



# Corporate Report

Clerk's Files

Originator's

Files OZ 10/007 W5  
T-M11001 W5

**PDC** MAY 30 2011

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**DATE:** May 10, 2011

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 30, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**Rezoning and Draft Plan of Subdivision Applications**  
**To permit business employment uses for three parcels of land**  
**and the extension of Derrycrest Drive and Topflight Drive**  
**(Vicksburgh Drive).**  
**7140 and 7260 Hurontario Street**  
**South of Hwy 407, West of Hurontario Street**  
**Owner: 678604 Ontario Inc. and 1105239 Ontario Inc.**  
**(DeZen Industrial Phase I)**  
**Applicant: Lethbridge & Lawson Inc.**  
**Bill 51**

**Public Meeting** **Ward 5**

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**RECOMMENDATION:** That the Report dated May 10, 2011, from the Commissioner of Planning and Building regarding the applications to change the Zoning from "D" (Development) to "E2-Exception" (Employment) and to approve a Draft Plan of Subdivision to permit business employment uses for three parcels of land and the continuation of Derrycrest Drive and Topflight Drive (Vicksburgh Drive) under files OZ 10/007 W5 and T-M11001 W5, 678604 Ontario Inc. and 1105239 Ontario Inc. (DeZen Industrial Phase I), 7140 and 7260 Hurontario Street, be received for information.

**BACKGROUND:**

The purpose of this application is to rezone the front portion of two properties on the west side of Hurontario Street, to permit business employment uses and to subdivide the site into three development lots fronting on the northerly extension of Derrycrest Road and a new road to be known as Vicksburgh Drive, to intersect with Hurontario Street across from Topflight Drive. The rear portions of the two sites will be dealt with in a future application.

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

At this point there are no identified end-users proposed for the site. The site layout and elevations in Appendices I-6 and I-7 are conceptual only.

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	June 10, 2010 (Rezoning) January 31, 2011 (Draft Plan of Subdivision)
Deemed Complete:	July 6, 2010 (Rezoning) February 9, 2010 (Draft Plan of Subdivision)
Concept Building Height:	6 storeys for the properties on the northern portion and unspecified for the other lands
Gross Floor Area:	To be determined
Parking:	As per the Zoning By-law
Number of Blocks:	3 Industrial blocks, a road widening, reserve block and a road.
Supporting Documents:	Draft Plan of Subdivision Concept Plan Plan of Survey Planning Justification & Proposed Standards Traffic Impact Study

<b>Development Proposal</b>	
	Soil Investigation Report Stormwater Management Analysis Phase I Environmental Site Assessment Stage 1-2 Archaeological Assessment Details

<b>Site Characteristics</b>	
Frontages:	Parcel 1: 141.22 m (463.32 ft.) on future Derrycrest Dr. extension. Parcel 2: 113.96 m (373.88 ft.) on future Derrycrest Dr. extension 69.51 m (228.05 ft.) on Hurontario St. Parcel 3: 140.09 m (459.61 ft.) on future Derrycrest Dr. extension 114.70 m (376.31 ft.) on Hurontario St.
Depth:	Parcel 1: 95.2 m (312.3 ft.) Parcel 2: 84.5 m ( 277.2 ft.) Parcel 3: 130.0 m (426.5 ft.)
Gross Site Area:	Parcel 1: 1.14 ha (2.82 ac.) Parcel 2: 0.76 ha (1.88 ac) Parcel 3: 3.60 ha (8.89 ac)
Existing Use:	Vacant

Additional information is provided in Appendices I-1 to I-11.

### **Neighbourhood Context**

The subject property is located at the northern border of the City of Mississauga, south of Highway 407 and the Hydro One Corridor and is considered to be a "Gateway" to the City. The area is developing as a prestige employment area with newly constructed office buildings to the south, and the Comfort Inn across the street.

The site is relatively flat and is vacant. It is bisected by the Hydro One Right-of-Way. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: A Hydro transfer facility, and Highway 407.
- East: A hotel, an automotive repair centre and lands utilized for surface parking, east of Block 3 is the Hydro One Right-of-Way.
- South: Office buildings including Peel Health offices.
- West: Vacant lands and Fletcher's Creek. To the west of Fletcher's Creek is the Meadowvale Village Community.

**Current Mississauga Plan Designation and Policies for the Gateway Planning District (May 5, 2003)**

**"Business Employment - Special Site 3"** which permits an integrated mix of business activities that operate mainly within enclosed buildings. The designation permits a range of employment uses that includes industrial uses, including manufacturing, assembling, processing, fabricating, research and development, accessory sales and service, warehousing, distributing and wholesaling, accessory uses, all types of restaurants.

The following uses will not be permitted on land adjacent to Hurontario Street:

- a. waste processing or transfer stations, and composting facilities;
- b. trucking terminals;
- c. drive-throughs which are not substantially screened from Hurontario Street by a building in place at the time of development;
- d. single-storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development;
- e. outdoor storage of materials;
- f. car washes.

The lands north of the Hydro Right-of-Way form part of Special Site 3 within the Gateway District Policies of Mississauga Plan, of which the following additional policies apply:

Prior to development, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department.

