

City of Mississauga

Memorandum:

City Department and Agency Comments

Date Finalized: 2025-04-03	File(s): A66.25
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:4/10/2025 1:00:00 PM

Consolidated Recommendation

The City recommends the application be refused.

Application Details

The applicant requests the Committee to approve a minor variance to allow a Transportation Facility use within OS (Open Space) and PB (Parkway Belt) Zones whereas By-law 0225-2007, as amended, does not allow a Transportation Facility use within OS (Open Space) and PB (Parkway Belt) Zones in this instance.

Recommended Conditions and Terms

Should the Committee find merit in the application, Planning staff recommend the following conditions:

1. The 'Transportation Facility' use be removed permanently from the subject property by April 10th, 2030.
2. In view of the above, and should the committee see merit in the applicant's request, we would strongly request that a condition of approval be that confirmation be received by the T&W Department confirming that satisfactory arrangements have been made with regards to satisfying our conditions/requirements listed below pertaining to this application:
 - Receipt of a Topographic Plan
 - Review/Approval of both a Detailed Grading and Servicing Plan
 - An FSR (Functional Servicing Report) will be required to address any servicing requirements.
 - Fully dimensioned Site Plan which would adequately identify the exact property limits of the proposed development and also identify any other pertinent features such as

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- any proposed structures (i.e. gatehouse), fencing, utilities, light standards, fire hydrants, signs, site access geometrics, etc.
- Provide an Access Review that includes turning movement diagrams, access management considerations, truck manoeuvrability, and the operational impacts on the surrounding road network. Please contact the Traffic Section at Trans.Projects@mississauga.ca prior to commencement of the study.
 - The new access directly opposite Argentia Road ('Fourth Leg') will require full traffic signals for any vehicles exiting the property onto Ninth Line, to the satisfaction of the Transportation & Works Department.
 - Satisfactory arrangements shall also be made with Transportation & Works Department regarding the required signal works on the east side of Ninth Line, including but not limited to access improvements, streetlighting, pavement markings, and signage.
 - It should be noted that as per the City's Official Plan, Argentia Road is also proposed to be extended westerly.
 - Acknowledging the proposed future westerly Argentia Road extension as per the City's Official Plan, and acknowledging that these lands are part of this proposal and that they are currently owned by the City of Mississauga, the required Realty Agreement (License Agreement) will have to address this under the proposed Lease Agreement to Pacific Paving Inc.
 - An Access Modification Permit will be required
 - An Erosion and Sediment Control (ESC) Permit will be required
 - Confirmation from the Realty Services department indicating that satisfactory arrangements have been made with regards to the requirement for the License Agreement.
3. The Community Services Department requests that a condition of approval be that confirmation be received from Parks, Forestry and Environment Division that an environmental impact study (EIS) has been reviewed and approved. Given that the property is fully within a component of the City's NHS, the EIS must delineate the watercourse corridor and associated Significant Wetland (>0.5ha in size) along the western property boundary, as well as the Natural Green Space (wetland <0.5ha in size) in the northeastern corner. Once all environmental constraints are delineated the EIS should assess potential impacts, avoidance and mitigation measures, restoration, and opportunities to enhance and expand the Natural Heritage System.
4. Should the application be approved, the Parks, Forestry and Environment Division advises as follows:
- A License Agreement will be required between the City of Mississauga and the proponent to allow a transportation facility through which all City requirements will be reviewed for approval. Parks, Forestry and Environment Division requirements shall include, but not limited to:
 - a. A Site Plan satisfactory to T&W including, but not limited to:

- i. Site Layout
- ii. Access Routes
- iii. Existing Vegetation
- iv. Stockpiling Areas
- v. Site fencing and Hoarding
- b. Pre-condition survey
- c. Grading Plan
- d. Restoration Plan
- e. Erosion and Sediment Control (ESC) Plan

All requirements are to be reviewed and approved by the Community Services Department – Parks, Forestry and Environment Division.

