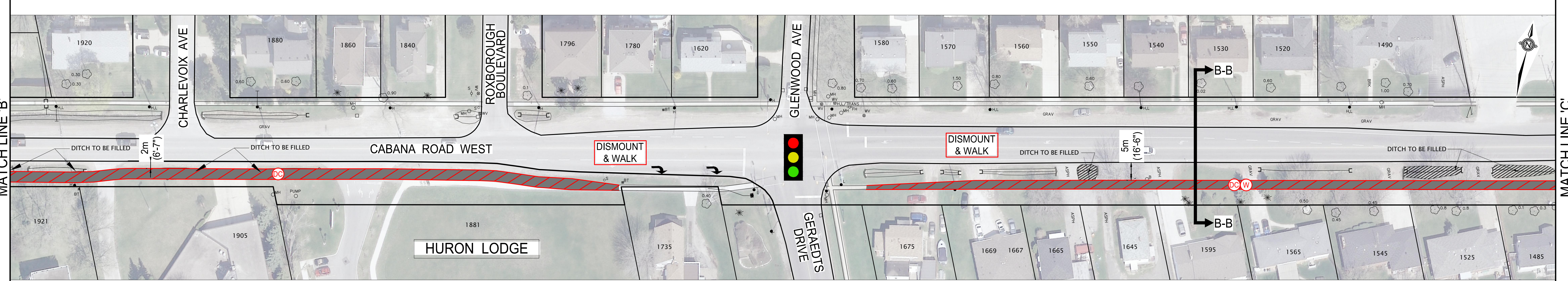
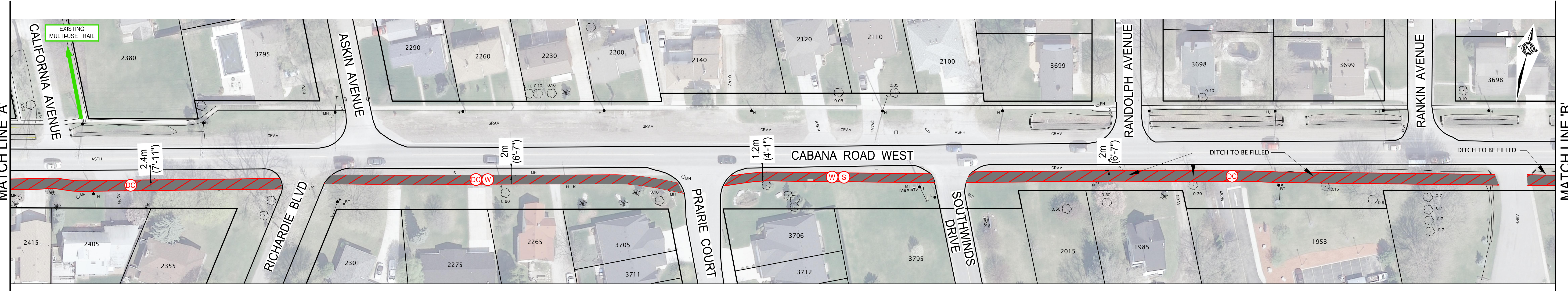
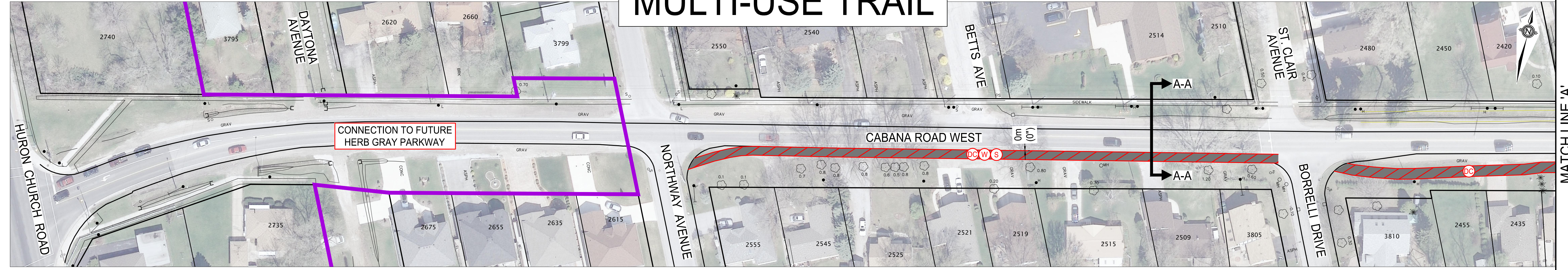


