

Identified Issues and Proposed Solutions

Issues	Proposed Solutions
<div><div>A</div><div>Boardwalk is not easily accessible to all users and does not have seating to enjoy the view. Boardwalk edges are not clearly visible from the Seawall and the area is not well lit at night.</div></div>	<div>Clearly mark the edge of the steps down to the boardwalk from the Seawall. Install benches at key viewpoints on the boardwalk. Consider adding lighting.</div>
<div><div>B</div><div>Terraces extend to edge of path and limit visibility creating a potential collision hazard.</div></div>	<div>Widen the path by removing lower parts of the terrace.</div>
<div><div>C</div><div>Walking path is narrow and bumpy due to the heaving of paving stones by cherry tree roots. The walking and shared paths are difficult for people with mobility aids to navigate. Location of the cherry trees limits the ability to widen path.</div></div>	<div>Provide painted separation between walking and cycling paths and repair paving surface. <b>Refer to Boards 4.2 or</b></div> <div>Replace or relocate existing cherry trees to the centre of the pathway to allow for a more comfortable walking path with separation between walking and cycling. Repair paving surface. <b>Refer to Board 4.3</b></div>
<div><div>D</div><div>Narrow pathway and existing placement of trees and bollards at the junction creates a challenging shared space for people walking and cycling.</div></div>	<div>Consider reconfiguring green space to accommodate wider pathway. Reconfiguration could result in a net gain of green space.</div>
<div><div>E</div><div>Flagstone pavers are uneven and can be slippery with frost in winter providing an uncomfortable surface for people walking, cycling and using mobility aids.</div></div>	<div>Consider interim options to provide a smoother and more comfortable surface.</div>
<div><div>F</div><div>Shared space with vehicles increases potential for conflict between people walking, cycling and driving.</div></div>	<div>Consider prohibiting vehicle use of seawall between The Castings and Forge Walk.</div>
<div><div>G</div><div>Foot bridge at the marina needs to be better marked as publicly accessible space.</div></div>	<div>Provide signage and other visual cues at bridge entrances indicating that it is open to the public.</div>



