



**Report**  
**Staff Report**  
The Corporation of the City of Brampton  
10/22/2025

**Date:** 2025-10-16

**Subject:** **GTA Transmission Corridor and Heritage Heights Secondary Plan**

**Contact:** Vikram Hardatt, Principal Planner/Supervisor, Integrated City Planning

**Report number:** Planning, Bld & Growth Mgt-2025-821

**RECOMMENDATIONS:**

1. That the report from Vikram Hardatt, Principal Planner/Supervisor, Integrated City Planning, to the Committee of Council Meeting of October 22, 2025, re: **GTA Transmission Corridor and Heritage Heights Secondary Plan Area** be received;
2. That Council direct staff to review the proposed Narrowed Area of Interest (NAI), prepare formal comments, and delegate authority to the Commissioner of Planning, Building and Growth Management to submit comments on behalf of Council to Environmental Registry of Ontario (ERO) Posting #025-113 by Ministry of Energy and Mines prior to the commenting deadline of November 9, 2025;
3. That Council direct staff to repeal the Brampton Interim Control By-Law (ICBL) 306-2003 to meet changing development needs;
4. That Council undertake advocacy efforts to ensure the Province co-locates the NAI in the Highway 413 Focused Analysis Area (FAA) through the Heritage Heights Secondary Plan, as originally planned; and
5. That a copy of this report is sent to the Ministers of Energy and Mines, Municipal Affairs and Housing, Environment, and all Brampton MPPs.

**OVERVIEW:**

- Pursuant to Environmental Registry of Ontario Posting #025-113 issued on October 10, 2025, this report serves to identify significant land use, transportation, and environmental concerns with the Ministry of Energy and Mines' Proposed Narrowed Area of Interest for a future transmission corridor as it impacts the Heritage Heights Secondary Plan Area.
- Major concerns identified by staff, include:

- **Adding significant red-tape, and at least six months of effort and cost to the City associated with re-work of the Heritage Heights Secondary Plan.**
- **Delay of timely approvals for development associated with housing for approximately 18,900 people and 1,200 jobs (in Precinct 52-5) – and potential implications to all of Heritage Heights of 40,000 housing units and 54,000 jobs .**
- **Significant conflicts with Provincially Significant Wetlands and Woodlands.**
- **Designation of a portion of City of Brampton owned lands - Siemens and Poretta Farm at 2719 and 2951 Bovaird Drive for the transmission corridor.**
- **Together, these concerns represent a major disruption to Heritage Heights - hampering our ability to meet housing targets and create jobs (direct and indirect) in a time when job creation and steady employment for Brampton is critical.**

## **BACKGROUND:**

In 2019, the Ministry of Energy and Mines (MEM) (previously the Ministry of Energy and Electrification) and the Independent Electricity System Operator (IESO) initiated a joint study to identify a Narrowed Area of Interest (NAI) delineating lands to be protected for a future transmission corridor. The NAI is intended to support anticipated long-term demand for electricity throughout the province and the Greater Toronto Area.

The protected corridor was to be co-located with the proposed Highway 413. With the Northwest GTA Transmission Corridor Identification Study underway, the NAI is protected from development while different space requirements and routing options are considered. In the City of Brampton, the NAI is located primarily in the Heritage Heights Secondary Plan area, with a small portion in the Bramwest Secondary Plan Area and the Highway 427 Industrial Secondary Plan.

Since 2019, the MEM and IESO have refined the NAI to be synonymous with the Ministry of Transportation (MTO)'s Focused Analysis Area (FAA), following the completion of preliminary design work for Highway 413, releasing lands that are no longer needed for the highway or the electricity transmission corridor.

