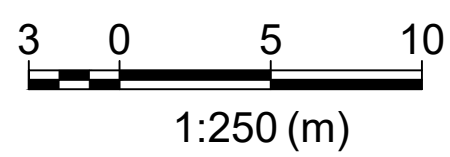




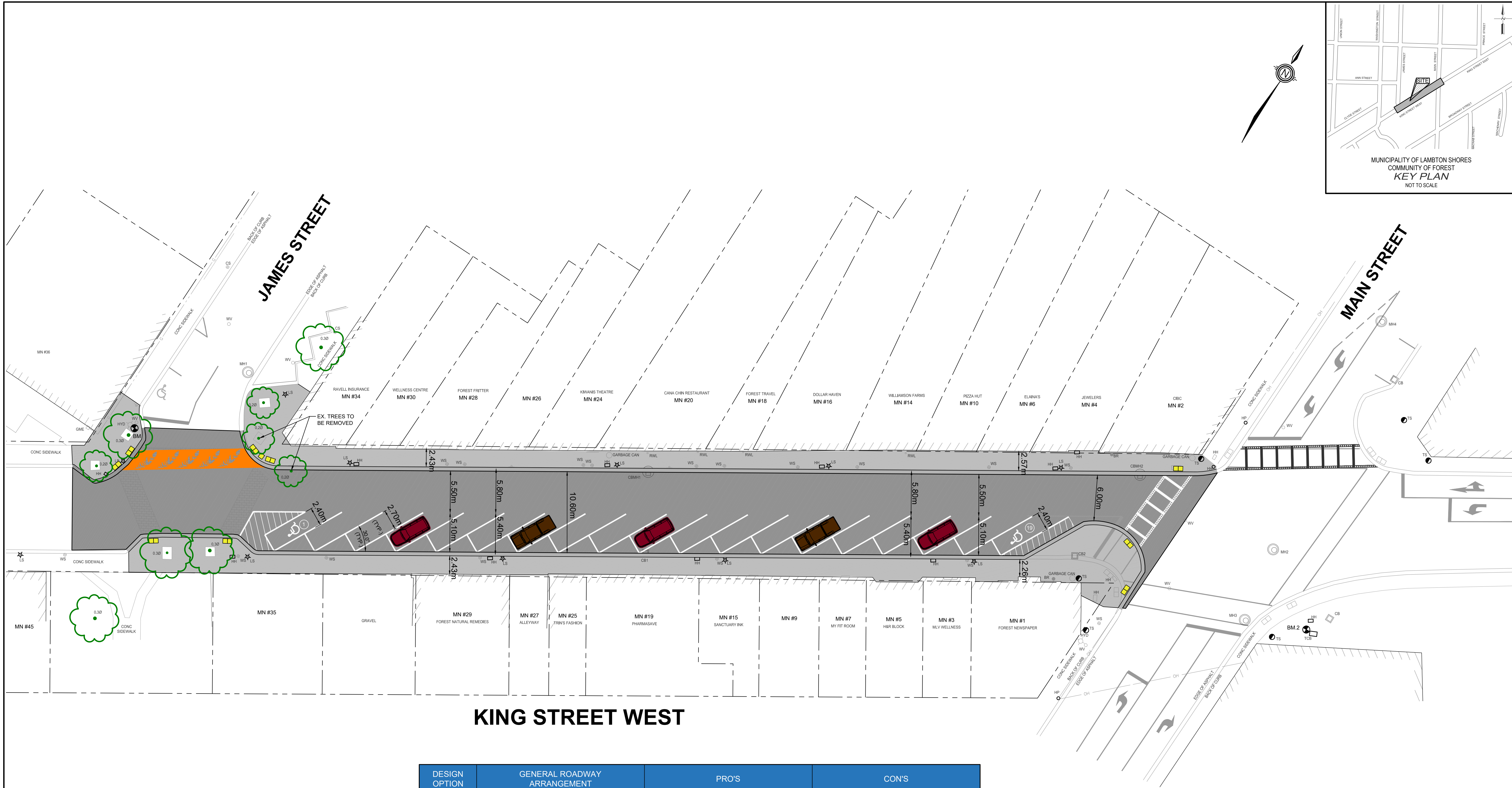
DESIGN OPTION	GENERAL ROADWAY ARRANGEMENT
EXISTING CONDITIONS	- Existing asphalt width, EP to EP = 10.6m - Parallel on street parking - 30 total parking spaces (1 accessible) - Tow parking spaces hashed out for on street deliveries - Drive aisle between parking spaces = 6.0m± - Existing sidewalk width = 2.2 to 2.6m