Special Site 3 should function as the primary "Gateway" into Mississauga from Brampton and areas to the north. A "Gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

This location is the prime opportunity to initiate a "Gateway" into a civic boulevard of this caliber over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in the setback, character and attention to design detail. Regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor – a Design Mandate for Excellence* during the processing of development applications.

The applications are in conformity with the land use designation and no official plan amendments are proposed.

There are other policies in the Official Plan which also are applicable in the review of these applications including:

### **Urban Design Policies**

The Gateway Urban Design policies require high quality urban design, with distinctive built form, high quality public and private streetscape design, building entrances facing Hurontario Street,

buildings are to have sufficient height and mass to define and frame the street with parking at the side or rear of the buildings.

### **New Mississauga Official Plan**

Mississauga Official Plan was adopted by City Council on September 29, 2010. Until the new Mississauga Official Plan is approved by the Region of Peel and comes into force, Mississauga Plan continues to be in effect. While the existing Official Plan is the plan of record against which the applications are being reviewed, regard should also be given to the new Mississauga Official Plan. Under the new Mississauga Official Plan, the subject lands are designated "Business Employment" within a Corporate Centre Character Area. The proposed business employment uses conform with the land use designation contained in the new Mississauga Official Plan and associated policies. Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities. Additional permitted uses in Business Employment areas include major offices while prohibited uses include cardlock fuel dispensing, outdoor storage, and self storage facilities.

Additional gateway policies that apply to the lands also include the following:

- Gateway Corporate Urban Design Policies that promote a high quality urban design and built form for the corridor;
- Gateway Corporate land use policies that prohibit drive-throughs and single storey financial institutions;
- Site 2 Policies, similar to the Special Site 3 Policies of the existing Official Plan noted above.

The lands are also located within an Intensification Corridor. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Employment Area. Intensification areas will be attractive mixed use areas, developed at densities that are sufficiently high to

support frequent transit service and a variety of services and amenities.

The timing of the approval of the proposed site specific official plan amendment may be affected by the approval of the new Mississauga Official Plan and any potential appeals. A recommendation will be included in the Supplementary Report to address the status of the new Mississauga Official Plan.

### **Hurontario/Main Street Corridor Master Plan**

On June 30, 2010, the Master Plan for the Hurontario/Main Street Corridor was presented to the General Committee. This document provides for a comprehensive vision for the corridor from Port Credit north to downtown Brampton as one of a unified concept for mobility, integrating urban design, land use and transportation. As approved by Council on July 7, 2010, the following key recommendations, amongst others, were adopted:

- That Light Rapid Transit (LRT) be endorsed as the recommended rapid transit solution for Hurontario Street;
- That the general alignment as shown for the LRT, including station locations, be adopted as the basis for more detailed planning of the corridor;
- That revisions be considered to the Draft Mississauga Official Plan, and Zoning By-law, to implement the findings of the study, in particular the land use and design strategy contained in the Master Plan, to support the vision for the corridor.

Within the Master Plan, the subject lands are located within the Mississauga Employment Character Area. The nearest proposed LRT Transit stop is just south of the Highway 407.

Key recommendations contained within this section that have some applicability to the subject lands include the following:

- Permitted Uses - Permitted uses on Hurontario Street shall include the full range of employment, office, accessory

commercial, institutional, cultural, health and medical, entertainment uses and related public uses. Warehousing, storage and industrial uses shall not be permitted on lands fronting Hurontario Street. Mixed use buildings that include industrial uses may be permitted if the industrial use is not located along the Hurontario Street frontage. Drive-through uses would be prohibited in the corridor, while automotive uses would not be permitted closer than 100 m (328 ft.) of Hurontario Street.

- Permitted Use At Grade Level - The lands are identified within the Convertible Employment Frontage area for street level uses, which means that initially employment uses can occupy the ground floor but as the number of pedestrians increase over time, accessory retail and street related commercial uses can be added.
- Density - A maximum Floor Space Index of 2.5.
- Building Heights - A maximum building height of 33 m (108 ft.)/10 storeys.
- Street Frontage - Intermittent streetwall at 70%.
- Setbacks - Building to be built within 5.0 m (16.4 ft.) of the streetline, with buildings above the podium set back a minimum of 2.5 m (8.2 ft.).

### **Existing Zoning**

**"D" (Development)**, which permits a building or structure legally existing on the date of passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure.

### **Proposed Zoning By-law Amendment**

**"E2 - Exception" (Employment)**, to permit employment uses in accordance with the Official Plan and to establish appropriate zoning regulations to facilitate the implementation of the Special Site 3 policies of the Gateway District.

As part of the rezoning, the applicant is proposing that the following exceptions be applied:



	<b>Required Zoning By-law Standard</b>	<b>Proposed Standard</b>
Parking	N/A	Motor vehicle parking and loading spaces shall not be permitted between the exterior wall of the building or structure and the lot line abutting Hurontario Street.
Minimum Front Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Height of a Building or Structure	N/A	2 storeys
Minimum Landscape Buffer along the lot line of any other than Hurontario Street	N/A	3.0 m (9.8 ft.)

