

Comparison of AT infrastructure to Tree Impacts

Recognizing that one of the key concerns from residents is related to the implementation of Active Transportation (AT) infrastructure and the associated tree impacts, this appendix includes a comparison of options related to meeting the goals of the EA from an AT perspective.

	Do Nothing (AT only)	Minimal Impact Alternative	Preferred Solution
Block 1	Sidewalk on both sides	Sidewalk on both sides	Sidewalk on both sides
Block 2	N - Discontinuous Sidewalk S - Continuous Sidewalk	N – Continuous Sidewalk S - Continuous Sidewalk	N – Continuous Sidewalk S - Continuous MUT
Block 3	N - Discontinuous Sidewalk S - Continuous Sidewalk	N – Continuous Sidewalk S - Continuous Sidewalk	N – Continuous Sidewalk S - Continuous MUT
Block 4	N - Discontinuous Sidewalk S - Continuous Sidewalk	Sidewalk on both sides	Sidewalk on both sides
Block 1-4	No on road bike lane	On road bike lanes	On road bike lanes

	Do Nothing (AT only)	Minimal Impact Alternative	Preferred Solution
AT Infrastructure			
a) Provide continuity of infrastructure	✘	✓	✓
b) Provide connection to key destinations	✓	✓	✓
c) Provide facilities for seasoned and commuter cyclists	✘	✓	✓
d) 3m MUT provides safe space for families, and recreational cyclists	✘	✘	✓
Tree Impact (estimated, to be confirmed in Detail design)			
Block 1	25	25	25
Block 2	0	15	27
Block 3	0	10	37
Block 4	<u>0</u>	<u>12</u>	<u>12</u>
Total	25	62	101
Estimated tree removal / trees saved	Remove = 25 Save = 0	Remove = 44 Save = 18	Remove = 71 Save = 30

The “Do Nothing” for AT infrastructure option, although it has the least tree impact, does not provide a continuous facility (where gaps in the sidewalk currently exist) nor does it provide a safe off-road facility for cyclists. This option also limits the opportunity for residents to enjoy the scenic corridor using active modes of transportation.

The “Minimal Impact Alternative” provides on-road bike lane for experienced cyclists, while providing continuous sidewalks on both sides. The tree removal decreases by 26 trees compared to the “Preferred Solution”, however the existing sidewalk at 2m does not meet the standard width of a MUT at 3m.