### **Interim Control By-law 306-2003**

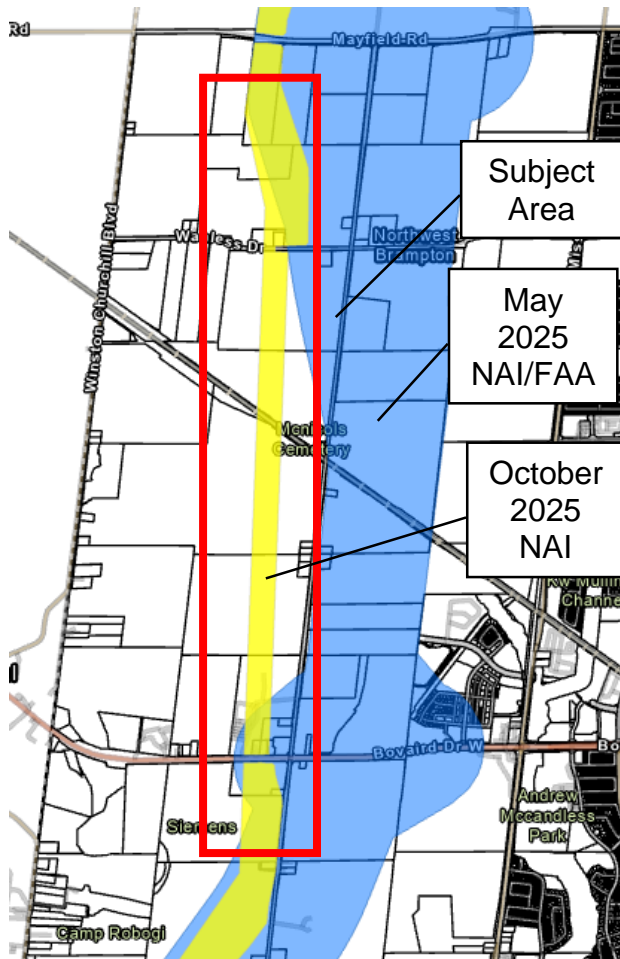
On October 15, 2003, City Council enacted Interim Control By-law 306-2003 (ICBL) to facilitate the study for a future transportation corridor across Northwest Brampton. The MTO subsequently initiated the GTA West Corridor Environmental Assessment in 2007, which has been engaging the City and other stakeholders through a multi-year consultation process. In 2021, the City scoped the ICBL to align with the Province's FAA.

**CURRENT SITUATION:**

Further to Environmental Registry of Ontario Posting #025-113 issued on October 10, 2025, the MEM and the IESO are proposing to refine the NAI to a significantly smaller footprint (by approximately 70%), to host critical electricity transmission infrastructure in the northwest Greater Toronto Area (GTA) region.

City staff have undertaken a preliminary review of the proposed NAI and have identified significant land use, transportation, environmental concerns. Most of the proposed NAI across the entire corridor is co-located efficiently with Highway 413. However, there are major impacts within the Heritage Heights Secondary Plan (HHSP) area, particularly in the area west of Highway 413, labelled as the subject area in Figure 1, where the proposed NAI is not co-located with Highway 413 and is outside of the existing NAI.

**Figure 1:**  
**October 2025 Proposed Narrowed Area of Interest (Yellow) and May 2025 Narrowed Area of Interest/ Focused Analysis Area (Blue)**



**Figure 2:**  
**October 2025 Proposed Narrowed Area of Interest (Yellow) and Preliminary Highway 413 Alignment (Green)**