The applicant is proposing that the following uses not be permitted on site:

Truck Terminal; Waste Processing Station; Waste Transfer Station; Composting Facility; Outdoor Storage; Convenience Restaurant; Single Storey Financial Institution; Free-Standing Restaurants; Motor Vehicle Wash Facility – Restricted; Motor Vehicle Body Repair Facility.

## **COMMUNITY ISSUES**

No Community Meetings were held and no written correspondence has been received by the Planning and Building Department.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-8. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed prior to the finalization of the Supplementary Report:

- Impact of the Hurontario/Main Street Corridor Master Plan recommendations on the development proposal;
- Further review of details presented on the submitted concept plan as it relates to setbacks, pedestrian access to Hurontario and compliance with "Gateway" policies;
- Submission of a Stage 3 Archeological Assessment;
- Identification of any sustainable green technology to be used in the proposed development;
- Submission of a satisfactory storm water management plan.

## **OTHER INFORMATION**

### **Development Requirements**

In order to complete the connection of Derry Crest Drive to Top Flight Drive (Vicksburgh Drive), the applicant must acquire a portion of the Hydro One Right-of-Way. Arrangements are underway to acquire this parcel of land.

In conjunction with the proposed development, there are certain engineering matters which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

### **FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of

the City as well as financial requirements of any other official agency concerned with the development of the lands.

**CONCLUSION:**

Once all City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:**

Appendix I-1: Site History  
Appendix I-2: Aerial Photograph  
Appendix I-3: Excerpt of Gateway District Land Use Map  
Appendix I-4: Excerpt of Existing Land Use Map  
Appendix I-5: Draft Plan of Subdivision  
Appendix I-6: Concept Plan  
Appendix I-7: Elevations  
Appendix I-8: Agency Comments  
Appendix I-9: General Context Map

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Lesley Pavan, Manager*

**678604 Ontario Inc.**

**File: OZ 10/007 W5  
T-M11001 W5**

### **Site History**

- August 22, 2005 – Rezoning application under file OZ 03/042 W5 for 7140 Hurontario Street, 678604 Ontario Inc. to permit general industrial uses, office uses with accessory retail and services, entertainment, recreation and sports facilities, restaurants, limited outdoor storage and a natural protection area was closed due to inactivity.
- January 4, 2006 – Rezoning application under file OZ 06/001 W5 for 7260 Hurontario Street, Eastern Power Limited/Greenfield North Power Corporation, to permit business employment uses and a power generating station, was submitted. The file was closed in September, 2006, at the request of the owner.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "D" (Development)



LEGEND:

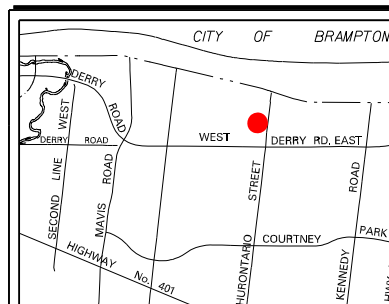


SUBJECT LANDS

DATE OF AERIAL PHOTO: SPRING 2009



SUBJECT: 678604 ONTARIO INC. &  
1105239 ONTARIO INC.  
(DeZen Industrial Phase 1)



FILE NO:  
OZ 10/007 W5  
T- M11001 W5

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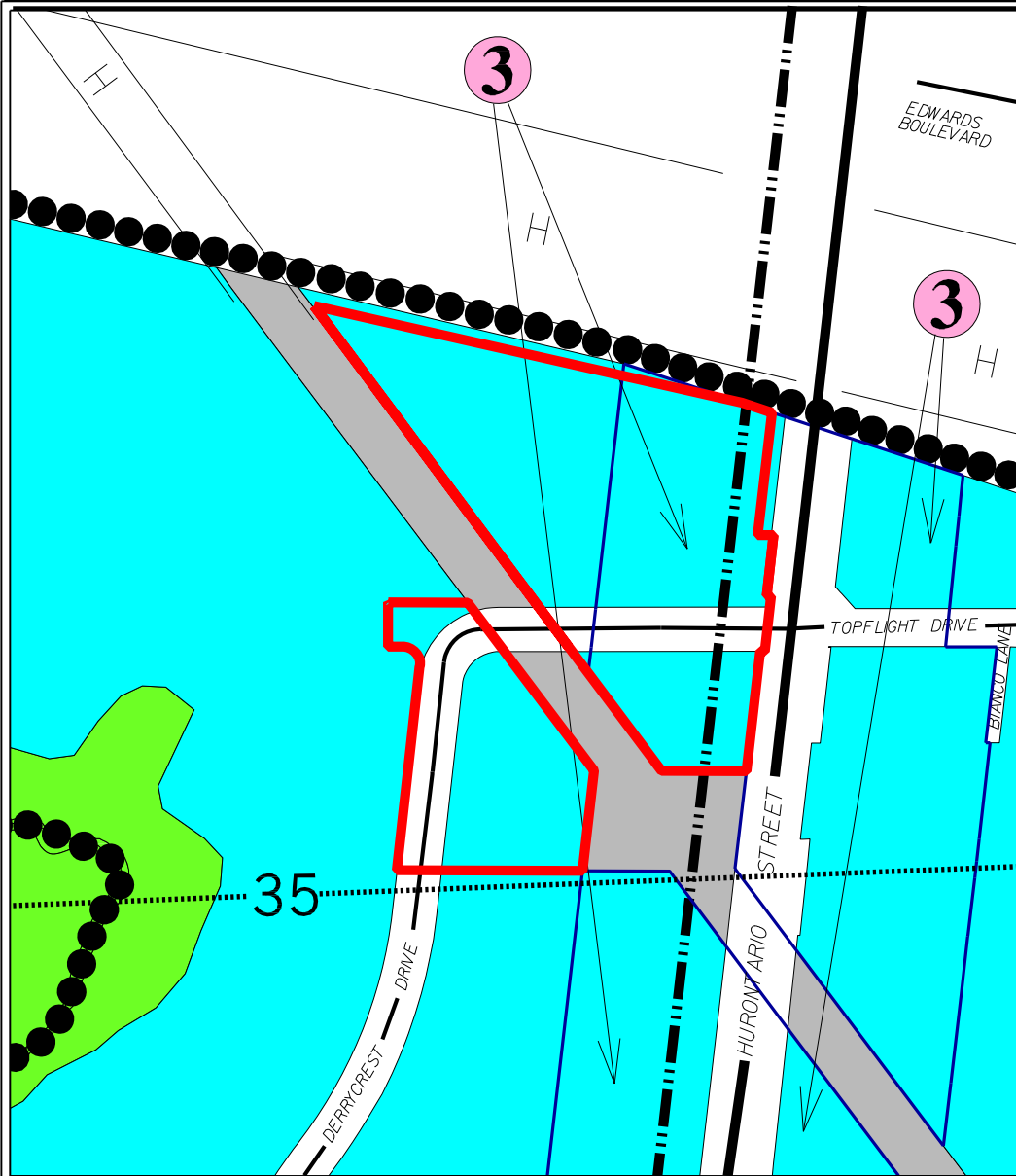
PDC DATE:  
2011 05 30