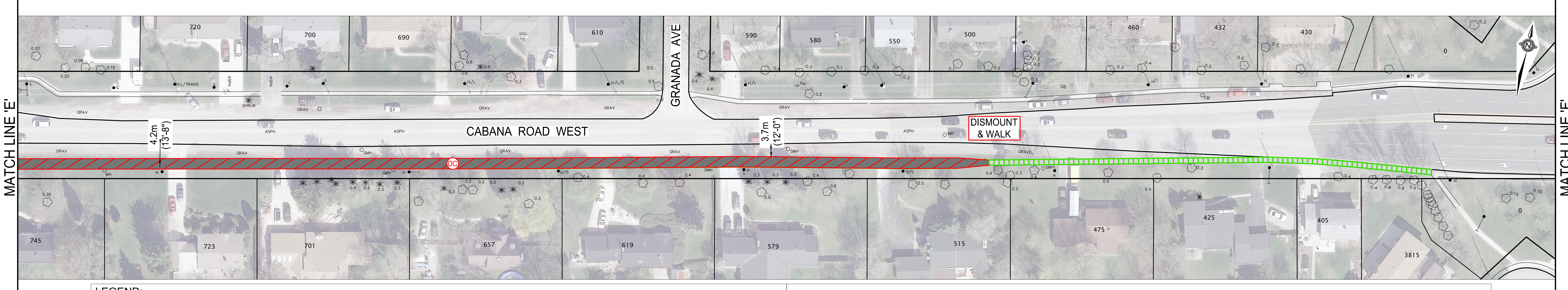
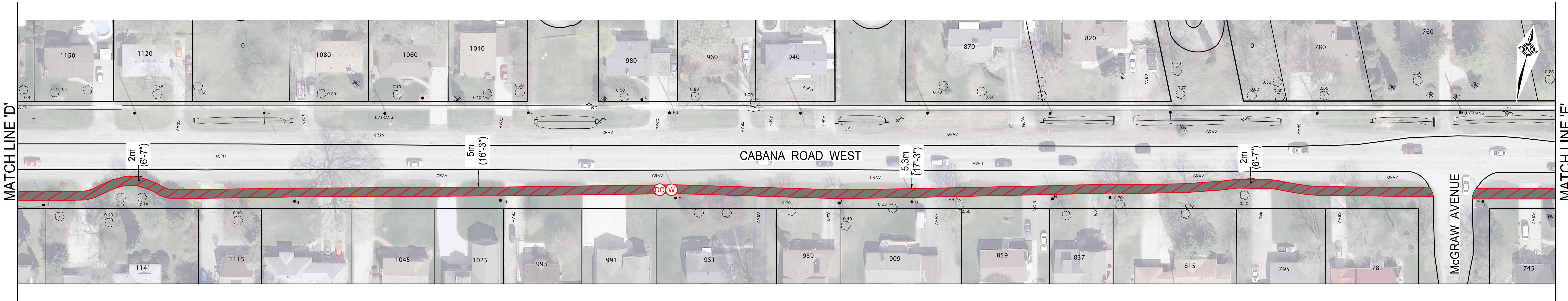
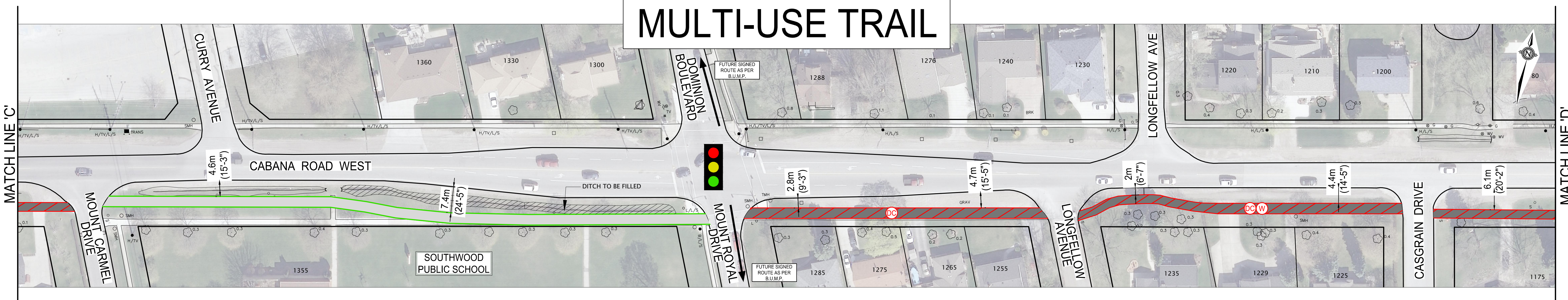
# MULTI-USE TRAIL



