES ADDRESSED

## Centralized Parking

- Increases public parking supply
- Improves availability of private parking
- Reduces traffic circulating for parking

## Parking Requirements for Suitable Off-Street Parking Supply

- Adequate parking supply for new or infill developments
- Increases future parking supply

## Parking Lay-bys on Islington Avenue south of Stegman's Mills Rd and north of John St

- Provides easy to recognize public parking in Kleinburg core
- Reduces traffic circulation issues
- Can be coordinated with Islington Streetscape Master Plan project

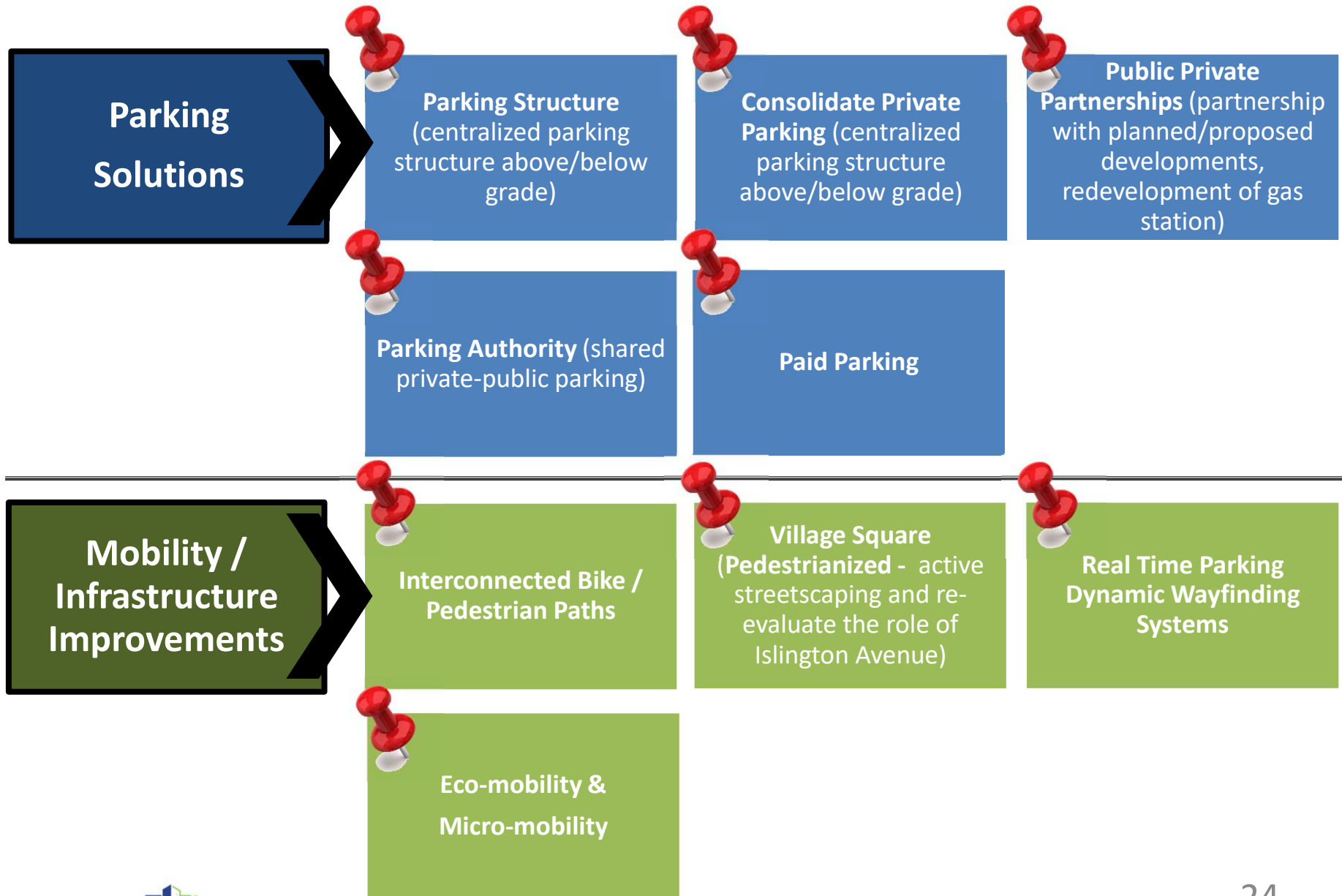
Centralized Off-Street Parking Options



## Use of Bindertwine Park for Cyclist Groups and Valet Parking

- Provides significant parking supply to accommodate parking needs
- Improves availability of parking in hotspot areas within Kleinburg core

# MEDIUM-TERM SOLUTIONS FOR DISCUSSION (5-10 Years)



# EVALUATION: MEDIUM-TERM SOLUTIONS FOR DISCUSSION

		Parking Solutions					Mobility / Infrastructure Improvements			
Category	Criteria	Paid Parking (village core)	Parking Structure	Public Private Partnerships	Consolidated Private Parking	Parking Authority	Interconnected Bike / Pedestrian Paths	Village Square (Pedestrianized)	Real Time Parking / Dynamic Wayfinding Systems	Eco-mobility & Micro-mobility
Technical	Parking Capacity	○	○	●	●	●	○	○	○	●
	Traffic Operations	●	○	○	○	●	●	●	●	●
	Sustainable Transportation, Safety and Accessibility	○	○	○	○	○	●	●	●	●
	Planning and Policies	○	●	●	○	●	●	●	●	●
Social	Business / Development	●	○	●	○	●	○	●	●	○
	Public Perception	●	○	●	○	○	●	○	●	●
Cost / Finance	User cost	●	○	●	●	○	○	●	●	●
	Implementation	○	●	○	●	○	○	○	●	○
	Operating Costs / Enforcement	○	●	●	●	○	○	●	●	●
Average Score		○	○	●	○	○	○	●	●	●

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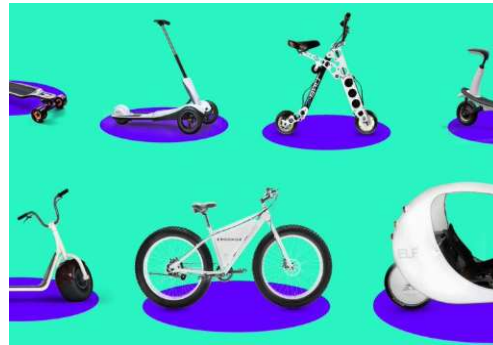
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# KEY MEDIUM-TERM SOLUTIONS / ISSUES ADDRESSED

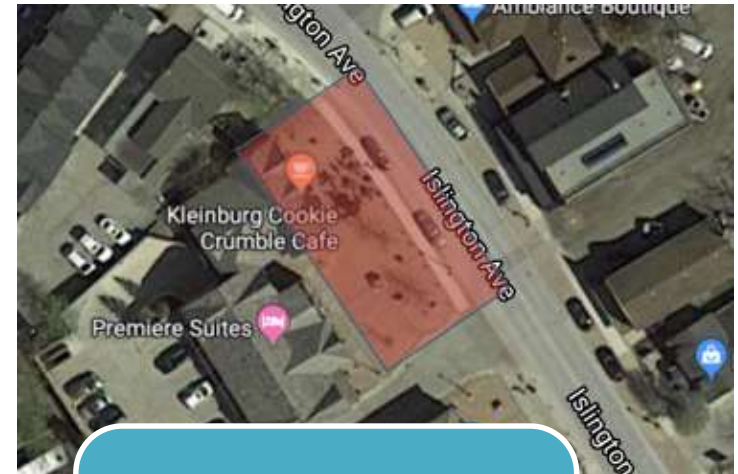
## Eco-mobility & Micro-mobility

- Designated areas for sustainable travel modes
- Reduces traffic circulation issues
- Can be coordinated with Islington Streetscape Master Plan project



## Infrastructure Improvements

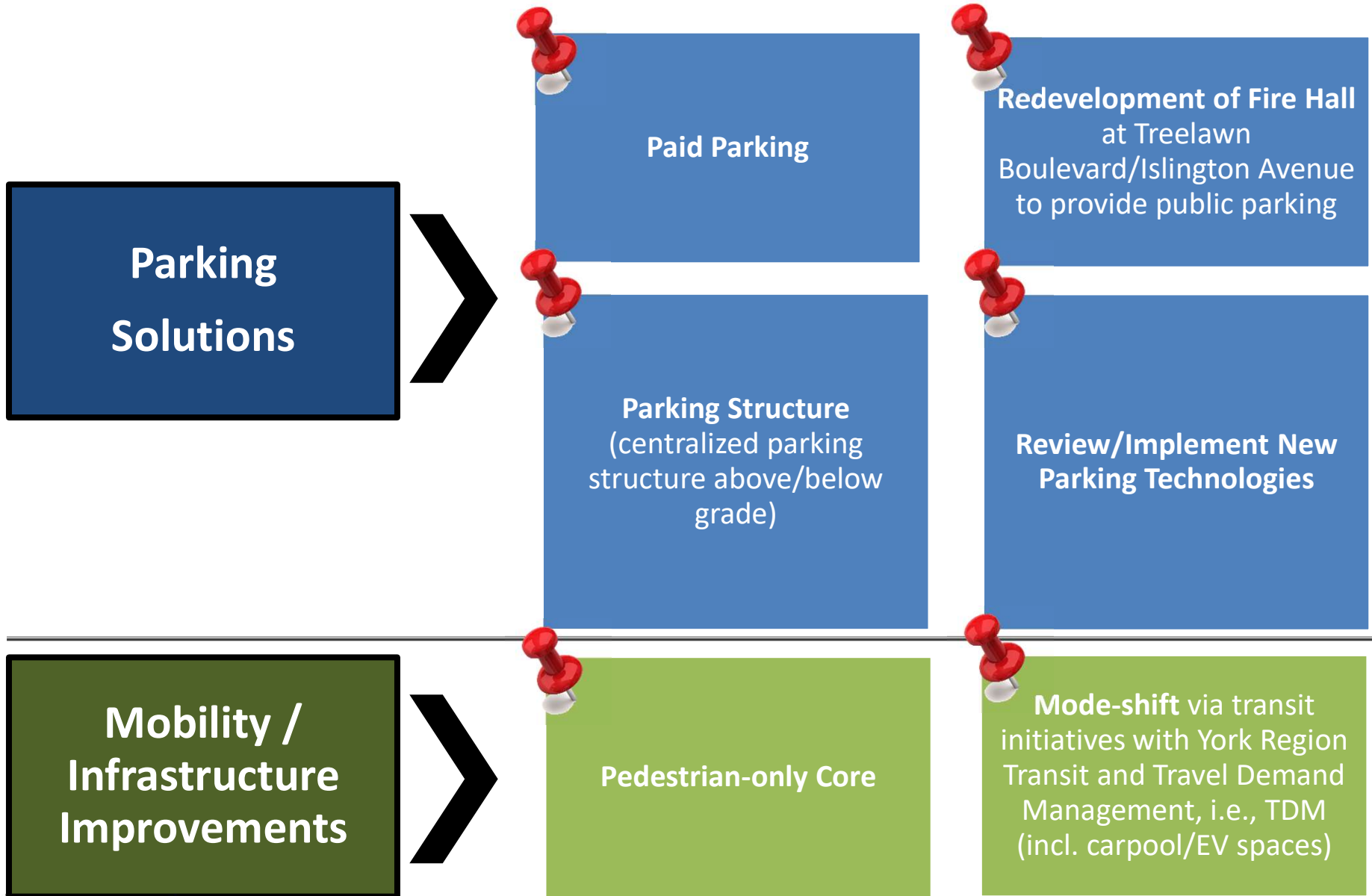
- Improves pedestrian/cyclist connectivity and amenities
- Clear delineation of regular/accessibile spaces improves usage and efficiency
- Can support business vitality



## Pedestrianized Village Centre and re-evaluate Islington Avenue as a throughway

- Improves pedestrian/cyclist realm
- Less through traffic may improve parking efficiency and driving experience
- Can reduce cut-through traffic on Napier Street

# LONG-TERM SOLUTIONS FOR DISCUSSION (2041 HORIZON)



# EVALUATION: LONG-TERM SOLUTIONS FOR DISCUSSION

Category	Criteria	Parking Solutions				Mobility / Infrastructure Improvements	
		Paid Village Wide Parking	Redevelop Old Fire Hall	Parking Structure	Review/Implement New Parking Technologies	Pedestrian-only Village Core	Mode-shift via Transit and TDM
Technical	Parking Capacity	○	●	●	●	○	●
	Traffic Operations	○	○	●	●	●	●
	Sustainable Transportation, Safety and Accessibility	○	○	○	●	●	●
	Planning and Policies	○	●	●	●	●	●
Social	Business / Development	●	●	○	●	●	○
	Public Perception	●	●	○	●	○	○
Cost / Finance	User cost	●	●	○	●	●	●
	Implementation	○	○	●	○	●	○
	Operating Costs / Enforcement	○	●	●	○	●	○
Average Score		○	●	○	●	●	●

Key



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Good

# LONG-TERM SOLUTIONS / ISSUES ADDRESSED

## Pedestrian-only Village Core

- Increase of pedestrian volumes and other non-motorized uses in the core
- Shift through traffic to Highway 27 eliminating through traffic on Islington Avenue

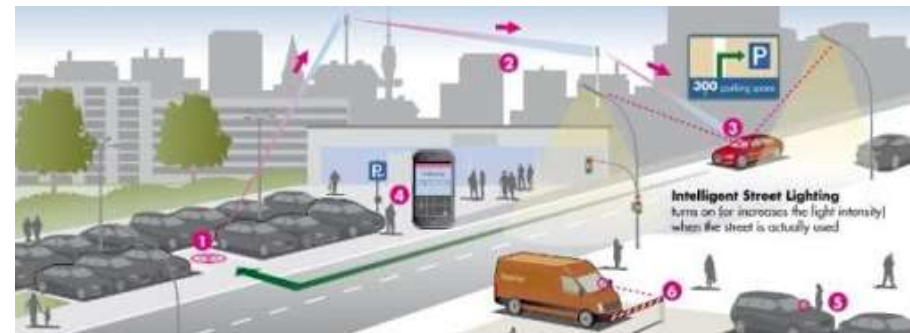


## Mode-shift via Transit and TDM

- Reduces the number of vehicles parking in the core, aiding parking supply in meeting demand
- Aligns with regional and provincial transportation policies
- Supports improved/increased transit service to the area

## Review/Implement New Parking Technologies

- Sensitive to changing demands, travel modes and parking needs
- Can accommodate new curbside uses



# PUBLIC OUTREACH

## Project Website

- Phase 1 Interim Report and Appendices: [http://www.vaughan.ca/services/residential/dev\\_eng/kps/Pages/Project-Updates.aspx](http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/Project-Updates.aspx)
- All study notices and project updates
- Opportunity to share feedback

## Online Survey

- Online Survey #2: <https://www.surveymonkey.com/r/KleinburgOnline2>

## Public, Stakeholder, and focus group engagement

- Stakeholder/Agency Session #2: Monday, April 20, 2020
- Public Feedback and Information Session #2: **TBD**

## NEXT STEPS

- **Forecast** future parking conditions in the Village (*Ongoing*)
- **Consult** the public and all stakeholders on the solutions (*Ongoing*)
- **Refine** the solutions based on input and generate recommendations (*April 2020*)
- **Strategize** implementation and create an implementation plan (*April-June 2020*)
- **Finalize** the Kleinburg Parking Strategy and inform Council (*June 2020*)
- **Final** report will be provided on the City's website for public review (TBC)



# Engagement on Phase 2

# INTERACTIVE SESSION

- Problems/Issues:
  - How to better utilize parking areas and promote parking spots
  - Issues are more immediate in the core area
- Will the implementation of the proposed **Short-Term Solutions (1-5 years)** be able to address the immediate problems?
  - Parking Solutions
  - Mobility / Infrastructure Improvements
  - How to message these changes?



# INTERACTIVE SESSION

- Can these proposed **Medium-Term Solutions (5-10 years)** be effectively implemented?
  - Parking Solutions
  - Mobility / Infrastructure Improvements
  - Are Financial Opportunities available?
- Could the addition of proposed **Long-Term Solutions (2041)** address key parking problems?
  - Parking Solutions
  - Mobility / Infrastructure Improvements
  - Do these move Kleinburg in a preferred direction in the future?



# **PUBLIC INFORMATION AND FEEDBACK SESSION #2**

# KLEINBURG PARKING STRATEGY REVIEW

## VIRTUAL PUBLIC INFORMATION AND FEEDBACK SESSION #2



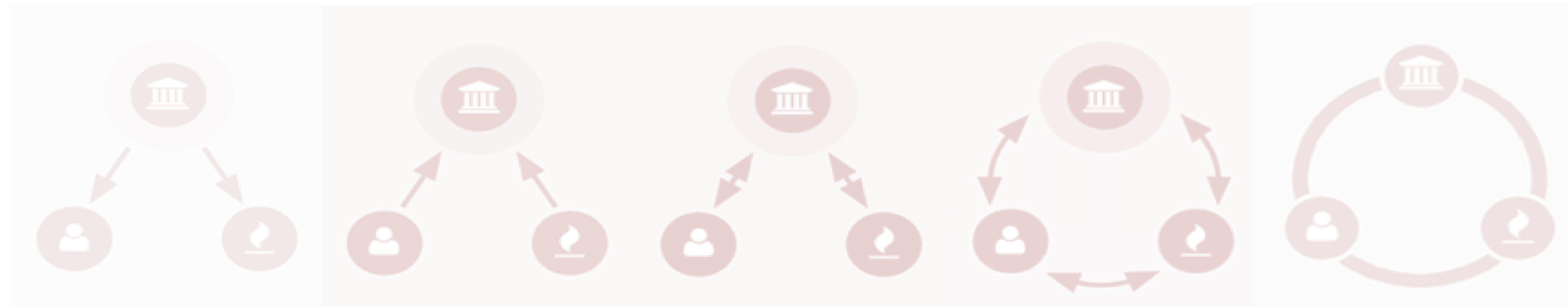
**The City is collecting the community's feedback on Phase 2 of the Kleinburg Parking Strategy through a virtual Open House**

**The virtual Open House will be available starting June 8, 2020, at**

**[www.kleinburgparkingstudy.ca](http://www.kleinburgparkingstudy.ca)**

Project website: [www.vaughan.ca/Kleinburgparking](http://www.vaughan.ca/Kleinburgparking)

# PURPOSE OF THIS SESSION



- **Update** on Study Phase 1 findings and existing issues and opportunities in Kleinburg
- **Present** potential solutions to address existing parking needs and protect for the long-term
- **Gather** input from the public on the potential solutions
- **Maintain** open communication for input on the proposed parking strategy



# KLEINBURG PARKING STRATEGY - STUDY AREA



**Legend**

- Blocks
- Public Off-Street Parking
- Private Off-Street Parking
- Public On-Street Parking

**TOTAL PARKING: 754 Spaces**  
**Public / Publicly-Owned: 228 Parking Spaces**

- 129 On-Street
- 35 Publicly-Owned Off-Street
- 64 Spaces at Bindertwine Park (Lot #25)

**Private Parking: 526 Spaces**

- Located Off-Street on Private Properties

# STUDY BACKGROUND

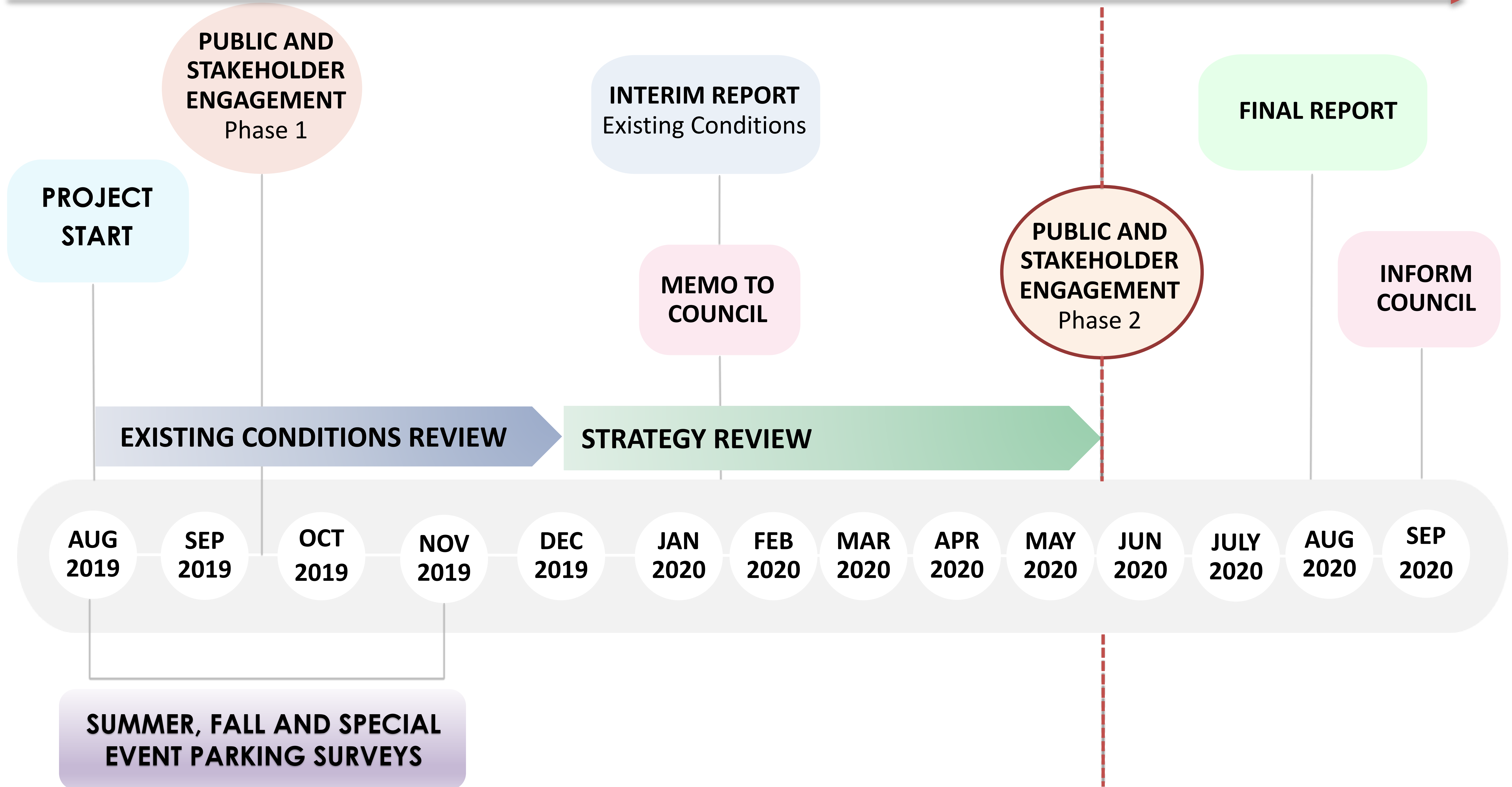
- Kleinburg is one of the **City of Vaughan's historic villages** with a charming residential community at its core, abundant natural assets and a rich and varied history.
- Islington Avenue, a **vibrant main street**, runs through the Village Core and is fronted by mixed use and retail/commercial land uses. Kleinburg's commercial attractions are set in historical buildings and provide a steady stream of activity.
- The 2011 Kleinburg Economic Development Strategy (KEDS) identified that **limited public parking** is a significant challenge for developments in Kleinburg.
- The Kleinburg Parking Strategy Review was initiated by the City of Vaughan in August 2019 to identify and assess alternatives for existing and future parking needs, recommend implementable parking management solutions and identify sustainable sources of funding or financing alternatives.



# STUDY FRAMEWORK

## Phase 1 – Complete

## Phase 2 – Ongoing





# STUDY SCOPE AND OBJECTIVES

Objective: Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long term parking demands in Kleinburg



**Assess** existing parking supply and demand



**Collect** input and address comments from the public and stakeholders



**Develop** menu of solutions for comprehensive parking strategy (1-5 years, 5-10 years, 2041)



**Recommend** comprehensive parking policies and guidelines considering multi-modal and active transportation



**Formulate** a Parking Management and Implementation Plan through review of costs and funding strategies

# PARKING SUPPLY AND DEMAND

- Parking demand was assessed via parking utilization surveys, which is a count of the number of parking spaces occupied by a vehicle during specified intervals. Surveys identified locations where the greatest parking demand exists and where parking is underutilized within Kleinburg Village.
- Parking turnover and demand were surveyed over 12-hour periods in 30-minute increments observing existing parking activity for on-street, off-street, and bicycle facilities. The surveys were completed during typical ***weekdays and weekends in the summer and fall seasons, as well as during a special event in late fall*** (Christmas Tree Lighting in November 2019), to include seasonal variations in parking demand.

Season / Event	Date	Day	Time	Total Survey Duration
Summer	August 22, 2019	Thursday	9:00 AM to 9:00 PM	12 Hours
	August 24, 2019	Saturday	9:00 AM to 9:00 PM	12 Hours
Fall	October 24, 2019	Thursday	8:00 AM to 9:00 PM	13 Hours
	October 26, 2019	Saturday	9:00 AM to 9:00 PM	12 Hours
Special Event – Christmas Tree Lighting	November 29, 2019	Friday	5:00 PM to 9:00 PM	4 Hours

- Within the Kleinburg study area, there are a combined total of **690 parking spaces** (excluding Bindertwine Park [64 spaces], which is beyond a 5-minute walking distance of the Village core).
- Evening peak periods were also identified to capture peaking characteristics of on-street parking facilities. Public on-street parking was utilized at higher levels than private off-street parking on all days as shown on the next slide.

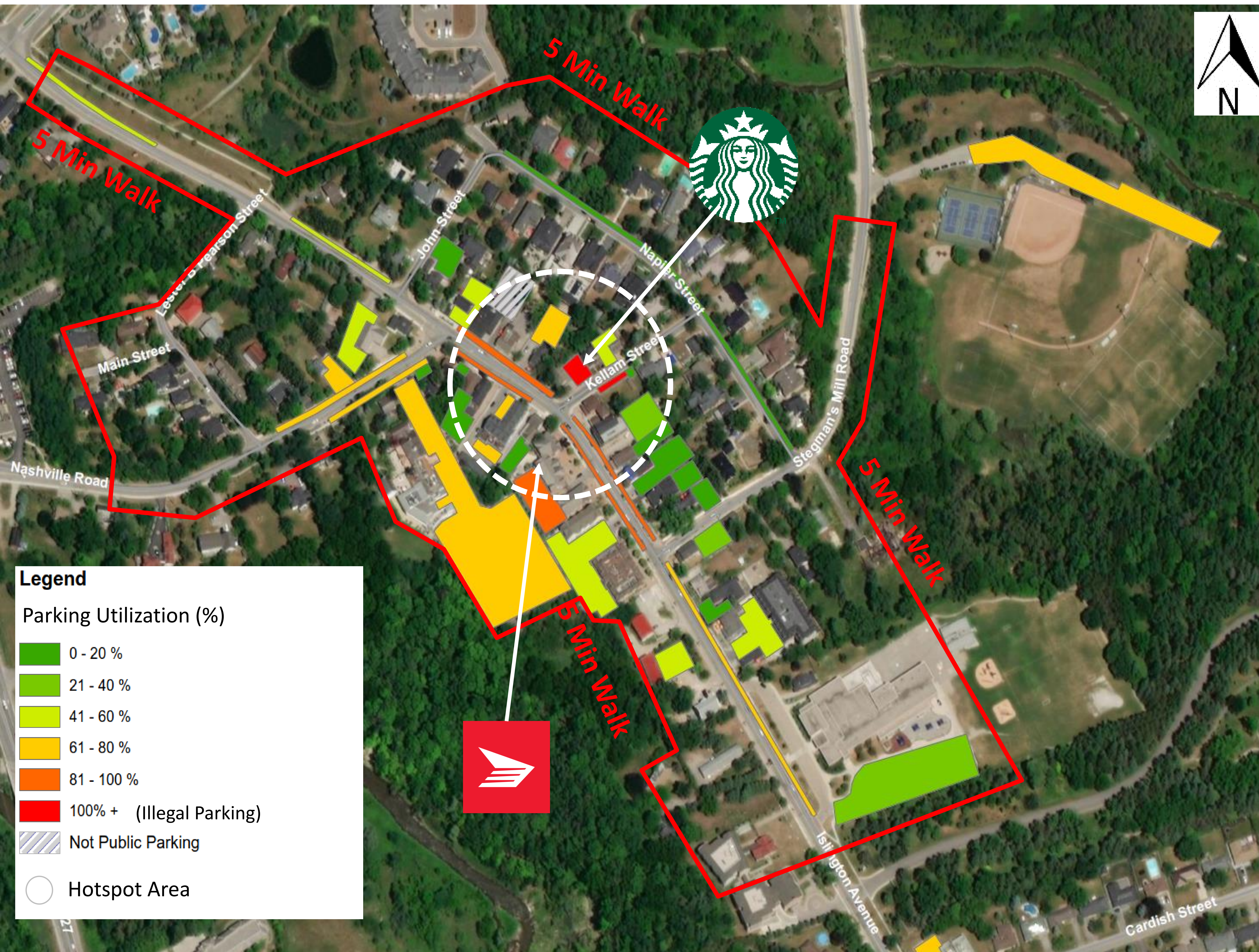
# PARKING DEMAND SUMMARY

	Survey Period	Peak Period	Total Parking Demand (% Occupancy)	Off-Street		On-Street
				Private	Publicly-owned <sup>1</sup>	Public
SUMMER	Weekday 9:00 AM – 9:00 PM	2:00 – 2:30 PM	351 (49%)	256 (47%)	21 (60%)	74 (57%)
	Weekend 9:00 AM – 9:00 PM	2:00 – 2:30 PM	284 (42%)	203 (39%)	16 (46%)	65 (50%)
		8:30 – 9:00 PM	378 (55%)	277 (53%)	13 (37%)	88 (68%)
FALL	Weekday 8:00 AM – 9:00 PM	1:30 – 2:00 PM	348 (50%)	243 (46%)	27 (77%)	78 (60%)
		8:30 – 9:00 PM	296 (43%)	190 (36%)	16 (46%)	90 (70%)
	Weekend 9:00 AM – 9:00 PM	1:30 – 2:00 PM	378 (55%)	277 (53%)	7 (20%)	94 (73%)
SPECIAL EVENT	5:00 PM – 8:00 PM	7:30 – 8:00 PM	362 (53%)	248 (47%)	17 (49%)	97 (75%)

<sup>1</sup> Includes municipally owned parking lots at Pierre Berton Heritage Centre and Kleinburg Public Library

- An overall peak parking demand of 55% was experienced during the Fall survey (Saturday, Oct. 26, 2019)
- Peak on-street parking demand (75%) occurred during the Special Event (Friday, Nov. 29, 2019)
- **Residual parking supply slightly misleading, as it includes parking not readily available to the public**
- Typically, beyond 80% occupancy levels, visitors need to search to find parking.

# PEAK PARKING DEMAND (Fall Weekend Peak @ 1:30PM)



Total Demand = **378 Spaces**

- **378 Spaces / 690 Spaces** (excluding Bindertwine Park)
- **277 Private Off-Street Spaces**
- **7 Publicly-Owned Off-Street Spaces**
- **94 Public On-Street Spaces**

Total Occupancy = **55%**

- Private Off-Street = **53%**
- Publicly-Owned Off-Street = **20%**
- Public On-Street = **73%**
- **Overall reserve parking available**
- **Notable parking demand in “hotspot” areas** (key activity areas) results in a **perceived shortage of parking**
- **Almost the entire parking supply is within walking distance**

# CURRENT CONDITIONS & BEHAVIOURS



- Competitive demand within “hotspots”
- Illegal parking
- Parking disorganization
- Specific issues (post office, school, etc.)



- Congestion on the main street
- Traffic infiltration and driver frustration
- Heavy vehicles
- On-street parking interrupting traffic flow



- Heavy pedestrian activity
- Parking obstructing sidewalks
- Limited pedestrian crossings
- Limited bicycle parking and facilities



# USER BEHVAIOURS & PERCEPTIONS

Parking demand surveys were focused on quantitative parking data. Additionally, an understanding of everyday experiences, behaviours and concerns of visitors and residents was considered to be critical. To obtain this understanding, an Online Survey and Pedestrian Intercept survey were conducted:

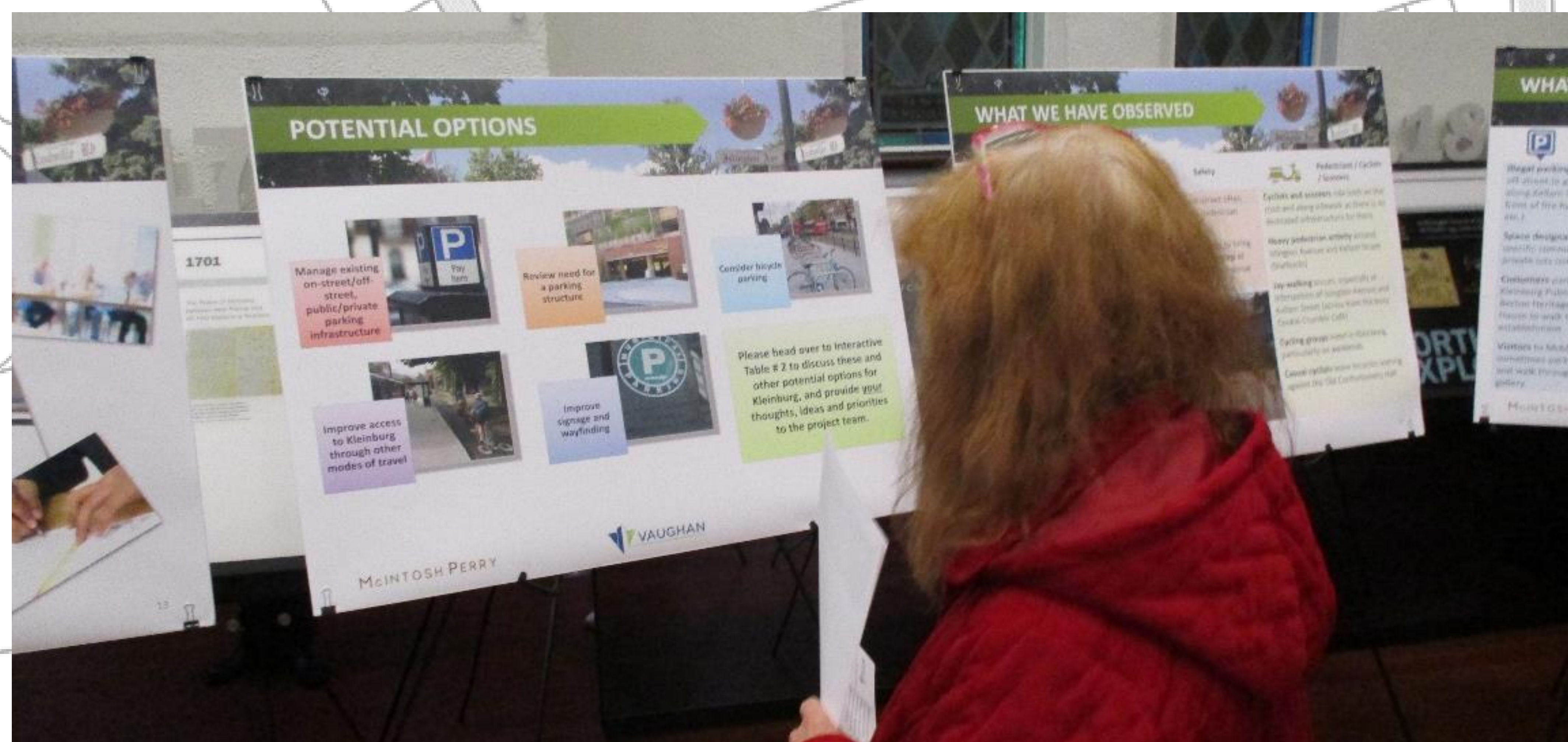
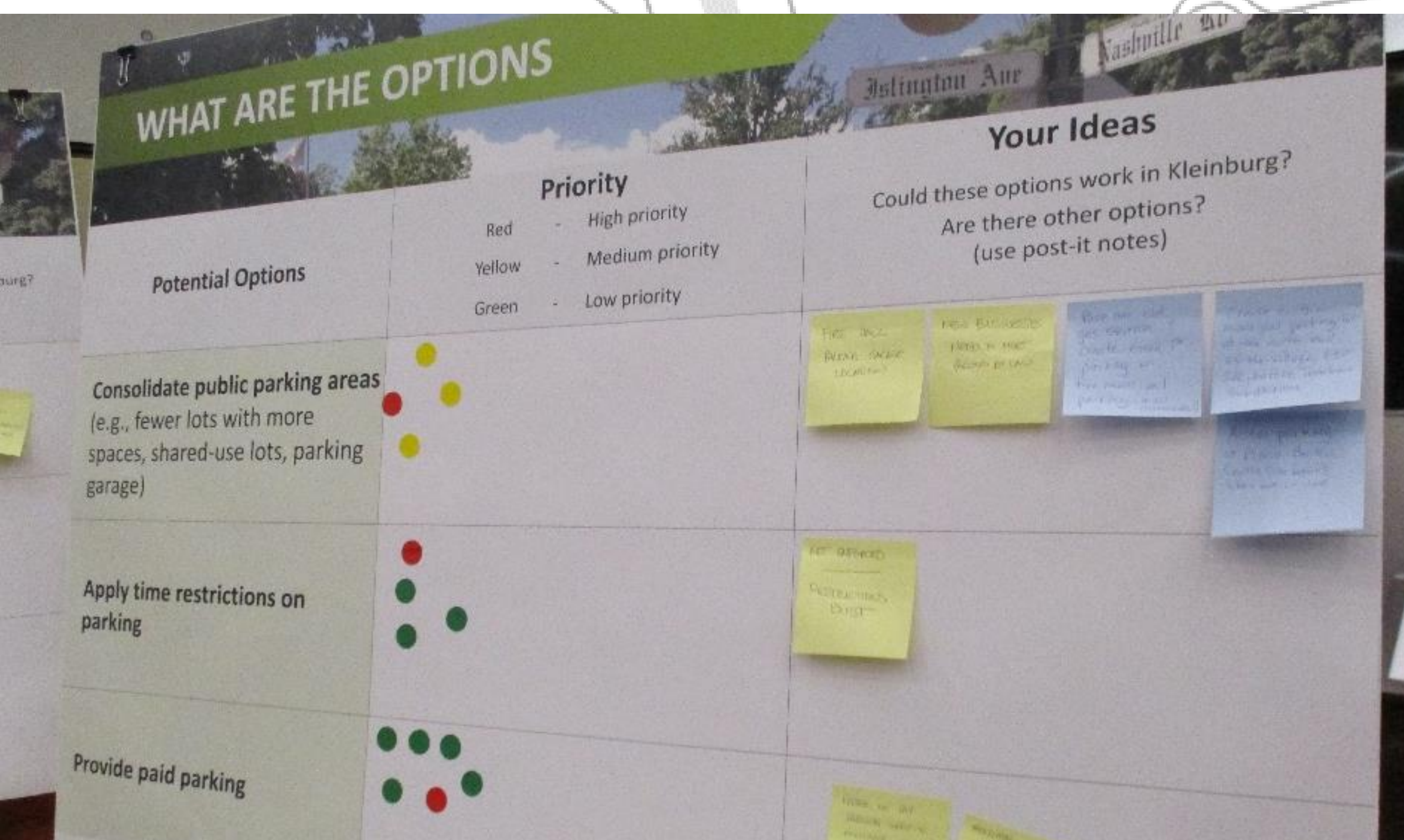
- Trip purposes vary, but most visit Kleinburg for:
  - Dining or Recreation (**26%**)
  - Shopping or Personal Services (**19%**)
  - Pick-up/Drop-off or Post-Office (**18%**)
- The majority of visits originate from **within Kleinburg** or the **City of Vaughan**
- Many (**23%**) visit for **15-minutes or less** (pick-up/drop-off, post-office)
- Most (**42%**) stay **between 1-3 hours** (shopping, dining, recreation)
- Parking **on-street on Islington Avenue** is where most choose to park (**33%**)
- Most (**46%**) find parking **in 5 minutes or less**
- A significant proportion (**27%**) taking **over 10 minutes** to find parking

# PHASE 1 STAKEHOLDER & PUBLIC FEEDBACK

- Stakeholder Meeting #1/ Focus Group Meetings, September 2019
- Public Information Session #1, September 2019
- Online survey #1 – September 17, 2019 to October 31, 2019
  - ✓ Total of 238 respondents

## Key Issues/ Comments:

- ✓ Illegal parking and insufficient parking in key areas
- ✓ Traffic operations and parking at Kleinburg Public School
- ✓ Islington Avenue is a through corridor with steady traffic flow
- ✓ Pedestrian movement and safety
- ✓ Lack of cycling infrastructure within Kleinburg
- ✓ General support for a centralized parking area
- ✓ General support for a more pedestrian-oriented direction



# EXISTING CHALLENGES

- The review of the existing conditions, parking demand and supply, and user behaviors and perception has resulted in identifying several parking and mobility issues in Kleinburg.
- Overall, the parking and related mobility issues gathered through open discussions and comments from stakeholders and the general public align with the issues noted during on-site reviews.
- The three streams of data from public consultation, parking demand surveys and online user surveys, highlight a set of key parking issues within Kleinburg:



**Competitive parking demand within high-activity or “hotspot” areas**



**Public parking spaces are not widely available**



**Private off-street parking lots are not available to the general public**



**Signage and pavement markings are limited or inadequate**



**Existing parking signage/restrictions are not visible or apparent**



**Traffic volumes are high on Islington Avenue during peak periods**



**Kleinburg Public School, YMCA daycare and post-office demand is high**



**Safety concerns are present with respect to active transportation**



**Communicating closures and plans for special events to the public**



# EXISTING OPPORTUNITIES

- The following opportunities have been identified to address key issues and have been carried forward to Phase 2 of the Study in order to develop short-, medium-, and long-term solutions.



**Improve parking and travel efficiency through wayfinding and signage**



**Target and manage visitor groups to better utilize available parking**



**Promote underused parking and review shared use of private parking**



**Improve or increase the supply of public parking using initiatives such as:**

- *Delineating regular and accessible public on-street parking spaces*
- *Legalize on-street parking spaces in restricted areas*
- *Provide a centralized public parking facility*



**Encourage Transportation Demand Management (TDM)**



**Establish a pedestrian-oriented public realm and remove boulevard parking**



**Re-evaluate the role of Islington Avenue as a throughway versus main street**



**Explore new technologies such as shared mobility and/or micromobility**



**Consider implementing paid parking and a Parking Authority**



**Update/change existing policies such as cash-in-lieu of parking**



**Capitalize on planned improvements to the Islington corridor**

# EVALUATION OF POTENTIAL SOLUTIONS

- In Phase 2 of the Study, future parking demand and needs of the Village were projected, and solutions were developed.
- Solutions developed address the short-, medium-, and long-term. The solutions have been evaluated as to identify the most preferred solutions per the evaluation criteria and process below.



## Technical Criteria

- Parking Capacity
- Traffic Operations
- Sustainable Transportation, Safety and Accessibility
- Planning and Policies

## Social Criteria

- Businesses/ Developments
- Public Perception

## Cost Criteria

- User Cost
- Implementation
- Operation/ Enforcement

# SHORT-TERM SOLUTIONS (1–5 Years)

## PARKING SOLUTIONS

Parking Restriction Signage (time limits and restrictions)

Public Parking Lot (at grade centralized parking in boulevard north of John Street)

Paid Parking

Parking Structure (centralized parking structure above/below grade)

Public Private Partnerships (shared private-public parking)

Parking Lay-by (on-street parking on Islington Avenue, north of John Street and south of Stegman's Mills Road)

Clear Delineation of Parking Spaces / Pedestrian Areas)

Use of Bindertwine Park for (1) Cyclist group meeting points (2) valet parking (public-private partnerships)

## MOBILITY/ INFRASTRUCTURE IMPROVEMENTS

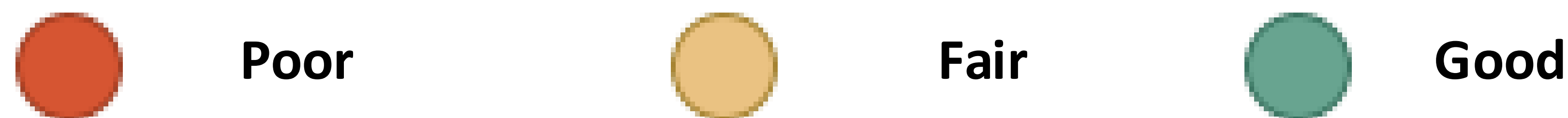
Wayfinding Improvements (parking signage, maps and directories, real time parking solutions)

Canada Post Community Mailboxes at core gateways

# EVALUATION: SHORT-TERM SOLUTIONS

		Parking Solutions							Mobility / Infrastructure Improvements		
Category	Criteria	Parking Restriction Signage	Public Parking Lot	Paid Parking (village core)	Parking Structure	Parking Partnerships	Parking Lay-by	Clear Delineation of Parking Spaces / Pedestrian Areas	Use of Bindertwine Park	Wayfinding Strategy	Canada Post Community Mailboxes
Technical	Parking Capacity	Fair	Good	Poor	Fair	Good	Good	Fair	Good	Fair	Good
	Traffic Operations	Poor	Fair	Poor	Poor	Fair	Fair	Poor	Fair	Fair	Good
	Sustainable Transportation, Safety and Accessibility	Fair	Good	Fair	Fair	Fair	Good	Good	Fair	Good	Fair
	Planning and Policies	Good	Good	Fair	Poor	Fair	Good	Good	Good	Good	Good
Social	Business / Development	Fair	Good	Poor	Fair	Good	Good	Fair	Good	Fair	Good
	Public Perception	Good	Good	Poor	Fair	Good	Good	Good	Fair	Good	Good
Cost / Finance	User cost	Good	Good	Poor	Poor	Good	Good	Good	Good	Good	Good
	Implementation	Good	Fair	Fair	Poor	Fair	Fair	Good	Fair	Good	Fair
	Operating Costs / Enforcement	Good	Fair	Fair	Poor	Good	Fair	Fair	Fair	Good	Good
Average Score		Fair	Good	Poor	Poor	Good	Good	Fair	Fair	Good	Good

## Key



# KEY SHORT-TERM SOLUTIONS - RECOMMENDATIONS

## Centralized Parking

- Increases public parking supply
- Improves availability of private parking
- Reduces traffic circulating for parking

## Parking Requirements for Suitable Off-Street Parking Supply

- Adequate parking supply for new or infill developments
- Increases future parking supply

## Parking Lay-bys on Islington Avenue south of Stegman's Mills Road and north of John Street

- Provides easy to recognize public parking in Kleinburg core
- Reduces traffic circulation issues
- Can be coordinated with Islington Streetscape Master Plan project

Centralized Off-Street Parking Options



## Use of Bindertwine Park for Cyclist Groups and Valet Parking

- Provides significant parking supply to accommodate parking needs
- Improves availability of parking in hotspot areas within Kleinburg core

# KEY SHORT-TERM SOLUTIONS - RECOMMENDATIONS

## Wayfinding Improvements

- Doesn't increase parking supply but improves user experience
- Reduces traffic circulation issues



## Canada Post Community Mailboxes at core gateways (consultation required)

- Moves parking needs out of the core/hotspot area
- Provides easier access to residents during peak time periods



# INTEGRATION WITH ISLINGTON AVENUE WORKS

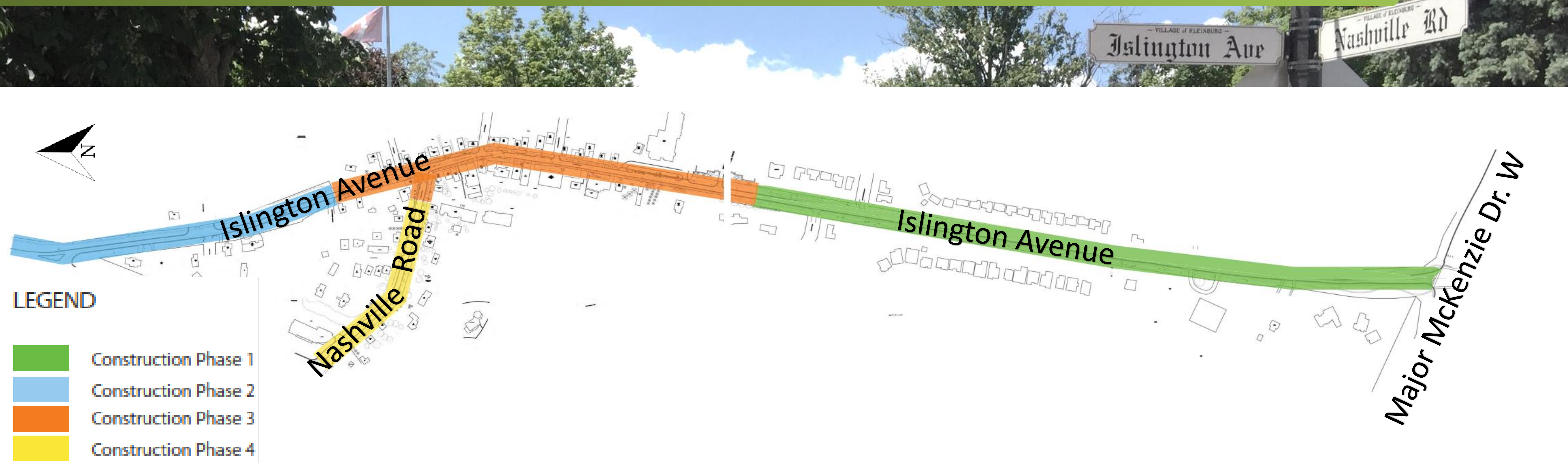
The project will integrate with planned works to improve Islington Avenue to delivery the key short-term recommendations from this study (per the previous slides).

The Islington Avenue works were previously studied through the Islington Avenue Streetscape Master Plan (2011), which identified that parking opportunities present a means of improving vehicle operations within the Village and can aid in enhancing the Village's streetscape design to accommodate all users.



Parking related concepts and recommendations from the 2011 Islington Avenue Streetscape Master Plan were incorporated into this study to assist in meeting Village streetscape objectives and restoring the Village's historic feel.

# PROPOSED STREETScape MASTER PLAN PHASES



## Recommendation and Opportunities:

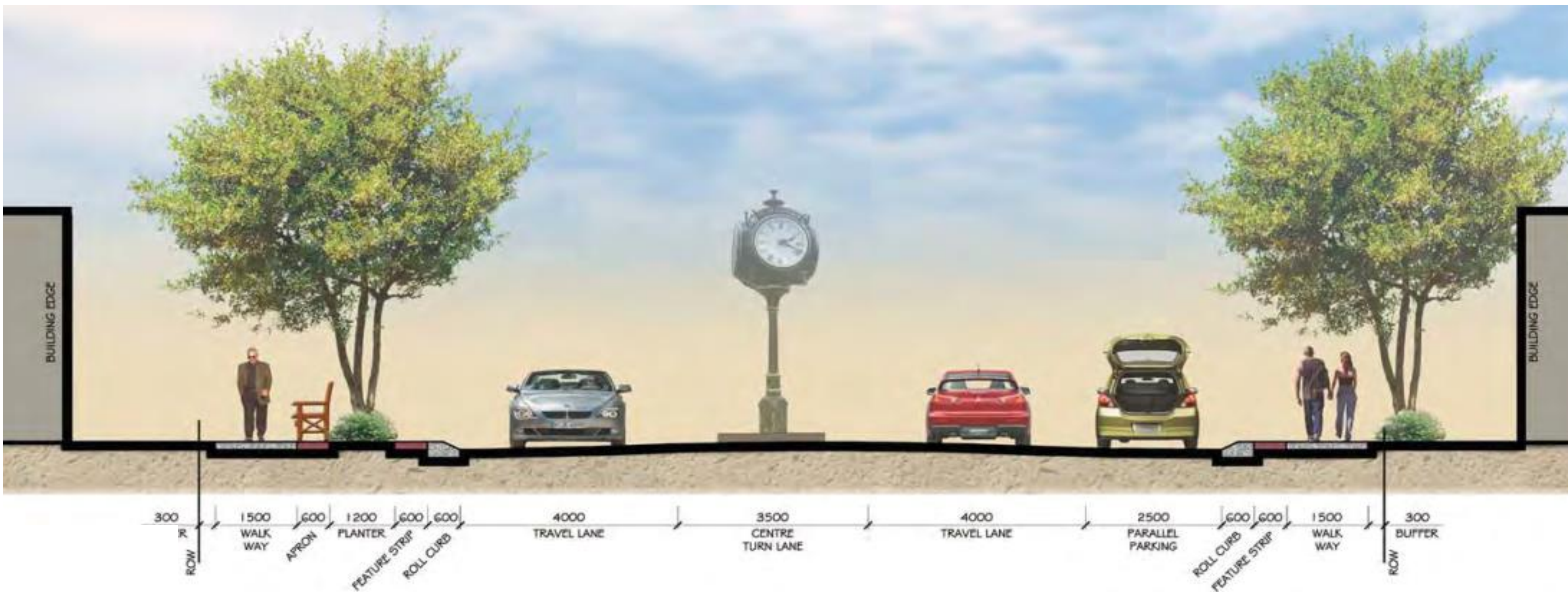
- The City will be performing the design and construction of the Islington Avenue and Nashville Road corridors following the completion of the Kleinburg Parking Strategy
- Key recommendations of the Kleinburg Parking Strategy will be delivered through the design and construction activities
- The construction will occur in a series of phases and it is recommended that those phases be revised:
  - **Phase 1** boundary to be extended to south of Stegman's Mills Road
  - Move **Phase 3 (orange)** forward to become **Phase 2**
  - Move **Phase 2 (blue)** to **Phase 1**
  - Extend the boundary of the proposed revised **Phase 1** northward from Lester B. Pearson Street to Treelawn Boulevard

## Note:

- Phase 1 work of the Streetscape Master Plan has commenced



# STREETSCAPE MASTER PLAN IMPROVEMENTS



- Revitalizing the Village Core
- Creating safe separation between pedestrians
- Accommodating traveling vehicles and parked vehicles

- The Streetscape Master Plan incorporates safer circulation routes for pedestrians and cyclists
- The Streetscape Master Plan is focused on creating a pedestrian-oriented corridor



# MEDIUM-TERM SOLUTIONS (5-10 Years)

## PARKING SOLUTIONS

- Parking Structure (centralized parking structure above/below grade)
- Consolidate Private Parking (centralized parking structure above/below grade)
- Public Private Partnerships (partnership with planned/proposed developments, redevelopment of gas station)
- Parking Authority (shared private-public parking)
- Paid Parking

## MOBILITY/ INFRASTRUCTURE IMPROVEMENTS

- Interconnected Bike / Pedestrian Paths
- Village Square (Pedestrianized - active streetscaping and re-evaluate the role of Islington Avenue)
- Real Time Parking Dynamic Wayfinding Systems
- Eco-mobility & Micro-mobility

# EVALUATION: MEDIUM-TERM SOLUTIONS

		Parking Solutions					Mobility / Infrastructure Improvements			
Category	Criteria	Paid Parking (village core)	Parking Structure	Public Private Partnerships	Consolidated Private Parking	Parking Authority	Interconnected Bike / Pedestrian Paths	Village Square (Pedestrianized)	Real Time Parking / Dynamic Wayfinding Systems	Eco-mobility & Micro-mobility
Technical	Parking Capacity	●	●	●	●	●	●	●	●	●
	Traffic Operations	●	●	●	●	●	●	●	●	●
	Sustainable Transportation, Safety and Accessibility	●	●	●	●	●	●	●	●	●
	Planning and Policies	●	●	●	●	●	●	●	●	●
Social	Business / Development	●	●	●	●	●	●	●	●	●
	Public Perception	●	●	●	●	●	●	●	●	●
Cost / Finance	User cost	●	●	●	●	●	●	●	●	●
	Implementation	●	●	●	●	●	●	●	●	●
	Operating Costs / Enforcement	●	●	●	●	●	●	●	●	●
Average Score		●	●	●	●	●	●	●	●	●

Key

● Poor     
 ● Fair     
 ● Good

# KEY MEDIUM-TERM SOLUTIONS - RECOMMENDATIONS

## Eco-mobility and Micro-mobility

- Designated areas for sustainable travel modes
- Reduces traffic circulation issues
- Can be coordinated with Islington Streetscape Master Plan project



## Infrastructure Improvements

- Improves pedestrian/cyclist connectivity and amenities
- Clear delineation of regular/accessible spaces improves usage and efficiency
- Can support business vitality



## Pedestrianized Village Centre and re-evaluate Islington Avenue as a throughway

- Improves pedestrian/cyclist realm
- Less through traffic may improve parking efficiency and driving experience
- Can reduce cut-through traffic on Napier Street

# LONG-TERM SOLUTIONS (2041 HORIZON)

## PARKING SOLUTIONS

Paid Parking

Redevelopment of Fire Hall at Treelawn Boulevard/Islington Avenue to provide public parking

Parking Structure (centralized parking structure above/below grade)

Review/Implement New Parking Technologies

## MOBILITY/ INFRASTRUCTURE IMPROVEMENTS

Mode-shift via transit initiatives with York Region Transit and Travel Demand Management, i.e., TDM (incl. carpool/EV spaces)

Pedestrian-only Core

# EVALUATION: LONG-TERM SOLUTIONS

		Parking Solutions				Mobility / Infrastructure Improvements	
Category	Criteria	Paid Village Wide Parking	Redevelop Old Fire Hall	Parking Structure	Review/Implement New Parking Technologies	Pedestrian-only Village Core	Mode-shift via Transit and TDM
Technical	Parking Capacity	●	●	●	●	●	●
	Traffic Operations	●	●	●	●	●	●
	Sustainable Transportation, Safety and Accessibility	●	●	●	●	●	●
	Planning and Policies	●	●	●	●	●	●
Social	Business / Development	●	●	●	●	●	●
	Public Perception	●	●	●	●	●	●
Cost / Finance	User cost	●	●	●	●	●	●
	Implementation	●	●	●	●	●	●
	Operating Costs / Enforcement	●	●	●	●	●	●
Average Score		●	●	●	●	●	●

Key

● Poor      ● Fair      ● Good

# LONG-TERM SOLUTIONS - RECOMMENDATIONS

## Pedestrian-only Village Core

- Increase of pedestrian volumes and other non-motorized uses in the core
- Shift through traffic to Highway 27 eliminating through traffic on Islington Avenue

## Mode-shift via Transit and TDM

- Reduces the number of vehicles parking in the core, aiding parking supply in meeting demand
- Aligns with regional and provincial transportation policies
- Supports improved/increased transit service to the area

## Review/Implement New Parking Technologies

- Sensitive to changing demands, travel modes and parking needs
- Can accommodate new curbside uses



# PUBLIC OUTREACH

## Project Website

- Phase 1 Interim Report and Appendices: [www.vaughan.ca/services/residential/dev\\_eng/kps/Pages/Project-Updates.aspx](http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/Project-Updates.aspx)
- All study notices and project updates: [www.vaughan.ca/Kleinburgparking](http://www.vaughan.ca/Kleinburgparking)
- Opportunity to share feedback

## Online Survey

- Online Survey #2 completed: March 1, 2020 to June 5, 2020 (v)  
✓ Total of 150+ respondents

## Public, Stakeholder, and focus group engagement

- Stakeholder/Agency Session #2: April 20, 2020
- Public Feedback and Information Session #2: virtual open house will be available starting June 8, 2020, and can be accessed at: [www.kleinburgparkingstudy.ca](http://www.kleinburgparkingstudy.ca)



# NEXT STEPS AND STUDY CONTACT

- **Consult** the public and all stakeholders on the solutions (*Ongoing*)
- **Refine** the solutions based on input and generate recommendations (*June-July 2020*)
- **Strategize** implementation and create an implementation plan (*June-July 2020*)
- **Finalize** the Kleinburg Parking Strategy and inform Council (*August 2020*)
- **Final** report will be provided on the City's website for public review (*August 2020*)

The virtual Open House will be available starting June 8, 2020

Please provide online feedback by Monday, July 22, 2020, at:

[www.kleinburgparkingstudy.ca/feedback.php](http://www.kleinburgparkingstudy.ca/feedback.php)

or direct any comments and questions to:

**Paul Grove, M.Pl., MCIP, RPP**  
Project Manager  
City of Vaughan  
Tel. 905- 832-8585, ext. 8857  
Email: [paul.grove@vaughan.ca](mailto:paul.grove@vaughan.ca)

**Mehemed Delibasic, P.Eng.**  
Consultant Project Manager  
McIntosh Perry Consulting Engineers Ltd.  
Tel. 647-463-7993  
Email: [m.delibasic@mcintoshperry.com](mailto:m.delibasic@mcintoshperry.com)



# THANK YOU

[www.vaughan.ca/Kleinburgparking](http://www.vaughan.ca/Kleinburgparking)