DRAWN BY:  
B. KRUGER

APPENDIX I-2

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics



# **PART OF GATEWAY DISTRICT LAND USE MAP** **GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN**

## **LAND USE DESIGNATIONS**

- General Retail Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility

## **LAND USE LEGEND**

- Regulatory Floodplain
- LBPIA Operating Area Boundary – See Aircraft Noise Policies
- Node Boundary
- Cem – Cemetery
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- Special Site Areas (See Special Site Policies)

## **TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Future Major Collector (conceptual)
- Minor Collector
- Local Road
- Major Transit Corridor

*Amendment No. 95 Appealed to the Ontario Municipal Board.*  
Delete and replace with Higher Order Transit Corridor

Notes:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

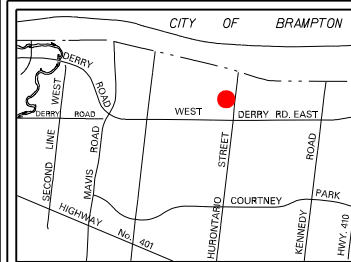
NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

*Amendment No. 95 Appealed to the Ontario Municipal Board*

*Appealed to the Ontario Municipal Board*

**SUBJECT LANDS**

**SUBJECT: 678604 ONTARIO INC. & 1105239 ONTARIO INC. (DeZen Industrial Phase 1)**



**FILE NO:**  
OZ 10/007 W5  
T- M11001 W5

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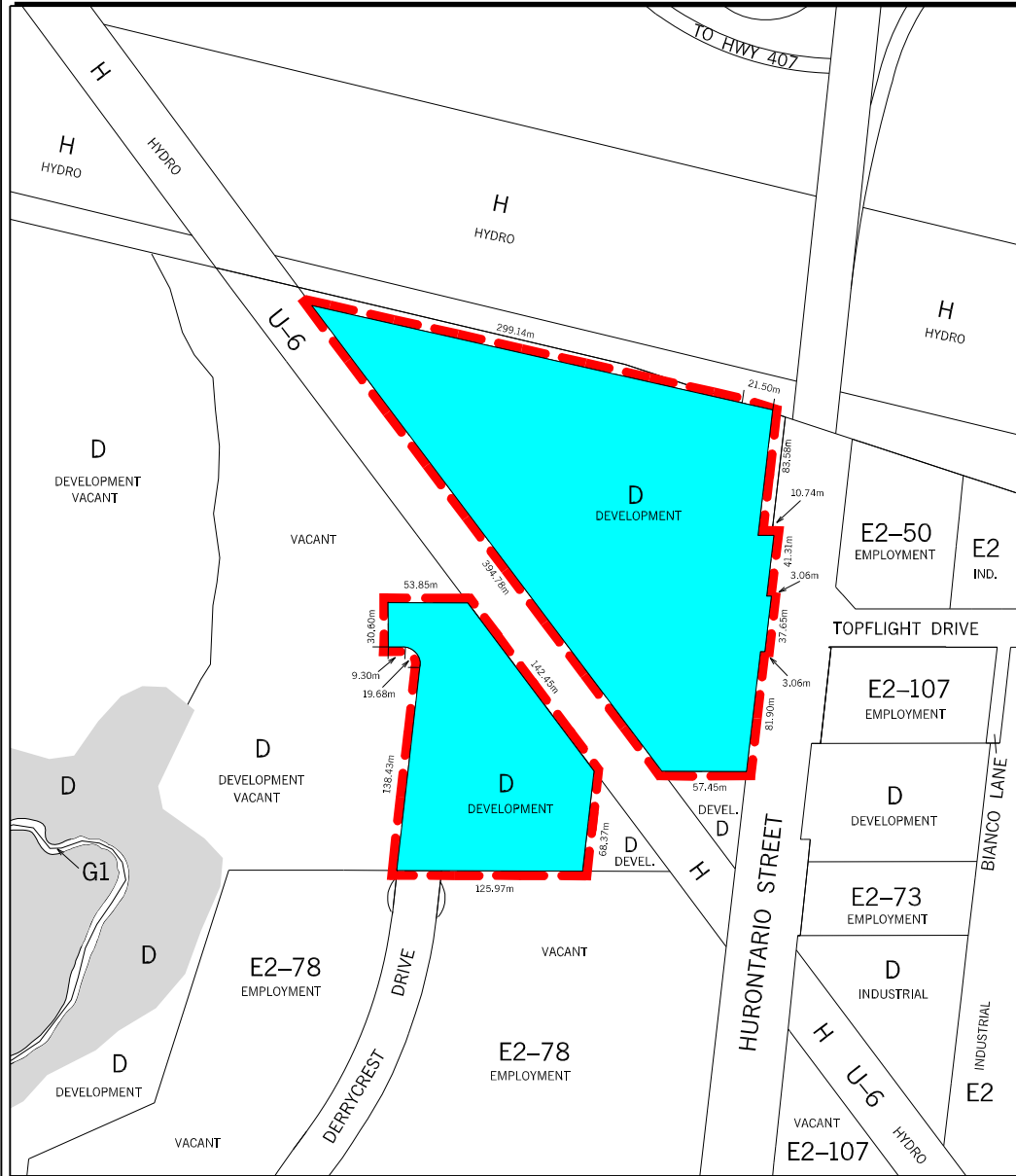
**PDC DATE:**  
2011 05 30

