

# Attachment #9

## Agency & Stakeholder Detailed Comments

### File DEV-06-24 (Z-01-24)

## Internal Departments

### Engineering Services

Engineering Services does not object to the proposed Zoning By-law Amendment.

Detailed Engineering comments will be provided at the Site Plan application stage.

### Financial Services

The following pertains to Town of Whitby Development Charges only, based on current Provincial legislation and Town of Whitby by-laws (subject to change). Additional information can be found at [https://www.whitby.ca/en/work/development-charges.aspx?\\_mid\\_=3457](https://www.whitby.ca/en/work/development-charges.aspx?_mid_=3457). This development will also be subject to Region of Durham development charges and DDSB/DCDSB education development charges, please reach out to them directly with any questions.

### Development Charges

- Will be owing for both the residential and non-residential development.
- Under Section 26.2 of the Development Charges Act.
  - The base DC rate(s) will be set as of the Zoning By-law Amendment application submission date.
  - Interest will accrue on the base DC rate(s), from the date of site plan application submission until the date of building permit issuance. Per the DC Act, the interest is set at Prime +1% adjusted quarterly.
  - The applicant has 2 years from the date of Zoning By-law application approval to obtain a building permit. Otherwise, Section 26.2 no longer applies, and instead the applicable DC rate(s) are the current posted rates in effect as of the building permit issuance date.
- If this development is a condo, development charges are payable prior to the issuance of the 1st building permit. If this development is entirely rental housing development charges shall be payable as per Section 26.1 of the DC Act.
- If this development includes affordable or attainable units (as defined in Section 4.1 of the DC Act), those units are eligible for DC exemptions.

- If this development includes rental housing or institutional development, Section 26.3 of the DC Act allows for development charges to be paid in equal annual installments beginning upon occupancy.
- If this development includes rental housing, Section 26.2 (1.1) of the DC Act allows for additional development charge reductions based on number of bedrooms per unit.
- If a building is being demolished to make way for this redevelopment, the applicant has 5 years from the date that the demolition permit was issued to obtain the new building permit to qualify for a redevelopment credit.

#### Parkland Dedication / Cash-in-Lieu

Shall be applicable as per the Planning Act and Town of Whitby By-Law for both the residential and non-residential development.

- If utilizing a CIL, a land appraisal is required at the cost of the developer and will remain current for a maximum period of one (1) year.
- If CIL has previously been applied, a reduction in the amount owing will be applied.
- If CIL has not previously been applied, only the incremental residential units are used for the calculation of the CIL value.

#### **Fire and Emergency Services**

1. Water supply shall be provided as per OBC 3.2.5.7
2. A fire access route that meets OBC 3.2.5.6 requirements shall be provided to each building as required.
3. Provide distance from designed fire access route to northern 4 story townhouse.
4. Fire access route sign locations shall be indicated on site plan as per TOW Bylaw 4084-97
5. Provide separate fire alarm monitoring points for each building on site.
6. Provide separate municipal addresses for each building on site.
7. Structural engineer shall provide letter confirming that parking garage is capable of supporting the weight of fire apparatus.
8. Standpipe System to be provided as per OBC 3.2.9.1. (Be aware WFES would be open too accepting a proposal for standpipe connections to be installed in the stairwell without hose).

9. Smoke Control Systems designed to meet the Ontario Building Code shall be provided with procedures to be carried out for the inspection and testing of related equipment established by the designer prior to occupancy.
10. Fire alarm system required in 4 storey townhouses conforming to OBC
11. Sprinkler system required in 4 storey townhouses conforming to OBC.
12. Fire department connection for 4 storey townhouses to be indicated on drawing.
13. Advise if backflow preventers will be provided for each 4 storey townhouse or one common for site.

## **External Agencies**

### **Durham Catholic District School Board**

Planning staff at the Durham Catholic District School Board have reviewed the above-mentioned development and zoning bylaw applications and have no objections to the proposed development of a total of 210 residential units.

This development is located within the boundary of St. Bernard C.S. located at 1000 Dryden Boulevard, Whitby.

The DCDSB does not foresee any concerning over capacity issues within the surrounding Catholic schools as a result of this specific development.

### **Durham District School Board**

Staff has reviewed the information on the above noted and has the following comments:

1. Approximately 42 elementary pupils and 42 secondary pupils could be generated by the above noted application.
2. Students generated by this development will attend existing neighbourhood schools.