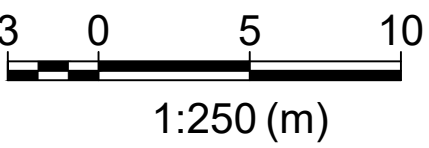
KING STREET RECONSTRUCTION, FOREST
MUNICIPALITY OF LAMBTON SHORES
EXISTING CONDITIONS



The Municipality of Lambton Shores

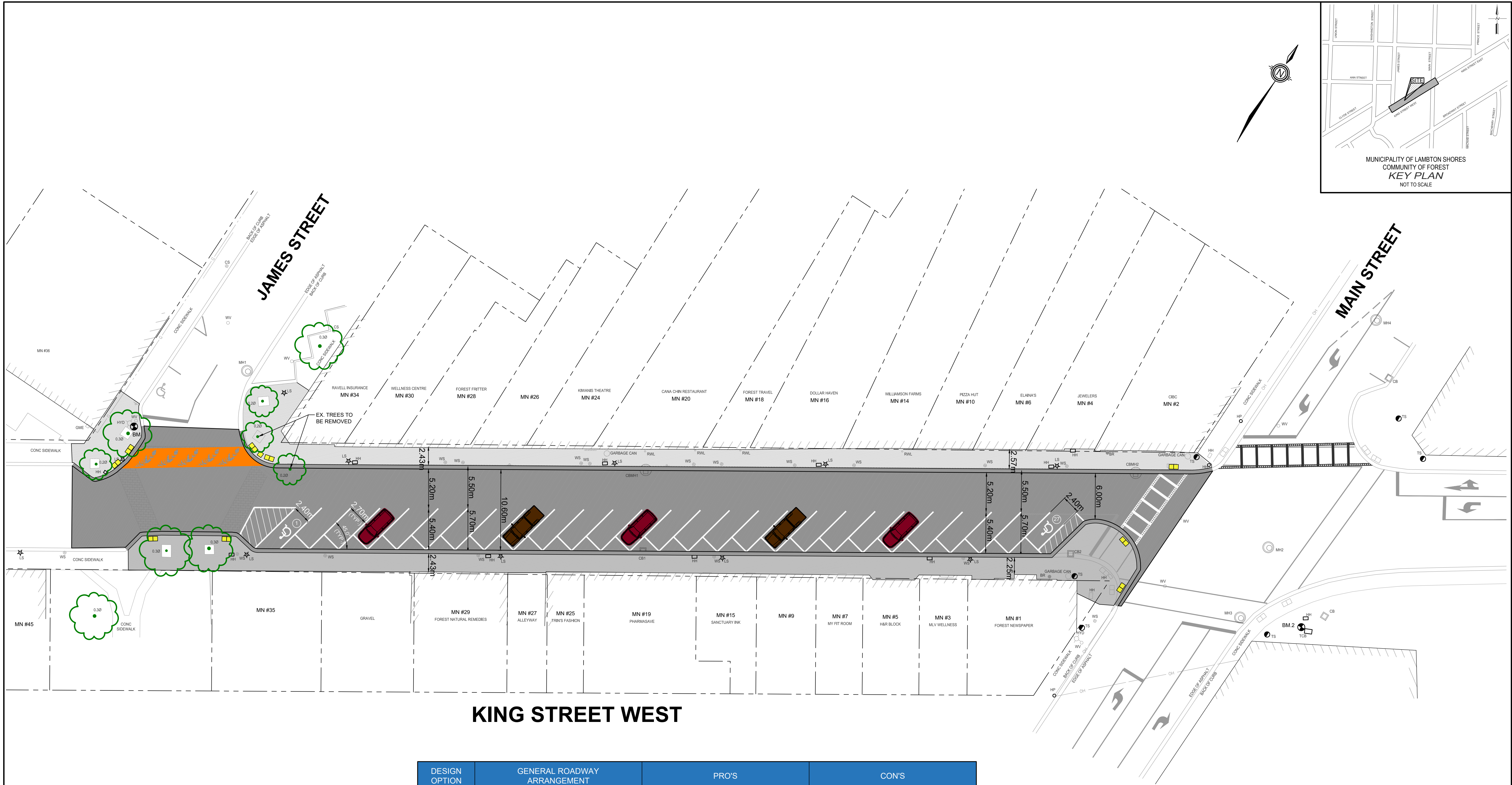


DESIGN OPTION	GENERAL ROADWAY ARRANGEMENT	PRO'S	CON'S
OPTION 1A	- Maintain the existing curb alignment (10.6m EP to EP width), with the exception of alterations at James St. and Main St. 30° angled parking - 19 total parking spaces (2 accessible) 5.5m drive aisle (5.8m including the north gutter) - Sidewalk width(s) maintains existing conditions	- Potential for considerable cost savings with possible re use of curb, asphalt, light standards, etc. - On street parking for deliveries can be permitted	- No increased sidewalk space - Second lowest number of parking spaces provided - Does not provide a 6.0m drive aisle

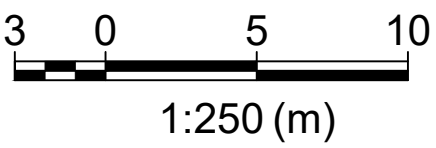


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KING STREET RECONSTRUCTION, FOREST
MUNICIPALITY OF LAMBTON SHORES
PROPOSED LAYOUT **OPTION 1A**