B Island Park Walk, looking East towards terracing



C Island Park Walk, looking West towards wood deck area

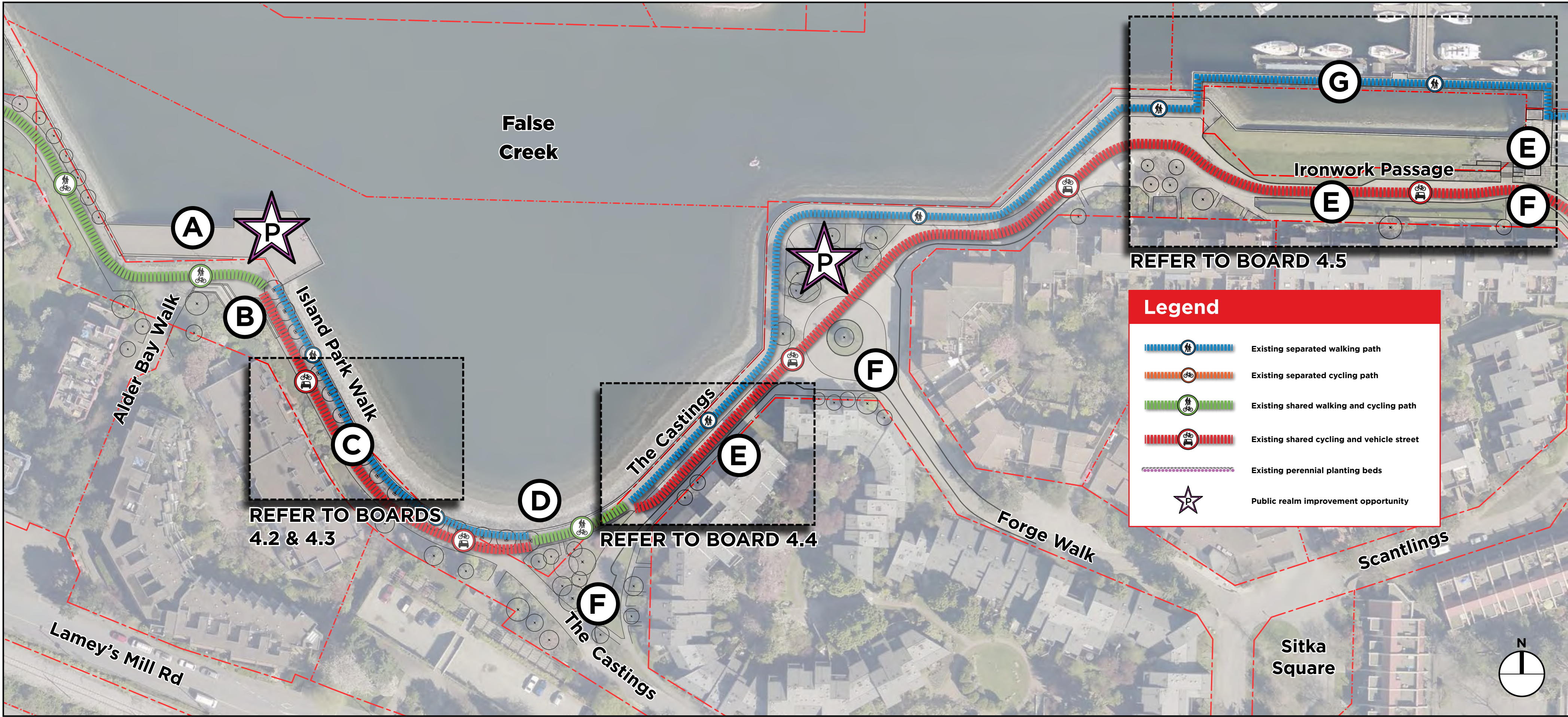


D Island Park Walk at narrow section near The Castings



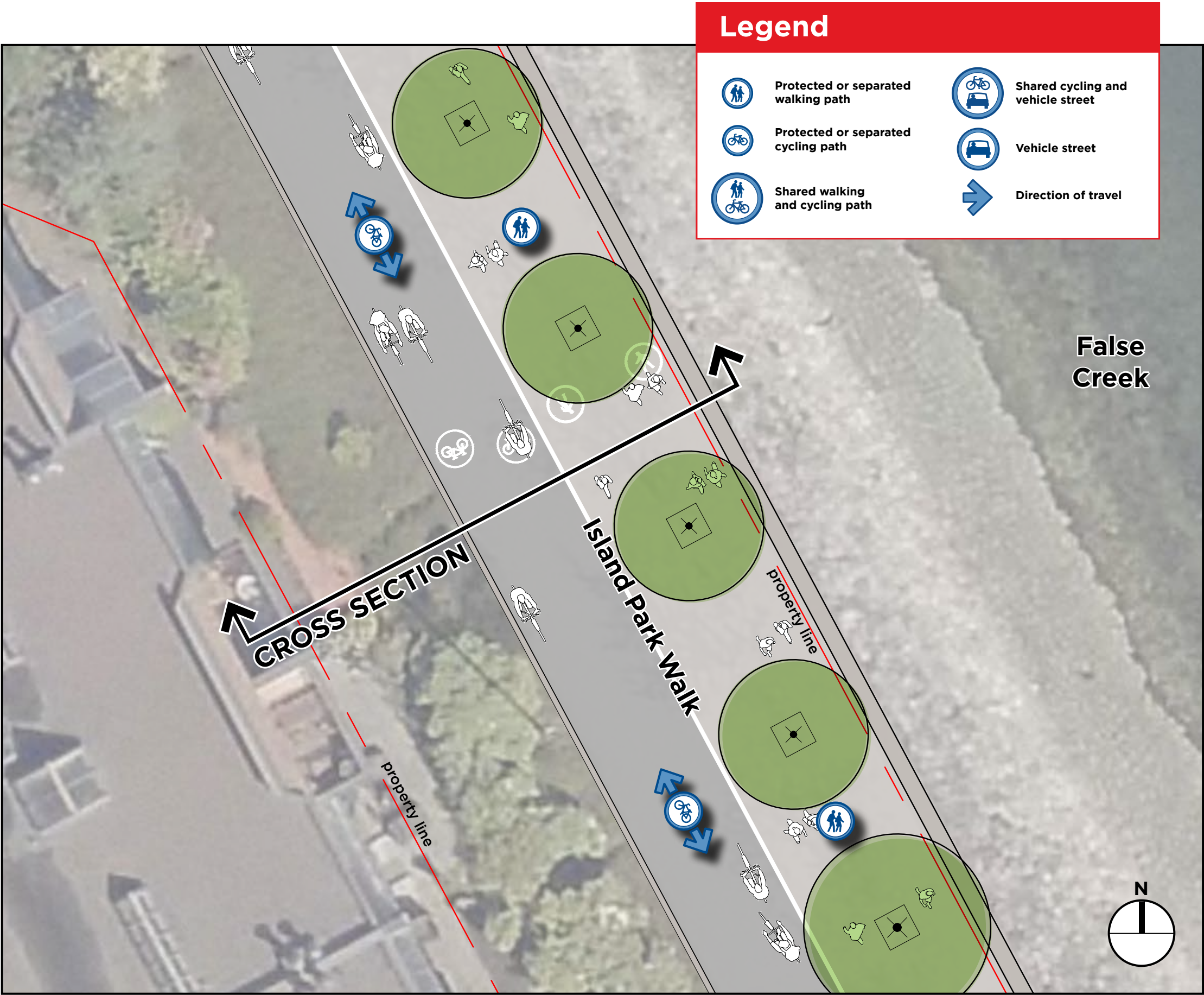
E Island Park Walk, looking West. Bollards and cherry trees

