

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 13, 2022**

Item 4, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 13, 2022, as follows:

***By receiving Communications C17 from Maria and Loreto Corvinelli, dated December 9, 2022.***

#### **4. PARKING SPACES IN KLEINBURG VILLAGE**

The Committee of the Whole recommends:

1. That consideration of this matter be deferred to the Committee of the Whole meeting of January 17, 2023, for staff to meet with the Local Councillor, area residents and Kleinburg BIA;
2. That the comments of the following speakers be received; and
  1. Donna Rotondo, Treelawn Boulevard, Kleinburg;
  2. Ester Maglio, Islington Avenue, Kleinburg; and
  3. Frank Greco, Islington Avenue Kleinburg.
3. That the following Communications be received:
  - C3. Cinzia Recine, Kleinburg BIA Chair, Kleinburg, dated December 9, 2022;
  - C4. Cinzia Recine, Kleinburg BIA Chair, Kleinburg, dated December 8, 2022 (includes Petition); and
  - C10. Donna Rotondo, Treelawn Boulevard, Kleinburg (includes Petition).

#### **Recommendations**

1. THAT this report be received for information purposes.

## Committee of the Whole (2) Report

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**DATE:** Monday, December 12, 2022      **WARD(S):** 1

**TITLE:** PARKING SPACES IN KLEINBURG VILLAGE

**FROM:**

Vince Musacchio, Deputy City Manager, Infrastructure Development

**ACTION:** FOR INFORMATION

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**Purpose**

This report provides an interim status update regarding the Kleinburg-Nashville-Stegman's Mill improvement project, specific to parking within the Kleinburg village. Item 29, Report No. 32, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 28, 2022 recommended:

“That Infrastructure Delivery staff report back with an interim report to the Committee of the Whole meeting of December 12, 2022, with respect to the Kleinburg-Nashville-Stegman's Mill improvements as it relates to current and new parking spaces.

**Report Highlights**

- The Village of Kleinburg Islington Avenue Streetscape Master Plan Study was approved by Council in 2011
- Kleinburg Parking Strategy Review was completed and endorsed by Council in October 2020
- Extensive public consultation was undertaken as part of the Kleinburg Parking Strategy Review
- The Parking Strategy included a review of the existing boulevard parking and recommended a designated parking area
- Detailed Design for the Kleinburg Village Improvements and Streetscaping project commenced in June 2021 and is nearing completion

## **Recommendations**

1. THAT this report be received for information purposes.

## **Background**

### **The Village of Kleinburg Islington Avenue Streetscape Master Plan Study was approved by Council in 2011**

Kleinburg Village continues to be a popular destination in the City for its range of amenities, shopping and dining locations, historic and cultural value, as well as its access to the natural environment.

The Village of Kleinburg Islington Avenue Streetscape Master Plan Study (2011 concept) was approved in 2011. The objectives of the Islington Avenue Streetscape Master Plan Study are to create a strong community image by enhancing the character of the built environment including building design, signage, planting and streetscapes. The Plan aims to promote high quality streetscape design to create a comfortable, sustainable and memorable main street for the Village of Kleinburg.

### **Kleinburg Parking Strategy Review was Completed and Endorsed by Council October 2020**

A longstanding concern of visitors, nearby residents, the Kleinburg Area Ratepayers Association (KARA), and the Kleinburg Business Improvement Area (KBIA) has been the availability of parking, challenges and nuances that accompany the existing parking supply in the Village. In response to these challenges, the City undertook, at the direction of Council, the Kleinburg Parking Strategy (Parking Strategy), commencing in August 2019, and being completed and endorsed by Council in October 2020. The Parking Strategy consisted of two (2) primary phases, namely, establishing the existing conditions, followed by recommending a series of short, medium and long-term solutions to guide the City's approach to parking in the Village up to 2041.