Feedback Comment number	Date Received	Comment	Response
1	May 28, 2020	<p>I am a resident of Kleinburg and have been since 1994 when we purchased our first home in town. We have since moved to another home in Kleinburg but remain close to town. I walk my dog into town to get my mail everyday and walk through the village and around the subdivisions. I have seen a number of changes over the years with respect to development and traffic. I have filled in the survey but wanted to add further as I have watched this town grow and change for over 25 years and raised my family here.</p> <p>I have three daughters who all attended KPS and Emily Carr so we are very familiar with traffic in and around the area. The biggest issue I see is certainly the lack of public parking in town, definitely at the post office which has been a complete mess since it was renovated, but truly everywhere. The result is that people (tourists and residents) essentially park everywhere...on the curbs, on the sidewalks, on private streets, in front of stop signs, between planters, wherever they seem to be able to find room. It is dangerous for pedestrians and kids/adults on bikes because it blocks visibility. I can't tell you how many times I have had to walk around cars parked on the sidewalk or almost been hit by people coming out of driveways unable to see me or my dog because of visibility issues. There is never anyone patrolling the parking situation. Their cars sit there for hours at a time and they seem to have no regard for members of the community. Because they park everywhere and not in designated areas, they also seem to find it acceptable to throw trash on the sidewalks and roads instead of actually looking for garbage cans despite there being plenty in and around town. Terrible to see in such littering in such a beautiful community.</p> <p>The other problem which I find quite frightening and frustrating is people parking on the opposite side of the road from traffic flow, thereby crossing oncoming lane to get to the spot they see as they drive by and then pulling U turns to get back onto the road. Specifically in front of KPS it poses an enormous danger for pedestrians and cyclists and yet happens all the time. Again, it never seems to get patrolled despite how many times we as members of the school community called to complain and ask for help to control the problem.</p> <p>Now that the Doctor's House has also imposed paid parking there are even fewer spaces available.</p> <p>We also need to find ways to discourage people from parking on private streets as they normally block visibility and make it unsafe for kids biking or walking or playing on the street. We have enough of an issue with construction and the related chaos around their lack of any consideration for residents and the city's unwillingness to deal with that. They make a mess of the roads, leave nails and wood and trash everywhere, park on peoples grass and run over their sprinklers and block their driveways. Total disregard for current neighbours. This town has lots of traffic, especially on weekends, by car, bike and on foot...so there needs to be a full solution which promotes good public behavior and safety and has enough teeth to penalize those that don't follow the rules.</p>	<p>Firstly, thank you for your interest in the Kleinburg Parking Strategy and taking the time to complete our survey. We rely on your and the community's feedback to ensure our study provides meaningful recommendations. Secondly, I wanted to take the chance to inform you that the City will be holding a virtual Public Open House commencing June 8 running through to June 22 (visit the webpage any time). Here you will be able to view the solutions we are proposing and provide your feedback. The Open House will be available at the link below starting June 8: <a href="http://www.kleinburgparkingstudy.ca">www.kleinburgparkingstudy.ca</a></p> <p>Kleinburg is undoubtedly an important place to you and your family, so we can certainly appreciate the input and concerns you've expressed. We have heard unanimously from the community that the lack of public parking is a significant, if not the primary concern for the Village. Our findings through the study generally agree that public parking is lacking in the areas of the Village where it is needed most (post-office area, nearby Islington &amp; Kellam, etc.). Part of our recommended solutions includes exploring options to increase the availability of public parking in the Village through converting existing facilities, constructing a parking facility, and engaging in public-private partnerships. The challenges surrounding public parking also lead to other side-effects as you've also listed, including sporadic parking on sidewalks, boulevards, and illegal parking. We observed this through our study and part of our solutions also includes the clear delineation of parking areas/spaces, and wayfinding and signage strategies. We are also exploring options to reconfigure the boulevard parking to prevent dangerous conditions at driveways with respect to driver sightlines. While addressing traffic operations isn't the primary scope of our study, we expect by better organizing the public parking supply through the proposed recommendations that traffic flow and safety will generally improve, mitigating some of the occurrences you've listed (crossing oncoming lanes, U-turns, etc.).</p> <p>It is unfortunate to hear about the littering in the Village. Kleinburg is a beautiful place. I will see if I can pass that along. I will also see if I can pass along your notes about construction activity. I would encourage you to continue reaching out to our By-Law team if any of the activities you are observing are not complying with the applicable By-Laws.</p> <p>We can only agree that solutions for the Village need to be comprehensive and prudent. We hope our study will deliver on providing a complete package of recommendations that will not only address parking concerns in the Village, but also to make the Village a safer and more walkable and bikeable space. Again, your and the community's feedback is critical for the study, so we encourage you to share your thoughts on the solutions to be presented at the virtual Open House starting June 8. Don't hesitate to share the link with any of your family or friends who may be interested.</p> <p>We would like to thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations. We acknowledge the community's request for immediate improvements to be implemented in the Kleinburg Village.</p>
2	June 09, 2020	<p>I strongly recommend that some of your recommendation are implemented immediately as the town is suffering even more. We the business in town were already struggling Pre Covid and now Post Covid a lot of merchants are finding it difficult to keep their doors open. I believe if we do a few minor adjustment now it will help the merchants and people coming into the town such as draw white lines on the street parking on the interlock indicating to people where to park. Add signage on the street saying parking is allowed with the 3 hour by law limit. These two items alone will help and it should not take the city more than a few days to get this organized. As well I have noticed that because the Bindertwine park is closed a lot of people are parking along the side and walking in to park and then coming into town so this is an indication that public parking at the park works so we should look at adding a P parking there, and perhaps redesigning the streetscape on Stegman Mills to accommodate parking on the street side. ering even more. We the business in town were already struggling Pre Covid and now Post Covid a lot of merchants are finding it difficult to keep their doors open. I believe if we do a few minor adjustment now it will help the merchants and people coming into the town such as draw white lines on the street parking on the interlock indicating to people where to park. Add signage on the street saying parking is allowed with the 3 hour by law limit. These two items alone will help and it should not take the city more than a few days to get this organized. As well I have noticed that because the Bindertwine park is closed a lot of people are parking along the side and walking in to park and then coming into town so this is an indication that public parking at the park works so we should look at adding a P parking there, and perhaps redesigning the streetscape on Stegman Mills to accommodate parking on the street side.</p>	<p>To address this, the study team has considered improvements for the short-term (1 to 5 year) period and have identified measures to be recommended for implementation within the first few months. These improvements will serve to benefit businesses, workers, residents, and visitors.</p> <p>Our assessment of the Kleinburg Village parking is in line with your comments. During the study we observed insufficient signage for parking and a lack of clear delineation of parking spaces, impacting parking operation and safety in the Kleinburg Village core. Providing solutions that include clear delineation of parking areas/spaces, wayfinding, and signage strategies in the short-term would require coordination based on ultimate improvement plans for the Kleinburg Village.</p> <p>Parking at Bindertwine Park is expected to play a role in what would be an evolving parking dynamic in the Kleinburg Village. Parking is presently provided at this location. Recommendations have also been proposed to provide facilities and improved connection via exploring a redesigned streetscape along Stegman's Mills Road from the Kleinburg Village core to Bindertwine Park. Proposed use of parking spaces at this location by user groups, workers, etc. aim to improve parking operations, safety and utilize an existing resource that provides value to the Kleinburg Village.</p> <p>We can only agree that solutions for the Kleinburg Village need to be comprehensive and prudent. This study was undertaken to deliver on providing a complete package of recommendations that would not only address parking concerns in the Kleinburg Village, but also make the Kleinburg Village a safer and more walkable and bikeable space.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p> <p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p>
3	June 12, 2020	<p>Thank you for this very in-depth presentation of the parking situation that presently exists in Kleinburg today! A very detailed analysis has been undertaken, but I also believe that a full traffic study should also be done. Parking and traffic seem to go hand in hand to address the problems in the Village core, namely safety, traffic congestion, etc. However, I don't believe that this study has taken into consideration that Kleinburg has become a "seasonal" place to visit or shop. In the winter, many of the shops are closed on Mondays &amp; Tuesday's or are not open in the evenings! Therefore, parking is not the problem why we are not experiencing business growth we would expect in Kleinburg... we are just not attracting merchants that offer goods and services to meet the needs of the community so we go elsewhere. Several years ago, the village was thriving with great little shops and cafes, but closed or moved elsewhere due to rents that were too high! I recently spoke with a tourist that visited Kleinburg and she complained that there was a very limited number of shops and she couldn't even find a souvenir to take home! Kleinburg needs to be able to offer more than just salons! The restaurants in town are always busy and I don't believe that parking is a problem as the evening and weekend hours for dining offer lots of available space. Illegal and unorganized parking is a big problem and we need more control and enforcement here. I don't believe that the old firehall property is a good location for parking. It is directly within a residential subdivision that will have a negative impact on surrounding homes. Also, it is too far removed from the village that people will not park and walk to town, particularly in the winter months. We need parking signs that indicate limited parking times along Islington Avenue (ie. 1-2 hours parking only). Unfortunately, the City has missed the opportunity to purchase lands within the core for a parking lot, but going forward, parking should be encouraged at the Pierre Berton Centre. We also need good development applications in town that will meet and address proper parking bylaws. In general, parking is a problem in Kleinburg, but I feel there is so much more that could be done by the City and BIA that has failed. We no longer have events, promotions, etc. that would encourage more visits from people and bring in business to the area. Kleinburg is a great opportunity waiting to be revived! Thanks for the opportunity to send in my comments!</p>	<p>We would like to thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations.</p> <p>The primary focus of the Kleinburg Parking Strategy is to assess existing and future parking needs of Kleinburg Village and recommend solutions that increase parking availability and parking operation to satisfactorily manage parking demand. It is widely understood that the traffic levels along Islington Avenue are a concern for residents and business operators. Although addressing traffic operations isn't the primary scope of our study, we expect by better organizing the public parking supply and providing pedestrian spaces through the proposed recommendations, traffic volumes can be better managed, mitigating many of the concerns.</p> <p>We can only agree that solutions for the Kleinburg Village need to be comprehensive and prudent. This study was undertaken to deliver on providing a complete package of recommendations that would not only address parking concerns in the Kleinburg Village, but also make the Kleinburg Village a safer and more walkable and bikeable space.</p> <p>Parking demand analysis does confirm that an overall parking surplus exists, and the Kleinburg Village will benefit from proposed wayfinding and signage strategies to assist visitors in making more efficient use of existing and future parking supplies. Parking time-limit restrictions are present within the Kleinburg Village, however due to limited parking signage this information is not well known by everyone. Surveys conducted as part of the study have confirmed instances where parking tickets have been received due to overnight parking. Our study findings show that some individuals were unaware of existing parking restrictions. Recommendations for improvements to parking restriction signage and enforcement will better inform drivers and result in improved parking behaviour.</p> <p>A thriving Kleinburg Village core is of the utmost desire, providing shops and services that meet visitor needs. Improvements in parking operation can assist in changing perceptions and influence visitor attraction, however business growth and increased services remain beyond the scope of the present study. The City will continue to work with developers and governing policy documents to support business development in keeping with the Villages' historic character.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p> <p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p>

Feedback Comment number	Date Received	Comment	Response
4	June 12, 2020	<p>I support the idea of trying to shift through traffic to Hwy 27. It doesn't make sense that on Friday afternoons in the summer it takes 20 min to drive on Islington from Major Mac to Nashville Road. Also in the mornings there is so much through traffic. Medium term planning - It could make sense to use community mailboxes, but I certainly don't want one on my property as there is so much litter from them. Also to use Bindertwine park, it depends on the time of day. In the evening the parking is very limited as people have come to play on the sports fields, the tennis courts, and for hiking. This is a particular issue during the period when the baseball diamond is turning over from the early game to the late game. During the day the parking is much less used. Long term planning - for residents of Kleinburg to make the entire core pedestrian only will mean that you need to relocate the post office. I try to walk to the post office to get my mail, but I drive when I pick up packages that are large and/or heavy. Using the community mailboxes reduces regular need for the post office, but packages are still delivered there for pickup. I also support the idea that any new developments in the core must have enough parking planned. I've seen cases where people park in the post office lot and then don't use one of those businesses.</p>	<p>Thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations.</p> <p>We have heard from the community that the lack of public parking is a significant, if not the primary concern for the Kleinburg Village. Our study generally agrees that public parking is lacking in the areas of the Kleinburg Village where it is needed most (post-office area, nearby Islington Avenue and Kellam Street, etc.). Some of our recommended solutions (from short to long term) include exploring options to increase the availability of public parking in the Kleinburg Village by converting existing facilities, constructing a parking facility, and engaging in public-private partnerships.</p> <p>Although addressing traffic operations isn't the primary scope of our study, we expect by better organizing the public parking supply and providing pedestrian spaces through the proposed recommendations, traffic volumes can be better managed, mitigating many of the concerns.</p> <p>Community mailboxes could be used to serve local residents and business to reduce or eliminate the need to drive to the post office. Community mailboxes have been recommended to be located near Kleinburg Village gateways on municipal property and would therefore not be located on private property.</p> <p>Parking at Bindertwine Park is expected to play a role in what would be an evolving parking dynamic in the Kleinburg Village. Parking is presently provided at this location and is proposed to be part of the solution along with a newly constructed parking facility, and parking via public-private partnerships to increase the public parking supply and meet the needs of the Kleinburg Village.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p>
5	June 18, 2020	<p>Please be sure that public toilets are available. It's part of civilization that we shouldn't do without. Everyone should be using them responsibly, but please think of the doom alternative-the distances here in North America are important-it's not like may places in Europe and Japan where you can travel easier back and forth from home to amenities. With the opening of the parks toilets are a must. Restaurants-hopefully soon will be allowed to open not only for take out-same thing-have functional and sufficient washrooms on the premises. Remember, lack of poor hygiene has been always linked to all sorts of infections.</p>	<p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p> <p>Thank you for your response and taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations. Recommendations for improved sidewalks, bicycle facilities and micro-mobility options will improve connectivity in the study area and enable residents to move about the study area in safe and efficient manner from their homes to available facilities in the Village. New change/bathroom facilities have also been recommended for Bindertwine Park.</p>
6	June 22, 2020	<p>Good morning I live in the heart of Kleinburg, as a resident of this beautiful town I would love to see Islington become a one way street. All traffic leading into town would be residents only ...you can close off highway 27 exit and entrance. This would alleviate all the drag racing up and down Islington... As far as the parking you could allow the school to become a paid parking lot (weekends only ) Also Islington Boulevard to become pedestrian friendly ...you could widen the sidewalks, include bicycle trails and add lots of trees in the middle As for the store fronts and restaurants (which we need) please allow them to open up and I have been hearing that a lot of red tape is not allowing the restaurants to open ... These are suggestions only but would love to be involved in this as we live in town Also Stegman's mill is another possibility ....widen this road to four lanes ...more parking in the park because all the cars park on the road...making it very difficult to walk on the sidewalk ...another expanded sidewalk should be placed here I Let me know if you want more suggestions</p>	<p>We would like to thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations.</p> <p>The parking strategy recommends in the long-term establishing a pedestrian-oriented focus for Kleinburg Village visitors and events. This enhanced public solution will bring together active modes of transportation (walking, cycling, and micro-mobility options) reducing the impact of motor vehicles on the Kleinburg Village core. This focus can facilitate the display of the Village's historic character and create safe spaces for families and visitors.</p> <p>Recommendations within the strategy will ultimately change the character of Islington Avenue and reduce traffic volumes on the roadway, however it does not extend to limiting access to Highway 27 or one-way travel along Islington Avenue.</p> <p>Pedestrian facilities improvement has been identified for Stegman's Mill Road to improve safety and walkability from the Kleinburg Village core to Bindertwine Park. The road allowance along Stegman's Mill Road does not allow for widening to accommodate four lanes. Existing parking restriction in the vicinity of the park prohibit parking on Stegman's Mill Road. Reporting of vehicles parked in these areas can be made to the City's By-law team.</p> <p>As a resident of the Kleinburg Village it is understandable that you wish to be involved as the Kleinburg Village continues to develop and measures are implemented. The City welcomes community feedback and you are encouraged to continue to participate in public sessions for future studies for Kleinburg Village and the surrounding areas.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p> <p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p>
7	June 22, 2020	<p>I would consider a similar model to Historic Main Street Unionville -- with ample free parking behind units and buildings -- this may be achieved on the West side of Islington or using existing lots (like the school), when not in session. Kleinburg is busiest in Summer and weekends; it would be ideal to limit vehicular traffic and encourage walkers, runners, outdoor patios and storeowners to open their doors.</p>	<p>Thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations.</p> <p>We have heard from the community that the lack of public parking is a significant, if not the primary concern for the Kleinburg Village. Our study generally agrees that public parking is lacking in the areas of the Kleinburg Village where it is needed most (post-office area, nearby Islington Avenue and Kellam Street, etc.). Some of our recommended solutions (from short to long term) include exploring options to increase the availability of public parking in the Kleinburg Village by converting existing facilities, constructing a parking facility, and engaging in public-private partnerships.</p> <p>Although addressing traffic operations isn't the primary scope of our study, we expect by better organizing the public parking supply and providing pedestrian spaces through the proposed recommendations, traffic volumes can be better managed, mitigating many of the concerns. We anticipate that through the proposed recommendations for better organization and increasing the available public parking supply public concerns related to parking can be alleviated resulting in improved traffic flow and safety.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p> <p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p>

Feedback Comment number	Date Received	Comment	Response
8	June 22, 2020	<p>The York Region Cycling Coalition supports the direction, recommendations and suggestions of the study to date, although we have the following comments: 1. There was a recommendation to move parking by cyclists to Bindertwine Park. We agree with the idea of moving the motor vehicle parking taken by cyclists out of the core, but we do not believe cyclists will move to an alternate location (especially Bindertwine Park) without something forcing them. A parking time restriction of 2 or 3 hours in the core would force most weekend cyclists to park elsewhere. As a result of the grade on Stegman's Mill Road and the gravel in the parking lot, most cyclists will not use Bindertwine Park except as a last resort for parking. An ideal location for cyclists to park on weekends would be the Kleinburg Public School parking lot. Many cyclists already park at the school on weekends without permission. 2. We were confused by the concept that pedestrian/cyclist connectivity, amenities and paths would be a medium term (5-10 year) solution. The commencement of the Islington Road Streetscape Plan Phase 1 is shown to include bike lanes on the roadway leading into the town core and out of the town core. A lot of cyclists expressed concern when the multi-use path was removed as part of the construction and replaced with a pedestrian sidewalk. The traffic through the core and on the tight roadway is causing significant conflict between cyclists and motorists on Islington Avenue. This is most pronounced during rush hour, but it happens at all times of the day. Is the bike lane no longer going to be constructed? Are these amenities and connectivity's in addition to the bike lanes that are currently contemplated by the Streetscape Plan? 3. We do not see anything in the recommendations relating to the immediate need for bicycle parking in the core. There is a need for bicycle racks in the core to handle the number of cyclists who stop at the local shops and cafes for drinks and food. Given the fact that most road cyclists use shoes that have cleats that are not meant for walking, the bike racks need to be close to the applicable core enterprises. Are bike racks the amenities that are being suggested as part of the medium term solution? We should not wait 5-10 years for some bike parking infrastructure. If there is any further information that is required, please do not hesitate to contact us.</p>	<p>Thank you for taking the time to participate and provide feedback on the Kleinburg Parking Strategy. We rely on feedback to ensure our study provides community-based recommendations.</p> <p>We have heard from the community that the lack of public parking is a significant, if not the primary concern for the Kleinburg Village. Recommended parking measures (from short to long term) will increase the number of consolidated public parking spaces by converting existing facilities, constructing a parking facility, and engaging in public-private partnerships. The parking strategy does not attempt to restrict or confine cyclists to Bindertwine Park, however cycle friendly facilities (bicycle workstations, change facilities, connections to trails, etc.) would serve as an incentive to use this area. Cyclists, similar to other visitors, will be free to utilize any public parking space, by adhering to by-law and other parking restrictions.</p> <p>The parking strategy is supportive of all travel modes and our findings for the study concur with your statement that there is a need for bike racks in the Kleinburg Village core in close proximity to local shops and cafes to accommodate cyclists. Where possible, existing bicycle parking can be utilized at shared parking locations such as the Kleinburg Public School in accordance with agreements between the City and private/public entities. The parking strategy also recommends new bicycle parking facilities in Kleinburg Village core areas.</p> <p>Bicycle facilities have been identified as part of the Islington Avenue Streetscape Master Plan for the short-term (1-5 years). Bicycle facilities will not include dedicated bike lanes due to right-of-way (ROW) constraints along Islington Avenue. A bike route through the Kleinburg Village core (4.0m wide shared bicycle and vehicle lane per direction) is anticipated. Also, to be explored through the detailed design of the Islington Avenue Streetscape is the provision of bicycle parking racks within the new boulevard. The medium-term (5-10 years) measures, proposed in Kleinburg Parking Strategy will build on the short-term solutions and identify and close existing gaps in the pedestrian and cycle networks, expand networks where possible and target improvements along Stegman's Mill Road.</p> <p>In addition, please note that project details including latest updates are available at the City's project website: <a href="http://www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx">www.vaughan.ca/services/residential/dev_eng/kps/Pages/default.aspx</a></p> <p>The project team is currently reviewing the feedback received and will proceed to finalize the Kleinburg Parking Strategy by September 2020.</p>



# ONLINE SURVEY #2 QUESTIONS



## Kleinburg Parking Strategy Review

### Introduction

The Kleinburg Parking Strategy Review will explore opportunities to accommodate short- and long-term needs for parking through a comprehensive, forward-looking strategy. The community is invited to provide input to the study by participating in online surveys and public meetings.

During this project two online surveys were prepared for the public to participate in. The first survey collected input on current parking needs, issues, opportunities and desired outcomes from the study. This is the second online survey and will focus on participant input on potential short- and long-term options to address the parking challenges.

This survey will be available until April 10th, 2020 and should take about 10 minutes to complete. This survey will be posted to the City of Vaughan's project website ([vaughan.ca/Kleinburgparking](http://vaughan.ca/Kleinburgparking)).

### INFORMATION AND FEEDBACK SESSIONS

Information and feedback sessions provide another opportunity for input into solutions to parking issues in Kleinburg. The first information session took place in September 2019 at the Pierre Berton Heritage Centre. A second information session is being planned.

Phase 1 of the Kleinburg Parking Strategy has been completed. The Phase 1 Report and details for the second information session is available on the project website ([vaughan.ca/Kleinburgparking](http://vaughan.ca/Kleinburgparking)).

### NOTICE OF COLLECTION

No personal information is collected through this online survey. The information gathered is only used in evaluating short- and long-term options related to a parking strategy. If you have any questions about the collection and use of this information please contact The Corporation of the City of Vaughan Access and Privacy Office, Office of the City Clerk, 2141 Major Mackenzie Drive, Maple, ON L6A 1T1, or 905-832-2281 ext. 8988.

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## Kleinburg Parking Strategy Review

### 1. Are you a...

- Resident of Kleinburg
- Business owner in Kleinburg
- Employee in Kleinburg
- Visitor (Shopping/Dining/Tourist)
- Other (please specify)

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## Kleinburg Parking Strategy Review

### 2. Please select your typical mode of travel to the Kleinburg Village core.

- Drive and Park
- Walk
- Public transit
- Bicycle
- Motorcycle
- Taxi/Ride Share/Carpool/ Pick-up/Drop-off
- Other (please specify)

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## Kleinburg Parking Strategy Review

**3. Public consultation, parking demand surveys and online surveys have highlighted a set of key parking issues within Kleinburg.**

**Rate each identified issue according to their importance to you:**

	Not important	Somewhat important	Neutral	Important	Very important
Lack of available parking at High Demand Locations (e.g. Post Office, Kellam/Islington, School, YMCA)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate number of available off-street parking spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Private off-street lots are not available for general public use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve the on-street parking signs and road markings that delineate spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic congestion on Islington Avenue at peak times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian and cyclist safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Awareness of pre-planned closures and impacts from special events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

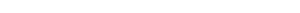
Parking demand in high activity areas within the Kleinburg Village core often appears to be at full capacity. How can we make better use of the public parking supply in the core?

### 4. Rate each of the following potential parking solutions from “most preferred” (1) to “least preferred” (4)

<input type="checkbox"/>	Explore shared parking agreements with existing private parking owners within Kleinburg Village core
<input type="checkbox"/>	Maintain existing on-street parking on Islington Avenue but with improved parking signage and delineation
<input type="checkbox"/>	Implement real-time mobile parking application to identify vacant on-street parking spaces
<input type="checkbox"/>	Remove on-street parking on Islington Avenue between John Street and Stegman's Mill Road and replace with centralized off-street public parking

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## Kleinburg Parking Strategy Review

A proposal for a new public parking facility within the Village is being considered.

**5. At what location would you prefer a new public parking facility? Rank each location from most preferred (1) to least preferred (4). Use map as an aid.**

<input type="checkbox"/>	A - Old Fire Hall (Vaughan Fire Station 75)
<input type="checkbox"/>	B - Green boulevard space on Islington Avenue (north of John Street)
<input type="checkbox"/>	C - Pierre Berton Heritage Centre
<input type="checkbox"/>	D - Bindertwine Park

Centralized Off-Street Parking Options





## Kleinburg Parking Strategy Review

Feedback received from Phase 1 indicated unclear signage, and lack of pavement markings make it difficult to find available parking opportunities.

### 6. Please rate these options to improve the search for and access to public parking.

	Not important	Somewhat important	Neutral	Important	Very important
Provide digital way-finding parking signage on a kiosk within village centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implement real-time mobile parking app that displays the location of vacant on-street spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide pavement marking to delineate parking spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Replace boulevard parking stalls and paving stones on Islington Avenue with on-street parking spaces with clearly marked stalls	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

Parking in non-designated spaces and long duration parking during peak periods of the day impacts parking space availability.

### 7. Please rate these options for the enforcement of parking space usage and their restrictions.

	Not important	Somewhat important	Neutral	Important	Very important
Promote compliance through public awareness programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve parking control signs (time limits and restrictions) and signage visibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introduce pay parking to better manage use of parking space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide stronger by-law enforcement presence	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

The parking strategy must be inclusive of all road user groups. Be mindful that some solutions will come at the expense of others (for example, the implementation of a secured bike lane will likely mean that some of the on-street parking space needs to be removed).

### 8. Please rate the following mobility and urban design solutions.

	Not important	Somewhat important	Neutral	Important	Very important
Additional pedestrian crossings along Islington Avenue (e.g. at Kellam Street, in front of Kleinburg Public School)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Include bike parking areas, repair stations and protected bike lane along Islington Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More public space amenities such as parkettes, benches, fountains and landscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Build wider sidewalks by removing boulevard parking area and develop a pedestrian-oriented public realm	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

The Parking Strategy must respond to the levels of service that different groups require (for example, cyclists, employees and tourists).

### 9. Please rate the following solutions to building an inclusive strategy that serves cyclists.

	Not important	Somewhat important	Neutral	Important	Very important
Introduce bike parking areas, repair stations and protected bike lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implement site zoning by-law requirements for bike and moped parking to be provided on private property	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

**10. Please rate the following solutions to building an inclusive public parking strategy that serves specific needs of employees in the core.**

	Not important	Somewhat important	Neutral	Important	Very important
Implement designated parking for core employees using existing parking at Bindertwine Park during non-peak recreation periods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introduce paid parking to discourage long duration of on-street parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encourage shared use of available private parking space by core employees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

**11. Please rate the following solutions to building an inclusive public parking strategy that best serves those visitors that do not drive their own vehicle to the core.**

	Not important	Somewhat important	Neutral	Important	Very important
Encourage shared mobility alternatives such as public transit, taxis and limos, bike-sharing etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate designated curbside space for shared mobility alternatives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Update municipal policies and zoning rules for new developments to incorporate shared-use and discourage single-occupant automobiles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

**12. Please rate the following solutions to building an inclusive public parking strategy that best serves the tourist.**

	Not important	Somewhat important	Neutral	Important	Very important
Explore means to communicate where public parking space exists (e.g. a real-time online app)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If paid parking system is implemented provide parking discounts for tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance wayfinding signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

### 13. Please rate the following solutions to manage and sustain the public parking strategy.

	Not important	Somewhat important	Neutral	Important	Very important
Setup a Parking Authority to manage and execute the parking strategy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Explore shared parking with private property owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Explore shared parking with Kleinburg Public School, Library and Pierre Berton Heritage Centre in non-peak periods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introduce paid on-street parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If paid parking is introduced, provide reduced rates for Kleinburg residents in the core	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

The parking strategy needs to address concerns over the current parking policies (bylaw requirements and cash-in-lieu, for example).

### 14. Rate each solution as to their level of importance to you.

	Not important	Somewhat important	Neutral	Important	Very important
Keep cash-in-lieu policy as is	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Revise cash-in-lieu formula to reflect the true cost of constructing a parking space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adopt up-to-date minimum parking requirements for Kleinburg	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote and provide incentives to the shared use of private on-site parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introduce paid parking for on-street parking, and earmark revenues to local community benefits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Kleinburg Parking Strategy Review

Additional Comments and Feedback

**15. Please give us any further comments and input to the development of the parking management strategy for the Kleinburg Village Core.**

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# CITY COUNCIL PRESENTATION

# Appendix C: Existing Conditions





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## 1 EXISTING CONDITIONS

The existing land use and planning policies, parking amenities, multi-modal transportation network, and traffic operations and safety have been documented to frame the existing conditions and inform the recommended solutions to follow as part of Phase 2.

### 1.1 POPULATION AND LAND USE

A small historic village, Kleinburg occupies a narrow section of hilly landscape located between two branches of the Humber River. Kleinburg has a small population, with approximately 3,686 people living inside the village in 2015, as estimated in the 2016 Kleinburg Economic Development Strategy Update (2016 KEDS Update). Kleinburg is surrounded by a “primary trade area” that extends to Rutherford Road to the south, Kirby Road to the north, Pine Valley Drive to the east, Huntington Road to the west. The 2011 KEDS Report estimated that the 2010 population in the primary trade area, of 22,000, is expected to grow to over 40,000 by the year 2031. Historic population data indicates that Kleinburg has an approximate annual population growth rate of 3.2% while the primary trade area surrounding Kleinburg is expected to grow annually at a rate of 8.3%.

Kleinburg is designated as a “Local Centre” within the Vaughan Official Plan (OP), serving as a mixed-use core offering a limited range of uses. Local Centres are noted to be predominantly residential but with a mix of uses that meet the daily needs of residents and the surrounding community. As per current City of Vaughan Zoning, the core area in Kleinburg, along Islington Avenue between John Street and just south of Stegman’s Mill Road, is predominantly zoned as Commercial. These land uses are surrounded by Residential and Open Space land uses. **Figure 1-1** shows a map of Kleinburg and surrounding area land use designations.



**Figure 1-1 Land Use Designations (Source: Vaughan Zoning)**

Schedule 13 within the OP identifies the Commercial areas as Low-Rise Mixed Use, the Residential areas as Low-Rise Residential and the Open Space areas as Natural Areas:

- **Low Rise Mixed-Use** areas allow for an integrated mix of residential, community and small-scale retail uses to serve the local population. Uses permitted include residential units, home occupations, small scale hotels, retail and office uses. Building types permitted include townhouses, stacked townhouses, low-rise buildings and public and private institutional buildings.
- **Low-Rise Residential** areas permit residential units, home occupations, private home day care for a maximum five children; and, small-scale convenience retail no greater than three storeys. Within these areas, public and private institutional buildings are also permitted. The City's heritage properties within the study, including the Kline House at the northwest corner of the intersection of Islington Avenue and Nashville Road, the Pierre Berton Heritage Centre and the Kleinburg Railway Station across from the Pierre Berton Heritage Centre are located within Low-Rise Residential areas. These heritage sites attract visitors to the area and affect both parking demand and supply. The Kleinburg Public School, the McMichael's Art Gallery and the Kleinburg Public Library are also located within these areas.
- **Natural Areas** form part of the larger Regional Greenlands system, contain key features of the landscape and contribute to the overall environmental health of the City and wider region.

The floor space for each type of land use is summarized in **Table 1.1** based on the City's property records database:

Table 1.1 Floor Area by Land Use within Study Area

<b>Land Use</b>	<b>Floor Area (ft<sup>2</sup>)</b>
<b>Low Rise Mixed-Use</b>	105,293
<b>Low-Rise Residential</b>	
<i>Residential (112 dwellings)</i>	10,294,351
<i>Pierre Berton Heritage Centre</i>	3,956
<i>Kleinburg Public School</i>	68,437
<i>Kleinburg Public Library</i>	3,886

The 2016 KEDS Update provided the Kleinburg Business Improvement Association (KBIA) retail audit indicated a total increase in retail floor space by 26,900 ft<sup>2</sup> from 2010 to 2015. The number of stores for each type of retail/commercial land use in 2010 and 2015 is shown in **Table 1.2** below.

Table 1.2 Retail Commercial Audit

<b>Retail Activity</b>	<b>No. of Stores in 2010</b>	<b>No. of Stores in 2015</b>
<i>Total Retail Merchandise</i>	15	14
<i>Total Convenience Goods</i>	3	2
<i>Total Food Service</i>	9	11
<i>Total Personal Service</i>	13	14
<i>Total Professional Services</i>	17	23
<i>Vacant Retail</i>	5	2
<b>Total Retail Commercial</b>	<b>62</b>	<b>68</b>

The most common type of business located in Kleinburg are professional services, with a total of 23 as of 2015. Of the 23 professional service establishments, 12 are designated as professional offices (including veterinary and photography) while 7 are designated as medical. Retail merchandise and personal services are the second most common business type with a total of 14 businesses each. The most common type of retail merchandise store are clothing and accessories stores with a total of 7 businesses located in Kleinburg.

A review of York Region's Business Directory showed most businesses in the Kleinburg core have employee numbers in the range of 1 – 20 employees. Only a few establishments such as the McMichael Canadian Art Gallery and the Doctor's House employ 50 – 99 employees in the area.

## 1.2 PARKING AND SITE CHARACTERISTICS

A complete parking inventory and site characteristics review was conducted on August 16, 2019. The task included recording the following information for on- and off-street facilities as applicable:

- Type of facility (on/off-street, private/public, paved/unpaved surface)
- Number of stalls (regular, accessible), type (parallel, angle, right-angle) and dimensions of parking stalls

- Time restrictions
- Pavement markings
- Other signage (e.g. customer-only lots)
- Presence/condition of illumination
- Presence/condition of pedestrian access
- Presence of bicycle parking facilities
- Other amenities (e.g. bus stops, telephone, garbage cans, newspapers, bench)

**1.2.1 Parking Supply**

Within the Kleinburg study area, there are a combined total of 690 non-residential parking spaces (excluding Bindertwine Park [64 spaces], which is beyond a 5-minute walking distance of the Village core):

**Table 1.3 Parking Supply Summary in Study Area**

		<b>Pavement Markings</b>	<b>Total Spaces (Accessible)</b>	<b>Bike Parking Stalls</b>
<b>Public Parking</b>	On-street	Marked	2 (-)	-
	On-street	Un-marked	127 (-)	-
	Off-street <sup>1</sup>	Marked	35 (2)	5
<b>Private Parking</b>	Off-street	Marked	467 (16)	64
	Off-street	Un-marked	59 (-)	-
<b>TOTAL ESTIMATED NO. OF PARKING SPACES</b>			<b>690 (18)</b>	<b>69</b>
<b>Bindertwine Park</b>	Off-street <sup>2</sup>	Marked	64 (1)	-

<sup>1</sup> Includes Kleinburg Public Library and Pierre Berton Heritage Centre, which are municipal properties but provide dedicated parking space to visitors.

<sup>2</sup> Bindertwine Park is beyond a 5-minute walk of the Village core.

It is key to note that these spaces are a combination of public on-street/off-street spaces, private customer-only lots and private reserved spaces. The private parking spaces in standalone or shared customer lots are intended for use by customers or employees of the respective businesses. The publicly owned off-street spaces are also intended for use by patrons of Kleinburg Library or the Pierre Berton Heritage Centre. As such, it should not be assumed that the combined parking inventory is available for use to all visitors of Kleinburg throughout the day.

The only public off-street parking within the study area is at Bindertwine Park, which is connected to the Kleinburg village core by Stegman’s Mill Road. Considering that it takes longer than 5-minutes to walk to Bindertwine Park from the core and there is a steep-grade on Stegman’s Mill Road, this off-street parking lot was surveyed for parking demand, but was not included in the aggregate results. Further details can be found in **Section 5 – Parking Demand Survey**.

All on-street and off-street parking facilities are mapped along with a tabulation of parking space capacities in **Figure 1-2**. Additionally, the study area has been divided into several blocks based on a consideration of both the area road network and land use. The blocks or sub-areas of the study area are intended to help categorize and understand the spatial context, as well as variation, in land use and parking needs. The blocks delineated in

Figure 1-2 also helped to organize parking data collection such that all areas could be covered effectively during each survey period and to collect data via the Online Surveys discussed in later chapters. A description of each block is provided below:

**Table 1.4 Blocks within Kleinburg Study Area**

Block ID	Description
N01	Areas from the north of Lester B. Pearson Street to the study boundaries
S01	Areas south of the study boundaries (while no parking data have been collected in this block, it was included in the Online Survey to better understand trips and related parking in Kleinburg)
W01	Areas to the west of Islington Avenue, bounded by Nashville Road and Lester B. Pearson Street. This block contains personal services including RBC Bank and Registered Massage Therapist
W02	Areas to the south of Nashville Road containing only the Doctor's House and XXI Chophouse (large event space and restaurant)
W03	Areas to the west of Islington Avenue, between Nashville Road and Stegman's Mill Road. This block contains several plazas (Kleinburg Pharmacy Plaza, Cookie Crumble Café Plaza, Nuage Med Spa Plaza, Canada Post Plaza), boutique shops and restaurants
W04	Areas to the west of Islington Avenue, between Stegman's Mill Road and the roadway to McMichael's Art Gallery on the east side of Islington Avenue. This block contains the Pierre Berton Heritage Centre
E01	Areas to the east of Islington Avenue, between Lester B. Pearson Street and John Street
E02	Areas to the east of Islington Avenue, bounded by John Street and Kellam Street. This block contains restaurants/cafes and personal services (hair salon, plastic surgery, etc.)
E03	Areas to the east of Islington Avenue, bounded by Kellam Street and Stegman's Mill Road. This block contains realtor offices, a dentist's office, a fitness centre and a boutique
E04	Areas to the east of Islington Avenue, bounded by Stegman's Mill Road and roadway to McMichael's Art Gallery. This block contains the institutional land uses such as the Kleinburg Public School and a music school, a veterinarian's office and the Immanuel Florist Plaza
E05	Areas to the east of Islington Avenue, between the roadway to McMichael's Art Gallery and the southern study area limits. This block contains the Kleinburg Public Library

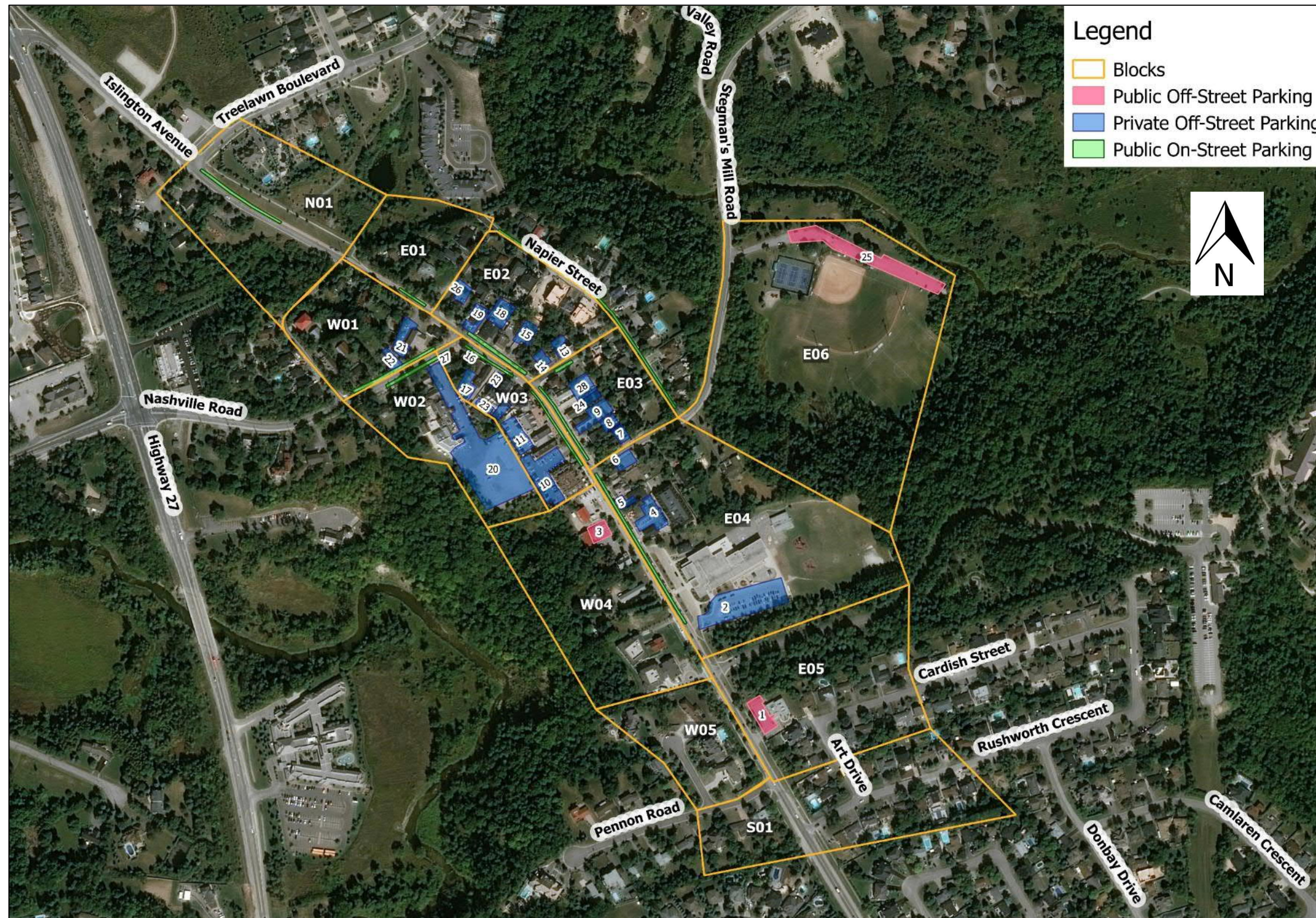


Figure 1-2 Parking Space Inventory



Table 1.5 Kleinburg Parking Inventory

Lot #	Business	Public / Private	On / Off - Street	Marked / Unmarked	Total Spaces	Accessible Spaces	Bicycle Spaces
1	Kleinburg Public Library	Public	Off-Street	Marked	18	1	5
2	Kleinburg Public School	Private	Off-Street	Marked	44	2	46
3	Pierre Berton Heritage Centre	Public	Off-Street	Marked	17	1	0
4	Immanuel Florist Plaza	Private	Off-Street	Marked	20	1	7
5	Dean Veterinary Hospital	Private	Off-Street	Unmarked	6	0	0
6	DeGazon Music of Vaughan	Private	Off-Street	Marked	12	1	0
7	Remax West Realty Inc. - Adeel Waris	Private	Off-Street	Marked	12	0	0
8	Napa Valley Dental Care	Private	Off-Street	Marked	8	1	0
9	Remax West Realty Inc. - Adamo Colella	Private	Off-Street	Marked	17	1	0
10	Kleinburg Pharmacy Plaza	Private	Off-Street	Marked	45	3	0
11	Cookie Crumble Café Plaza	Private	Off-Street	Marked	26	1	0
12	Nuage Med Spa Plaza	Private	Off-Street	Marked	7	1	0
13	Kleinburg Clinic Plastic Surgery / The Laser Clinic	Private	Off-Street	Marked	9	0	0
14	Starbucks	Private	Off-Street	Marked	7	0	5
15	Avlyn Gardens Ristorante	Private	Off-Street	Unmarked	19	0	0
16	Hawthorne House	Private	Off-Street	Unmarked	3	0	0
17	The Burg (Formerly Longchamp Pub)	Private	Off-Street	Unmarked	12	0	0
18	Avenue Cibi E Vini <sup>1</sup>	Private	Off-Street	Marked	20	0	0
19	Chroma Hair One	Private	Off-Street	Marked	13	0	6
20	The Doctor's House	Private	Off-Street	Marked	208	2	0
21	RBC Bank	Private	Off-Street	Marked	17	2	0
22	Registered Massage Therapist	Private	Off-Street	Marked	3	0	0
23	Canada Post Plaza	Private	Off-Street	Marked	13	1	0
24	Inklein Fitness Centre	Private	Off-Street	Unmarked	6	0	0

Lot #	Business	Public / Private	On / Off - Street	Marked / Unmarked	Total Spaces	Accessible Spaces	Bicycle Spaces
25	Bindertwine Park	Public	Off-Street	Marked	64	1	0
26	Azure - Enabling Ideas	Private	Off-Street	Unmarked	7	0	0
27	Femme by Christina Inc.	Private	Off-Street	Unmarked	2	0	0
28	The General Store (Under Renovation)	Private	Off-Street	Unmarked	8	0	0
38	Ambiance Boutique	Private	Off-Street	Unmarked	2	0	0
	Nashville Road (North Side)	Public	On-Street	Unmarked	13	-	0
	Nashville Road (South Side)	Public	On-Street	Unmarked	6	-	0
	Islington Avenue (East Side)	Public	On-Street	Unmarked	63	-	0
	Islington Avenue (West Side)	Public	On-Street	Unmarked	15	-	0
	Kellam Street	Public	On-Street	Marked	2	-	0
	Napier Street	Public	On-Street	Unmarked	30	-	0
	<b>Total</b>	<b>Public</b>	<b>On-Street</b>	<b>Marked</b>	<b>2</b>	<b>0</b>	<b>0</b>
		<b>Public</b>	<b>On-Street</b>	<b>Unmarked</b>	<b>127</b>	<b>0</b>	<b>0</b>
		<b>Publicly owned</b>	<b>Off-Street</b>	<b>Marked</b>	<b>35</b>	<b>2</b>	<b>5</b>
		<b>Public</b>	<b>Off-Street</b>	<b>Marked</b>	<b>64</b>	<b>1</b>	<b>0</b>
		<b>Private</b>	<b>Off-Street</b>	<b>Marked</b>	<b>467</b>	<b>16</b>	<b>64</b>
		<b>Private</b>	<b>Off-Street</b>	<b>Unmarked</b>	<b>59</b>	<b>-</b>	<b>0</b>
				<b>Grand Total</b>		<b>754</b>	<b>19</b>

<sup>1</sup> Not included in the Total supply values as the restaurant did not wish to participate in the parking demand after first survey on August 22, 2019.

### 1.2.1.1 *Public Parking*

Public on-street parking is either provided or permitted along Islington Avenue, Nashville Road, Kellam Street and Napier Street without any payment or metering systems.

**Table 1.6 Summary of On-Street Parking Characteristics**

<b>Street</b>	<b>Characteristics</b>
<b><i>Islington Avenue</i></b>	<ul style="list-style-type: none"> <li>Boulevard parking, distinguished by the colored interlock on both sides of street</li> <li>No pavement markings delineating the parallel parking spaces</li> <li>No designated accessible parking spaces</li> </ul>
<b><i>Nashville Road</i></b>	<ul style="list-style-type: none"> <li>Boulevard parking, distinguished by the colored interlock on both sides of street</li> <li>No pavement markings delineating parallel parking spaces</li> <li>Bollards present to prevent parked vehicles from encroaching onto the sidewalks</li> <li>No designated accessible parking spaces</li> </ul>
<b><i>Kellam Street</i></b>	<ul style="list-style-type: none"> <li>Lay-by parking spaces marked by paint on one side of the street</li> <li>No designated accessible parking spaces</li> </ul>
<b><i>Napier Street</i></b>	<ul style="list-style-type: none"> <li>Un-marked parallel parking permitted on one side of the street</li> <li>No designated accessible parking spaces</li> </ul>

**Table 1.6** indicates that there is an opportunity to provide positive guidance for drivers regarding on-street parking, including, signage, pavement markings delineating parking spaces and designated accessible spaces.

A review of the physical conditions and amenities for on-street parking facilities showed that the pavement conditions are generally good; and, that there is adequate illumination in the sections of Islington Avenue, Nashville Road and Kellam Street where on-street parking is provided. However, illumination was deemed to be poor along Napier street where parking is permitted on the east side, as well as in some sections of area roads where on-street parking is not permitted, specifically, the north side of Kellam Street. Parking restrictions are described in **Section 3.3 – Transportation and Safety**.

Dimensions of the lay-by parking spaces on Kellam Street conform to the stall size requirements under existing City of Vaughan By-law 1-88 and proposed standards in the March 2010 Parking Standards Review by IBI Group. All other on-street parking is unmarked.

Publicly owned off-street parking lots include Kleinburg Public Library and Pierre Berton Heritage Centre, which are municipal properties but provide dedicated parking space to the visitors. Bindertwine Park parking lot is open to all members of the public. All three properties have at least one accessible space designated by signage and pavement markings. The pavement markings are generally in fair or good condition. There is

adequate illumination and access from the parking lot to the building or amenities on the property.

Dimensions of perpendicular/parallel parking spaces within all three lots do not meet size requirements under existing City of Vaughan By-law 1-88 (6.0m x 2.7m) and proposed new standards (5.7m x 2.6m) in the March 2010 Parking Standards Review by the IBI Group.

#### 1.2.1.2 *Private Parking*

Overall parking facilities did not have any visible drainage issues, and many of them were newly paved and had cracks sealed indicating good state of maintenance. Out of 28 private off-street parking facilities, 9 were unmarked paved or gravel lots. The pavement markings in the remaining parking lots were found to be in good condition except at the following locations where the markings were difficult to see (i.e. poor conditions):

- Remax West Realty Inc. Adamo Colella (10473 & 10459 Islington Avenue)
- Nuage Med Spa Plaza (10496 Islington Avenue)

Parking space dimensions within most paved and marked lots do not conform to the parallel/perpendicular stall size requirements under City of Vaughan By-law 1-88 (6.0m x 2.7m), except at the Kleinburg Public School and at the Registered Massage Therapist lots. The length of the stalls is generally shorter than the required 6.0m. The March 2010 Parking Standards Review in the IBI Group report proposes new standards for parallel/perpendicular spaces (5.7m x 2.6m) in line with other jurisdictions, such as Vancouver and Toronto. Parking stalls within 7 of the 17 private lots with marked spaces meet the stall size requirements under the proposed new standards. Stalls that do not meet the proposed new standards were generally found to be shorter in length than the required 5.7m.

While signage inside the parking lots was deemed to be adequate (see **Section 3.2.2 – Parking Restrictions** for further details on signage), there was a clear lack of directional and wayfinding signage at the vehicular level to available off-street parking amenities.

Most parking lots provide direct access to the business(es) or building(s) on the property and provide adequate illumination.

#### 1.2.2 *Parking Restrictions*

Under the provisions of City of Vaughan Parking By-Law 064-2019 exacted May 1, 2019 on-street parking is generally (i.e. without a valid permit for the date/time) allowed for up to 3 hours and completely prohibited between 2:00 AM. and 6:00 AM. There are “no parking” signs installed along some sections of Islington Avenue, Nashville Road, Kellam Street and Napier Street, which are noted in **Figure 1-3**.

As described earlier, illumination is poor on the north side of Kellam Street, close to its intersection with Napier Street, where no parking signs are installed. Site observations indicate difficulty in seeing the no-parking signage along the subject section of Kellam Street.

In the off-street parking supply, overnight parking is not permitted at the Pierre Berton the Heritage Centre and the Kleinburg Public School parking lots. As most off-street parking facilities are private, several of the lots have “customer-only parking signs”. In some

private off-street parking facilities, there are time restrictions on parking, as indicated in **Figure 1-3**.

**1.2.3 Bicycle Parking**

There are no on-street bicycle parking facilities. Only a handful of off-street parking lots offer cycling facilities as listed in the table below and mapped in **Figure 1-6**.

**Table 1.7 Facilities with Bike Parking**

Off-street Facility	Lot #	Address	Type	Spaces / Stalls
Kleinburg Public Library	1	10341 Islington Avenue	Bike Rack	5
Kleinburg Public School	2	10391 Islington Avenue	Bike Rack	46
Immanuel Florist Plaza	4	10423 Islington Avenue	Bike Rack	7
Starbucks	14	10499 Islington Avenue	Bike Rack	5
Chroma Hair One	19	10525 Islington Avenue	Bike Parking Ring	6
<b>Total number of bicycle parking spaces / stalls</b>				<b>69</b>





Figure 1-3 Study Area Parking Restrictions

### 1.3 TRANSPORTATION AND SAFETY

#### 1.3.1 Road Network

Islington Avenue is the primary spine through Kleinburg, connecting to Regional arterial roadways to the north and south of the study area. Other collector roads within the study area, Stegman's Mill Road and Nashville Road, are east-west roadways that connect to Islington Avenue at T-intersections. All 3 collector roadways have a 2-lane cross section (1 lane per direction). Based on typical vehicular capacities of roadways indicated in the City's 2012 TMP, collector roads can carry 500 vehicles per hour per lane (vphpl).

Local roads make up the remaining elements of the road network within the study area and include, John Street, Kellam Street, Napier Street, Lester B. Pearson Street and Pennon Road.

Islington Avenue, Nashville Road and Stegman's Mill Road are designated as Minor Collectors (24m proposed / 23m existing rights-of-way) within the City's Official Plan. Islington Avenue from south of the study area to just north of Nashville Road and Nashville Road through the study area are currently signed at speed limits of 40 km/h. A Community Safety Zone is demarcated between north of Stegman Mill's Road southerly past the study limits. Traffic calming measures through the school zone and commercial core includes speed bumps with an advisory speed of 30 km/h. Stegman's Mill Road is signed at 50 km/h east of Islington Avenue.

There are unsignalized intersections within the study area. **Figure 1-4** illustrates the intersection lane configurations and traffic control at the key intersections of collector roads within the area.

Through the City's Traffic By-law 284-94, heavy traffic is currently prohibited on Islington Avenue south of Kleinburg, between Major Mackenzie Drive West and Highway 27, and on Nashville Road between Islington Avenue and Highway 27. Through By-law 169-2019 enacted in November 2019, sections of Stegman's Mill Road from Islington Avenue, easterly to Kleinburg Summit Way also prohibits heavy traffic. As such heavy trucks observed to have difficulty in completing left- and right-turning manoeuvres at the intersection of Islington and Stegman's Mill Road will no longer be permitted in Kleinburg.

The boulevard space along Islington Avenue is shared by street furniture, including landscaping and gateway effects at the intersection of Nashville Road. York Region Transit (YRT) bus stops are also located along Islington Avenue within the boulevard on the near side of the intersections.

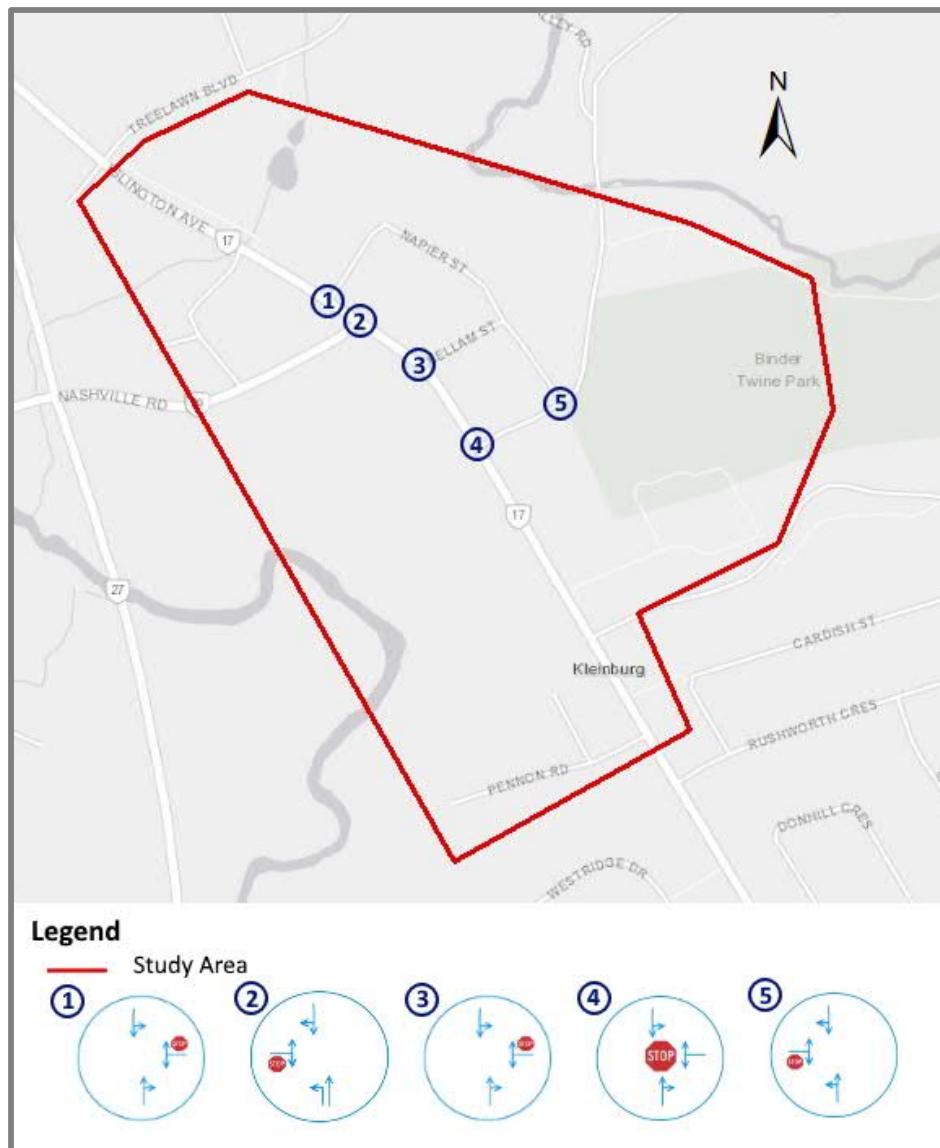


Figure 1-4 Study Area Intersections

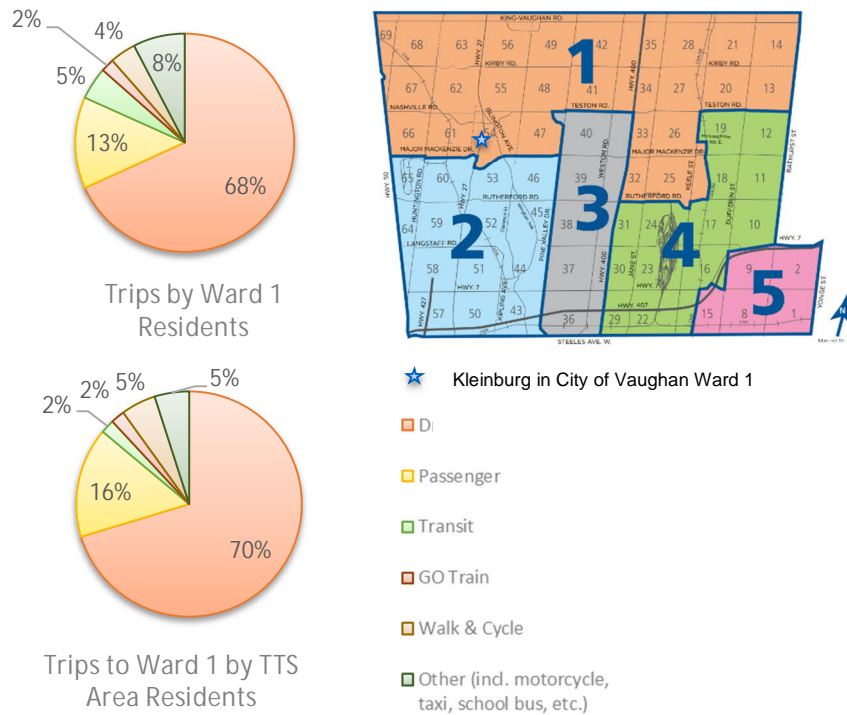
### 1.3.2 Active Transportation and Transit Network

Kleinburg is located within the western half of Ward 1 Maple/Kleinburg in the City of Vaughan, which is generally bounded by Major Mackenzie Drive/Teston Road/Rutherford Road to the south, Highway 50 to the west, King Vaughan Road to the north and Bathurst Street to the east. The 2016 Transportation Tomorrow Survey (TTS) indicates that over a typical 24-hour weekday period, trips made by Ward 1 residents are primarily vehicular trips, with driver trips making up 71% of all trips, followed by passenger trips making up 14% of all trips. Trips to Ward 1 by residents of the area show similar mode shares as indicated in **Figure 1-5**.

Other modes of travel include local and regional transit, as well walking and cycling, and together make up about 14 and 16% of all trips by Ward 1 residents and all trips to Ward 1, respectively. These statistics, although applicable to the whole of Ward 1, indicate that



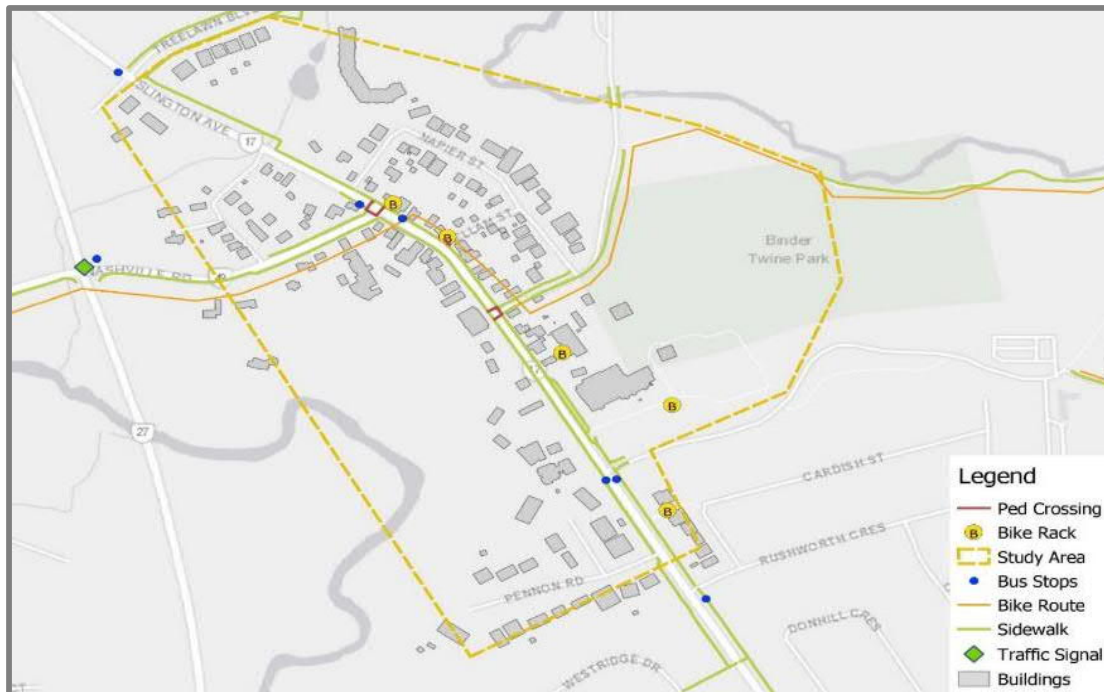
there are high levels of personal vehicle use in and around Kleinburg, but that alternative travel modes are also in use. Therefore, when considering the mobility options in the Kleinburg Village Core, there is a need to accommodate the parking needs of multi-modal users, including carpooling and cycling, as well as impacts to foot traffic and transit services.



