

ALTERNATIVE 1 | GO Station TOD Centre


HOMES
22,500

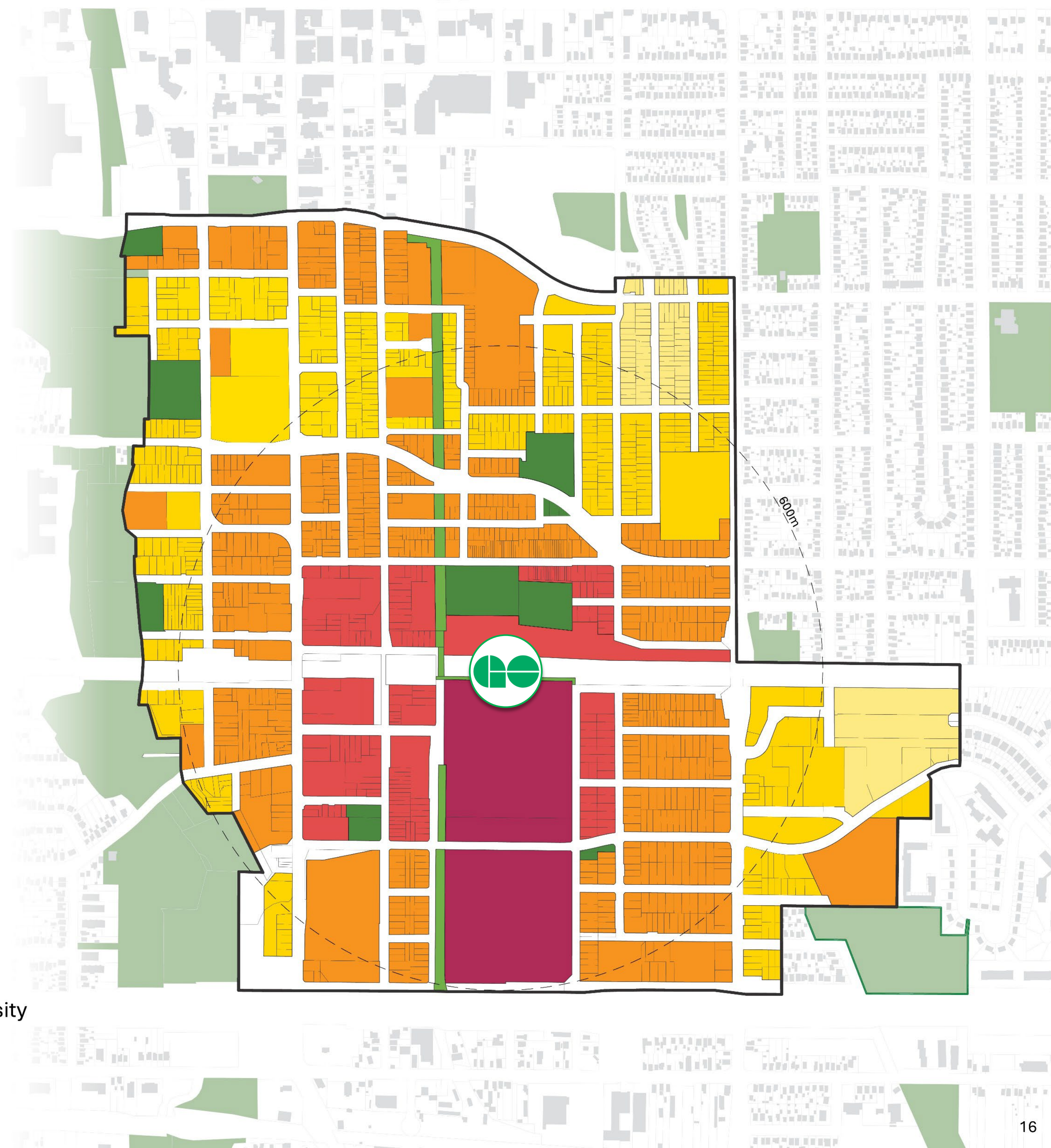

RESIDENTS
45,000


JOBS
7,500


PEOPLE & JOBS / Ha
310

Net Ppl,j/ha

<150	low density
150-300	low-moderate density
300-600	mid-density
600-800	high-density
>800	very high density



- 1 Alternative 1 focuses high density redevelopment within 600m of the Central Oshawa GO Station.
- 2 Additional density at the north of the MTSA will support intensification of the Downtown and Civic Core.
- 3 This alternative allows for stable to moderate growth along Simcoe Street and Ritson Road.
- 4 Alternative 1 provides gradual transition zones between stable neighbourhoods and the surrounding context.