### **Extensive Public Consultation was Undertaken, and a Consolidated Public Parking Location was Determined to be Beneficial for the Area**

Through the Parking Strategy, it was found that the number of parking spaces provided were sufficient to accommodate short-term demand. Parking capacity issues and confusion is directly related to how parking is managed, arranged, and communicated to the public. Extensive consultation was undertaken with the general public, KARA, and the KBIA at various milestones during the project, to understand the existing constraints and develop solutions. Overall, the following consultation events took place:

<b>General Public</b>	<b>Stakeholders (Includes KBIA &amp; KARA)</b>	<b>KBIA</b>	<b>KARA</b>
<b>Public Meeting # 1</b> September 26, 2019 <b><u>17 Participants</u></b>	<b>Stakeholder Meeting #1</b> September 17, 2019 <b><u>24 Participants</u></b>	<b>Board Meeting</b> Oct 29, 2019	<b>Board Meeting</b> Nov 12, 2019
<b>Online Survey # 1</b> September 17 – October 31, 2019 <b><u>238 Responses</u></b>	<b>Stakeholder Meeting #2</b> April 20, 2020 <b><u>30 Participants</u></b>	<b>Report Circulation</b> September, 2020	
<b>Pedestrian Intercept Survey (Kleinburg)</b> October 10, 2019, 10:00 AM to 2:00 PM, 6:00 PM to 9:00 PM <b><u>32 Participants</u></b>		<b>Board Meeting</b> Nov 4, 2020	
<b>Online Survey # 2</b> March 4 – June 5, 2020 <b><u>151 Responses</u></b>			
<b>Public Commenting Period</b> June 8 – June 22, 2020 <b><u>7 Responses</u></b>			

Following the analysis of the consultation activities and field observations, it was apparent that Kleinburg Village would benefit from a consolidated public parking location, implemented in the short-term. Subsequently, as part of Phase 2 of the Parking Strategy, a number of sites were investigated and evaluated for consolidated public parking opportunities.

### **The Parking Strategy Included a Review of the Existing Boulevard Parking**

Through an evaluation assessment, the site north of John Street in the existing boulevard on the east side of Islington Avenue was selected. This site was selected since the land is already owned by the City, the location is a short walking distance (3-minute walk) from the Kleinburg Village core, and implementation could be combined with the Kleinburg-Nashville-Stegman's Mill improvements currently underway for expediency and cost-efficiency. Other sites were excluded due to the limited parking supply they could provide, challenges with acquiring property not owned by the City, time to implementation, high cost, and complexities of longer-term arrangements with private landowners. Ultimately, these candidate sites and the preferred site were presented to the public, stakeholders, KARA and KBIA through the consultation.

Included in the assessment of the Islington Avenue boulevard parking area was a future parking capacity and demand analysis, factoring for changes in the parking supply that would be provided on-street on Islington Avenue and Nashville Road. Currently, parking is permitted in unmarked areas directly on the boulevard. Through the Parking Strategy, it was discovered that this arrangement is problematic as it results in blocked driveways, blocked sidewalks, and confusion over where parking is permitted.

### **The Parking Strategy Recommended the Transformation of Existing Boulevard into a Designated Parking Area**

The Parking Strategy therefore considered the recommendations of the previously completed Islington Avenue Streetscape Master Plan (2011), which recommended the conversion of boulevard parking to lay-bys on Islington Avenue and Nashville Road. Due to the built form of lay-bys, a loss of on-street parking would result. This loss was accounted for in the Parking Strategy analysis. The recommendation to implement the Islington Avenue boulevard parking area north of John Street would offset this loss and offer an overall net increase in the total Village parking supply.

Subsequent to the completion of the Parking Strategy, the Kleinburg-Nashville-Stegman's Mill improvements project currently underway, implements the recommendations of the Parking Strategy by converting Islington Avenue and Nashville Road boulevard parking to lay-bys, and by installing the Islington Avenue boulevard parking area north of John Street.

### **Detailed Design of the Kleinburg-Nashville-Stegman's Mill Improvements Project commenced June 2021, with a Construction Start Planned for Early 2023**

Consulting services for design, contract administration and inspection services for the Islington Avenue, Nashville Road and Stegman's Mill Road Improvements project was awarded to Stantec Consulting Ltd. (Stantec) in June 2021. The project is in the final stages of detailed design and will be ready in early 2023 to procure the general contractor to undertake construction.