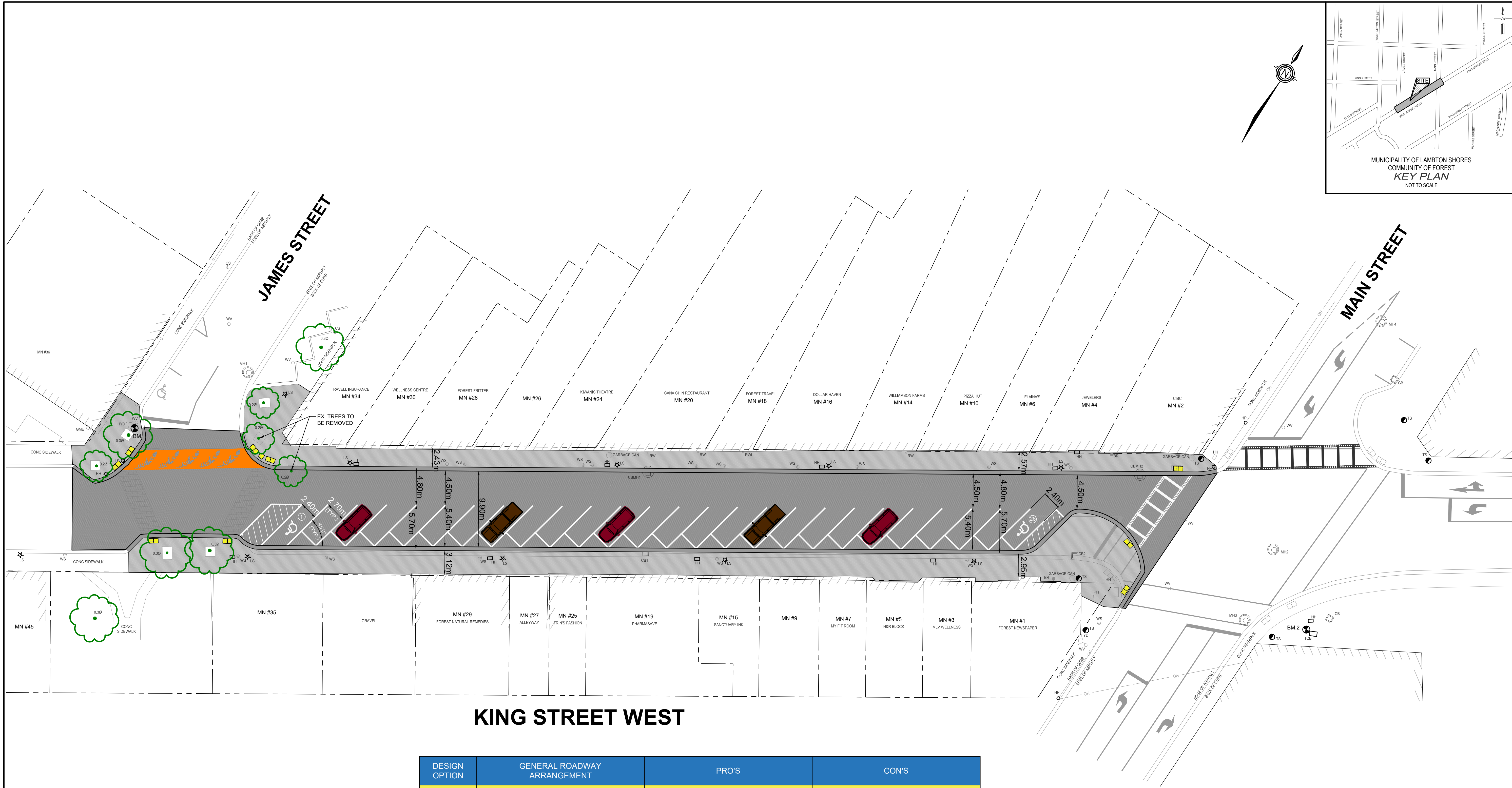


DESIGN OPTION	GENERAL ROADWAY ARRANGEMENT	PRO'S	CON'S
OPTION 1B	- Maintain the existing curb alignment (10.6m EP to EP width), with the exception of alterations at James St. and Main St. 45° angled parking - 27 total parking spaces (2 accessible) 5.2m drive aisle (5.5m including the north gutter) - Sidewalk width(s) maintains existing conditions	- Potential for considerable cost savings with possible re use of curb, asphalt, light standards, etc. - Maximum number of parking spaces provided - On street parking for deliveries can be permitted	- No increased sidewalk space - Does not provide a 6.0m drive aisle



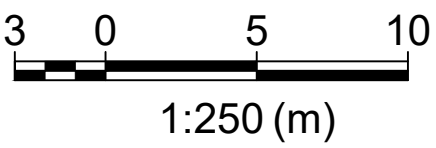
The Municipality of Lambton Shores

KING STREET RECONSTRUCTION, FOREST
MUNICIPALITY OF LAMBTON SHORES
PROPOSED LAYOUT **OPTION 1B**



KING STREET WEST

DESIGN OPTION	GENERAL ROADWAY ARRANGEMENT	PRO'S	CON'S
OPTION 2	• Maintain the existing north curb alignment , with the exception of alterations at James St. and Main St. • 9.9m EP to EP width • 45° angled parking - 26 total parking spaces (2 accessible) • 4.8m drive aisle (4.8m including the north gutter) • North sidewalk width maintains existing conditions • South sidewalk width increases by 0.7m	• Increase sidewalk width