



**PARK LAWN LAKE SHORE TRANSPORTATION
MASTER PLAN (TMP)
DIAGRAMS FOR ALTERNATIVES CONSIDERED¹**

- Alternatives Considered in TMP
- Alternative 4B – Recommended Alternative
- Alternative 2 – Effectively the Recommended Alternative
- Alternative 3 – Reconfigured Ramps

¹ All diagrams are taken from the Park Lawn Lake Shore Transportation Master Plan – May 23, 2023



ALTERNATIVES CONSIDERED IN TMP



Alternative 1 (do nothing) and Alternative 4C (no Legion Rd extension) are likely unrealistic. While 4A (only two lanes on Lake Shore) is likely impractical.



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ALTERNATIVE 4B – RECOMMENDED ALTERNATIVE

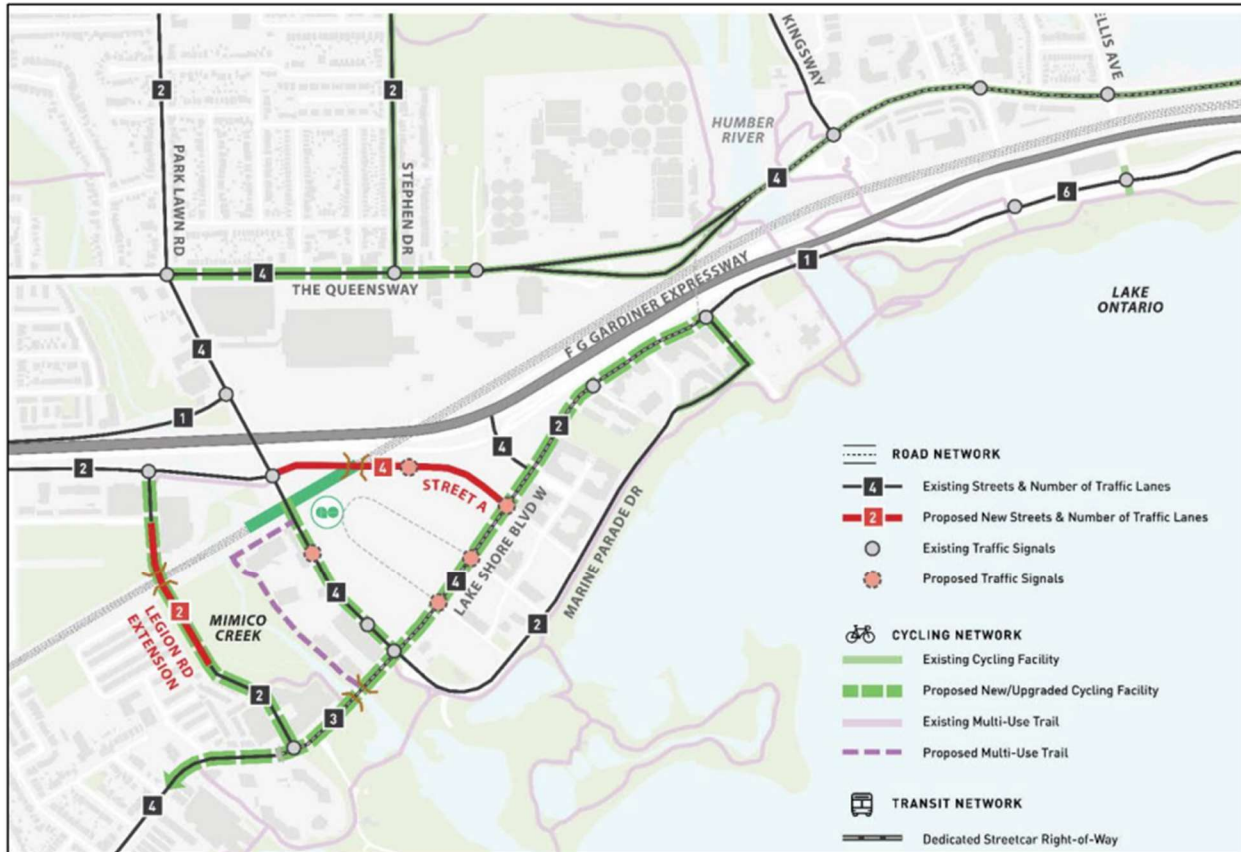


Alternative 4B was the recommended alternative in the TMP.