### **Previous Reports/Authority**

Item 4, Report No. 44, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 21, 2020. – Kleinburg Parking Strategy Recommendations -

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=52198>

Staff to Explore Parking Pad on the East Side of Islington Avenue, North of John Street in Kleinburg –

[https://www.vaughan.ca/council/minutes\\_agendas/Extracts/38cw1101\\_16ex\\_24.pdf](https://www.vaughan.ca/council/minutes_agendas/Extracts/38cw1101_16ex_24.pdf)

[Islington Avenue Streetscape Master Plan Study \(2011\)](#)

## **Analysis and Options**

### **The Design Activities included a Parking Space Review and the incorporation of the Parking Strategy Recommendations**

As part of the preliminary design activities, a review was completed for the existing (permissible) and proposed parking spaces within the project limits. This data was used to develop the new parking spaces as a result of the reconfiguration of the boulevard to a lay-by with bump outs. As a result, 24 permissible parking spaces will be eliminated. As per the Parking Strategy, the proposed boulevard parking area on Islington Avenue north of John Street will provide an additional 40 parking spaces. It should be noted, for impartial comparison, the review of the existing conditions for permissible parking areas has not considered the illegal areas.

Illegal parking can decrease pedestrian, cycling and driver safety, making it less secure and attractive to citizens, patrons, and visitors. The illegally parked vehicles obstruct drivers' visibility and can negatively impact pedestrian and cycling safety. Illegal parking can also negatively impact the accessibility and delivery of goods to local businesses, disrupting their operations.

### **Summary of Parking Space Design Review**

<b>Location</b>	<b>Existing Permissible Parking Spaces</b>	<b>Proposed New Parking Spaces</b>	<b>Net Loss/Gain of Parking Spaces</b>
Islington Avenue	49	35	-14
Nashville Road	20	10	-10
Proposed Boulevard Parking on Islington Avenue		40	+40
<b>TOTALS</b>	<b>69</b>	<b>85</b>	<b>+16</b>

The proposed boulevard parking area on Islington Avenue, north of John Street, is incorporated in the detailed design for the road improvement project. The detailed design is nearing completion.

## **The Project Continues to Advance with Construction Planned for Spring 2023**

The detailed design is nearing completion, with the procurement of a general contractor to commence construction scheduled in early 2023. Notwithstanding, the impact of a potential revisitation and/or reassessment of the Parking Strategy has resulted in staff deferring the release of the Request for Contractor Pre-Qualification (RFPQ) for the construction phase. The RFPQ is being utilized to secure a list of qualified contractors, prior to issuing the construction tender. The RFPQ was originally scheduled for release in September 2022, however, as a result of the request for an interim status report, staff deferred the issuance of the RFPQ to January 2023. Should Council wish to revisit/reassess the Parking Strategy, it will lead to increased costs for additional design and significant delays to the construction (planned to commence Spring 2023).

### **Financial Impact**

None.

### **Broader Regional Impacts/Considerations**

None.

### **Conclusion**

Recommendations from the Kleinburg Parking Strategy Review have been incorporated into the project scope for the rehabilitation and streetscaping improvements in Kleinburg Village. Detailed design activities commenced in 2021 and are nearing completion, in preparation for the procurement for a general contractor to commence construction in 2023.

**For more information**, please contact: Jack Graziosi, Director, Infrastructure Delivery, ext. 8201

### **Attachment**

1. Kleinburg Parking Strategy Review (Executive Summary), McIntosh Perry (consultant), August 28, 2020

### **Prepared by**

Frank Facchini, Manager, Design & Construction (SOG), ext. 8986

Paul Grove, Transportation Engineering Lead, Development Engineering, ext. 8857

**Approved by**

A handwritten signature in black ink, appearing to read "V. Musacchio".

Vince Musacchio, Deputy City Manager  
Infrastructure Development

**Reviewed by**

A handwritten signature in black ink, appearing to read "Nick Spensieri".

Nick Spensieri, City Manager



# Kleinburg Village Parking Strategy Review



## Final Report

The Corporation of the City of Vaughan  
Vaughan City Hall  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

McIntosh Perry Consulting Engineers Ltd.  
200 Town Centre Boulevard, Suite # 203  
Markham, ON L3R 8G5

August 28, 2020

## Contributors

We would like to thank all the contributors and stakeholders who helped guide and complete this Kleinburg Village Parking Strategy Review.