Under the mandate of the Durham District School Board, at this time, staff has no objection.

### **Durham Regional Police Services**

The proponent has provided a Microwave Path Survey Report for the relocation of the existing microwave link.

## Oshawa Airport

Comments from the airport related to this development found below:

1. The location appears to be within the Transport Canada Oshawa Executive outer surface airport zoning as confirmed by their consultant report. The proponent must ensure the maximum height of the development, all of its associated features and any cranes used do not exceed the maximum zoning as outlined in the Transport Canada Zoning Regulations for the Oshawa Executive Airport (180.0m ASL).
2. The proponent will be required to submit an application to the NAV Canada land use process. No impact on the instrument approaches at the airport will be accepted. This would be for both the development and any cranes used to construct the development. We would want to see the response letter from NAV Canada illustrating no impacts prior to construction.
3. The proponent must submit an application to Transport Canada to determine the need for obstacle lighting through Transport Canada's Aeronautical Assessment Form. We would want to see the response letter from Transport Canada prior to construction.
4. If the proponent requires a temporary obstacle (i.e., crane) to be above the maximum height as permitted in item 1 of this list at any time during the construction project they must complete a Transport Canada – Temporary Zoning exemption request prior to construction.
5. The proponent shall complete an Oshawa Airport Crane Permit application prior to erecting any obstacle into the airspace.
6. The proponent shall ensure the new structure and associated refuge does not become a wildlife attractant due to its location in proximity to the airport.
7. The proponent must undertake a noise impact study which determines that the location is suitable for the intended use given the proximity to the airport and its associated aircraft noise. The study must identify noise mitigation measures which should be included in the building design and same must be included in the final building design.
8. The applicant shall ensure that the storm water management pond (if applicable) cannot be used as habitat for waterfowl.
9. If a storm water management pond is proposed, the applicant shall retain a wildlife expert to complete a wildlife risk assessment to ensure the risk of wildlife strikes is mitigated due to the proximity of the airport.

## **Region of Durham**

### **Regional Official Plan Conformity**

The subject site is designated as “Living Areas” in the current Regional Official Plan. Living Areas are primarily intended for housing purposes. The proposed development would increase the residential density in the community and conform to the polices of the ROP.

Policy 2.1.5 of the current ROP states that a goal of the ROP is to promote good community planning and design that enhances public health and safety. Previously, a concern was raised by the Durham Region Police Services (DRPS) regarding the proposed development and its impact on existing 911 telecommunications facilities located at 605 Rossland Road East. The Region has agreed to work with the applicant to find a solution that mitigates the impact of the development proposal on the telecommunication system. This can be addressed through a future site plan application.

### **New Region of Durham Official Plan**

A new ROP was adopted by the Regional Council in May 2023 and forwarded to the Ministry of Municipal Affairs and Housing for approval. The subject site is designated “Community Areas” in the new ROP. Community Areas are intended to develop as complete communities, providing a range of housing, transportation, and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community. The proposed mixed-use development conforms to the policies of the new ROP.

### **Provincial Policy Statement**

Policy 1.1.3.2 a) of the Provincial Policy Statement (PPS) encourages development within settlement areas that support densities and a mix of land uses that efficiently use land, resources, and planned infrastructure. Policy 1.4.3 states that planning authorities shall provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable needs of current and future residents. The proposed mixed-use development would increase the residential density of the neighbourhood, using existing infrastructure and is consistent with the policies of the PPS.

### **Growth Plan**

The Growth Plan contains policies to guide land use planning and development. Policy 1.2.1 of the Growth Plan, in part, includes a policy related to housing, which emphasizes, “to support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.” The proposed mixed-use development contributes to providing greater housing options for the community and maintains the objectives of the Growth Plan.

Moreover, the subject site is also located within the Province's built boundary for the Growth Plan. As such, the proposed development will assist the Town of Whitby in achieving its minimum intensification allocation as per Schedule 'E' – Table 'E9' of the ROP. The proposed mixed-use development conforms to the policies of the Growth Plan.