LEGEND:		EXISTING BIKE LANES		MULTI-USE TRAIL NOT WITHIN STANDARD DESIGN GUIDELINES FOR THE FOLLOWING REASONS	
	PROPOSED SIDEWALK		EXISTING BIKE LANES		TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS
	M.T.O. JURISDICTION		UTILITY POLE		MULTI-USE TRAIL IS NARROWER THAN RECOMMENDED WIDTH OF 3 METERS
	PROPOSED 3M WIDE MULTI-USE TRAIL MEETS STANDARD DESIGN GUIDELINES		SIGNALIZED INTERSECTION		SEPARATION/BUFFER BETWEEN ROADWAY AND MULTI-USE TRAIL IS INSUFFICIENT
			SEE RENDERING DRAWINGS ON TABLES		
			EXISTING TREE & DIAMETER (m)		

SCALE 1:500

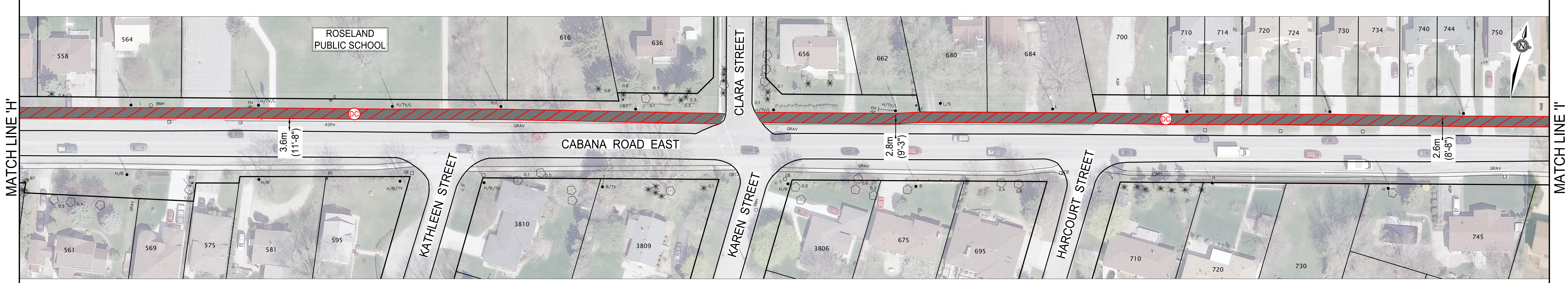
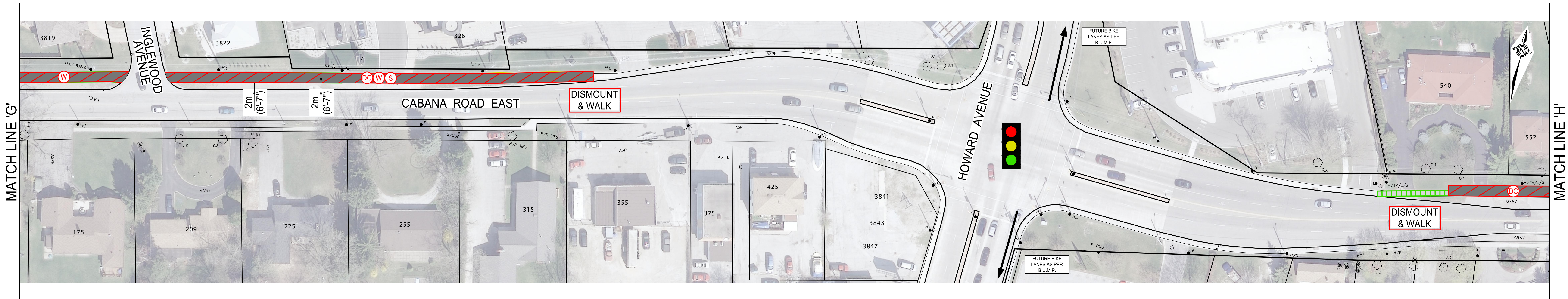
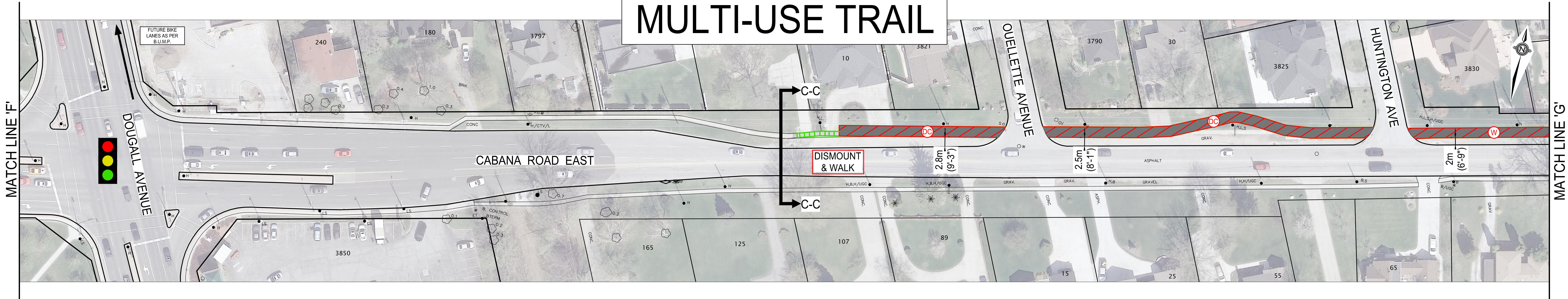
# MULTI-USE TRAIL