5. Should the application be approved, the Heritage Division advises as follows:

- The property is designated under the *Ontario Heritage Act*. As such, a completed Heritage Property Permit Application, and a Heritage Impact Assessment are required to alter the property. A copy of the Heritage Property Permit Application form is available on line at:

<https://www7.mississauga.ca/documents/culture/heritage/2248.pdf>

6. Should the application be approved, Ministry of Municipal Affairs and Housing staff advises as follows:

- Subject to City's staff review of the minor variance application in relation to the PBWP and amendments provided, should it be determined that a PBWP amendment may be required to permit the proposed development on the subject lands, we request that the City advise the applicant to contact Ministry staff for a pre-consultation meeting.

Background

Property Address: 7420-7440 Ninth Line

Mississauga Official Plan

Character Area: Ninth Line Neighbourhood
Designation: Open Space & Parkway Belt West

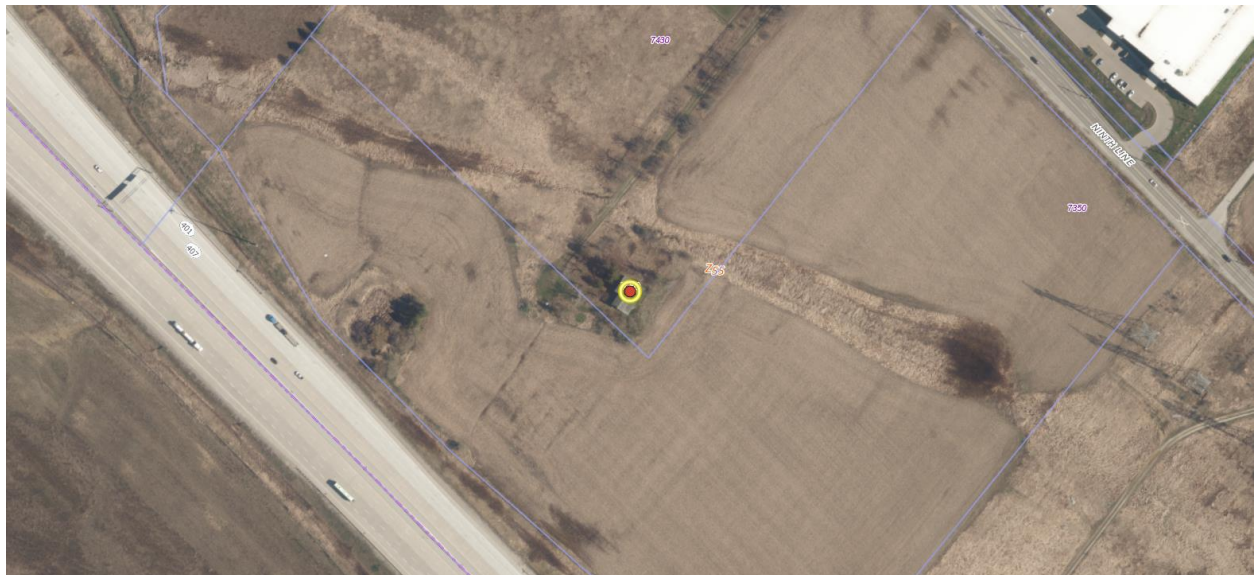
Zoning By-law 0225-2007

Zoning: OS1-Open Space; PB1-Parkway Belt

Site and Area Context

The subject property is a mostly vacant parcel of land located along the west side of Ninth Line, north-west of the Ninth Line and Argentia Road intersection. While the lands are predominantly vacant, a one-and-a-half storey vacant, detached dwelling is located on the subject property. The existing detached dwelling, municipally recognized as the 'Bussell House,' is listed on the Heritage Register. A portion of the site not included within this proposal is currently being used by the Peel Region Police for training police dogs. The lands to the south-east are predominantly warehouse facilities. The lands directly to the east are existing residential dwellings. The lands to the north are City owned, while the vacant lands to the south are owned by the Province of Ontario. Lastly, the lands to the west of the subject property is the Highway 407.