## Project Team

**Paul Grove** – Project Manager, City of Vaughan

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**Tong Wang** – Transportation Analyst, City of Vaughan

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**Domenic Sorbara** – Parking Consultant, DSorbara Parking & Systems Consulting

## External Stakeholders

Kleinburg Business Improvement Area (KBIA)

Kleinburg Area Ratepayers Association (KARA)



## EXECUTIVE SUMMARY

### INTRODUCTION AND BACKGROUND

The Kleinburg Village Core (“Kleinburg Village”) is a picturesque and historic village located within Ward 1 of the City of Vaughan (“City”). Supported by the Kleinburg Business Improvement Area (KBIA), Kleinburg is home to over 60 retail and service businesses, as well as schools, libraries, parks and art galleries. As its popularity grows, Kleinburg is experiencing ever-increasing demand, and parking has become a significant concern.

To assess immediate and long-term parking needs and develop a parking management strategy, the City completed the Kleinburg Parking Strategy Study (“Study”). Following quantitative data collection and analyses, as well as qualitative surveying and consultation, the Study identified and assessed alternative solutions. Assessed solutions are used to identify recommendations as part of a parking strategy addressing future parking needs. The project limits for the Study are shown in Figure ES - 1.

### NEEDS AND OBJECTIVES

The overall goal is to develop a comprehensive and forward-looking parking strategy with the following objectives:

- Assess existing parking conditions and mobility options
- Engage the public and stakeholders
- Determine short - **(1 to 5 years)**, medium - **(5 to 10 years)**, and long-term - **(2041)** parking needs
- Provide parking management strategies and implementable solutions

The Study has been organized into two phases:

- **Phase 1:** Existing Conditions Review
- **Phase 2:** Parking Strategy Development



Figure ES - 1 Study Area Parking Supply

## PUBLIC CONSULTATION

**Phase 1** consultation involved introducing the Study to the public, agencies and stakeholders, informing them of survey results, gathering input on the existing conditions, and consulting on opportunities for Kleinburg Village.

**Phase 2** consultation involved updating the public, agencies and stakeholders on the Phase 1 findings and the existing issues and opportunities in Kleinburg Village. Consultation also served as a means of presenting potential solutions to address existing parking needs, address longer-term goals, and to gather input from stakeholders to evaluate and refine the potential solutions.

## PARKING SUPPLY AND DEMAND

Kleinburg Village currently provides a total of 690 non-residential core parking spaces (excluding Bindertwine Park [64 spaces], which is beyond a 5-minute walking distance of the Village core). Of the approximately 690 parking spaces available in Kleinburg Village, private off-street parking lots comprise the majority (**81%**). A total of 164 spaces are publicly owned, of which 129 public on-street parking spaces are free and available via unmarked spaces along Islington Avenue, Nashville Road, Kellam Street and Napier Street. Parking turnover and duration surveys were conducted during Fall and Summer weekdays and weekends in 2019, and during a special event. As shown in **Table ES-1**, the Village's peak parking demand across all survey periods is **55%**. Existing demand does not surpass "effective parking supply" **occupancy levels of 80%**, suggesting that a sufficient number of parking spaces are present within Kleinburg Village. Despite this, the existing configuration and management of the parking supply presents a number of challenges and concerns which are evaluated and addressed through this Study.



**Table ES-1 Summary of Peak Parking Demand**

	Survey Period	Peak Period	Total Occupancy	Off-Street		On-Street
				Private	Publicly Owned*	Public
<i>Summer</i>	Weekday - Aug 22, 2019	2:00 – 2:30 PM	49%	47%	60%	57%
	Weekend - Aug 24, 2019	2:00 – 2:30 PM	42%	39%	46%	50%
		8:30 – 9:00 PM	55%	53%	37%	68%
<i>Fall</i>	Weekday - Oct 24, 2019	1:30 – 2:00 PM	50%	46%	77%	60%
		8:30 – 9:00 PM	43%	36%	46%	70%
	Weekend - Oct 26, 2019	1:30 – 2:00 PM	55%	53%	20%	73%
<i>Special Event</i>	Weekday - Nov 29, 2019	7:30 – 8:00 PM	53%	47%	49%	75%

Based on the Study **Phase 1** findings, it is apparent that the current configuration of parking in Kleinburg Village results in an array of challenges, despite the demand for parking remaining within the available supply. Closer examination, specifically of the public parking space sub-group (on / off-street), shows a peak parking demand of **77%** which occurred during the Fall weekday survey.

