

**COMMITTEE OF THE WHOLE APRIL 7, 2003**

**USE OF HYDRO CORRIDORS FOR RAPID TRANSIT AND OTHER SECONDARY USES  
THE PROVINCIAL SECONDARY LAND USE PROGRAM (PSLUP)**

**Recommendation**

The Commissioner of Planning recommends that:

1. This report BE RECEIVED;
2. In accordance with the Provincial Secondary Land Use Program (PSLUP) for hydro corridors:
  - a) Staff BE DIRECTED to conduct a review of the potential uses for the hydro corridor lands in the City of Vaughan, with or in consultation with the Region of York; and that the results of such study be incorporated into the City's official plan; as required, within the two year time horizon (from December 31, 2002), specified by the Province;
  - b) The implementing Official Plan amendments for the Steeles Avenue Corridor Land Use Review, from Jane Street to Keele Street, and for the City-owned Pine Valley Drive lands, shall identify any lands within the adjacent hydro corridors, which could accommodate secondary uses that would support the respective planning initiatives and be in the public interest.
3. The City of Vaughan support the resolution of the Council of the Regional Municipality of York, dated February 20, 2003, in respect its position on the use of Hydro rights of way and related roadways associated with rapid transit facilities planned for York Region;
4. This report be forwarded to the Clerk of the Region of York, the Clerk's of the local municipalities in York Region, the City of Toronto, the Association of Municipalities of Ontario (AMO), and the Province of Ontario (Management Board Secretariat, Minister of Municipal Affairs and Housing, the Minister of Transportation and the MPP's representing the City of Vaughan in the Provincial Legislature.

**Purpose**

The purpose of this report is to:

- Update Council on the status of the new Provincial Secondary Land Use Program (PSLUP) for the regulation of secondary uses within hydro corridors;
- Obtain direction from Council to proceed with a study of the City's hydro corridors, with or in consultation with the Region of York, to identify any lands within the corridors, which should be protected for linear public uses and to conform actions that will be taken on current official plan reviews;
- Provide Council with the opportunity to support the position taken by the Region of York on the use of Hydro corridors for such secondary uses as parking, rapid transit facilities and related roadways.

## **Background - Analysis and Options**

### Origin

Early in 2002 the concern was raised, as part of the proposed privatization of Hydro One, that the corridors containing the electrical transmission lines would be included in the transfer of assets from the public utility to the new private sector corporation. This could have prevented or further complicated the obtaining of permission to use these rights of way for municipal purposes such as rapid transit and recreational uses.

In response, a number of individual municipalities, the Association of Municipalities of Ontario (AMO) and other interested parties requested that the Province retain ownership of these corridors to protect the long-term public interest. Both the Region (March 28, 2002) and the City (March 18, 2002) adopted resolutions requesting that the hydro corridors be maintained in public ownership.

### The Response by the Province

#### a) The *Reliable Energy and Consumer Protection Act*

In response the Province took measures to protect the Hydro corridors for public use. On June 27, 2002 Bill 58, the *Reliable Energy and Consumer Protection Act*, received Royal Assent. This Act transferred the ownership of the Hydro One transmission corridor lands to the Province. This took place on December 31, 2002 with the proclamation of the relevant section of the Act. Ultimately, the Province withdrew the Hydro One Initial Public Offering and abandoned its attempt to privatize the utility.

#### b) The Provincial Secondary Land Use Program (PSLUP)

In recognition of the new legislation and the importance of the corridors, the government is establishing a Provincial Secondary Land Use Program (PSLUP) to regulate the use of the lands in hydro corridors. PSLUP recognizes that the primary use of the corridors is for electricity transmission and distribution. However, once requirements for the transmission of electricity have been satisfied (e.g. reservations for new lines and safety), public uses will have priority if secondary uses are being considered.

Public uses on transmission corridor lands may include: Linear uses such as: Transportation (roads and transit); infrastructure (water and sewage mains or pipelines) and recreation uses (parks and trails). In addition, non-linear uses will also be permitted. Non-linear uses can include road crossings, commuter parking (transit, bus terminals, car pools lots), transit stations, water and sewer mains, parks and playing fields. Private uses, like commercial parking may also be permitted if it is found to be in the public interest.

#### c) The Two-Year Municipal Planning Period

The PSLUP prescribes a two-year planning period, from the December 31, 2002 date of Proclamation, wherein municipalities can identify potential linear public uses on contiguous corridor lands. Ultimately, these areas would be identified and protected in the City's or Region's official plan.

#### d) Planning in the Interim

The PSLUP recognizes that there may be planning exercises already underway that affect the corridors. Municipalities are advised that they should identify suitable land uses, including potential linear public uses of the corridor lands as part of their planning studies. To notify the

Province that the corridors need to be protected, the potential linear uses should be incorporated into the local and regional official plans. There are two on-going studies in the City of Vaughan that will be immediately affected. They are discussed later in the report.

e) Administration of the Program

There is still the need to negotiate with the Province to obtain municipal use of these corridors and there will be costs to using the lands. Hydro One has a schedule of real estate charges and rates. These will be maintained. Park licenses will cost \$1 per year, with the municipality assuming the cost of maintenance and the property tax.