## Provincial Plan Review Responsibilities

### Noise

The Noise Impact Study prepared by J.E. Coulter (February 2024) identified traffic noise sources from Rossland Road and Garden Street, Type B and Type C arterial roads respectively in the ROP. Stationary noise sources include existing commercial plazas to the west and south, Durham Region Headquarters to the south-west, and various nearby residential condo and apartment buildings. The appropriate road traffic figures supplied by the Region were used for calculating sound levels.

Outdoor Living Areas (OLA's) were identified for this development as: 1) 4th level rooftop common amenity space located at the south end of the residential tower and, 2) the patios at the westernmost 4-storey "live-work" townhouse units. An acoustic screen of 1.5 metres in height would be required at these townhouse units (including Warning Clause B) to reduce sound levels from 62 to 58 dBA Leq. Rooftop barriers at a standard height of 1.1 meters are recommended for the 4th floor common amenity space for the residential tower.

Sound levels from all of the external stationary noise sources are expected to be considerably below the existing ambient sound levels as generated by traffic noise in this area and would not impact this proposed development. Although not known at this time, the mechanical equipment (generators, HVAC equipment, etc.) for this development is not expected to require any special measures to satisfy the Ministry's criteria.

All residential units in this development will require Mandatory Central Air Conditioning. Warning Clauses A and D are recommended with respect to Indoor Sound levels for all of the units in the residential tower as well as all of the townhouse units.

This Noise Impact Study uses both the Stamson 5.0 model and the CadnaA algorithm and provides the appropriate outputs. The recommendations of the Study are acceptable to the Region and the recommended warning clauses are to be included in the Town's Servicing/Development Agreement.

### Archaeology

A Stage 1 and 2 Archaeological Assessment of 700 Rossland Road East and 3115 Garden Street was prepared by ASI (November 2021). No archaeological resources were encountered, and no further archaeological assessments are required.

A Stage 1 and 2 Archaeological Assessment of 3125 Garden Street was prepared by ASI (May 2022). No archaeological resources were encountered, and no further archaeological assessments are required.

Both studies were submitted to the Ministry of Heritage, Sport, Tourism, and Culture Industries who provided their clearance letters. There are no further matters of archaeological concern.

#### Potential Site Contamination

A Phase One Environmental Site Assessment (ESA) Report was prepared by Fortis Environmental (January 2023). The Phase One ESA Report concludes that the properties have always been used for residential purposes and that there are no areas of potential environmental concern. As such, a Phase Two ESA Report is not required. The Phase One ESA Report is generally acceptable to the Region.

Based on the Phase One ESA Report, Records of Site Condition (RSC) were filed for the 3115 Garden Street & 700 Rossland Road and 3125 Garden Street. The RSCs are dated March 30, 2023. This is acceptable to the Region.

Please note that should 18 months pass from the time of filing the RSC to submitting subsequent Planning applications (e.g., Plan of Condominium), a Phase One ESA Update Report would be necessary for the Region. This requirement is in accordance with our Soil and Groundwater Assessment Protocol.

#### Municipal Servicing

##### General

A 6.0m wide servicing easement within the driveway of the proposed development is required for the future sanitary servicing of 3145 Garden Street. The Applicant shall extend the existing 200mm sanitary sewer within this easement and connect to sewer via an inspection maintenance hole offset 1.5m from the easement.

The Applicant shall confirm that the proposed development is one parcel, under one ownership.

Access to the mains within the existing service easement, east of the subject site, shall remain free and clear of any permanent obstacles.

The Applicant shall abandon unused existing services and plug them at the mains. Only 1 water service connection off the existing 300mm watermain on Garden Street is preferred. Revise design to have the fire line and domestic water service off the 1 service connection.

Confirm the size of the proposed fire line. Note the 250mm size watermain is no longer in production and shall not be used. Specify another size of watermain.

In accordance with the Region of Durham Sewer Use By-Law, the Region will not permit foundation drains to connect to the sanitary sewer system. The applicant shall note that sanitary drainage capacity is allocated on a first come first serve basis at the time of signing a development agreement.

### Density

As seen in the table below a theoretical design population of 467 people has been calculated using the Region’s medium density and high density criteria. The Applicant shall recalculate the proposed water demand and sanitary drainage. The Applicant shall revise section 2.2.3 Proposed Water Demand, section 2.3.5 Proposed and Appendix A – Water and Sanitary Demand, accordingly.