**DRAWN BY:**  
B. KRUGER

**APPENDIX 1-3**

**MISSISSAUGA**  
Planning and Building

*Produced by*  
**T&W, Geomatics**



**LEGEND:**

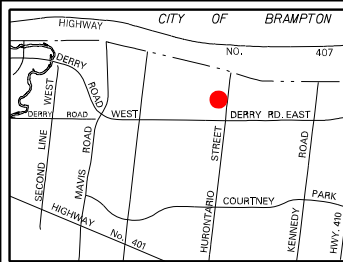


**PROPOSED REZONING FROM "D" (Development) TO "E2" (Employment-Exception) TO PERMIT BUSINESS EMPLOYMENT USES.**

**NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.**



**SUBJECT: 678604 ONTARIO INC. & 1105239 ONTARIO INC. (DeZen Industrial Phase 1)**

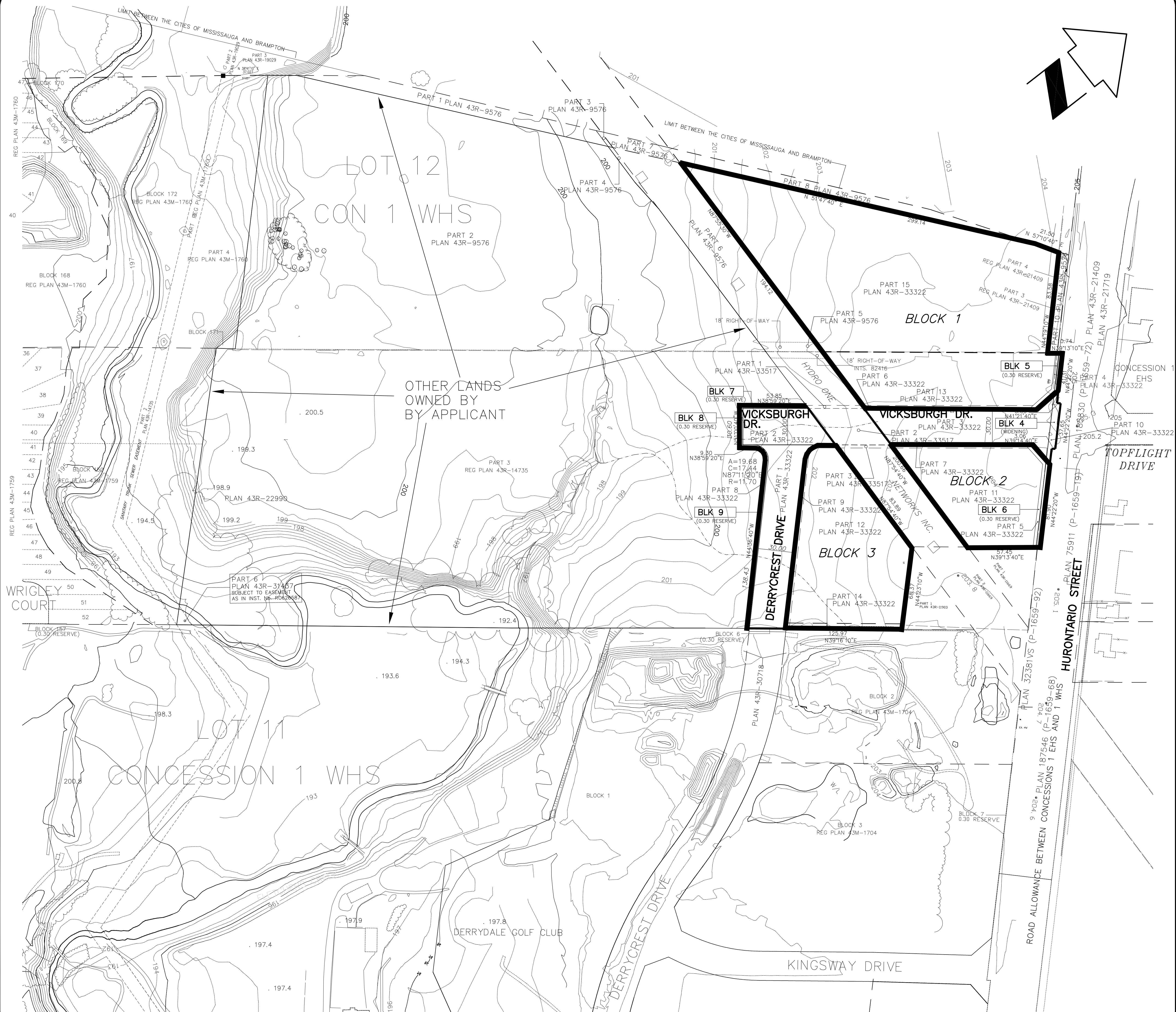


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<b>DRAWN BY:</b> B. KRUGER	

**APPENDIX 1-4**

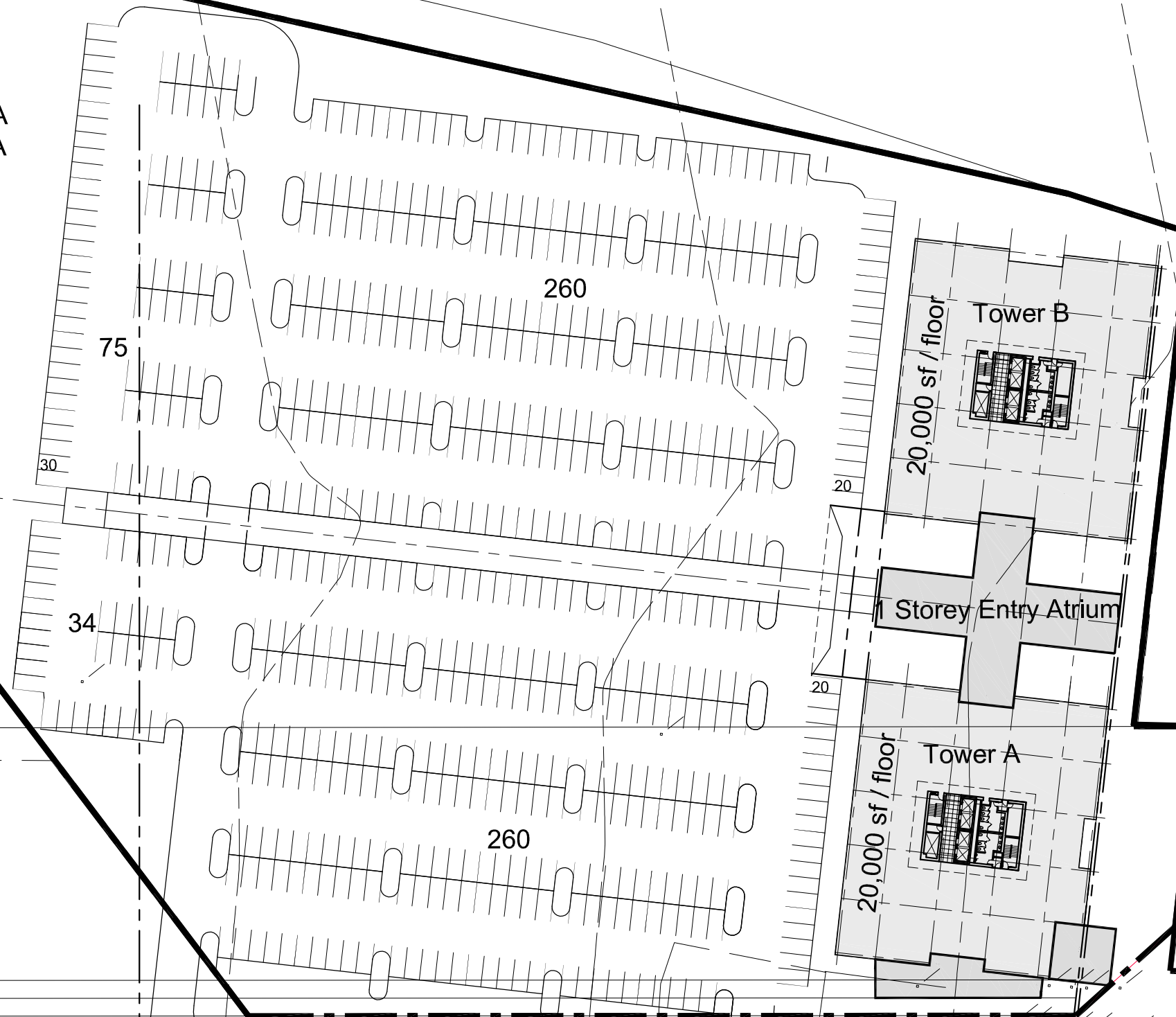


# APPENDIX I-5





22,296 sm Office Use  
714 Cars at 3.2/ 100sm  
643 at 10% reduction Net GLA  
607 at 15% reduction Net GLA