NOTE:
25% of development lands anticipated to not fully build-out (10% for public uses, 15% for existing to remain)

ALTERNATIVE 2 | Mid-rise High Streets & TOD Centre


HOMES
22,500

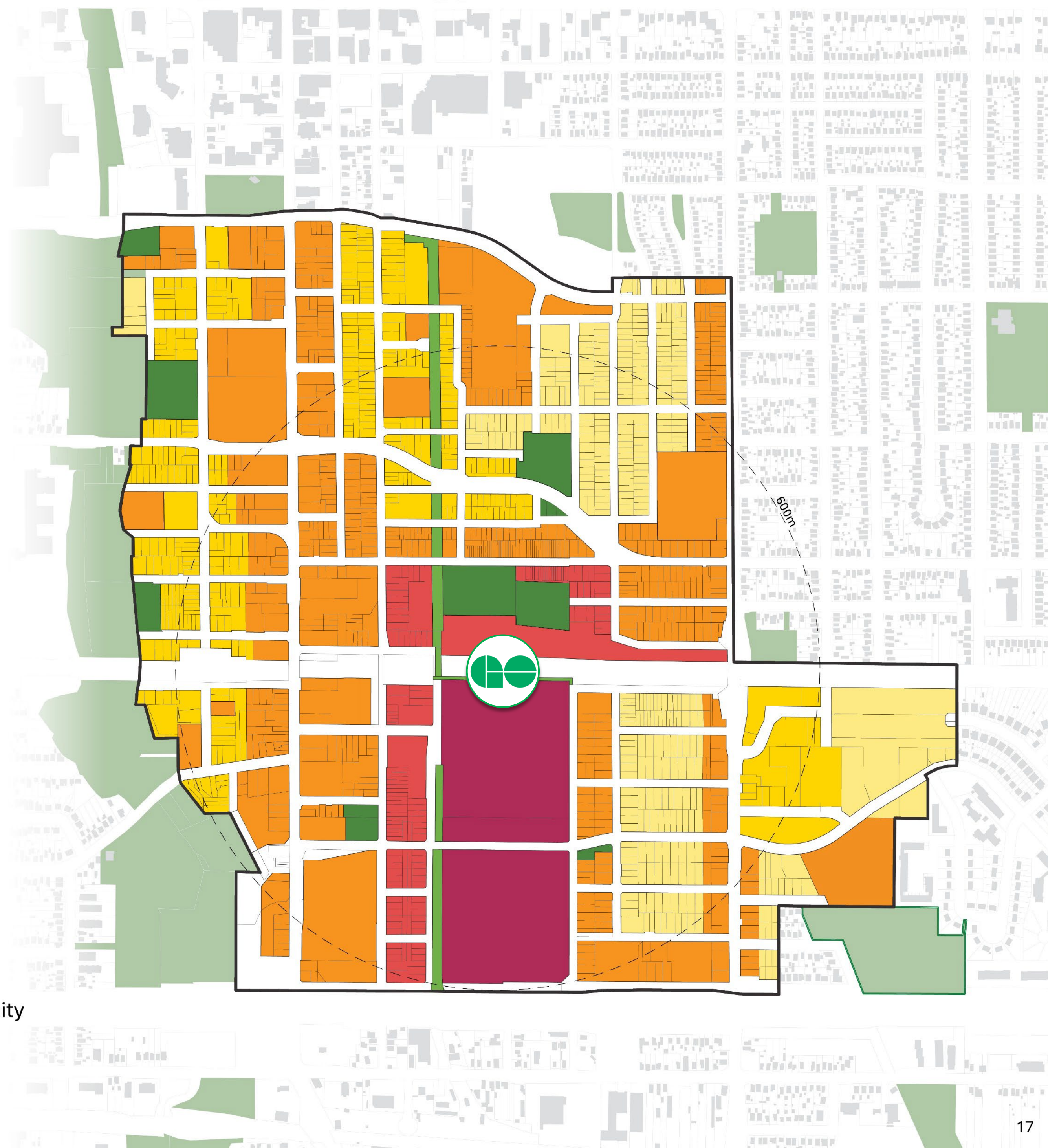

RESIDENTS
45,000


JOBS
7,500


PEOPLE & JOBS / Ha
310

Net Ppl,j/ha

<150	low density
150-300	low-moderate density
300-600	mid-density
600-800	high-density
>800	very high density



- 1 Alternative 2 focuses high density redevelopment close to the Central Oshawa GO Station.
- 2 This alternative also prioritizes density along the two north/south arterial roads.
- 3 Modest intensification is permitted throughout other parts of stable neighbourhoods throughout the MTSA.
- 4 Alternative 2 provides more distributed density that supports strategic infrastructure improvements over time.

