

# KLEINBURG PARKING STRATEGY REVIEW

## VIRTUAL PUBLIC INFORMATION AND FEEDBACK SESSION #2



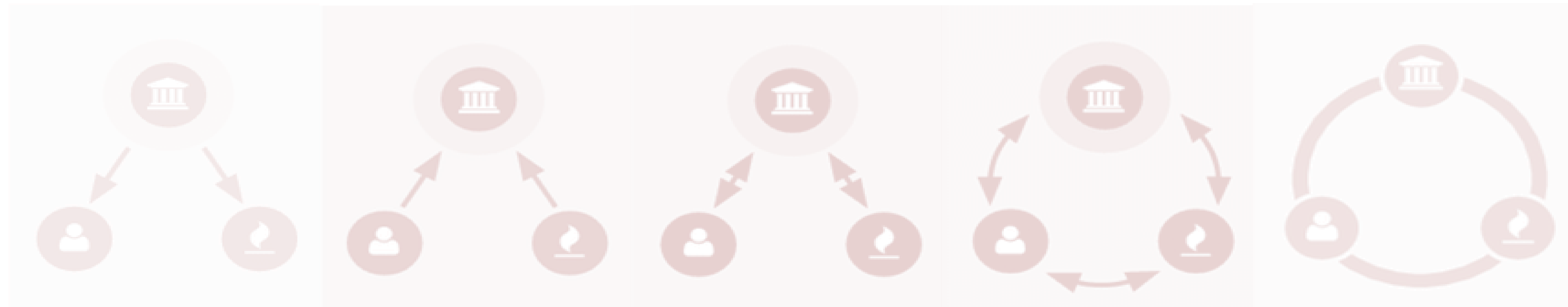
**The City is collecting the community's feedback on Phase 2 of the Kleinburg Parking Strategy through a virtual Open House**

**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



**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

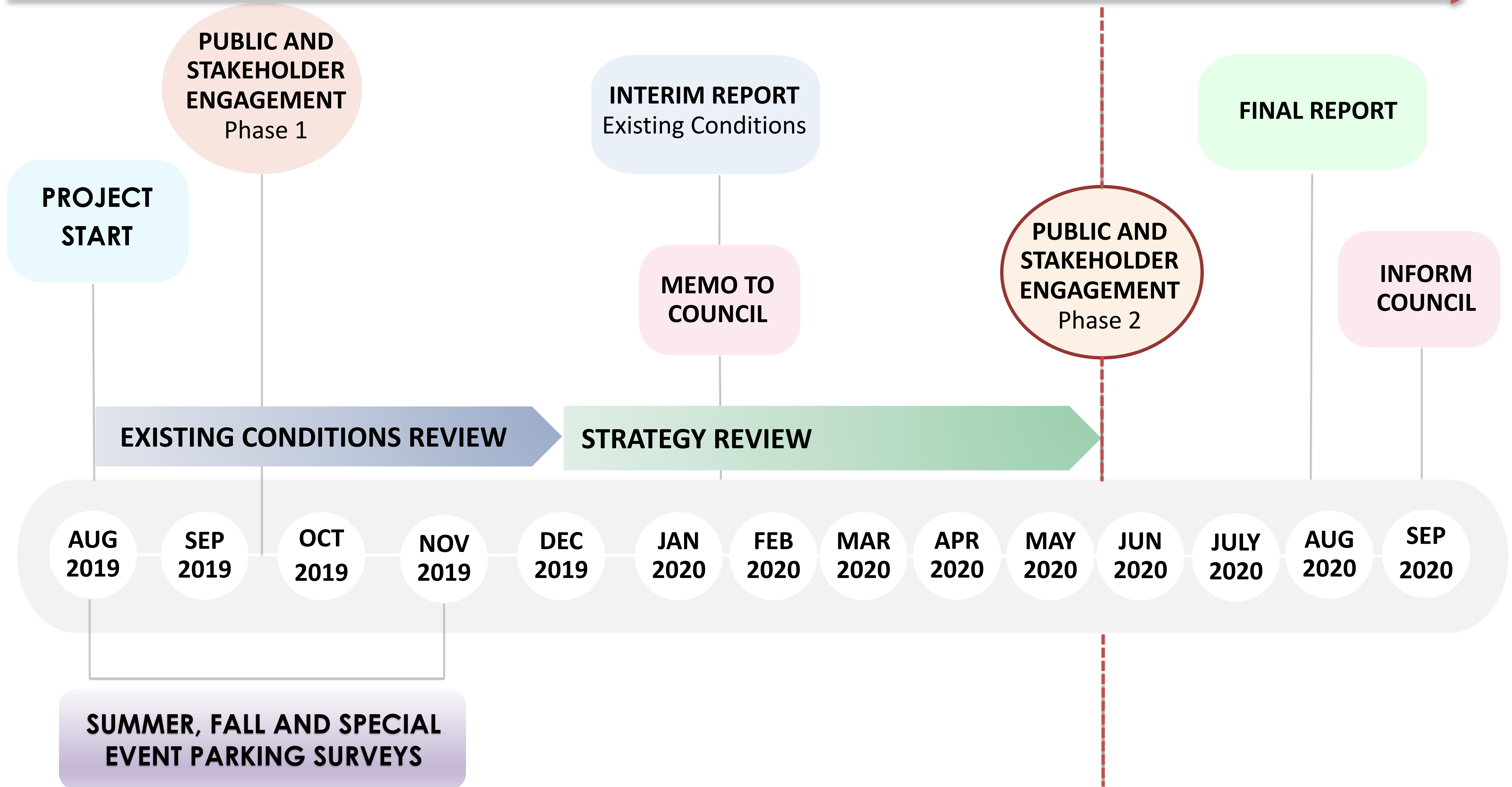
- Kleinburg is one of the **City of Vaughan's historic villages** with a charming residential community at its core, abundant natural assets and a rich and varied history.
- Islington Avenue, a **vibrant main street**, runs through the Village Core and is fronted by mixed use and retail/commercial land 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:

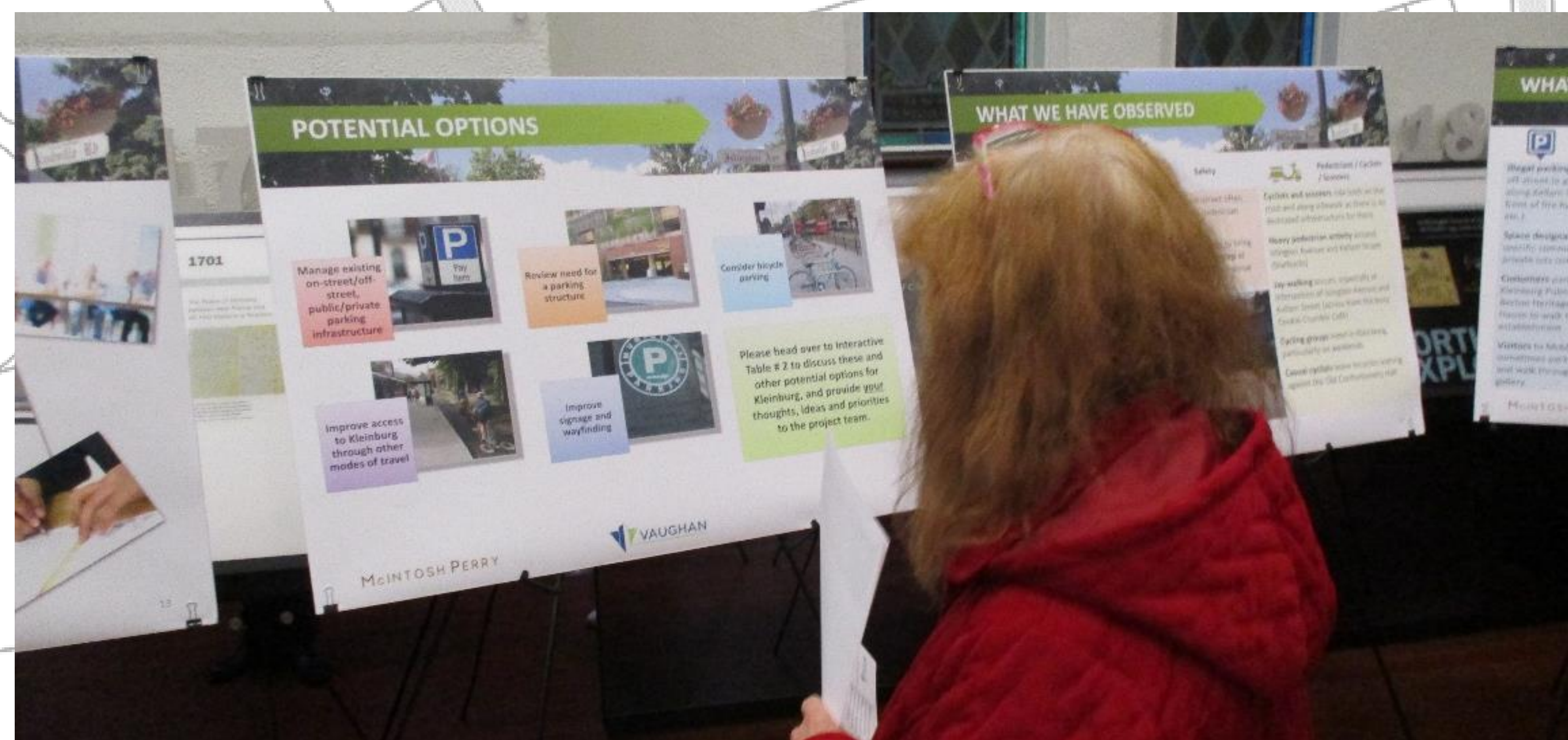
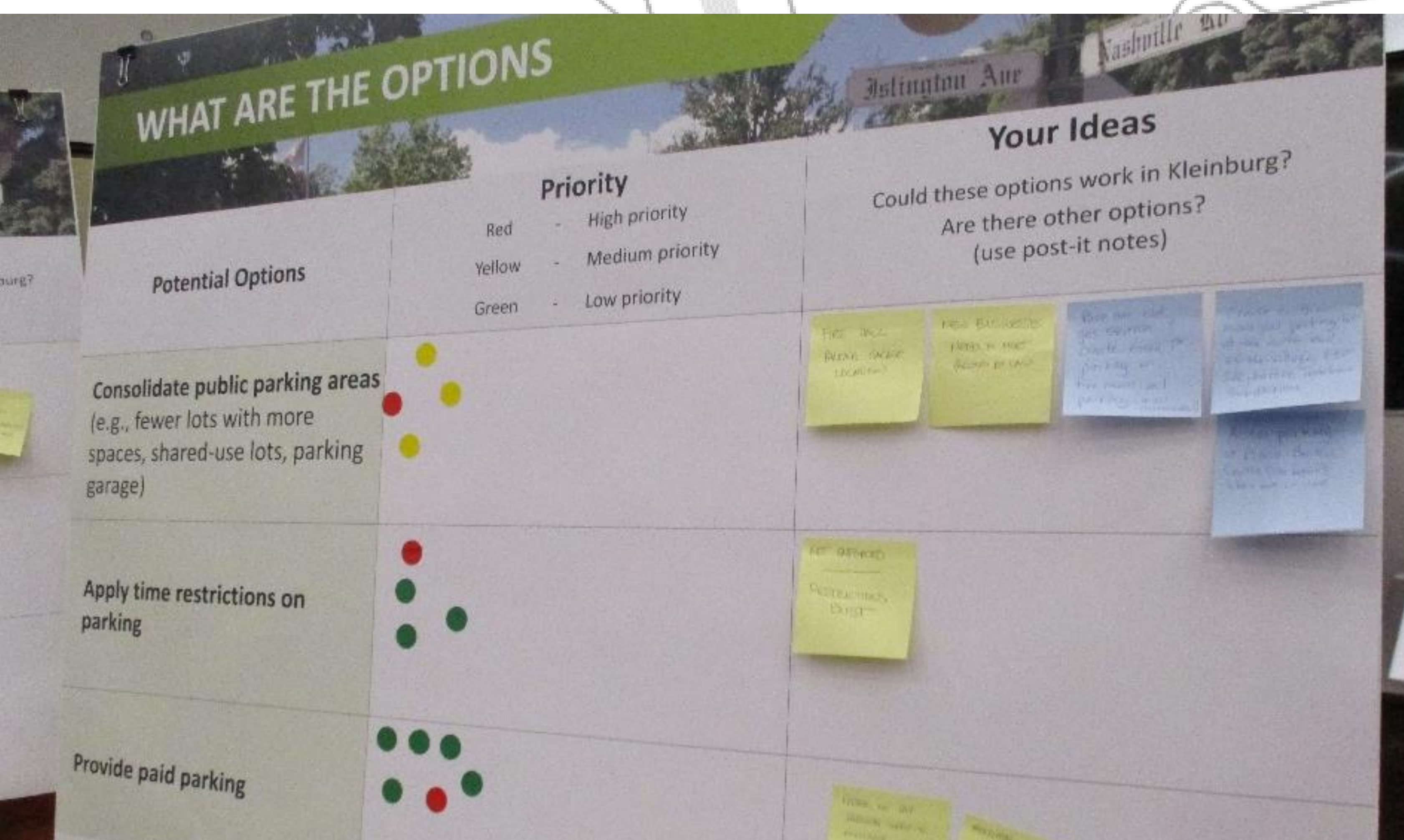
- Trip purposes vary, but most visit Kleinburg for:
  - Dining or Recreation (26%)
  - Shopping or Personal Services (19%)
  - Pick-up/Drop-off or Post-Office (18%)
- The majority of visits originate from **within Kleinburg** or the **City of Vaughan**
- Many (23%) visit for **15-minutes or less** (pick-up/drop-off, 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)