678604 Ontario Inc.  
Huronario Street Properties  
Part of Lots 11 and 12, Concession 1 WHS

Site Concept 1  
Phase 1

**MSA**i

MICHAEL SPAZIANI ARCHITECT INC  
6 Helene Street N, Suite 100  
Port Credit, Mississauga ON L5G 3B2  
T 905 891 0691 F 905 891 0514



*BUILDING MAIN ELEVATION*

**678604 Ontario Inc.****File: OZ 10/007 W5****T-M11001 W5****Agency Comments**

The following is a summary of comments from agencies and departments regarding the applications.

<b>Agency / Comment Date</b>	<b>Comment</b>
Region of Peel (March 30, 2011)	<p>Servicing: An existing 400 mm (15.7 in.) diameter water main is located on the east side of Hurontario Street and an existing 300 mm (11.8 in.) diameter water main is located on Derrycrest Drive. An existing 300 mm (11.8 in.) diameter sanitary sewer is located on Derrycrest Drive.</p> <p>Municipal sanitary sewer facilities consist of 300 mm (11.8 in.) diameter sanitary sewer on Derrycrest Drive and water facilities consist of 300 mm (11.8 in.) diameter watermain located on Derrycrest Drive, and 400 mm (15.7 in.) diameter watermain on Hurontario Street.</p> <p>Servicing will require construction extension of 300 mm (11.8 in.) diameter sanitary sewer on Derrycrest Drive from existing Manhole to the end of subject property. Servicing will also require looping of the existing watermain on Hurontario Street with the existing watermain on Derrycrest Drive.</p> <p>Provisions will be required in the sanitary sewers to accommodate external lands to the north and west of the subject property.</p> <p>On-site waste collection will be required through a private waste hauler.</p>
Credit Valley Conservation (April 19, 2011)	<p>On April 19, 2011, Credit Valley Conservation (CVC) staff advise that a satisfactory stormwater management plan is required prior to CVC clearance for the Supplementary Report.</p> <p>.</p>
City Community Services Department – Planning, Development and Business Services	<p>In the event that the subject application is approved, the Community Services Department - Park Planning Section notes the following conditions:</p> <p>"In comments dated April 4, 2011, this department indicates that upon the development of the adjacent lands along Fletcher's Creek owned by</p>

678604 Ontario Inc.

File: OZ 10/007 W5

T-M11001 W5

Agency / Comment Date	Comment
Division/Park Planning Section (April 4, 2011)	<p>the applicant all lands below the top of bank, regional flood line or the slope hazard line whichever is greater, shall be dedicated gratuitously to the City and zoned greenbelt.</p> <p>Cash contributions for street tree planting will be required along the Derry Crest Drive extension and Hurontario Street. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and By-laws."</p>
City Community Services Department – Culture Division (April 29, 2011)	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Culture and Tourism confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>A Stage 3 archaeological assessment has been recommended.</p>
City Transportation and Works Department (March 28, 2011)	<p>In comments dated March 28, 2011 this department indicated that a Traffic Study dated June 2010 by Sernas Transtech was submitted by the applicant and is currently under review.</p> <p>Prior to the Supplementary Meeting, the applicant will be required to obtain the approval of the Ministry of Transportation for Ontario including any development conditions required by the ministry. The applicant will also be required to make satisfactory arrangements with the Hydro One Networks Inc. (HONY) for the acquisition and dedication of that portion their property required to complete the Derry Crest/Vicksburgh Drive extension to Hurontario Street.</p> <p>Detailed comments and conditions including updates to the above noted</p>



**678604 Ontario Inc.**

**File: OZ 10/007 W5  
T-M11001 W5**

Agency / Comment Date	Comment
(April 19, 2011)	<p>matters will be addressed prior to the supplementary meeting.</p> <p>The Plan of Subdivision process will include the design and construction of the Derrycrest Drive and Vicksburgh Drive extension from the northerly terminus of Derrycrest Drive within Plan 43M-1704 northerly and easterly to Hurontario Street, as a major collector public road.</p>
<p>Greater Toronto Airport Authority (February 24, 2011)</p>	<p><b>Airport Zoning Restrictions:</b> According to the Airport Zoning Regulations for Toronto's Lester B. Pearson International Airport, development elevations on the subject property are affected by the Approach Surface for Runway 05 (future designation 05L). The maximum allowable development elevation under this restriction ranges from approximately 265 m (869 ft.) Above Sea Level (A.S.L.) along the eastern boundary of the property (Hurontario Street) to approximately 272 m (892 ft.) A.S.L. at the westernmost boundary.</p> <p><b>Noise Impacts:</b> The subject property lies within the 30-35 NEF/NEP of the composite contour map for Toronto Pearson International Airport and within the Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga.</p>
<p>Hydro One Networks Inc. (April 19, 2011)</p>	<p>The applicant's request to extend Topflight Drive under our hydro corridor west of Hurontario Street has been approved subject to satisfying technical requirements of Hydro One Networks.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Canada Post Corporation</li> <li>- City's Community Services Department – Fire and Emergency</li> </ul>