Existing Conditions

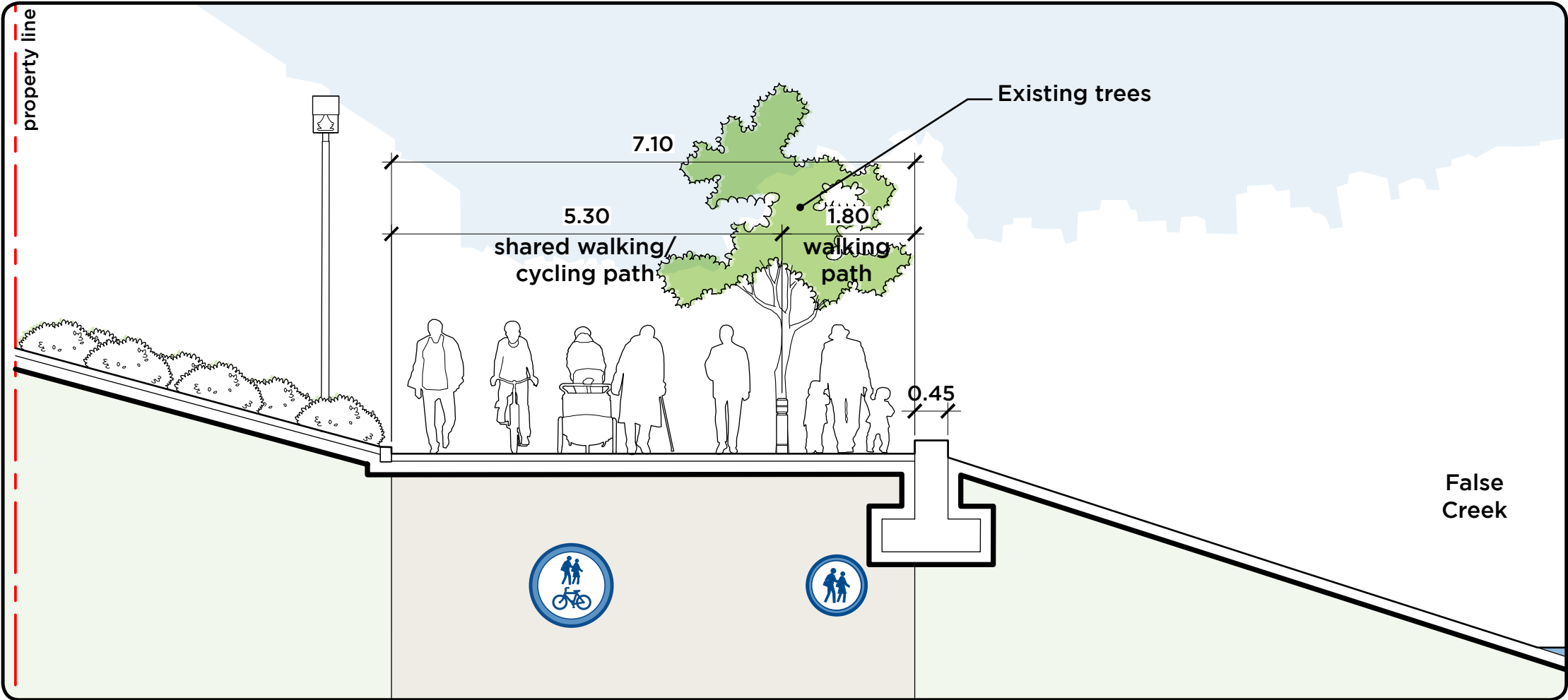




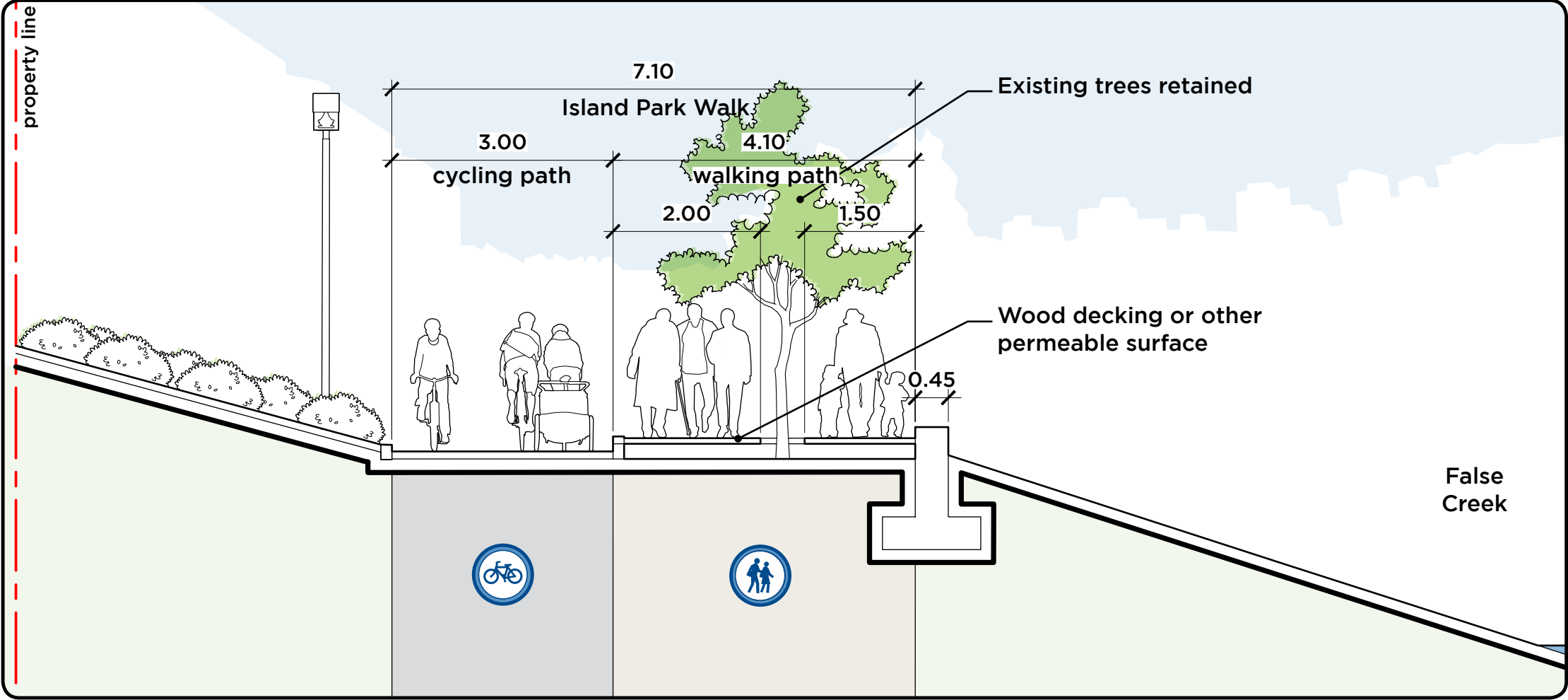
Proposed Design Option 1: Pavement Markings and Signage



Proposed Plan: Alder Bay Walk to The Castings



Existing Cross Section



Proposed Cross Section

Key Components of Design

- Maintain existing 7.1m total path width.
- Keep existing cherry trees in their current location.
- An independent arborist will be providing advice on the long term viability of the existing flowering cherry trees and whether they can be retained, relocated, or if they should be replaced.
- Separate walking and cycling paths with pavement markings and signage.
- Remove existing uneven paving surface and replace with raised wood decking or alternate permeable surface.

