



Date: 2026-04-09

Subject: **Information Report – Northwest GTA Transmission Corridor and Heritage Heights Transportation Master Plan Update**

Prepared by: Vikram Hardatt, Principal Planner/Supervisor, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2026-122

Strategic Focus Area: Growing Urban Centres & Neighbourhoods

Recommendations

1. That the report prepared by Vikram Hardatt, Principal Planner/Supervisor, Integrated City Planning, Planning, Building & Growth Management to the Planning and Development Committee Meeting of April 27, 2026, re: **Information Report – Northwest GTA Transmission Corridor and Heritage Heights Transportation Master Plan Update**, be received.

Report Summary

This report relates to the Heritage Heights Secondary Plan (HHSP) area and provides an update on the location of the Northwest GTA Transmission Corridor in the HHSP area and the Heritage Heights Transportation Master Plan (HHTMP).

Northwest GTA Transmission Corridor

The Ministry of Energy and Mines (MEM) released an updated Narrowed Area of Interest (NAI) in April 2026. The April 2026 NAI is co-located with Highway 413 and reduces land use impacts in the HHSP. City staff are supportive of the April 2026 NAI. The April 2026 NAI is consistent with the HHSP, Provincial Policy and previous materials shared by the MEM and IESO.

Heritage Heights Transportation Master Plan

Following the delegations received at the January 19, 2026, Planning and Development Committee meeting, City staff evaluated an additional alternative for the road network in Precinct 52-3. The new alternative, Option 3a, was established to further seek a balance between objectives and impacts to landowners while maintaining the integrity of the collector road network required to support the Secondary Plan.

Background

This report provides an update on the location of the Northwest GTA Transmission Corridor in the Heritage Heights Secondary Plan area and the Heritage Heights Transportation Master Plan.

Northwest GTA Transmission Corridor

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 Environmental Registry of Ontario (ERO) posting #025-113 issued on October 10, 2025, proposed to refine the NAI, reducing the footprint. The NWGTA Transmission Corridor section between Bovaird Drive and Wanless Drive in the Heritage Heights Secondary Plan (HHSP) area deviated from the Highway 413 corridor, outside of the previously identified NAI from May 2025 and was not co-located with Highway 413. On October 22, 2025, City Council directed City staff to submit formal comments to the ERO posting #025-113. City staff submitted comments on November 3, 2025, identifying concerns with the proposed October 2025 NAI. In response to the comments submitted, the MEM released the December 2025 NAI. The December 2025 NAI protected for two options in the HHSP area temporarily. The December 2025 NAI retained protections over a portion of the May 2025 NAI along the west side of Highway 413, as well as the October 2025 NAI corridor that deviated from Highway 413.

Heritage Heights Transportation Master Plan

The HHTMP was endorsed by the Planning and Development Committee on January 19, 2026. The Committee referred the delegations and correspondence received at the January 19th meeting to staff. The HHTMP Notice of Completion was issued on February 9, 2026, and the 30-day review period ended on March 11, 2026. The City received comments from five different stakeholders.