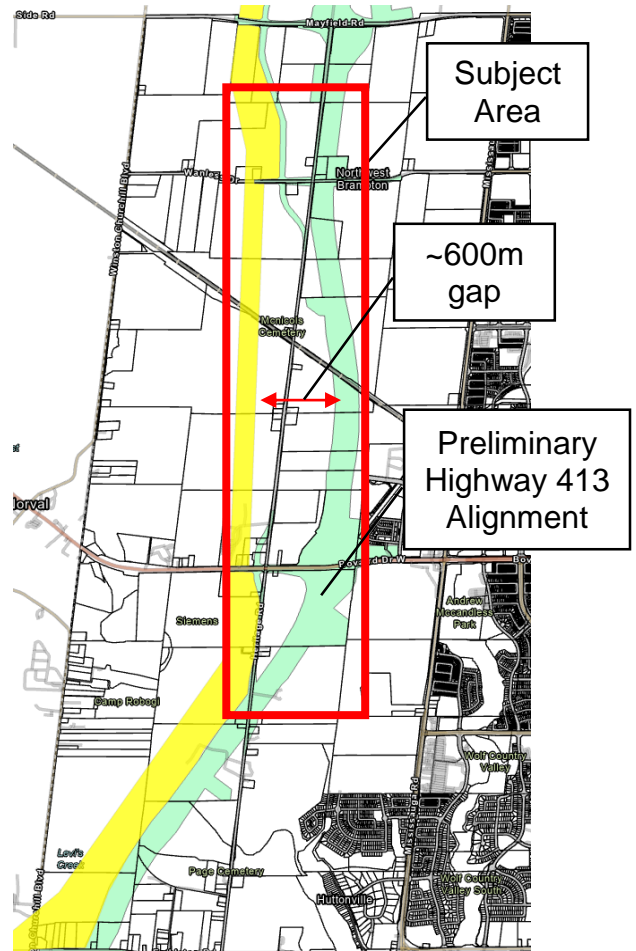


Figure 2 displays an approximate 600m gap at the widest point between the proposed NAI and the latest Highway 413 alignment.

This proposed new alignment of the transmission corridor NAI raises major concerns for Brampton, especially as it conflicts with the City's Ontario Land Tribunal (OLT) approved HHSP.

The City has been working collaboratively with landowners in the HHSP to streamline the development approvals process and reduce average development approval timelines, with the intent to cut-red tape, meet the City's housing pledge targets, expedite job creation – all of which align to the Province's objectives.

The proposed new alignment of the NAI will delay implementation of the HHSP and associated technical studies by at least six months and increase costs to the City in additional funds and staff time required to revise already completed or in-progress technical studies.

City staff have the opportunity to engage with the MEM and the IESO by submitting formal comments to the ERO posting by November 9<sup>th</sup>, 2025. A summary of the major concerns for comment is outlined below.

**1. The proposed refinements do not optimize Brampton's remaining greenfield lands by effectively co-locating the NAI and Highway 413.**

The proposed NAI does not align with the previous alignment of the NAI/FAA and transmission infrastructure is not co-located with Highway 413 in the subject area as seen in Figure 1 and Figure 2.

In all previous materials shared by the MEM and the MTO, and the [current ERO posting](#), the Province indicates alignment of the transmission corridor and Highway 413 is supposed to minimize impacts to local municipalities by efficiently co-locating the transmission corridor and Highway 413.