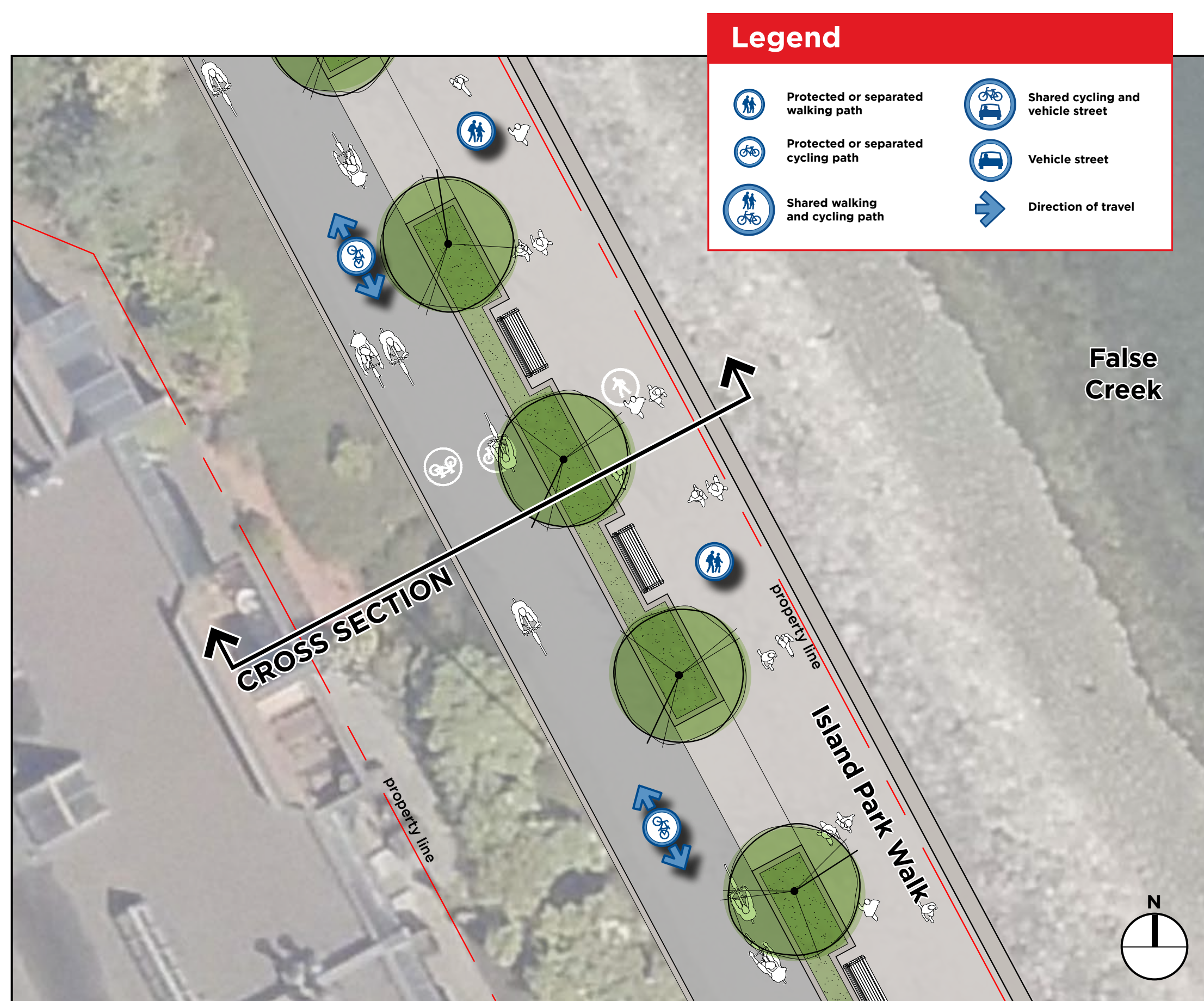


Island Park Walk, looking east from wood deck area toward terracing

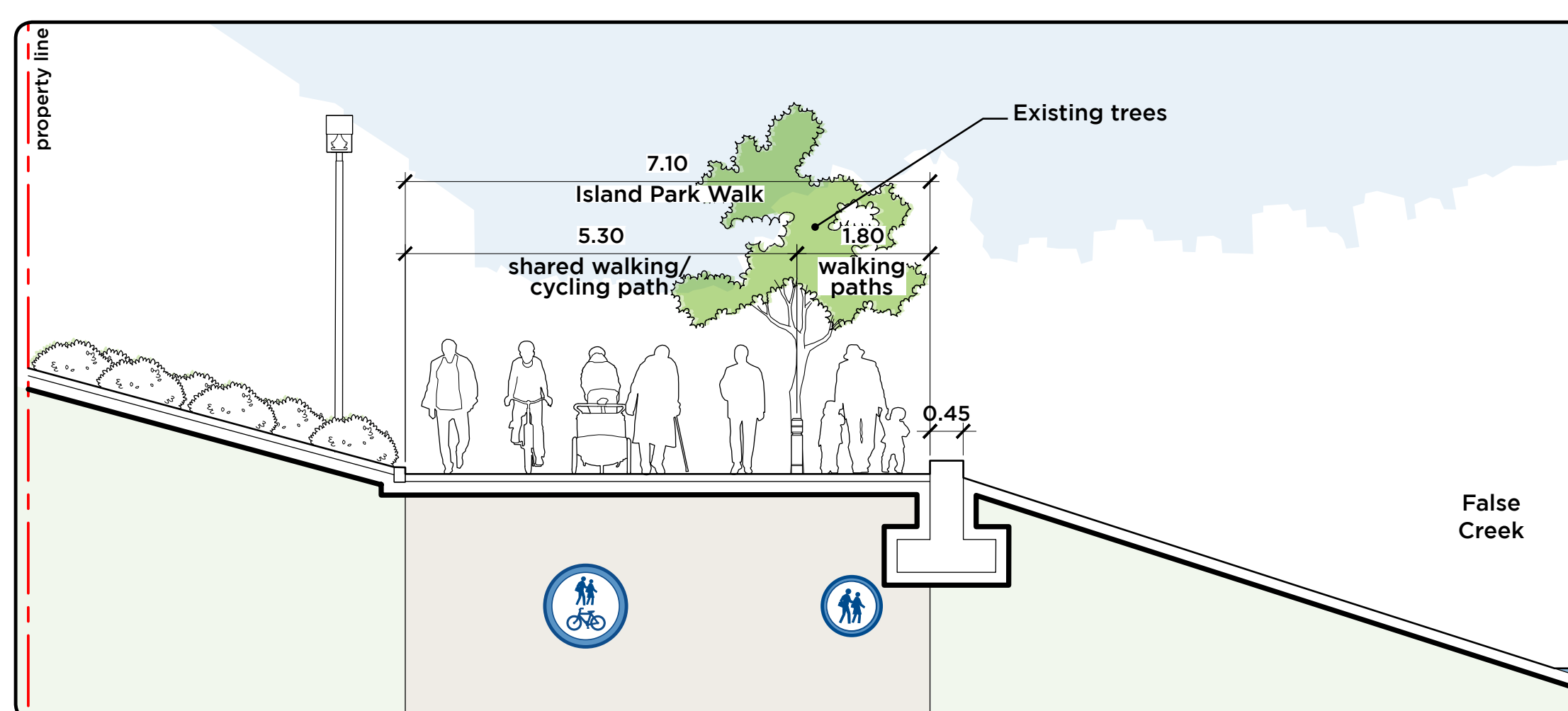
Key Components	Why they are being proposed
• Maintain existing 7.1m total path width.	Existing path provides sufficient width for walking and cycling paths as well as room for existing trees.
• Keep existing cherry trees in their current location.	The walking path can be configured so that the existing trees separate people walking eastbound and people walking westbound.
• Separate walking and cycling paths with pavement markings and signage.	To improve safety and comfort for people walking and cycling.
• Remove existing uneven paving surface and replace with raised wood decking or alternate permeable surface.	Would allow for a smoother surface treatment around trees without significant impacts to existing trees.