Hydro One will process the secondary land use applications during the two-year municipal planning period, while inquiries about the municipal planning period will be dealt with by the Ontario Realty Corporation.

The Toronto Resolution

In November 2002, the City of Toronto adopted a resolution proposing a Provincial Management Strategy for Secondary Uses in Hydro Corridors. It recognized that the primary use of the corridors was for the transmission of electricity. From a land use perspective, it proposed that the secondary uses should be permitted in a manner consistent with the Toronto Official Plan. The following principles were identified:

- Public uses will have priority over private uses;
- Public uses that are linear (trails and transit) should have priority over non-linear facilities;
- Contiguous linear facilities should be designed to be compatible with other public uses, such as parks and recreation fields; and
- Where two or more uses are proposed for the same corridor, the municipality should determine how the uses can be accommodated and their priority.

The Province should provide lands in the corridors as follows:

- In fee simple for roads and road widenings;
- By easement for storm sewers, storm water facilities and watercourses;
- By leases at nominal rent for parks and recreation and commuter parking, with no share of tax for parks and recreation uses and 50% share of realty tax for commuter parking;
- Provide duration of leases consistent with uses. For example: Commuter parking and parks should be a minimum of ten years, with 10-year renewal options; and
- Provide reasonable notice for non-emergency access for lands under lease.

Under the proposed process:

- The Province should provide a process where municipalities deal directly with Hydro One for technical review of the proposed public uses in the corridors;
- A one window approach to the Province should be provided to allow municipalities to negotiate leases for lands within the Hydro corridors, in a timely fashion; and
- The Province should provide municipalities with the opportunity to review and approve proposals for private sector and institutional uses in the corridors.

It is noted that the Provincial Secondary Land Use Program substantially addresses the concerns of the City of Toronto.

The Position of the Region of York

On February 20, 2003 Regional Council adopted the following resolution. It provides that:

1. Regional Council support the “City of Toronto Proposal for the Provincial Management of Secondary Uses in Hydro Corridors”.
2. Regional Council authorize staff to negotiate with the Province for use of selected areas of Hydro rights of way for parking and related roadways associated with rapid transit facilities planned for York Region.
3. Regional staff review the broader uses to which portions of the four major transmission corridors, which are located throughout York Region, could be developed for shared community land uses.
4. Copies of this report be forwarded by the Regional Clerk to the Clerks of the local municipalities in York Region, the City of Toronto, AMO, other GTA Regions and the Province of Ontario.

In recommendation 1, the Region is supporting the City of Toronto’s proposal for the Provincial management of secondary uses in hydro corridors. The PSLUP addresses many of the issues raised in the Toronto resolution, although there may be differences in some of the costs for using the required lands suggested by the City of Toronto.

Regional recommendations 2 and 3 directly affect the City of Vaughan. Resolution 2 applies to City’s Steeles Avenue Corridor Land Use Review, which will identify to a conceptual level, the roadways and parking areas required in the adjacent Hydro corridor to support the Region’s Steeles Avenue transit terminal. This study is described below. City Staff have been playing a pro-active role in pursuing discussions with the Province for the use of the corridor, as part of the study process.

In 3, a number of these major corridors traverse the City of Vaughan. Any review that is being undertaken by the Region should be done, at minimum, in consultation with the City. The City and Region may propose competing uses that may need to be reconciled or a use proposed by the Region may have an impact on an adjacent land use. Therefore, such a study will need to be done cooperatively, rather than in isolation.

On these bases, the Region’s resolution is supportable, subject to the recommendations set out above.

#### Significance to the City of Vaughan

The City of Vaughan has three major hydro transmission corridors. These are illustrated on Attachment No. 2. The City of Vaughan is currently engaged in two planning exercises, where lands in a Hydro corridor will potentially play an important role in supporting the evolution of the study areas. Securing the use of the necessary corridor lands will be an important part of resolving the issues that will affect the design and development of these areas. Committee of the Whole (Working Session) was provided with an update on these two projects at its meeting on February 25, 2003. Both will be proceeding in advance of the two-year municipal planning period prescribed by PSLUP. The projects are described below.