The applicant is proposing a transportation facility use requiring a variance for the use.



Comments

Planning

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Staff comments concerning the application of the four tests to this minor variance request are as follows:

Planning staff note the same proposal was applied for and approved on a temporary basis for a six-year period, subject to conditions, on the abutting City-owned lands located at 7568 Ninth Line, located directly north of the subject property. The Committee of Adjustment approved this application on September 7th, 2023 (A282.23). Due to the MTO requirements of the property to accommodate a stormwater pond and staging area for the future proposed Highway 413, the applicant was not able to gain MTO approval and has since proposed this site as an alternative.

Does the proposal maintain the general intent and purpose of the Official Plan?

The subject property is located in the Ninth Line Neighbourhood Character Area and is designated Open Space and Parkway Belt West in Schedule 10 of the Mississauga Official Plan (MOP).

The proposed transportation facility use is located on both the Open Space and Parkway Belt West designated lands on the subject property. Both designations do not permit a 'Transportation Facility' use. The 'Transportation Facility' use is only permitted on lands designated Business Employment and Industrial. MOP policy 16.1.5.2 states 'notwithstanding the Business Employment policies of this plan, 'Transportation Facilities' uses will not be permitted within Neighbourhood Character Areas.' This policy further bolsters the rationale that 'Transportation Facilities' are not consistent with the City's vision for Neighbourhood Character Areas and it should not be permitted on the subject property.

MOP policy 16.20.2.6.1 states 'a significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan (PBWP). Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP.' Planning staff note the Ministry of Municipal Affairs and Housing (MMAH) staff have confirmed the subject property is subject to Amendments 91 and 147 of the PBWP, which removed the majority of the property from the PBWP and redesignated the remainder of the property from 'General Complementary Use' to 'Inter-Urban Transit'. The intent of the amendments concerning the redesignation of the subject property to Inter-Urban Transit in the PBWP is to create links between urban areas by providing space for movement of people, goods, energy and information. Staff are of the opinion that the proposed 'Transportation Facility' use is not intended to facilitate infrastructure contributing to Inter-Urban Transit and does not conform with the PBWP in this regard.

MOP policy 16.20.3 identifies the Ninth Line Neighbourhood Character Area to be subdivided into precincts in order to reflect differences in their planned function and character. The property forms part of Precinct 1, the North Employment Area, which will form an extension of the employment area east of Ninth Line, north of the CP railway.

MOP policy 16.20.3.1.2 states 'buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property. The parking of commercial motor vehicles on the subject property as proposed will directly abut the property's frontage on Ninth Line, which is not consistent with policy noted above.

Given the above, Planning staff are of the opinion that the proposed use is not compatible with the planned function and character of the character area and will have adverse effects on the surrounding properties due to the intensity of the use. Further, the MOP has clear policies to discourage this type of use in this area. The proposal is not appropriate for a site designated Open Space and Parkway Belt West in the Ninth Line Neighbourhood Character Area and therefore does not maintain the general intent or purpose of the official plan.

The subject property is zoned Open Space and Parkway Belt West. The intent of these zoning classifications are to preserve a system of open spaces and encourage agricultural, recreational and institutional land uses as well as maintain infrastructure such as roads, utilities and transit infrastructure. Staff are of the opinion the intent and purpose of the zoning by-law are not maintained by permitting a use not contemplated by the zone category.

As such, staff have concerns regarding the potential impacts of the proposed use on abutting properties. Staff find the application is not minor in nature, does not support the planned or existing character of the neighbourhood and does not represent appropriate development of the subject property.

Comments Prepared by: Daniel Grdasic, Committee of Adjustment Planner

Appendices

Appendix 1 – Transportation and Works Comments

Information submitted with this application indicates that the applicant is requesting a minor variance to allow for a Transportation Facility use within OS (Open Space) and PB (Parkway Belt) Zones on the subject lands. As indicated in the February 18, 2025, letter from Glen Schnarr & Associates Inc., Pacific Paving Ltd will be entering into an agreement (License Agreement) with the City of Mississauga to lease approximately a 7.68-acre parcel of land owned by the city identified as 7420-7440 Ninth Line. Note that a portion of this site is not included in this proposal, as it is currently being utilized by the Peel Region Police for the training of police dogs.