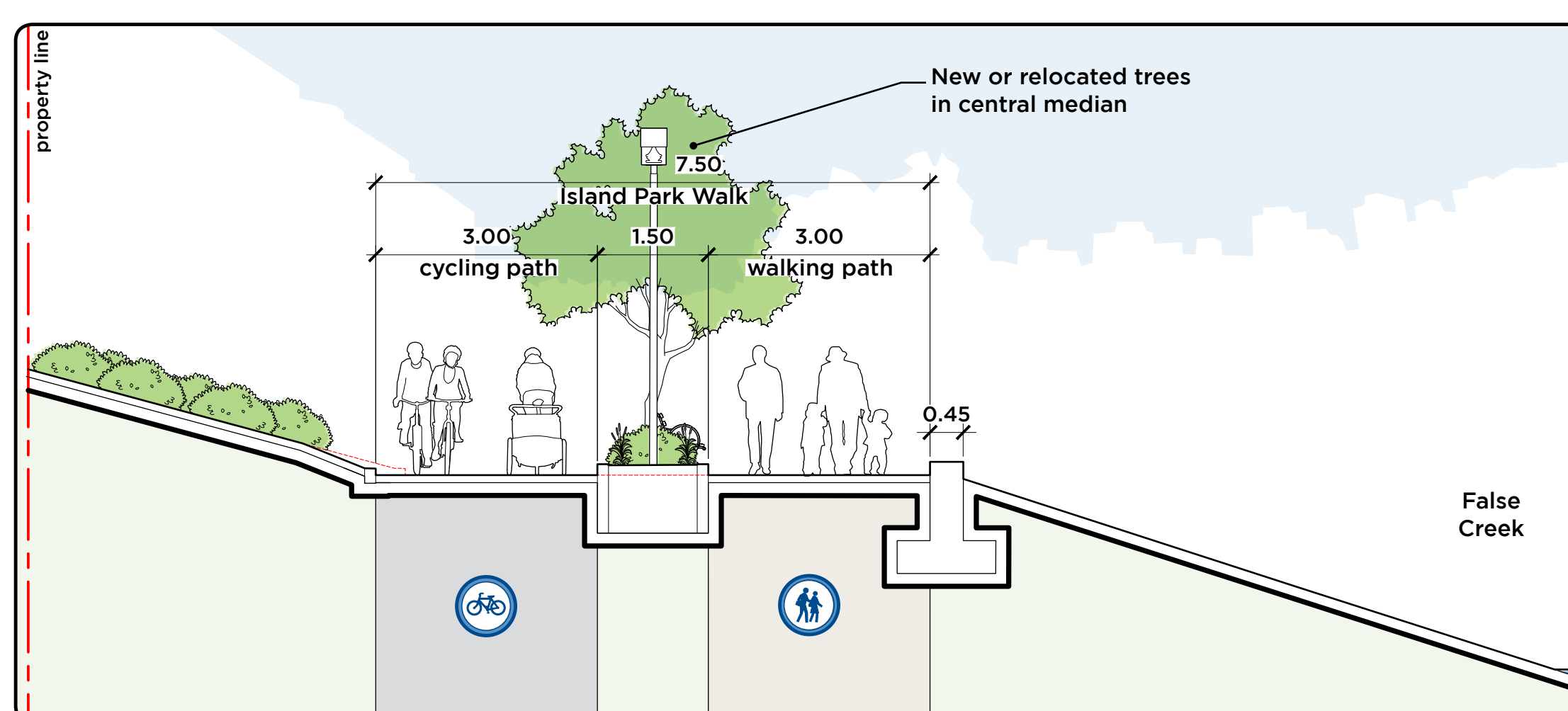
## Proposed Design Option 2: Central Median with Paint Markings and Signage



## Proposed Plan: Alder Bay Walk to The Castings



### Existing Cross Section



### Proposed Cross Section

## Key Components of Design

- Widen total path width from 7.1m to 7.5m.
- Replace or relocate existing cherry trees to a new central median. The proposed configuration would accommodate additional planting and increased soil volumes for the trees.
- An independent arborist will be providing advice on the long term viability of the existing flowering cherry trees and whether they can be retained, relocated, or if they should be replaced.
- Separate walking and cycling paths with the new central median.
- Re-use existing paving stones to surface walking path between the water and the median.
- Install new asphalt surface on cycling path between the median and existing greenery.