**Figure 1-5 Mode Share for Trips to and From Ward 1**

**Figure 1-6** shows the sidewalk network in Kleinburg which provides access to properties from the main corridors in the study area. However, there are a few gaps in the pedestrian facilities network as well as opportunities to improve overall pedestrian connectivity in the study area:

- There are no sidewalks along the side streets of John Street, Napier Street or Lester B. Pearson Street, which provide driveway accesses to residential properties.
- The sidewalk along the east side of Islington Avenue from 110m north of John Street to Treelawn Boulevard is separated by a grassy boulevard. While there are “no parking” signs along some portion of the adjacent paved interlock concrete boulevard and curb, there are no restrictions to park along the boulevard from Treelawn southerly to 200m north of John Street. For any parked vehicles in this section, access to the sidewalk separated by grassy boulevard is difficult and could be a barrier to using the boulevard space for on-street parking to walk down towards the main commercial areas of the Kleinburg core.
- There are limited pedestrian crossings within the study area. Further supported by site observations of jaywalking along Islington Avenue and Nashville Road, there are opportunities to provide additional mid-block crosswalks or intersection crosswalks (e.g. Islington Avenue and Kellam Street).



**Figure 1-6 Active Transportation and Transit in Kleinburg**

Overall, sidewalks are 1.5m wide and compliant with the requirements of the Accessibility for Ontarians with Disabilities Act (AODA). A visual inspection of sidewalk infrastructure during site review indicated that the pavement is in good condition throughout the study area. However, the City has a comprehensive program to patrol all sidewalks annually, recording defects which may be potentially dangerous and prioritizing action according to severity. Sidewalk inspections in the study area, between 2012 and 2018, indicate common issues that range in severity, including:

- Interlock (concrete pavement) defects
- Cut joint deflection
- Cracks
- Spalling, (requirements to) replace panel and egress

It is assumed that the City's inspection program continues to monitor and address these sidewalk issues according to needs and priorities and compiling a list of sidewalk issues/repairs is beyond the scope of this study.

**Figure 1-6** also shows a bike route through Kleinburg extends from the Bindertwine Trail westerly along Stegman's Mill Road, north on Islington Avenue and West on Nashville Road. There are "Share the Road" signs along Nashville Road. Aside from this signage, there are no dedicated cycling facilities in the Village.

As for transit, there is currently one York Region Transit (YRT) bus route servicing Kleinburg in the study area (limited service on Route 13 Islington). The north-south route on Islington Avenue serves bus stops on either side of Islington Avenue and via a loop also serves the bus stop at the intersection of Nashville Road and Highway 27 west of the study area. Route 13 is operational on weekdays during the morning and afternoon peak periods.

### 1.3.3 Traffic Conditions

24-hour Automatic Traffic Recorder (ATR) data containing traffic volumes, vehicle classification and traffic speeds collected by the City were available for segments of Islington Avenue and Nashville Road. These data were collected at various times of the year (spring, summer and fall seasons), between 2017 and 2019 for 3 or 5 days of the week. A review of the data showed some key information regarding traffic composition, as well as daily variations and peak hour vehicular and cyclist traffic volumes.



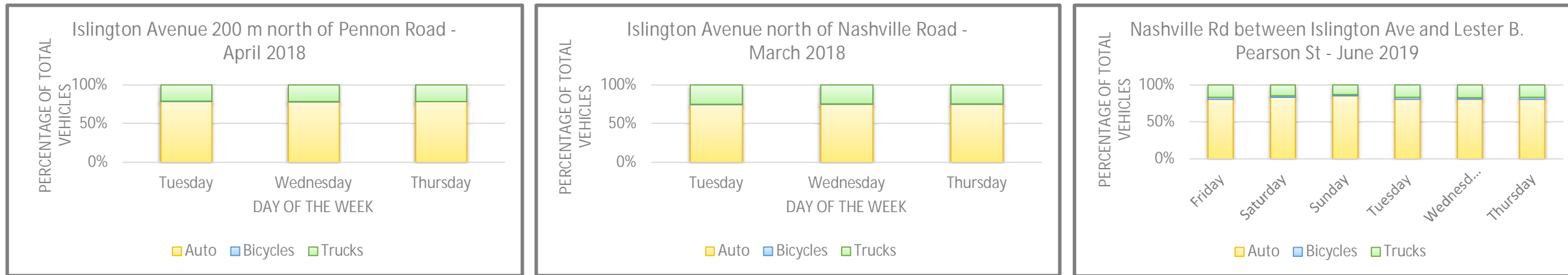


Figure 1-7 Traffic Composition

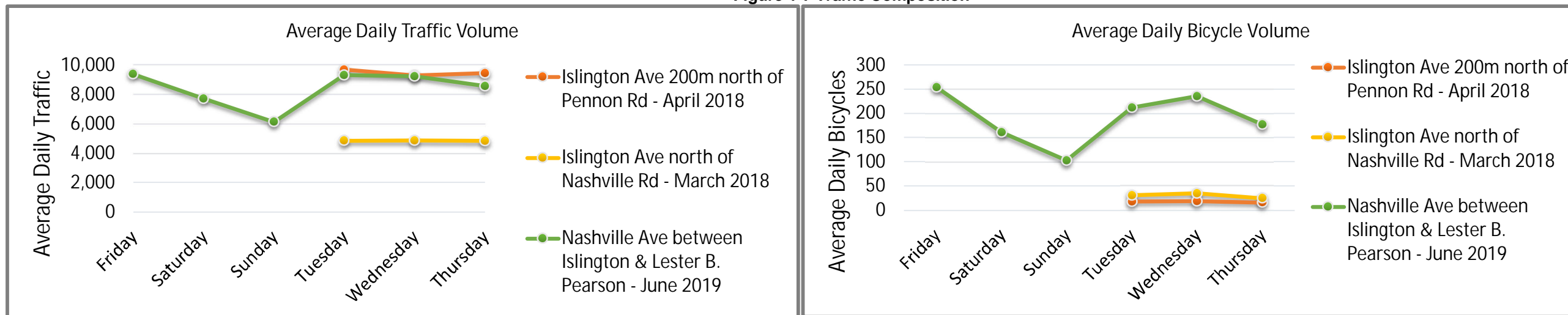


Figure 1-8 Daily Traffic and Bicycle Volumes

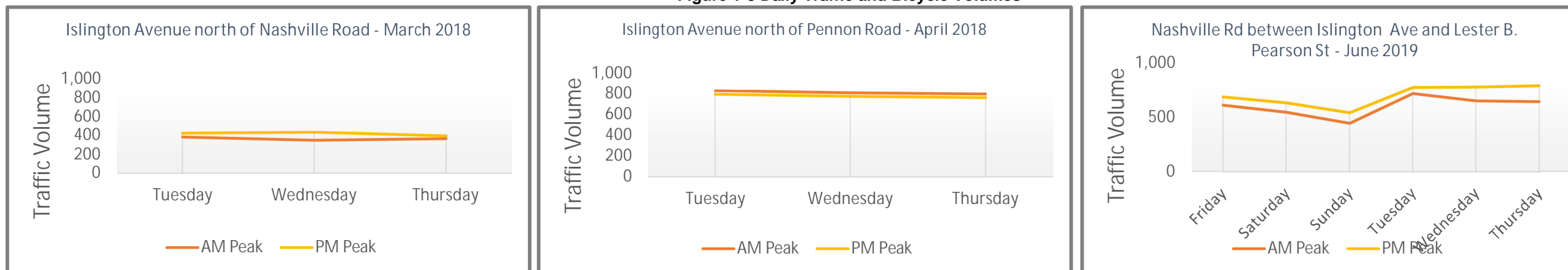


Figure 1-9 Peak Hour Traffic and Bicycle Volumes

As shown in **Figure 1-7**, traffic along Islington Avenue is primarily composed of automobiles and trucks, with very low volumes of bicycles. During weekdays in March 2018, less than 40 bicycles were recorded passing through Islington Avenue north of Nashville daily. There were even fewer (less than 20 daily) passing through Islington Avenue north of Pennon Road in April 2019. The highest proportion of truck traffic was also observed in this section. The highest proportion of bicycles were observed along Nashville Road between Islington and Lester B. Pearson Street during a Wednesday in June 2019 where 2.7% of vehicles on the road were composed of bicycles. Based on **Figure 1-8**, the daily highest number of bicycles (254 bicycles) observed on Nashville Road occurred on a Friday.

Daily traffic volumes are noted to be highest at Islington Avenue just north of Pennon Road (close to 10,000 vehicles per day). Nashville Road was also observed to carry close to 10,000 vehicles per day during the weekdays and relatively lower volumes on the weekends. As shown in **Figure 1-9**, the AM and PM peak-period volumes are very close in magnitude and approaching 800 vehicles per hour along both Islington Avenue (north of Pennon Road) and Nashville Road (between Islington Avenue and Lester B. Pearson Street) on Tuesday, the busiest day recorded.

While this is not a traffic capacity and operational study, from the review of traffic volumes and comparison with planning level capacities for collector roads noted in the City's 2012 TMP, it is clear that both Islington Avenue and Nashville Road are highly utilized and operating close to capacity during peak hours. In particular, the peak direction of travel on Islington Avenue during the PM peak hour experiences at-capacity conditions. The traffic volumes collected on Islington Avenue north of Pennon Road indicate 480 – 495 vehicles travelled northbound during the afternoon peak hour between April 10, 2018 and April 12, 2019, which is the effective capacity of Islington Avenue (500 vphpl). This is supported by queueing observed in the field – specifically, along northbound Islington Avenue in the weekday afternoon peak period between 4 PM to 6 PM. Queues were observed to stretch from Stegman's Mill Road to beyond the study area limits to Bindertwine Boulevard.

Islington Avenue provides a through corridor for vehicles travelling north through Kleinburg and surrounding areas, while Nashville Road provides an east-west connection to Highway 50. The respective parallel routes along Highway 27 and Major Mackenzie Drive West are potentially longer alternative routes. Although no traffic data are available for Stegman's Mill Road, this roadway similarly provides east-west connectivity through the area. As a result, both the intersections of Islington Avenue with Nashville Road and Stegman's Mill Road within the study area are highly utilized.

#### 1.3.4 Speed and Collision Review

Average speed of traffic is reported to be 47 – 49 km/h on Islington Avenue and 41 km/h on Nashville Road. Approximately 15% of reported speeds on Islington Avenue exceeded 56 km/h. Both roads have a posted speed limit of 40 km/h through the study area and as such present evidence that on average vehicles travel at speeds higher than they should on Islington Avenue.

Within the study area, 2 Property Damage Only (PDO) collisions have been reported at the intersection of Islington Avenue and Nashville Road between 2014 and 2015:

- The collision in 2014 involved an automobile and a pick-up truck and was a result of the driver following too close. It occurred in dark conditions (5:50 PM) with loose snow on the ground.
- The collision in 2015 involved an automobile and a bicycle and was a result of the driver being inattentive, failed to yield while turning left. It occurred during the daytime (3:25 PM) with dry conditions.

Based on the above speed and collision review, there are potential safety concerns in the area due resulting from speeding, especially in mixed traffic that includes pedestrians and cyclists, as well as the Kleinburg Public School community.

#### 1.4 SUMMARY OF EXISTING CONDITIONS

The existing land use, parking and multi-modal travel conditions in Kleinburg presented in this section have been summarized below:

##### Land Use

A small historic village, Kleinburg occupies a narrow section of hilly landscape located between two branches of the Humber River. Islington Avenue is the main artery through the Kleinburg core and provides access to small scale retail and services within commercial plazas, restaurants, offices and institutional land uses, including the Kleinburg Public School and the Pierre Berton Heritage Centre as well as recreational facilities at Bindertwine Park. Along with commercial establishments, there are several City heritage properties within the study area with direct access from Islington Avenue, which attract visitors to the area. The wider study area surrounding the main streets include residential homes.

##### Parking Conditions

Although a total of 690 non-residential parking spaces are available in Kleinburg (excluding Bindertwine Park), the majority of the parking spaces are within private parking lots, accessible to patrons of the commercial plazas, retail/restaurant or service land uses to which they belong. A total of 129 public on-street parking spaces are available in Kleinburg, along with 64 public off-street spaces in Bindertwine Park, which is more than a 5-minute walk away from the village core on a steep grade along Stegman's Mill Road. Public on-street parking is either provided or permitted along Islington Avenue, Nashville Road, Kellam Street and Napier Street without any payment or metering systems and are unmarked. Publicly owned parking spaces are available at the Kleinburg Library and the Pierre Berton Heritage Centre. These parking spaces are intended for use by patrons of the respective establishments.

There are 69 bike parking stalls available, most of which are located within Kleinburg Public School parking lot. Off-street parking lots (3 public, 23 private) make up many of the total parking spaces within Kleinburg. There are no on-street bicycle parking facilities.

Overall, on-street and off-street parking amenities in Kleinburg are in good physical condition with adequate pedestrian connectivity to buildings or the street. On-street spaces are marked only on Kellam Street and comply with the parallel/lay-by parking space dimensions under existing City of Vaughan By-Law 123-244 and proposed standards in the 2010 IBI Draft Parking Standards. Parking spaces within most marked off-street parking lots are slightly smaller than required by existing City of Vaughan By-Law. Parking spaces in 7 out of 17 marked parking lots meet the proposed dimensions in

the 2010 IBI Draft Parking Standards. Other issues noted during on-site reviews include the following:

*On-Street Parking:*

- Inadequate positive guidance for drivers, including signage, pavement markings, and delineated regular and accessible parking spaces
- Insufficient illumination along Napier street where parking is permitted on the east side and poor visibility parking restrictions on the north side of Kellam Street

*Off Street Parking*

- Insufficient directional and wayfinding signage at the vehicular level to available off-street parking amenities
- Faded pavement markings, including for accessible stalls at few off-street parking lots (the Pierre Berton Heritage Centre and the Bindertwine Park)

**Multi-modal Transportation Conditions**

The road network in Kleinburg is made up of collector roads and local roads. There is a sidewalk network which provides access to properties from the main corridors in the study area, with few gaps in the network. There are no dedicated cycling facilities within Kleinburg. A limited service York Region Transit bus route runs through the study area. Specific issues noted in the multi-modal travel options in Kleinburg include the following:

*Vehicular Traffic:*

- Islington Avenue and Nashville Road operate close to capacity during peak hours and the only collisions reported in the study area within the last 5 years occurred at their intersection.
- The northbound direction of travel on Islington Avenue during the afternoon peak hour experiences at-capacity conditions with queues stretching from Stegman's Mill Road to south of the study area. Vehicles were seen using the parallel Napier Street as a by-pass and speeding.
- Due to the two-lane cross-sections of area roads, heavy vehicles (trucks and school buses) encroach onto the opposing lane when turning and pose a safety concern for parked vehicles and sidewalk users.

*Active Transportation*

- Vehicles parked on the boulevards along Islington Avenue consistently encroach adjacent sidewalks in the absence of any physical separation.
- Lack of sidewalk connectivity to the boulevard along Islington Avenue from south of Treelawn Boulevard to 200m north of John Street where vehicles were noted to park during multiple surveys.
- Limited east-to-west pedestrian crossing opportunities along Islington Avenue, often resulting in jaywalking.

## Appendix D: Parking Occupancy, Turnover, and Average Duration of Stay







Summer Weekday (Aug 22) Parking Demands

Facility ID	Facility	9:00:00 AM	9:30:00 AM	10:00:00 AM	10:30:00 AM	11:00:00 AM	11:30:00 AM	12:00:00 PM	12:30:00 PM
1	Kleinburg Library	2	2	3	3	2	1	2	4
2	Kleinburg Public School	6	8	9	9	13	13	13	11
3	Pierre Burton Heritage Centre	1	1	1	2	2	2	3	2
4	Immanuel Florist Plaza	7	7	10	7	8	8	10	17
5	Dean Veterinary Hospital	3	2	5	4	5	3	3	5
6	DeGazon Music of Vaughan	1	1	1	1	1		3	3
7	Adeel Waris - Remax West Realty Inc.	1	2	2	5	6	4	5	5
8	Dentist	2	2	4	5	7	6	6	8
9	Remax (N)	5	7	8	9	7	9	8	7
10	Kleinburg Pharmacy Plaza	11	15	22	22	20	20	29	38
11	Cookie Crumble Café Plaza	14	15	10					
12	Nuage Med Spa			2	2	2	2	3	2
13	Plastic Surgery Clinic	3	4	6	4	5	5	6	4
14	Starbucks	6	7	7	8	7	6	6	7
15	Avlyn Gardens Ristorante	10	14	16	17	15	16	15	13
16	Hawthorne House	1	1	1	2	2	2	2	2
17	Longchamp Pub	1	1	1	1	1	1	1	2
18	Avenue Cibi E Vini				2	1	5	7	11
19	Barber Shop	2	3	5	5	9	9	9	5
20	The Doctors House	9	19	24	24	26	26	29	33
21	RBC	2	6	2	6	8	9	10	10
23	Canada Post Plaza	9	13	15	14	12	13	12	10
24	Inklein Fitness Centre	6	5	4	2	2	3	5	3
25	Bindertwine Park	5	10	11	12	18	16	17	17
27	Femme by Christina Inc.								1
28	The General Store (under renovation)	5	5	5	6	4	4	5	5
29	Islington East Side - Onstreet	3	8	11	11	11	12	13	14
30	Islington East Side - Onstreet	5	4	4	5	7	5	6	8
31	Islington East Side - Onstreet	8	7	6	8	9	7	8	8
32	Islington East Side - Onstreet	1	2	4	6	7	5	6	5
33	Kellam South Side - Onstreet	2	1	2	2	3	1	2	5
34	Napier East Side - Onstreet	6	7	7	10	13	11	7	9
35	Nashville North Side - Onstreet	4	4	4	8	5	4	3	2
36	Nashville South Side - Onstreet	3	3	4	5	4	4	4	4
37	Islington West Side - Onstreet	5	11	11	10	10	9	11	7
38	Ambiance				1	1	1	1	2



Summer Weekday (Aug 22) Parking Demands

Facility ID	Facility	5:30:00 PM	6:00:00 PM	6:30:00 PM	7:00:00 PM	7:30:00 PM	8:00:00 PM	8:30:00 PM
1	Kleinburg Library	4	5	4	6	8	6	2
2	Kleinburg Public School	15	14	14	14	21	18	18
3	Pierre Burton Heritage Centre	5	7	7	8	11	13	14
4	Immanuel Florist Plaza	16	17	22	20	19	18	17
5	Dean Veterinary Hospital	7	6	3	4	6	5	4
6	DeGazon Music of Vaughan	1	3	5	3	6	8	7
7	Adeel Waris - Remax West Realty Inc.	2	2	2	2	2	1	2
8	Dentist	8	5	6	7	5	3	
9	Remax (N)	3	3	2	2	1	1	1
10	Kleinburg Pharmacy Plaza	31	31	31	24	19	24	26
11	Cookie Crumble Café Plaza	16	17	13	11	12	15	12
12	Nuage Med Spa	2						
13	Plastic Surgery Clinic	5	4	6	5	4	4	6
14	Starbucks	7	6	6	4	9	6	8
15	Avlyn Gardens Ristorante	7	6	3	5	7	8	10
16	Hawthorne House	1	1	1	1	1	1	1
17	Longchamp Pub	1	1					
18	Avenue Cibi E Vini	5	11	17	21	21	28	24
19	Barber Shop	6	5	4	4	4	3	3
20	The Doctors House	33	42	43	49	40	40	22
21	RBC	5	7	5	5	6	5	3
23	Canada Post Plaza	7	8	8	5	4	4	6
24	Inklein Fitness Centre	5	5	5				
25	Bindertwine Park	16	16	16	20	23	20	21
27	Femme by Christina Inc.			1				
28	The General Store (under renovation)	5	4	4	4	3	4	4
29	Islington East Side - Onstreet	13	14	13	12	15	13	10
30	Islington East Side - Onstreet	4	5	4	6	6	6	9
31	Islington East Side - Onstreet	9	7	7	8	9	9	8
32	Islington East Side - Onstreet	5	6	5	4	5	3	5
33	Kellam South Side - Onstreet	4	2	2	2	2	3	4
34	Napier East Side - Onstreet	7	8	5	4	5	5	8
35	Nashville North Side - Onstreet	1	1	4	5	6	6	5
36	Nashville South Side - Onstreet	3	1	1	4	3	7	1
37	Islington West Side - Onstreet	9	11	8	11	14	15	11
38	Ambiance	1						

Summer Weekend (Aug 24) Parking Demands

Facility ID	Facility	9:00:00 AM	9:30:00 AM	10:00:00 AM	10:30:00 AM	11:00:00 AM	11:30:00 AM	12:00:00 PM	12:30:00 PM
1	Kleinburg Library	2	2	4	4	3	6	6	10
2	Kleinburg Public School	5	4	6	9	9	11	12	10
3	Pierre Burton Heritage Centre		1	1	1	1	2	4	2
4	Immanuel Florist Plaza	6	8	11	14	13	12	13	17
5	Dean Veterinary Hospital	3	3	5	5	5	5	5	5
6	DeGazon Music of Vaughan	3	3	3	3	3	3	3	4
7	Adeel Waris - Remax West Realty Inc.	2	2	2	1	1	2	2	2
9	Remax (N)	2	1	1		1	3	4	1
10	Kleinburg Pharmacy Plaza	23	21	28	30	31	32	29	23
11	Cookie Crumble Café Plaza	22	26	26	26	26	24	25	21
12	Nuage Med Spa		1	2	3	2	2	2	2
13	Plastic Surgery Clinic	4	4	5	8	6	4	4	4
14	Starbucks	7	4	7	8	7	7	5	7
15	Avlyn Gardens Ristorante	7	11	12	15	12	12	12	16
16	Hawthorne House	1	1	2	2	2	2	2	2
17	Longchamp Pub		1	1	2	2	2	1	2
19	Barber Shop	4	4	5	6	9	9	9	10
20	The Doctors House	13	16	23	25	24	24	27	31
21	RBC	3	4	6	4	5	5	6	6
23	Canada Post Plaza	11	13	12	10	12	12	13	12
24	Inklein Fitness Centre	6	7	5	7	5	7	7	7
25	Bindertwine Park	15	19	24	31	41	37	31	33
27	Femme by Christina Inc.								2
28	The General Store (under renovation)	2	2	5	4	3	2	1	4
29	Islington East Side - Onstreet	1	5	5	8	13	10	10	8
30	Islington East Side - Onstreet	6	5	9	8	8	7	9	7
31	Islington East Side - Onstreet	6	5	8	8	8	8	7	9
32	Islington East Side - Onstreet	5	5	5	5	6	6	5	3
33	Kellam South Side - Onstreet	4	3	4	4	5	3	2	3
34	Napier East Side - Onstreet	4	7	5	3	1	3	7	10
35	Nashville North Side - Onstreet	4	4	6	5	2	3	5	3
36	Nashville South Side - Onstreet	1	5	5	4	1	1	2	1
37	Islington West Side - Onstreet	8	10	12	12	13	10	11	12
38	Ambiance				1	1	1	1	2

Summer Weekend (Aug 24) Parking Demands

Facility ID	Facility	1:00:00 PM	1:30:00 PM	2:00:00 PM	2:30:00 PM	3:00:00 PM	3:30:00 PM	4:00:00 PM	4:30:00 PM
1	Kleinburg Library	13	11	13	12	13	10	11	15
2	Kleinburg Public School	9	11	14	14	11	13	15	21
3	Pierre Burton Heritage Centre	2	2	3	3	3	5	6	7
4	Immanuel Florist Plaza	15	16	15	11	11	10	12	12
5	Dean Veterinary Hospital	5	6	4	4	1	1	2	1
6	DeGazon Music of Vaughan	2	4	2	4	4	2	3	2
7	Adeel Waris - Remax West Realty Inc.	2	2	2	2	2	3	3	3
9	Remax (N)				1	2	1	1	
10	Kleinburg Pharmacy Plaza	30	36	33	30	29	27	32	30
11	Cookie Crumble Café Plaza	16	16	16	16	15	13	10	9
12	Nuage Med Spa	3	3	3	1	1	1	1	
13	Plastic Surgery Clinic	6	6	9	6	4	6	6	3
14	Starbucks	7	6	8	7	6	7	6	9
15	Avlyn Gardens Ristorante	17	19	17	18	16	15	12	11
16	Hawthorne House	2	2	2	2	2	2	2	1
17	Longchamp Pub	2	2	2	2	3	5	4	4
19	Barber Shop	11	10	10	10	9	8	6	6
20	The Doctors House	29	32	30	32	36	56	89	105
21	RBC	8	7	11	7	12	13	9	4
23	Canada Post Plaza	11	13	12	11	13	10	8	6
24	Inklein Fitness Centre	8	9	7	4	3	1	1	2
25	Bindertwine Park	25	25	21	21	21	24	24	19
27	Femme by Christina Inc.	1	1				1		
28	The General Store (under renovation)	3	3	4	4	4	2	2	2
29	Islington East Side - Onstreet	8	10	14	15	9	11	11	14
30	Islington East Side - Onstreet	8	5	5	7	7	6	6	3
31	Islington East Side - Onstreet	10	9	8	9	5	7	8	8
32	Islington East Side - Onstreet	4	5	6	6	7	7	7	7
33	Kellam South Side - Onstreet	5	4	5	5	4	3	4	3
34	Napier East Side - Onstreet	13	13	12	11	12	9	9	13
35	Nashville North Side - Onstreet	4	5	4	5	4	6	5	1
36	Nashville South Side - Onstreet	2	2	2	2	3	5	2	1
37	Islington West Side - Onstreet	13	12	9	11	11	15	14	13
38	Ambiance	1	1	2	1	1	1	2	1

Summer Weekend (Aug 24) Parking Demands

Facility ID	Facility	5:00:00 PM	5:30:00 PM	6:00:00 PM	6:30:00 PM	7:00:00 PM	7:30:00 PM	8:00:00 PM	8:30:00 PM
1	Kleinburg Library	9	6	4	3	5	5	5	5
2	Kleinburg Public School	16	12	15	15	18	18	15	12
3	Pierre Burton Heritage Centre	8	8	7	8	8	6	6	8
4	Immanuel Florist Plaza	10	16	18	14	16	15	17	16
5	Dean Veterinary Hospital			1	1	1			2
6	DeGazon Music of Vaughan	2	2	3	3	2	3	1	1
7	Adeel Waris - Remax West Realty Inc.	1	1	2	1	1	1	1	1
9	Remax (N)					1	2	1	1
10	Kleinburg Pharmacy Plaza	30	26	29	23	22	22	18	17
11	Cookie Crumble Café Plaza	6	5	4	3	3	3	4	4
12	Nuage Med Spa								
13	Plastic Surgery Clinic	3	2	2	2	2	1	1	3
14	Starbucks	5	5	7	8	6	7	7	7
15	Avlyn Gardens Ristorante	6	5	4	3	3	2	4	7
16	Hawthorne House	1	1	1	1	1	1	1	1
17	Longchamp Pub	3							
19	Barber Shop	3	2			1	2	7	10
20	The Doctors House	123	136	154	171	177	184	185	188
21	RBC	3	2	2	3	2	2	2	2
23	Canada Post Plaza	5	3	4	5	4	3	3	3
24	Inklein Fitness Centre	1	1	1	1				
25	Bindertwine Park	22	19	19	11	8	10	10	5
27	Femme by Christina Inc.								
28	The General Store (under renovation)	2	2	2	2	2	3	2	2
29	Islington East Side - Onstreet	11	9	10	9	11	16	14	14
30	Islington East Side - Onstreet	6	3	3	4	7	6	4	7
31	Islington East Side - Onstreet	8	7	8	8	8	10	10	9
32	Islington East Side - Onstreet	6	4	3	4	4	7	7	4
33	Kellam South Side - Onstreet	3	1	3	2	3	3	2	7
34	Napier East Side - Onstreet	4	5	5	7	11	17	17	21
35	Nashville North Side - Onstreet	6	7	6	8	10	9	9	10
36	Nashville South Side - Onstreet	4	5	4	5	4	5	3	5
37	Islington West Side - Onstreet	11	8	4	12	9	10	8	11
38	Ambiance	1	1						

Fall Weekday (Oct 24) Parking Demands

Facility ID	Facility	8:00:00 AM	8:30:00 AM	9:00:00 AM	9:30:00 AM	10:00:00 AM	10:30:00 AM	11:00:00 AM	11:30:00 AM	12:00:00 PM
1	Kleinburg Library	3	2	3	3	2	2	1	2	3
2	Kleinburg Public School	27	48	47	43	41	44	43	46	51
3	Pierre Burton Heritage Centre	3	2	2	3	3	4	6	6	8
4	Immanuel Florist Plaza	5	5	4	4	5	7	7	8	9
5	Dean Veterinary Hospital	1	1	2	1	1	1	1	1	2
6	DeGazon Music of Vaughan	1	1	1	1	1	1	1	1	2
7	Adeel Waris - Remax West Realty Inc.					3	3	3	4	6
8	Dentist			2	4	5	5	8	9	7
9	Remax (N)		1	7	6	6	8	10	12	11
10	Kleinburg Pharmacy Plaza	8	10	13	18	25	26	27	30	30
11	Cookie Crumble Café Plaza	7	12	15	18	19	19	20	22	22
12	Nuage Med Spa				1	4	4	4	4	4
13	Plastic Surgery Clinic	1	1	2	3	4	5	2	2	3
14	Starbucks	5	7	7	8	7	7	6	6	7
15	Avlyn Gardens Ristorante	7	7	5	12	11	13	9	14	11
16	Hawthorne House									
17	Longchamp Pub	1	1	3	3	2	2	2	2	3
19	Barber Shop			4	5	5	7	11	10	9
20	The Doctors House	2	4	8	11	16	17	16	22	29
21	RBC	1	1	6	7	5	4	5	6	7
22	Massage Therapist					1	2	1		
23	Canada Post Plaza	6	4	8	13	12	14	13	13	11
24	Inklein Fitness Centre	1	2	5	6	8	8	6	6	6
25	Bindertwine Park		7	8	6	7	7	11	11	13
27	Femme by Christina Inc.									
28	The General Store (under renovation)		1	2	2	2	2	1	2	1
29	Islington East Side - Onstreet	5	9	9	10	15	14	14	15	14
30	Islington East Side - Onstreet	2	2	3	5	4	6	5	6	7
31	Islington East Side - Onstreet	6	8	7	6	9	10	9	7	9
32	Islington East Side - Onstreet			3	3	4	3	4	4	5
33	Kellam South Side - Onstreet	2	4	1	5	4	2	2	2	2
34	Napier East Side - Onstreet	3	3	5	2	5	6	4	2	2
35	Nashville North Side - Onstreet			3	3	5	6	5	5	8
36	Nashville South Side - Onstreet			2	5	6	6	5	6	7
37	Islington West Side - Onstreet	3	4	10	9	12	11	8	15	12
38	Ambiance					1	1	1	1	1



Fall Weekday (Oct 24) Parking Demands

Facility ID	Facility	12:30:00 PM	1:00:00 PM	1:30:00 PM	2:00:00 PM	2:30:00 PM	3:00:00 PM	3:30:00 PM	4:00:00 PM	4:30:00 PM
1	Kleinburg Library	7	17	17	16	17	18	20	7	7
2	Kleinburg Public School	49	48	42	46	56	46	20	22	16
3	Pierre Burton Heritage Centre	10	9	10	10	9	8	7	8	7
4	Immanuel Florist Plaza	8	6	5	6	4	6	7	9	8
5	Dean Veterinary Hospital	1	4	5	4	3	2	2	3	3
6	DeGazon Music of Vaughan	1	1	1	1	1	4	5	7	7
7	Adeel Waris - Remax West Realty Inc.	9	8	9	9	9	9	8	5	5
8	Dentist	7	8	8	7	7	6	5	7	7
9	Remax (N)	12	10	9	10	11	12	8	6	5
10	Kleinburg Pharmacy Plaza	27	30	35	37	35	39	37	33	27
11	Cookie Crumble Café Plaza	24	24	25	25	17	24	22	20	18
12	Nuage Med Spa	2	2	3	3	3	3	3	3	2
13	Plastic Surgery Clinic	4	2	6	5	5	5	3	3	3
14	Starbucks	7	6	7	6	7	7	6	7	6
15	Avlyn Gardens Ristorante	10	11	11	10	11	11	6	5	4
16	Hawthorne House				2					
17	Longchamp Pub	3	3	3	4	4	4	4	4	3
19	Barber Shop	8	9	10	8	10	4	4	1	4
20	The Doctors House	33	38	37	37	36	32	31	29	33
21	RBC	9	9	11	8	7	8	8	10	9
22	Massage Therapist	1	1	1						
23	Canada Post Plaza	12	12	13	11	12	13	12	13	6
24	Inklein Fitness Centre	5	3		2	3	3	4	6	5
25	Bindertwine Park	15	11	11	12	10	9	8	10	9
27	Femme by Christina Inc.									
28	The General Store (under renovation)			1	1	1	1	2	2	3
29	Islington East Side - Onstreet	16	17	18	16	14	14	13	11	10
30	Islington East Side - Onstreet	8	7	6	6	7	6	4	6	4
31	Islington East Side - Onstreet	8	9	9	9	9	8	6	9	8
32	Islington East Side - Onstreet	5	6	6	6	6	4	3	4	3
33	Kellam South Side - Onstreet	1	2	4	4	4	5	2	3	2
34	Napier East Side - Onstreet	6	10	8	8	6	6	6	7	6
35	Nashville North Side - Onstreet	9	11	10	7	3	5	6	5	5
36	Nashville South Side - Onstreet	7	6	6	5	4	4	4	6	6
37	Islington West Side - Onstreet	14	13	11	11	11	12	10	8	8
38	Ambiance	2	2	1	1	1	1			



Fall Weekend (Oct 26) Parking Demands

Facility ID	Facility	9:00:00 AM	9:30:00 AM	10:00:00 AM	10:30:00 AM	11:00:00 AM	11:30:00 AM	12:00:00 PM	12:30:00 PM
1	Kleinburg Library	1	1	1	2	5	5	7	8
2	Kleinburg Public School	3	4	11	12	9	11	12	10
3	Pierre Burton Heritage Centre	1		1		1	1	1	2
4	Immanuel Florist Plaza	7	7	10	8	11	14	16	15
5	Dean Veterinary Hospital	1	1	1	2	3	3	3	2
6	DeGazon Music of Vaughan	6	6	10	11	8	11	10	9
7	Adeel Waris - Remax West Realty Inc.	1	1	1	1	1	3	4	4
8	Dentist	7	8	9	9	9	8	9	8
9	Remax (N)	3	2	1	4	4	4	4	3
10	Kleinburg Pharmacy Plaza	20	19	28	27	31	35	35	36
11	Cookie Crumble Café Plaza	21	24	25	25	24	25	22	24
12	Nuage Med Spa			1	2	4	5	6	5
13	Plastic Surgery Clinic	4	5	8	5	7	7	6	8
14	Starbucks	6	7	7	7	7	8	7	8
15	Avlyn Gardens Ristorante	6	7	7	5	11	11	12	14
17	Longchamp Pub	1	1	1	2	2	2	2	2
19	Barber Shop	7	10	11	9	13	12	8	9
20	The Doctors House	14	24	34	31	34	36	56	70
21	RBC	4	8	10	12	6	10	10	9
22	Massage Therapist							2	3
23	Canada Post Plaza	14	13	11	13	11	10	11	13
24	Inklein Fitness Centre	4	5	8	8	10	8	9	9
25	Bindertwine Park	10	8	9	21	29	24	19	25
28	The General Store (under renovation)		1	6	7	8	7	8	5
29	Islington East Side - Onstreet	2	5	8	11	9	9	13	16
30	Islington East Side - Onstreet	6	6	10	8	6	8	5	7
31	Islington East Side - Onstreet	7	6	9	9	10	10	10	10
32	Islington East Side - Onstreet	3	4	8	8	9	10	12	13
33	Kellam South Side - Onstreet	2	4	5	3	3	3	2	3
34	Napier East Side - Onstreet	3	3	4	7	4	4	5	8
35	Nashville North Side - Onstreet	2	8	10	11	4	9	11	11
36	Nashville South Side - Onstreet	4	6	7	7	7	5	5	7
37	Islington West Side - Onstreet	11	14	12	11	11	13	13	14
38	Ambiance					1	1	2	1

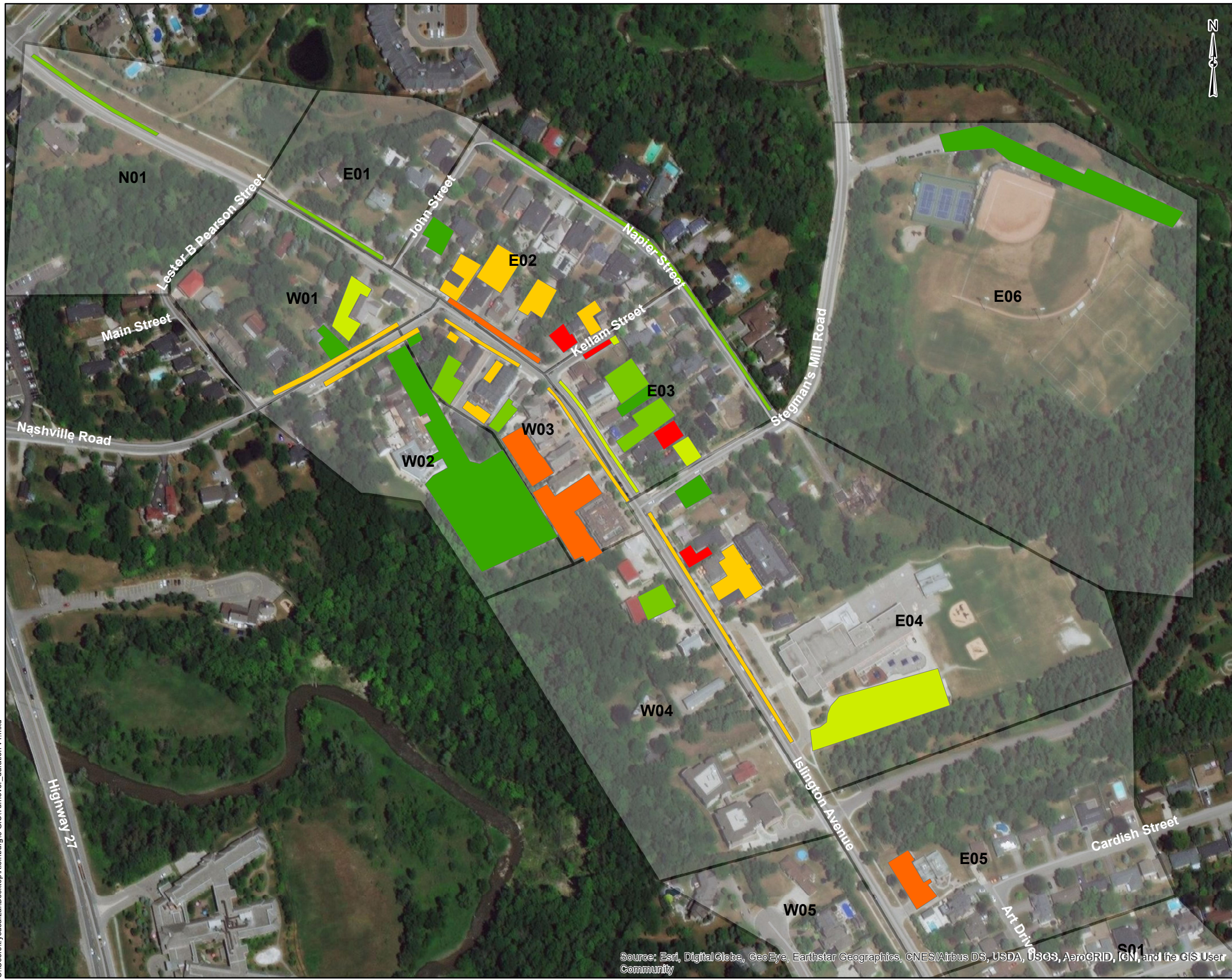
Fall Weekend (Oct 26) Parking Demands

Facility ID	Facility	1:00:00 PM	1:30:00 PM	2:00:00 PM	2:30:00 PM	3:00:00 PM	3:30:00 PM	4:00:00 PM	4:30:00 PM
1	Kleinburg Library	8	6	7	9	7	9	12	10
2	Kleinburg Public School	11	12	10	12	16	13	13	6
3	Pierre Burton Heritage Centre	2	1	3	5	5	6	9	10
4	Immanuel Florist Plaza	15	10	11	10	12	10	10	8
5	Dean Veterinary Hospital	3	2	2	2	2	1	1	1
6	DeGazon Music of Vaughan	8	9	7	6	7	4	4	4
7	Adeel Waris - Remax West Realty Inc.	4	5	3	2	2	3	2	2
8	Dentist	7	7	4	1	1	1		
9	Remax (N)	1	3	1	1	3	3	3	3
10	Kleinburg Pharmacy Plaza	36	35	31	31	29	27	21	20
11	Cookie Crumble Café Plaza	24	22	22	21	23	22	23	19
12	Nuage Med Spa	5	6	3	2	2	2	1	1
13	Plastic Surgery Clinic	8	8	8	10	7	6	5	5
14	Starbucks	7	7	8	9	8	8	9	7
15	Avlyn Gardens Ristorante	15	15	14	15	14	14	12	11
17	Longchamp Pub	2	2	2	2	2	2	2	2
19	Barber Shop	9	8	9	10	7	5	6	5
20	The Doctors House	76	85	100	109	108	115	143	148
21	RBC	5	10	14	11	7	5	9	8
22	Massage Therapist	3	3	3	3	2	2	2	2
23	Canada Post Plaza	12	13	11	11	9	6	8	7
24	Inklein Fitness Centre	8	7	6	4				
25	Bindertwine Park	26	30	38	37	42	44	48	27
28	The General Store (under renovation)	8	7	8	6	4	4	2	5
29	Islington East Side - Onstreet	13	15	14	11	15	15	16	15
30	Islington East Side - Onstreet	10	8	7	4	8	9	9	7
31	Islington East Side - Onstreet	9	10	10	11	10	8	9	10
32	Islington East Side - Onstreet	11	14	12	13	8	6	9	10
33	Kellam South Side - Onstreet	5	6	6	4	7	4	3	4
34	Napier East Side - Onstreet	10	10	11	12	8	7	5	7
35	Nashville North Side - Onstreet	12	12	12	9	9	10	10	10
36	Nashville South Side - Onstreet	7	6	6	5	4	4	4	4
37	Islington West Side - Onstreet	14	13	12	10	8	9	13	14
38	Ambiance	2	1	1					



Special Event (Nov 29) Parking Demands

Facility ID	Facility	5:00:00 PM	5:30:00 PM	6:00:00 PM	6:30:00 PM	7:00:00 PM	7:30:00 PM	8:00:00 PM	8:30:00 PM
1	Kleinburg Library	2	2	2	2	2	1	2	2
2	Kleinburg Public School	10	5	2	9	20	34	39	21
3	Pierre Burton Heritage Centre	14	13	13	15	16	16	19	18
4	Immanuel Florist Plaza	9	9	17	20	21	20	20	18
5	Dean Veterinary Hospital	3	3	3	6	4	3	2	1
6	DeGazon Music of Vaughan	4	4	4	4	4	4	5	2
7	Adeel Waris - Remax West Realty Inc.							1	
9	Remax (N)	7	5	4	4	1	1	1	
10	Kleinburg Pharmacy Plaza	12	11	12	9	13	20	14	8
11	Cookie Crumble Café Plaza	8	6	5	11	12	10	9	5
12	Nuage Med Spa	7	5	4	4				
13	Plastic Surgery Clinic	2	2	2	5	3	4	5	4
14	Starbucks	5	3	5	6	7	7	7	5
15	Avlyn Gardens Ristorante	4	4	2	3	4	4	4	4
17	Longchamp Pub	13	17	21	20	18	20	17	14
19	Barber Shop	4	10	9	5	11	12	10	10
20	The Doctors House	64	70	72	67	76	79	77	76
21	RBC	11	9	15	17	18	18	12	6
23	Canada Post Plaza	6	7	4	9	10	8	9	8
24	Inklein Fitness Centre	1		1					
25	Bindertwine Park	1	2	1	1	1	2	2	2
28	The General Store (under renovation)	2	3	3	3	3	4	5	2
29	Islington East Side - Onstreet	9	8	9	14	14	17	15	13
30	Islington East Side - Onstreet	4	5	4	5	7	9	8	3
31	Islington East Side - Onstreet	8	9	9	10	11	8	8	9
32	Islington East Side - Onstreet	6	5	7	9	18	27	23	11
33	Kellam South Side - Onstreet	1	2	2	3	2	3	2	
34	Napier East Side - Onstreet	10	4	1	4	7	16	11	4
35	Nashville North Side - Onstreet	7	7	3	4	3	3	2	2
36	Nashville South Side - Onstreet	5	6	1					
37	Islington West Side - Onstreet	8	9	10	13	15	14	13	11

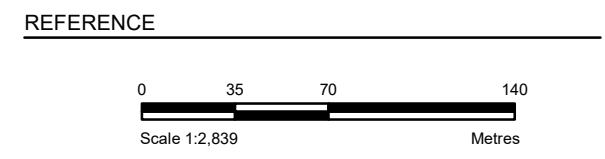


**Legend**

Block (E01, E02,...)

**Weekday Peak Occupancy at 2:00 PM**

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Occupancy at Peak Summer Survey - Aug 22, 2019, 2:00 PM	
McINTOSH PERRY	PROJECT NO:BM-19-8031	
	Date	Jan., 21, 2020
	GIS	XX
	Checked By	XX

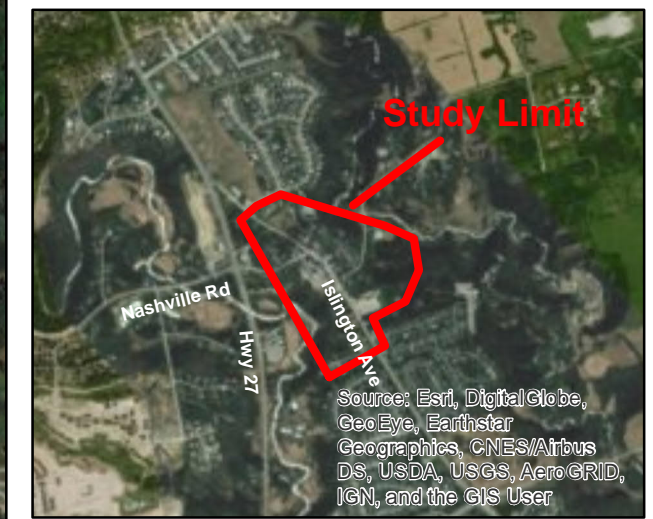
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Legend**

- Block (E01, E02,...)
- Block Occupancy at 2:00 PM**
- 0 - 20 %
  - 21 - 40 %
  - 41 - 60 %
  - 61 - 80 %
  - 81 - 100 %
  - 100% +



Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	8	38%	-	-	-
E02	29	14	48%	75	52	69%
E03	24	13	54%	53	24	45%
E04	21	14	67%	82	46	56%
E05*	-	-	-	18	17	94%
E06*	-	-	-	64	-	-
W01	13	7	54%	20	8	40%
W02	6	4	67%	208	42	20%
W03	15	8	53%	108	84	78%
W04*	-	-	-	17	4	24%

REFERENCE

CLIENT: City of Vaughan

PROJECT: Parking Strategy Review for the Kleinburg Village in City of Vaughan

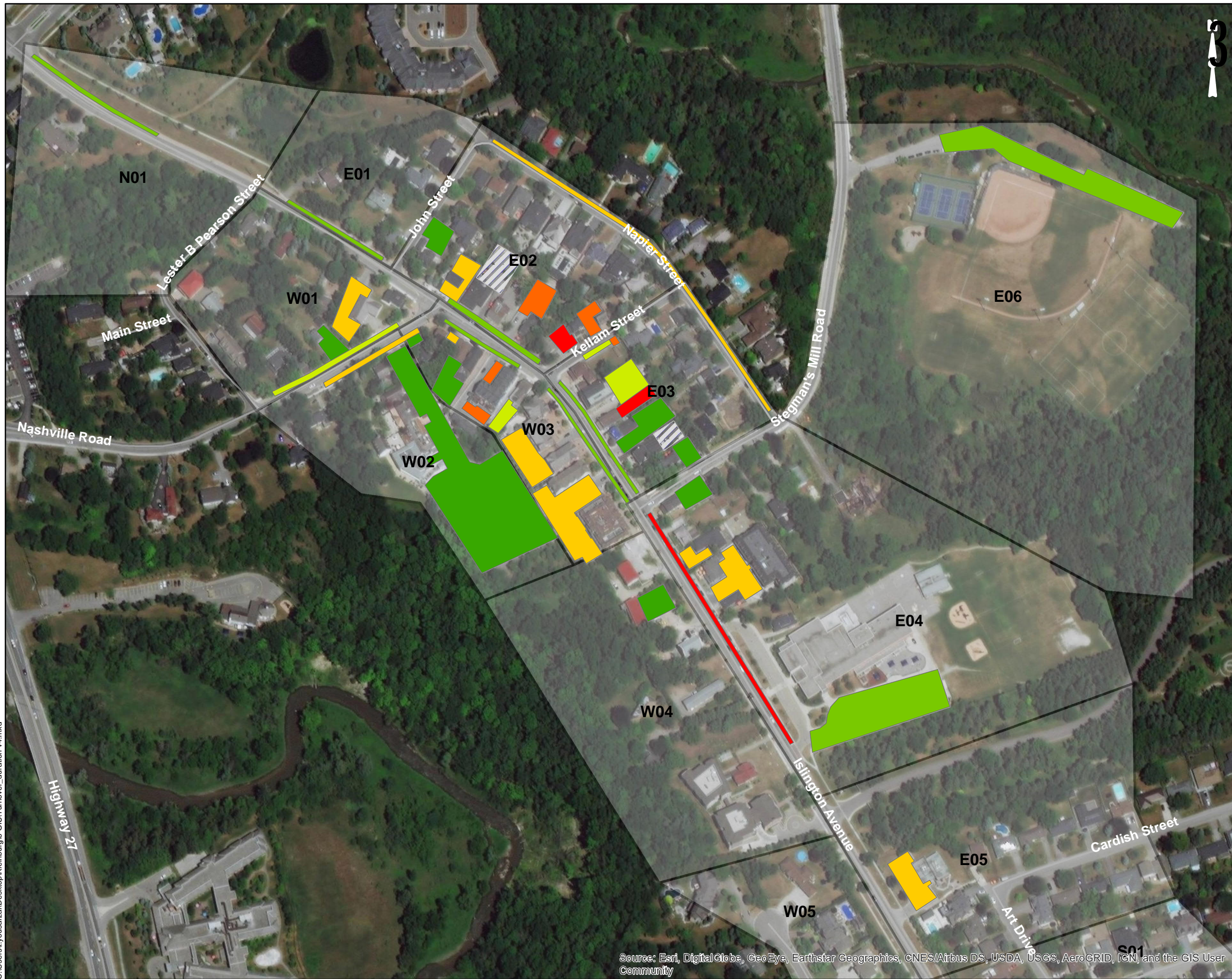
TITLE: Percent of Occupancy by Block at Peak Summer Survey - Aug 22, 2019

<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031
	Date Feb., 07, 2020
	GIS XX
	Checked By XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



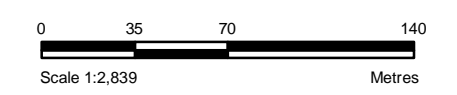


**Legend**

- Block (E01, E02,...)
- Weekend Peak Occupancy at 2:00 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



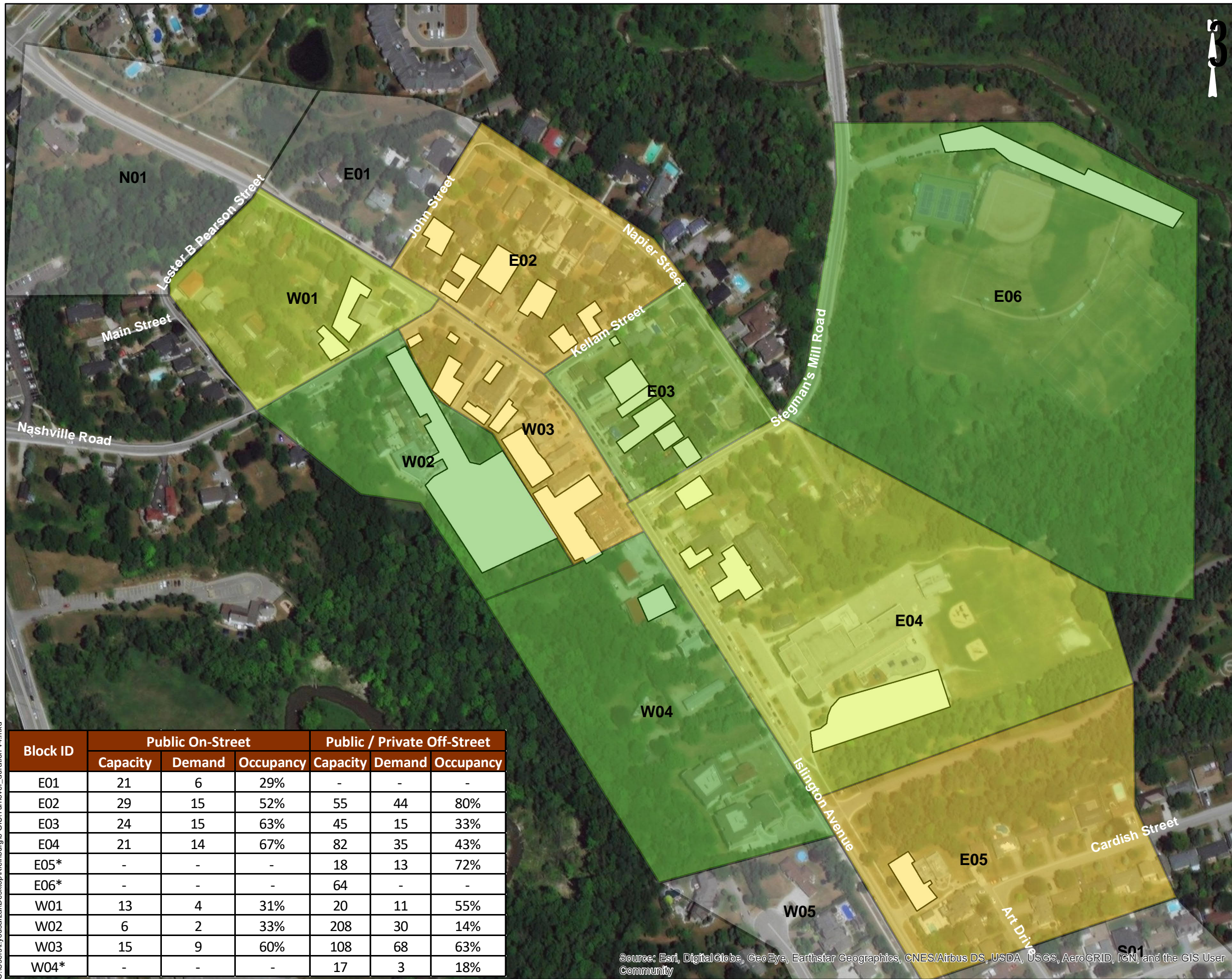
**REFERENCE**



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Occupancy at Peak Summer Survey - Aug 24, 2019, 2:00 PM	
<b>McINTOSH PERRY</b>	PROJECT NO:	BM-19-8031
	Date	Feb., 06, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Legend**

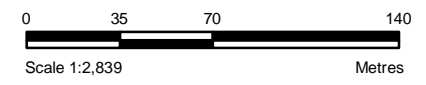
- Block (E01, E02,...)
- Block Occupancy at 2:00 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	6	29%	-	-	-
E02	29	15	52%	55	44	80%
E03	24	15	63%	45	15	33%
E04	21	14	67%	82	35	43%
E05*	-	-	-	18	13	72%
E06*	-	-	-	64	-	-
W01	13	4	31%	20	11	55%
W02	6	2	33%	208	30	14%
W03	15	9	60%	108	68	63%
W04*	-	-	-	17	3	18%

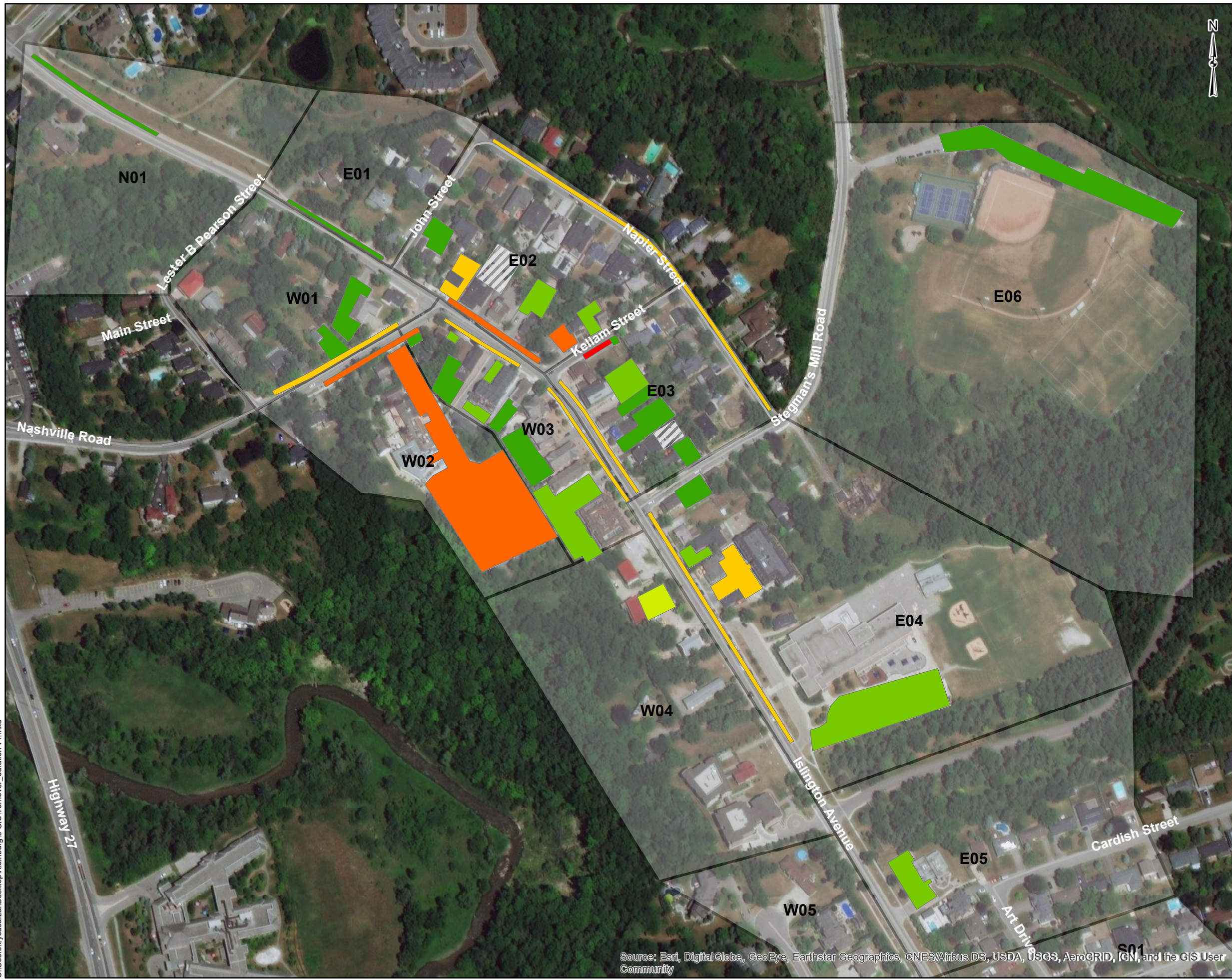
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

REFERENCE



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Summer Survey - Aug 24, 2019	
McINTOSH PERRY	PROJECT NO: BM-19-8031	
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

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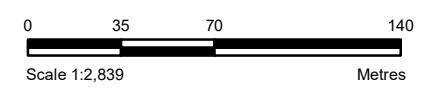


**Legend**

- Block (E01, E02,...)
- Weekend Peak Occupancy at 8:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



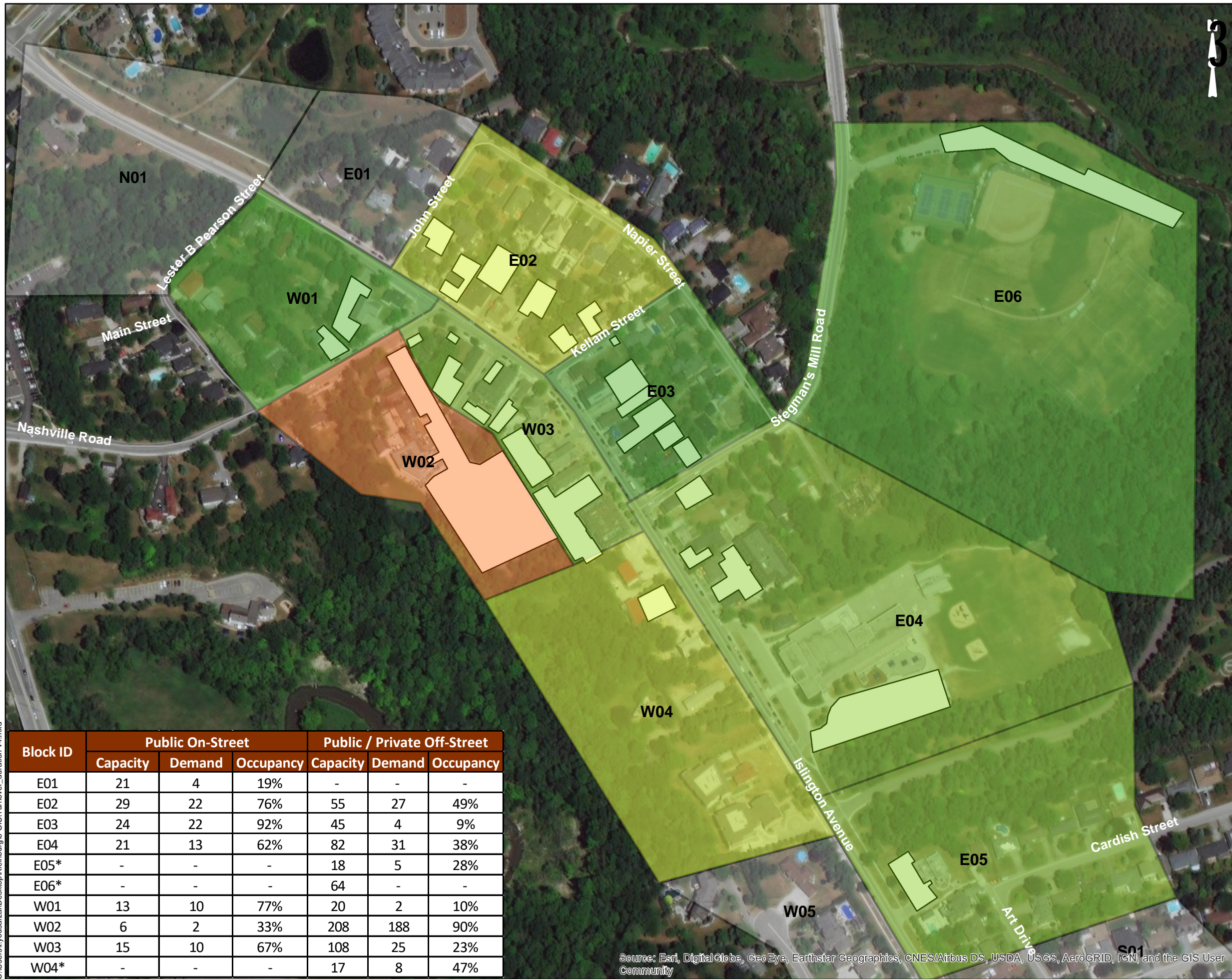
**REFERENCE**



CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Occupancy at Peak Summer Survey - Aug 24, 2019, 8:30 PM		
<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031		
	Date	Jan., 21, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