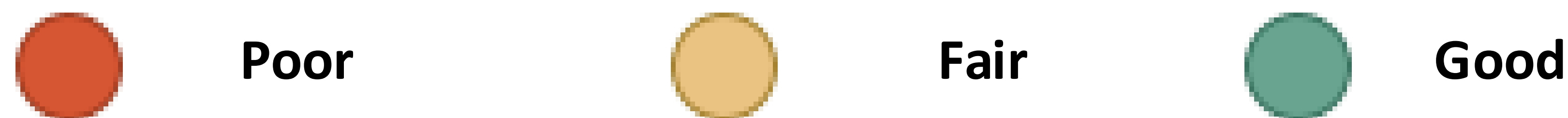
Canada Post Community Mailboxes at core gateways



# 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



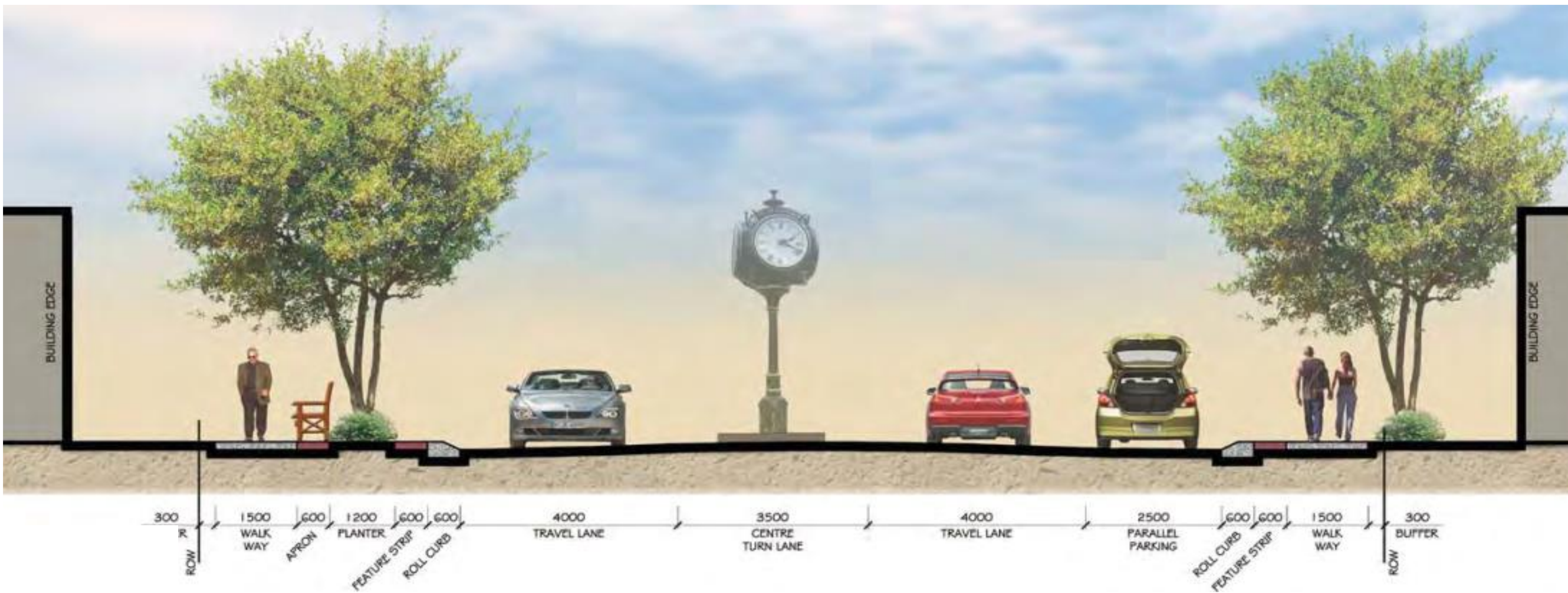
## Recommendation and Opportunities:

- 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

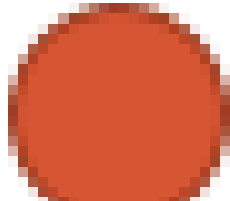
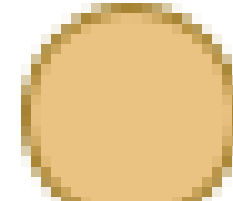
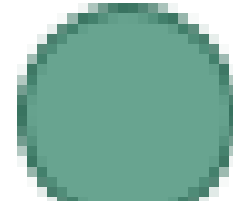
## MOBILITY/ INFRASTRUCTURE IMPROVEMENTS

- 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:

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THANK YOU

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