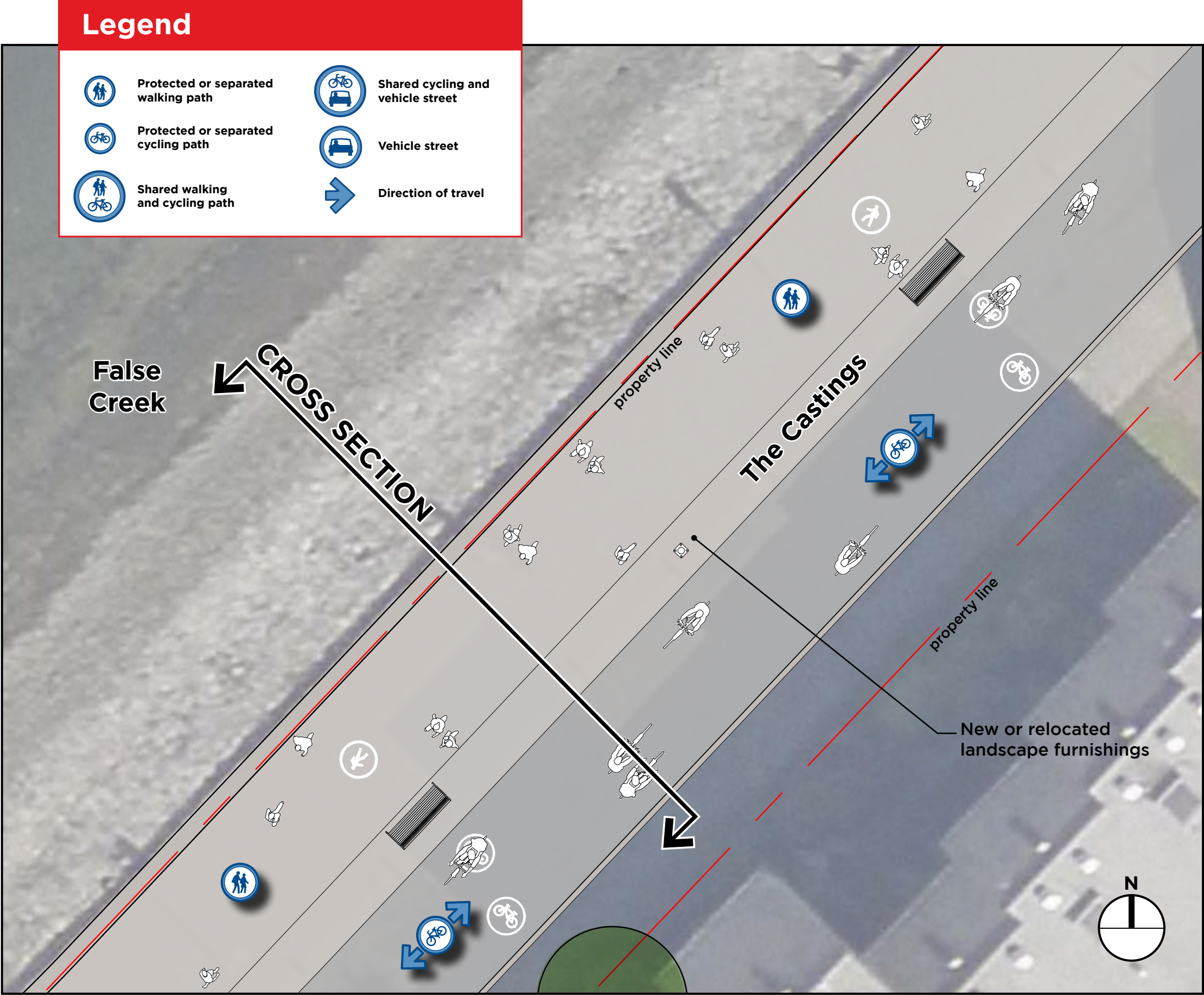


Island Park Walk, looking East toward wood deck area

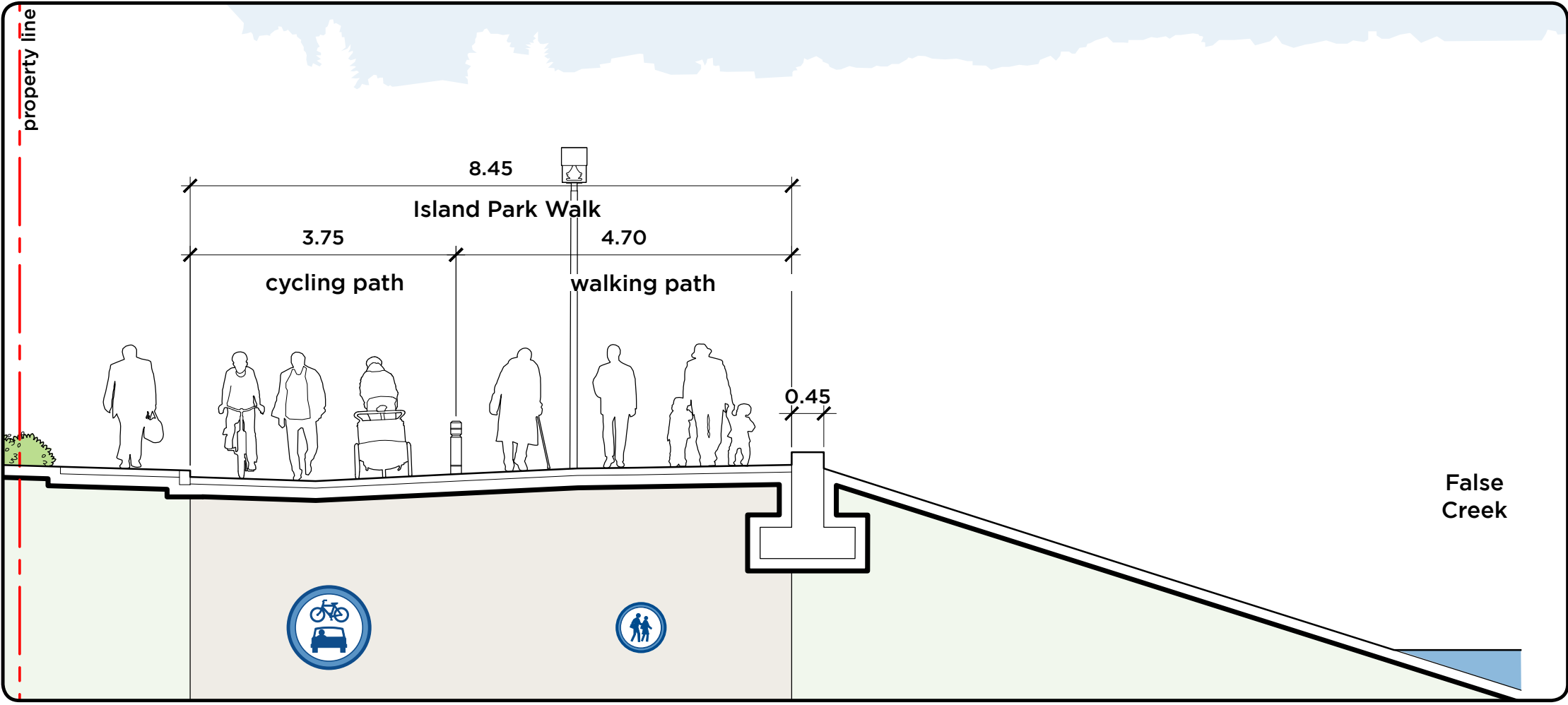
Key Components	Why they are being proposed
<ul style="list-style-type: none"><li>Widen total path width from 7.1m to 7.5m.</li></ul>	To provide sufficient width for walking and cycling paths and better growing conditions for trees.
<ul style="list-style-type: none"><li>Replace or relocate existing cherry trees to a new central median. The proposed configuration would accommodate additional planting and increased soil volumes for the trees.</li></ul>	To provide an unencumbered walking path and improved growing conditions for trees.
<ul style="list-style-type: none"><li>Separate walking and cycling paths with the new central median.</li></ul>	To improve safety and comfort for people walking and cycling.
<ul style="list-style-type: none"><li>Re-use existing paving stones to surface walking path between the water and the median.</li></ul>	Re-use of existing surface materials when they are appropriate for users conserves energy and resources. Paving can be repaired and reset to create a smoother surface where needed.
<ul style="list-style-type: none"><li>Install new asphalt surface on cycling path between the median and existing greenery.</li></ul>	To create a smooth riding and rolling surface for people of all ages and abilities.