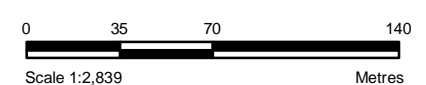
**Legend**

- Block (E01, E02,...)
- Block Occupancy at 8:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	4	19%	-	-	-
E02	29	22	76%	55	27	49%
E03	24	22	92%	45	4	9%
E04	21	13	62%	82	31	38%
E05*	-	-	-	18	5	28%
E06*	-	-	-	64	-	-
W01	13	10	77%	20	2	10%
W02	6	2	33%	208	188	90%
W03	15	10	67%	108	25	23%
W04*	-	-	-	17	8	47%

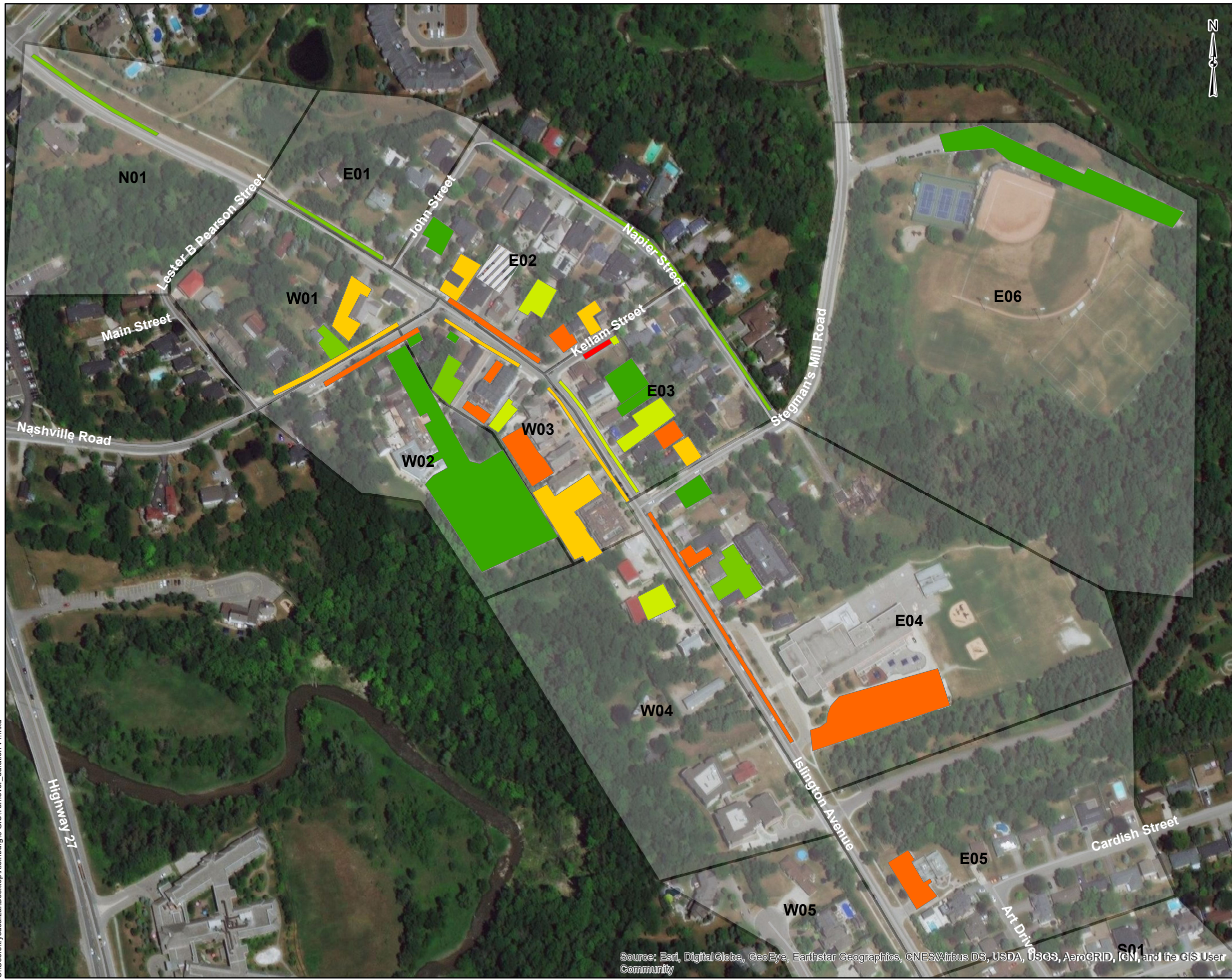
**REFERENCE**



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Summer Survey - Aug 24, 2019	
McINTOSH PERRY	PROJECT NO:	BM-19-8031
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

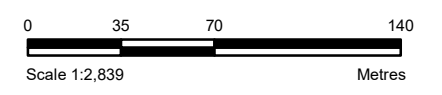


**Legend**

- Block (E01, E02,...)
- Weekday Peak Occupancy at 1:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



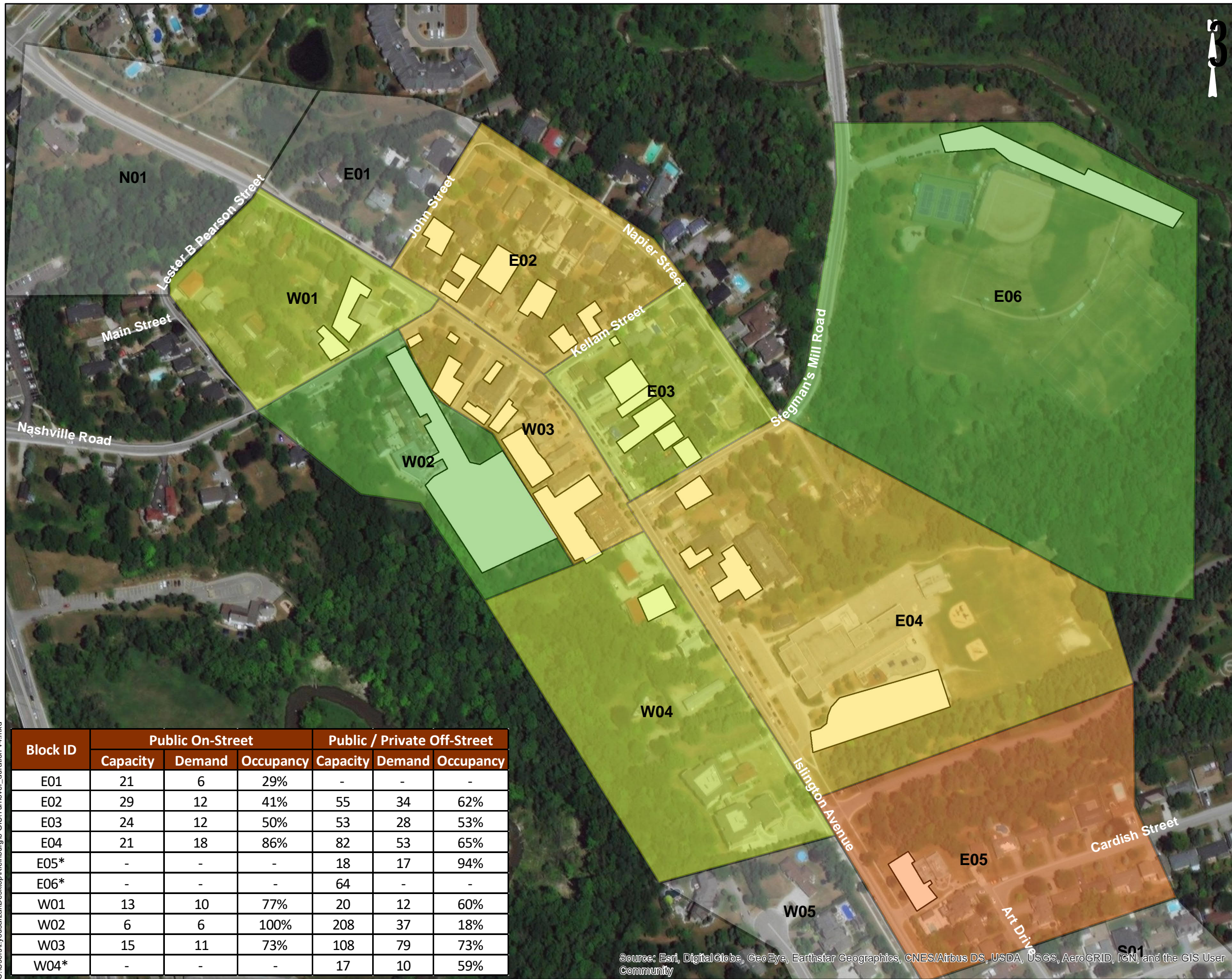
**REFERENCE**



CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Occupancy at Peak Fall Survey - Oct 24, 2019, 1:30 PM		
<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031		
	Date	Jan., 22, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Legend**

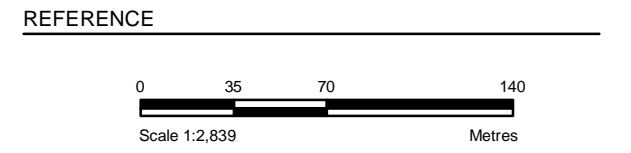
Block (E01, E02,...)

**Block Occupancy at 1:30 PM**

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



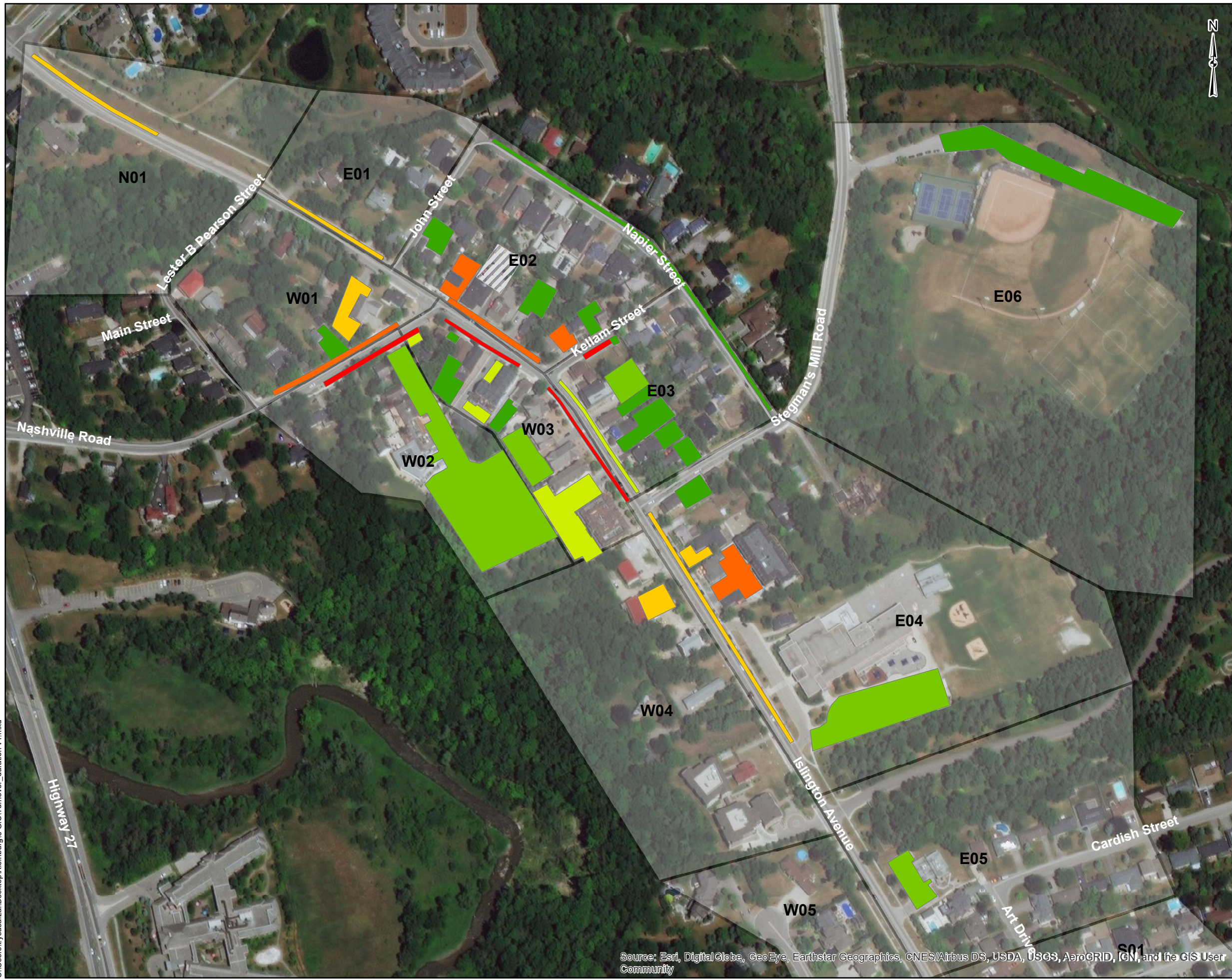
Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	6	29%	-	-	-
E02	29	12	41%	55	34	62%
E03	24	12	50%	53	28	53%
E04	21	18	86%	82	53	65%
E05*	-	-	-	18	17	94%
E06*	-	-	-	64	-	-
W01	13	10	77%	20	12	60%
W02	6	6	100%	208	37	18%
W03	15	11	73%	108	79	73%
W04*	-	-	-	17	10	59%



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Fall Survey - Oct 24, 2019	
McINTOSH PERRY	PROJECT NO:	BM-19-8031
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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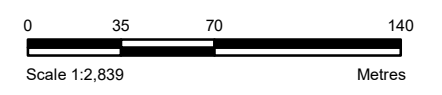


**Legend**

- Block (E01, E02,...)
- Weekday Peak Occupancy at 8:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



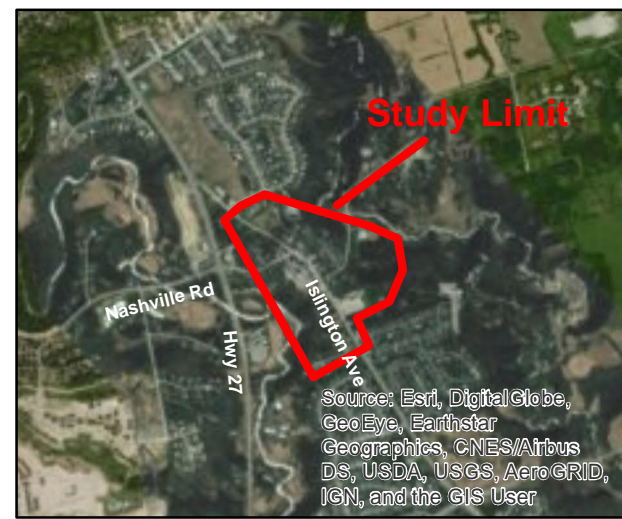
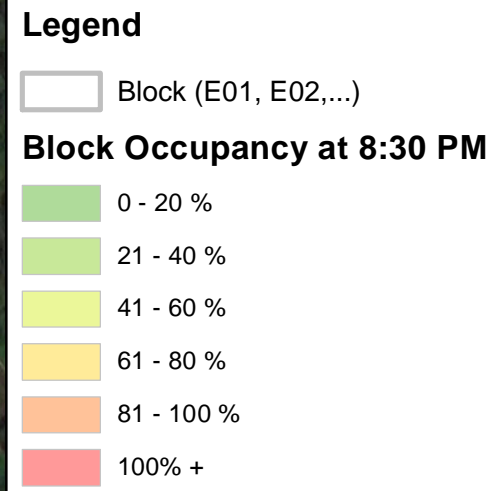
**REFERENCE**



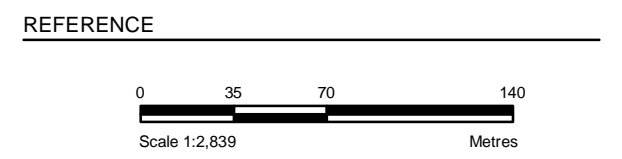
CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Occupancy at Peak Fall Survey - Oct 24, 2019, 8:30 PM		
<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031		
	Date	Jan., 22, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	16	76%	-	-	-
E02	29	13	45%	55	21	38%
E03	24	12	50%	53	4	8%
E04	21	11	52%	82	36	44%
E05*	-	-	-	18	4	22%
E06*	-	-	-	64	-	-
W01	13	12	92%	20	11	55%
W02	6	5	83%	208	76	37%
W03	15	17	113%	108	42	39%
W04*	-	-	-	17	12	71%

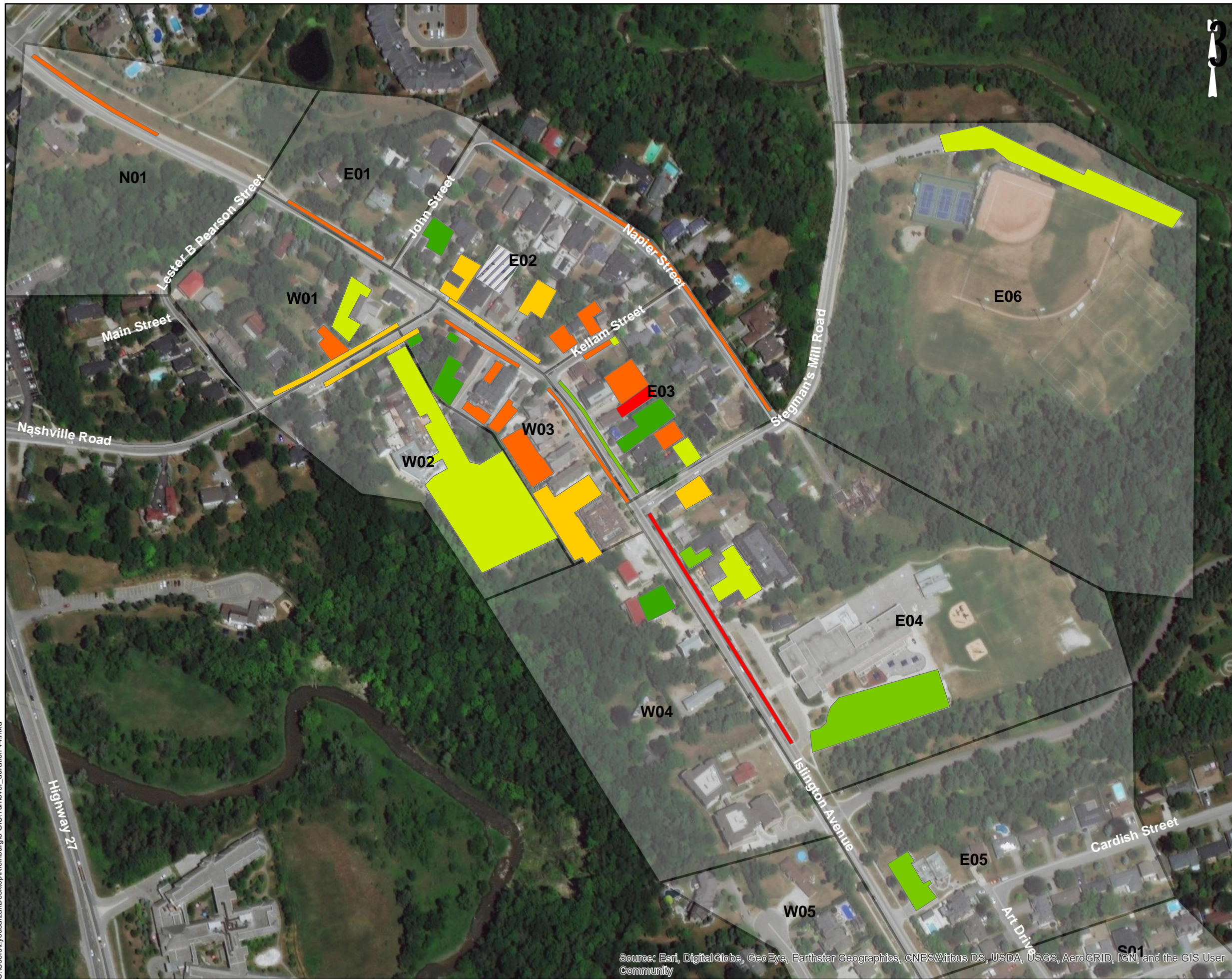


CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Fall Survey - Oct 24, 2019	
McINTOSH PERRY	PROJECT NO:	BM-19-8031
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





**Legend**

- Block (E01, E02,...)
- Weekend Peak Occupancy at 1:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



**REFERENCE**



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Occupancy at Peak Fall Survey - Oct 26, 2019, 1:30 PM	
<b>McINTOSH PERRY</b>	PROJECT NO:	BM-19-8031
	Date	Feb., 06, 2020
	GIS	XX
	Checked By	XX

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Legend**

Block (E01, E02,...)

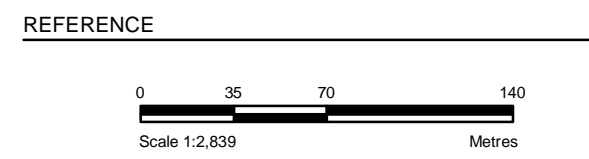
**Block Occupancy at 1:30 PM**

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



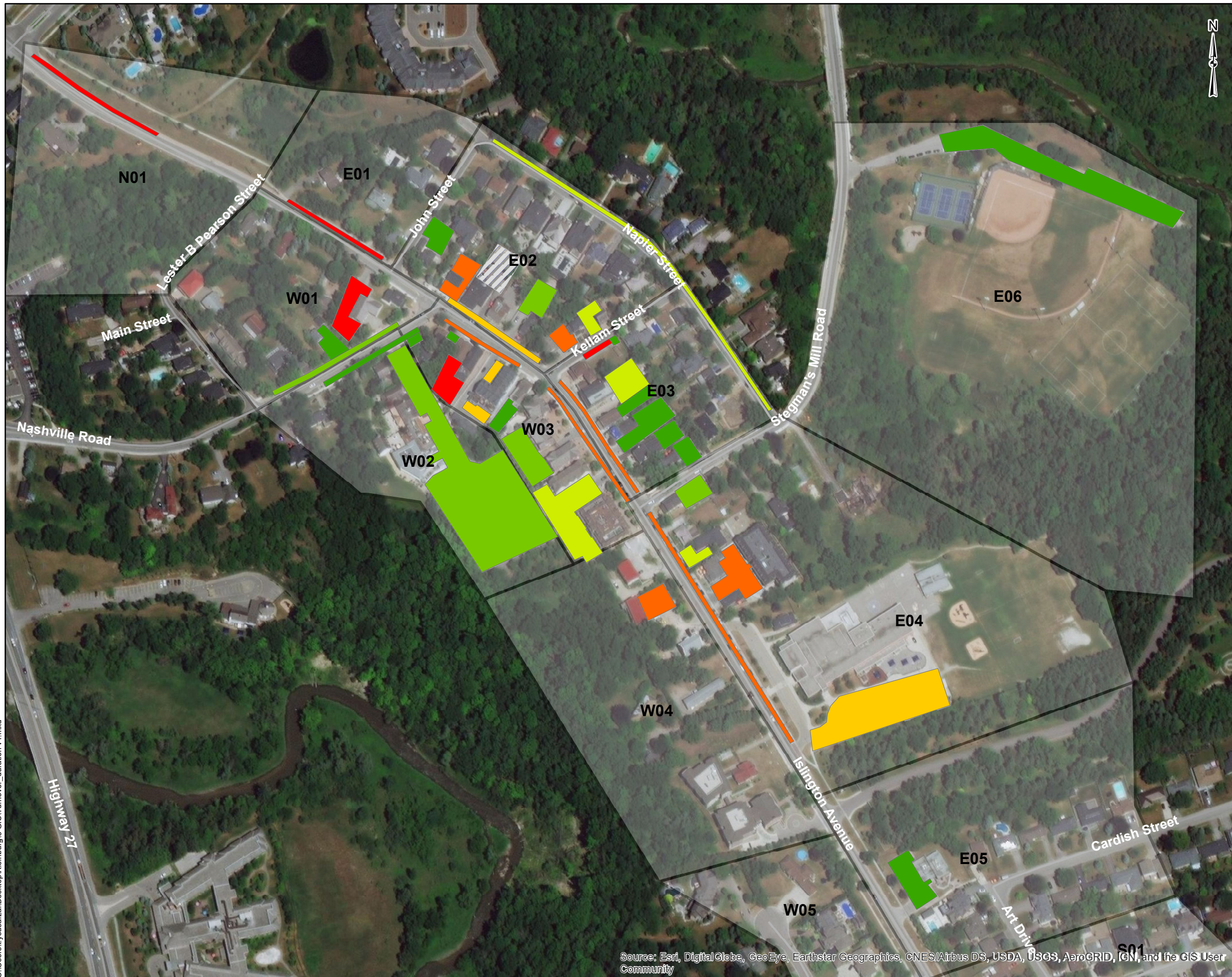
Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	14	67%	-	-	-
E02	29	16	55%	55	38	69%
E03	24	18	75%	53	30	57%
E04	21	15	71%	82	33	40%
E05*	-	-	-	18	6	33%
E06*	-	-	-	64	-	-
W01	13	12	92%	20	13	65%
W02	6	6	100%	208	85	41%
W03	15	13	87%	108	78	72%
W04*	-	-	-	17	1	6%

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Fall Survey - Oct 26, 2019	
McINTOSH PERRY	PROJECT NO:	BM-19-8031
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

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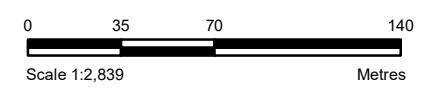


**Legend**

- Block (E01, E02,...)
- Weekday Peak Occupancy at 7:30 PM**
- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +
- Survey Not Available



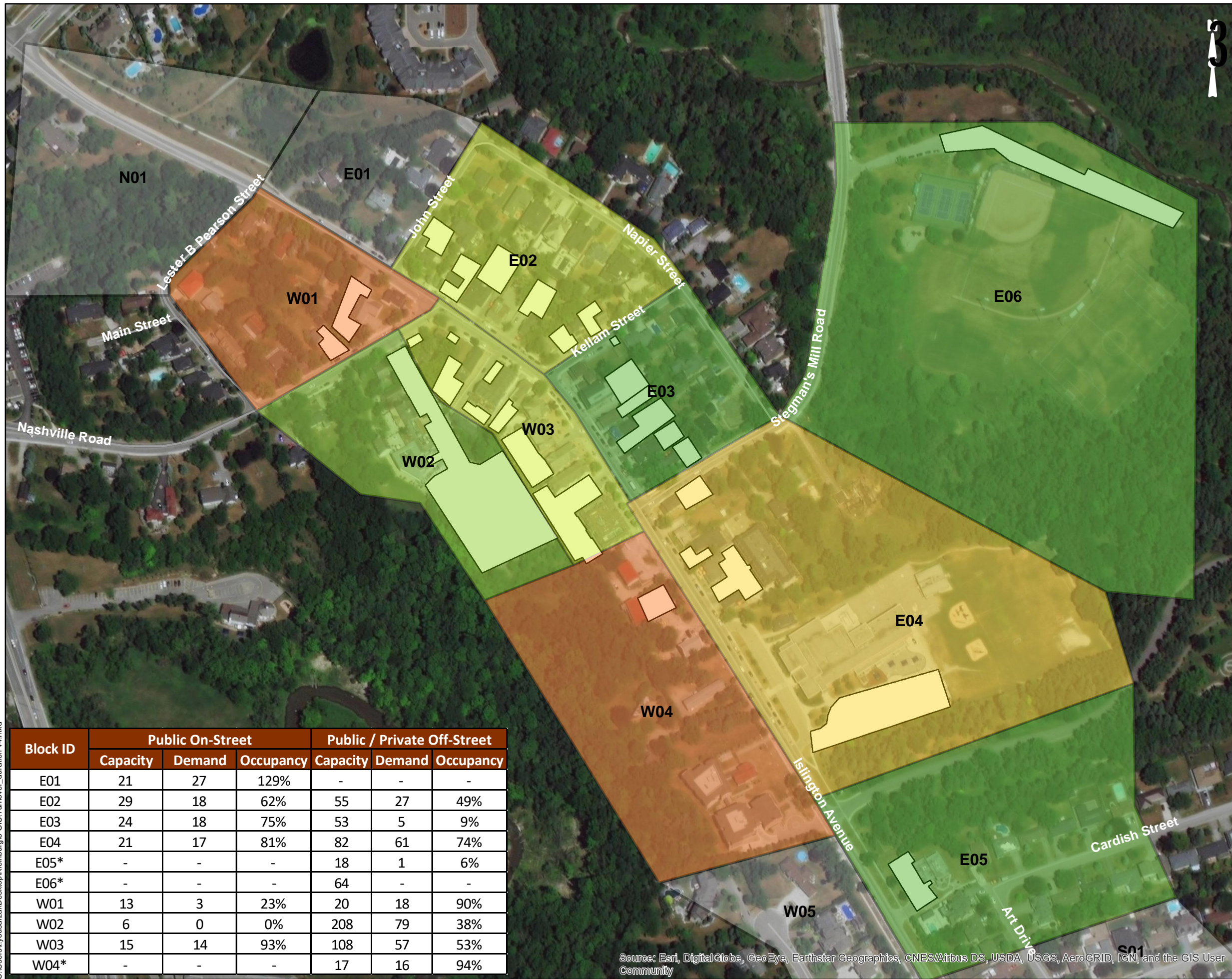
**REFERENCE**



CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Occupancy at Peak Special Events Survey - Nov 29, 2019, 7:30 PM		
<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031		
	Date	Jan., 22, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Legend**

Block (E01, E02,...)

**Block Occupancy at 7:30 PM**

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- 100% +



Block ID	Public On-Street			Public / Private Off-Street		
	Capacity	Demand	Occupancy	Capacity	Demand	Occupancy
E01	21	27	129%	-	-	-
E02	29	18	62%	55	27	49%
E03	24	18	75%	53	5	9%
E04	21	17	81%	82	61	74%
E05*	-	-	-	18	1	6%
E06*	-	-	-	64	-	-
W01	13	3	23%	20	18	90%
W02	6	0	0%	208	79	38%
W03	15	14	93%	108	57	53%
W04*	-	-	-	17	16	94%

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

REFERENCE

CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Percent of Occupancy by Block at Peak Special Event Survey - Nov 29, 2019	
McINTOSH PERRY	PROJECT NO:	BM-19-8031
	Date	Feb., 07, 2020
	GIS	XX
	Checked By	XX

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Facility ID	Business/On-street Parking	Turnover Rate (Vehicles/Space)				
		Aug_22	Aug_24	Oct_24	Oct_26	Nov_29
1	Kleinburg Public Library	2.17	3.00	2.39	1.89	0.28
2	Kleinburg Public School	1.77	1.91	3.41	1.64	1.43
3	Pierre Berton Heritage Centre	1.47	1.12	1.35	1.06	1.35
4	Immanuel Florist Plaza	4.65	3.70	3.50	3.75	1.65
5	Dean Veterinary Hospital	3.83	2.00	2.83	1.67	1.17
6	DeGazon Music of Vaughan	1.75	1.42	1.75	3.50	0.92
7	Remax West Realty Inc. - Adeel Waris	1.08	0.42	1.08	0.67	0.08
8	Napa Valley Dental Care	3.38	0.00	2.63	1.63	0.00
9	Remax West Realty Inc. - Adamo Colella	1.06	0.65	1.18	0.71	0.53
10	Kleinburg Pharmacy Plaza	4.04	3.49	3.11	3.29	0.87
11	Cookie Crumble Café Plaza	2.92	2.73	3.73	3.27	0.85
12	Nuage Med Spa Plaza	0.71	0.57	1.00	1.00	1.00
13	Kleinburg Clinic Plastic Surgery / The Laser Clinic	2.78	3.11	2.56	4.44	1.11
14	Starbucks	10.57	9.57	9.29	8.71	1.86
15	Avlyn Gardens Ristorante	3.53	3.16	2.58	3.37	0.37
16	Hawthorne House	0.67	0.67	0.67	0.00	0.00
17	The Burg (Formerly Longchamp Pub)	0.75	0.42	0.67	0.17	2.58
18	Avenue Cibi E Vini	3.40	0.00	0.00	0.00	0.00
19	Chroma Hair One	4.23	4.38	4.15	6.23	2.00
20	The Doctor's House	0.62	1.29	0.75	1.45	0.52
21	RBC Bank	3.53	2.71	2.88	3.59	1.71
22	Registered Massage Therapist	0.00	0.00	0.67	1.00	0.00
23	Canada Post Plaza	4.92	3.62	4.31	3.92	2.15
24	Inklein Fitness Centre	3.67	3.50	5.17	3.33	0.33
25	Bindertwine Park	1.80	2.55	1.11	2.83	0.05
26	Azure - Enabling Ideas	0.00	0.00	0.00	0.00	0.00
27	Femme by Christina Inc.	1.50	2.50	1.50	0.00	0.00
28	The General Store (under renovation)	1.88	1.50	1.63	3.25	1.00
29	Islington Ave East Side - South of Stegman's Mill Rd	2.62	3.67	2.10	3.86	1.62
30	Islington Ave East Side - Stegman's Mill Rd to Kellam St	4.30	4.70	4.60	6.30	2.00
31	Islington Ave East Side - Kellam St to John St	4.45	4.45	3.36	4.09	1.18
32	Islington Ave East Side - North of John St	1.00	1.14	1.33	2.05	1.71
33	Kellam St South Side	15.00	23.00	18.00	19.50	3.50
34	Napier St East Side	1.63	2.13	1.10	1.63	0.93
35	Nashville Rd North Side - Islington Ave to Lester B. Pearson St	2.85	3.69	3.23	3.46	0.77
36	Nashville Rd South Side - Islington Ave to Lester B. Pearson St	3.83	4.67	4.50	3.00	1.00
37	Islington Ave West Side - Nashville Rd to Stegman's Mill Rd	4.33	5.20	4.47	5.00	1.87
38	Ambiance Boutique	1.00	2.50	1.50	2.00	0.00

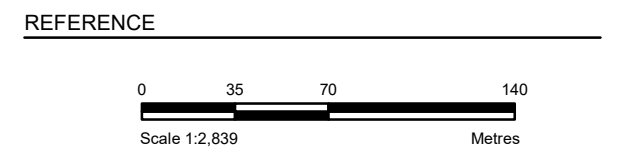


**Legend**

Block (E01, E02,...)

**Average Turnover Rate (Vehicles/Stall)**

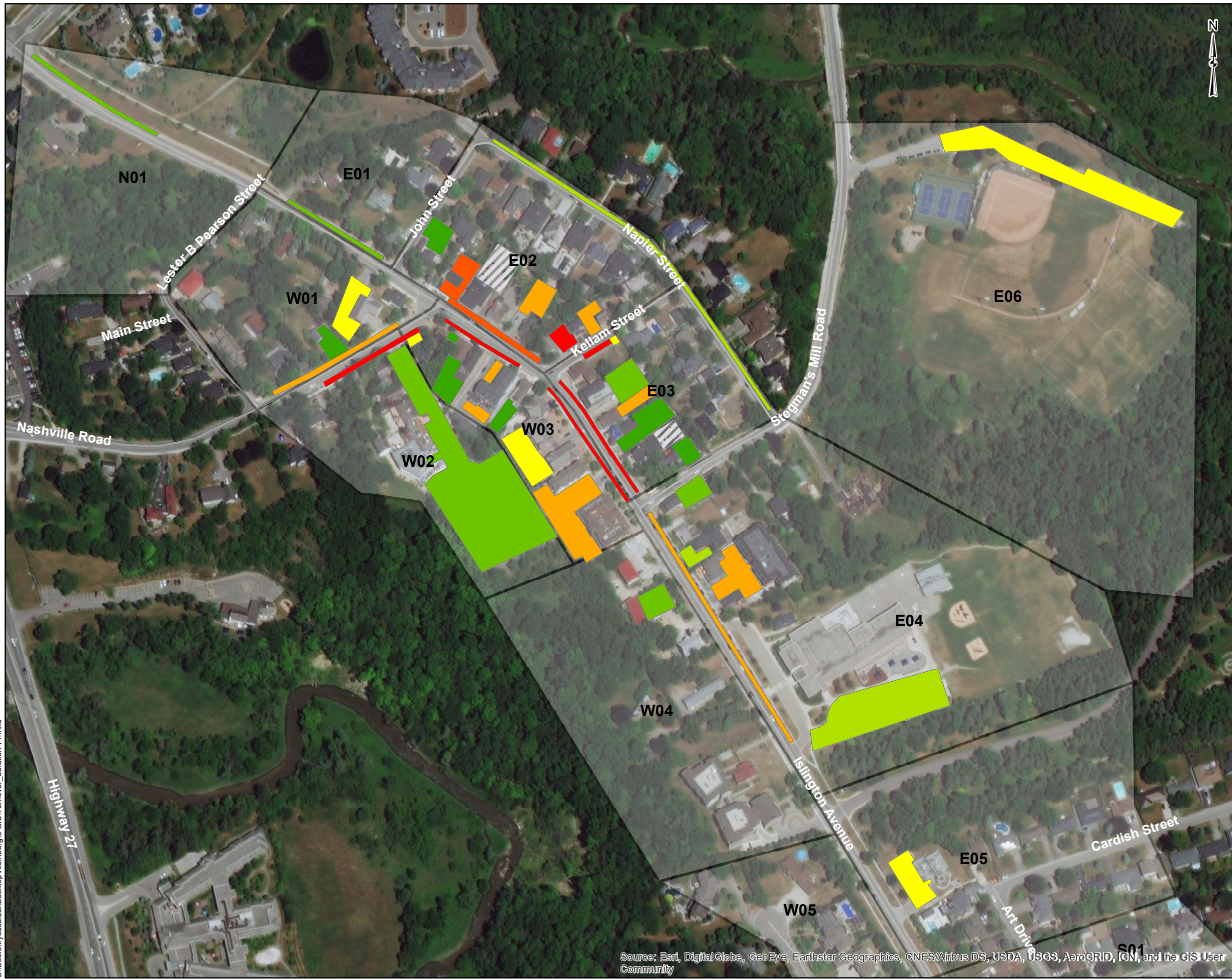
- 0 - 0.75
- 0.751 - 1.5
- 1.51 - 2.25
- 2.251 - 3.0
- 3.01 - 3.75
- 3.751 - 4.5
- 4.51 - 23
- Survey Not Available



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Average Turnover Rate Summer Survey - Aug 22, 2019	
McINTOSH PERRY	PROJECT NO:BM-19-8031	
	Date	Jan., 22, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

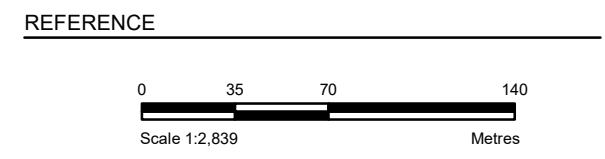


**Legend**

Block (E01, E02,...)

**Average Turnover Rate (Vehicles/Stall)**

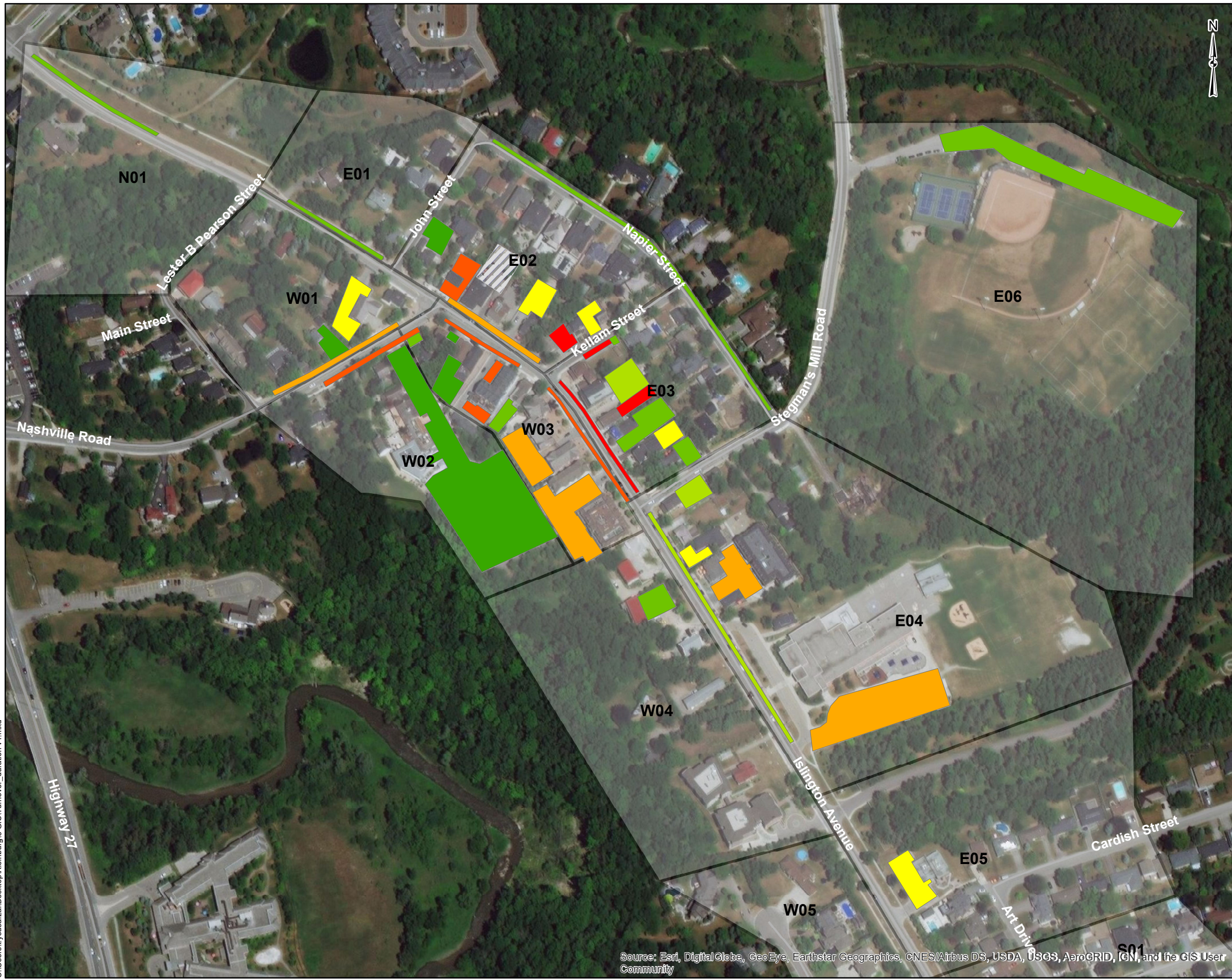
- 0 - 0.75
- 0.751 - 1.5
- 1.51 - 2.25
- 2.251 - 3.0
- 3.01 - 3.75
- 3.751 - 4.5
- 4.51 - 23
- Survey Not Available



CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Average Turnover Rate Summer Survey - Aug 24, 2019	
McINTOSH PERRY	PROJECT NO:BM-19-8031	
	Date	Jan., 22, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

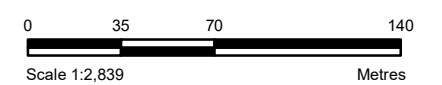


**Legend**

- Block (E01, E02,...)
- Average Turnover Rate (Vehicles/Stall)**
- 0 - 0.75
- 0.751 - 1.5
- 1.51 - 2.25
- 2.251 - 3.0
- 3.01 - 3.75
- 3.751 - 4.5
- 4.51 - 23
- Survey Not Available



REFERENCE

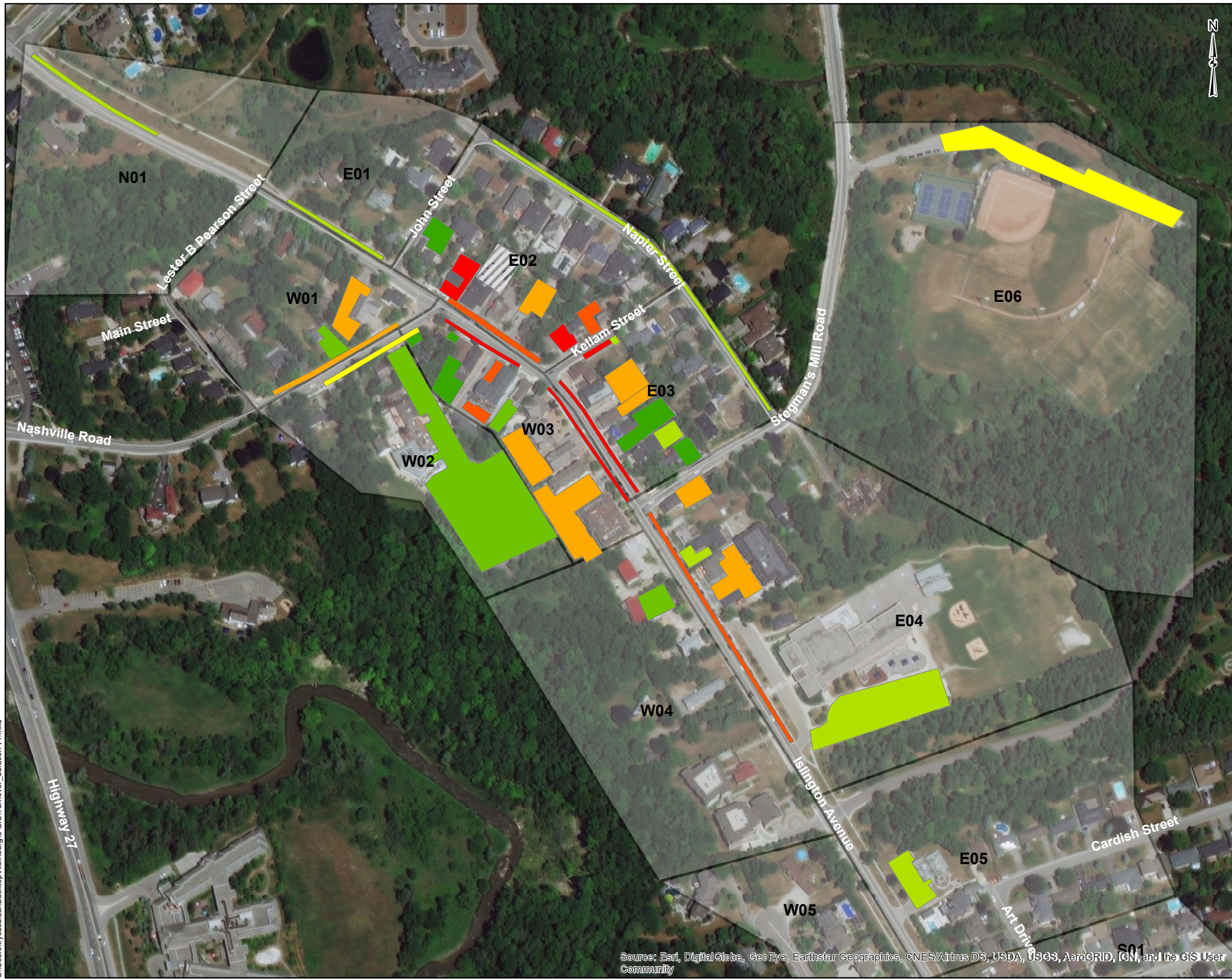


CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Average Turnover Rate Fall Survey - Oct 24, 2019		
<b>McINTOSH PERRY</b>	PROJECT NO: BM-19-8031		
	Date	Jan., 22, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



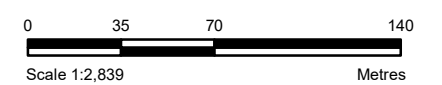


**Legend**

- Block (E01, E02,...)
- Average Turnover Rate (Vehicles/Stall)**
- 0 - 0.75
- 0.751 - 1.5
- 1.51 - 2.25
- 2.251 - 3.0
- 3.01 - 3.75
- 3.751 - 4.5
- 4.51 - 23
- Survey Not Available



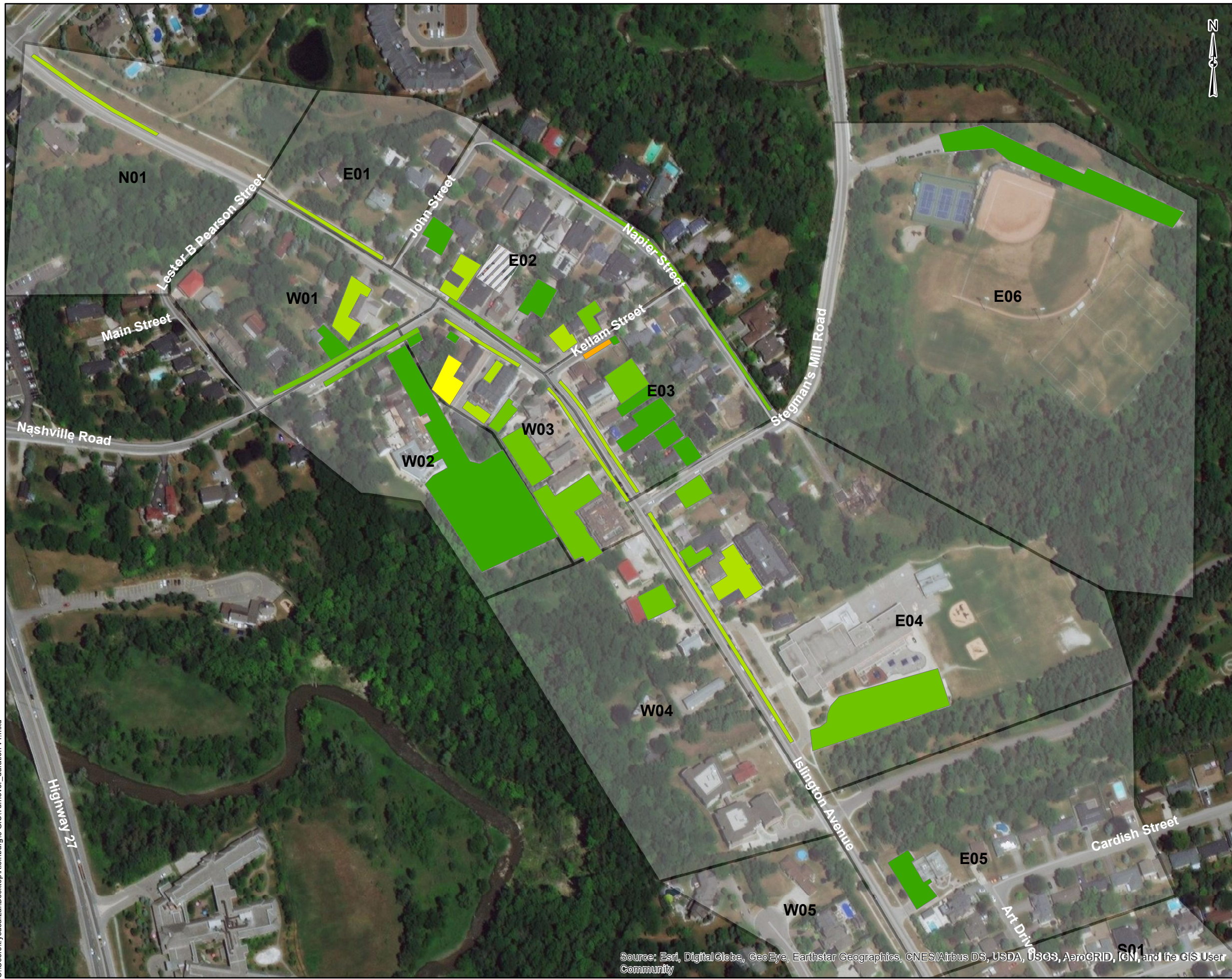
**REFERENCE**



CLIENT:	City of Vaughan		
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan		
TITLE:	Average Turnover Rate Fall Survey - Oct 26, 2019		
<b>McINTOSH PERRY</b>	PROJECT NO:BM-19-8031		
	Date	Jan., 22, 2020	
	GIS	XX	
	Checked By	XX	

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



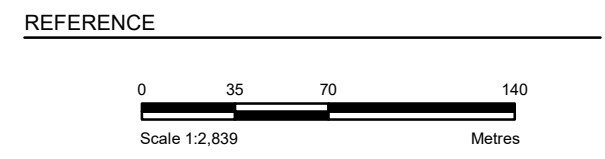
**Legend**

Block (E01, E02,...)

**Average Turnover Rate (Vehicles/Stall)**

- 0 - 0.75
- 0.751 - 1.5
- 1.51 - 2.25
- 2.251 - 3.0
- 3.01 - 3.75
- 3.751 - 4.5
- 4.51 - 23

Survey Not Available

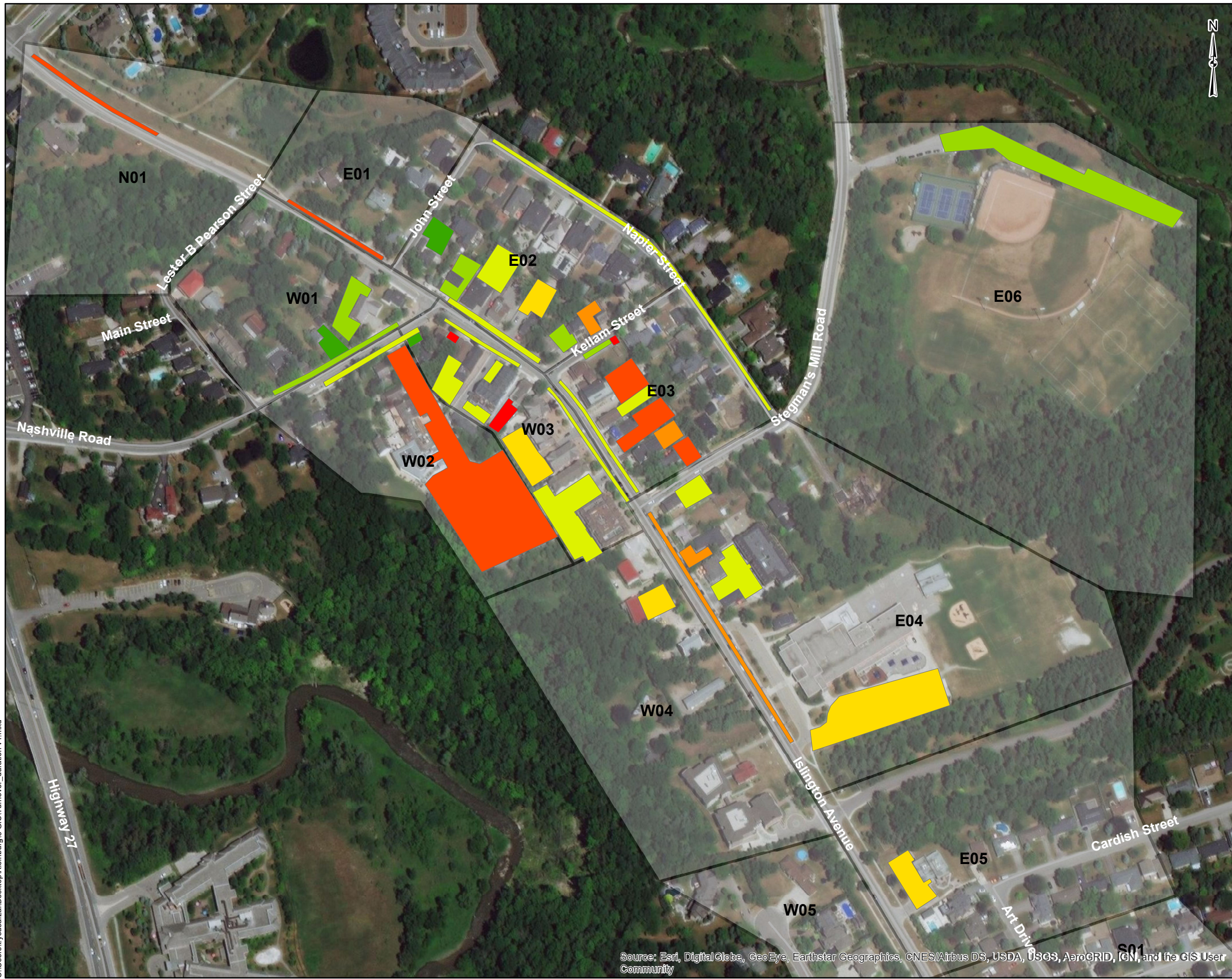


CLIENT:	City of Vaughan	
PROJECT:	Parking Strategy Review for the Kleinburg Village in City of Vaughan	
TITLE:	Average Turnover Rate Special Event Survey - Nov 29, 2019	
McINTOSH PERRY	PROJECT NO:BM-19-8031	
	Date	Jan., 22, 2020
	GIS	XX
	Checked By	XX

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

		Duration				
Peak		Aug_22	Aug_24	Oct_24	Oct_26	Nov_29
Facility ID	Business/On-street Parking	Duration (h:m)	Duration (h:m)	Duration (h:m)	Duration (h:m)	Duration (h:m)
1	Kleinburg Public Library	2:13	1:38	2:15	1:42	1:30
2	Kleinburg Public School	2:15	1:45	2:44	1:28	1:06
3	Pierre Berton Heritage Centre	2:08	2:41	4:26	4:00	2:41
33	Kellam St South Side	1:03	0:55	0:57	1:03	1:04
4	Immanuel Florist Plaza	1:38	2:08	1:43	2:09	2:01
5	Dean Veterinary Hospital	2:36	2:42	1:54	2:09	1:47
30	Islington Ave East Side - Stegman's Mill Rd to Kellam St	1:32	1:33	1:28	1:12	1:07
6	DeGazon Music of Vaughan	1:32	1:54	2:05	1:42	1:24
7	Remax West Realty Inc. - Adeel Waris	3:18	4:12	4:00	2:30	0:30
8	Napa Valley Dental Care	2:35	0:00	3:27	3:23	0:00
9	Remax West Realty Inc. - Adamo Colella	3:05	1:02	4:15	1:52	1:16
10	Kleinburg Pharmacy Plaza	1:58	2:04	2:27	1:59	1:16
11	Cookie Crumble Café Plaza	2:02	2:23	2:18	2:21	1:30
34	Napier St East Side	1:57	1:42	1:47	1:18	1:01
12	Nuage Med Spa Plaza	3:48	3:22	3:42	3:12	1:25
13	Kleinburg Clinic Plastic Surgery / The Laser Clinic	2:32	1:48	1:48	1:31	1:21
14	Starbucks	1:08	1:12	1:18	1:27	1:43
15	Avlyn Gardens Ristorante	2:05	2:08	1:49	2:15	2:04
16	Hawthorne House	9:15	9:15	0:30	0:00	0:00
35	Nashville Rd North Side - Islington Ave to Lester B. Pearson St	1:25	1:21	2:06	2:40	1:33
17	The Burg (Formerly Longchamp Pub)	1:43	3:48	3:56	8:15	2:15
18	Avenue Cibi E Vini	1:48	0:00	0:00	0:00	0:00
37	Islington Ave West Side - Nashville Rd to Stegman's Mill Rd	1:50	1:39	2:12	1:54	1:39
19	Chroma Hair One	1:20	1:19	1:41	1:10	1:21
20	The Doctor's House	3:08	3:33	3:00	4:04	2:43
21	RBC Bank	1:28	1:23	2:04	1:22	1:49
36	Nashville Rd South Side - Islington Ave to Lester B. Pearson St	1:43	1:19	2:32	3:13	1:00
22	Registered Massage Therapist	0:00	0:00	1:45	4:30	0:00
32	Islington Ave East Side - North of John St	3:07	2:40	2:49	2:34	1:29
31	Islington Ave East Side - Kellam St to John St	1:56	1:56	3:00	2:20	2:46
23	Canada Post Plaza	1:49	2:13	2:11	2:08	1:05
29	Islington Ave East Side - South of Stegman's Mill Rd	2:44	1:35	3:21	1:43	1:27
24	Inklein Fitness Centre	1:51	2:08	1:43	2:13	0:30
25	Bindertwine Park	1:28	1:34	1:24	1:25	2:00
26	Azure - Enabling Ideas	0:00	0:00	0:00	0:00	0:00
27	Femme by Christina Inc.	0:30	0:30	1:40	0:00	0:00
28	The General Store (under renovation)	3:08	2:40	1:43	2:00	1:33
38	Ambiance Boutique	4:00	1:48	2:10	1:07	0:00

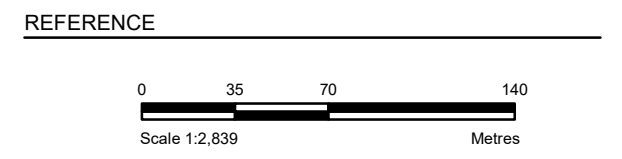


**Legend**

Block (E01, E02,...)

