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EXECUTIVE SUMMARY

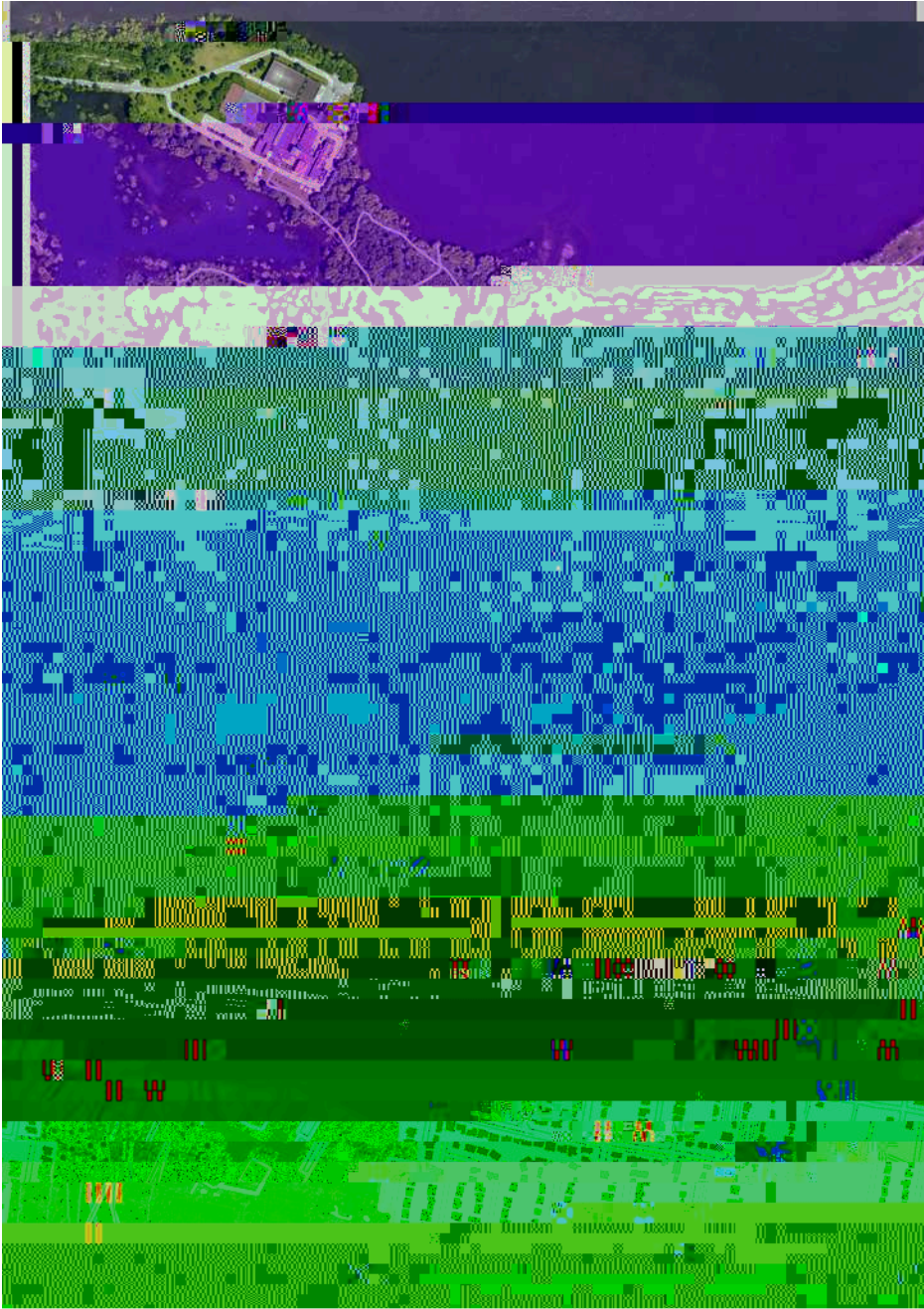
OBJECTIVE

PROJECT OUTLINE

In both design concepts, the location of the Lincoln Fields Station and LRT track alignment, as proposed by OC Transpo, remains unchanged. The current Transitway running through the Sir John A. Macdonald Parkway Corridor will be removed to make way for future light rail track alignment.

Key elements of each concept are as follows:

	BUILT ENVIRONMENT	CONNECTIVITY	PUBLIC REALM
SHARED	Transit-oriented development; Consistent street frontage; Tall buildings in appropriate locations	Expanded path network; Complete streets	Expansion and activation of the Parkway Corridor; Community centre



EVALUATING THE CONCEPTS

Both concepts achieve desirable outcomes; however, Concept 2 is preferred. Removing the Parkway creates more greenspace and connectivity; relocation of Metro and Rexall creates more space for diverse housing; and redevelopment on NILM focuses more intensification around the Lincoln Fields LRT Station:

Principle	Evaluation Criteria	Existing	Concept 1	Concept 2
Growth Management	affordable housing	○	●	●
	mix of uses to support daily activities	○	●	●

KEY RECOMMENDATIONS

The LFSA Plan advances the following key recommendations, among others:

1. Remove the Sir John A. Macdonald Parkway between Richmond Road and Carling Avenue and renaturalize Pinecrest Creek
2. Revise the site plan for anchor tenants Metro and Rexall to allow flexibility in location
3. Establish direct MUP connections across the Lincoln Fields Shopping Centre site to the future transit station
4. Negotiate with RioCan to provide new community facilities as part of redevelopment on the Shopping Centre site
5. Create complete streets with cycle tracks, sidewalks, and reduced vehicle lanes on the large Carling Avenue and Richmond Road ROWs
6. Construct a pedestrian colonnade along Carling Avenue from the Shopping Centre site to the future LRT station
7. Remove and replace the proposed bus loop at Lincoln Fields