

# Implementation Plan

Timeline	Suggested Implementation Order	Recommended Solution	Requirements and Next Steps
Immediate	1	Parking Guidance	Signage and temporary pavement markings to be implemented as early as possible (within 1 year)
	2	Revisions to Cash-in-Lieu of Parking By-Law 159-2006	Revise By-Law to reflect more recent costs of parking space construction (immediate)
Short-Term (1 - 3 Years)	<b>Require City Discussion</b>		
	1	Parking Partnerships	Parking partnerships require agreements between the City and other parties. The City should initiate this process immediately.
	2	Canada Post Community Mailboxes	The City will be required to engage Canada Post regarding the implementation of community mailboxes for the Village.
	<b>Delivery Impacted by Islington Streetscape Master Plan Works</b>		
	3	Parking Lay-by	Lay-by parking to be constructed as part of the Islington Avenue streetscape improvement works.
	4	Clear Delineation of Parking Spaces / Pedestrian Areas	Will coincide and progress with implementation of lay-by parking and Islington Avenue streetscape improvement works.
	5	Public Parking Lot	New parking lot in boulevard area north of John Street. To be developed with Islington Avenue streetscape works.
	<b>Other Initiatives</b>		
	6	Wayfinding Strategy	Wayfinding should be implemented concurrently with parking restriction signage.
7	Use of Bindertwine Park	Parking spaces readily available for user groups. Use of spaces may initially become important due to streetscape works.	
Medium-Term (3 - 10 Years)	1	Parking Partnerships	The City will continue to pursue opportunities in the medium-term to deliver new parking partnerships for the Village.
	2	Consolidated Private Parking	Consolidated parking assessments to be made on a case-by-case basis via the submission of a parking justification study.
	3	Real Time Parking / Dynamic Wayfinding Systems	A full roll-out of dynamic real-time wayfinding systems should be considered under the purview of City staff/parking authority.
	4	Interconnected Bike / Pedestrian Paths	Identify and close prevailing gaps in pedestrian and cycle networks, integrate and expand networks where possible.
	5	Eco-mobility & Micro-mobility	Determine types of eco-mobility and micro-mobility to be implemented. Stations can be implemented gradually.
	6	Village Square (Pedestrianized)	Engagement and agreement with property owners and KBIA to establish a pedestrian-oriented Village square / centre.
	<b>Subject to Further Monitoring</b>		
	7	Parking Authority	The study does not recommend the development of a parking authority, however monitor and review for its need.
8	Paid Parking (village core)	Paid parking is not being considered for the medium-term, however the potential for paid parking to be monitored.	
Long-Term (2041)	1	Review/Implement New Parking Technologies	Easily adaptable technologies can be incorporated into the development of pedestrian-only core, micro-mobility stations.
	2	Mode-shift via Transit and TDM	Implementation of new measures (i.e. carpooling and car-share) can be introduced at new parking facilities.
	3	Pedestrian-only Village Core	Policy guideline or by-law guidance for pedestrianized Village square to be developed. Must be coordinated with York Region.
	<b>Subject to Further Monitoring</b>		
	4A	Redevelop Old Fire Hall	Implementation to be determined through monitoring with trigger for development at 80% occupancy of Village parking.
	4B	Parking Structure	Considered as an alternative to an at-grade parking facility, implementation based on detailed feasibility assessment.
5	Paid Village Wide Parking	Not recommended for implementation in this horizon and its need is subject to further monitoring.	