As the committee is aware, a similar variance was applied for and granted subject to conditions on a 10-acre portion of city lands located at 7568 Ninth Line under file 'A' 282/23. Due to MTO requirements to acquire the same property to construct a stormwater pond and staging area for the future proposed Highway 413, the location of this proposal changed to the current site. Before this request was submitted, numerous discussions occurred with city staff, and a Development Concept Plan was provided where we indicated that this department was satisfied with the revised Transportation Facility design/layout. The applicant was also advised that they could proceed with the formal Committee of Adjustment application (under the Pacific Paving Lease Agreement), where we would then apply any applicable site-specific development conditions/requirements. The applicant simply needed an approval by the committee first with specific conditions.

It should be acknowledged that the Development Concept Plan submitted by GSAI, dated November 26, 2024, is only conceptual. In addition to the Development Concept Plan provided, the Transportation and Works Department will require additional information to address any site-specific conditions/requirements that would pertain to grading/drainage, access, servicing, access signals, mud tracking, etc.

In view of the above, and should the committee see merit in the applicant's request, we would strongly request that a condition of approval be that confirmation be received by the T&W Department confirming that satisfactory arrangements have been made with regards to satisfying our conditions/requirements listed below pertaining to this application:

- Receipt of a Topographic Plan
- Review/Approval of both a Detailed Grading and Servicing Plan
- An FSR (Functional Servicing Report) will be required to address any servicing requirements.

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- Fully dimensioned Site Plan which would adequately identify the exact property limits of the proposed development and also identify any other pertinent features such as any proposed structures (i.e. gatehouse), fencing, utilities, light standards, fire hydrants, signs, site access geometrics, etc.
 - Provide an Access Review that includes turning movement diagrams, access management considerations, truck manoeuvrability, and the operational impacts on the surrounding road network. Please contact the Traffic Section at Trans.Projects@mississauga.ca prior to commencement of the study.
 - The new access directly opposite Argentia Road ('Fourth Leg') will require full traffic signals for any vehicles exiting the property onto Ninth Line, to the satisfaction of the Transportation & Works Department.
 - Satisfactory arrangements shall also be made with Transportation & Works Department regarding the required signal works on the east side of Ninth Line, including but not limited to access improvements, streetlighting, pavement markings, and signage.
 - It should be noted that as per the City's Official Plan, Argentia Road is also proposed to be extended westerly.
 - Acknowledging the proposed future westerly Argentia Road extension as per the City's Official Plan, and acknowledging that these lands are part of this proposal and that they are currently owned by the City of Mississauga, the required Realty Agreement (License Agreement) will have to address this under the proposed Lease Agreement to Pacific Paving Inc.
 - An Access Modification Permit will be required
 - An Erosion and Sediment Control (ESC) Permit will be required
 - Confirmation from the Realty Services department indicating that satisfactory arrangements have been made with regards to the requirement for the License Agreement.









Comments Prepared by: Tony Iacobucci, Development Engineering

Appendix 2 – Zoning Comments

We note that a Zoning Certificate of Occupancy Permit is required. In the absence of a Zoning Certificate of Occupancy Permit we are unable to confirm the accuracy of the information provided or determine whether additional variance(s) may be required. It should be noted that a zoning review has not been completed.

The applicant is advised that should they choose to proceed without zoning verification, a full zoning review may result in further variances being required in the future.

Comments Prepared by: Carrie Chan Patch, Zoning Examiner

Appendix 3 – Parks, Forestry & Environment

Park Planning Comments

The Parks, Forestry and Environment Division of the Community Services Department has no objections to the above noted minor variance application and advises as follows:

The subject lands are owned by the City of Mississauga, identified as Not Yet Named (P-452) and zoned OS1 – Open Space and PB1 – Parkway Belt.