LEGEND:			MULTI-USE TRAIL NOT WITHIN STANDARD DESIGN GUIDELINES FOR THE FOLLOWING REASONS		
	PROPOSED SIDEWALK		EXISTING SIDEWALK		TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS
	M.T.O. JURISDICTION		UTILITY POLE		TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS
	PROPOSED 3M WIDE MULTI-USE TRAIL MEETS STANDARD DESIGN GUIDELINES		SIGNALIZED INTERSECTION		MULTI-USE TRAIL IS NARROWER THAN RECOMMENDED WIDTH OF 3 METERS
			SEE RENDERING DRAWINGS ON TABLES		SEPARATION/BUFFER BETWEEN ROADWAY AND MULTI-USE TRAIL IS INSUFFICIENT
			EXISTING TREE & DIAMETER (m)		

SCALE 1:500

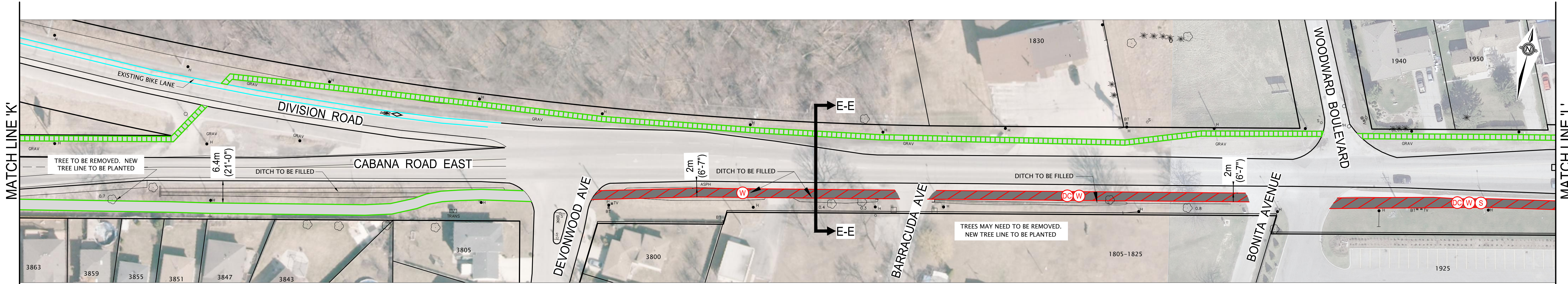
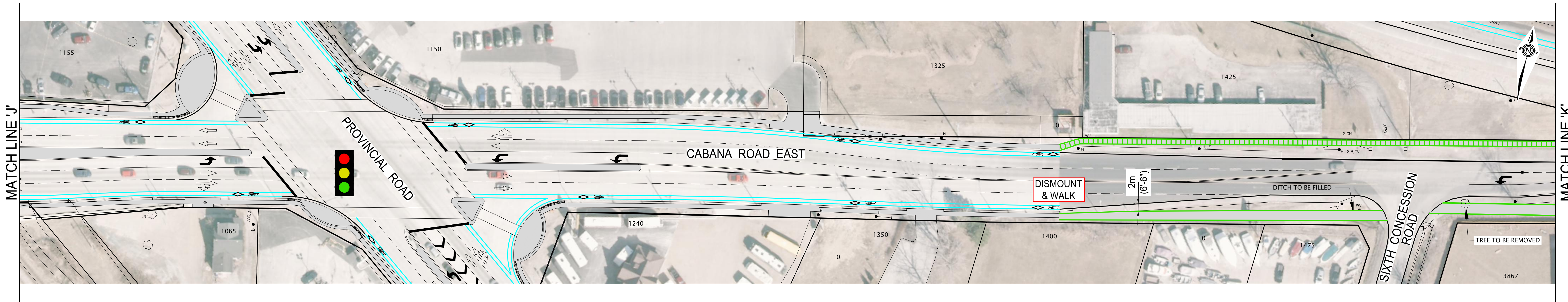
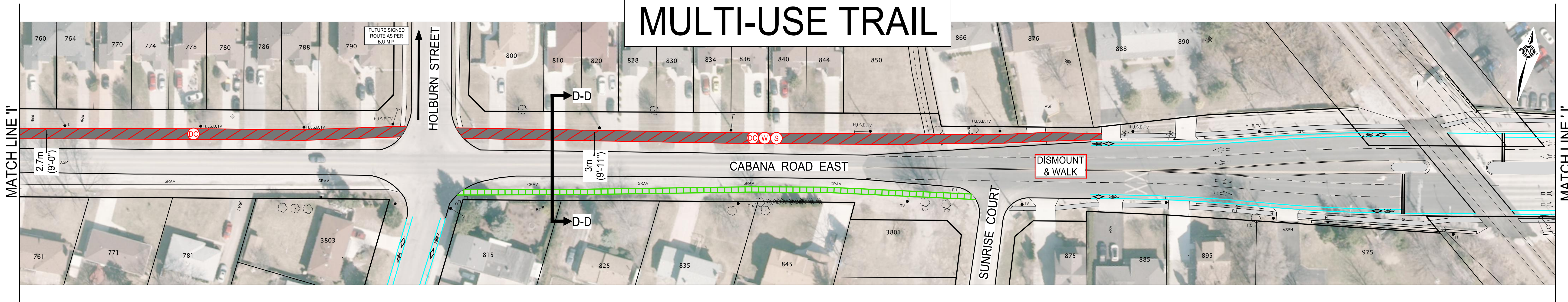
# MULTI-USE TRAIL