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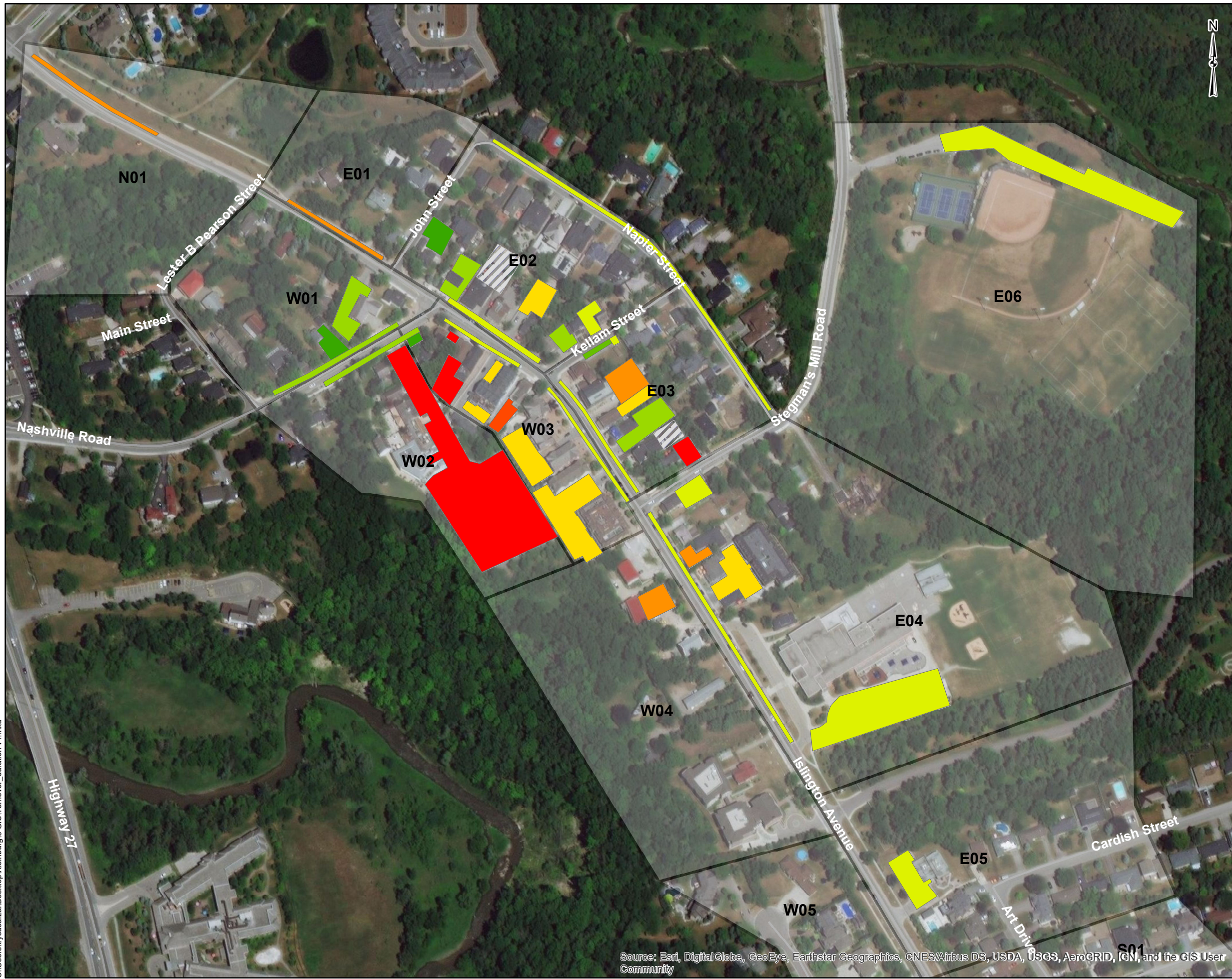
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- 0.51 - 1 hr
- 1.01 - 1.5 hrs
- 1.51 - 2 hrs
- 2.01 - 2.5 hrs
- 2.51 - 3 hrs
- 3.01 - 3.5 hrs
- 3.5 hrs +



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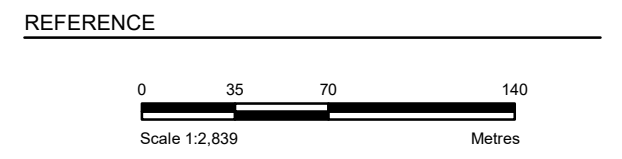


**Legend**

Block (E01, E02,...)

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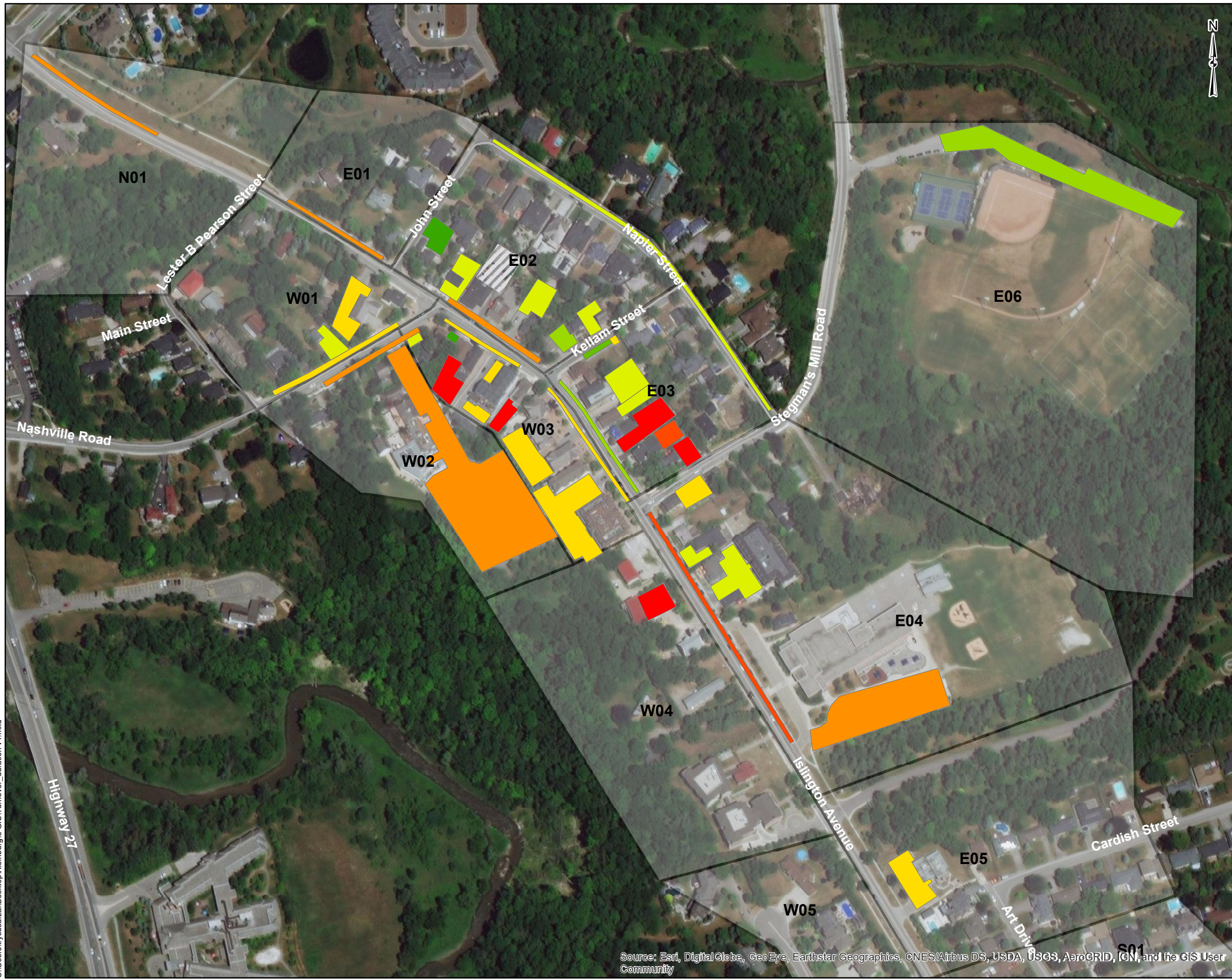
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- 3.01 - 3.5 hrs
- 3.5 hrs +
- Survey Not Available



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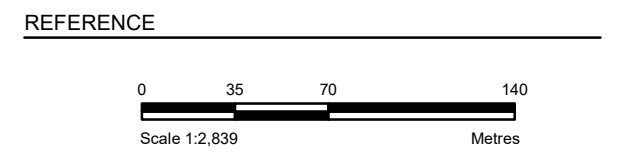


**Legend**

- Block (E01, E02,...)

**Average Duration**

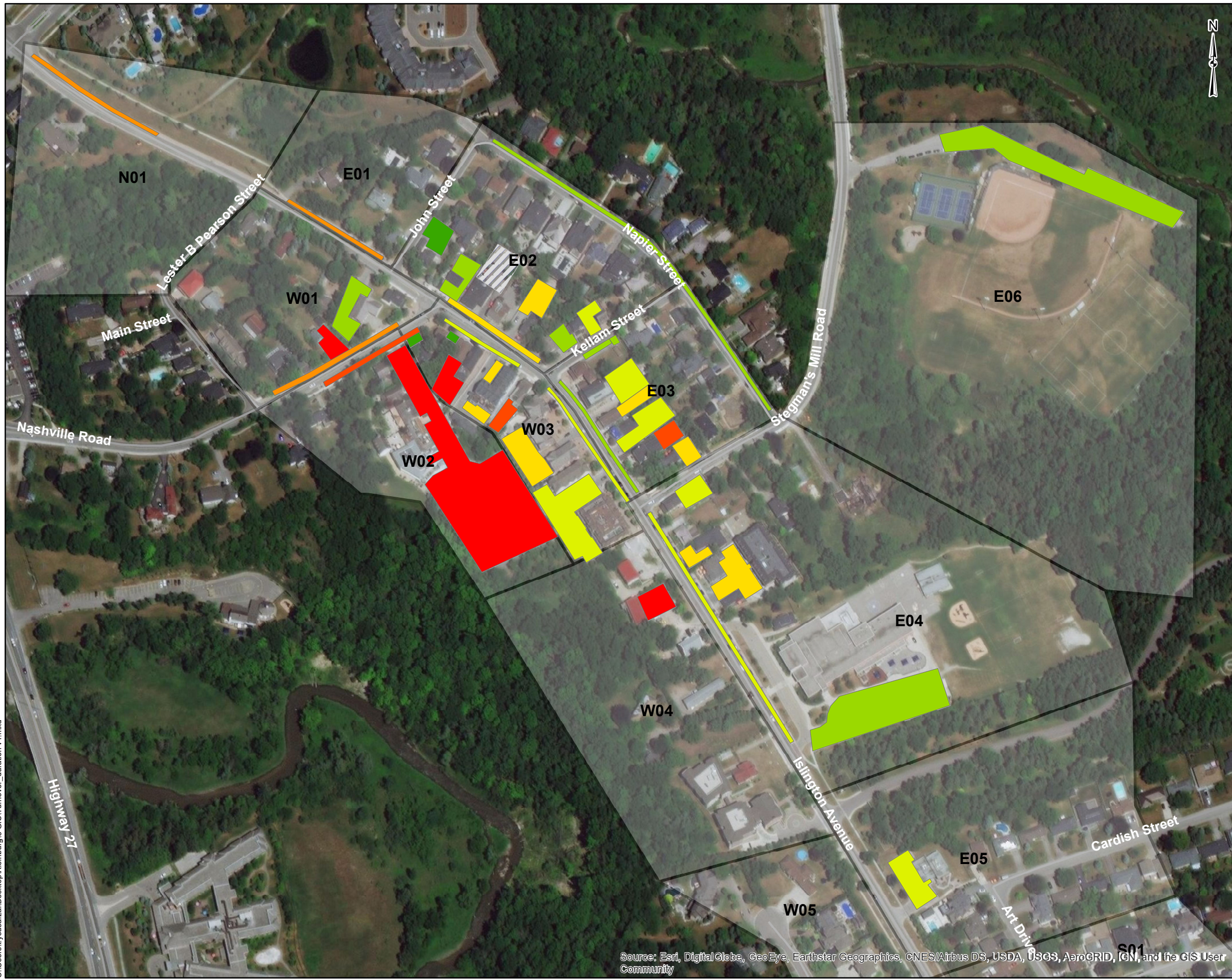
- 0 - 0.5 hr
- 0.51 - 1 hr
- 1.01 - 1.5 hrs
- 1.51 - 2 hrs
- 2.01 - 2.5 hrs
- 2.51 - 3 hrs
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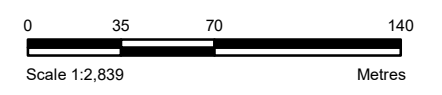


**Legend**

- Block (E01, E02,...)
- Average Duration**
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- 0.5 - 1 hr
- 1.01 - 1.5 hrs
- 1.51 - 2 hrs
- 2.01 - 2.5 hrs
- 2.51 - 3 hrs
- 3.01 - 3.5 hrs
- 3.5 hrs +
- Survey Not Available



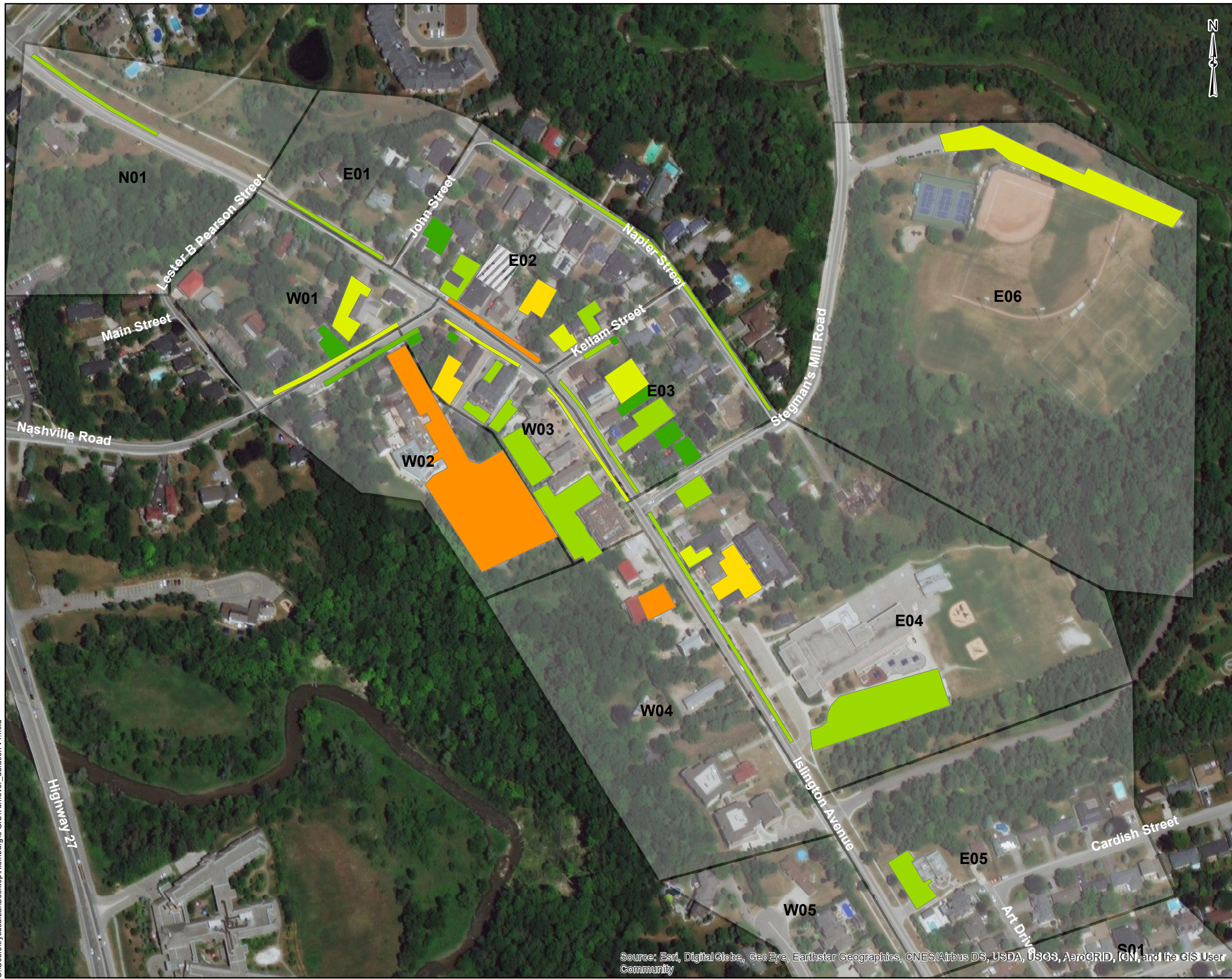
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	Checked By	XX

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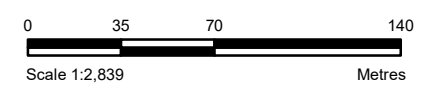


**Legend**

- Block (E01, E02,...)
- Average Duration**
- 0 - 0.5 hr
- 0.51 - 1 hr
- 1.01 - 1.5 hrs
- 1.51 - 2 hrs
- 2.01 - 2.5 hrs
- 2.51 - 3 hrs
- 3.01 - 3.5 hrs
- 3.5 hrs +
- Survey Not Available



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Facility ID	Business/On-street Parking	Illegal									
		Aug_22		Aug_24		Oct_24		Oct_26		Nov_29	
		Peak Time	Max Illegal	Peak Time	Max Illegal	Peak Time	Max Illegal	Peak Time	Max Illegal	Peak Time	Max Illegal
1	Kleinburg Public Library	3:30:00 PM	2	-	0	3:30:00 PM	2	4:00:00 PM	1	-	0
2	Kleinburg Public School	-	0	-	0	2:30:00 PM	11	-	0	-	0
3	Pierre Berton Heritage Centre	8:00:00 PM	4	5:00:00 PM	3	-	0	-	0	-	0
4	Immanuel Florist Plaza	1:00:00 PM	3	12:30:00 PM	2	10:00:00 AM	1	11:30:00 AM	1	6:00:00 PM	1
5	Dean Veterinary Hospital	2:00:00 PM	3	1:00:00 PM	1	9:00:00 AM	1	-	0	5:00:00 PM	1
6	DeGazon Music of Vaughan	-	0	-	0	6:30:00 PM	3	10:00:00 AM	5	-	0
7	Remax West Realty Inc. - Adeel Waris	-	0	-	0	-	0	-	0	-	0
8	Napa Valley Dental Care	7:00:00 PM	2	-	0	11:30:00 AM	2	10:00:00 AM	2	-	0
9	Remax West Realty Inc. - Adamo Colella	12:30:00 PM	1	-	0	11:30:00 AM	3	1:30:00 PM	1	5:30:00 PM	1
10	Kleinburg Pharmacy Plaza	-	0	-	0	-	0	-	0	-	0
11	Cookie Crumble Café Plaza	-	0	-	0	-	0	3:00:00 PM	2	-	0
12	Nuage Med Spa Plaza	-	0	-	0	-	0	-	0	-	0
13	Kleinburg Clinic Plastic Surgery / The Laser Clinic	12:00:00 PM	2	10:30:00 AM	3	1:30:00 PM	3	10:00:00 AM	4	-	0
14	Starbucks	2:00:00 PM	2	4:30:00 PM	2	8:00:00 AM	1	2:30:00 PM	2	-	0
15	Avlyn Gardens Ristorante	-	0	10:30:00 AM	1	8:00:00 AM	1	11:30:00 AM	1	7:00:00 PM	2
16	Hawthorne House	-	0	-	0	-	0	-	0	-	0
17	The Burg (Formerly Longchamp Pub)	-	0	-	0	-	0	-	0	-	0
18	Avenue Cibi E Vini	1:30:00 PM	3	-	0	-	0	-	0	-	0
19	Chroma Hair One	-	0	-	0	-	0	-	0	-	0
20	The Doctor's House	6:00:00 PM	4	10:00:00 AM	2	-	0	2:00:00 PM	6	5:00:00 PM	2
21	RBC Bank	12:30:00 PM	1	-	0	12:30:00 PM	1	11:00:00 AM	1	7:00:00 PM	1
22	Registered Massage Therapist	-	0	-	0	-	0	-	0	-	0
23	Canada Post Plaza	9:30:00 AM	2	9:00:00 AM	1	1:30:00 PM	2	-	0	5:00:00 PM	1
24	Inklein Fitness Centre	3:30:00 PM	2	9:30:00 AM	3	10:00:00 AM	2	11:00:00 AM	3	-	0
25	Bindertwine Park	-	0	-	0	9:30:00 AM	2	2:00:00 PM	1	5:30:00 PM	1
26	Azure - Enabling Ideas	-	0	-	0	-	0	-	0	-	0
27	Femme by Christina Inc.	-	0	-	0	-	0	-	0	-	0
28	The General Store (under renovation)	9:00:00 AM	1	10:00:00 AM	1	5:00:00 PM	4	2:00:00 PM	5	7:30:00 PM	4
29	Islington Ave East Side - South of Stegman's Mill Rd	-	0	-	0	-	0	-	0	-	0
30	Islington Ave East Side - Stegman's Mill Rd to Kellam St	-	0	8:30:00 PM	1	11:30:00 AM	1	-	0	-	0
31	Islington Ave East Side - Kellam St to John St	-	0	12:30:00 PM	2	8:00:00 AM	1	11:00:00 AM	1	7:00:00 PM	1
32	Islington Ave East Side - North of John St	-	0	-	0	7:00:00 PM	6	12:30:00 PM	4	7:30:00 PM	16
33	Kellam St South Side	12:30:00 PM	3	8:30:00 PM	5	9:30:00 AM	3	3:00:00 PM	5	5:00:00 PM	1
34	Napier St East Side	1:30:00 PM	1	3:00:00 PM	4	8:30:00 AM	1	9:00:00 AM	3	7:00:00 PM	1
35	Nashville Rd North Side - Islington Ave to Lester B. Pearson St	-	0	-	0	-	0	-	0	-	0
36	Nashville Rd South Side - Islington Ave to Lester B. Pearson St	-	0	-	0	7:30:00 PM	3	-	0	-	0
37	Islington Ave West Side - Nashville Rd to Stegman's Mill Rd	-	0	9:00:00 AM	1	11:30:00 AM	1	-	0	8:00:00 PM	3
38	Ambiance Boutique	-	0	-	0	-	0	-	0	-	0



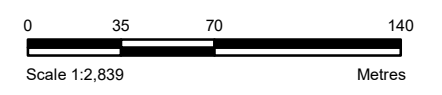
**Legend**

- Block (E01, E02,...)
  - \* On-Street Illegally Parked Vehicles
- Number of Off-Street Illegally Parked Vehicles**
- 1
  - ◐ 2
  - ◑ 3
  - 4



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	Checked By	XX	

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**Legend**

- Block (E01, E02,...)
- jk On-Street Illegally Parked Vehicles
- Number of Off-Street Illegally Parked Vehicles**
- 1
- 2
- 3



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	Date	Feb., 06, 2020
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	Checked By	XX



**Legend**

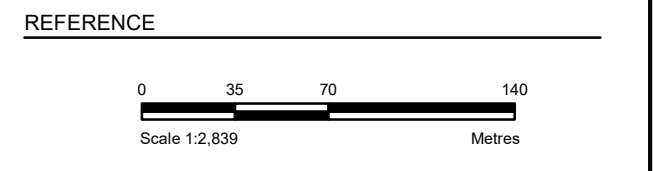
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- \* On-Street Illegally Parked Vehicles

**Number of Off-Street Illegally Parked Vehicles**

- 1
- 2
- 3
- 4
- 11



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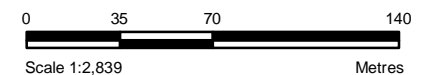
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- Number of Off-Street Illegally Parked Vehicles**
- 1
- 2
- 3
- 4
- 5+



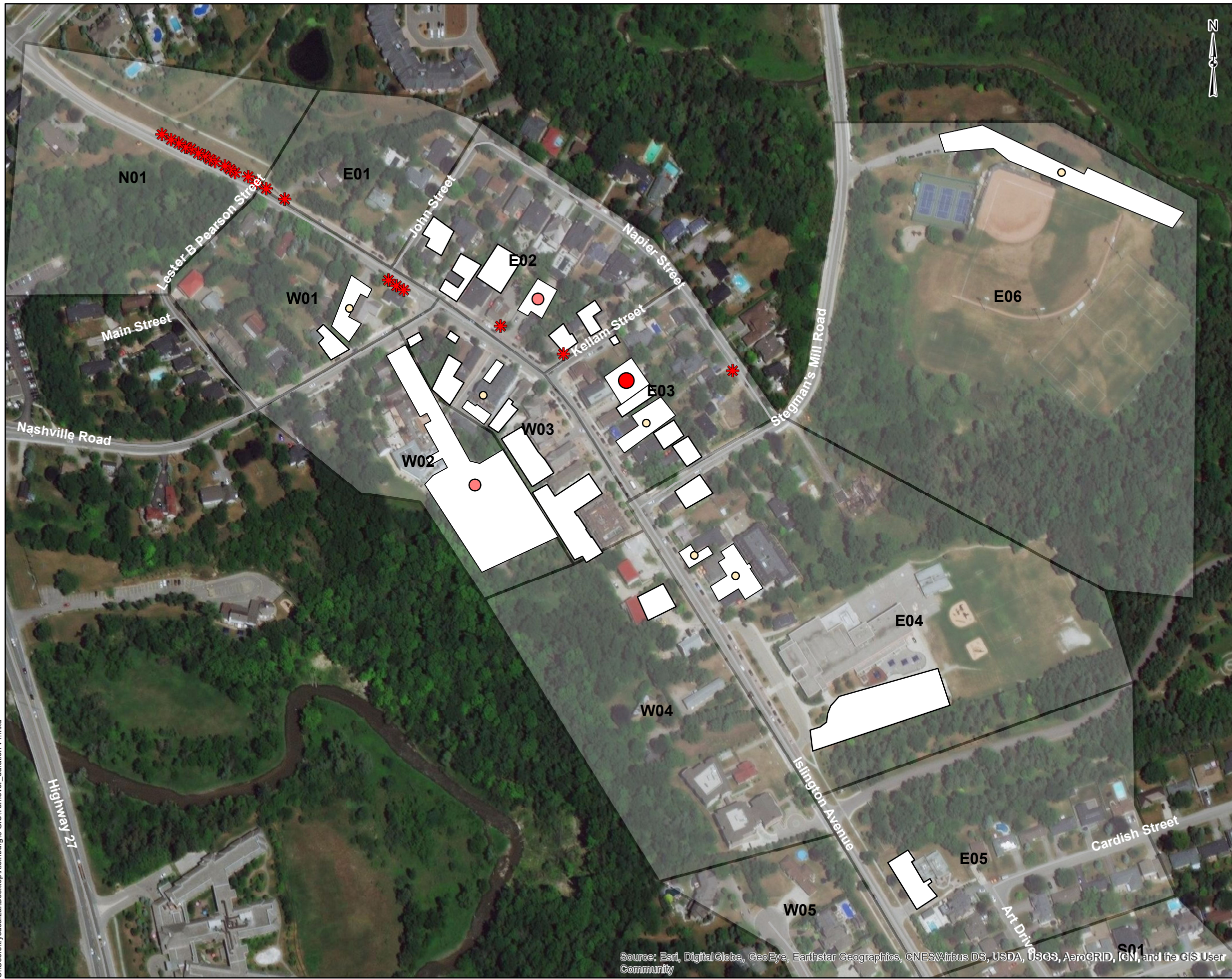
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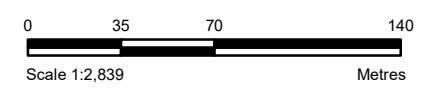
**Legend**

- Block (E01, E02,...)
  - \* On-Street Illegally Parked Vehicles
- Number of Off-Street Illegally Parked Vehicles**
- 1
  - 2
  - 3 +



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# Appendix E: Parking Forecasting



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## 1 PARKING PROJECTIONS

Survey data for the Kleinburg Village established that the existing parking supply exceeds parking demand. Village parking demand is anticipated to increase with future development over the short, medium, and long-term horizons reviewed. Parking demand and supply projections for Kleinburg Village were assessed for the three horizon periods with a forecasting methodology consisting of the following steps:

- Land use projections - calculate increase in development density for period
- Parking demand ratios - peak parking demand ratios are calculated for each study period
- Parking demand forecast - parking demand calculated for study period
- Parking supply forecast - parking supply calculated for study period
- Demand and supply review - comparison of study period parking demand and supply

The study area was split into several blocks based on consideration of both the area road network and land use for the forecasting analysis. **Figure 1-1** is intended to help categorize and understand the spatial context of the blocks within the study area, as well as variation in land use and parking needs. A description of each block, key feature of the block (for reference purposes), and assigned block identification code are provided in **Table 1-1**.

**Table 1-1 Blocks within Kleinburg Village Study Area**

Block ID	Description	Key Site
<b>N01</b>	Areas from the north of Lester B. Pearson Street to the study boundaries	North study limits
<b>S01</b>	Areas south of the study boundaries (while no parking data have been collected in this block, it was included in the Online Survey to better understand trips and related parking in Kleinburg)	South study limits
<b>W01</b>	Areas to the west of Islington Avenue, bounded by Nashville Road and Lester B. Pearson Street. This block contains personal services including RBC Bank and Registered Massage Therapist	RBC Bank
<b>W02</b>	Areas to the south of Nashville Road containing only the Doctor’s House and XXI Chophouse (large event space and restaurant)	Doctors House
<b>W03</b>	Areas to the west of Islington Avenue, between Nashville Road and Stegman’s Mill Road. This block contains several plazas (Kleinburg Pharmacy Plaza, Cookie Crumble Café Plaza, Nuage Med Spa Plaza, Canada Post Plaza), boutique shops and restaurants	Post Office
<b>W04</b>	Areas to the west of Islington Avenue, between Stegman’s Mill Road and the roadway to McMichael’s Art Gallery on the east side of Islington Avenue. This block contains the Pierre Berton Heritage Centre	Pierre Berton Centre
<b>W05</b>	Areas to the west of Islington Avenue, between the roadway to McMichael’s Art Gallery and Pennon Road. This block contains residential units	Residential
<b>E01</b>	Areas to the east of Islington Avenue, between Lester B. Pearson Street and John Street	North of John Street
<b>E02</b>	Areas to the east of Islington Avenue, bounded by John Street and Kellam Street. This block contains restaurants/cafes and personal services (hair salon, plastic surgery, etc.)	Starbucks
<b>E03</b>	Areas to the east of Islington Avenue, bounded by Kellam Street and Stegman’s Mill Road. This block contains realtor offices, a dentist’s office, a fitness centre and a boutique	Fitness Centre
<b>E04</b>	Areas to the east of Islington Avenue, bounded by Stegman’s Mill Road and roadway to McMichael’s Art Gallery. This block contains the institutional land uses such as the Kleinburg Public School and a music school, a veterinarian’s office and the Immanuel Florist Plaza	Kleinburg Public School (KPS)
<b>E05</b>	Areas to the east of Islington Avenue, between the roadway to McMichael’s Art Gallery and the southern study area limits. This block contains the Kleinburg Public Library	Library
<b>E06</b>	Area located east of Islington Avenue, located off Stegman’s Mill Road. This block contains Bindertwine Park.	Bindertwine Park



Figure 1-1 Study Area Block Map

**1.1 EXISTING**

Projections for the study's short-term horizon is built on existing land use densities and parking supply. Existing study area land use densities and parking supplies were quantified during Phase 1 of the study. Land use densities and associated parking supply for study area blocks under existing conditions are detailed in

Table 1-2 and

Table 1-3. Land use density or Gross Floor Area (GFA) is the total floor area of the developments building envelope include external walls and external roofs.



**Table 1-2 Existing Study Area Land Use Density**

Block	Description	Commercial (m <sup>2</sup> )	Cultural (m <sup>2</sup> )	Event (m <sup>2</sup> )	Institutional (m <sup>2</sup> )	Restaurant (m <sup>2</sup> )	Service (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
<b>E01</b>	North of John Street	0	0	0	0	0	0	<b>0</b>
<b>E02</b>	Starbucks	139	0	0	0	726	529	<b>1,394</b>
<b>E03</b>	Fitness Centre	1,012	0	0	0	0	480	<b>1,492</b>
<b>E04</b>	Kleinburg Public School	619	188	0	6,365	314	644	<b>8,130</b>
<b>E05</b>	Library	0	361	0	0	0	0	<b>361</b>
<b>E06</b>	Bindertwine Park	0	0	0	0	0	0	<b>0</b>
<b>N01</b>	North study limits	0	0	0	0	0	0	<b>0</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	0	138	0	0	0	346	<b>484</b>
<b>W02</b>	Doctors House	0	0	3,644	0	0	0	<b>3,644</b>
<b>W03</b>	Post Office	2,839	0	0	0	0	0	<b>2,839</b>
<b>W04</b>	Pierre Berton Centre	0	368	0	0	0	0	<b>368</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total GFA (m<sup>2</sup>)</b>		<b>4,609</b>	<b>1,055</b>	<b>3,644</b>	<b>6,365</b>	<b>1,040</b>	<b>1,999</b>	<b>18,712</b>

**Table 1-3 Existing Study Area Parking Supply**

Block	Description	Library	Private <sup>1</sup>	On-street	Bindertwine Park	By-Law	Site Customer	Total
<b>E01</b>	North of John Street	0	0	21	0	0	0	<b>21</b>
<b>E02</b>	Starbucks	0	0	26	0	0	55	<b>81</b>
<b>E03</b>	Fitness Centre	0	0	27	0	0	53	<b>80</b>
<b>E04</b>	Kleinburg Public School	0	44	21	0	0	38	<b>103</b>
<b>E05</b>	Library	18	0	0	0	0	0	<b>18</b>
<b>E06</b>	Bindertwine Park	0	0	0	64	0	0	<b>64</b>
<b>N01</b>	North study limits	0	0	0	0	0	0	<b>0</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	0	0	13	0	0	20	<b>33</b>
<b>W02</b>	Doctors House	0	0	6	0	0	208	<b>214</b>
<b>W03</b>	Post Office	0	0	15	0	0	108	<b>123</b>
<b>W04</b>	Pierre Berton Centre	0	17	0	0	0	0	<b>17</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>18</b>	<b>61</b>	<b>129</b>	<b>64</b>	<b>0</b>	<b>482</b>	<b>754</b>

<sup>1</sup> Includes Kleinburg Public Library and Pierre Berton Heritage Centre, which are municipal properties but provide dedicated parking space to visitors.

<sup>2</sup> Parking spaces (20) at Avenue Cibi E Vini restaurant not included in supply values as the restaurant did not wish to participate in the parking demand after first survey on August 22, 2019.

<sup>3</sup> Bindertwine Park is beyond a 5-minute walk of the Village core.

## 2 SHORT-TERM LAND USE PROJECTIONS

Increase in floor area within the village impact calculations for parking demand attraction. Changes in residential developments were not inventoried or surveyed, throughout the forecasting residential development floor areas and parking stalls were not analysed.

Gross Floor Area (GFA) for planned short-term future development was based on the development applications found online and provided by the City of Vaughan as shown in **Figure 2-1**. Further development is anticipated for the period beyond known planned developments. Additional development densities for these areas were forecasted using development planning trends for non-residential land uses and Official Plan (OP) guidelines. Growth was applied to blocks with non-residential land uses deemed significantly underdeveloped. These blocks were identified as have a floor space index (FSI) significantly below the study area average and non-commercial developments were forecasted to increase to an FSI of 0.4. The change in the GFA from existing conditions to the short-term horizon is shown in **Table 2-1** and **Table 2-2**.

**Figure 2-1 Future Non-Residential Developments**





**Table 2-1 Short-Term Land Use Changes**

Land Use Type	Existing Quantity in (m <sup>2</sup> )	Change in GFA (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
Commercial	4,609	1,421	6,030
Cultural	1,055	0	1,055
Event	3,644	0	3,644
Institution	6,365	0	6,365
Restaurant	1,040	0	1,040
Service	1,999	2,109	4,108
<b>TOTALS</b>	<b>18,712</b>	<b>3,530</b>	<b>22,242 (19% increase)</b>

**Table 2-2 Short-term Study Area Land Use Density**

Block	Description	Commercial (m <sup>2</sup> )	Cultural (m <sup>2</sup> )	Event (m <sup>2</sup> )	Institutional (m <sup>2</sup> )	Restaurant (m <sup>2</sup> )	Service (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
<b>E01</b>	North of John Street	185	0	0	0	0	0	<b>185</b>
<b>E02</b>	Starbucks	416	0	0	0	726	529	<b>1,671</b>
<b>E03</b>	Fitness Centre	1,258	0	0	0	0	480	<b>1,738</b>
<b>E04</b>	Kleinburg Public School	619	188	0	6,365	314	644	<b>8,130</b>
<b>E05</b>	Library	0	361	0	0	0	0	<b>361</b>
<b>E06</b>	Bindertwine Park	0	0	0	0	0	0	<b>0</b>
<b>N01</b>	North study limits	0	0	0	0	0	0	<b>0</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	713	138	0	0	0	1,468	<b>2,319</b>
<b>W02</b>	Doctors House	0	0	3,644	0	0	0	<b>3,644</b>
<b>W03</b>	Post Office	2,839	0	0	0	0	0	<b>2,839</b>
<b>W04</b>	Pierre Berton Centre	0	368	0	0	0	987	<b>1,355</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total GFA (m<sup>2</sup>)</b>		<b>6,030</b>	<b>1,055</b>	<b>3,644</b>	<b>6,365</b>	<b>1,040</b>	<b>4,108</b>	<b>22,242</b>

## 2.1 SHORT-TERM PARKING DEMAND

Parking demand is the product of mid-range parking ratios in **Table 2-3** and **Table 2-4** and short-term horizon GFA in **Table 2-2**.

Parking ratios were projected for each major land use type based on existing GFAs and **Phase 1** summer and fall peak occupancy surveys. Trip attractions rate were quantified by spaces per 100m<sup>2</sup> and were calibrated to match observed total peak occupancy.

To account for variation in the observed peak period demand (four survey days), a confidence interval of  $\pm 11\%$  was developed based on the existing survey data. The confidence interval was computed based on the peak occupancy for each survey day by taking the standard deviation and dividing by the average peak occupancy. Attraction rates were calculated based on the GFA and the observed peak occupancy. These attraction rates were calculated for each block by land use type which was then average out based on a weighted average. However, in order to match the observed peak, the attraction rates were calibrated by increasing each land use type by the percent difference between the observed and calculated.

**Table 2-3** summarises peak period attraction rates (mid range) and upper and lower limits ( $\pm 11\%$ ) which would account for potential variations in parking demand anticipated for the village. parking.

**Table 2-3 Peak Period Attraction Parking Rates**

Land Use Type	High End (+ 11 %)	Mid Range	Low End (-11%)
Commercial	3.02	2.72	2.42
Cultural	1.01	0.91	0.81
Event	3.55	3.19	2.84
Institution	0.29	0.26	0.23
Restaurant	2.68	2.42	2.15
Service	4.72	4.25	3.78

The mid range attraction rates were used for short-term demand analysis. It is anticipated that the quantification of short-term demand using mid-range rates is an appropriate methodology as it based on observed existing parking behaviour and detailed planning information for the horizon.

Attraction rates were based on GFA and existing parking demand per land use. As Bindertwine Park is poorly utilized under existing conditions (thus having a very low demand and attraction rate), rates for Bindertwine Park were forecasted based on planned use of the site for future horizons and are shown in **Table 2-4**. Rates were factored using an ultimate occupancy level of 80% as a long-term target.

**Table 2-4 Bindertwine Park Peak Period Attraction Parking Rates**

Land Use Type	Short-term	Medium-term	Long-term
Bindertwine Park	0.017	0.022	0.028

The change in parking demand in the short-term is shown in **Table 2-5**. A detailed summary of block parking demand by land use type is provided

**Table 2-6.**

**Table 2-5 Short-Term Parking Demand by Block Changes**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	5	0	0	0	0	0	<b>5</b>
<b>E02</b>	Starbucks	4	0	0	0	-4	-5	<b>-5</b>
<b>E03</b>	Fitness Centre	1	0	0	0	0	-3	<b>-2</b>
<b>E04</b>	Kleinburg Public School	0	0	0	0	0	0	<b>0</b>
<b>E05</b>	Library	0	0	0	0	0	0	<b>0</b>
<b>E06</b>	Bindertwine Park	0	0	32	0	0	0	<b>32</b>
<b>N01</b>	North study limits	8	0	0	0	3	8	<b>19</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	19	0	0	0	0	48	<b>67</b>
<b>W02</b>	Doctors House	0	0	0	0	0	0	<b>0</b>
<b>W03</b>	Post Office	-15	0	0	0	0	0	<b>-15</b>
<b>W04</b>	Pierre Berton Centre	7	1	0	0	3	49	<b>60</b>

Appendix E: Parking Forecasting



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<b>W05</b>	Residential	0	0	0	0	0	0	0
	<b>Total</b>	<b>29</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>160</b>

**Table 2-6 Short-Term Parking Demand by Block**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	5	0	0	0	0	0	<b>5</b>
<b>E02</b>	Starbucks	8	0	0	0	14	17	<b>39</b>
<b>E03</b>	Fitness Centre	28	0	0	0	0	17	<b>46</b>
<b>E04</b>	Kleinburg Public School	17	2	0	16	8	27	<b>70</b>
<b>E05</b>	Library	0	3	0	0	0	0	<b>3</b>
<b>E06</b>	Bindertwine Park	0	0	32	0	0	0	<b>32</b>
<b>N01</b>	North study limits	8	0	0	0	3	8	<b>19</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	19	1	0	0	0	62	<b>83</b>
<b>W02</b>	Doctors House	0	0	116	0	0	0	<b>116</b>
<b>W03</b>	Post Office	62	0	0	0	0	0	<b>62</b>
<b>W04</b>	Pierre Berton Centre	7	4	0	0	3	49	<b>63</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>156</b>	<b>10</b>	<b>148</b>	<b>16</b>	<b>27</b>	<b>181</b>	<b>538</b>

## 2.2 SHORT-TERM PARKING SUPPLY PROJECTIONS

The short-term horizon parking supply is a combination of existing parking supply (see

Table 1-3) within the Kleinburg village, parking supply changes via improvement of Islington Avenue based on the Islington Avenue streetscape master plan, a new at grade parking facility, and new commercial developments within the Kleinburg core in the next five years and partnerships with private development to provide public parking (PPP).

Parking supplies for new non-residential development GFA beyond know planning information was calculated using zoning by-law rates. Zoning by-law rates were based on the draft City of Vaughan Comprehensive Zoning By-law. Non-residential land uses to which development growth was applied include commercial, restaurant and service and zoning by-law rates for these uses are provided in **Table 2-7**.

**Table 2-7 Zoning By-Law Parking Ratios**

Land Use Type	By-Law Ratios (spaces per 100 m <sup>2</sup> )
Commercial	2.7
Restaurant	2.7
Service	2.0

**Table 2-8** provides details on the public parking supply opportunities including on-street and off-street for the short-term horizon. **Table 2-9** identifies the new developments expected within the Kleinburg core during the short-term horizon by land use type. Additionally, it includes the expected parking supply increase for developments long overdue for redevelopment during the short-term horizon period but do not have redevelopment applications. By summing the total parking supply of both **Table 2-8** and **Table 2-9**, 162 additional parking spaces are expected to be provide for the short-term horizon.

**Table 2-8 Short-Term Parking Supply Opportunities**

Public Parking			
Blocks/Areas	Parking Opportunities	Notes	Supply Change (+/-)
<p><b>E04</b> – Kleinburg Public School (KPS)  <b>E05</b> – Kleinburg Library (KL)</p>	<p>Existing parking spaces at KPS - 44 spaces and KL - 18 spaces to be re-branded to be added to available public parking supply.</p> <p>Way-finding strategy to be used to direct drivers to spaces. Signage required to inform customers of time restrictions for use of these spaces, unavailability or need vacate should the school or library have an event on-site that would require parking.</p>	<p>No additional infrastructure required; Open facility in the (non-event) evenings and weekends when possible without restrictions.</p>	<p>No Addition</p>
<p><b>W04</b> – Pierre Berton Centre</p>	<p>Refurbish existing Pierre Berton lot provide new parking stall pavement marking to increase capacity from 17 to 21 spaces.</p>	<p>Re-brand the Pierre Berton site to be public and unrestricted during day and weekends; needs clearer signage to market the site as public.</p>	<p>+4 spaces</p>
<p><b>E06</b> – Bindertwine Park</p>	<p>Upgrades to existing 64 space parking lot that is underutilized can accommodate valet parking for restaurants, parking for workers or special groups. This dynamic would serve to free up both on-street public and off-street private space to visitors. Can play an important role during construction works are being carried out on Islington Avenue. When paid parking is introduced, this area can offer discounted parking with the use of permits – Walk a block, pay a buck!</p>	<p>An available public resource that should play a larger role in supporting longer stay parking demands in the core.</p> <p>Marketing and cost are tools that can be implemented to move workers to this location and free up space in the core.</p>	<p>No addition</p>

Public Parking			
Blocks/Areas	Parking Opportunities	Notes	Supply Change (+/-)
Core	Existing on-street parking spaces on Islington Avenue from Stegman’s Mill Road to John Street to be removed, as well as on-street parking North of John Street along Boulevard (-53 spaces). Development of off-street boulevard parking north of John street to provide new parking spaces (+46 spaces).	The location of the Boulevard is not ideal when compared to the existing on-street parking as it is slightly further away from the core. However, a behaviour change will be required as on-street parking along Islington Avenue will no longer be available in main part of the village core.	-53 spaces  +46 spaces
	Redesign of east side of Islington Avenue as part of streetscape master plan works to provide lay-by parking that is clearly delineated. Spaces provided north of John Street (4 spaces) and from Stegman’s Mill Road to just north of Kleinburg library (Total of 22 spaces). While this does not add a significant number of stalls (1 extra space added), it will be marketable to customers in a much clearer fashion.	Boulevard area is City-owned property so only capital costs of development of this area is required	+1 space  Net = -6 spaces
W02 – Doctors House	An opportunity to reserve parking stalls for public use at the site. Conservative approach assessed in this study of making 16 spaces available, however a larger supply can be negotiated with owner.  City and owners of Doctors House would be required to enter into a Public Private Partnership	An incentive may be required to come to an agreement with Doctors House.  The 16 spaces were determined by assuming that 90% of the residual supply during the observed peak occupancy will be available to the public as part of the PPP.	+16 spaces
<b>Total additional Public Supply</b>			<b>14</b>



**Table 2-9 Short-Term Parking Supply Opportunities from New Study Area Developments**

Future Developments		
Block	Land Use Type	Supply Change (+/-)
<b>E01</b>	Commercial	11
<b>E02</b>	Commercial	33
<b>E03</b>	Commercial	9
<b>W01</b>	Commercial	41
<b>W02</b>	Event	-16
<b>W04</b>	Service	48
Additional Developments Expected		22
<b>Total Short-term Additional Parking Supply</b>		<b>162</b>



**Table 2-10** details short-term horizon parking supply changes by study area blocks based on parking supply information outlined in **Table 2-8** and **Table 2-9**. The total parking supply for the short-term horizon is detailed in

Table 2-11.

**Table 2-10 Short-Term Parking Supply Changes**

Block	Description	Library	Private	On-street	Bindertwine Park	By-Law	Site Customer	Total
<b>E01</b>	North of John Street			-17			11	<b>-6</b>
<b>E02</b>	Starbucks			-11			33	<b>22</b>
<b>E03</b>	Fitness Centre			-10			9	<b>-1</b>
<b>E04</b>	Kleinburg Public School			-2				<b>-2</b>
<b>E05</b>	Library			3				<b>3</b>
<b>E06</b>	Bindertwine Park							<b>0</b>
<b>N01</b>	North study limits			46				<b>46</b>
<b>S01</b>	South study limits							<b>0</b>
<b>W01</b>	RBC Bank					22	41	<b>63</b>
<b>W02</b>	Doctors House		16				-16	<b>0</b>
<b>W03</b>	Post Office			-15				<b>-15</b>
<b>W04</b>	Pierre Berton Centre		4				48	<b>52</b>
<b>W05</b>	Residential							<b>0</b>
<b>Total</b>		<b>0</b>	<b>20</b>	<b>-6</b>	<b>0</b>	<b>22</b>	<b>126</b>	<b>162</b>

**Table 2-11 Short-Term Parking Supply**

Block	Description	Library	Private	On-street	Bindertwine Park	By-Law	Site Customer	Total
<b>E01</b>	North of John Street	0	0	4	0	0	11	<b>15</b>
<b>E02</b>	Starbucks	0	0	15	0	0	88	<b>103</b>
<b>E03</b>	Fitness Centre	0	0	17	0	0	62	<b>79</b>
<b>E04</b>	Kleinburg Public School	0	44	19	0	0	38	<b>101</b>
<b>E05</b>	Library	18	0	3	0	0	0	<b>21</b>
<b>E06</b>	Bindertwine Park	0	0	0	64	0	0	<b>64</b>
<b>N01</b>	North study limits	0	0	46	0	0	0	<b>46</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	0	0	13	0	22	61	<b>96</b>
<b>W02</b>	Doctors House	0	16	6	0	0	192	<b>214</b>
<b>W03</b>	Post Office	0	0	0	0	0	108	<b>108</b>
<b>W04</b>	Pierre Berton Centre	0	21	0	0	0	48	<b>69</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Totals</b>		<b>18</b>	<b>81</b>	<b>123</b>	<b>64</b>	<b>22</b>	<b>608</b>	<b>916</b>

### 3 MEDIUM-TERM LAND PROJECTIONS

The medium-term land projections involved five (5) to ten (10) years planning horizon. The medium-term increase in parking demand and supply is based on the GFA growth with a similar approach to that of short-term analysis.

During the medium-term horizon, the land use changes were unknown during the Study. As such, the density increase was based on increasing the FSI to 0.4 for all, commercial, restaurant, and service land uses located within the Village’s Mainstreet Commercial areas. Additionally, the density increases were not applied to any new builds or redeveloped sites construction as part of the short-term horizon. **Table 3-1** and

Table 3-2 shows the change in land use GFA for the medium-term horizon.

**Table 3-1 Medium-Term Land Use Changes**

Land Use Type	Short-Term GFA (m <sup>2</sup> )	Change in GFA (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
Commercial	6,030	2,470	8,500
Cultural	1,055	0	1,055
Event	3,644	0	3,644
Institution	6,365	0	6,365
Restaurant	1,040	568	1,608
Service	4,108	786	4,894
<b>TOTALS</b>	<b>22,242</b>	<b>3,824</b>	<b>26,066 (17% increase)</b>

Table 3-2 Medium-term Study Area Land Use Density

Block	Description	Commercial (m <sup>2</sup> )	Cultural (m <sup>2</sup> )	Event (m <sup>2</sup> )	Institutional (m <sup>2</sup> )	Restaurant (m <sup>2</sup> )	Service (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
<b>E01</b>	North of John Street	185	0	0	0	0	0	<b>185</b>
<b>E02</b>	Starbucks	506	0	0	0	1,196	871	<b>2,573</b>
<b>E03</b>	Fitness Centre	1,770	0	0	0	0	723	<b>2,493</b>
<b>E04</b>	Kleinburg Public School	812	188	0	6,365	412	845	<b>8,622</b>
<b>E05</b>	Library	0	361	0	0	0	0	<b>361</b>
<b>E06</b>	Bindertwine Park	0	0	0	0	0	0	<b>0</b>
<b>N01</b>	North study limits	0	0	0	0	0	0	<b>0</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	713	138	0	0	0	1,468	<b>2,319</b>
<b>W02</b>	Doctors House	0	0	3,644	0	0	0	<b>3,644</b>
<b>W03</b>	Post Office	4,514	0	0	0	0	0	<b>4,514</b>
<b>W04</b>	Pierre Berton Centre	0	368	0	0	0	987	<b>1,355</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total GFA (m<sup>2</sup>)</b>		<b>8,500</b>	<b>1,055</b>	<b>3,644</b>	<b>6,365</b>	<b>1,608</b>	<b>4,894</b>	<b>26,066</b>

### 3.1 MEDIUM-TERM PARKING DEMAND

For the medium-term, the high end parking attraction rates were used as shown in **Table 2-3**. Similar to short-term, parking demand is the product of high end range parking ratios in **Table 2-3** and **Table 2-4** and medium-term horizon GFA in

Table 3-2. The change in parking demand in the medium-term is shown in **Table 3-3** and is the difference between the medium-term and the short-term total demand. A detailed summary of block parking demand by land use type is provided **Table 3-4**. It should be noted that the demand changes by block was based on the GFA increase and was furthermore distributed accordingly within the study area under the assumption that excess vehicles will utilize the public parking provided.

**Table 3-3 Medium-Term Parking Demand by Block Changes**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
E01	North of John Street	1	0	0	0	0	0	1
E02	Starbucks	5	0	0	0	13	17	35
E03	Fitness Centre	18	0	0	0	0	13	31
E04	Kleinburg Public School	8	0	0	2	3	13	26
E05	Library	4	1	0	0	2	4	11
E06	Bindertwine Park	0	0	10	0	0	0	10
N01	North study limits	2	0	0	0	0	10	12
S01	South study limits	0	0	0	0	0	0	0
W01	RBC Bank	-1	0	0	0	0	-4	-5
W02	Doctors House	0	0	13	0	0	0	13
W03	Post Office	56	0	0	0	0	0	56
W04	Pierre Berton Centre	-1	0	0	0	0	5	4
W05	Residential	0	0	0	0	0	0	0

<b>Total</b>	<b>92</b>	<b>1</b>	<b>23</b>	<b>2</b>	<b>18</b>	<b>58</b>	<b>193</b>
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**Table 3-4 Medium-Term Parking Demand by Block**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	6	0	0	0	0	0	<b>6</b>
<b>E02</b>	Starbucks	13	0	0	0	27	34	<b>74</b>
<b>E03</b>	Fitness Centre	46	0	0	0	0	30	<b>76</b>
<b>E04</b>	Kleinburg Public School	25	2	0	18	11	40	<b>96</b>
<b>E05</b>	Library	4	4	0	0	2	4	<b>14</b>
<b>E06</b>	Bindertwine Park	0	0	42	0	0	0	<b>42</b>
<b>N01</b>	North study limits	10	0	0	0	3	18	<b>31</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	18	1	0	0	0	58	<b>77</b>
<b>W02</b>	Doctors House	0	0	129	0	0	0	<b>129</b>
<b>W03</b>	Post Office	118	0	0	0	0	0	<b>118</b>
<b>W04</b>	Pierre Berton Centre	7	4	0	0	3	54	<b>68</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>247</b>	<b>11</b>	<b>171</b>	<b>18</b>	<b>46</b>	<b>238</b>	<b>731</b>

### 3.2 MEDIUM-TERM PARKING SUPPLY PROJECTIONS

The medium-term parking supply projections were based on the GFA and the proposed City’s Draft Comprehensive Zoning By-law (2019) update with the rates shown in **Table 2-7**. **Table 3-6** below shows the new medium-term parking supply with **Table 3-5** showing the change in parking supply based on the bylaw for each block.

**Table 3-5 Medium-Term Parking Supply Changes**

Block	Description	Library	Private	On-street	Bindertwine Park	By-Law	Site Customer	Total
E01	North of John Street					0		0
E02	Starbucks					22		22
E03	Fitness Centre					19		19
E04	Kleinburg Public School					12		12
E05	Library					0		0
E06	Bindertwine Park					0		0
N01	North study limits					0		0
S01	South study limits					0		0
W01	RBC Bank					0		0
W02	Doctors House					0		0
W03	Post Office					45		45
W04	Pierre Berton Centre					0		0
W05	Residential					0		0
<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>98</b>



**Table 3-6 Medium-Term Parking Supply**

Block	Description	Library	Private	On-street	Bindertwine Park	By-Law	Site Customer	Total
<b>E01</b>	North of John Street	0	0	4	0	0	11	15
<b>E02</b>	Starbucks	0	0	15	0	22	88	125
<b>E03</b>	Fitness Centre	0	0	17	0	19	62	98
<b>E04</b>	Kleinburg Public School	0	44	19	0	12	38	113
<b>E05</b>	Library	18	0	3	0	0	0	21
<b>E06</b>	Bindertwine Park	0	0	0	64	0	0	64
<b>N01</b>	North study limits	0	0	46	0	0	0	46
<b>S01</b>	South study limits	0	0	0	0	0	0	0
<b>W01</b>	RBC Bank	0	0	13	0	22	61	96
<b>W02</b>	Doctors House	0	16	6	0	0	192	214
<b>W03</b>	Post Office	0	0	0	0	45	108	153
<b>W04</b>	Pierre Berton Centre	0	21	0	0	0	48	69
<b>W05</b>	Residential	0	0	0	0	0	0	0
<b>Totals</b>		<b>18</b>	<b>81</b>	<b>123</b>	<b>64</b>	<b>120</b>	<b>608</b>	<b>1,014</b>

## 4 LONG-TERM LAND PROJECTIONS

Long-term increase in parking demand and supply is based on GFA forecasts for the horizon. It should be noted that the long-term GFA projection does not build directly on the medium-term but considers a potential optimum development condition based on predominately know short-term densities. The GFA for existing study area blocks were increased to an FSI of 0.6 for the long-term with no significant changes in densities were anticipated or considered for Cultural, event, and institution land uses.

**Table 4-1** and **Table 4-2** shows the change in land use GFA for the long-term horizon.

**Table 4-1 Long-Term Land Use Changes**

Land Use Type	Short-Term GFA (m <sup>2</sup> )	Change in GFA (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
Commercial	6,030	6,008	12,038
Cultural	1,055	0	1,055
Event	3,644	3,925	7,569
Institution	6,365	0	6,365
Restaurant	1,040	1,372	2,412
Service	4,108	2,739	6,847
<b>TOTALS</b>	<b>22,242</b>	<b>14,044</b>	<b>36,286 (63% increase)</b>

**Table 4-2 Long-term Study Area Land Use Density**

Block	Description	Commercial (m <sup>2</sup> )	Cultural (m <sup>2</sup> )	Event (m <sup>2</sup> )	Institutional (m <sup>2</sup> )	Restaurant (m <sup>2</sup> )	Service (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )
<b>E01</b>	North of John Street	185	0	0	0	0	0	<b>185</b>
<b>E02</b>	Starbucks	620	0	0	0	1,794	1,307	<b>3,721</b>
<b>E03</b>	Fitness Centre	2,532	0	0	0	0	1,084	<b>3,616</b>
<b>E04</b>	Kleinburg Public School	1,218	188	0	6,365	618	1,267	<b>9,656</b>
<b>E05</b>	Library	0	361	0	0	0	0	<b>361</b>
<b>E06</b>	Bindertwine Park	0	0	0	0	0	0	<b>0</b>
<b>N01</b>	North study limits	0	0	0	0	0	0	<b>0</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	713	138	0	0	0	2,202	<b>3,053</b>
<b>W02</b>	Doctors House	0	0	7,569	0	0	0	<b>7,569</b>
<b>W03</b>	Post Office	6,770	0	0	0	0	0	<b>6,770</b>
<b>W04</b>	Pierre Berton Centre	0	368	0	0	0	987	<b>1,355</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total GFA (m2)</b>		<b>12,038</b>	<b>1,055</b>	<b>7,569</b>	<b>6,365</b>	<b>24,12</b>	<b>6,847</b>	<b>36,286</b>

### 4.1 LONG-TERM PARKING DEMAND

For the long-term, the high end parking attraction rates were used as shown in **Table 2-3**. Similar to medium-term, parking demand is the product of high end range parking ratios in **Table 2-3** and **Table 2-4** and long-term horizon GFA in **Table 4-2**. The change in parking demand in the long-term is shown in **Table 4-3**. As explained in **Section 4.0**, the long-term demand does not build on the medium-term. An assessment of the change in parking demand by block for the long-term, is therefore based on the difference between the long-term and the short-term total demand. A detailed summary of block parking demand by land use type is provided

Table 4-4.

It should be noted that the demand changes by block was based on the GFA increase and was furthermore distributed accordingly within the study area under the assumption that excess vehicles will utilize the public parking provided.

**Table 4-3 Long-Term Parking Demand by Block Changes**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	4	0	0	0	0	0	<b>4</b>
<b>E02</b>	Starbucks	9	0	0	0	28	38	<b>75</b>
<b>E03</b>	Fitness Centre	42	0	0	0	0	29	<b>71</b>
<b>E04</b>	Kleinburg Public School	16	0	0	0	7	27	<b>50</b>
<b>E05</b>	Library	5	1	0	0	3	6	<b>15</b>
<b>E06</b>	Bindertwine Park	0	0	19	0	0	0	<b>19</b>
<b>N01</b>	North study limits	6	0	33	2	1	30	<b>72</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	-3	0	0	0	0	16	<b>13</b>
<b>W02</b>	Doctors House	0	0	119	0	0	0	<b>119</b>

<b>W03</b>	Post Office	124	0	0	0	0	0	<b>124</b>
<b>W04</b>	Pierre Berton Centre	-1	0	0	0	0	6	<b>5</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>202</b>	<b>1</b>	<b>171</b>	<b>2</b>	<b>39</b>	<b>151</b>	<b>565</b>

Table 4-4 Long-Term Parking Demand by Block

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	9	0	0	0	0	0	<b>9</b>
<b>E02</b>	Starbucks	17	0	0	0	42	55	<b>114</b>
<b>E03</b>	Fitness Centre	70	0	0	0	0	46	<b>116</b>
<b>E04</b>	Kleinburg Public School	33	2	0	16	15	54	<b>120</b>
<b>E05</b>	Library	5	4	0	0	3	6	<b>18</b>
<b>E06</b>	Bindertwine Park	0	0	51	0	0	0	<b>51</b>
<b>N01</b>	North study limits	14	0	33	2	4	38	<b>91</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	16	1	0	0	0	78	<b>95</b>
<b>W02</b>	Doctors House	0	0	235	0	0	0	<b>235</b>
<b>W03</b>	Post Office	186	0	0	0	0	0	<b>186</b>
<b>W04</b>	Pierre Berton Centre	6	4	0	0	3	54	<b>68</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>356</b>	<b>11</b>	<b>319</b>	<b>18</b>	<b>67</b>	<b>331</b>	<b>1103</b>



The long-term parking demand distribution if the Old Firehall is not considered is shown in **Table 4-5**.

