

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)	Require City Discussion		
	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.
	Delivery Impacted by Islington Streetscape Master Plan Works		
	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.
	Other Initiatives		
	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.
	Subject to Further Monitoring		
	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.
	Subject to Further Monitoring		
	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.