LEGEND:		EXISTING BIKE LANES		MULTI-USE TRAIL NOT WITHIN STANDARD DESIGN GUIDELINES FOR THE FOLLOWING REASONS	
	PROPOSED SIDEWALK		EXISTING BIKE LANES		TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS
	M.T.O. JURISDICTION		UTILITY POLE		MULTI-USE TRAIL IS NARROWER THAN RECOMMENDED WIDTH OF 3 METERS
	PROPOSED 3M WIDE MULTI-USE TRAIL MEETS STANDARD DESIGN GUIDELINES		SIGNALIZED INTERSECTION		SEPARATION/BUFFER BETWEEN ROADWAY AND MULTI-USE TRAIL IS INSUFFICIENT
			SEE RENDERING DRAWINGS ON TABLES		
			EXISTING TREE & DIAMETER (m)		

SCALE 1:500

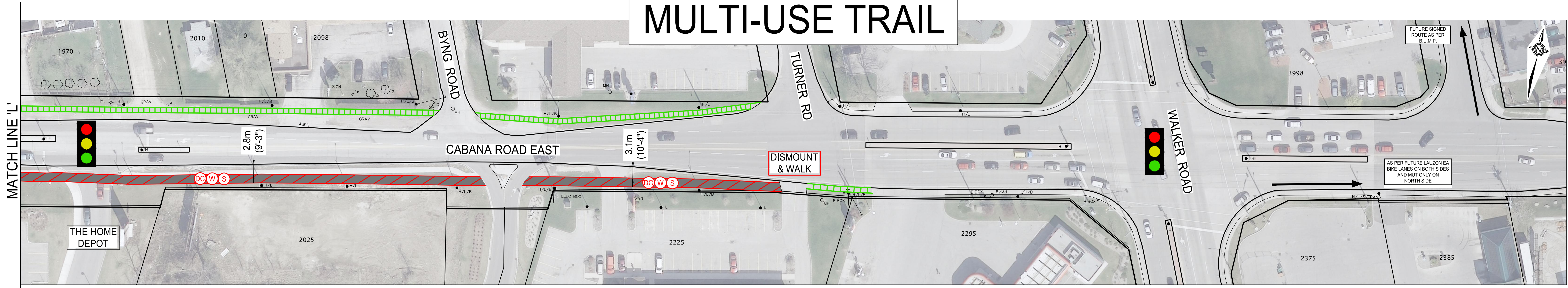
# MULTI-USE TRAIL



LEGEND:		EXISTING BIKE LANES		MULTI-USE TRAIL NOT WITHIN STANDARD DESIGN GUIDELINES FOR THE FOLLOWING REASONS	
	PROPOSED SIDEWALK		EXISTING BIKE LANES		TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS
	M.T.O. JURISDICTION		UTILITY POLE		MULTI-USE TRAIL IS NARROWER THAN RECOMMENDED WIDTH OF 3 METERS
	PROPOSED 3M WIDE MULTI-USE TRAIL MEETS STANDARD DESIGN GUIDELINES		SIGNALIZED INTERSECTION		SEPARATION/BUFFER BETWEEN ROADWAY AND MULTI-USE TRAIL IS INSUFFICIENT
			SEE RENDERING DRAWINGS ON TABLES		
			EXISTING TREE & DIAMETER (m)		

SCALE 1:500

# MULTI-USE TRAIL



MATCH LINE 'L'

<b>LEGEND:</b> PROPOSED SIDEWALK M.T.O. JURISDICTION PROPOSED 3M WIDE MULTI-USE TRAIL MEETS STANDARD DESIGN GUIDELINES		EXISTING SIDEWALK UTILITY POLE SIGNALIZED INTERSECTION		EXISTING BIKE LANES SEE RENDERING DRAWINGS ON TABLES EXISTING TREE & DIAMETER (m)		MULTI-USE TRAIL NOT WITHIN STANDARD DESIGN GUIDELINES FOR THE FOLLOWING REASONS TOO MANY DRIVEWAY / INTERSECTION CONFLICT POINTS MULTI-USE TRAIL IS NARROWER THAN RECOMMENDED WIDTH OF 3 METERS SEPARATION/BUFFER BETWEEN ROADWAY AND MULTI-USE TRAIL IS INSUFFICIENT		SCALE 1:500
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FUTURE SIGNED ROUTE AS PER B.U.M.P.

AS PER FUTURE LAUZON EA BIKE LANES ON BOTH SIDES AND MUT ONLY ON NORTH SIDE

DISMOUNT & WALK

THE HOME DEPOT