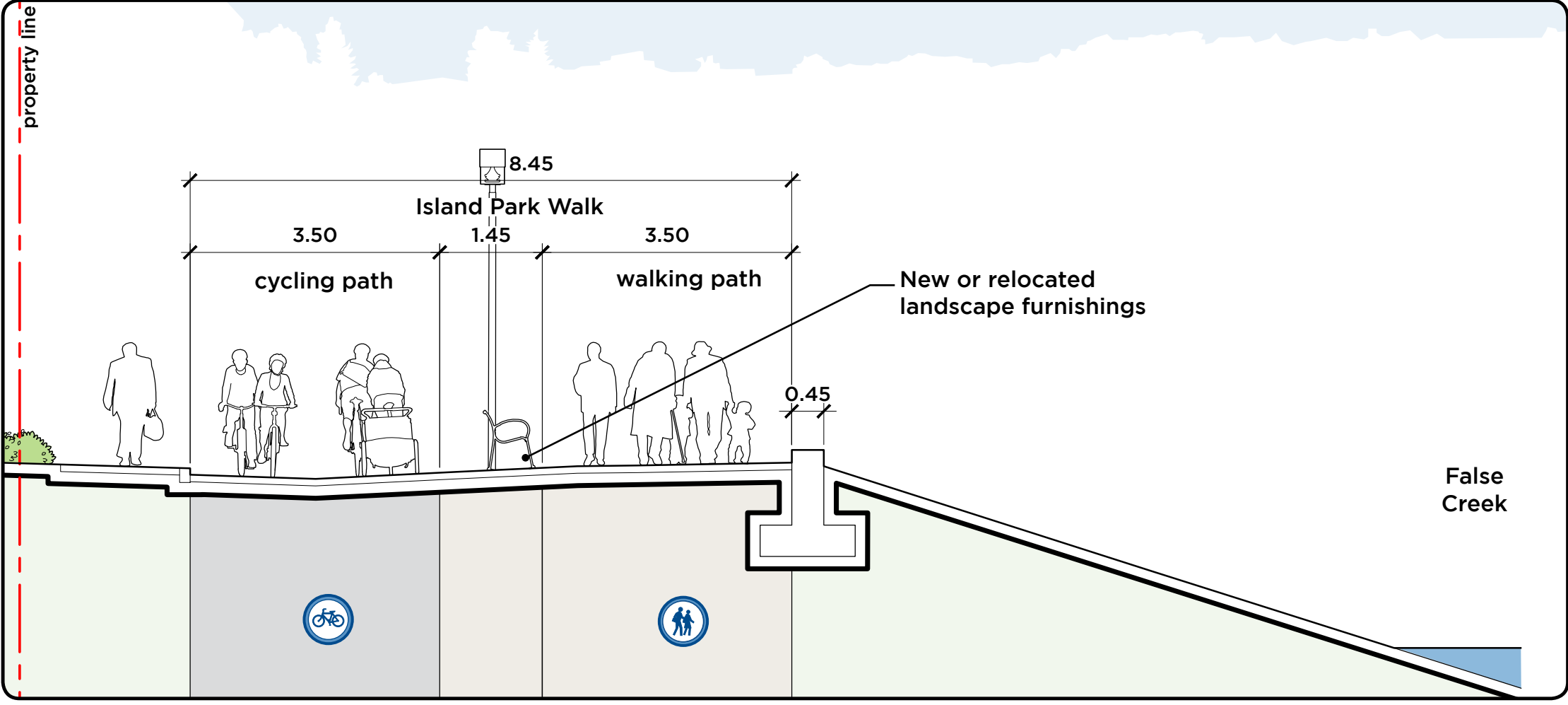
Proposed Design: Relocation of Landscape Furnishings



Proposed Plan: The Castings



Existing Cross Section



Proposed Cross Section

Key Components of Design

- Maintain existing 8.45m total path width.
- Consider removing vehicle access on The Castings east of Island Park Walk.
- Reconfigure path layout to create 3.5m cycling path and 3.5m walking path separated by a median with benches, relocated lighting, and vegetation where space allows.
- Consider interim options to provide a smoother and more comfortable surface.



The Castings, looking South showing existing flagstone paving, bollards and signage