NOTE:
25% of development lands anticipated to not fully build-out
(10% for public uses, 15% for existing to remain)

ALTERNATIVE 3 | Bridging to Downtown



HOMES
25,000



RESIDENTS
51,000

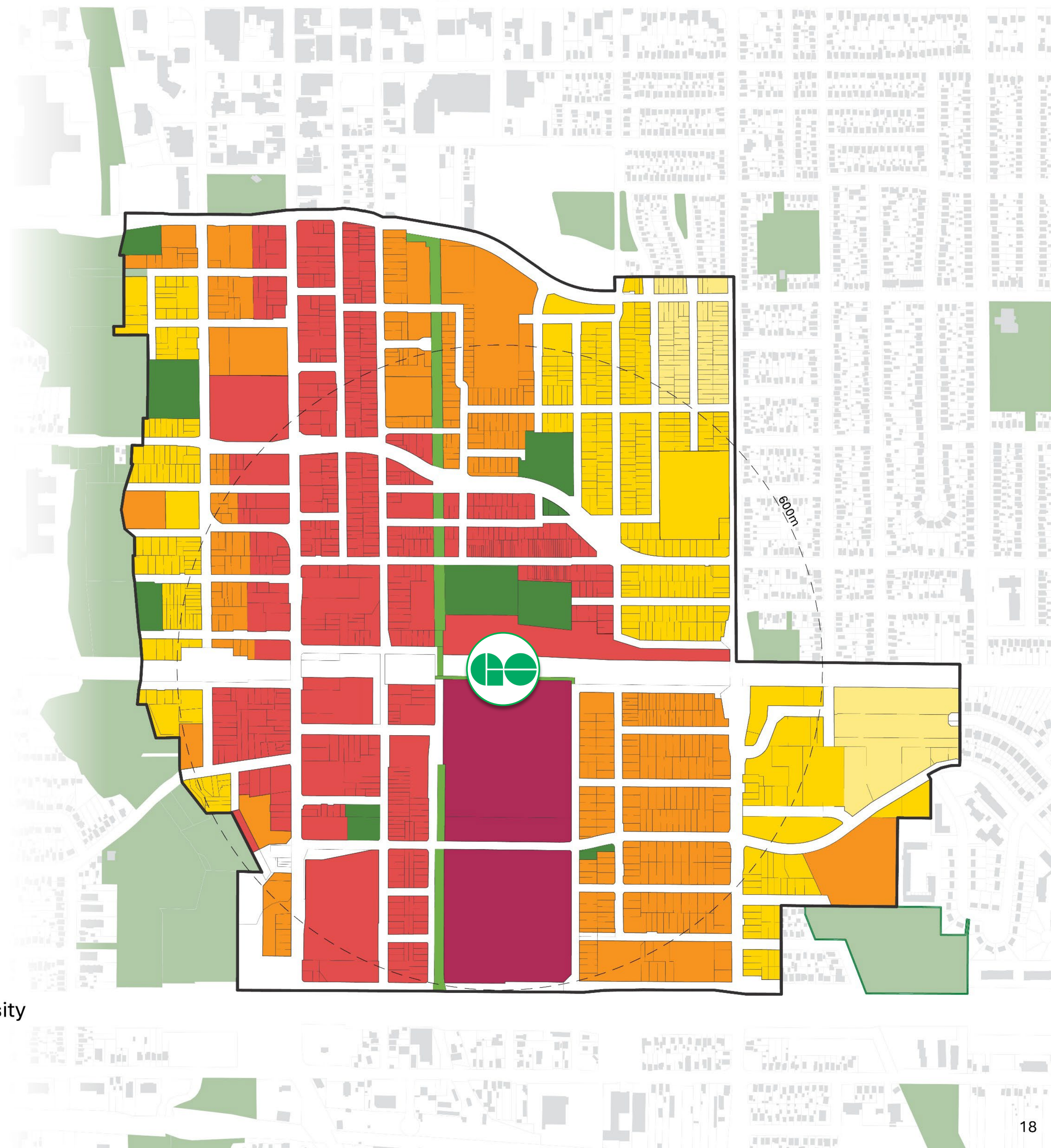


JOBS
8,500



PEOPLE & JOBS / Ha
350

Net Ppl,j/ha	Density Category
<150	low density
150-300	low-moderate density
300-600	mid-density
600-800	high-density
>800	very high density



- 1 Alternative 3 focuses on creating a seamless redevelopment linkage between the Central Oshawa GO Station and the Downtown.
- 2 Through the Simcoe Street Rapid Transit investment connecting with the GO Station, redevelopment will aim to maximize high density opportunities against all transit investment.
- 3 It is anticipated that due to the density and built-form requirements, that this alternative will result in more lands that will be impacted by redevelopment potentials
- 4 Alternative 3 will create more distinct transformation of the MTSA lands and surrounding context.

NOTE:
30% of development lands anticipated to not fully build-out
(15% for public uses, 15% for existing to remain)