Parking demand is greatest for public on-street parking, particularly within “hotspots” where a range of challenges were observed. Most of the residual parking was observed on private property. Residual on-street parking was observed, but outside of the core. Despite this finding, almost all Kleinburg’s Village parking is within a 5-minute walk of the core. The parking surveys revealed several key observations:

- 1. There are “hotspots”, where peak parking occupancy is above 80%**
  - Former Starbucks and Kellam Street (all surveys)
  - Canada Post Plaza (most surveys)
  - East side of Islington Avenue, Kellam Street to John Street (Fall surveys)
  - South side of Nashville Road, Islington Avenue to Lester B. Pearson Street (Fall surveys)
  - Kleinburg Public School (Fall weekday survey)
- 2. Hotspot areas feature limited public on-street parking**
  - Many of the businesses are concentrated near the Islington Avenue and Nashville Road intersection. Most reserve capacity is within private off-street lots. The low reserve capacity of public on-street parking contributes to the perception of parking scarcity.
- 3. Signage and wayfinding in the Kleinburg Village is not legible and there is a lack of clarity of where parking is permitted**
- 4. Special events could have improved organization and parking management**
- 5. Recurring illegal parking in non-designated spaces was observed**
- 6. The location of bicycle parking can be improved as demand for on-street facilities exists**

## FUTURE PARKING DEMAND

Parking demand forecasts were based on future development within Kleinburg Village core for three future planning horizons, including short-term (1 to 5 years), medium-term (5 to 10 years), and long-term (beyond 10 years to 2041). Trip attraction rates were projected for each major land use type based on existing Gross Floor Areas (GFAs) and Summer and Fall Peak occupancy surveys completed in 2019. The rates were quantified by spaces per 100m<sup>2</sup> and were calibrated to match observed total peak occupancy.

Short-term GFA increases were based on development planning applications and planning policy information from the City of Vaughan's Official Plan (OP). It is anticipated that existing development applications will not capture all developments that will occur within the short-term horizon. In order to capture potential additional development, blocks containing commercial land uses with an existing Floor Space Index (FSI) significantly below the study area average were deemed overdue or prime candidates for redevelopment. Land use changes for the medium-term horizon were unknown during the study. As such, density increases for the medium-term horizon were based on Kleinburg Village study area development planning growth trends which assumed development density increase to an FSI of 0.4 for all commercial, restaurant, and service land uses.

Given that long-term planning targets for Kleinburg Village are unclear, forecasting assumptions were also made in the process of deriving long-term densities. The long-term GFA forecasting does not build directly on the medium-term assessment, however it considers a potential optimum development condition from present day (existing densities). Long-term densities were derived by evaluating trends in Kleinburg Village development applications, inferring a growth to an FSI of 0.6 for commercial, service and restaurant developments. It should be noted that the long-term forecast is highly conservative and intended to provide the City an understanding of parking solutions required to accommodate more intensive parking demand.

Parking demand for the Kleinburg Village core was forecasted as a product of trip attraction rate and corresponding horizon GFA. **Table ES-2** below shows the forecasted demand for the three horizons.

**Table ES-2 Summary of Horizons Peak Parking Demand**

Block	Key Site	Short-Term	Medium-Term	Long-Term
E01	North of John Street	5	6	9
E02	Former Starbucks	39	74	114
E03	Fitness Centre	46	76	116
E04	Kleinburg Public School	70	96	120
E05	Library	3	14	18
E06	Bindertwine Park	32	42	51
N01	North study limits	19	31	91
S01	South study limits	0	0	0
W01	RBC Bank	83	77	95
W02	Doctors House	116	129	235
W03	Post Office	62	118	186
W04	Pierre Berton Centre	63	68	68
W05	Residential	0	0	0
<b>Total Parking Demand</b>		<b>538</b>	<b>731</b>	<b>1,103</b>

## ISSUES AND OPPORTUNITIES

Parking and related mobility issues were identified via input gathered from stakeholders, public consultation, survey data, as well as observations whilst on-site. Opportunities were identified to address the issues which formed the basis for developing future solutions. Issues and opportunities for the Study are defined below.