The subject property is fully within a component of the City's Natural Heritage System (NHS), specifically a *watercourse* corridor and associated *Significant Wetland* (>0.5ha in size) located along the western property boundary, and Natural Green Space (wetland feature <0.5ha in size) located along the northeastern corner. Section 6.3.24 of the Mississauga Official Plan states that the Natural Heritage System will be protected, enhanced, restored, and expanded through the following measures:

- a) ensuring that development in or adjacent to the Natural Heritage System protects and maintains the natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping...;

The Community Services Department requests that a condition of approval be that confirmation be received from Parks, Forestry and Environment Division that an environmental impact study (EIS) has been reviewed and approved. Given that the property is fully within a component of the City's NHS, the EIS must delineate the watercourse corridor and associated Significant Wetland (>0.5ha in size) along the western property boundary, as well as the Natural Green Space (wetland <0.5ha in size) in the northeastern corner. Once all environmental constraints are delineated the EIS should assess potential impacts, avoidance and mitigation measures, restoration, and opportunities to enhance and expand the Natural Heritage System.

Should the application be approved, the Parks, Forestry and Environment Division advises as follows:

- A License Agreement will be required between the City of Mississauga and the proponent to allow a transportation facility through which all City requirements will be reviewed for approval. Parks, Forestry and Environment Division requirements shall include, but not limited to:
 - a. A Site Plan satisfactory to T&W including, but not limited to:
 - i. Site Layout
 - ii. Access Routes
 - iii. Existing Vegetation
 - iv. Stockpiling Areas
 - v. Site fencing and Hoarding
 - b. Pre-condition survey
 - c. Grading Plan
 - d. Restoration Plan
 - e. Erosion and Sediment Control (ESC) Plan

All requirements are to be reviewed and approved by the Community Services Department – Parks, Forestry and Environment Division.

In addition, the Parks, Forestry and Environment Division notes the following:

1. Stockpiling and staging of construction materials and equipment shall be located outside of the identified buffer area.
2. As part of the future land use planning within the broader context of the Ninth Line Corridor lands, all identified significant Natural Heritage Features, and their associated buffers, will be designated as Greenlands for protection and conservation.

Should further information be required, please contact Nicholas Rocchetti, Planner – Park Planning, Community Services Department at 905-615-3200 ext. 4659 or via email nicholas.rocchetti@mississauga.ca.

Comments Prepared by: Nicholas Rocchetti, Planner

Forestry Comments

The Forestry Section of the Community Services Department has reviewed the above noted minor variance application and advises as follows:

1. No public trees shall be injured or removed. If public tree injury or removal is required, a permit must be issued as per By-law 0020-2022.
2. No private trees shall be injured or removed. If a private tree with a diameter of 15 centimetres or greater on private property is to be injured or destroyed, a permit must be issued as per By-law 0021-2022.
3. Please note if a tree is identified as a shared tree with the adjacent property owner, and the applicant intends to apply for a Tree Removal Permit, written consent must be obtained by both parties.

An Application to Permit the Injury or Destruction of Trees on Public and Private Property can be found at <https://www.mississauga.ca/publication/application-to-permit-the-injury-or-destruction-of-trees-on-public-and-private-property/>.

Should further information be required, please contact Jamie Meston, Landscape Technician, Forestry Section, Community Services Department at 905-615-3200 ext. 4264 or via email jamie.meston@mississauga.ca.

Comments Prepared by: Jamie Meston, Landscape Technician

Appendix 4 – Heritage

The property is designated under the *Ontario Heritage Act*. As such, a completed Heritage Property Permit Application, and a Heritage Impact Assessment are required to alter the property. A copy of the Heritage Property Permit Application form is available on line at: <https://www7.mississauga.ca/documents/culture/heritage/2248.pdf>

The city's Heritage Impact Assessment Terms of Reference are available on line at: https://www7.mississauga.ca/documents/culture/heritage/HeritageImpactAssessment_TermsOfReference2017.pdf More comments may be forthcoming once the Heritage Impact Statement is accepted.