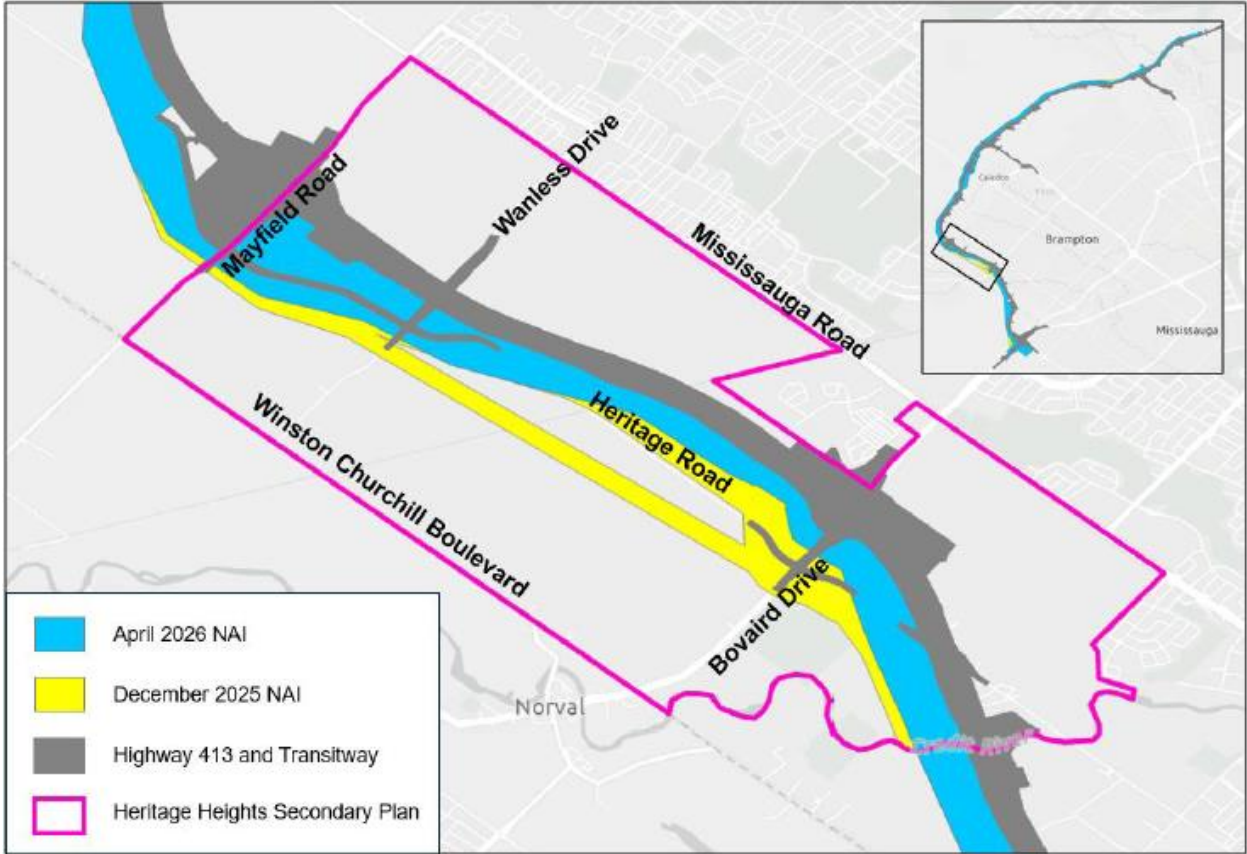
Current Situation

The Northwest GTA Transmission Corridor NAI is now co-located with Highway 413

The City has worked collaboratively with the MEM, IESO, and the MTO to provide feedback on the December 2025 NAI and identify a technically viable corridor that reduces the land use impacts on the HHSP.

On April 7, 2026, the MEM released an updated NAI that is co-located with Highway 413 (Figure 1). City staff are supportive of the April 2026 NAI as it is consistent with the HHSP, Provincial Policy and previous materials shared by the MEM and IESO. The April 2026 NAI reduces the size of the NAI by approximately 38% within the HHSP, in comparison to the December 2025 NAI, and would reduce the overall size of the NAI by 70% in comparison to the May 2025 NAI.

Figure 1 – April 2026 NAI (Blue) vs. December 2025 NAI (Yellow)



Heritage Heights Transportation Master Plan (HHTMP)