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ALTERNATIVE 2 – EFFECTIVELY THE RECOMMENDED ALTERNATIVE



In choosing 4B, the TMP effectively chose 2.

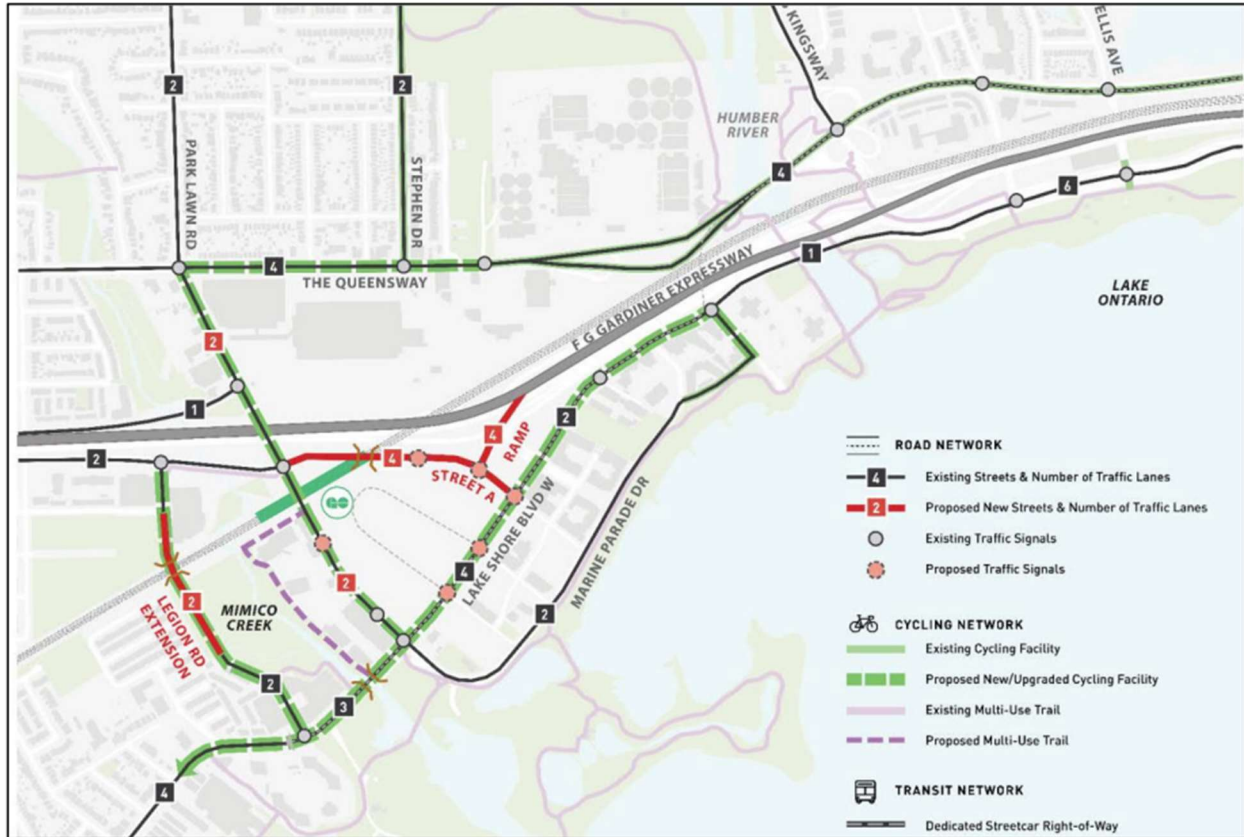
- Alternatives 4B and 2 are very similar except that 4B has a new north-south street from Brookers Ln to The Queensway. Alternative 2 also retains four lanes on Park Lawn.
- The north-south street would be very costly (about \$200 million) and there is currently no funding for it. The TMP estimates that it will be build in 20+ years and it may never be built.

Alternative 3, which includes reconfigured ramps (see next diagram), was ranked higher than Alternative 2 and was effectively the highest-ranking alternative.



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ALTERNATIVE 3 – RECONFIGURED RAMPS



With Alternative 3, the ramps to the Gardiner eastbound and from the Gardiner and Lake Shore westbound that currently connect to Lake Shore at Brookers would be reconfigured to connect to Street A.

Alternative 3 is the closest to what the HBSCA is recommending except that the HBSCA believes Park Lawn should remain a four-lane road.