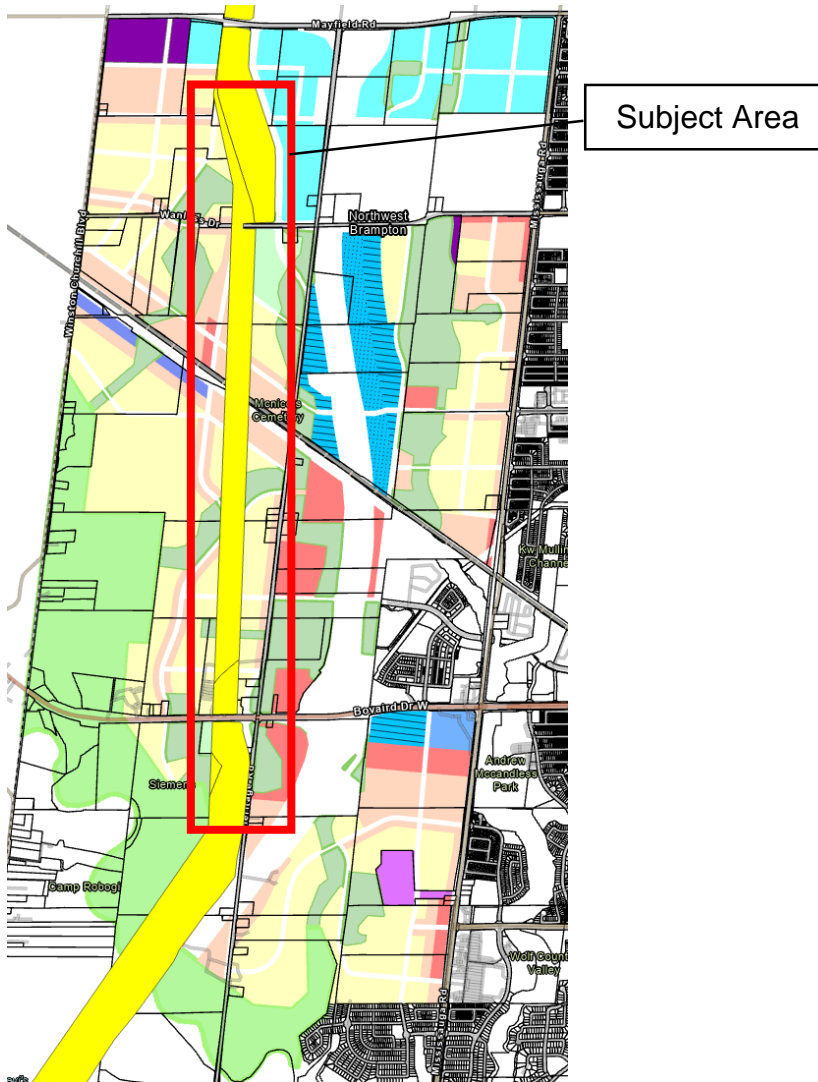
With the above in mind, it was expected the proposed transmission corridor would be located within the existing NAI/FAA. To this end, it has been included in all decision-making related to the development of the HHSP and associated technical studies.

Deviation from the co-location of the NAI and FAA presents significant land use, transportation, and environmental concerns, resulting in:

- inefficient land use patterns,
- disruption of the planned street network, and
- impacts approved and in-progress technical studies in the HHSP area.

The existing HHSP land use structure and the proposed NAI are shown in Figure 3.

**Figure 3: October 2025 Proposed Narrowed Area of Interest (Yellow) and Heritage Heights Secondary Plan Schedule 52-6 (Land Use Structure)**



**2. The proposed changes significantly impact finalization of technical studies supporting growth and development in Heritage Heights.**

1Numerous Secondary Plan-wide studies have been completed or are in progress to implement the OLT-approved HHSP. Should the proposed NAI be implemented, previously approved technical reports will need to be updated to reflect the new alignment of the transmission corridor, significantly delaying project timelines and long-term planning and development objectives of the area. A preliminary list of the impacted studies is included below. The full extent of the impacts will be determined as City staff prepare formal comments to submit to the ERO posting.

**Table 1: Heritage Heights Secondary Plan Policy and Technical Studies Impacted by the Proposed NAI**

Secondary Plan Policy / Study	Proposed NAI Impact
OLT-Approved Heritage Heights Secondary Plan Schedule 52-6 (Land Use Structure)	The land use structure in the subject area will need to be revised to reflect the new alignment of the transmission corridor, and the adjacent land uses may need to be altered to create an efficient and desirable land use structure.
Heritage Heights Transportation Master Plan (HHTMP)	Incorporating the proposed NAI would require revising the proposed street, transit, and active transportation networks, specifically intersection locations, transit routing, and active transportation crossings and infrastructure. The proposed NAI creates an inability to provide north-south connectivity, specifically in Precinct 52-5. Revisions to the transportation networks may require the City to complete additional public and stakeholder consultation. HHTMP completion would be delayed until 2026 (currently scheduled to be completed in Q4 2025).
Heritage Heights Subwatershed Study (HHSWS)	Revisions to the land use structure will require updates to the in-progress HHSWS. HHSWS completion would be delayed until Q4 2026 (currently scheduled to be completed in Q2 2026). Extending the project schedule and revising the HHSWS will require an increase to the project budget.
Heritage Heights Infrastructure Servicing Study (HH ISS)	The HH ISS was completed and approved by the City in Q3 2025. The completed and approved study will have to be revised to reflect the proposed NAI.