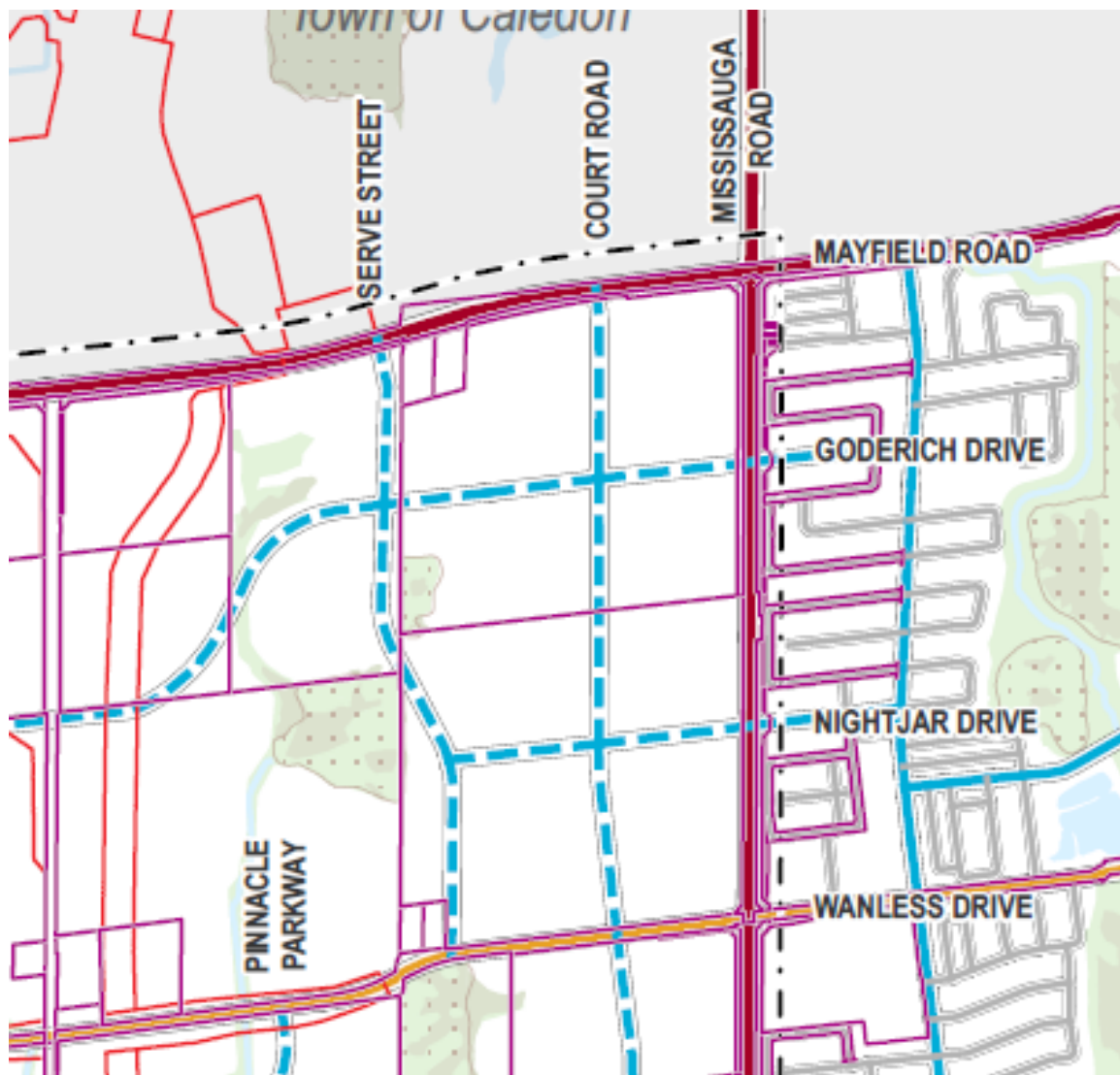
Following the January 19, 2026 Planning and Development Committee meeting, City staff evaluated an additional alternative for the road network in Precinct 52-3. The new alternative, Option 3a (see Figure 2), was established to balance objectives and impacts to landowners while maintaining the integrity of the collector road network required to support the Secondary Plan.

As previously noted through Council’s endorsement of the HHTMP, the master plan is intended to be a guiding document that sets the framework for the arterial and collector roads, transit, and active transportation networks. Road alignments are subject to

further refinements based on precinct planning. This will help to ensure roads are designed and constructed to minimize cut-through traffic.

City staff also note that the continuous alignment of Pinnacle Parkway tying Precincts 52-3 and 52-2 West (Option 3) is the ideal and technically preferred transportation solution. However, analysis of Option 3a has confirmed that an offset intersection of Pinnacle Parkway-Serve Street along Wanless Drive can be accommodated to mitigate property impacts and natural features.

Figure 2 - Preferred Transportation Network in Precinct 52-3 (Option 3a)



Option 3a captures the following key modifications:

- Removal of Pinnacle Parkway through the lands owned by Catholic Cemeteries & Funeral Services (CCFS);

- Re-alignment of Serve Street (in place of Pinnacle Parkway) to intersect with Mayfield Road opposite the future Highway 413 transit station access, while mitigating impacts to environmental features;
- Alignment of Serve Street to intersect Wanless Drive abutting the east side of 2212 and 2214 Wanless Drive;
- Realignment of Goderich Drive to maintain continuity of a future east-west crossing of Highway 413 and to provide a normalized intersection with Serve Street; and
- Maintaining Court Road and Nightjar Drive as previously contemplated.

Financial Implications

There are no financial implications associated with this report.

Conclusion

The April 2026 NAI is defined as a planned corridor under the Provincial Planning Statement and will remain protected from development until the construction of transmission infrastructure.

The completion of the HHTMP represents a significant step forward in advancing development within the HHSP area, enabling future capital programs, business planning, and related technical studies that support precinct planning to proceed.

Steve Ganesh, MCIP, RPP, Commissioner, Planning, Building & Growth Management

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