### Issues

- High parking demand within high activity or “hotspot” areas
- Limited public parking spaces
- Private off-street lots are not available for general public use
- Inadequate signage and pavement markings
- Insufficient visibility or illumination of existing signage/restrictions
- Traffic volumes on Islington Avenue during peak periods
- Kleinburg Public School and YMCA daycare parking demand is high
- Safety concerns with respect to active transportation
- Special event communication to the general public can be improved

### Opportunities

- Improve parking and travel efficiency by providing guidance (wayfinding, signage)
- Target and manage visitor groups to better utilize available parking
- Promote underused parking and review shared use of private parking spaces
- Improve or increase the supply of public parking using initiatives such as:
  - Delineating regular and accessible public on-street parking spaces
  - Review legalizing on-street parking spaces in restricted areas
  - Providing a centralized public parking facility



- Encourage Transportation Demand Management (TDM)
- Establish a pedestrian-oriented public realm
- Re-evaluate the role of Islington Avenue as a throughway versus a main street
- Explore new technologies in shared mobility and/or micro-mobility
- Consider implementing paid parking and a Parking Authority
- Update or change existing policies such as Cash-in-Lieu of parking
- Capitalize on and coordinate with the improvements planned for Islington Avenue

## POTENTIAL SOLUTIONS

The potential solutions were developed responding to the issues and opportunities and were grouped into two main categories of **parking solutions** and **mobility / infrastructure improvements**. These solutions are intended to compliment and build on each other to continuously improve the parking dynamic in the Village. The potential solutions (**Table ES-3**) were evaluated using a number of criteria grouped into three main categories: **Technical**, **Social** and **Cost** with the criteria for each category measured using a scale of good, fair, and poor.

**Table ES-3 Potential Parking Strategy Solutions**

Solution Type	Short-term	Medium term	Long-term
<b>Parking Solutions</b>	● Parking Restriction Signage	● Parking Authority	● Review/ Implement New Parking Technologies
	● Public Parking Lot	● Consolidated Private Parking	● Redevelop Old Fire Hall ( <i>if required</i> )
	● Paid Parking (Village Core)	● Paid Parking (Village Core)	● Paid Village Wide Parking
	● Parking Structure	● Parking Structure	● Parking Structure
	● Parking Partnerships	● Parking Partnerships	
	● Parking Lay-by		
	● Clear Delineation of Parking Spaces / Pedestrian Areas		
	● Use of Bindertwine Park		
<b>Mobility / Infrastructure Improvements</b>	● Wayfinding Strategy	● Interconnected Bike / Pedestrian Paths	● Mode-shift via Transit and TDM
	● Canada Post Community Mailboxes	● Village Square (Pedestrianized)	● Pedestrian-only Village Core
		● Real Time Parking / Dynamic Wayfinding Systems	
		● Eco-mobility and Micro-mobility	

Legend

● Good

● Fair

● Poor



An average rating of all criteria measures was determined for each solution and used to identify the parking strategies recommended for each horizon.

## PARKING SUPPLY AND DEMAND

To further understand the true benefit of the potential solutions, the parking supply and demand of the Village was evaluated, applying the recommended solutions at each study horizon. The short-term parking supply was estimated based on the existing supply, conversions of existing facilities, constructing of a new parking facility, engaging in public-private partnerships and parking forecasted for new developments per Zoning By-Law requirements. The medium-term parking supply was determined by adding the short-term planning horizon parking supply and parking forecasted per Zoning By-Law requirements for new non-residential developments. Long-term projections were based on parking supplies associated with the short-term horizon, the potential redevelopment of the Doctor's House, new Kleinburg Village developments, and a potential new parking facility at the Old Fire Hall (if required) north of the Village core. The redevelopment of the Fire Hall is subject to further monitoring, and is not recommended at this time. Total parking occupancy for the study area blocks within Kleinburg Village for the short-, medium-, and long-term were forecasted to be 59%, 72%, and 83% respectively. Parking occupancy is summarized in **Table ES-4**. Overall, the recommended solutions are anticipated to sufficiently accommodate parking demand in Kleinburg Village through the long-term (2041).