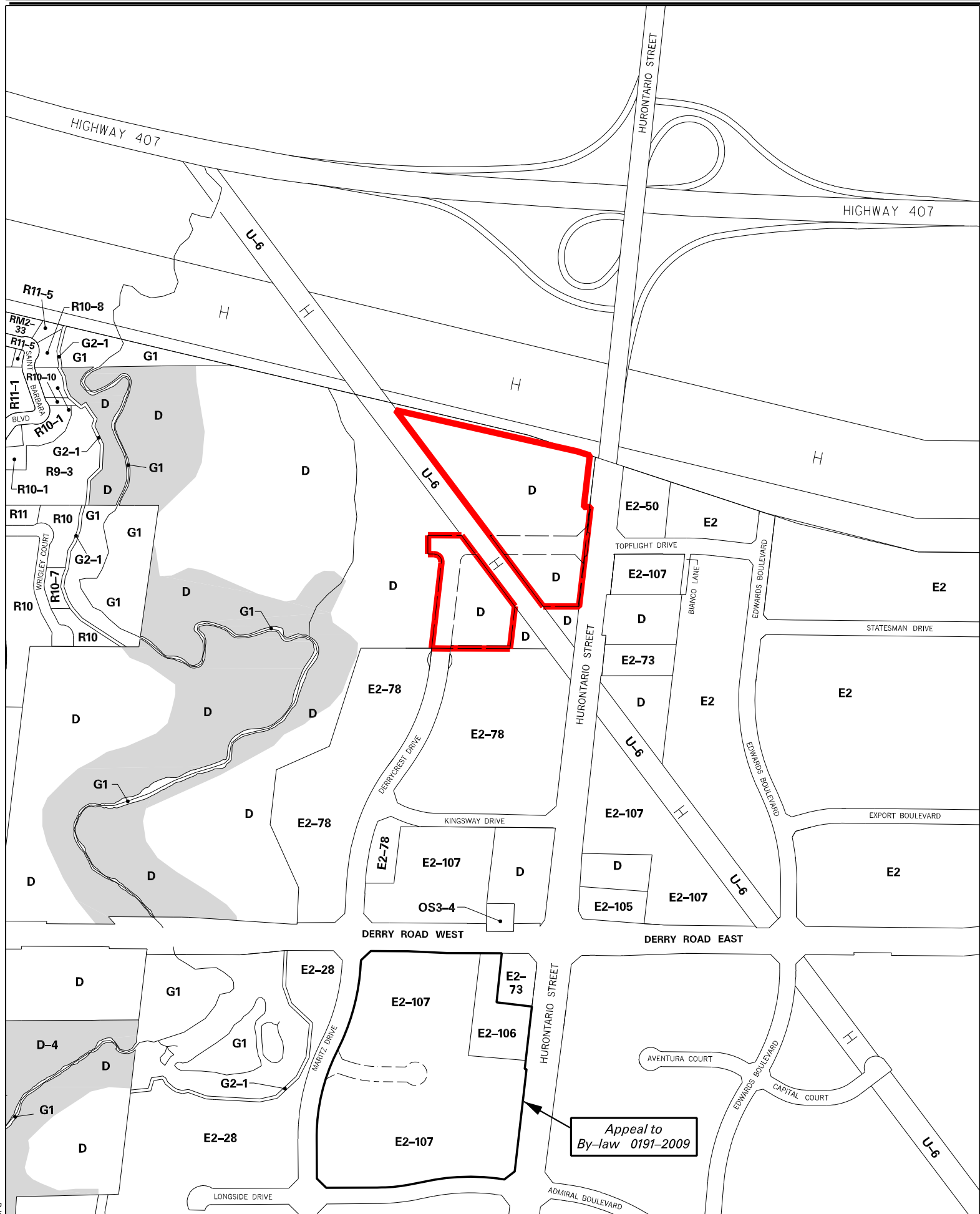
**678604 Ontario Inc.****File: OZ 10/007 W5****T-M11001 W5**

<b>Agency / Comment Date</b>	<b>Comment</b>
	<p>Services Division</p> <ul style="list-style-type: none"><li>- City's Economic Development Department</li><li>- Enbridge Gas Distribution Inc.</li><li>- Enersource Hydro.</li><li>- GO Transit/Metrolinx</li><li>- Ministry of Transportation</li></ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>- City of Brampton</li><li>- City's Realty Services Department</li><li>- Rogers Cable</li></ul>

## GENERAL CONTEXT MAP

OZ 10007 W5  
T-M11001 W5

APPENDIX 1-9



*Appeal to  
By-law 0191-2009*