**Table 4-5 Long-Term Parking Demand by Block (Excluding Old Firehall)**

Block	Description	Commercial	Cultural	Event	Institutional	Restaurant	Service	Total
<b>E01</b>	North of John Street	9	0	0	0	0	0	<b>9</b>
<b>E02</b>	Starbucks	17	0	0	0	42	55	<b>114</b>
<b>E03</b>	Fitness Centre	70	0	0	0	0	46	<b>116</b>
<b>E04</b>	Kleinburg Public School	38	2	0	18	17	63	<b>138</b>
<b>E05</b>	Library	5	4	0	0	3	6	<b>18</b>
<b>E06</b>	Bindertwine Park	0	0	51	0	0	0	<b>51</b>
<b>N01</b>	North study limits	7	0	17	1	2	19	<b>46</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	19	1	0	0	0	91	<b>111</b>
<b>W02</b>	Doctors House	0	0	246	0	0	0	<b>246</b>
<b>W03</b>	Post Office	186	0	0	0	0	0	<b>186</b>
<b>W04</b>	Pierre Berton Centre	6	4	0	0	3	54	<b>68</b>
<b>W05</b>	Residential	0	0	0	0	0	0	<b>0</b>
<b>Total</b>		<b>357</b>	<b>11</b>	<b>314</b>	<b>19</b>	<b>67</b>	<b>334</b>	<b>1,103</b>

#### 4.2 LONG-TERM PARKING SUPPLY PROJECTIONS

The long-term parking supply projections were based on forecasted GFA for the horizon, parking rates in the proposed City’s Draft Comprehensive Zoning By-law (2019) update, the expansion to Doctors house, and development of the Old Firehall. Similar to parking demand assessments, the long-term supply change is forecasted based on the short-term supply as explained in **Section 4.0**. **Table 4-6** shows the change in parking supply in the long term with **Table 4-7** showing the distribution of the long-term parking supply.

**Table 4-6 Long-Term Parking Supply Changes**

Block	Description	Library	Private	On-street	Off-street Public	Event	By-Law	Site Customer	Total
<b>E01</b>	North of John Street						0		<b>0</b>
<b>E02</b>	Starbucks						50		<b>50</b>
<b>E03</b>	Fitness Centre						46		<b>46</b>
<b>E04</b>	Kleinburg Public School						37		<b>37</b>
<b>E05</b>	Library						0		<b>0</b>
<b>E06</b>	Bindertwine Park						0		<b>0</b>
<b>N01</b>	North study limits				81		0		<b>81</b>
<b>S01</b>	South study limits						0		<b>0</b>
<b>W01</b>	RBC Bank						15		<b>15</b>
<b>W02</b>	Doctors House		-16			288	0	-192	<b>80</b>
<b>W03</b>	Post Office						106		<b>106</b>
<b>W04</b>	Pierre Berton Centre						0		<b>0</b>
<b>W05</b>	Residential						0		<b>0</b>
<b>Total</b>		<b>0</b>	<b>-16</b>	<b>0</b>	<b>81</b>	<b>288</b>	<b>254</b>	<b>-192</b>	<b>415</b>



**Table 4-7 Long-Term Parking Supply**

Block	Description	Library	Private	On-street	Off-street Public	Event	By-Law	Site Customer	Total
<b>E01</b>	North of John Street	0	0	4	0	0	0	11	<b>15</b>
<b>E02</b>	Starbucks	0	0	15	0	0	50	88	<b>153</b>
<b>E03</b>	Fitness Centre	0	0	17	0	0	46	62	<b>125</b>
<b>E04</b>	Kleinburg Public School	0	44	19	0	0	37	38	<b>138</b>
<b>E05</b>	Library	18	0	3	0	0	0	0	<b>21</b>
<b>E06</b>	Bindertwine Park	0	0	0	64	0	0	0	<b>64</b>
<b>N01</b>	North study limits	0	0	46	81	0	0	0	<b>127</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	0	0	13	0	0	37	61	<b>111</b>
<b>W02</b>	Doctors House	0	0	6	0	288	0	0	<b>294</b>
<b>W03</b>	Post Office	0	0	0	0	0	106	108	<b>214</b>
<b>W04</b>	Pierre Berton Centre	0	21	0	0	0	0	48	<b>69</b>
<b>W05</b>	Residential	0	0	0	0	0	0	0	<b>0</b>
<b>Totals</b>		<b>18</b>	<b>65</b>	<b>123</b>	<b>145</b>	<b>288</b>	<b>276</b>	<b>416</b>	<b>1,331</b>

The long-term parking supply if the Old Firehall is not considered is shown in **Table 4-8**.

**Table 4-8 Long-Term Parking Supply (Excluding Old Firehall)**



























Block	Description	Library	Private	On-street	Off-street Public	Event	By-Law	Site Customer	Total
<b>E01</b>	North of John Street	0	0	4	0	0	0	11	<b>15</b>
<b>E02</b>	Starbucks	0	0	15	0	0	50	88	<b>153</b>
<b>E03</b>	Fitness Centre	0	0	17	0	0	46	62	<b>125</b>
<b>E04</b>	Kleinburg Public School	0	44	19	0	0	37	38	<b>138</b>
<b>E05</b>	Library	18	0	3	0	0	0	0	<b>21</b>
<b>E06</b>	Bindertwine Park	0	0	0	64	0	0	0	<b>64</b>
<b>N01</b>	North study limits	0	0	46	0	0	0	0	<b>46</b>
<b>S01</b>	South study limits	0	0	0	0	0	0	0	<b>0</b>
<b>W01</b>	RBC Bank	0	0	13	0	0	37	61	<b>111</b>
<b>W02</b>	Doctors House	0	0	6	0	288	0	0	<b>294</b>
<b>W03</b>	Post Office	0	0	0	0	0	106	108	<b>214</b>
<b>W04</b>	Pierre Berton Centre	0	21	0	0	0	0	48	<b>69</b>
<b>W05</b>	Residential	0	0	0	0	0	0	0	<b>0</b>
<b>Totals</b>		<b>18</b>	<b>65</b>	<b>123</b>	<b>64</b>	<b>288</b>	<b>276</b>	<b>416</b>	<b>1,250</b>




## Appendix F: Parking Study Solution Evaluations








## Evaluation - Short Term (1-5 Years) Solutions

Category	Criteria	Criteria Measure	Parking Restriction Signage	Public Parking Lot - At grade centralized parking north of John St in boulevard
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	may improve availability of parking during critical times of day due to increased turnover impacting packing duration	 increases public parking supply for visitors, employees, residents, etc. 
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
	Traffic Operations	Ability to support event-related parking needs	will not improve vehicular movements/traffic	 will reduce circulation within core and eliminate need for southbound vehicles to access core to park 
		Effects on road capacity/existing congestion on Islington Avenue		
		Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration		
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	No impact	 removing parking related traffic circulation from the core will result in safer pedestrian/cyclist environment 
		Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)		
Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.		 signage can be used to clarify space available for specific curbside uses  frees curbside to accommodate new activity		
Ability to meet/improve accessibility for users of all abilities		 will encourage less illegal parking  barrier free spaces can be provided to meet area needs		
Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	drivers maybe more careful in ensuring parked vehicles do not encroach pedestrian areas	 improved lighting may be required, location isolated from homes/store fronts 	
	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)	in line with COV urban design guidelines, Islington Streetscape Master Plan etc.	 parking will comply with guidelines and policies 	
Social	Business / Development	Effects on private parking	potential to improve parking clarity on-street and increase business vitality	 can improve availability of parking at private lots, will allow for clear streetscape and display of heritage sites 
		Effects on employee/customer experience and business vitality		
Public Perception	Effects on parking requirements for future development	very good	 increased parking would be accepted by public, some individuals may want parking to be more central to core 	
	Potential for public acceptance/support or opposition			
Cost/Finance	User cost	improved parking clarity and efficiency at no user cost	 increased parking supply at no cost 	
	Implementation	Cost of driving (i.e. cost of public parking)	 low cost/easy to implement  moderate/high; new spaces can be easily provided; some opposition to removal of existing spaces anticipated	
		Capital Cost		
	Operation / Enforcement	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	low life cycle cost of signage and enforcement	 overnight parking enforcement 
		Average Score	 	

	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Short Term (1-5 Years) Solutions

Category	Criteria	Criteria Measure	Paid Parking (development and implement pricing strategy for parking within village core)	Public Parking Structure - Centralized parking structure above/below grade	
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply for core area demand, new concept of paid parking and lack of a parking authority can lead to non-payment for parking or regular overstayers	increases area public parking supply, however structure will over supply study area parking which can be provided by more efficient cost effective means	
		Ability to meet core area future parking demand (i.e. no. of public spaces)			
	Traffic Operations	Ability to support event-related parking needs	may increase circulation/infiltration if users are not willing to use paid parking in the core and want to park on side streets or in private lots	will reduce circulation within core, however may create a focal point for vehicles seeking parking increasing traffic in the vicinity of the lot	
		Effects on road capacity/existing congestion on Islington Avenue			
		Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration			
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	may encourage more pedestrians/cyclist activity	can encourage driving to the core	
Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)					
Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.		maintains existing curbside uses and public realm features			freed curbside to accommodate new activity
Ability to meet/improve accessibility for users of all abilities		accessible spaces maybe delineated more clearly			barrier free spaces can be provided to meet area needs
Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	no significant changes to safety or security	can be use as a socializing area, congregating groups may be intimidating to users		
	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)				
Social	Business / Development	Ability to comply with Regional and Municipal Planning Policies	in line with regional policies and other municipalities' parking strategies for downtown cores	not consistent with planning policies to move away from parking structures and promote alternative travel modes for core areas	
		Effects on private parking	potential to increase parking issues in private lots as visitors and customers attempt to avoid paying for parking	can improve availability of parking at private lots, structure may increase drivers to the core that will ultimately utilize freed parking spaces in private lots	
	Effects on employee/customer experience and business vitality				
Public Perception	Effects on parking requirements for future development	likely to face significant public opposition	increased parking would be accepted by public, payment for parking will deter some user		
	Potential for public acceptance/support or opposition				
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	cost for previously free parking spaces	user will pay for parking where parking was previously free in core	
	Implementation	Capital Cost	requires review of pricing strategy that would be appropriate for core, pay-parking systems	very high	
		Opportunities for innovative financing/cost sharing			
	Operation / Enforcement	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	moderate/high	income will be generated from site, however high operational and maintenance cost	
Cost of enforcement					
		Average Score			

	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Short Term (1-5 Years) Solutions

Category	Criteria	Criteria Measure	Parking Partnerships - Public Private Partnerships that make use of Private Parking (weekday shared public parking) i.e. Doctor's House; former gas station - Use of parking at municipal and other properties (off-peak, school vacations and weekends) i.e. Pierre Berton Heritage Centre, Library, Kleinburg Public School	On-Street Parking - Parking Lay-by's south of Stegman Mills (as part of Phase 1 of Streetscape MP) - Parking Lay-by's north of John Street (as part of Streetscape MP)
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	partnership will provide sufficient parking supply within short walking distance of core and hot spot areas	● increases public parking supply in core area ●
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
	Traffic Operations	Ability to support event-related parking needs	will reduce circulation within core by drivers looking for available parking	● will reduce traffic circulation within core; impacts on heavy vehicle turning movements to be considered in lay-by location/design ●
		Effects on road capacity/existing congestion on Islington Avenue		
		Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration		
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	pedestrian experience can be improved through parking at desirable locations that close to key destinations	● provides clear separation between parked vehicles and active/multi-modal areas ●
Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)				
Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.		● users would be required to work through redeveloped streetscape ●		
Ability to meet/improve accessibility for users of all abilities		● impact may be limited ●		
Safety impacts on vulnerable users of the core (pedestrians, seniors)		● parking in well lit lots with good accessibility ●		
Planning and Policies	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)	parking spaces to be shared can be reviewed for compliance and upgraded if required	● clear delineation of lay-by parking will distinguish parking from other curbside uses ●	
	Ability to comply with Regional and Municipal Planning Policies			
Social	Effects on private parking	increase area parking supply, can improve availability of parking at private lots	● can reduce demands on private parking at destinations ●	
	Effects on employee/customer experience and business vitality			
Public Perception	Effects on parking requirements for future development	very receptive	● very receptive ●	
	Potential for public acceptance/support or opposition			
Cost/Finance	User cost	more parking options at no noticeable cost	● increased public parking supply at no cost ●	
	Implementation	Cost of driving (i.e. cost of public parking)	● high/can be coordinated with Ph 3 of Islington Streetscape project ●	
		Capital Cost		
		Opportunities for innovative financing/cost sharing		
Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	● based on individual agreements/agreement would need to be negotiated with external stakeholders ●			
Operation / Enforcement	Cost of enforcement	low	● low - barrier free parking ●	
		Average Score	● ●	

<span style="color: red;">●</span>	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
<span style="color: orange;">●</span>	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
<span style="color: green;">●</span>	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Short Term (1-5 Years) Solutions

Category	Criteria	Criteria Measure	Clear Delineation of Parking Spaces / Pedestrian Areas	Bindertwine Park Usage for Group Uses (Cyclists, Employees, Valet, etc.)	
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply, however will enable parking to be efficient within identified areas due to clear delineation	● use of available significant parking supply to accommodate parking needs ●	
		Ability to meet core area future parking demand (i.e. no. of public spaces)			
	Traffic Operations	Ability to support event-related parking needs	no impact	● parking utilized in existing hot spot areas can be made available for other visitors ●	
		Effects on road capacity/existing congestion on Islington Avenue			
		Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration			
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	enhanced connectivity and improved safe walk areas	● park and walk users may have a longer walk than accustomed, to get to core destination ●	
Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)					
Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.		● clear delineation of lay-by parking will distinguish parking from other curbside uses ●			● can potentially remove employee and visitor parking from streetscape within core area ●
Ability to meet/improve accessibility for users of all abilities		● barrier free spaces will easier to identify, reducing misuse ●			● can readily accommodate parking for accessible users ●
Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	improve usage of parking space and will reduce parking in pedestrian areas	● A walkway required to connect the parking lot for multimodal safety. Score assumes no walkway constructed in short term ●		
	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)				
Business / Development	Ability to comply with Regional and Municipal Planning Policies	● individual parking spaces will be clearly marked maximising on street parking ●	● parking will comply with guidelines and policies ●		
Social	Effects on private parking	improve usage of parking space and potential to support business vitality	● encourages longer stay employee parkers to move out of the core enhancing streetscape and also frees up spaces for the vital short stay customers ●		
	Effects on employee/customer experience and business vitality				
Public Perception	Effects on parking requirements for future development	● very receptive ●	● acceptable ●		
Cost/Finance	Potential for public acceptance/support or opposition	no cost to user	● potential for more parking available in the core at no cost ●		
	User cost				
	Cost of driving (i.e. cost of public parking)				
	Capital Cost				
Implementation	Opportunities for innovative financing/cost sharing	low/moderate - part of Islington Avenue Streetscape master plan improvements	● A walkway required to connect the parking lot for multimodal safety. Score assumes no walkway constructed in short term ●		
	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)				
Operation / Enforcement	Cost of enforcement	● low - barrier free parking ●	● overnight parking enforcement ●		
		Average Score	●	●	

●	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
●	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
●	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions






## Evaluation - Short Term (1-5 Years) Solutions

Category	Criteria	Criteria Measure	Wayfinding Strategy to include: - parking signage - parking maps and directories - real time parking solutions (pilot program)	Canada Post Community Mailboxes	
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply for core area demand, but informs users of where there is designated parking available	moves parking requirement completely out of core based on location	
		Ability to meet core area future parking demand (i.e. no. of public spaces)			
	Traffic Operations	Ability to support event-related parking needs	reduces traffic circulation but likely to increase vehicles parked on side streets	potential to reduce post-office trips through the core and/or reduce circulation if parking at post office plaza is full	
		Effects on road capacity/existing congestion on Islington Avenue			
		Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration			
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	easier to park and walk	likely to reduce efforts to search for parking, and increase walkability and safety	
		Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)			
Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.		signage can be used to delineate space for specific curbside uses			minimal impact
Ability to meet/improve accessibility for users of all abilities		improved signage for accessible parking			
Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	potential to reduce conflicts with non-motorized users of the boulevard with better pavement markings or wayfinding information	may improve safety due to less conflict		
	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)				
Social	Business / Development	Ability to comply with Regional and Municipal Planning Policies	in line with COV urban design guidelines, Islington Streetscape Master Plan etc.	would be based on applicable standards	
		Effects on private parking	potential to improve parking clarity on-street and increase business vitality	improved private parking at the Canada Post Plaza and potential reduction of parking on other properties for post office customers	
	Effects on employee/customer experience and business vitality				
Public Perception	Effects on parking requirements for future development	very good	highly receptive		
	Potential for public acceptance/support or opposition				
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	improved parking clarity and efficiency at no user cost	any potential cost associated with accessing new location likely to be negligible (short stay/marginal increase in distance if any). Improved experience at virtually no cost	
		Capital Cost			
	Implementation	Opportunities for innovative financing/cost sharing	low cost/easy to implement	although physical implementation is easy/low cost, agreement to do so and operations are dependent on Canada Post, an external stakeholder	
		Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)			
Operation / Enforcement	Cost of enforcement	low life cycle cost of signage and enforcement	none		
		Average Score			

	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Medium Term (5-10 Years) Solutions

Category	Criteria	Criteria Measure	Paid Parking (development and implement pricing strategy for parking within village core)	Parking Structure		
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply for core area demand, introduction with parking authority can improve parking availability by increasing turnover and reducing illegal parking	increases public parking supply for visitors, employees, residents, as parking demand increase with new business and residents to the area		
		Ability to meet core area future parking demand (i.e. no. of public spaces)				
	Traffic Operations	Ability to support event-related parking needs	may increase circulation/infiltration if users are not willing to use paid parking in the core and want to park on side streets or in private lots	will assist in reducing circulation within core as alternative options for centralized parking available that would limit structure being the main focal point for vehicles seeking parking		
		Effects on road capacity/existing congestion on Islington Avenue infiltration				
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	may encourage more pedestrians/cyclist activity	can encourage driving to the core		
		Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)				
		Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.			maintains existing curbside uses and public realm features	freed curbside to accommodate new activity
		Ability to meet/improve accessibility for users of all abilities			accessible spaces maybe delineated more clearly	barrier free spaces can be provided to meet area needs
	Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	no significant changes to safety or security	can be used as a socializing area, congregating groups may be intimidating to users		
		Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)				
	Ability to comply with Regional and Municipal Planning Policies	in line with regional policies and other municipalities' parking strategies for downtown cores	not consistent with planning policies to move away from parking structures and promote alternative travel modes for core areas			
Social	Business / Development	Effects on private parking	potential to increase parking issues in private lots or reduce customers	can improve availability of parking at private lots, structure may increase drivers to the core that will ultimately utilize freed parking spaces in private lots		
		Effects on employee/customer experience and business vitality				
	Public Perception	Potential for public acceptance/support or opposition	likely to face significant public opposition	increased parking would be accepted by public, payment likely to be common within core area		
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	cost for previously free parking spaces	users likely to have been introduced to paid parking in the core, can issue a discount for residents of Kleinburg/other groups should they choose to park in the structure		
		Capital Cost				
	Implementation	Opportunities for innovative financing/cost sharing	requires review of pricing strategy, pay-parking systems	very high		
		Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)				
	Operation / Enforcement	Cost of enforcement	moderate/high	income will be generated from site, however high operational and maintenance cost		
		Average Score				

	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Medium Term (5-10 Years) Solutions

Category	Criteria	Criteria Measure	Public Private Partnerships	Consolidated Private Parking		
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	partnership will increase study area parking supply within short walking distance of core	likely to allow efficient parking utilization for future parking demands		
		Ability to meet core area future parking demand (i.e. no. of public spaces)				
	Traffic Operations	Ability to support event-related parking needs	will reduce circulation within core	will reduce traffic circulation within core; driveway consolidation can improve through traffic movement		
		Effects on road capacity/existing congestion on Islington Avenue infiltration				
	Sustainable Transportation, Safety and Accessibility	Effects on turning movements (heavy vehicles)	it encourages the concept of parking once and walk around the area	no impact on active/multi-modal transportation		
		Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)				
		Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.			promotes the public realm as users would park and walk through the redeveloped streetscape	potential to free curbside to accommodate new activity
		Ability to meet/improve accessibility for users of all abilities			ability to meet accessibility requirements may be impacted/limited by infrastructure of existing	no impact
	Planning and Policies	Safety impacts on vulnerable users of the core (pedestrians, seniors)	parking in well lit lots with good accessibility	reduces conflict points between vehicles and pedestrians/cyclists		
		Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)				
Social	Business / Development	Ability to comply with Regional and Municipal Planning Policies	parking spaces for new developments will meet design guidelines	in line with regional and municipalities policy and parking strategies for downtown cores		
		Effects on private parking	increase in available study area parking supply	appropriate development parking to be provided to meet business/visitor requirements		
	Effects on employee/customer experience and business vitality					
Cost/Finance	Public Perception	Potential for public acceptance/support or opposition	very acceptable	potential for opposition from business owners		
	User cost	Cost of driving (i.e. cost of public parking)	minimal cost to user to access parking	improved parking experience at no cost		
Implementation		Capital Cost	based on individual agreements/agreement would need to be negotiated with external stakeholders	low/moderate		
		Opportunities for innovative financing/cost sharing				
Operation / Enforcement	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	low	low			
		Average Score				

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<span style="color: orange;">●</span>	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
<span style="color: green;">●</span>	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Medium Term (5-10 Years) Solutions

Category	Criteria	Criteria Measure	Parking Authority	Interconnected Bike / Pedestrian Paths
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply for core area demand, but may improve parking availability by increasing turnover and reducing illegal parking	does not increase parking supply, however improved infrastructure for alternate modes may reduce parking demand; improvement in public bicycle and pedestrian path users
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
		Ability to support event-related parking needs		
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue infiltration	little impact on traffic operation	possible mode shift for short trips to Kleinburg, but likely no significant impact to traffic operations
		Effects on turning movements (heavy vehicles)		
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	may encourage more pedestrians/cyclist activity	likely to reduce efforts to search for parking, and increase walkability and safety
		Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	may encourage use of active or other modes of transportation including ride-hailing etc.	minimal impact
		Ability to meet/improve accessibility for users of all abilities	enforcement can aid in ensuring accessible parking spaces are utilized by authorized users	access to boxes to accommodate users of all abilities
		Safety impacts on vulnerable users of the core (pedestrians, seniors)	no significant changes to safety or security	may improve safety due to less conflict
	Planning and Policies	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)		
Social	Business / Development	Effects on private parking	potential to increase parking issues in private lots or reduce customers	improve usage of parking space, and bike parking, potential to support business vitality
		Effects on employee/customer experience and business vitality		
	Public Perception	Effects on parking requirements for future development	potential for public concern if enforcement is overly aggressive	highly receptive improvements to bicycle facilities at no cost
Cost/Finance	User cost	Potential for public acceptance/support or opposition	no cost to user, unless parked illegally	moderate/high
	Implementation	Cost of driving (i.e. cost of public parking)		
		Capital Cost		
		Opportunities for innovative financing/cost sharing	to be established by City	can be coordinated with of Islington Streetscape MP project; further studies and consultation needed to determine cost of infrastructure improvements
Operation / Enforcement	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)			
		Cost of enforcement	moderate	some life cycle costs associated with maintenance
		Average Score		

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<span style="color: orange;">●</span>	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
<span style="color: green;">●</span>	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Medium Term (5-10 Years) Solutions

Category	Criteria	Criteria Measure	Village Square (Pedestrianized)	Real Time Parking / Dynamic Wayfinding Systems
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply, however promotes walking within core ultimately reducing parking demand	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: orange;">●</span> <span>does not increase parking supply for core area demand, but improves parking efficiency</span> <span style="color: orange;">●</span> </div>
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
		Ability to support event-related parking needs		
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue infiltration	reduced through traffic along Islington Avenue, may improve parking operations/efficiency and overall driving experience	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>will reduce traffic circulation within core</span> <span style="color: green;">●</span> </div>
		Effects on turning movements (heavy vehicles)		
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	likely to promote active modes share	could integrate transit info. in digital kiosks
		Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	improves safety of public realm, reducing conflicts with vehicles	improves parking efficiency within core
		Ability to meet/improve accessibility for users of all abilities	potential for accessible features in public realm design	improved signage to accessible parking
		Safety impacts on vulnerable users of the core (pedestrians, seniors) Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)	enhances safety for users	potential to reduce conflicts with non-motorized users of the boulevard with better pavement markings or wayfinding information
	Planning and Policies	Ability to comply with Regional and Municipal Planning Policies	would be based on applicable standards and in line with Islington Streetscape Master Plan	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>would be based on applicable standards</span> <span style="color: green;">●</span> </div>
Social	Business / Development	Effects on private parking	potential to draw more activity to Kleinburg core and support business vitality	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>ability to easily locate parking will potentially draw more activity to Kleinburg core to support business with the village</span> <span style="color: green;">●</span> </div>
		Effects on employee/customer experience and business vitality		
	Public Perception	Potential for public acceptance/support or opposition	very good	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>highly receptive</span> <span style="color: green;">●</span> </div>
Cost/Finance	User cost		no cost to public users	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>improved parking clarity and efficiency at no user cost</span> <span style="color: green;">●</span> </div>
	Implementation	Cost of driving (i.e. cost of public parking)	requires property and agreements/negotiation with private owners	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: orange;">●</span> <span>can be easily implemented</span> <span style="color: green;">●</span> </div>
		Capital Cost		
		Opportunities for innovative financing/cost sharing Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)		
Operation / Enforcement	Cost of enforcement	no operating cost	<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span>low/moderate cost for Kiosk maintenance and updates and real time wayfinding operation</span> <span style="color: green;">●</span> </div>	
		Average Score		<div style="display: flex; align-items: center; gap: 10px;"> <span style="color: green;">●</span> <span></span> <span style="color: green;">●</span> </div>

●	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
●	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
●	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Medium Term (5-10 Years) Solutions

Category	Criteria	Criteria Measure	Eco-mobility & Micro-mobility
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	increased parking for shared or micro-mobility options; likely to allow efficient parking utilization for future parking demands ●
		Ability to meet core area future parking demand (i.e. no. of public spaces)	
		Ability to support event-related parking needs	
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue infiltration	hubs and micromobility to drive changes in travel mode, small impacts on road capacity and vehicle circulation during this horizon ●
		Effects on turning movements (heavy vehicles)	
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	improved last-mile amenities ●
		Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	
		Ability to meet/improve accessibility for users of all abilities	
		Safety impacts on vulnerable users of the core (pedestrians, seniors)	
	Planning and Policies	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)	designated areas for sustainable travel modes improves safety
Ability to comply with Regional and Municipal Planning Policies		in line with regional and municipal policies ●	
Social	Business / Development	Effects on private parking	may increase activity in Kleinburg core and support business vitality ●
		Effects on employee/customer experience and business vitality	
	Effects on parking requirements for future development		
Public Perception	Potential for public acceptance/support or opposition	likely receptive ●	
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	improved parking service at no cost ●
	Implementation	Capital Cost	requires property/planning and consultation, can be coordinated with of Islington Streetscape MP project ●
		Opportunities for innovative financing/cost sharing	
	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)		
Operation / Enforcement	Cost of enforcement	low ●	
		Average Score	●

●	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
●	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
●	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Long Term (2041 Horizon) Solutions

Category	Criteria	Criteria Measure	Paid Parking - Village wide paid parking	Redevelop Old Fire Hall
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply for core area demand, but may improve parking availability by increasing turnover and reducing illegal parking	● increases public parking supply for the core area
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
		Ability to support event-related parking needs		
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration	may increase circulation/infiltration if users are not willing to use paid parking in the core and want to park on side streets or in private lots, short stay rates to be applied to fringe areas of core, also introduce on-street monthly permits to reduce infiltration	● further reduces the need for some vehicles to enter the core, improving circulation
		Effects on turning movements (heavy vehicles)		
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	removing parking related traffic circulation from the core will result in safer pedestrian/cyclist environment	can promote active transportation between parking area and core
		Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	little impact on curbside activity	minimal impact to improve curbside activity, can create niche market for ride-hailing and micromobility services between parking area and core
		Ability to meet/improve accessibility for users of all abilities	implementation of technology to remote pay for parking would improve accessibility for all users	● barrier free spaces can be provided to meet area needs
		Safety impacts on vulnerable users of the core (pedestrians, seniors)	no significant changes to safety or security	lighting and other security measure to be put in place
	Planning and Policies	Ability to comply with Regional and Municipal Planning Policies	in line with regional policies and other municipalities' parking strategies for downtown cores	● in line with regional policies and other municipalities' parking strategies for downtown cores
Social	Business / Development	Effects on private parking	potential to increase parking issues in private lots or reduce customers	● can reduce demands on private parking at destinations; reduce perception of parking shortage and improve business vitality
		Effects on employee/customer experience and business vitality		
	Public Perception	Effects on parking requirements for future development	likely to face significant public opposition	● increased parking would be accepted by public, site is in the same geographic area as the boulevard parking resource so people by this time would be used to walking distance to the core
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	cost for previously free parking spaces	● increased in public parking at typical/low cost
	Implementation	Capital Cost	requires review of pricing strategy, pay-parking systems	● land owned by City can be readily redeveloped, moderate/high capital cost
		Opportunities for innovative financing/cost sharing		
	Operation / Enforcement	Cost of enforcement	moderate/high	● overnight parking enforcement
		Average Score	●	●

●	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
●	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
●	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Evaluation - Long Term (2041 Horizon) Solutions

Category	Criteria	Criteria Measure	Public Parking Structure - Centralized parking structure above/below grade	Review/Implement New Parking Technologies
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	increases public parking supply for visitors, employees, residents, to meet parking demand requirements as parking supply due to partnerships with private entities may no longer be available	● has potential to increase parking supply efficiency through emerging technologies ●
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
		Ability to support event-related parking needs		
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration	will reduce circulation within core, use with parking technology can provide efficient parking	● new technologies likely to streamline parking search, ingress/egress and payment processes, reducing any parking related traffic circulation in the Kleinburg core ●
		Effects on turning movements (heavy vehicles)		
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	can encourage driving to the core	● opportunity to integrate with transit services, pedestrians and cyclist activity ●
		Ability to improve the public realm and safely accommodate curbside activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	minimal impact	● likely to improve curbside use and efficiency ●
		Ability to meet/improve accessibility for users of all abilities	barrier free spaces can be provided to meet area needs	● potential for accessible features in new technologies ●
		Safety impacts on vulnerable users of the core (pedestrians, seniors)	can be use as a socializing area, congregating groups may be intimidating to users, security personal and CCTV may be required for site	● enhances safety for users ●
	Ability to support a sense of security and for Crime Prevention Through Environmental Design (CPTED)			
Planning and Policies	Ability to comply with Regional and Municipal Planning Policies	not consistent with planning policies to move away from parking structures and promote alternative travel modes for core areas	● iin line with COV urban design guidelines and other municipalities' parking strategies for downtown cores ●	
Social	Business / Development	Effects on private parking	can improve availability of parking at private lots, structure may encourage visitors to drive rather than use alternative mode	● potential to draw more activity to Kleinburg core and support business vitality ●
		Effects on employee/customer experience and business vitality		
	Effects on parking requirements for future development			
Public Perception	Potential for public acceptance/support or opposition	increased parking would be accepted by public, pricing and location would have greatest impact on public perception of facility	● very good ●	
Cost/Finance	User cost	Cost of driving (i.e. cost of public parking)	paid parking likely common and pricing and location would have greatest impact on usage	● improves service but may come at a cost for adapting technology ●
	Implementation	Capital Cost	very high	● moderate/high, likely to require coordination with third party vendors ●
		Opportunities for innovative financing/cost sharing		
	Operation / Enforcement	Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	income will be generated from site, however high operational and maintenance cost	● low/moderate ●
		Cost of enforcement		
		Average Score	●	● Average Score ●

●	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
●	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
●	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions



## Evaluation - Long Term (2041 Horizon) Solutions

Category	Criteria	Criteria Measure	Pedestrian-only Village Core	Mode-shift via Transit and TDM
Technical	Parking Capacity	Ability to meet core area existing parking demand (i.e. no. of public spaces)	does not increase parking supply, however promotes walking within core ultimately reducing parking demand	can reduce the number of vehicles parking in the core, thus aids in parking supply meeting demand
		Ability to meet core area future parking demand (i.e. no. of public spaces)		
		Ability to support event-related parking needs		
	Traffic Operations	Effects on road capacity/existing congestion on Islington Avenue Potential for increasing/decreasing traffic circulation within core or neighbourhood infiltration	eliminates through traffic along Islington Avenue within the core, will create a shift for through traffic Highway 27 or to local roads in study area	mode shift to transit and other alternative modes can reduce area traffic volumes, improve traffic operation
		Effects on turning movements (heavy vehicles)		
	Sustainable Transportation, Safety and Accessibility	Effects on existing and future active/multi-modal transportation (connectivity/amenities/experience)	likely to further increase active modes share	will increase demand for service
		Ability to improve the public realm and safely accommodate curb side activity, i.e. ride-hailing, access to off-street parking/transit, municipal services etc.	improves safety of public realm, reducing conflicts with vehicles	can be used to connect to trips using other travel modes
		Ability to meet/improve accessibility for users of all abilities	accessible features to be provided in public realm	AODA and accessibility standards to be met
		Safety impacts on vulnerable users of the core (pedestrians, seniors)	eliminates any conflicts between auto and non-auto travel modes, improving safety for users	focus on sustainable modes will result in improved safety
	Planning and Policies	Ability to comply with Regional and Municipal Planning Policies	would be based on applicable standards and in line with Islington Streetscape Master Plan	will comply with Regional and Municipal guidelines and will support public realm improvements
Social	Business / Development	Effects on private parking	pedestrian traffic and other non-auto traffic likely to increase in Kleinburg core, would impact access to existing parking in core	may result in some increase in area parking supply and can improve availability of parking at private lots
		Effects on employee/customer experience and business vitality		
	Public Perception	Effects on parking requirements for future development	some opposition expected to elimination of through traffic	likely to be supported
Cost/Finance	User cost	Potential for public acceptance/support or opposition	no cost to public users	improved parking experience at no user cost
	Implementation	Cost of driving (i.e. cost of public parking)		
		Capital Cost Opportunities for innovative financing/cost sharing Ease of implementation (time to implement, potential to implement as part of on-going/approved City projects)	minimal investment to make pedestrian only	low/moderate cost of TDM planning/initiatives and coordination, transit to be improved over time based on ridership
	Operation / Enforcement	Cost of enforcement	no operating cost	lifecycle cost of TDM initiatives/transit improvements
		Average Score		

	Poor	Indicates that the solution has performs poorly against the criteria measures, is not able to support the criteria or provide improvements; or, results in worse conditions than the existing
	Fair	Indicates that the solution has fair performance against the criteria measures, maintains or slightly improves existing conditions
	Good	Indicates that the solution performs well against the criteria measures or improves existing conditions

## Appendix G: Parkade Feasibility and Cost





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## 1 PARKADE FEASIBILITY

Flowing out of the evaluation of the parking demand and supply balance over the course of short to long-term planning horizons raises the issue of whether it is feasible to provide public space in the form of a parking structure.

Based on the parking forecasting, it is anticipated that there will be no shortage in parking supply within the Kleinburg Village Core during any of the forecasted terms. Therefore, the likelihood of a parking building structure being constructed in Kleinburg is unlikely as the construction and maintenance cost greatly outweigh the benefits. In this section, we will discuss the following:

- General non-Kleinburg specific capital costs of the construction of structured parking space.
- Determine the level of parking activity that needs to happen to pay costs of borrowing money to build that space.
- Discuss briefly available construction technologies that might be pursued so that costs are manageable.
- Benefits and challenges related to an investment into the construction and then management of structured parking.
- Briefly scan the Village core for any potential sites that might be suitable as a development with some component of public structured parking space.

## 2 PRECAST CONCRETE APPROACH

The precast concrete parking structure is the most typical and common type of parking structure usually built. A precast concrete parking structure typically includes features such as:

- 2.6 m to 2.7 m wide parking spaces
- Precast concrete superstructure
- Precast concrete façade with a basic reveal pattern
- Glass backed elevators and unenclosed stairs clad with exterior glass curtain wall
- Standard wayfinding and signage
- Shallow spread footing foundations
- **All above grade construction**
- Open parking structure with natural ventilation without mechanical ventilation or fire sprinklers
- **Little or no grade level commercial space**
- Basic parking access and revenue control system
- Energy efficient fluorescent or LED lighting

The cost of the parking structure will increase if it includes enhanced features such as:

- 2.74 m wide parking spaces for better user comfort
- Cast-in-place post-tensioned concrete superstructure for lower maintenance
- Attractive façade with adorned precast, brick, metal panels and other materials
- ParkSmart Certification following the Green Business Certification, Inc (GBCI) program”

### 3 PARKADE COST OF CONSTRUCTION

WGI (formally Karl Walker) based in the USA, provided an extensive comparison of the construction costs related to structured parking facilities in their online document cited in the footnote. The **median** construction cost for a new parking structure is in the order of \$1152 dollars per square meter<sup>1</sup>. It should be noted that the construction cost data does not include costs for items such as land acquisition, architectural and engineering fees, environmental evaluations, materials testing, special inspections, geotechnical borings and recommendations, financing, owner administrative and legal, or other project soft costs. Soft costs are typically about 15% to 20% of construction costs but can be higher for owners who allocate their internal costs directly to the project.

In order to get a sense of the magnitude of costs and to explore what kind of parking activity would be necessary to pay back the construction cost, the costs were computed as well as the revenue targets for a poured-in-place concrete structure options.

- WGI estimates of cost were reasonable and well grounded in empirical evidence, and therefore, a 1152 dollars per square meter was considered.
- A typical parking space would be 35 m<sup>2</sup> to 40 m<sup>2</sup>.

**Table 3-1** below provides a detail breakdown on the pay-back estimates for the different types of stall sizes and borrowing costs. The pay-back calculation takes into account average turnover, average daily occupancy, number of optimal days of demand over the course of a month, and a revenue per customer estimate that would generate enough to cover the monthly cost of debenture

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<sup>1</sup> It is especially important to base construction cost estimates on a per **square meter** unit and not per stall or space basis. It should be obvious but the square meter method of expression accounts for varying degrees of engineering efficiencies in the design of stall layouts and stall size municipal requirements, ramp design, column placement and reflects varying levels of experience in the design of such facilities

**Table 3-1 Construction Cost and Pay-back Estimates for Precast Concrete Structure**

Construction Cost/Stall	\$40,425 – most efficient module 35 m <sup>2</sup> per stall	\$40,425– most efficient module 35 m <sup>2</sup> per stall	\$45,815– more typical module 37 m <sup>2</sup> per stall	\$45,815– more typical module 35 m <sup>2</sup> per stall
Estimated Borrowing Cost	3%	6%	3%	6%
Estimated Amortization Period	25 years & 30 years	25 years & 30 years	25 years & 30 years	25 years & 30 years
Payment per Month (Revenue Needed)	\$191.70 & \$170.43	\$260.42 & \$242.37	\$217.26 & \$193.16	\$295.19 & \$274.68
Expected Business Activity to Cover Monthly Capital Cost Payment	Average Turnover – 4.7 to 4.8 Average Daily Occupancy – 64 to 67 percent Required Revenue Days - 24 to 25 per month Revenue per Vehicle - \$2.34 to \$2.41	Average Turnover – 4.9 to 5.0 Average Daily Occupancy – 69 to 70 percent Required Revenue Days - 25 per month Revenue per Vehicle - \$2.92 to \$2.98	Average Turnover – 4.6 to 4.8 Average Daily Occupancy – 65 to 67 percent Required Revenue Days – 23 to 24 per month Revenue per Vehicle - \$2.76 to \$2.84	Average Turnover – 4.9 to 5.0 Average Daily Occupancy – 69 to 70 percent Required Revenue Days - 25 per month Revenue per Vehicle - \$3.31 to \$3.37
Expected Business and Field Activity	<p>Using four (4) full survey days conducted in the summer and fall of 2019, the overall average turnover was 2.69 and the average daily occupancy of surveyed spaces was 45 percent. The model here then requires a significant increase in volume of customers and of average occupancy of parking space than is currently experienced. The level of activity shown here needs to occur throughout the year, but we know that the Village core’s attraction is seasonal in nature.</p> <p>Parking industry sees the turnover of structured spaces – given other parking options in the marketplace – to be about half of what is experienced on the street public spaces.</p>			
<p><b>Note: The average construction cost is expected to be \$43,120 ((40425+45815)/2)</b></p>				

**4 CONCLUSION**

The review of the parking demand projection suggested that during the short, medium, and long term there would be surplus of parking supply. This indicates that there is no need to invest in a parking structure but more ways to help people find parking stalls within the Kleinburg Village Core to better utilize the parking. Although, if a parking structure is pursued it would cost approximately on average \$43,120 per stall.

# Appendix H: Online Survey and Results



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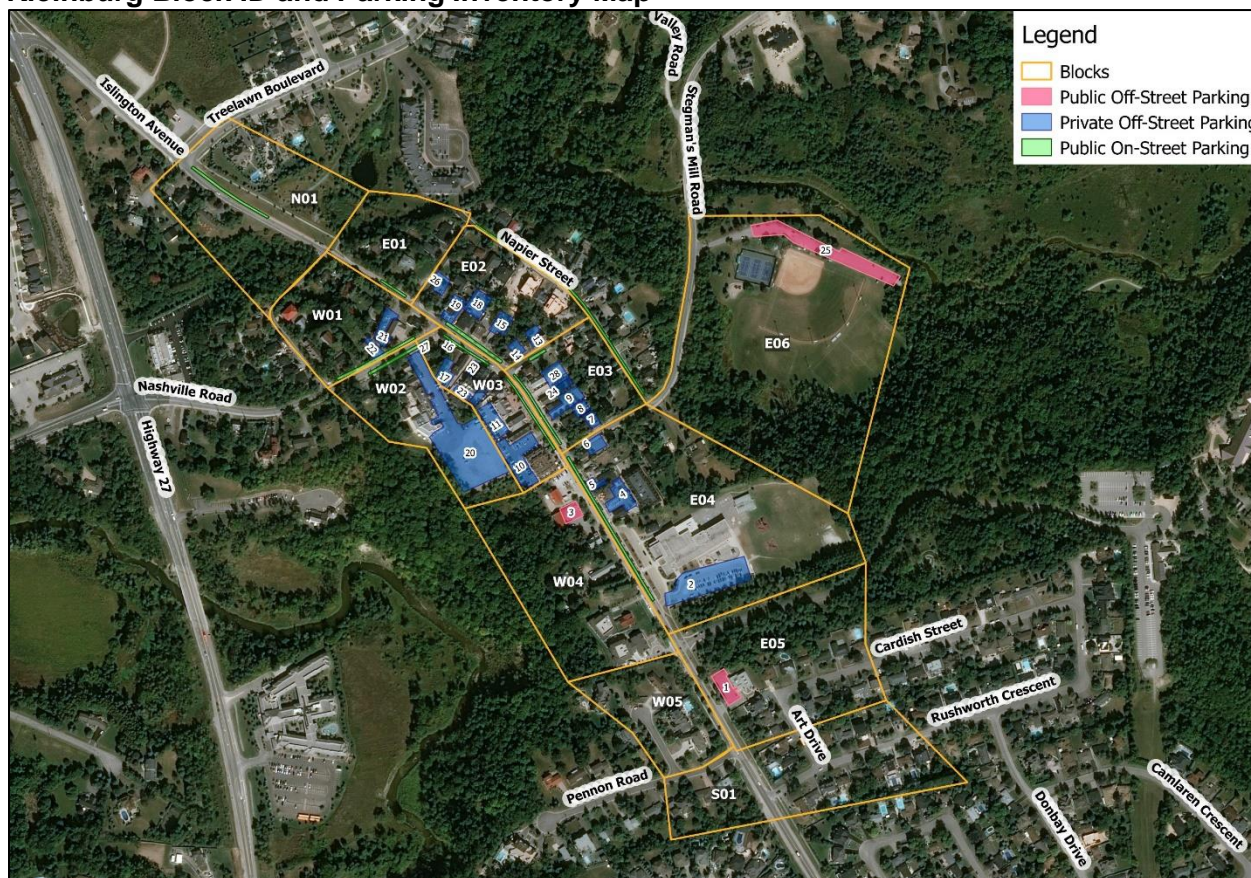
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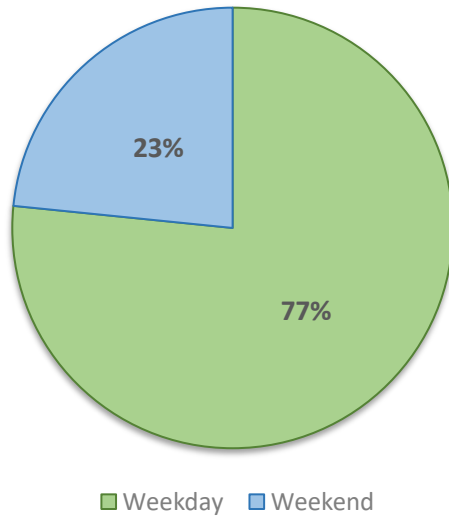
### ONLINE SURVEY #1

The Online Survey # 1 was available online from September 17, 2019 to October 31, 2019. A total of 238 responses were collected via the SurveyMonkey platform. The purpose of this first survey was to collect input on current parking needs, including issues, opportunities and desired outcomes.

### Kleinburg Block ID and Parking Inventory Map

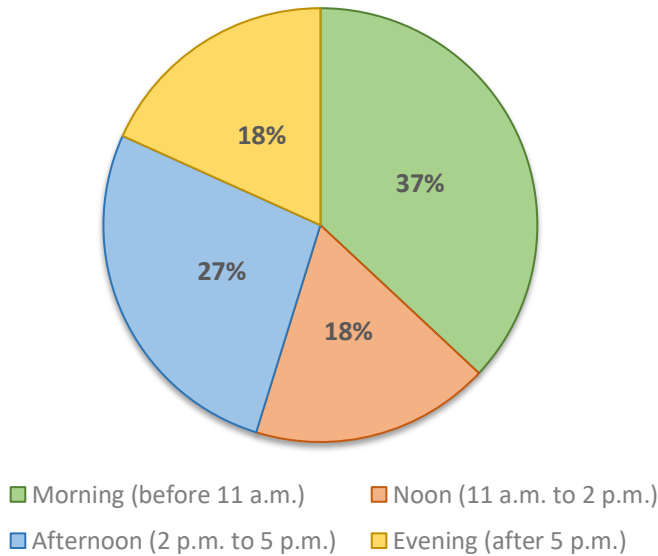


**Q. 1 When was the last time you visited Kleinburg?**



Answered: 235, Skipped: 3

**Q.2. What part of the day was that trip?**

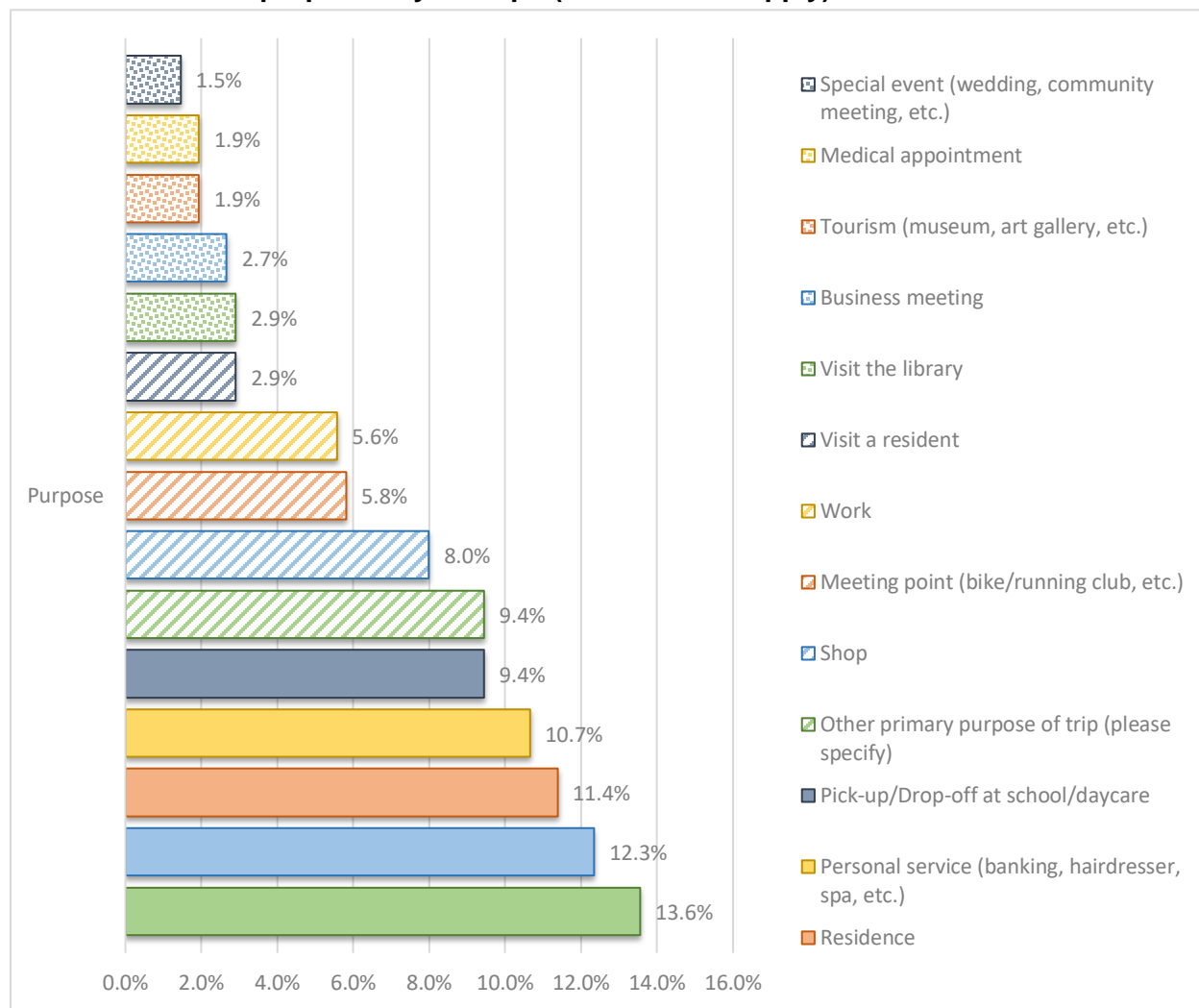


Answered: 230, Skipped: 8

Key Findings:

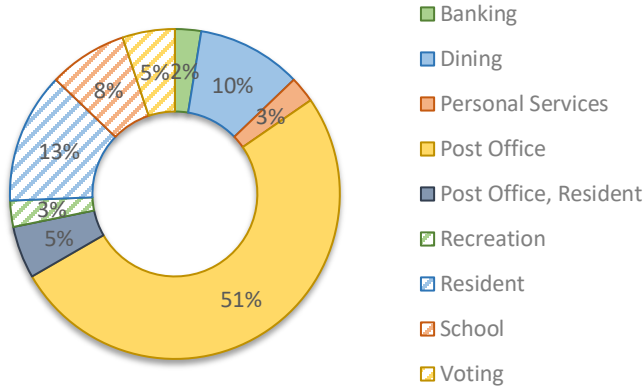
- Majority (**77%**) of the respondents visited Kleinburg on a **weekday**.
- Most (**37%**) respondents visited in the **morning (before 11 a.m.)** while **27%** visited during the **afternoon (2 p.m. to 5 p.m.)**.

**Q.3. What was the purpose of your trip? (select all that apply)**



Answered: 236, Skipped: 2

"Other" primary purpose of trip



**Key Comments:**

*"To pick up mail at the Kleinburg Post office"*

*"Voting federal election"*

*"I am a resident and, in the village, everyday driving through for various reasons, work, post office, kids at school, etc."*

*"Drug store, dry cleaner and post office"*

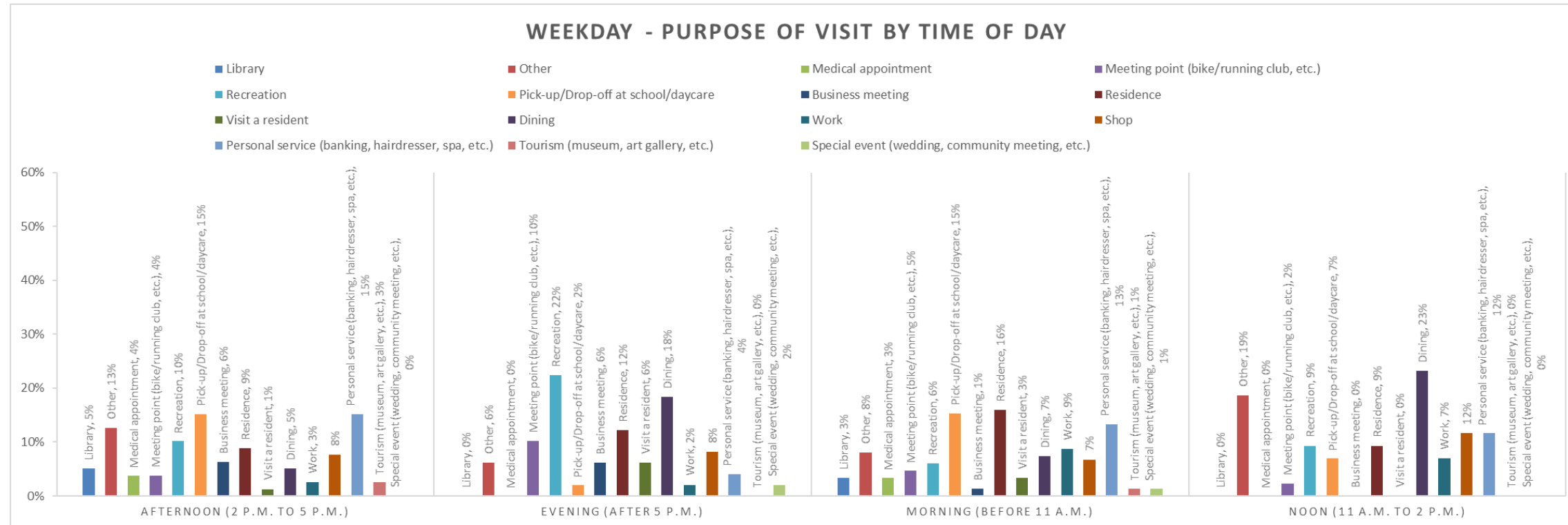
*"Going for a tea"*

**Key Findings:**

- Majority of responses (14%) for primary purpose of trip was "Recreation", closely followed by "Dining" (12%).
- At least 11% of responses from residents of Kleinburg.
- Amongst those who selected "Other" as the primary purpose of their trip, 51% of responses were trips to the Kleinburg Post Office.



Cross Tabulation of Day of Week, Time of Day and Purpose of Visit



Key Findings:

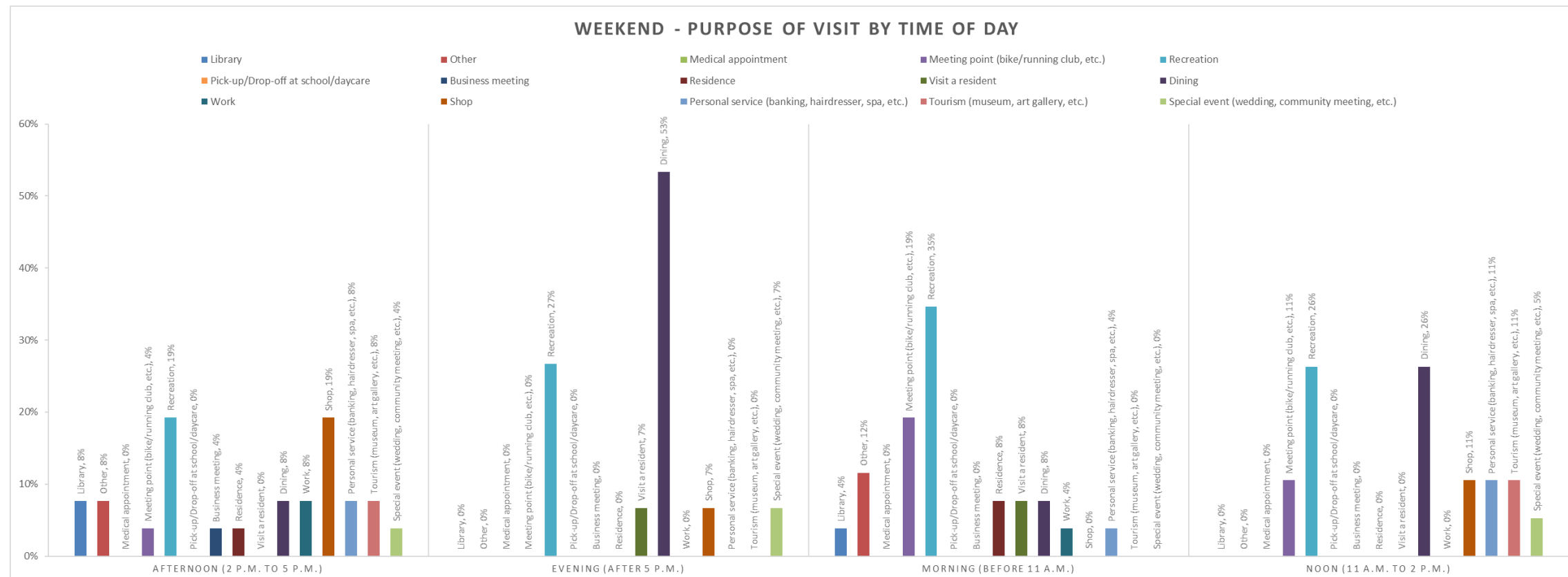
- Morning (before 11 a.m.):

  - On weekday – majority traveled to Kleinburg as Residents or to Pick-up Drop Off at school/day care
  - On the weekend – majority traveled to Kleinburg for Recreation or for a Meeting Point for other activities (bike/running club, etc.)
- Noon (12 noon to 2 p.m.):

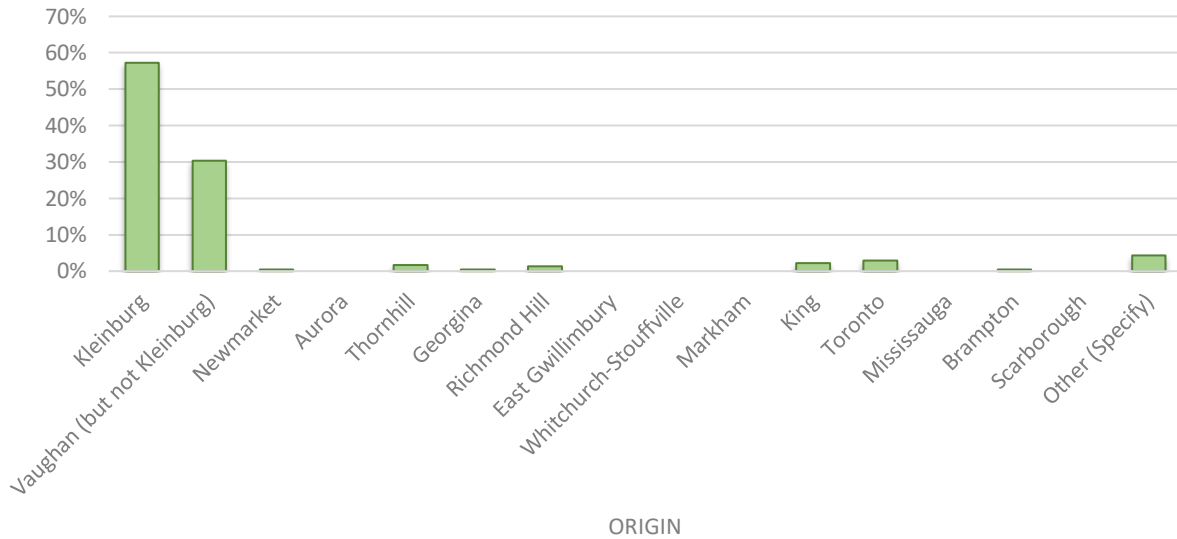
  - On weekday – Dining was the most common purpose of trip
  - On the weekend – Dining and Recreation were the most common purposes of trip
- Afternoon (when to when):

  - On weekday – majority traveled to Kleinburg for Personal Services or to Pick-up/Drop-Off at school/day care
  - On the weekend – majority traveled to Kleinburg for Recreational activities or Shopping
- Evening (when to when):

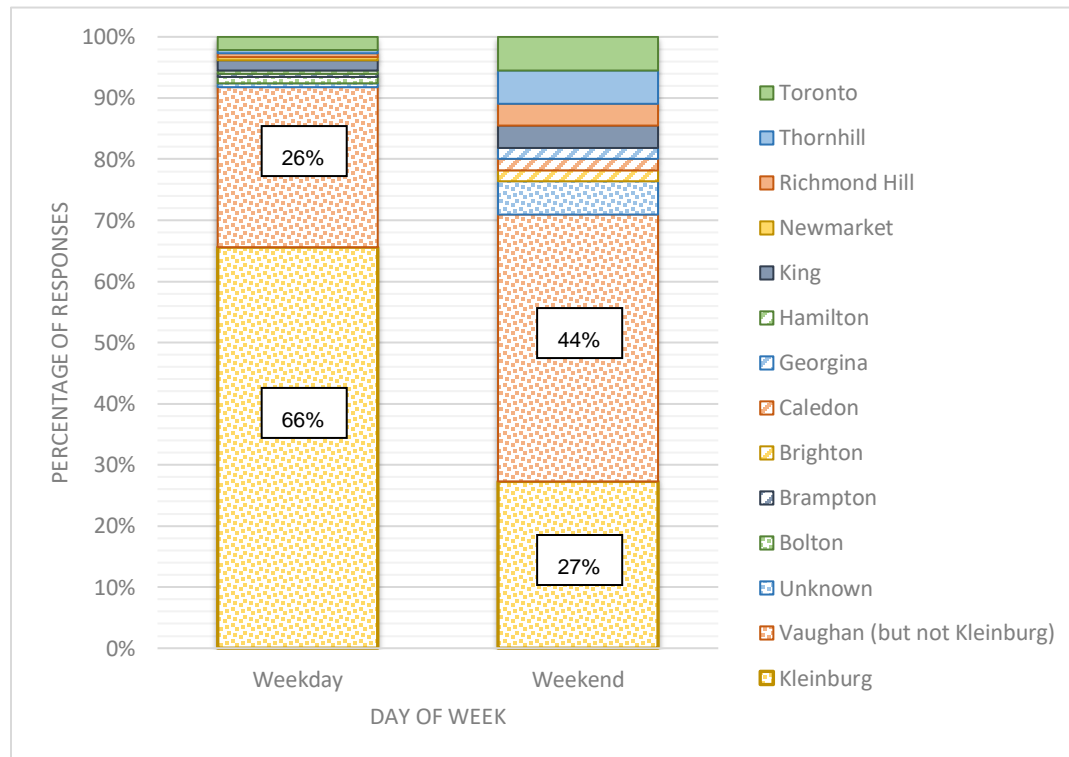
  - On weekday – majority traveled to Kleinburg for Recreation and Dining
  - On the weekend – over half of all responses indicated dining as a primary purpose of trip



**Q.4. Where were you coming from?**



Answered: 234, Skipped:4



**Key Findings:**

- **92%** of visitors to Kleinburg were from **Kleinburg or Vaughan** (external to Kleinburg) during the weekday.
- **71%** of visitors to Kleinburg were from **Kleinburg or Vaughan** (external to Kleinburg) during the weekend. Weekend visitors included origins as far as Toronto, Hamilton and Georgina.

