

November 7, 2025

Our File: 1590-001

Ministry of Energy and Mines (MEM)  
77 Grenville Street, 6<sup>th</sup> Floor  
Toronto, ON M7A 2C1

Attention: Callee Robinson, Senior Policy Advisor

**RE: Comments on Proposed Refinement of the Northwest GTA  
Transmission Corridor (ERO: 025-1133)  
Orlando Corporation  
Proposed Hurontario Employment Secondary Plan  
Town of Caledon, Region of Peel**

Glen Schnarr & Associates Inc. (GSAI) is the planning consultant to Orlando Corporation, who is a major landowner within the proposed Hurontario Employment Secondary Plan Area within the Town of Caledon. The proposed Secondary Plan Area is bounded by King Street to the north, the Greenbelt Plan Area to the east, the Proposed Highway 413 Corridor to the south, and McLaughlin Road to the west. The proposed Secondary Plan lands are outlined on the Context Plan enclosed as **Attachment 1**.

We appreciate learning of the proposed reduction to the transmission corridor protection area. As you know, the release of lands from the Narrowed Area of Interest will allow ongoing land development applications to advance. However, as shown on the enclosed Context Plan, the proposed refined Narrowed Area of Interest continues to encumber significant lands intended for employment uses within the proposed Secondary Plan and sterilizes these lands, including adjacent lands from being developed for an indefinite period. We suggest that the lands on the south side of the Highway corridor at this location are better suited for the transmission corridor as it crosses through lower priority community lands which are already fragmented by various natural heritage features.

Given the configuration of the proposed NAI refinement at this location on both sides of the highway corridor, we are interested in better understanding any preliminary transmission corridor infrastructure designs that may be available and whether further reductions to the NAI can be expected at this location in the near term. Recognizing the proximity of the proposed transmission corridor to the Brampton-Caledon Airport (Canada's busiest non-towered airport), we have significant concerns with potential flight path conflicts should the corridor be located on the north side of the highway, where it is in closer proximity to the airport runways.

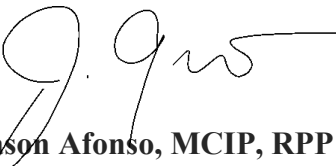
In light of the above, we request that the proposed NAI refinement be further refined to release the lands on the north side of the Highway 413 Corridor between McLaughlin and Kennedy Roads, and formalize the corridor routing within the proposed NAI along the south side of the Highway corridor.

We appreciate the opportunity to provide these comments and respectfully request that the MEM give due consideration to the above-noted comments. We kindly request the Ministry's feedback regarding any details of the infrastructure design and the potential for further study area reductions.

We would be pleased to discuss the matter further with Ministry or IESO staff. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

**GLEN SCHNARR & ASSOCIATES INC.**



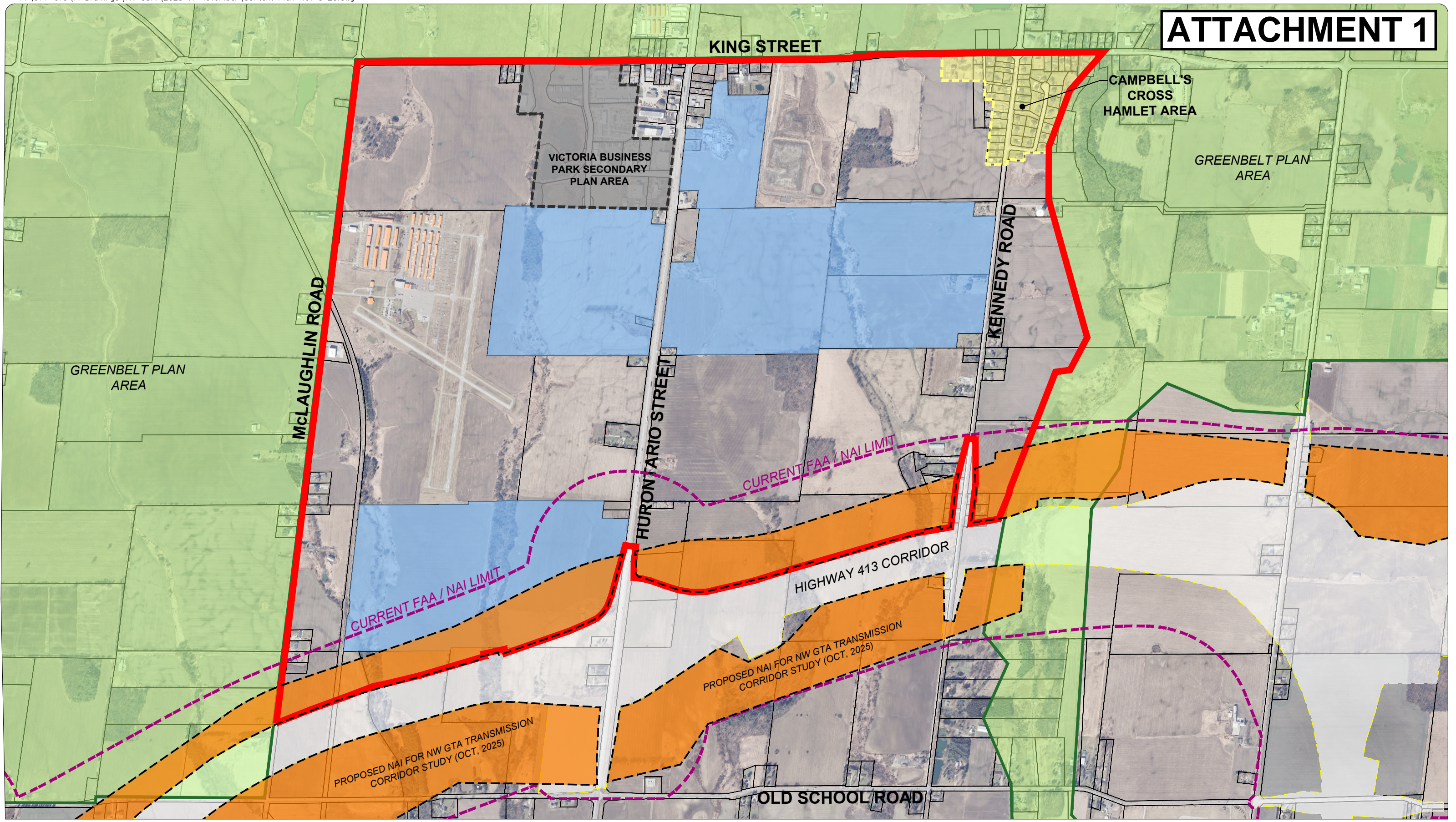
**Jason Afonso, MCIP, RPP**  
**Partner**

Encl.

- c. Samantha Polito, Regional and Community Advisor, IESO  
Andreea Nicoara, Supervisor, Regional and Community Engagement, IESO  
Blair Wolk, President, Orlando Corporation



# ATTACHMENT 1



## PROPOSED HURONTARIO EMPLOYMENT SECONDARY PLAN AREA: CONTEXT PLAN

TOWN OF CALEDON

- LEGEND**
- PROPOSED SECONDARY PLAN AREA BOUNDARY - 687.31ha (1698.48ac)
  - GREENBELT PLAN AREA BOUNDARY
  - HIGHWAY 413 CORRIDOR
  - ORLANDO CORPORATION PROPERTIES
  - PROPOSED NAI FOR THE NORTH WEST GREATER TORONTO AREA TRANSMISSION CORRIDOR STUDY