Comments Prepared by: Andrew Douglas, Heritage Analyst

Appendix 5 – Region of Peel Comments

We have no comments or objections.

Comments Prepared by: Petrele Francois, Junior Planner

Appendix 6- Conservation Halton Comments

Conservation Halton (CH) staff has reviewed the above-noted application per our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24, and our provincially designated responsibilities under Ontario Regulation 686/21 (e.g. acting on behalf of the province to ensure decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Planning Statement (PPS, Sections 5.1.1-5.2.8) and/or provincial plans.

CH reviewed the following materials submitted with the application, received March 12, 2025:

- *Development Concept Plan*, Prepared by Glen Schnarr & Associates Inc., Dated November 26, 2024
- *Cover Letter*, Prepared by Glen Schnarr & Associates Inc., Dated February 18, 2025

Proposal

CH staff understands that the property owner of 7420-7440 Ninth Line is requesting a minor variance to allow a Transportation Facility use within OS (Open Space) and PB (Parkway Belt) Zones whereas By-law 0225-2007, as amended, does not allow a Transportation Facility use within these zones in this instance.

Background

The subject lands are located within the City of Mississauga's *Ninth Line Lands Scoped Subwatershed Study* (SWS) area. CH staff referenced the Scoped SWS for context in review of this Minor Variance application. Based on the Scoped SWS, staff understands that *Comprehensive Environmental Impacts and Integration Studies* (CEIISs) are required as the next step for development applications in the study area and that stormwater management strategies, feature management strategies and Natural Heritage System limits for the area may be confirmed through those future studies.

Conservation Authorities Act and Ontario Regulation 41/24

CH regulates all watercourses, valleylands, wetlands, Lake Ontario Shoreline and hazardous lands as well as lands adjacent to these features. The subject property is traversed by a tributary of Sixteen Mile Creek and contains the flooding and erosion hazards associated with that watercourse. Based on the Scoped SWS, the subject lands also contain wetlands along the creek. CH regulates the wetlands, watercourse and hazards, plus a distance of 15 m from the limit of the greater creek hazard and 30m from the limit of wetlands. Permits are required from CH prior to undertaking development activities within CH's regulated area and applications for development activities are reviewed under the CA Act, Ontario Regulation 41/24, and CH's *Policies and Guidelines for the Administration of Part VI of the Conservation Authorities Act and Ontario Regulation 41/24 and Land Use Policy Document (last amended, June 21, 2024)* (<https://conservationhalton.ca/policies-and-guidelines>).

Based on review of the conceptual plan included in this application, best available flooding hazard information and mapping for this area, it appears the proposed parking area is located outside of CH regulated area. Detailed plans, including grading plans, should be submitted to CH to confirm if a CH permit is required for any development activities within the regulated area (e.g. grading, paving, stormwater infrastructure, outlets etc.). A wetland staking may be required, and a topographic survey may be required to delineate the flood plain and wetland limits.

Subject to confirming the regulation limits and any CH permit requirements as noted above, it appears that there is sufficient space on the property to accommodate a transportation use outside of CH's regulated area.

CH East Sixteen Mile Creek Flood Hazard Mapping Study

CH recently initiated an East Sixteen Mile Creek Flood Hazard Mapping Study. The subject property is located within the study area and the mapped flood hazards on and near the subject property may be subject to change. The study process will include multiple opportunities for stakeholder and public engagement. Information about the study and engagement sessions will be posted on CH's website (www.conservationhalton.ca/public-notices-and-engagement/) and select social media. An initial public engagement session is anticipated for Q4 2025.