**3. The proposed changes do not mitigate impacts to the natural environment.**

City staff have conducted a preliminary analysis on the environmental impacts of the proposed NAI. Findings indicate three Natural Heritage System features within the proposed NAI that are identified as Provincially Significant Wetlands, Significant Woodlands, and areas of High Constraint, as identified in the in-progress Heritage Heights Subwatershed Study. Through the ERO submission, staff will coordinate with the Credit Valley Conservation Authority on impacts related to responsibilities in their purview, as it impacts the City of Brampton's natural heritage features.

#### **4. The proposed NAI impacts in-progress development applications and City-owned lands.**

Ten landowners in the Heritage Heights Area would be impacted by the proposed NAI, including the City of Brampton. The proposed NAI impacts Precincts 52-4, 52-5, 52-6, and 52-7 of the HHSP, which is the entire HHSP west of Highway 413. The most significant impacts are in Precincts 52-5 and 52-6, where the proposed NAI deviates from the existing NAI as shown in Figure 1.

The pre-consultation development application in Precinct 52-5 (accounts for approximately 18,900 people and 1,200 jobs) for the existing NAI and has protected land for the proposed transmission corridor adjacent to Highway 413, per the direction previously provided by the Province. The City anticipates the development application will advance through the development approvals process in Q4 2025.

The development application in Precinct 52-5 will be significantly impacted by the proposed refinements to the NAI, resulting in the loss of medium and low-density residential units, an elementary school, a neighbourhood park, and critical stormwater management infrastructure across approximately 13 ha of land (32 acres). Should the proposed refinements to the NAI proceed, the development application will likely need to be revised, setting back approval timelines, delaying the City and the Province's objectives of building complete communities.

The proposed NAI also impacts the Metrolinx layover facility, an existing cemetery, and a place of worship. The City of Brampton owns a parcel of land south of Bovaird Drive, previously known as the Siemens and Poretta Farm at 2719 and 2951 Bovaird Dr. The proposed NAI would designate a small amount of additional land from the City for the transmission corridor.

#### **Next Steps:**

City staff will expand upon the key comments and issues summarized in this report to finalize a submission to the Environmental Registry of Ontario (ERO) posting in response to the proposed changes being contemplated by the Province. Council will be circulated a copy of the final ERO comment submission.

Additionally, the City's in-effect ICBL focused its protections on the provincially determined boundaries of the existing FAA/NAI. Staff suggest exploring opportunities to repeal the ICBL instead of aligning the geography of the ICBL in response to proposed provincial changes. Since the HHSP has progressed from the planning to implementation stage and development applications are now proceeding, the ICBL is no longer required as a protection measure as the legislative and development context has changed and there is Provincial corridor protection policy in place. The ERO posting identifies that the lands located within the proposed NAI would continue to be protected from development under the Provincial Planning Statement, 2024. As a result, this protection policy renders the ICBL redundant and places an administrative burden on the City. The City can depend on the Province's review of development applications on lands subject to Provincial corridor protection policies, reducing additional staff time and

resources to amend or exempt lands from a redundant ICBL. If Council determines repealing the ICBL is the appropriate next step, staff can be directed to report back with a process to repeal the By-law and outline a new administrative standard operating procedure for engaging with the Province through the development and building process on lands located within the FAA and NAI.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There are no financial implications associated with this report.

## **STRATEGIC FOCUS AREA:**

This report and associated recommendations support the Strategic Focus Area “Growing Urban Centres & Neighbourhoods” by creating strong and connected communities.

## **CONCLUSION:**

City staff will continue to engage with the MEM and IESO and submit formal comments to the ERO posting expanding on the above-mentioned concerns, advocating for the NAI alignment that minimizes land use conflicts, ensures implementation of the Heritage Heights Secondary Plan, and supports the City’s vision for compact, complete, and sustainable communities.

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