**Table ES-4 Future Peak Parking Occupancy**

Block	Key Site	Short-Term	Medium-Term	Long-Term
<b>E01</b>	North of John Street	33%	40%	60%
<b>E02</b>	Former Starbucks	38%	59%	75%
<b>E03</b>	Fitness Centre	58%	78%	93%
<b>E04</b>	Kleinburg Public School	69%	85%	87%
<b>E05</b>	Library	14%	67%	86%
<b>E06</b>	Bindertwine Park	50%	66%	80%
<b>N01</b>	North study limits	41%	67%	72%
<b>S01</b>	South study limits	0%	0%	0%
<b>W01</b>	RBC Bank	86%	80%	85%
<b>W02</b>	Doctors House	54%	60%	80%
<b>W03</b>	Post Office	57%	77%	87%
<b>W04</b>	Pierre Berton Centre	91%	99%	99%
<b>W05</b>	Residential	0%	0%	0%
<b>Total Peak Occupancy (%)</b>		<b>59%</b>	<b>72%</b>	<b>83%</b>

## IMPLEMENTATION AND FUNDING STRATEGY

### Implementation

The evaluation process was used to recommend solutions to develop the Study's parking strategy. An Implementation Plan was subsequently developed to deliver the parking strategy. The Implementation Plan will assist City staff by providing a framework of the steps needed to implement the recommended solutions. It will aid Council in making informed budget decisions in prioritizing solutions to be implemented and it will also seek input from stakeholder and service providers to reflect the growing needs of the Village community. Input will also be sought from stakeholders and service providers. A summary of the Implementation Plan is provided in **Table ES-5**. The Plan identifies that a number of the short-term solutions will be implemented through the Islington Avenue Streetscape Construction Project, which is scheduled to enter detailed design late 2020. The City can also engage Kleinburg Public School in the short-term to explore parking agreements for both vehicle and bicycle parking. The recommended method of implementation for the other solutions is identified as part of the Plan.



Table ES-5 Parking Strategy Implementation Plan Summary

### Short-term

**Parking Restriction Signage:** an immediate measure with signage and temporary pavement markings to be implemented as early as possible (within year 1). Immediate measures are estimated to cost \$4,400 for signage and pavement marking. Changes in parking restrictions, pavement marking and signage will be required as improvements to the streetscape take effect. Signage programme to be coordinated with supply changes and operating requirements i.e. school, library, partnership spaces, etc.

**Parking Partnerships:** require agreements to be made between the City and other parties. Establishment of parking partnerships will increase the Kleinburg Village parking supply providing new parking options for visitors. Implementation to be coordinated with signage restrictions and wayfinding.

**Canada Post Community Mailboxes:** implementation under the purview of Canada Post. City recommended to engage with Canada Post regarding implementation. City engagement process with Canada Post to be commenced immediately as duration of process is unknown. Notification of community mailboxes installation and operation would need to be provided to residents and business. Special arrangements will be required to be made for persons with disabilities and seniors with mobility challenges.

**Parking lay-by:** lay-by parking to be constructed as part of the **Islington Avenue streetscape improvement works**. Estimated to commence within the next two (2) years and is expected to progress as works proceed northwards on Islington Avenue.

**Clear Delineation of Parking Spaces/Pedestrian Areas:** delineation of parking spaces, improvement of pedestrian areas and provision of bicycle facilities to coincide and progress with implementation of lay-by parking and **Islington Avenue streetscape improvement works**.

**Public Parking Lot:** new parking lot in boulevard area north of John Street to be developed concurrently with **Phase 2** of the **Islington Avenue streetscape improvement works**.

**Wayfinding Strategy:** should be implemented concurrently with parking restriction signage. City to contact service provider to initiate terms and conditions to implement a **pilot program** for real-time parking technology. As parking supplies increases during the short-term, the wayfinding strategy must be dynamic to capture the evolving village parking.

**Use of Bindertwine Park:** parking spaces readily available. Use of spaces may initially become important due to streetscape works. City to engage KBIA and KARA to initiate and develop plan for short to long-term use of parking spaces. Development of bicycle facilities – repair stations, changing facilities, connections to trails to be explored.

## Medium-term

**Parking Partnerships:** City to continue to pursue opportunities in the medium-term to deliver new parking partnership for the Village.

**Consolidated Private Parking:** consolidated parking assessments to be made on a case-by-case basis via the submission of parking justification studies. A review of the study would be used to determine feasibility and provide approval for a proposal to move forward.

**Real-time Parking/Dynamic Wayfinding Systems:** full roll-out of dynamic real-time wayfinding systems following completed pilot program. Supplemental technology to complement the system (webpage, mobile apps, payment options, etc.) would need to be established.

**Interconnected Bike / Pedestrian Paths:** identify and close prevailing gaps in pedestrian and cycle networks, integrate and expand networks where possible and include improvements along Stegman's Mill Road and connectivity to Islington Avenue.