<b>Medium Density</b>	<b>Unit</b>	<b>PPU</b>	<b>Pop</b>
Townhouse	26	3	78
<b>High Density</b>			
1bdrm	130	1.5	195
2bdrm	55	2.5	138
3bdrm	16	3.5	56
*Dens are counted as an additional bedroom			
<b>Totals</b>	<b>227</b>		<b>467</b>

Residential drainage Flow	= 7.48 l/s
Infiltration drainage flow from 0.92 ha	= 0.24 l/s
Commercial/Industrial drainage flow from 0.11 ha	= 0.23 l/s
Theoretical Design Flow of	= 7.94 l/s

### Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report was reviewed, and the following comments are provided:

#### 2.22 Water Design Criteria

The Applicant shall refer to the mechanical engineering consultant to confirm the water demand of proposed commercial spaces. The 86 person/ha criteria is not applicable. It is intended to estimate the water consumption for large commercial areas when specific data is not available.



## 2.2.4 Proposed Water Demand

Confirm the size of the proposed 300mm fire line, the site servicing plans shows a 250mm pipe size. Note the 250mm pipe is no longer in production and shall not be used for water servicing.

## 2.3.4 Proposed Sanitary Flows

### Proposed Sanitary Design Sheet

Revise these sections as per the theoretical design population of 467 people and proposed commercial area.

Describe the external sanitary drainage of 2.55l/s in the sanitary design sheet.

### Functional Servicing Plan

A 6.0m wide servicing easement is required for the future sanitary servicing of 3145 Garden Street E.

Extend the existing 200mm sanitary sewer within this easement and connect to sewer extension via an inspection maintenance hole offset 1.5m from the easement. Confirm the location of the meter room and show the proposed water services. Water service connections to extend to the meter room prior to distribution throughout the site.

Update the drawing to show the existing 12m wide easement. Draft the 300mm watermain within the existing 6.0m wide easement.

Include a note that the Applicant shall abandon the existing water service and plug it at the main.

## Transportation

### Traffic Impact Study

The Traffic Impact Study was reviewed, and the following comments are provided:

- The site plan includes the agreed-upon Right-of-Way (ROW) dedications, featuring a 30-metre ROW on Garden Street, and a total of 21.2m from the centreline on Rossland Road East, which incorporates an additional 3.2m to facilitate a Multi-Use Path (MUP) and bus stop infrastructure.
- The commencement of intersection upgrades at Garden Street & Rossland Road East is now scheduled for Spring 2025. This update does not necessitate any changes to the current plans, as it is consistent with the anticipated full build-out of the development. • The Traffic Impact Study (TIS) must be revised to utilize the 11th edition of the ITE Trip Generation Manual instead of the 10th edition currently used, as initially indicated in the approved terms of reference dated May 2022.

- PM Peak Synchro output sheets are missing in the appendices.
- The site plan dated September 27, 2023, indicates sight triangles of 15m x 15m, which aligns with the Region's requirements.
- The terms of reference approved in May 2022 mentioned that a site visit would be conducted; however, the report does not indicate that such a visit has taken place. The study is to include a site visit to observe existing infrastructure and operations for all travel modes. Key observations are to be included in the report, including any observed operational or safety issues. Observations of existing traffic operations (e.g., queue lengths) should be used to validate the existing conditions Synchro analysis results.
- In the analysis of the Garden Street & Rossland Road East intersection for the Future Total (2033) – AM Peak Hour, a -3 second lost time adjustment was applied to the Eastbound Through (EBT) and Southbound Left (SBL) movements. This approach deviates from the Region's guidelines, which stipulate that a zero-second lost time adjustment should be applied, unless otherwise authorized by the Region. The study must comply with the Region's Traffic Impact Study Guidelines, including the requirements for Synchro analysis (Chapter 9 in the Design Specifications for Traffic Control Devices, Pavement Marking, Signage and Roadside Protection).
- Growth rates should be applied to turning movements as well as through movements at arterial/arterial junctions. The Region consents to applying growth to through movements only at collector/arterial and local/arterial junctions where appropriate. A revision is needed to reflect this. Please use a 1% compound growth rate.
- The TIS should utilize LUC codes that accurately represent the proposed development. Please revise the document to include LUC 222 for High-Rise and LUC 822 for the retail plaza.
- Adjust TTS data queries to use PM peak period data (3:00-5:59 PM) for PM traffic distribution and 6:00-8:59 AM for the AM peak period, to accurately reflect actual travel patterns.
- Modify TTS data queries to differentiate between AM peak outbound traffic and PM peak inbound traffic for Zone 1124. The present analysis uses AM peak outbound flows for the analysis of PM peak conditions.
- Ensure TTS queries for distribution are filtered for Auto mode of travel.
- The methodology for distributing internal trips within the Planning District of Whitby requires clarification. It is recommended to utilize TTS zones for a finer-grained analysis.
- The TIS should identify critical movements based on delay as well as volume-to-capacity (v/c) ratios. A v/c greater than 0.90 can be used to identify critical movements and potential mitigation measures for these movements should be identified.