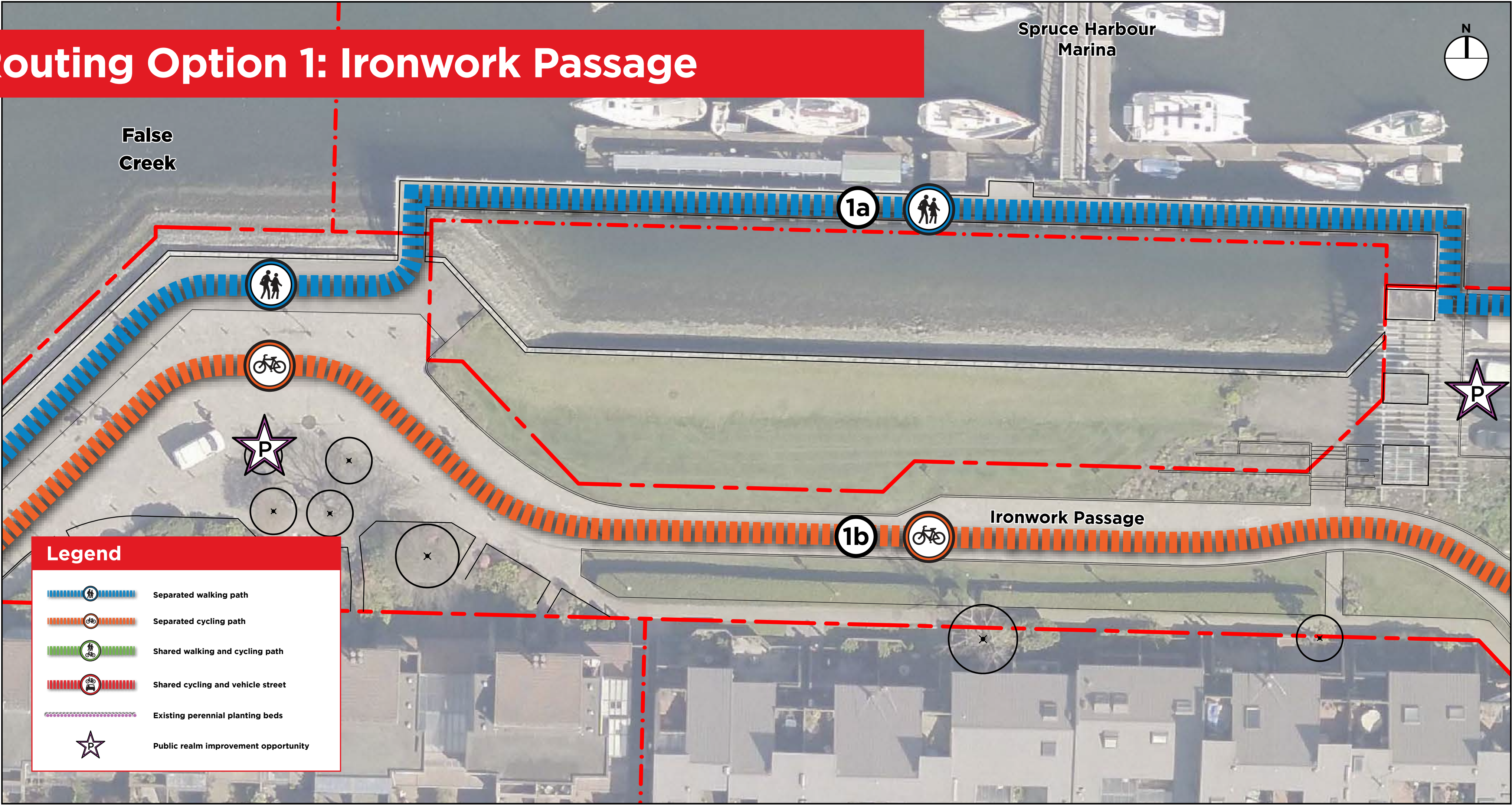


Island Park Walk, looking East showing narrow section at The Castings

Key Components	Why they are being proposed
<ul style="list-style-type: none"><li>• Maintain existing 8.4m total path width.</li></ul>	Existing path provides sufficient width for walking and cycling paths.
<ul style="list-style-type: none"><li>• Consider removing vehicle access on The Castings north of Island Park Walk.</li></ul>	To improve safety and comfort for people on bikes. The existing vehicle access point is redundant.
<ul style="list-style-type: none"><li>• Reconfigure path layout to create 3.5m cycling path and 3.5m walking path separated by a median with benches, relocated lighting, and vegetation where space allows.</li></ul>	To improve safety and comfort for people walking and cycling and to provide additional places to rest.

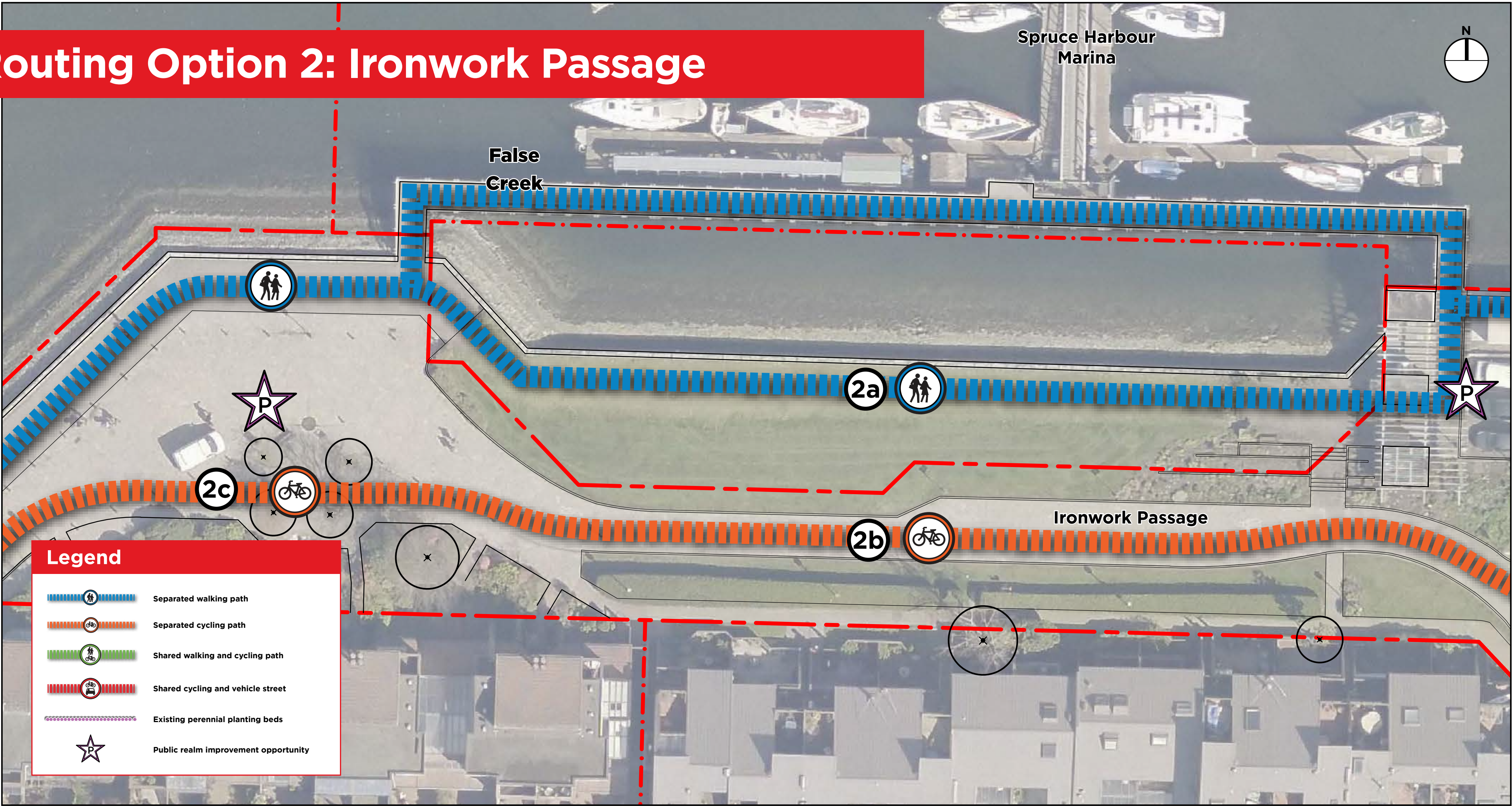


### Routing Option 1: Ironwork Passage



- 1a Provide signage and other visual cues at bridge entrances indicating that it is open to the public. Consider future widening.
- 1b Maintain existing cycling route but limit vehicle traffic.

### Routing Option 2: Ironwork Passage



- 2a Retain access to existing bridge at Spruce Harbour Marina. Develop existing green space into new walking path that connects with seawall path at Charleson Park.
- 2b Maintain existing cycling route but limit vehicle traffic.
- 2c Realign cycling path to the south and relocate seating area between the walking and cycling paths.