**Eco-mobility and Micro-mobility:** City/parking authority to determine types of eco-mobility and micro-mobility to be implemented, docking station type, station locations, payment methods and options. Stations can be implemented gradually.

**Village Square (Pedestrianized):** engagement and agreement with property owners and KBIA to establish a pedestrian-oriented Village square / centre. Use, operation and maintenance of area coordinated and detail in established agreements for Village square.

**Parking Authority:** Not recommended as part of this study. Need for implementation subject to monitoring and future review

**Paid Parking (Village core):** Not recommended as part of this study. Need for implementation subject to monitoring and future review



## Long-term

**Review / Implement New Parking Technologies:** New technology to be implemented would require cost-benefit assessments to identify those most suitable for the Kleinburg Village. Easily adaptable technologies requiring little infrastructural change such as Wi-Fi, can be incorporated into the development of a pedestrian-oriented core, micro-mobility stations, etc.

**Mode-shift via Transit and TDM:** The growth of alternative travel modes is anticipated via enhancement of existing measures to influence travel behaviour creating mode-shifts. Implementation of new measures (i.e. carpooling and car-share) can be introduced at new parking facilities and developments via agreements with relevant stakeholders.

**Pedestrian-only Village core:** Council approval required for closure of designated section of Islington Avenue to vehicle traffic. Consultation with stakeholders including KBIA and KARA required. Traffic calming measures required for surrounding road network, and coordination with York Region required. Policy guideline or by-law guidance for pedestrianized Kleinburg Village square to be developed.

**Redevelop Old Fire Hall (at Grade Parking) or Parking Structure:** Implementation to be determined by monitoring program with trigger for development proposed at 80% occupancy of Kleinburg Village parking supply. Redevelopment is not recommended at this stage. Alternatively, early redevelopment of the site to provide other City community facilities can also allow for an opportunity to provide public parking at the site.

**Paid village wide parking:** Not recommended as part of this study. Need for implementation subject to monitoring and future review

## FUNDING

Sustainable funding measures will be needed to implement the solutions identified as part of this strategy. To fund the solutions of this strategy, the following tools can be explored:

- **Cash in Lieu (CIL)** – A policy tool that serves to reduce or waive the required number of on-site parking spaces, as mandated by the Zoning By-Law, via a payment to the City for said spaces. Fees to be paid by the developer are calculated via a formula specific to the Village.

The current formula structure is used in Kleinburg Village:

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

P = Land acquisition cost per m<sup>2</sup>

S = Construction cost per m<sup>2</sup> of parking spaces

L = Construction cost per m<sup>2</sup> of amenity/landscape/lighting

M = multiplier (0.1 for conversions and renovations and 1.0 for new construction and additions)

\$m = Maintenance charge (recurring annual fee to be determined at time of agreement)

It is recommended that a revision to the formula be implemented for the village.

The following revised formula is recommended specifically for Kleinburg Village:

Contribution = (**Construction** cost + (**Land** cost per m<sup>2</sup> x **Area** of parking space per m<sup>2</sup>)) x **Number** of parking spaces x **Share** of contribution towards total costs.

The revised formula discussed is more representative of the actual cost of construction and actual land acquisition required to provide parking. As well, the application of the “equity” factor of 50 percent is considered a means of demonstrating the City’s willingness to work with and engage developers in having a shared a responsibility to provide parking for visitors to Kleinburg Village.

- **Development Charges (DCs)** – Are fees paid by developers for new development or redevelopment. The intention of the charge is to support the capital costs associated with growth and development within the City. This method of cost recovery is an equitable, consistent, and transparent way to recover costs. DCs specific to Kleinburg Village present an opportunity to fund parking improvements.
- **User Fees or Paid Parking** – Are funds gathered by charging the user a set rate to use a parking space. Paid parking could be implemented in Kleinburg Village in

the future to manage parking demand and to provide a revenue source. Alongside charged parking, parking enforcement could generate additional revenue, despite not being the primary intention of enforcement. While not recommended by this study for implementation, however, the potential for paid parking will be monitored and reviewed for the future consideration.

- **Parking Partnerships** – where the City sees an opportunity to meet parking demand but does not have the property or resources available, an agreement can be created with public or private entities to provide public parking.