**Q. 5. How many places did you visit during your trip to Kleinburg?**

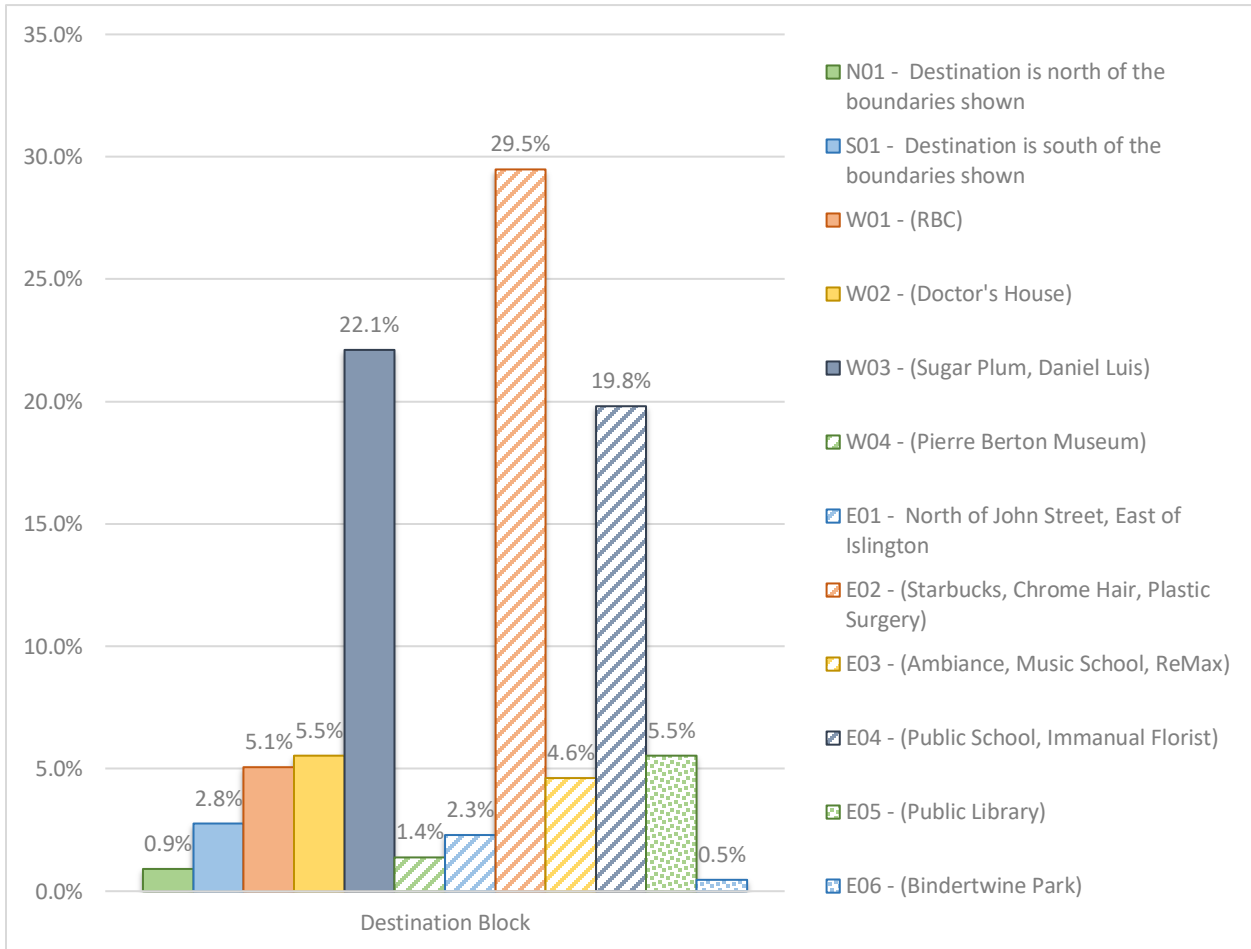


Answered: 230, Skipped: 8

**Key Findings:**

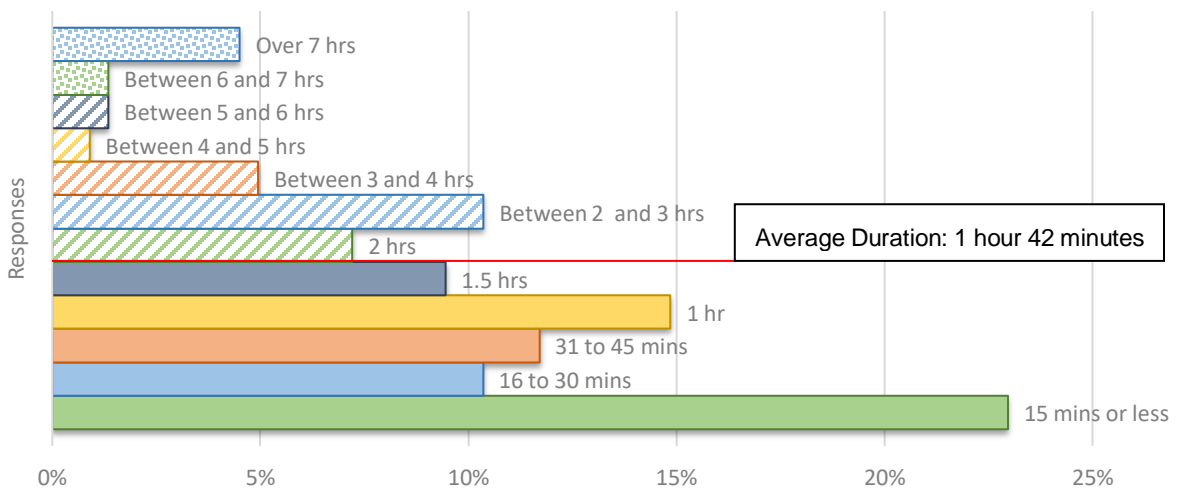
- **51%** of visitors to Kleinburg visited 2 or more locations during their stay.

**Q.6. Select the block where your first destination was located.**



Answered: 217, Skipped:21

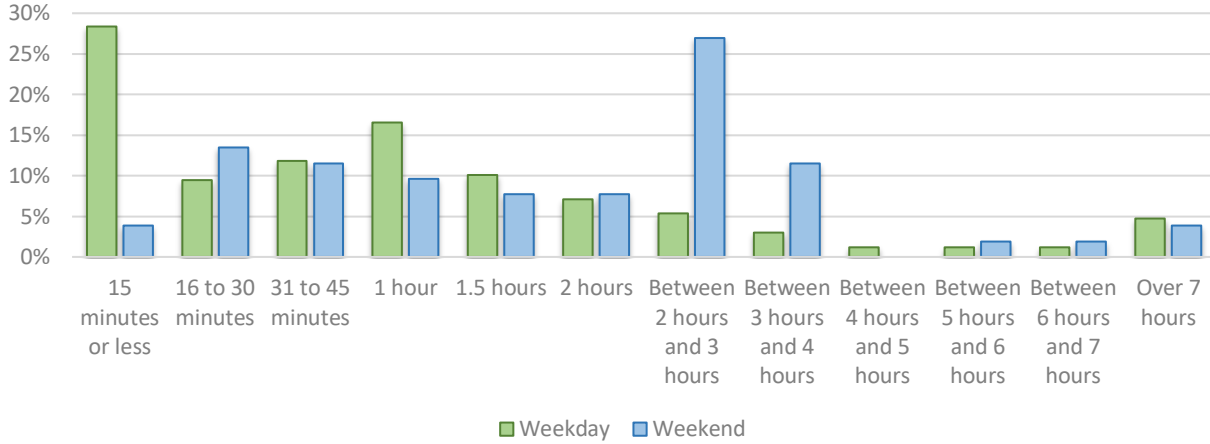
**Q. 7. How long did you stay in the area?**





Answered: 222, Skipped: 16

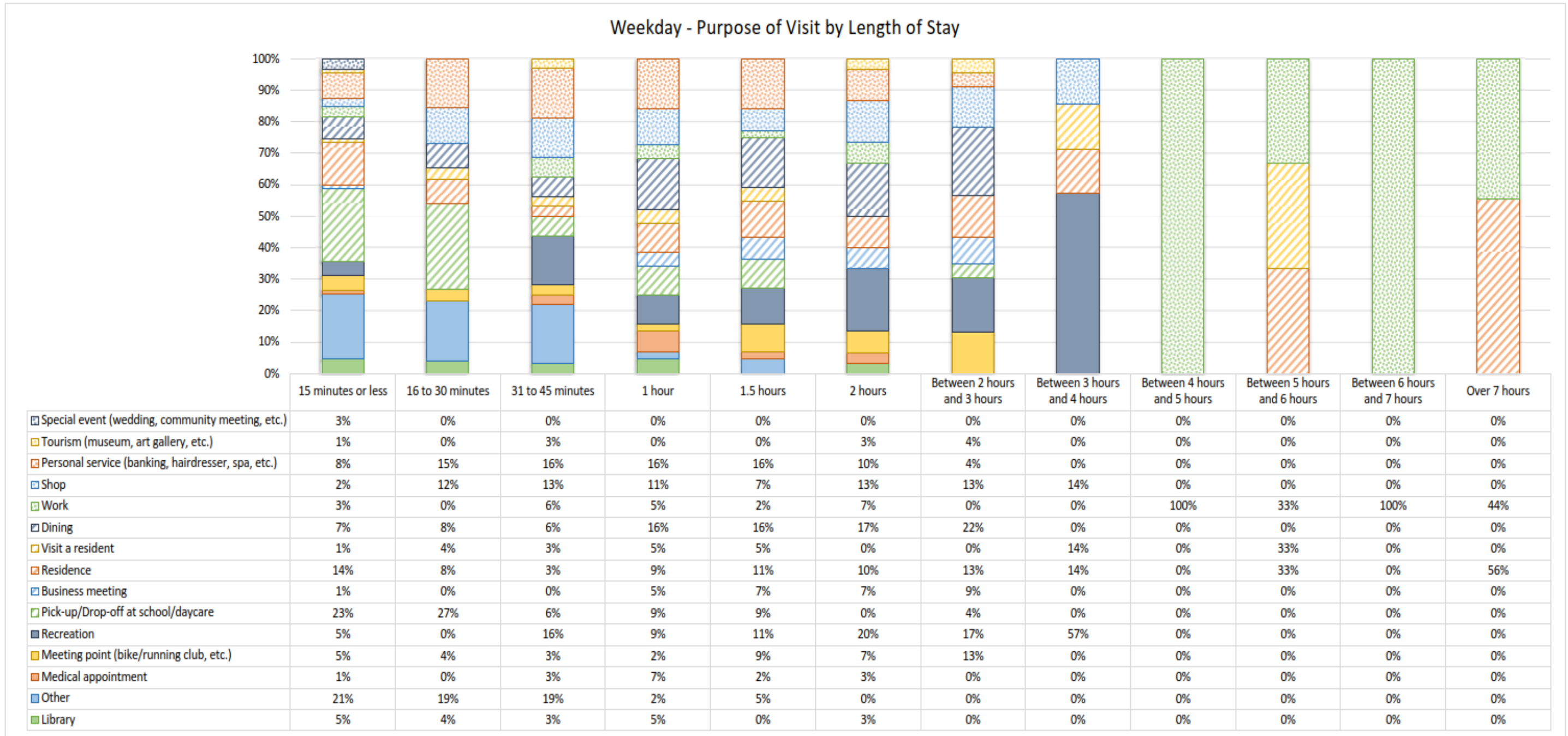
**Cross Tabulation of Day of Week and Length of Stay**



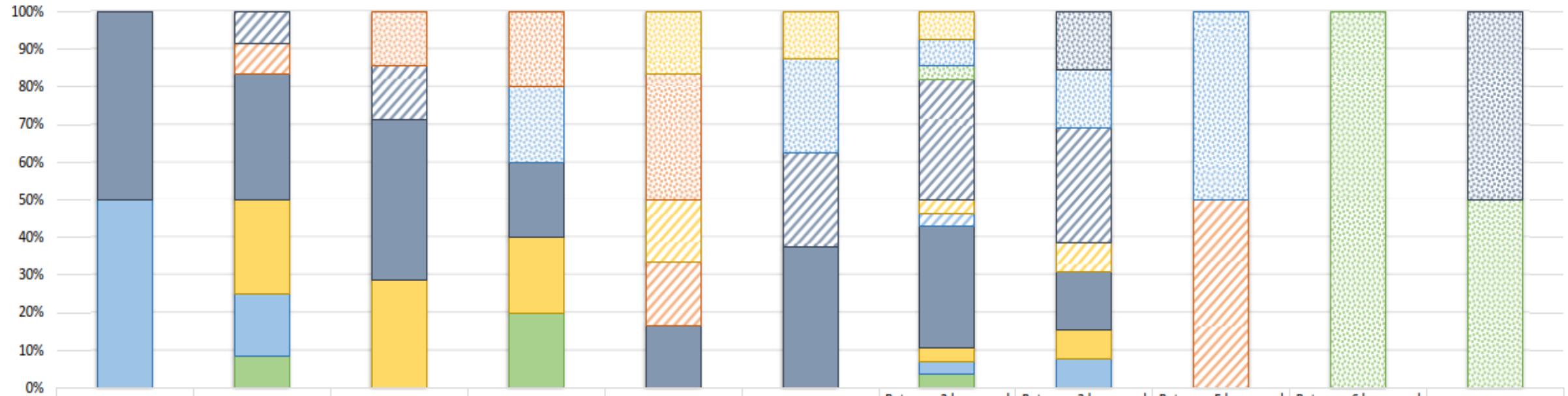
**Key Findings:**

- Most respondents (**73%**) visited **up to 2 places** in Kleinburg during their trip, while approximately 9% traveled to Kleinburg to **only a meeting point** for other activities not specific to Kleinburg.
- The most popular destination blocks were: **E02** – containing Starbucks, Chrome Hair, Kleinburg Plastic Surgery; **W03** – containing Sugar Plum, Daniel Luis Hair Salon; and, **E04** – containing Kleinburg Public School, Immanuel Florists.
- The highest proportion of respondents (**23%**) stayed in Kleinburg for **15 minutes or less**, followed by those who stayed for **1 hour (14%)**. Less than **25%** of respondents in total stayed in the area **above 2 hours**. Of these visitors, most stayed between **2 to 4 hours**, while a total of **4.5%** respondents stayed over **7 hours**.

Cross Tabulation of Day of Week, Length of Stay and Purpose of Visit



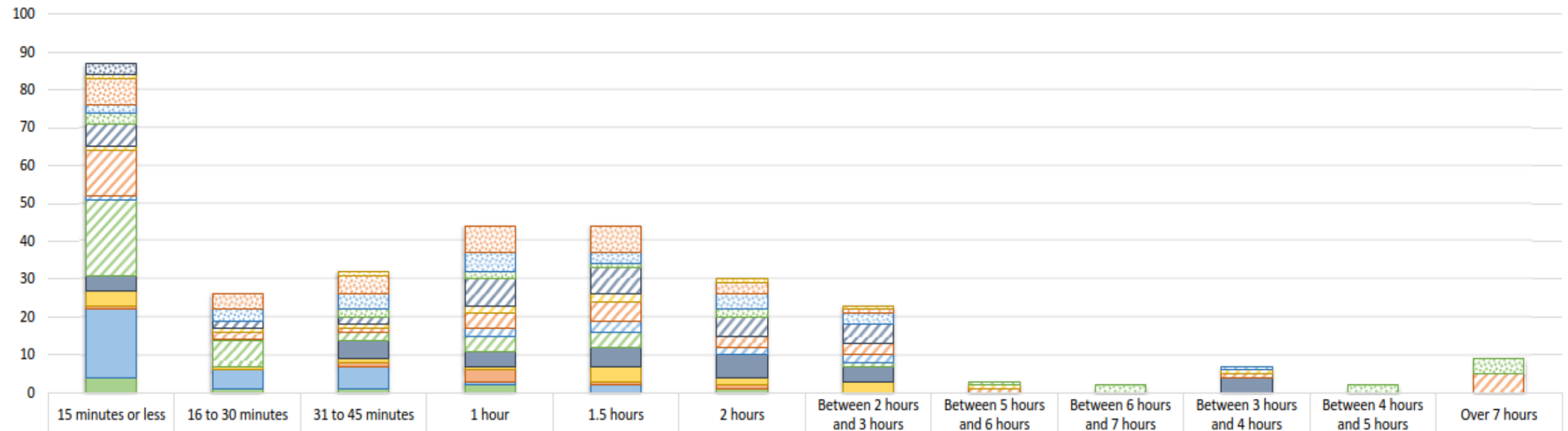
Weekend - Purpose of Visit by Length of Stay



	15 minutes or less	16 to 30 minutes	31 to 45 minutes	1 hour	1.5 hours	2 hours	Between 2 hours and 3 hours	Between 3 hours and 4 hours	Between 5 hours and 6 hours	Between 6 hours and 7 hours	Over 7 hours
Special event (wedding, community meeting, etc.)	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	50%
Tourism (museum, art gallery, etc.)	0%	0%	0%	0%	17%	13%	7%	0%	0%	0%	0%
Personal service (banking, hairdresser, spa, etc.)	0%	0%	14%	20%	33%	0%	0%	0%	0%	0%	0%
Shop	0%	0%	0%	20%	0%	25%	7%	15%	50%	0%	0%
Work	0%	0%	0%	0%	0%	0%	4%	0%	0%	100%	50%
Dining	0%	8%	14%	0%	0%	25%	32%	31%	0%	0%	0%
Visit a resident	0%	0%	0%	0%	17%	0%	4%	8%	0%	0%	0%
Residence	0%	8%	0%	0%	17%	0%	0%	0%	50%	0%	0%
Business meeting	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
Pick-up/Drop-off at school/daycare	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Recreation	50%	33%	43%	20%	17%	38%	32%	15%	0%	0%	0%
Meeting point (bike/running club, etc.)	0%	25%	29%	20%	0%	0%	4%	8%	0%	0%	0%
Medical appointment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	50%	17%	0%	0%	0%	0%	4%	8%	0%	0%	0%
Library	0%	8%	0%	20%	0%	0%	4%	0%	0%	0%	0%



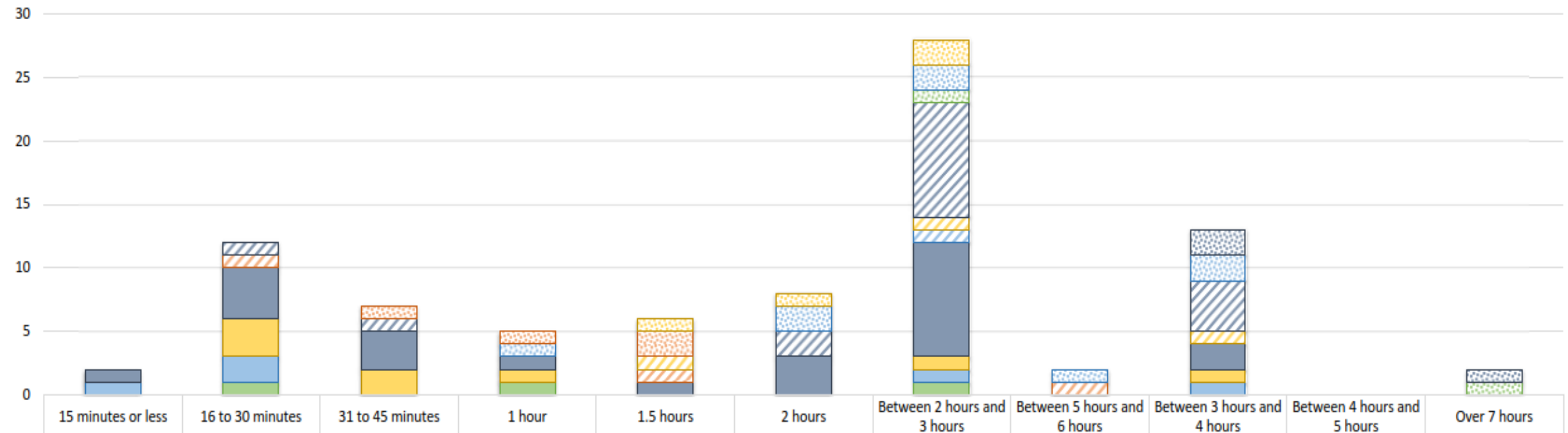
Weekday - Purpose of Visit by Length of Stay



	15 minutes or less	16 to 30 minutes	31 to 45 minutes	1 hour	1.5 hours	2 hours	Between 2 hours and 3 hours	Between 5 hours and 6 hours	Between 6 hours and 7 hours	Between 3 hours and 4 hours	Between 4 hours and 5 hours	Over 7 hours
Special event (wedding, community meeting, etc.)	3											
Tourism (museum, art gallery, etc.)	1		1			1	1					
Personal service (banking, hairdresser, spa, etc.)	7	4	5	7	7	3	1					
Shop	2	3	4	5	3	4	3			1		
Work	3		2	2	1	2		1	2		2	4
Dining	6	2	2	7	7	5	5					
Visit a resident	1	1	1	2	2			1		1		
Residence	12	2	1	4	5	3	3	1		1		5
Business meeting	1			2	3	2	2					
Pick-up/Drop-off at school/daycare	20	7	2	4	4		1					
Recreation	4		5	4	5	6	4			4		
Meeting point (bike/running club, etc.)	4	1	1	1	4	2	3					
Medical appointment	1		1	3	1	1						
Other	18	5	6	1	2							
Library	4	1	1	2		1						



Weekend - Purpose of Visit by Length of Stay



	15 minutes or less	16 to 30 minutes	31 to 45 minutes	1 hour	1.5 hours	2 hours	Between 2 hours and 3 hours	Between 5 hours and 6 hours	Between 3 hours and 4 hours	Between 4 hours and 5 hours	Over 7 hours
Special event (wedding, community meeting, etc.)									2		1
Tourism (museum, art gallery, etc.)					1	1	2				
Personal service (banking, hairdresser, spa, etc.)			1	1	2						
Shop				1		2	2	1	2		
Work							1				1
Dining		1	1			2	9		4		
Visit a resident					1		1		1		
Residence		1			1			1			
Business meeting							1				
Pick-up/Drop-off at school/daycare											
Recreation	1	4	3	1	1	3	9		2		
Meeting point (bike/running club, etc.)		3	2	1			1		1		
Medical appointment											
Other	1	2					1		1		
Library		1		1			1				

**Key Findings:**

- Weekdays
  - Short/medium duration trips (**less than 4 hours**) were made for a **variety of purposes**, while the longer duration trips (**more than 4 hours**) were made for select purposes including: “**work**”, “**visit a resident**”, or “**residence**”.
  - Amongst short/medium duration trips, “**pick-up/drop-off at school/daycare**” required typically **15- or 30-minute** durations of stay. “**Dining**” trips required typically between **1 hour and 3 hours** durations of stay.
- Weekends:
  - Short/medium trips up to 2 hours had fewer variation in purpose than those with between and 2 and 4 hours. Recreational trips were made for as little as 15 minutes to as long as 4 hours.
  - Similar to weekdays, the **long duration** stays were for select purposes such as: “**Special Event** (e.g. wedding, community meeting etc.)”, “**work**”, “**residence**” and “**shopping**”.

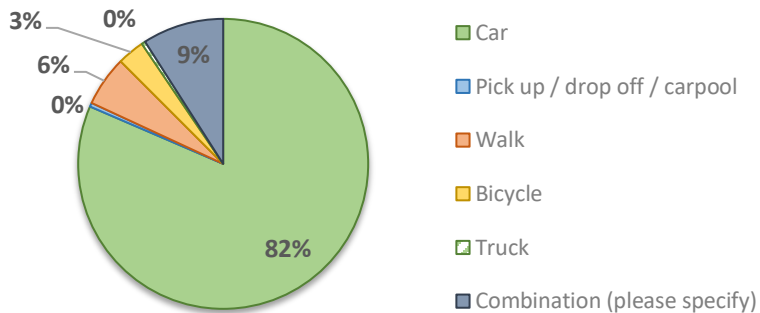
**Q. 8. How often do you visit Kleinburg for non-work purposes?**



Answered: 233, Skipped: 5

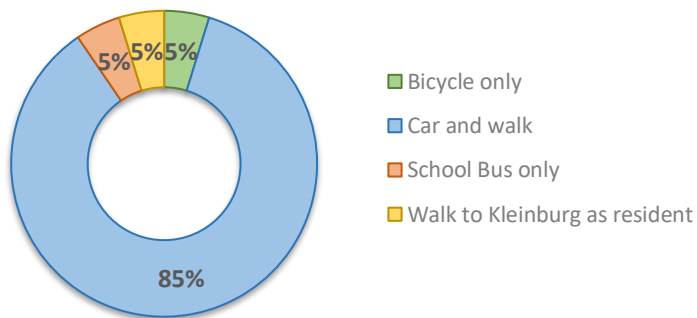
**Q. 9. How did you travel to Kleinburg?**

Mode of Travel

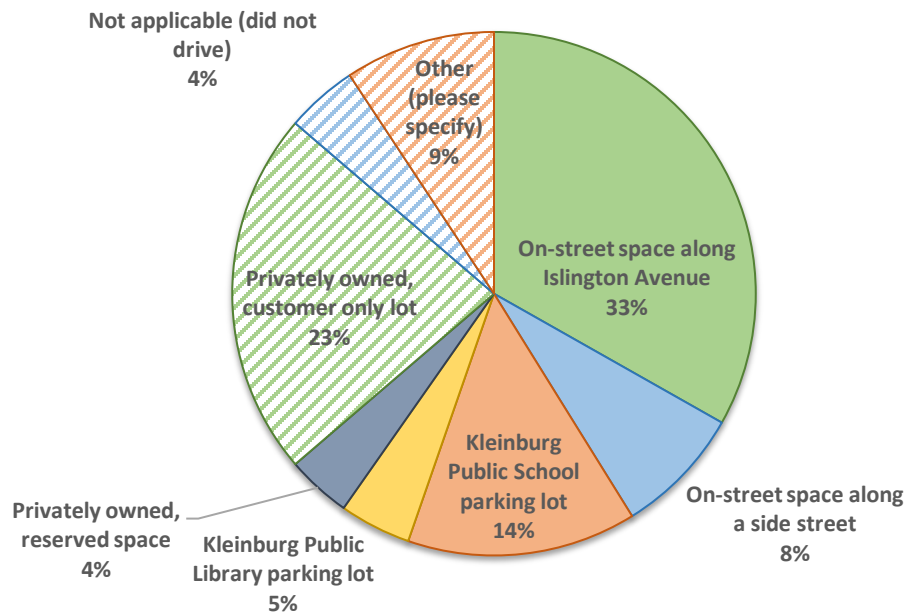


Answered: 232, Skipped: 6

Mode(s) specified in "Combination"

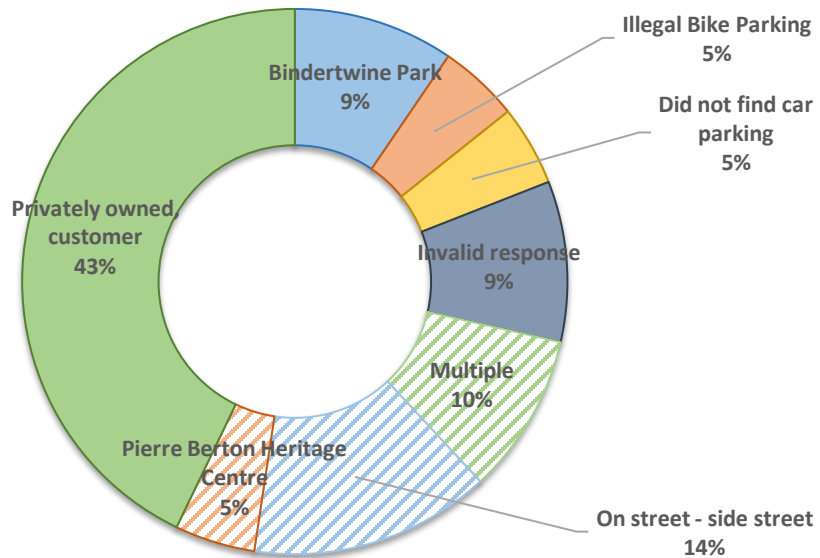


**Q. 10. In which type of space did you park?**



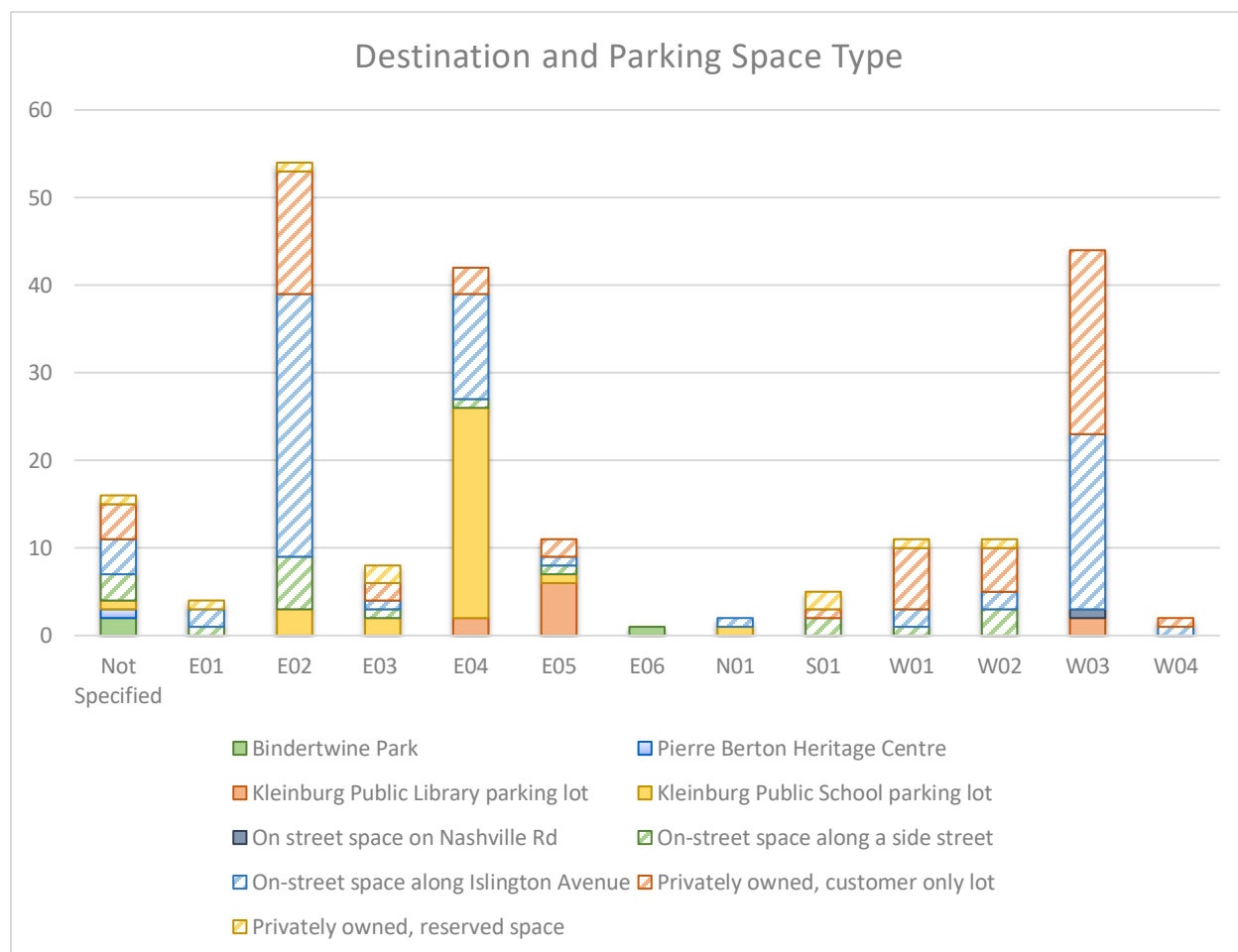
Answered: 226, Skipped: 12

Type of Space specified in "Other"





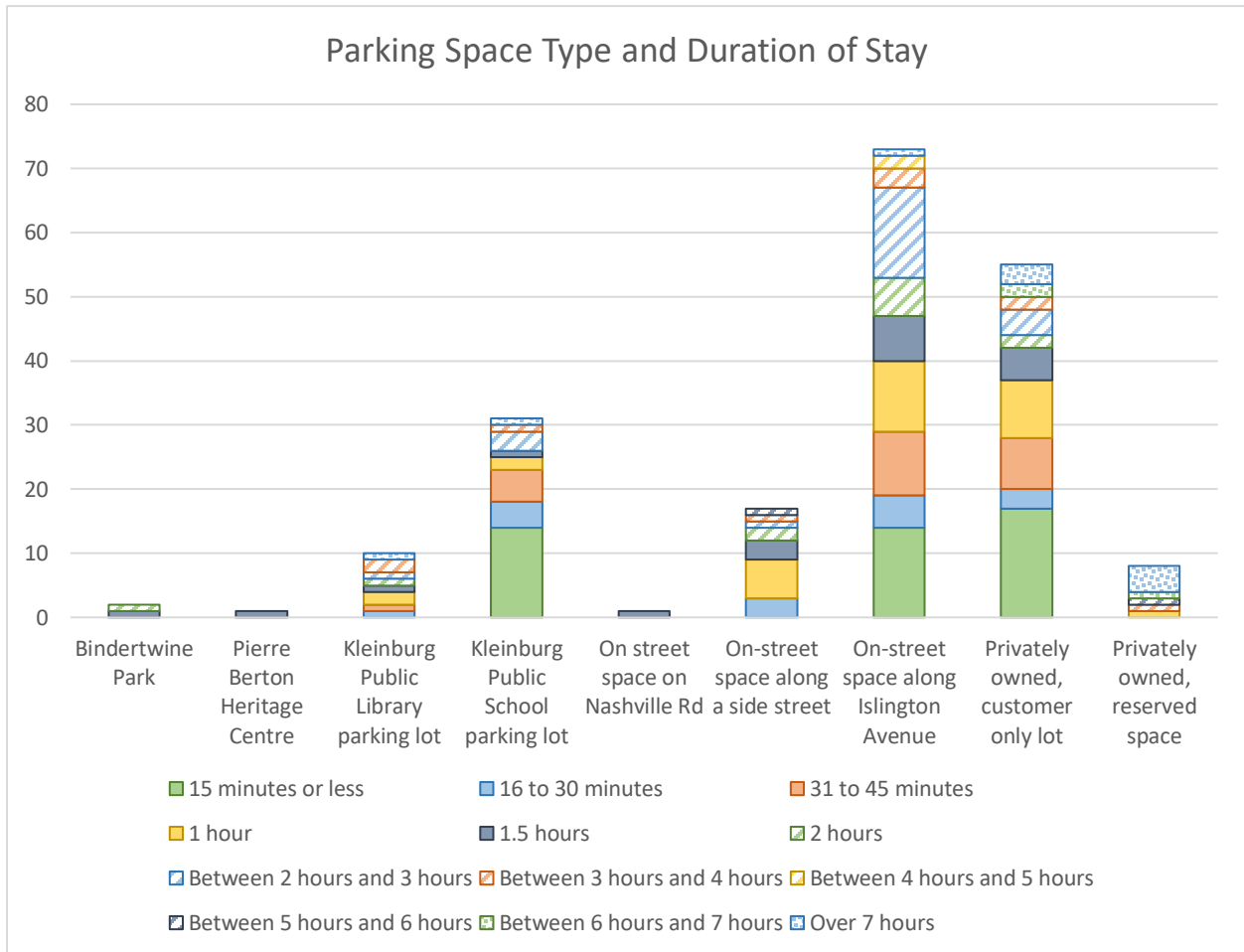
### Cross Tabulation of Parking Space Type Used and the Destination Block Visited



**Key Findings:**

- Type of Parking Space vs. Destination Blocks
  - As expected, respondents who parked at on-street spaces along Islington Avenue visited all blocks.
  - Respondents who parked in privately owned, customer only lots did not visit blocks in the north end of the study area (E01 and N01) as well as Bindertwine Park (E06).
  - Those who parked at the Kleinburg Public School lot also visited several blocks, especially on the east side of Islington Avenue south of John Street (E02, E03, E04, E05) of which only Block E04 contains the Kleinburg Public School, as well as the block at the northern end of the study (N01).
  - Small proportions of those visiting Blocks other than the one in which the Kleinburg Public Library is located, parked at the library parking lot.

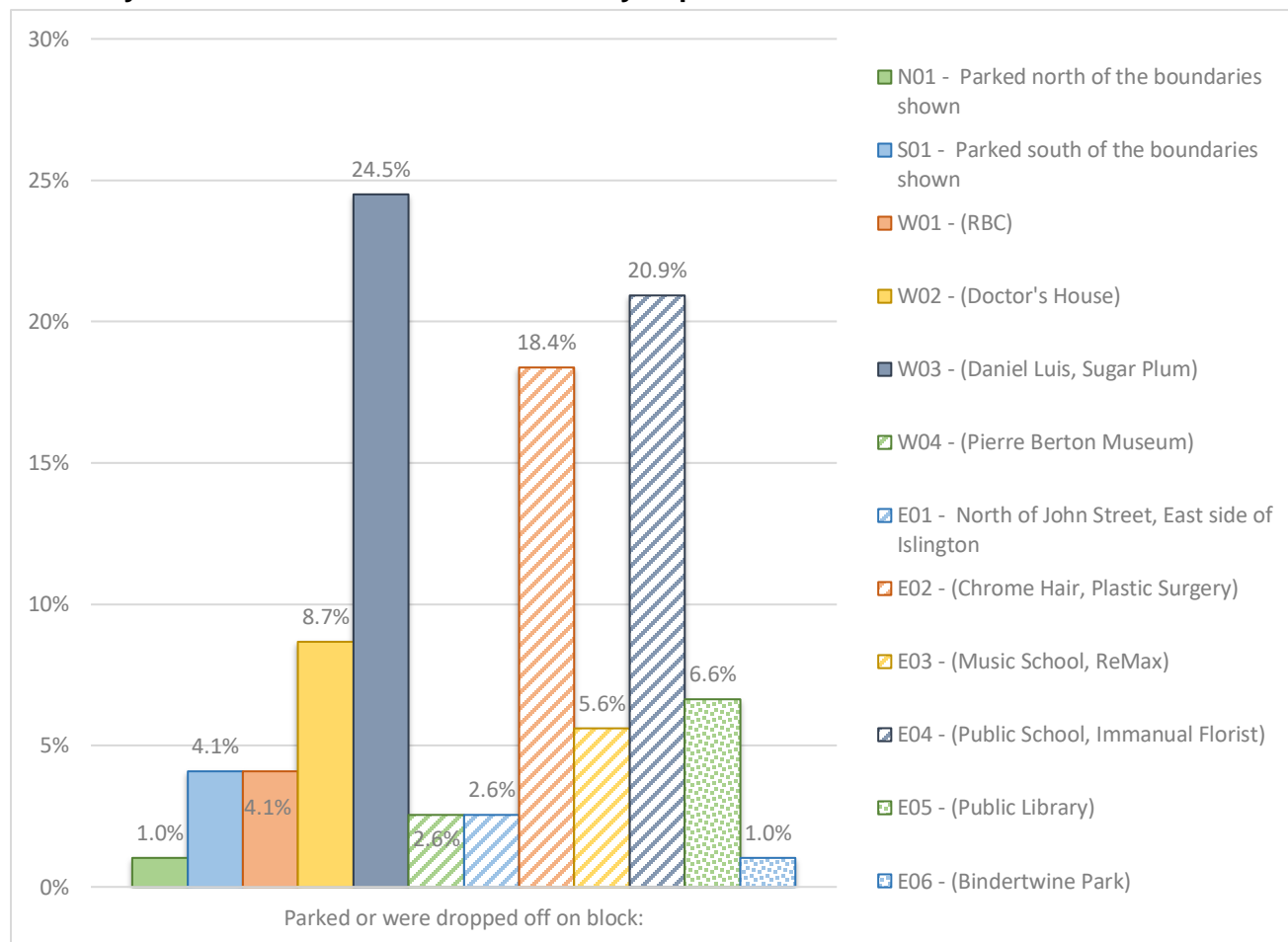
### Cross Tabulation of Parking Space Type Used and the Duration of Stay



**Key Findings:**

- Type of Parking Space vs. Duration of Stay
  - Respondents who visited Kleinburg for more than 7 hours generally parked in “privately owned, reserved spaces”, “privately owned customer only lots”, parking lots at Kleinburg Public School and Public Library, as well as a very small portion in on-street spaces along Islington Avenue.
  - For very short duration visits to Kleinburg, survey respondents parked in “privately owned customer only lots”, “on-street space along Islington Avenue” and the Kleinburg Public School lot (which reflects pick-up/drop off).

**Q. 11. If you drove or were driven where did you park?**

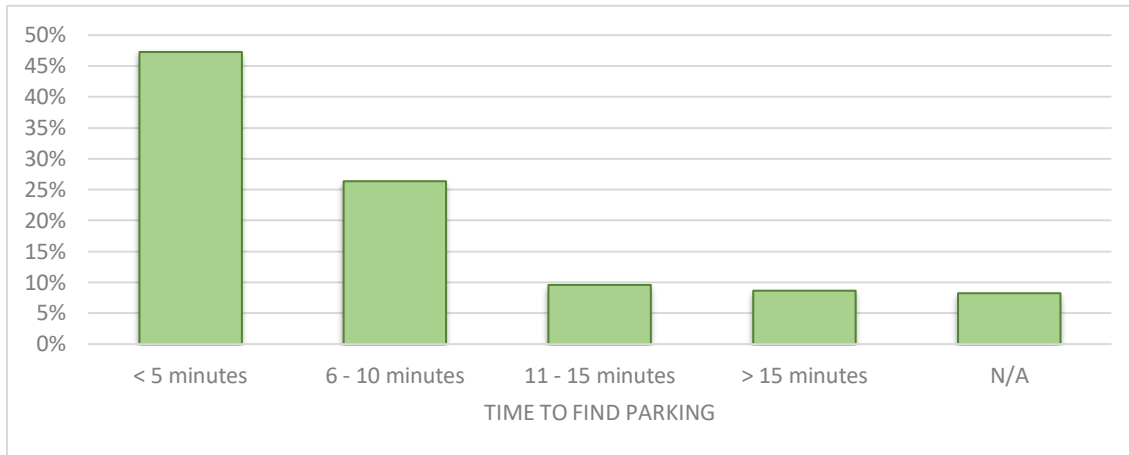


Answered: 196 Skipped: 42

**Cross Tabulation of Block in which Respondent parked and Destination Block**

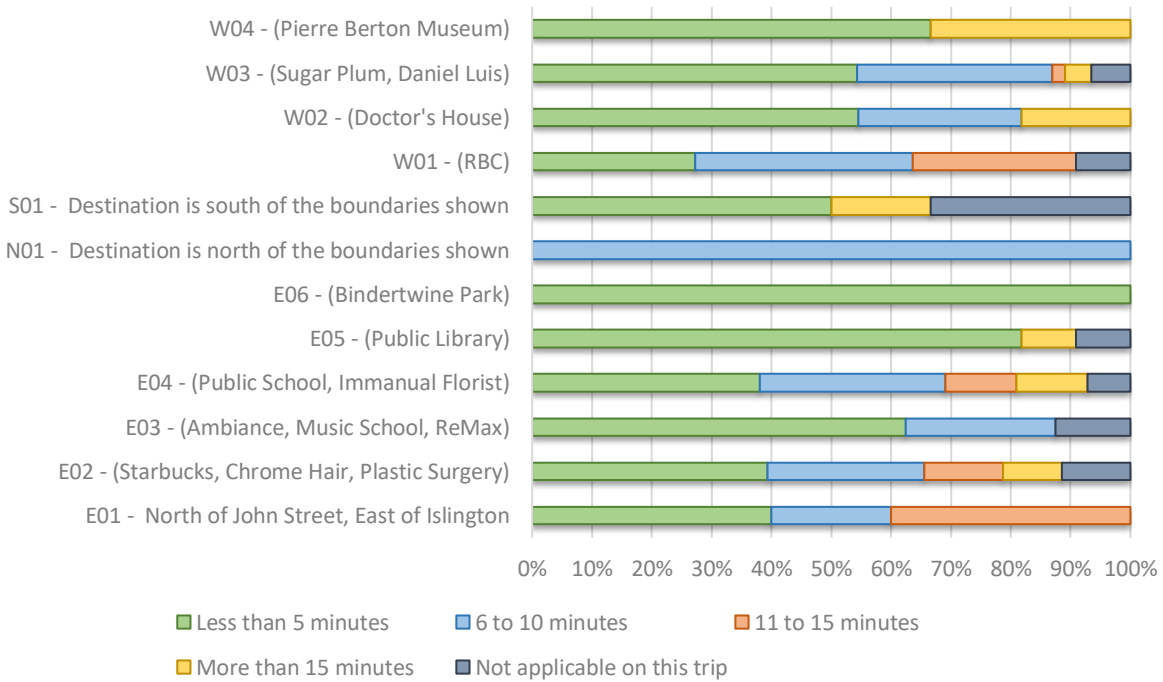
<u>Destination Block</u>	<u>Blocks Chosen to Park On</u>												Not Specified
	E01	E02	E03	E04	E05	E06	N01	S01	W01	W02	W03	W04	
E01 - North of John Street, East of Islington	<b>25%</b>	<b>50%</b>	0%	0%	0%	0%	0%	0%	0%	0%	<b>25%</b>	0%	0%
E02 - (Starbucks, Chrome Hair, Plastic Surgery)	4%	<b>44%</b>	4%	10%	4%	0%	0%	4%	0%	2%	13%	0%	15%
E03 - (Ambiance, Music School, ReMax)	0%	0%	<b>50%</b>	13%	0%	0%	0%	0%	0%	0%	0%	0%	<b>38%</b>
E04 - (Public School, Immanuel Florist)	0%	6%	0%	<b>69%</b>	6%	0%	0%	0%	0%	3%	9%	3%	6%
E05 - (Public Library)	0%	0%	0%	0%	<b>44%</b>	0%	0%	0%	0%	11%	11%	0%	<b>33%</b>
E06 - (Bindertwine Park)	0%	0%	0%	0%	0%	<b>100%</b>	0%	0%	0%	0%	0%	0%	0%
N01 - Destination is north of the boundaries shown	0%	0%	0%	<b>50%</b>	0%	0%	<b>0%</b>	0%	0%	0%	<b>50%</b>	0%	0%
S01 - Destination is south of the boundaries shown	0%	0%	0%	0%	0%	0%	0%	<b>67%</b>	0%	0%	0%	0%	<b>33%</b>
W01 - (RBC)	0%	0%	0%	0%	9%	0%	0%	0%	<b>45%</b>	9%	18%	0%	18%
W02 - (Doctor's House)	0%	0%	0%	0%	0%	0%	0%	0%	0%	<b>82%</b>	0%	0%	18%
W03 - (Sugar Plum, Daniel Luis)	3%	6%	3%	3%	0%	0%	3%	0%	6%	3%	<b>67%</b>	3%	6%
W04 - (Pierre Berton Heritage)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	<b>67%</b>	0%

**Q.12 Estimate how long it took to find parking.**



Answered: 220 Skipped: 18

**Cross Tabulation of Destination Block and time taken to find parking**



**Key Findings:**

- Majority (**47%**) of respondents indicated that it took them **less than 5 minutes** to find parking. **Less than 10%** of respondents took **longer than 15 minutes** to find parking.
- Varying proportions of those visiting blocks W04, W03, W02, S01,E05, E04 and E02 took **longer than 15 minutes** to find parking. The highest proportion is observed for visitors indicating **W04** as their destination.

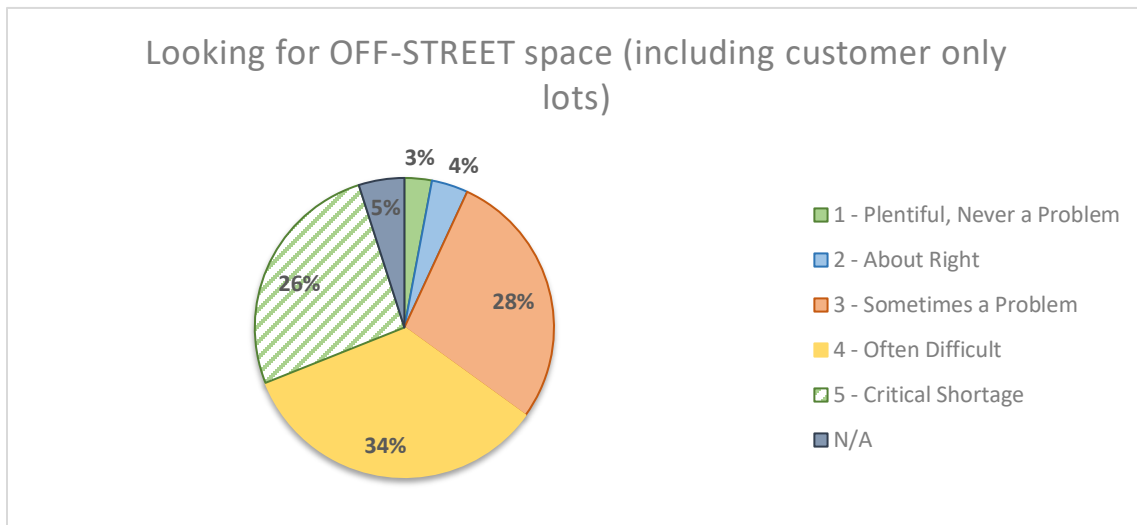
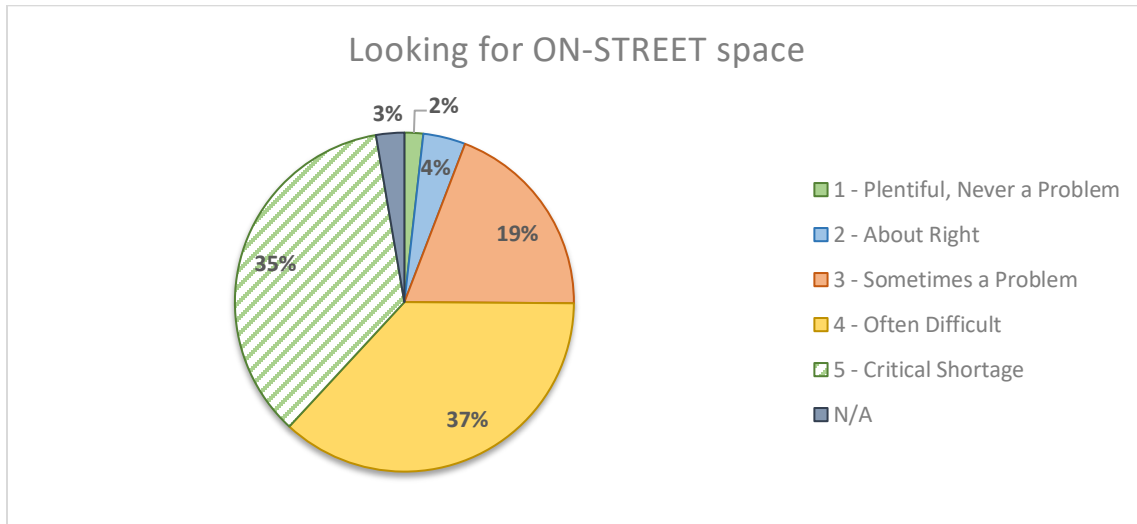
**Q.13 How do you feel about the availability of parking spaces in Kleinburg?**



Answered: 220 Skipped: 18, Comments Provided: 121

The question provided the option to select:

- 1 = Plentiful, never a problem
- 2 = About right
- 3 = Sometimes a problem
- 4 = Often Difficult
- 5 = Critical Shortage



**Key Findings:**

- The higher the weighted average score, the less satisfied people are with the parking service. Above it is clear that the on-street users are less satisfied with the service relative to the off-street service. The latter is a service that is largely delivered by individual site owners.

Comments received were assigned common tags to categorize the contents of the comment as shown in the tables below corresponding to On-street and off-street facilities, respectively:

<b>TAGS FOR ON-STREET PARKING FACILITIES</b>	<b>Percentage of Comments</b>
<i>Pain Point - Not area specific</i>	96.4%
<i>Pain Point - Shortage on Islington</i>	85.7%
<i>Pain Point - Post Office</i>	71.4%
<i>Pain Point - Misuse of Private Space</i>	35.7%
<i>Pain Point - School Spillover</i>	28.6%
<i>Pain Point - Near Starbucks</i>	28.6%
<i>Pain Point - Traffic Clog</i>	28.6%
<i>Pain Point - Site Parking Inadequate</i>	21.4%
<i>Need Quick Drop In /out spaces</i>	17.9%
<i>Pain Point - Near Restaurants</i>	14.3%
<i>Planning Issue</i>	14.3%
<i>Pain Point - Business blocks On-street</i>	14.3%
<i>Pain Point - Weekend Issue</i>	10.7%
<i>Bypass Congestion</i>	7.1%
<i>Poor Signage</i>	7.1%
<i>Pain Point - RBC area</i>	7.1%
<i>Safety Concerns - Pedestrians</i>	7.1%
<i>Car-Free Zone</i>	3.6%
<i>Keep it Free</i>	3.6%
<i>Library Space Not Enough</i>	3.6%
<i>Pain Point - Near Doctors House</i>	3.6%
<i>Need Central Parking Lot</i>	3.6%
<i>No Issue - Use Existing Space</i>	3.6%
<i>Pain Point - Kellam</i>	3.6%
<i>Snow Banks Block Space</i>	3.6%
<i>Pain Point - Spillover to Residential</i>	3.6%



<b>TAGS FOR OFF-STREET PARKING FACILITIES</b>	<b>Percentage of Comments</b>
<i>Pain Point - Post Office</i>	95.0%
<i>Pain Point - Not area specific</i>	77.3%
<i>Pain Point - Misuse of Private Space</i>	59.1%
<i>Pain Point - Near Restaurants</i>	45.5%
<i>Planning Issue</i>	31.8%
<i>Pain Point - Near Starbucks</i>	22.7%
<i>Pain Point - School Spillover</i>	18.2%
<i>Poor Signage</i>	13.6%
<i>Integrate use of private and public space</i>	13.6%
<i>Pain Point - Shortage on Islington</i>	13.6%
<i>Pain Point - Spillover to Residential</i>	13.6%
<i>Pain Point - Weekend Issue</i>	13.6%
<i>Safety Concerns - Pedestrians</i>	9.1%
<i>Pain Point - Kellam</i>	9.1%
<i>Pain Point - Site Parking Inadequate</i>	9.1%
<i>Pain Point - Traffic Clog</i>	9.1%
<i>Car-Free Zone</i>	4.6%
<i>Community Post Box - Treelawn</i>	4.6%
<i>Construction Parking</i>	4.6%
<i>Library Space Not Enough</i>	4.6%
<i>Misuse of Disabled Space</i>	4.6%
<i>Need Central Structure Facility</i>	4.6%
<i>No Option for Public Lots</i>	4.6%
<i>Pain Point - RBC area</i>	4.6%
<i>Remedy - Remove Bollards</i>	4.6%
<i>Need Quick Drop In /out spaces</i>	4.6%
<i>Remedy - Use of School Lots</i>	4.6%
<i>Bypass Congestion</i>	0.0%
<i>Keep it Free</i>	0.0%
<i>Pain Point - Near Doctors House</i>	0.0%
<i>Need Central Parking Lot</i>	0.0%
<i>No Issue - Use Existing Space</i>	0.0%
<i>Pain Point - Business blocks On street</i>	0.0%
<i>Snow Banks Block Space</i>	0.0%
<i>Untagged - difficult to categorize</i>	

**Q14. How would you rate off-street parking in terms of the following?**



Answered: 218 Skipped: 20, Comments Provided: 44

The question provided the option to select for each of the off-street characteristics:

- 1 = Excellent
- 2 = Good
- 3 = Adequate
- 4 = Poor
- 5 = Unacceptable

**Key Findings:**

- The higher the weight average, the less satisfaction respondents have with that particular aspect of the off-street parking service. Therefore, signage directing customers to available parking space (customer lots) and signs indicating time restrictions or restrictions on use of private property etc. are both in need of improvement as their weighted scores are over or close to 4 - Poor.
- Physical condition, lighting and visibility and pedestrian walkways from the customer parking lots to streets and businesses were deemed adequate (and approaching poor) on average.

Comments received were assigned common tags to categorize the contents of the comment as shown in the tables below corresponding to on-street and off-street facilities, respectively:

<b>TAGS FOR OFF-STREET PARKING LOT RATINGS</b>	<b>Percentage of Comments</b>
<i>Issue - Pedestrian Safety</i>	18.2%
<i>Pain Point - Supply not adequate</i>	15.9%
<i>Issue - No Collective Parking Facility</i>	15.9%
<i>Issue - Poor Signage</i>	13.6%
<i>Remedy - Central Parking Lot</i>	9.1%
<i>Pain Point - Limited Opportunities</i>	6.9%
<i>Bylaw Requirement is too low</i>	4.6%
<i>Pain Point - More Disabled Spaces</i>	4.6%
<i>Issue - Lighting on Private Lots</i>	4.6%
<i>Issue - Width of Sidewalks</i>	4.6%
<i>Issue - Traffic Volumes</i>	4.6%
<i>Issue - Too many signs on Islington</i>	2.3%
<i>Pain Point - Blocking Driveways</i>	2.3%
<i>Remedy - Car-Free Zone</i>	2.3%
<i>Remedy - Develop Gas Station</i>	2.3%
<i>Village needs a Focal Point - Square</i>	2.3%
<i>Remedy - Use McMichael Lot</i>	2.3%
<i>Issue - Bicycle Parking</i>	2.3%
<i>Remedy - Introduce Pay Parking</i>	2.3%
<i>Remedy - Need a Perimeter Lot</i>	2.3%
<i>Issue - Private Lots in Disrepair</i>	2.3%
<i>Issue - Spillover to Residential</i>	2.3%
<i>Remedy - Use School Lot</i>	2.3%
<i>Remedy - Standards for Well Maintained Lots</i>	2.3%

From the comments, it is gleaned that safety dominated the issues along with general concern over supply and the fact that there is no formal collective (not site specific) parking service.

**Q15. Are the time limits on the use of the parking spaces adequate?**



Answered: 207 Skipped: 31

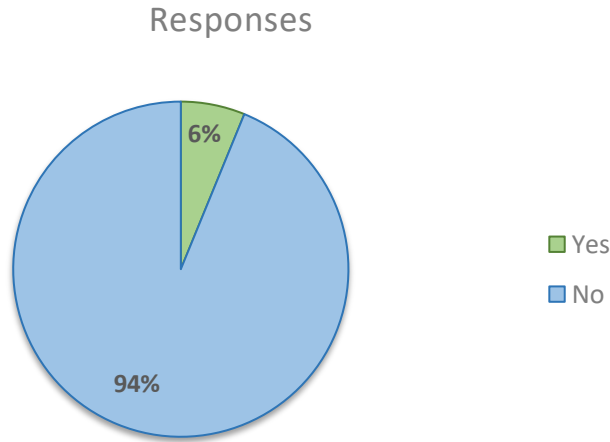
The question provided the option to select for each of the off-street characteristics:

- 1 = Never been a problem
- 2 = Time restriction is about right
- 3 = Sometimes a problem
- 4 = Not enough time

**Key Findings:**

- The higher the weight average, the less satisfaction respondents have with time limits on the use of parking spaces. Respondents generally found any existing time limits for parking in Kleinburg to be adequate.