Ontario Regulation 686/21 - Provincial Planning Statement (PPS Sections 5.1.1-5.2.8)

Based on CH's Approximate Regulation Limit mapping, it appears there is sufficient space for the proposed use outside of the flooding and erosion hazards and that safe access and egress is available. As such, CH does not raise concerns regarding consistency with Sections 5.2.1-5.2.8 of the Provincial Planning Statement. However, a stormwater management strategy should be provided in support of the proposed development to ensure the resulting runoff does

not create new or aggravate existing hazards downstream. CH staff defers to the City of Mississauga to confirm the required studies in support of this development, and the appropriate format for the stormwater strategy (e.g., CEIS, Functional Servicing Study, Stormwater Management Report, etc.).

Recommendation:

CH has no objection to the approval of this minor variance for a proposed Transportation Facility on the subject lands, subject to the applicant submitting CH's Minor Variance Review Fee of \$158. Staff recommends the use be located outside of CH's regulation limits as confirmed through future detailed plans.

CH staff defers to City staff to determine whether a supporting stormwater management strategy should be incorporated as a condition of the variance, or be deferred to future application review (e.g., Site Plan).

Comments Prepared by: Ashley Gallaugh, Planning & Regulations Analyst

Appendix 7 – Ministry of Energy

The Subject Lands as shown on the Minor Variance Application for 7420-7440 Ninth Line are within the Narrowed Area of Interest (NAI) for the Northwest GTA Transmission Corridor Identification Study. Current mapping for the Corridor Study can be found here: <https://data.ontario.ca/dataset/northwest-greater-toronto-area-transmission-corridor-study-area>.

Lands within the Narrowed Area of Interest could be impacted by the future transmission corridor. For this reason, the Ministry cannot support the development of any lands or construction of any permanent structures within the Narrowed Area of Interest that may preclude the use of the corridor for the future use for which it is intended.

The Ministry of Energy and Electrification can support the temporary use by-law at this time. However, at any time the Ministry's support may be revoked.

Comments Prepared by: Luca Dannetta, Policy Advisor

Appendix 8 – Ministry of Transportation

The ministry has reviewed the application and the lands proposed to be developed fall outside the Focused Analysis Area land protection boundary for the Highway 413 project. The Highway 413 project team has no comments on this proposal at this time. Please continue to circulate submissions to us.

Should you have any further question, please reach out to the Mr. Jonathan McGarry.

Also, the subject property is not located within the Ministry's Permit Control Area for the Highway 407 ETR; therefore, an MTO Building & Land Use Permit will not be required from this office.

Comments Prepared by: Paul Nunes, Senior Project Manager

Appendix 9 – Ministry of Municipal Affairs and Housing

Parkway Belt West Plan

- Based on the information received, MSO staff understand that the proponent has submitted a minor variance application to allow for a temporary Transportation Facility use to be located at 7420-7440 Ninth Line in Mississauga. We understand that Transportation Facility is defined in Zoning By-law 0225-2007 as “an area set aside exclusively for the storage of commercial motor vehicles exceeding 3,000 kg in weight”.
- This property appears to be subject to Amendments 91 and 147 (attached) of the Parkway Belt West Plan (PBWP), which removed the majority of the property from the PBWP and redesignated the remainder of the property from ‘General Complementary Use’ to ‘Inter-Urban Transit’ to identify lands required for inter-urban transit purposes. Section 5.4.1 of the PBWP lists permitted uses within the ‘Public Use Area’, which include existing uses, linear facilities, public open space and buffers, other open space uses, amongst others.
- We understand that the application is scheduled to go to the Committee of Adjustment on April 10th, 2025 for consideration. MSO staff recommend that the City of Mississauga planning staff and the Committee ensure that the decision on this application conforms, or does not conflict, with the PBWP.
- Subject to City's staff review of the minor variance application in relation to the PBWP and amendments provided, should it be determined that a PBWP amendment may be required to permit the proposed development on the subject lands, we request that the City advise the applicant to contact Ministry staff for a pre-consultation meeting.

Highway 413 Transportation Corridor and NWGTA Transmission Corridor Study Area

- MSO staff defer comments regarding the Highway 413 Transportation Corridor and the NWGTA Transmission Corridor Study Area to the Ministry of Transportation and the Ministry of Energy and Electrification, respectively.