- The Region suggests incorporating into the site plan a clear connection between the internal and municipal sidewalk networks. It would be beneficial for pedestrian awareness if the continuity of the municipal concrete sidewalk across the driveway is considered.
- The Region notes that the distance between the proposed site access and the signalized intersection at Rossland Road may not meet the ideal spacing criteria for future consideration of traffic control signals. We recommend further evaluation to ensure future signalization would not be required.
- The Region recommends engaging in discussions with the Town of Whitby to determine the most suitable location for the proposed full movement unsignalized access on Garden Street. The current placement may lead to operational conflicts, particularly concerning the safety of northbound and southbound left-turn movements in proximity to the existing plaza entrance on the west side.
- The Region recommends undertaking a traffic safety assessment focused on the new access point being introduced. This assessment should include an evaluation of potential conflicts between entering and exiting traffic, the impact of traffic queues on left-turn movements, and the risk of collisions for all road users. Specifically, the assessment should analyze vehicle paths and how they conflict with existing accesses, sight distances, and the interaction between pedestrians and vehicles. It should also propose measures to mitigate identified risks, such as adjustments to access point design, signage, and signal timing adjustments to ensure safe ingress and egress for all road users.
- As per TAC guidelines, Table 8.9.3, we suggest re-evaluating the site layout to have a minimum clear throat length of 40m. Adjusting parking space allocation could prevent queuing issues for inbound vehicles thereby improving access to the site.
- The Region proposes a review of the need for right-turn lanes into the site, given the observed turning volumes. A balanced discussion on the advantages and disadvantages of such a lane would be valuable in determining its suitability for the site.
- Please provide a copy of the agreed-upon terms of reference as an appendix within the TIS report.

### Stormwater Management

- Upon review of the Functional Servicing and Stormwater Management report dated October 28, 2023, pertaining to the referenced development, it has been noted that a discrepancy exists concerning the stormwater drainage proposal.
- The report identifies a 600mm storm sewer within the easement off Teddington Crescent, initially constructed to service future development west of the storm sewer, including the subject properties. The current proposal, however, suggests that the south portion of the development is intended to drain to the Rossland Road storm sewer. The Region does not possess records confirming the

proposed release rate has been incorporated into the Rossland Road storm sewer's design.

- Given that the subject site's drainage has already been considered in the design of the existing 600mm storm sewer, the Region requests a revision of the stormwater management strategy. The revised proposal should ensure the entire development's drainage is directed to the existing 600mm sewer.
- The Region may consider accepting minimal drainage from landscaping areas along Rossland Road, which cannot be feasibly directed to the 600mm storm sewer due to grading constraints.

#### Transportation Planning:

The Traffic Impact Study was reviewed by Transportation Planning Staff who provided the following comments:

- Section 6.2 – Communication Strategy (pg.30), references that a communication strategy will be developed by the developer and will include information packages including community maps, transit route maps, GO Transit route maps and schedules, information on Smart Commute Durham and pre-loaded presto cards and events for Regional staff to be on site to provide details on existing and future active transportation facilities. It also references that the Regional and Town staff are to distribute/deliver these materials. This should be revised to indicate that the developer will provide/distribute these packages. While the Region can help provide or direct the developer on where to find the information to include in the packages, it is the developer's responsibility to obtain and deliver these details.
- Section 6.5 – Cyclist Accommodation (pg. 30) should be updated to reference the 2021 Regional Cycling Plan that proposes a Multi-Use Pathway on Rossland Road from Garden Street to Thornton Road. This section should be updated to reflect reference to the recently completed Regional Cycling Plan (RPC) and proposed cycling connections identified. • Table 11 – TDM Strategies (pg. 31) proposed that an Outreach Program will be delivered. It is unclear if this is referencing the Communications Strategy or is a different exercise. It is suggested that the table be updated to be consistent with any previously mentioned activities or tactics or that more information be provided to describe any newly proposed activities/tactics. Furthermore, it should be noted that the Region will not pay for costs for outreach strategy and that this will be incurred by the developer.
- Table 11 – TDM Strategies (pg. 31) references YRT maps be provided in the information packages, however Durham Region Transit (DRT) is the transit service operator for Durham. This should be updated to DRT maps.