by 0.7m on the south side • Second most number of parking spaces provided	• Does not provide a 6.0m drive aisle • On street parking is not feasible for deliveries • Existing light standards will be located in the middle of the south sidewalk and may require relocation



The Municipality of Lambton Shores

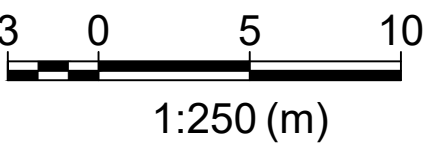
**KING STREET RECONSTRUCTION, FOREST
MUNICIPALITY OF LAMBTON SHORES
PROPOSED LAYOUT**

OPTION 2



KING STREET WEST

DESIGN OPTION	GENERAL ROADWAY ARRANGEMENT	PRO'S	CON'S
OPTION 3	• Maintain the existing north curb alignment (with the exception of alterations at James St. and Main St.) • 8.6m EP to EP width • Parallel parking - 15 total parking spaces (2 accessible) • 6.0m drive aisle (6.3m including the north gutter) • North sidewalk width maintains existing conditions • South sidewalk width increases by 2.0m	• Increase sidewalk width by 2.0m on the south side • 6.0m drive aisle is provided • On street parking for deliveries can be permitted	• Lowest number of parking spaces provided • Existing light standards will be located in the middle of the south sidewalk and may require relocation



The Municipality of Lambton Shores

KING STREET RECONSTRUCTION, FOREST
MUNICIPALITY OF LAMBTON SHORES
PROPOSED LAYOUT **OPTION 3**