**Q16. Have you received a parking violation ticket in the last four (4) months while visiting Kleinburg? If yes, what was the reason for the ticket?**

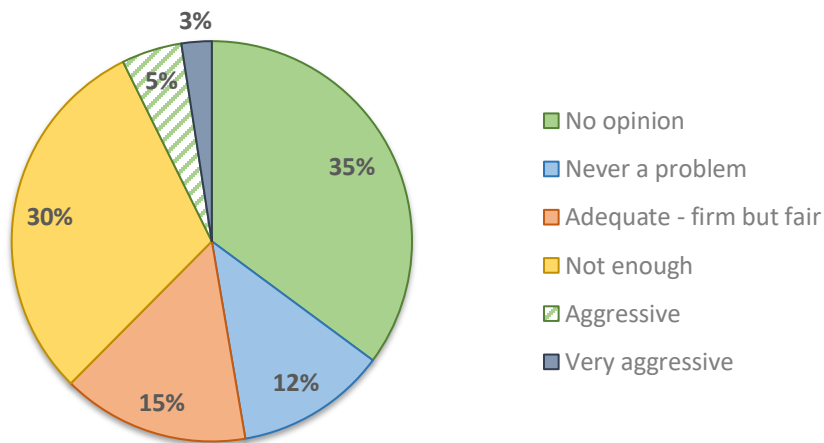


Answered: 207 Skipped: 31

Reasons for receiving a ticket:

- *Parking between 2 and 6 AM on the street.*
- *Insufficient distance from a T-intersection.*

**Q17. What is your opinion about the level of parking enforcement in Kleinburg?**



Answered: 210 Skipped: 28, Comments: 21

Sample of comments “Other (Please specify)”:

- *Stop people from illegally parking in handicap spots.*
- *Illegal parking, parking on both sides and off street making passing unsafe or impassable.*
- *Never noticed parking enforcement in Kleinburg.*
- *Unfortunately, there is no public parking in Kleinburg*
- *Enforcers shouldn't give tickets for people who park for a short period of time. We don't have parking options!*
- *There is no where to park to utilize the businesses in town. When you park along a side street you are ticketed!*
- *There is a limit to the time of parking in the post office yet in the winter there are often cars there covered in snow in the midday and it has not snowed since the night before.*
- *Enforcement is NOT the issue! There is a parking problem and a traffic problem!*
- *Why doesn't the city spend more resource fixing the problem and turning tourists away. Does not make sense to pay at times two bylaw officers and 2 police constables telling people to remove their cars from the sidewalk*
- *Parking does not seem to be enforced in Kleinburg. This is annoying when you can't find a space; however, we don't want to discourage people from patronizing our businesses. Parking enforcement would do that.*
- *There should be much more parking enforcement in town, as mentioned my business driveway is constantly blocked by people who cannot find parking parallel parking in front of my store regardless of city signs stating not to. Also, people constantly run the stop sign at the top of Islington and Nashville, when I have to turn left to get home as a resident of the town, I've almost been hit multiple times because no one ever assumes cars are turning left or checks signals they just go.*
- *Need to use logic in its administration. There is no parking problem. There are attitudinal problems. One can park in Kleinburg easily and still be less distance than a regional mall.*
- *As related to question 15, there is no active enforcement of current time limits so users don't know they even exist.*

**Key Findings:**

- *More than half of respondents believe that parking enforcement is either appropriate or have no comment regarding parking is enforced in Kleinburg.*
- *About a third of respondents, however, are of the opinion that enough parking enforcement is not provided in Kleinburg and enhanced enforcement is required for the area.*
- *The perception that parking enforcement is aggressive in Kleinburg is held by less than 10% of respondents (8%) and could be considered an uncommon opinion.*

**Q18. Please assess the current condition of accessible parking.**



Answered: 205 Skipped: 33, Comments: 24

The question provided the option to select for each of the off-street characteristics:

- 1 = Excellent
- 2 = Good
- 3 = Adequate
- 4 = Poor
- 5 = Totally Unacceptable

**Key Findings:**

- The higher the weight average, the less satisfaction respondents have with the state of accessible parking spaces in Kleinburg. The weighted average score for signage, number and location of all on-street and off-street accessible parking spaces is above 4, i.e. deemed between poor and totally unacceptable.
- In particular, the number of spaces provided both on-street and off-street scores very poorly.

Comments received were assigned common tags to categorize the contents of the comment as shown in the tables below corresponding to On-street and off-street facilities, respectively:

<b>TAGS FOR ACCESSIBLE PARKING RATINGS</b>	<b>Percentages of Comments</b>
<i>Issue - No true public lot</i>	20.8%
<i>Issue - Supply is inadequate in general</i>	16.7%
<i>Issue - Poor Signage</i>	12.5%
<i>Issue - Misuse</i>	8.3%
<i>Issue - Not marked on street</i>	8.3%
<i>Issue - Pedestrian Safety</i>	8.3%
<i>Remedy - Widen Pedestrian Sidewalk</i>	4.2%
<i>Never Used</i>	4.2%
<i>Pain Point - Ramp is too steep at Post Office</i>	4.2%
<i>Pain Point - Restaurant Valet Parking blocking</i>	4.2%
<i>Remedy - Slow down development</i>	4.2%
<i>Pain Point - Spillover to Residential</i>	4.2%
<i>Issue - Supply near trail is inadequate</i>	4.2%
<i>Pain Point - Share use of private lots</i>	4.2%

While the top two responses appear to be more general in nature, there are some useful comments specific to the accessible parking service, specifically, lack of accessible on-street parking spaces and misuse. Note that users do not distinguish between private and public sites, rather view their issue to be a universal one.

**Q19. Are there any other specific issue(s) to consider in this parking strategy study?**

This was an open-ended question that hoped to get some direction in terms of specific issues that people wanted the Study to address. The 102 comments are summarized in the following table.



<b>TAGS FOR SPECIFIC ISSUES TO BE ADDRESSED</b>	<b>Percentages of Comments</b>
<i>Issue - Bylaw Parking Requirements</i>	19%
<i>Issue - Traffic Volumes</i>	14%
<i>Issue - General Supply Deficiency</i>	14%
<i>Issue - Safety</i>	11%
<i>Issue - Land use not controlled</i>	10%
<i>Issue - Need more Public Space</i>	10%
<i>Pain Point - Post Office</i>	5%
<i>Remedy - New Lot w/ Signage</i>	4%
<i>Issue - Private Space Not Enough</i>	4%
<i>Issue - School Overspill</i>	4%
<i>Remedy - Bike Lane</i>	3%
<i>Issue - Bypass Needed</i>	3%
<i>Issue - Valet Misuse of Public Space</i>	3%
<i>Remedy - New Lot Periphery</i>	3%
<i>Remedy - Pay Parking On street</i>	3%
<i>Remedy - Car-free Main</i>	3%
<i>Remedy - Deploy Private Shuttles</i>	3%
<i>Remedy - Pick up and Drop off curb plan</i>	3%
<i>Remedy - Try Angle Parking</i>	2%
<i>Remedy - Marking On street Stalls</i>	2%
<i>Remedy - Pay Parking</i>	2%
<i>Issue - Para Transit Services</i>	2%
<i>Remedy - Walk Further Please</i>	2%
<i>Issue - Expand Bindertwine Lot</i>	1%
<i>Remedy - Offer Bonus to Private for Public Space</i>	1%
<i>Remedy - Start Bussing more Students</i>	1%
<i>Remedy - Car-free Nashville to Stegman</i>	1%
<i>Issue - Construction Workers Parking</i>	1%
<i>Remedy - Need Inclusive Curbside</i>	1%
<i>Remedy - Plan Dynamic Lane Direction</i>	1%
<i>Issue - Enforce Private Access</i>	1%
<i>Weakness - No Enforcement</i>	1%
<i>Remedy - New Lot East side of Islington</i>	1%
<i>Remedy - No widening</i>	1%
<i>Issue - Poor Signage</i>	1%

**TAGS FOR SPECIFIC ISSUES TO BE ADDRESSED**

**Percentages of Comments**

<i>Issue - Protect Natural Setting</i>	1%
<i>Remedy - Real Time Occupancy</i>	1%
<i>Issue - People Reluctant to Walk</i>	1%
<i>Issue - Residential Visitor Parking</i>	1%
<i>Issue - Seasonal &amp; Weekend Only</i>	1%
<i>Issue - Street Furniture Blocks Parking</i>	1%
<i>Issue - Weekend Only</i>	1%

**Q20. Do you have any additional comments on the state of parking and mobility in Kleinburg?**

**TAGS FOR SPECIFIC ADDITIONAL COMMENTS**

**Percentages of Comments**

<i>Issue - Traffic Volumes</i>	34.8%
<i>Issue - Through Traffic</i>	24.2%
<i>Issue - Planning Control Application</i>	20.9%
<i>Remedy - Traffic Control Measures</i>	18.6%
<i>Issue - General Supply Deficiency</i>	16.3%
<i>Issue - Growth Control</i>	14.0%
<i>Issue - Application of Parking Requirements</i>	11.6%
<i>Issue - Bypass Traffic Route</i>	10.5%
<i>Issue - Pedestrian Safety</i>	7.0%
<i>Remedy - Maintain Village Feel</i>	7.0%
<i>Remedy - Pay Parking Introduce</i>	5.8%
<i>Remedy – On-Street Parking North of Nashville</i>	4.7%
<i>Remedy - Mobility Plan</i>	4.7%
<i>Remedy - Allow Kleinburg Public School and Library Lot Access</i>	4.7%
<i>Pain Point - Post Office</i>	4.7%
<i>Remedy - Public Lot Needed</i>	4.7%
<i>Remedy - COV Buy Property</i>	3.5%
<i>Issue - Misuse of Customer Lots</i>	3.5%
<i>Remedy - Share Private Lots</i>	3.5%
<i>Remedy - Remove Bollards</i>	2.4%
<i>Remedy - Allow Museum Parking</i>	2.3%
<i>Remedy - Car-free on Islington</i>	2.3%

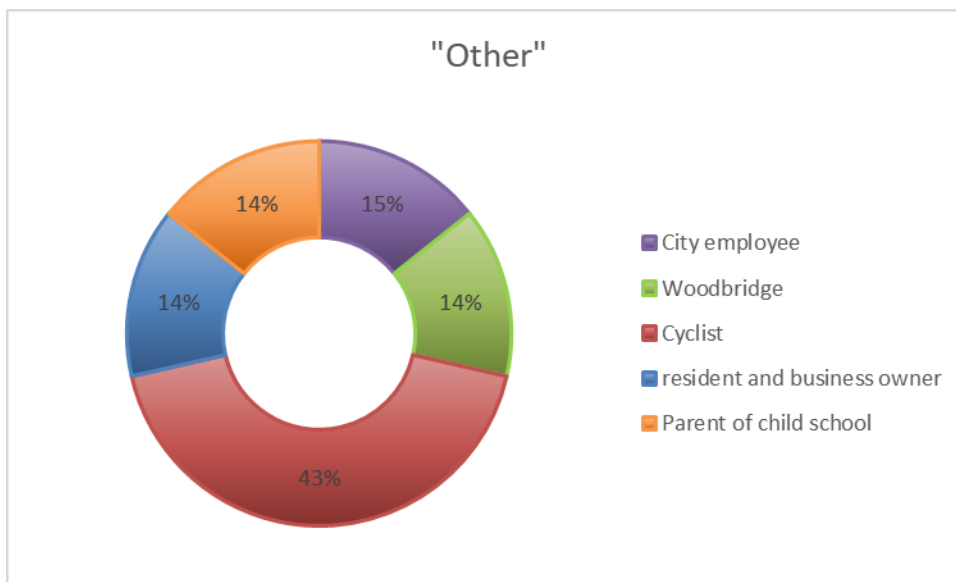
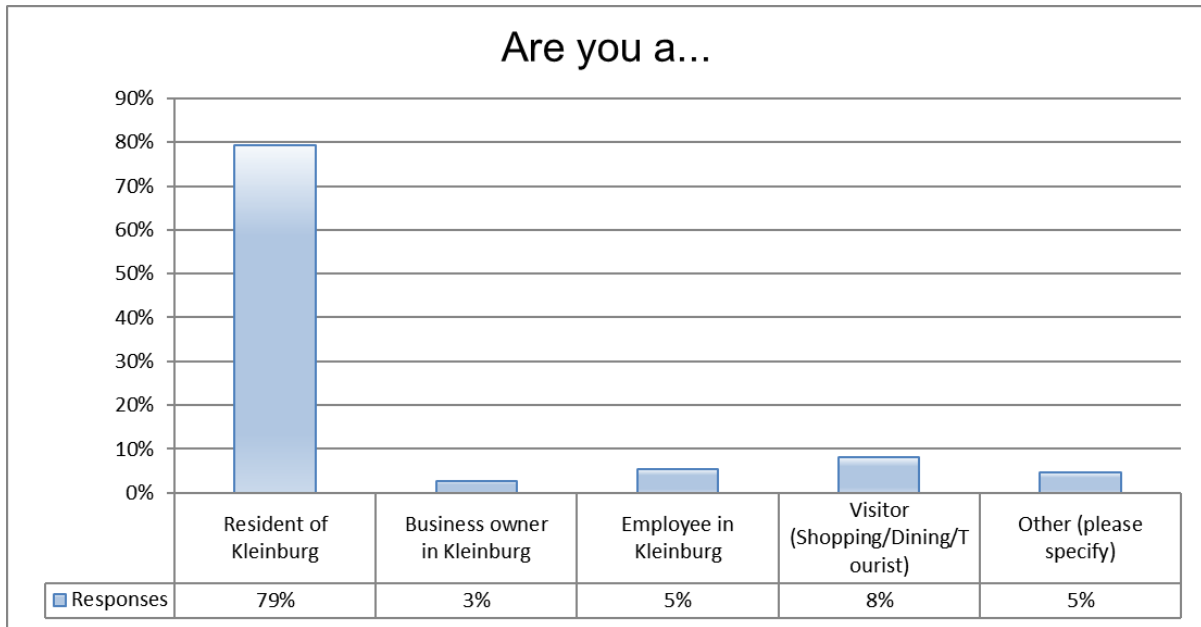
<b>TAGS FOR SPECIFIC ADDITIONAL COMMENTS</b>	<b>Percentages of Comments</b>
<i>Remedy - underground Structure</i>	2.3%
<i>Enforcement - Parking</i>	2.3%
<i>Remedy - KPS Lot Access</i>	2.3%
<i>Remedy - Remove Main St Parking</i>	2.3%
<i>Issue - Valet Parking Takes up On-street</i>	2.3%
<i>Issue - Walk Threshold needs to Increase</i>	2.3%
<i>Remedy - Allow Gallery Parking</i>	1.2%
<i>Remedy - Allow Towing on Private Lots</i>	1.2%
<i>Issue - Need Diversity in Businesses</i>	1.2%
<i>Issue - Construction Worker Parking</i>	1.2%
<i>Enforcement - Traffic</i>	1.2%
<i>Issue - Extend Hrs of Business</i>	1.2%
<i>Issue - Need Formal Bike Lanes</i>	1.2%
<i>Issue - Free Parking</i>	1.2%
<i>Remedy - Develop Crosswalks</i>	1.2%
<i>Issue - KPS too far</i>	1.2%
<i>Issue - LT onto Stegman</i>	1.2%
<i>Remedy - Model after Unionville</i>	1.2%
<i>Issue - Accessible Space</i>	1.2%
<i>Remedy - NO Parking during Rush Hr</i>	1.2%
<i>Issue - Owners Parking On-street</i>	1.2%
<i>Remedy - Paint Stalls on Islington</i>	1.2%
<i>Remedy - Sell Permits Weddings</i>	1.2%

As shown of the top 8 comments submitted, 3 speak to traffic-related issues. Approximately **21%** of the comments describe issue related to **inconsistent application of the parking requirements** by-law and variances from the required number of parking spaces over the past 3 to 5 years.

**ONLINE SURVEY #2**

Online Survey # 2 was available online from March 4, 2020 to June 5, 2020 and received 151 responses. The Online Survey # 2 focused on participant input on potential short- medium and long-term solutions to address Village parking challenges.

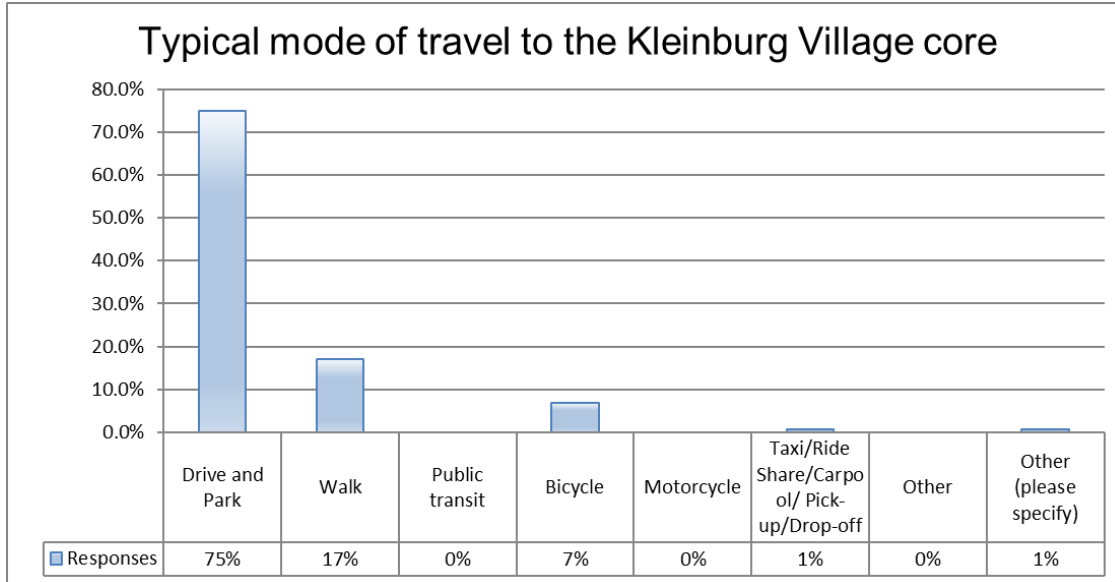
**Q1. Are you a \_\_\_\_\_?**



Answered: 150 Skipped: 1

Of the 151 responses received from the second online survey, 79% were classified as residents of Kleinburg. 8% were business owners or employees of businesses in the core, and some 12% were visitors to the core.

**Q2. Mode of travel to the Kleinburg Village Core?**

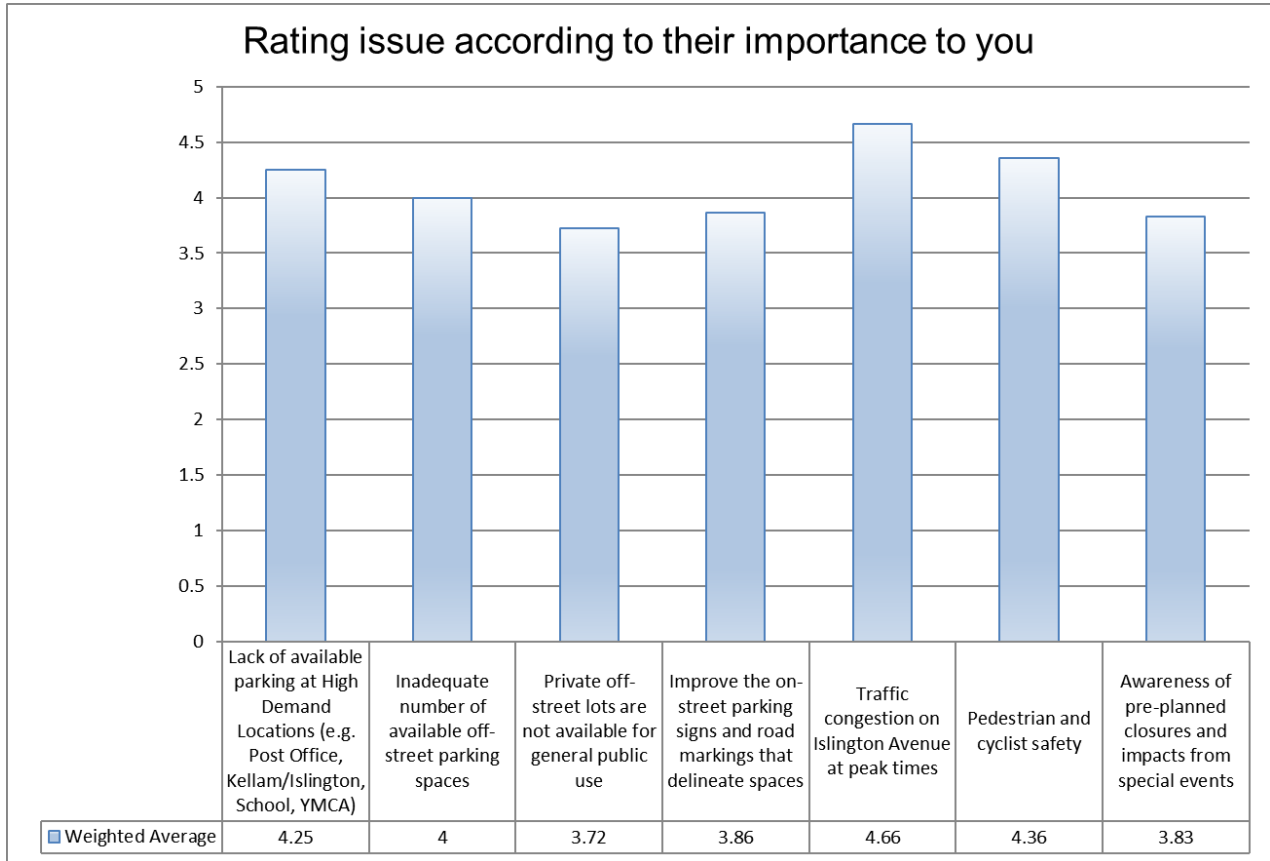


Answered: 147 Skipped: 4

75% of respondents drove a car to the core, while 17% walked, and 7% came to the core by bicycle.

This forms the frame of reference for each subsequent response.

**Q3. Rate each identified issue according to their importance to you.**

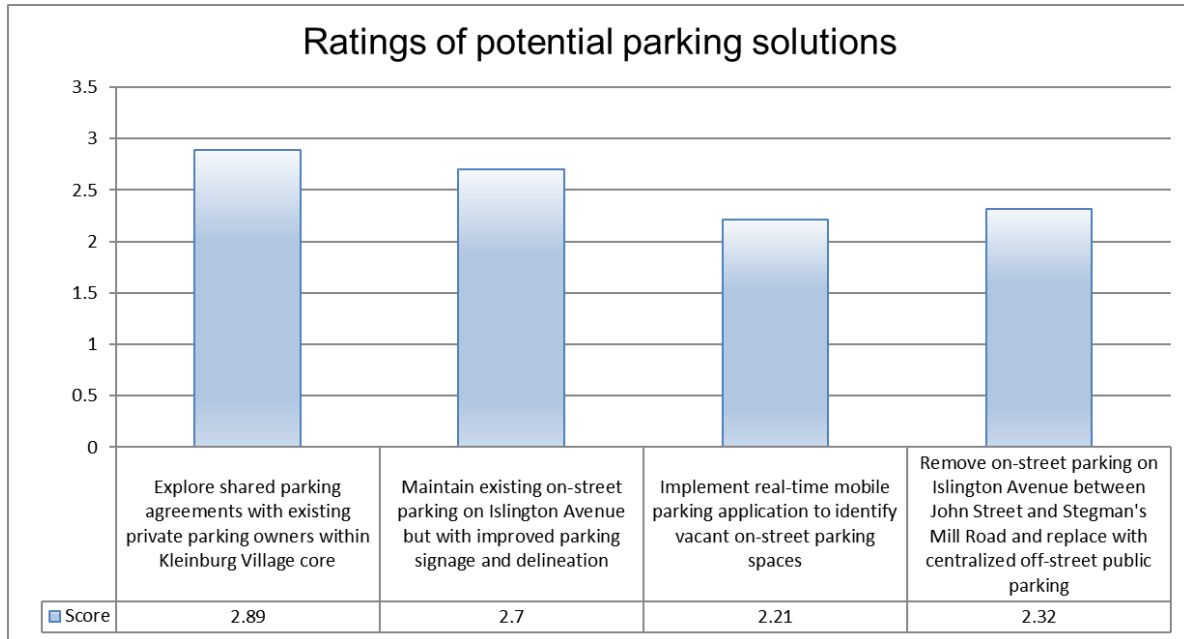


Answered: 138 Skipped: 13

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. As shown above, traffic on Islington and pedestrian and cyclist safety were particularly important.

The parking strategy’s guiding principle number 5: Integrate and support more balanced mobility strategy needs to respond.

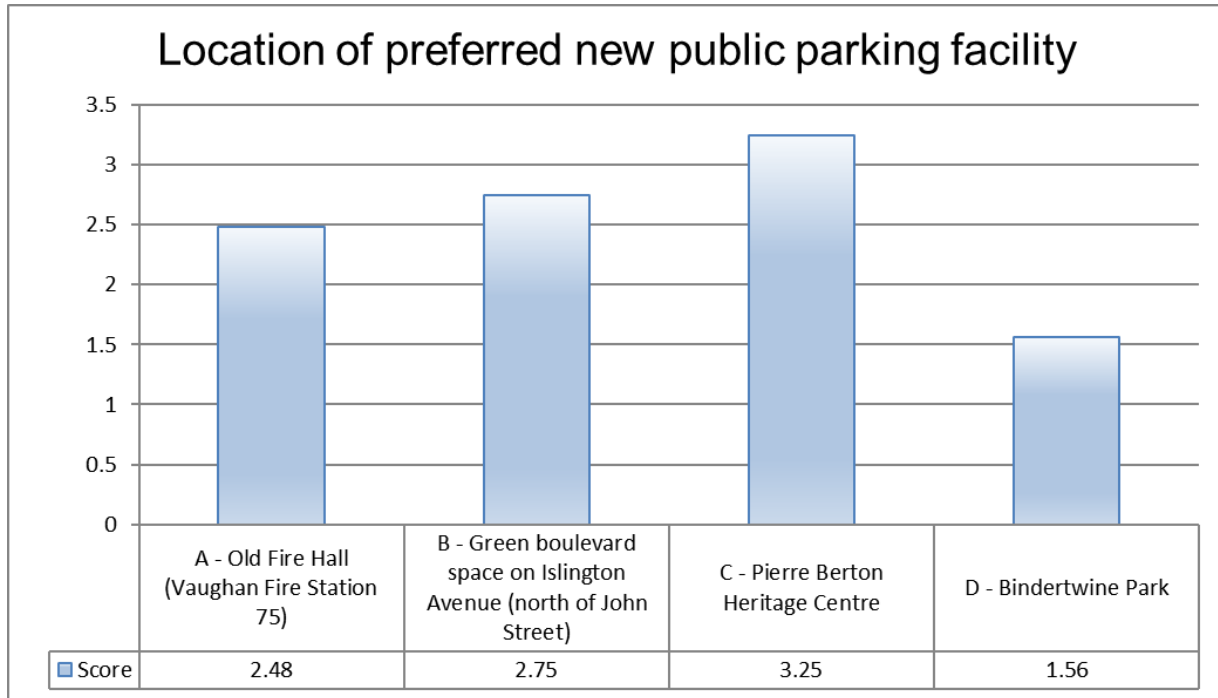
**Q4. Rate each of the potential parking solutions**



Answered: 130 Skipped: 21

In the graph above, the rating ranges from 1 to 4 with 1 least preferred and 4 most preferred. 65% of the respondents ranked the option to seek shared use of existing parking space (now privately owned) as first or second in terms of ranking. Further, 59% of the respondents ranked maintaining on-street parking space on Islington Avenue but marking the parking spaces more clearly. The former requires a dedicated approach to convince private property owners to share their on-site parking space, while the latter is doable within the streetscape project that is scheduled to begin in the fall of 2020.

**Q5. At what location would you prefer a new public parking facility?**

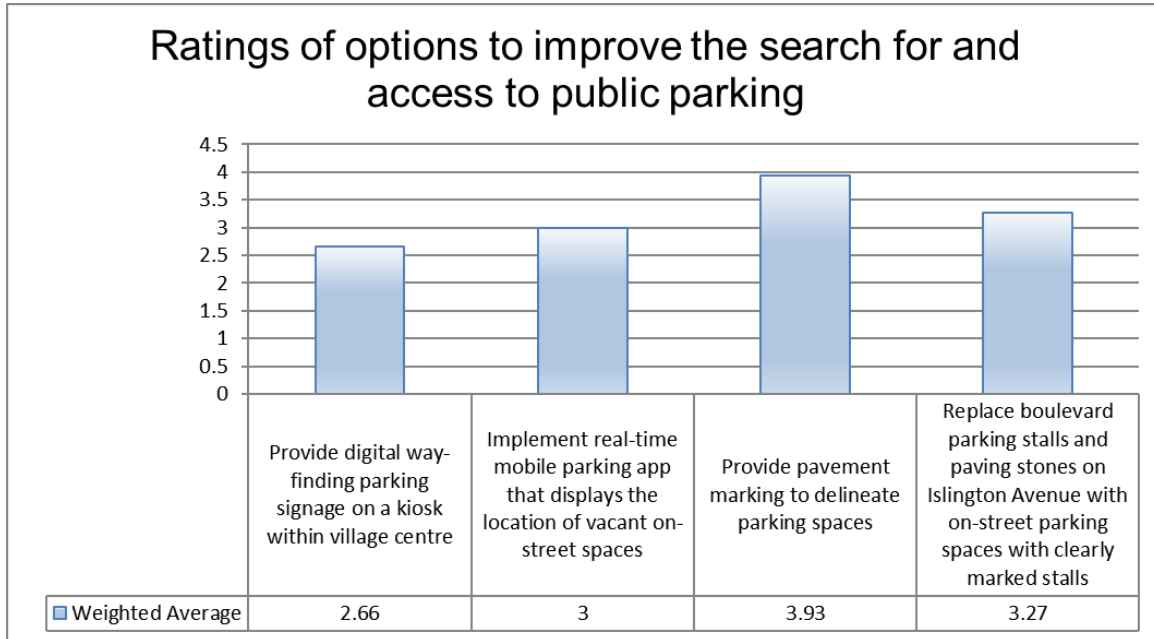


Answered: 125 Skipped: 26

In the graph above, the rating ranges from 1 to 4 with 1 least preferred and 4 most preferred. 80% of the respondents place the re-purposing of the Pierre Berton Heritage site either first (55%) or second place (25%). The proposed solution of adding on-street parking space in what was referred to as the “boulevard” area north of John Street east side of Islington Avenue was either second (44%) or third (26%) ranked solution.



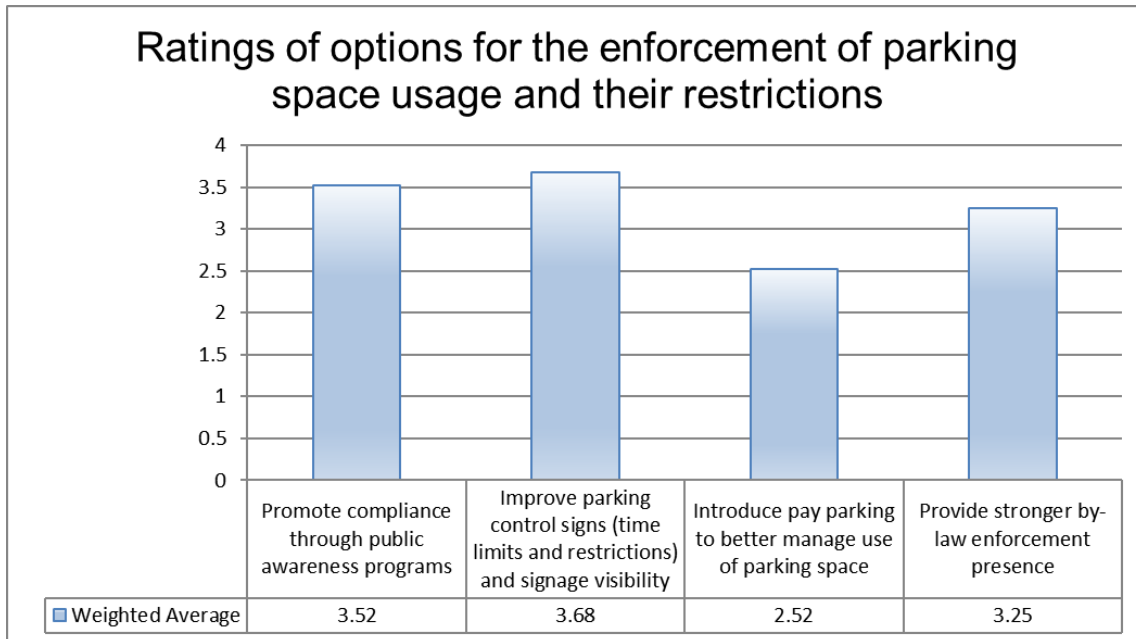
**Q6. Rate the options to improve the search for and access to public parking**



Answered: 118 Skipped: 33

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. This question helps to focus on the optimization of existing parking space in the core. The relative weight factors shown in the options below show a preference firstly to present the marketing opportunities of the on-street parking supply to customers by more clear markings both in the overall core area but especially along Islington Avenue. The use of real-time display of where vacant space is available to the customer is third in the ratings, but in fact this technology cannot be implemented unless spaces on the street are clearly delineated. But we understand that about 100 respondents believe that it is not necessarily an issue of supply, but a need to better make use of what is there through a more visible marketing of parking space strategy.

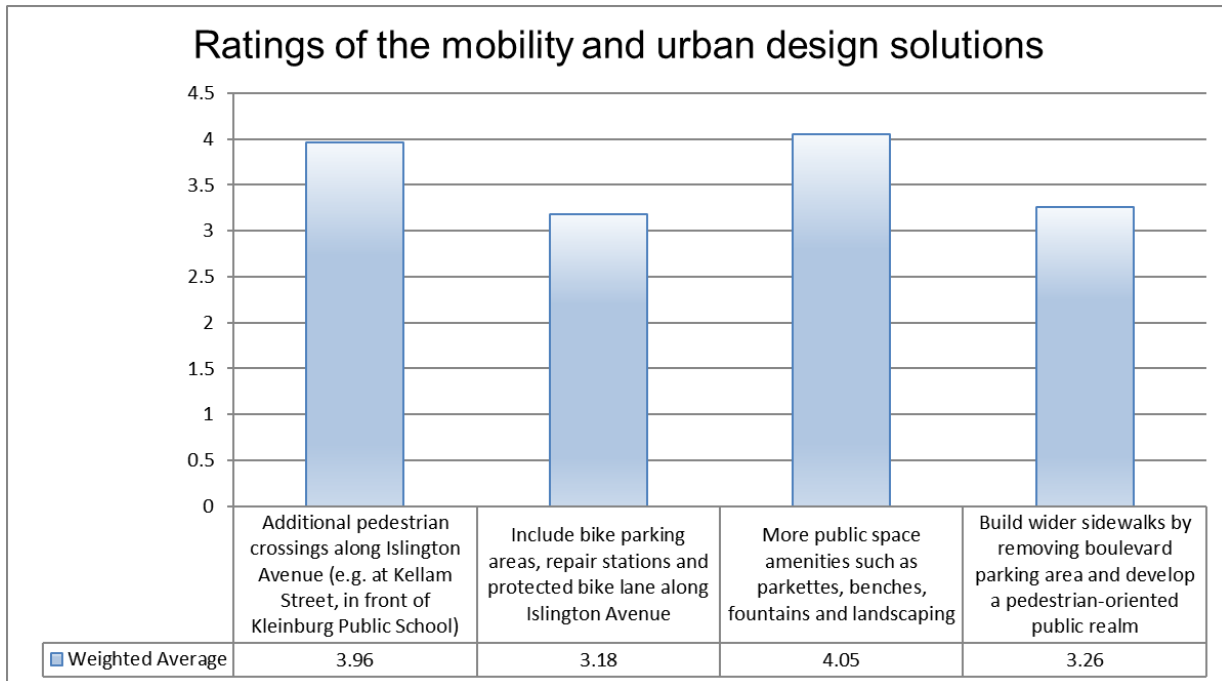
**Q7. Rate the options for the enforcement of parking space usage and their restriction.**



Answered: 118 Skipped: 33

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. Enforcement is one that provides the only direct question regarding the operations of public parking in the Kleinburg Village core. Enforcement of time restrictions (three-hour limit on-street) and maintaining driveways clear of parked vehicles from a safety point view are key to the success of a parking management system. Answers to how this critical component is to residents and visitors shape the approach to enforcement within the parking strategy. As illustrated below, marketing, communications and signage are the most preferred. In third place, the community of respondents felt that a stronger presence of enforcement officers would be effective. And finally – perhaps as expected – introduction of pay parking operation in the core is the least preferred approach, although a pay parking operation would serve to encourage compliance of parking space time restrictions.

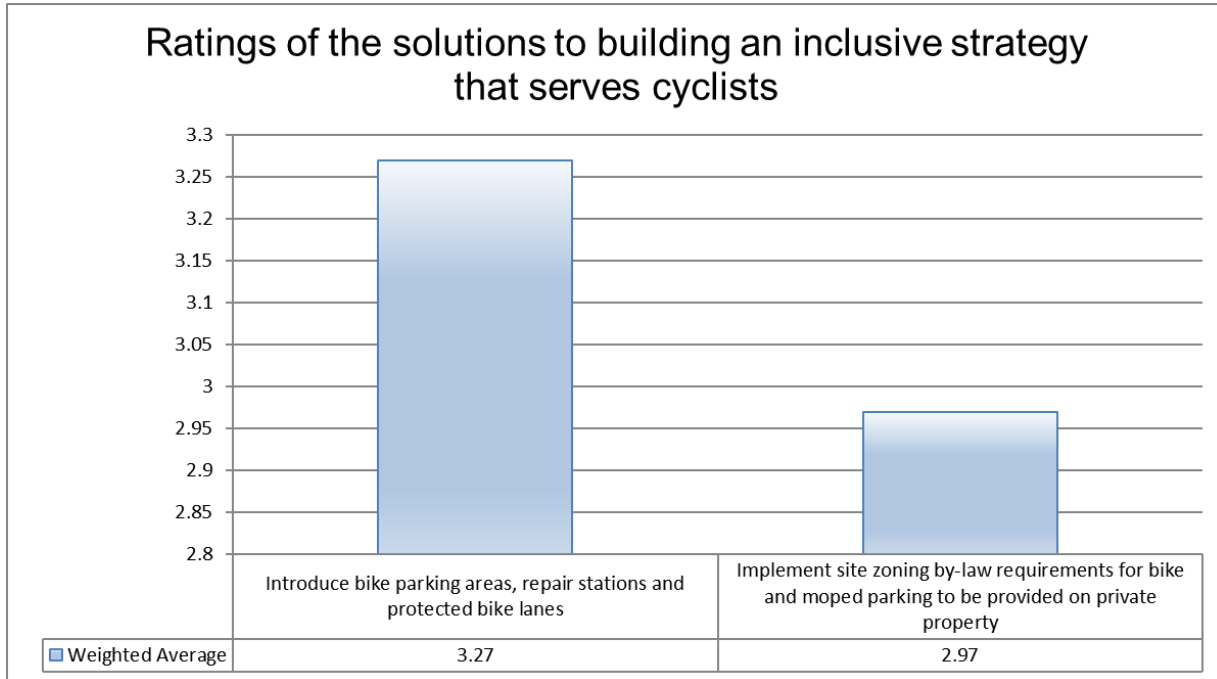
**Q8. Rate the mobility and urban design solutions.**



Answered: 115 Skipped: 36

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. A critical piece in the parking strategy is to integrate additional opportunities for the safe use of non-single occupant vehicles to those who live, work, and visit the core. Answers to **question 8** of the online survey points to an equally strong preference for more public amenities, and formal and controlled pedestrian crossings on Islington Avenue. Additional width to sidewalks by removal of parking and bike lanes and parking areas were less important.

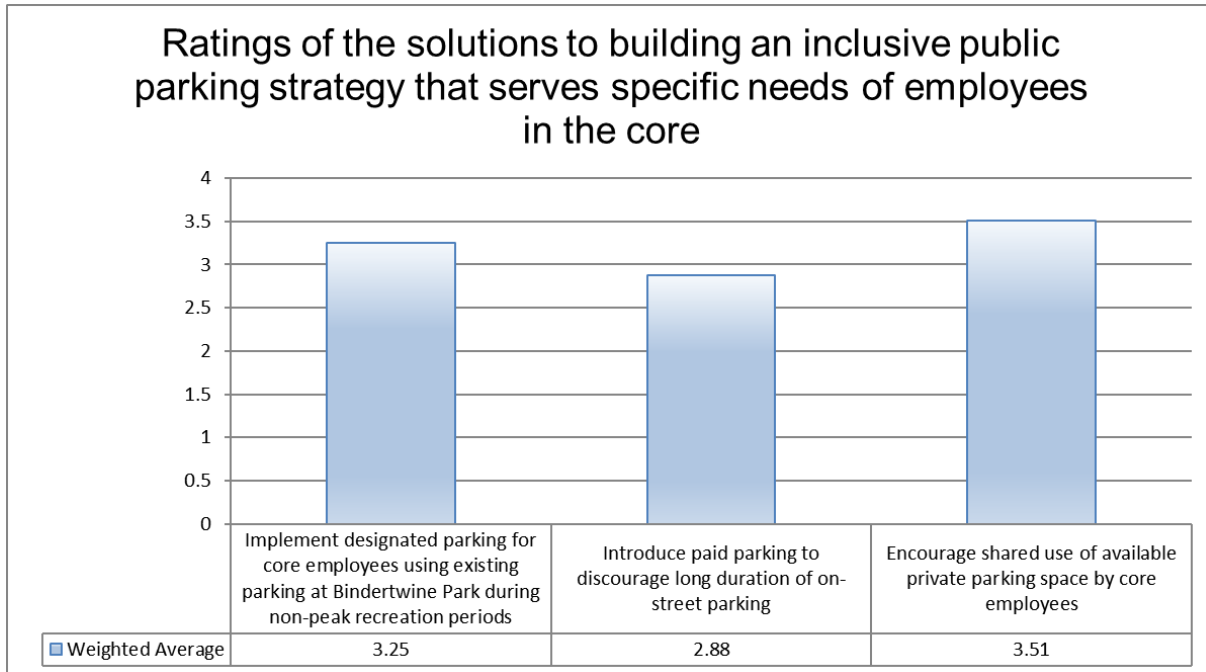
**Q9. Rate the solutions to building an inclusive strategy that serves cyclists.**



Answered: 116 Skipped: 35

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. When asked to rate two solution packages that would serve to provide opportunities to serve demands for cycling and other modes of travel other than private vehicle, the large number of respondents rated bike parking areas as important to very important (44%), while the appetite for by-law requirements implementation for bike and moped parking was significantly less appealing (30%). It should be said that the highest category for either option was “neutral” with 28% and 40% rating for each option, respectively.

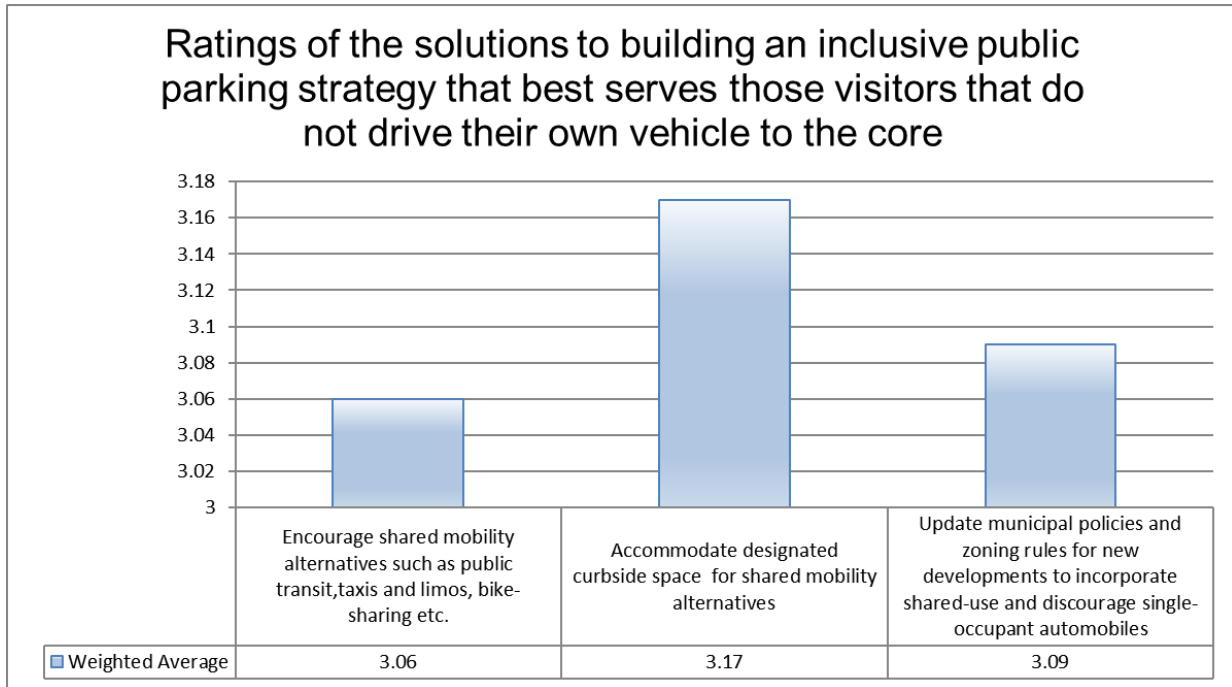
**Q10. Rate the solutions to building an inclusive public parking strategy that serves needs of employees in the core.**



Answered: 113 Skipped: 38

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. The most preferred option was to encourage the shared use of private parking spaces, followed by the development of a more formal parking space use arrangement at the Bindertwine Park lot. 44% of the 113 respondents to this question rated the shared use of private parking spaces as “important” to “very important”, while 40% found the Bindertwine parking option as “important” to “very important”. And finally, 39% saw the pay parking option as “important” to “very important”.

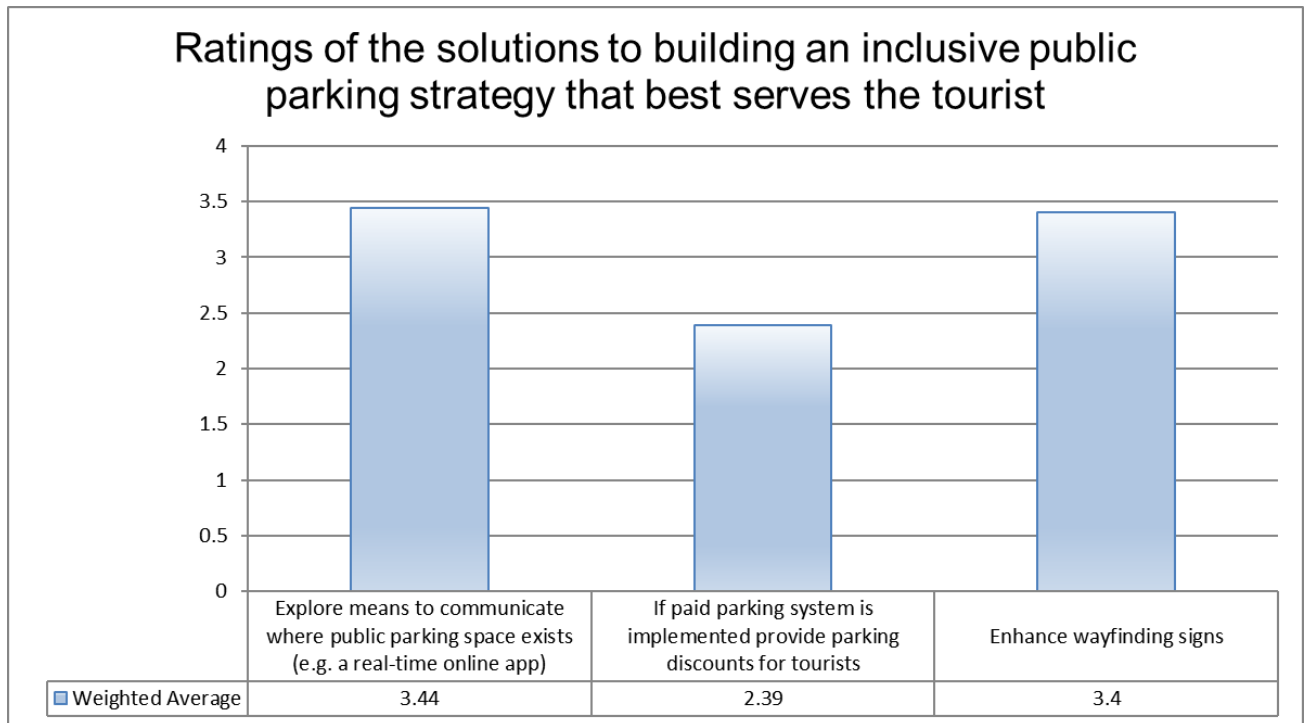
**Q11. Rate the solutions to building an inclusive public parking strategy that best serves those visitors that do not drive their own vehicle to the core.**



Answered: 111 Skipped: 40

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. Respondents were asked to rate three possible options that support visitors to the core that do not drive their own vehicle. 41% of respondents rated the encouragement of shared mobility alternatives such as public transit, taxis and limos, bike-share, etc. and the option of updating the municipal policies and zoning considerations for new developments to incorporate shared-use and discourage single-occupant automobile services as “important” to “very important”. 37% of the respondents felt the use of curbside space in the core to facilitate non-vehicle activity, such as, taxi, mopeds, ride-hailing services as “important” to “very important”. So, there was no clear winner in this set of options as all three were extremely popular. This is a clear mandate to broaden the scope of the parking strategy to cover the needs and desire to expand the non-single vehicle driver-centric focus normally characterizing such strategies.

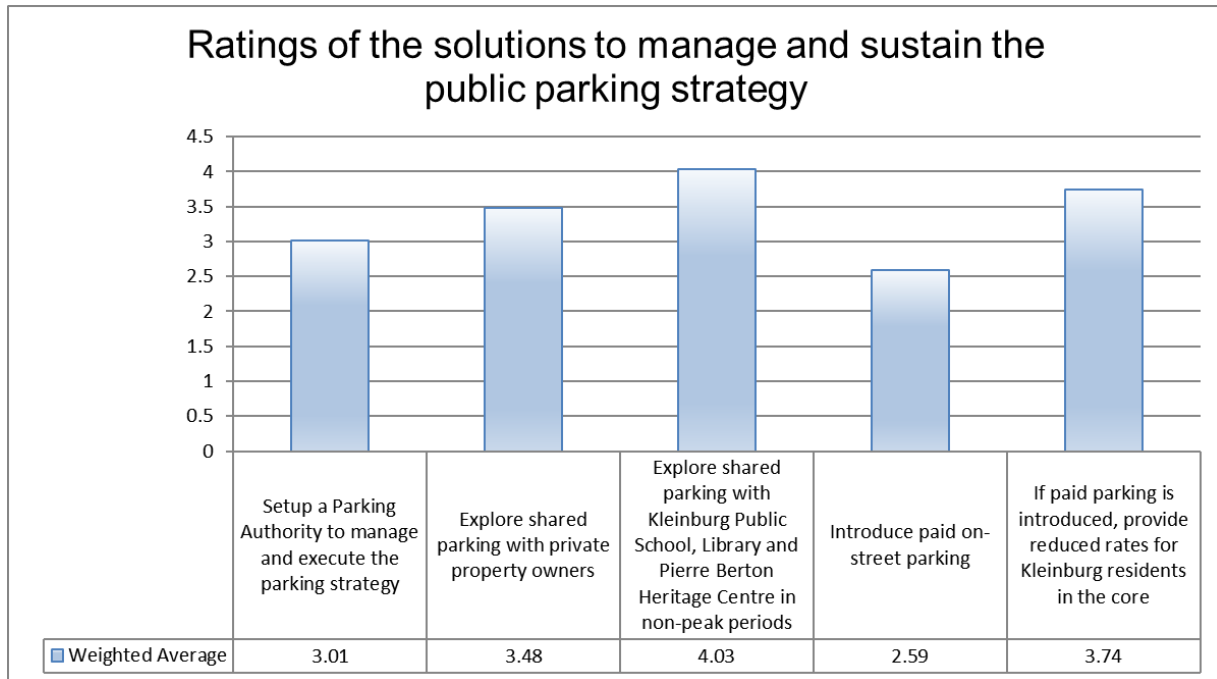
**Q12. Rate the solutions to building an inclusive public parking strategy that best serves the tourist.**



Answered: 109 Skipped: 42

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. Respondents were asked to rate three possible options that support tourists to the core. Three options were presented and both wayfinding signage plan and the **real-time** communication of **where** public parking space were most favoured.

**Q13. Rate the solutions to manage and sustain public parking strategy.**

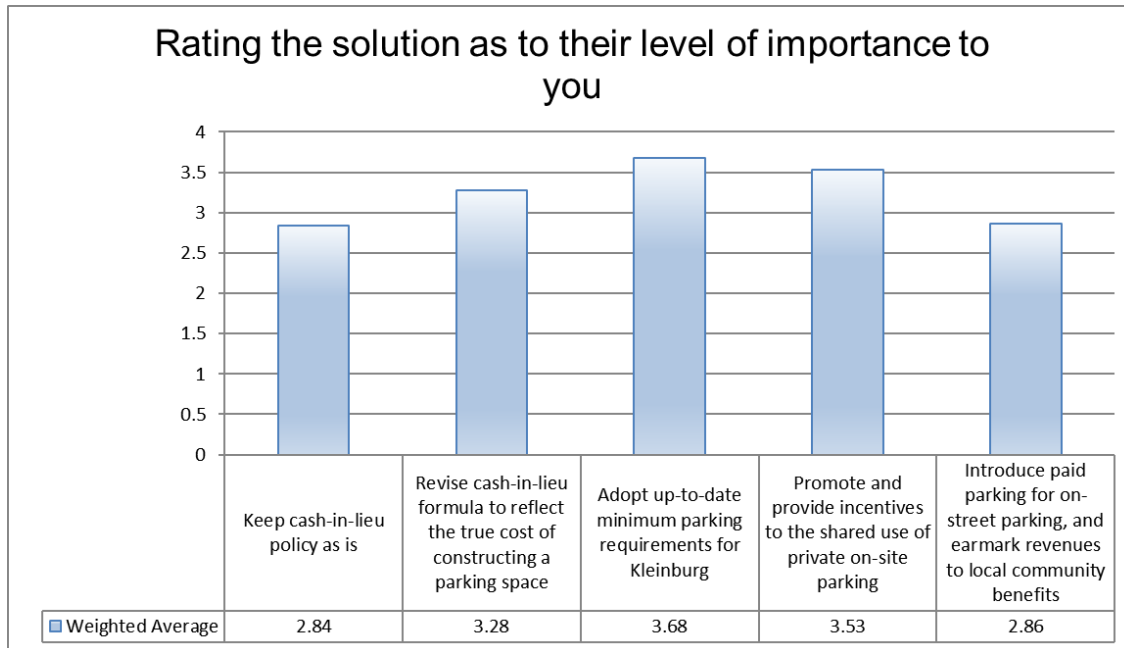


Answered: 106 Skipped: 45

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. Respondents were asked to rate five possible options that support tourists to the core. As shown, respondents very much preferred the exploration of shared parking with Kleinburg Public School, the Library and Pierre Berton Heritage Centre in non-peak periods. The other options are rated and shown on the graphic below. One of the more interesting dynamic in the rating options is that on its own the introduction of pay parking is rated very low in importance. However, when the option of not only introducing pay parking is paired with reduced rates for Kleinburg residents then its importance dramatically increases – from a weighted average of 2.59 to 3.74.



**Q14. Rate the solutions as to their level of importance to you**



Answered: 106 Skipped: 45

The weighted average indicates that ranges between 1 to 5 where 1 is not important and 5 being very important. Respondents were asked to rate five possible options that relate to possible solutions related to the supply of future parking in the core. The option related to the application of contemporary parking bylaws was seen by most as an important solution to the supply of parking. Close behind is the desire to encourage shared use of private parking spaces in the core that are currently site customer-only. A proposed solution related to the application of a more contemporary cash-in-lieu of site parking formula to be just as popular with respondents.

**Q15. Provide any further comments and input to the development of the parking management strategy for the Kleinburg Village Core.**

Tag Comment	Frequency	Percent of comments
Solution - Offstreet - KPS lot	8	8%
Traffic - congestion	6	6%
Enforce time limits	6	6%
Better signage	5	5%
Solution - Curbside management	5	5%
Pedestrianize Islington	5	5%
Pay Parking - No	5	5%
Perception - No parking issue	4	4%
Pay Parking - Yes	4	4%
Pay Parking - Yes but Free for residents	4	4%
Solution - Superboxes	4	4%
Enhance streetscape	4	4%
Bike lanes	3	3%
Control development	3	3%
Traffic - Bypass Islington	3	3%
Perception - Safety bigger issue	2	2%
Pay Parking - Yes but Free 30 minutes for residents	2	2%
Parking Authority	2	2%
More public transit	2	2%
Solution - Offstreet - Railway lot	2	2%
Solution - Move employees to fringe	2	2%
Solution - Offstreet - Shared use of private	2	2%
No parking requirements	2	2%
Solution - Offstreet - C Woods Lot	1	1%
No signage clutter	1	1%
Perception - Parking issue is seasonal	1	1%
Better snow clearing	1	1%
Pay parking - No causes spillover	1	1%
Pedestrianize Nashville	1	1%
Solution - Offstreet - more	1	1%
Real time occupancy	1	1%
Solution - Onstreet - Install meters	1	1%
Streetscape - Nashville	1	1%
Adaptive traffic control	1	1%
Apply zoning bylaws	1	1%
Wider sidewalks	1	1%
Solution - Onstreet - install pylons	1	1%
Lack of Parking	1	1%
Solution - Onstreet - remove pylons	1	1%
Core appeal is low	1	1%
Solution - No Pkg on-street (School)	1	1%
Solution - Offstreet - build structure	1	1%
<b>Total</b>	<b>104</b>	<b>100%</b>

Question 15's narratives were read and tagged for common themes. The following key points were raised:

- **Pay parking** is the most mentioned option (10% mentions) – combining those that expressed the introduction of pay parking operation to the core and those who expressed its introduction but on condition that residents would be given a discount or coupon for parking in the core<sup>1</sup>.
- **Traffic** (9% mentions) – indicates that a significant number of respondents' view traffic as the primary concern in the core.
- **Enforcement** (6% mentions) – comments reflected some frustrations that people overstay the time limit and are not paying the price for that. The lack of signage that clearly indicates that time restriction policy was cited as well.
- **Kleinburg Public School parking facility** (8% mentions) – is the most often publicly owned site that is mentioned as a potential solution to parking supply. We know that in the summer, these spaces are used by visitors to the core.
- **Better signage** (5% mentions) – this mention expresses support for the drive in the parking strategy to optimize the use of existing on-street parking space resource.
- **Implementation of Post office super boxes** (4% mentions) – also raised in online survey one back in September as an obvious solution to the congestion and parking crunch at the Post office site during the afternoon peak period.

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<sup>1</sup> This is a customer service option that is capable with the most current parking access and revenue control technologies.

## Appendix I: Cash-in-Lieu



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## 1 CASH-IN-LIEU IN KLEINBURG<sup>1</sup>

The results of a review of a 188-page extract showing applications to committee of adjustment (COA) dating back to late 1990's is shown in this section. Specific to the provision of on-site parking space, the COA saw applications that required a total of **228** spaces applying the zoning by-law requirements. These applications presented their case for providing **159** spaces, leaving a difference of **69** parking spaces that needed a solution. Of the 69-space shortfall, we have seen the application of cash-in-lieu for **seven (7)** spaces for a total value of \$22,638.

The cash-in-lieu tool is widely used, and the following section serves to summarize the formulae fields used and the issues related to its use in various Canadian cities.





<sup>1</sup> Parts of this section can be found in the following: Item 1, Report No. 17, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on April 23, 2013.

Table 1: Summary of Parking Space Related Committee of Adjustment Cases in the Kleinburg Core

Property Address	Proposed Floor Space & Type of Use	Parking Spaces Required by Zoning Bylaw	Parking Spaces Provided	Parking Spaces Applied for Exemption	Cash-in-Lieu Amount if applicable	Rationale for Exemption
10483 Islington Ave	Restaurant	45	15	30  (settled for 14 spaces)	<p>Reports that consultant report indicates that accept cash-in-lieu payment for 14 spaces.</p> <p>Mitigation: sharing neighbouring site parking</p> <p>Consultant report indicated a lower parking requirement than requested in the Zoning Bylaw.</p> <p><i>No CIL agreement details in the summary of decision.</i></p>	



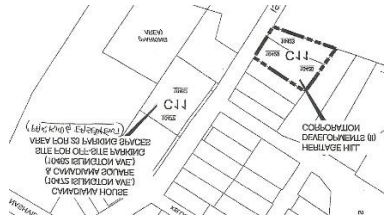

Property Address	Proposed Floor Space & Type of Use	Parking Spaces Required by Zoning Bylaw	Parking Spaces Provided	Parking Spaces Applied for Exemption	Cash-in-Lieu Amount if applicable	Rationale for Exemption
10503 Islington Ave	Restaurant on the second floor	37	23	14	<p>Changes made to the use designation of a mezzanine level that might have impacted the parking space requirement.</p> <p>Agreement shows a payment of \$15,914 for four (4) spaces or \$3,978 per space.</p> <p>No recurring cost factor shown.</p>	
10513 Islington Ave	Increase staff at a <b>daycare</b>	11	8	3	<p>CIL total of \$6,724 or \$2,251 per stall</p>	





Property Address	Proposed Floor Space & Type of Use	Parking Spaces Required by Zoning Bylaw	Parking Spaces Provided	Parking Spaces Applied for Exemption	Cash-in-Lieu Amount if applicable	Rationale for Exemption
10462 Islington	Reduction of driving aisle from 6 m to 4 m; Slight reduction in parking	78	76	2	No further information found in the decision regarding the shortfall.	
10465 Islington	Health Professional Offices – 9 spaces on site and 1 Cash –in-lieu	5 spaces per practitioner or <b>15 spaces</b>	9	1	Decision was to ask the site owner to enter an agreement for cash-in-lieu payment for 1 space.  The actual amount was not found.  Minor variance was approved; this application was two-pronged in that it was asking for not only cash-in-lieu but a reduction in	



Property Address	Proposed Floor Space & Type of Use	Parking Spaces Required by Zoning Bylaw	Parking Spaces Provided	Parking Spaces Applied for Exemption	Cash-in-Lieu Amount if applicable	Rationale for Exemption
					the parking requirement to begin with.	
10496 Islington Ave	1 storey addition to existing commercial building				Removed 22 spaces on the site	Intricate transfer of space requirement from one site to a neighbouring site.
10496 Islington Ave	Reduction in minimum number of parking stalls	13	9	4	4 spaces Decision does not specifically indicate if cash-in-lieu was in the agreement.	Retail – 177.78 sm @ 6 per 100 sm = 10.66 spaces Residential – second floor unit 1.5 per unit plus .25 visitor
10462 & 10472 Islington Ave	Parking easement in favour of 10423, 10425 & 10429 Islington	23				
10519 Islington Ave	Number of variances including parking	28 1 Disabled	18 0 Disabled	10 spaces and 1 Disabled	Decision was to ask site owner to enter an agreement with COV regarding a cash-in-lieu payment for the 11 spaces.	

Property Address	Proposed Floor Space & Type of Use	Parking Spaces Required by Zoning Bylaw	Parking Spaces Provided	Parking Spaces Applied for Exemption	Cash-in-Lieu Amount if applicable	Rationale for Exemption
10462 & 10472 Islington Ave (COA - 2014)	3 spaces per 100 SM of GFA for <b>retail, business and professional offices</b> ;  8 spaces per 100 SM of GFA <b>restaurant</b> ;  0.8 spaces per unit for <b>one bedroom &amp; 1 space for two bedroom</b> ; and 0.2 per unit for <b>visitors</b>	3 spaces per 100 SM of GFA for <b>retail, business and professional offices</b> ;  16 spaces per 100 SM of GFA <b>restaurant</b> ;  1.5 spaces per unit and 0.25 per unit <b>for visitors</b>			CIL not involved.  Approval of applying the requested parking space requirements to the site with the use of a shared owned site.	