- It should be noted that Smart Commute Durham is a program for business members and their employees, and the program does not provide services at the residential or community level at this time. It is recommended that reference to Smart Commute Durham be updated to reflect this.

## Waste Management

The Region of Durham may provide recycling and waste collection service to residential units on private property in the Town of Ajax, City of Pickering, Townships of Scugog, Brock and Uxbridge and the Municipality of Clarington. Only Blue Box recycling collection may be provided by the Region in the City of Oshawa and Town of Whitby in cases where Oshawa or Whitby have decided to provide municipal waste collection services.

On June 3, 2021, Ontario filed O.Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once transition occurs, The Regional Municipality of Durham will no longer be the service provider for the Blue Box program. The transition of responsibility of the Blue Box program to product producers in Durham Region is expected to occur in 2024. Please see ON Reg. 391/21 for full details.

In all cases, the lands must be designed in accordance with the Guidelines for municipal front-end waste collection service on Private Property which are outlined in Schedule “P” of the Regional Waste Bylaw 46-2011, In order to receive Regional waste services.

A Waste Management Plan must be submitted to the Region with the Site Plan application if the proponent wishes to receive Municipal collection. The plan must present in detail how the site meets Regional guidelines.

The Waste Management Plan for multi-residential buildings must indicate how residents will dispose of their source separated waste material from their units, and how the property maintenance staff will manage residential waste material prior to collection. This should include dimensions of waste storage rooms in the proposed site, sufficiently sized in a manner that addresses Durham Region’s dual stream recycling and waste diversion programs and ensures sufficient space and movement for all waste bins.

A Tri-sorter is acceptable and recommended for all multi-storey buildings in Durham Region. The tri-sorter’s on-floor front-facing chute panels must reflect waste/recycling (fiber)/recycling (containers) only – no source separation of organics can be reflected. Those sites with greater than 30 units must install compactors to properly manage residential waste. If the proposed site has a retail/commercial component, residential waste must be managed in a separate area and not be comingled. Refer to ON Reg 103/94.

For multi-residential buildings where internal collection by waste vehicles is proposed, overhead clearance to enable tip of front-end bins must be shown on all drawings. Private roadways and driveways must be designed to allow the truck to move into and out of the site without exiting onto a public roadway in a reverse motion. Where trucks

travel over underground parking, the load weight of a waste vehicle must be confirmed and engineered.

#### Site Servicing Drawing (S-1)

- Retaining wall and steps to be located on private property outside of the Regions right-of way and sight triangle
- Rename existing sanitary maintenance hole to MH-K21-0005
- Show limits of regional easement
- Easement to remain free and clear. Culvert is not permitted over easement.
- Show and label meter room as per Regions standards S-240.XXX

#### Landscape Drawing (L-100)

Remove the proposed precast concrete seat wall, concrete benches, plantings, from the sight triangle and right-of-way. Sight triangle and right-of-way to be free and clear.

#### Additional Comments

The intersection improvement at Garden St/Rossland Rd is under the Region's capital project. Construction will commence in spring 2025 if there are no delays. Coordination between the application and the Region will be required and we will provide additional comments during the detail design stage.

#### Durham Region Transit

The application was reviewed by Durham Region Transit who advised that there is a bus stop and shelter located on the subject site, therefore the bus shelter and stop pad shall be protected, and the pad and shelter shown on the site plan.

#### Conclusion

The proposed mixed-use development would increase the range of housing types in the community and conforms with the ROP and Provincial policies. As such the Region has no objection to the approval the Zoning By-law Amendment application. Comments from Regional Works and Durham Region Transit can be addressed through a future site plan application. Additionally, any approval of the future site plan application will be subject to satisfying any concerns or comments from the Durham Region Police Services regarding the telecommunication services.