##### a) City-Owned Lands, East of Pine Valley Drive/South of Highway No. 407

The City owned lands on the east side of Pine Valley Drive, south of Highway No. 407 have a developable area of 13.8 hectares. The Hydro Corridor is located to the south of the subject lands. The City is proposing to redesignate and rezone the lands to permit employment uses. Due to the presence of the Highway No. 407 ramp system, improved access across the hydro corridor adjacent to Pine Valley Drive will be necessary. In addition, there may also be opportunities to use the hydro corridor lands for stormwater management, parking and

recreational and environmental purposes. These issues will be addressed in the official plan amendment.

b) Steeles Avenue Corridor Land Use Review from Keele Street to Jane Street

The portion of the Hydro corridor between Jane and Keele Streets, north of Steeles Avenue, has the potential to play an important role in the future of rapid transit in York Region and the City of Toronto. The Region of York has purchased a site for a bus terminal on the north side of Steeles Avenue, east of Jane Street. This site will, in the short term, function as an inter-regional bus station supporting the Region's Quick Start Program. In the medium term it will be an integral component of the interim Bus Rapid Transit Service that will link the Vaughan Corporate Centre with the Downsview Subway Station. Ultimately, it will become a station site for the extension of the Spadina Subway line from Downsview Station to Steeles Avenue and on to the Vaughan Corporate Centre.

The Hydro corridor north of the Regional terminal has the potential to provide in excess of 3000 commuter parking spaces. In addition, the corridor can also provide local access connections to both Jane and Keele Streets. This will serve commuters and divert traffic from Steeles Avenue and its intersections with Jane and Keele Streets. The Region states in its report of February 20, 2003 that, "Use of these lands for a major transit parking lot is considered vital to the success of transit in this corridor and to the success of the Quick Start program between Woodbridge and the Downsview Subway station."

As part of the Steeles Avenue Corridor Land Use Review, the City's consultant is developing conceptual designs for the commuter parking lot and the internal road network. These plans will form the basis for discussion on securing the parking and the external road connections with the Province (the owner through the Ontario Realty Corporation – ORC) and the main easement holder, Hydro One.

In discussions with the studies' Technical Advisory Committee, a number of organizations indicated an interest in securing both the commuter parking and a connecting road/busway system, parallel to Steeles Avenue, in this corridor. This includes: York Region (including YRT and YRTP); the TTC; GO Transit; York University and the City of Toronto. Vaughan Staff are now in the process of setting up a meeting with the Province (HydroOne/Ontario Realty Corporation) in order to describe the emerging planning concepts for Steeles Avenue and to initiate the process to obtain the rights to use the corridor lands for rapid transit, parking and road access purposes.

### **Conclusion**

The Provincial Secondary Land Use Program for hydro corridors, puts in place a more formalized framework for dealing with proposals for public uses, other than the transmission of electricity. The value of the corridors is reflected in the two on-going studies that were referenced above. It is recommended that the City support the Region's resolution. It identifies the need to pursue a long-term examination of the potential of the hydro corridors and, in the shorter term, recognizes the need to provide for parking and access roads to support its Steeles Avenue terminal. Both are consistent with the intent of PSLUP. It will be necessary to demonstrate to Hydro One that the concepts are compatible with the transmission of electricity.

To confirm the City's commitment to these concepts, recommendations are proposed that direct staff to conduct a review of potential uses in hydro corridors, with or in consultation with the Region of York; and to identify and preserve through implementing official plan amendments, the lands needed accommodate any potential uses in adjacent hydro corridors required to facilitate the development of the City-owned lands at Pine Valley Drive and the development of the transit related facilities located in the Steeles Avenue Corridor Land Use Review study area.

Should Council concur, then the recommendation set out in the "Recommendation" section of this report should be adopted.

**Attachments**

1. Regional Council Minute, February 20, 2003  
Report No. 2, Rapid Transit Public/Private Partnership Steering Committee  
Clause 3, "Use of Hydro Corridors for Rapid Transit", including Committee Attachment 1, "Privatization of Hydro Corridors" and Attachment No. 2, "City of Toronto Proposal for the Provincial Management of Secondary Uses in Hydro Corridors"
2. Hydro Transmission Corridors in the City of Vaughan

**Report prepared by:**

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Respectfully submitted,

MICHAEL DeANGELIS  
Commissioner of Planning

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## ATTACHMENT NO. 1

Clause No.3 embodied in Report No. 2 of the Rapid Transit Public/Private Partnership Steering Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on February 20, 2003.

### **3**

#### **USE OF HYDRO CORRIDORS FOR RAPID TRANSIT**

**The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, February 6, 2003, from the Executive Co-ordinator, York Rapid Transit Plan:**

#### **1. RECOMMENDATIONS**

It is recommended that:

1. Regional Council support the "City of Toronto Proposal for the Provincial Management of Secondary Uses in Hydro Corridors".
2. Regional Council authorize staff to negotiate with the Province for use of selected areas of Hydro rights-of-way for parking and related roadways associated with rapid transit facilities planned for York Region.
3. Regional staff review the broader uses to which portions of the four major transmission corridors, which are located throughout York Region, could be developed for shared community land uses.
4. Copies of this report be forwarded by the Regional Clerk to the Clerks of the local municipalities in York Region, the City of Toronto, AMO, other GTA Regions and the Province of Ontario.

#### **2. PURPOSE**

This report reviews the position of the City of Toronto regarding the use of hydro electric transmission rights-of-way. The report further reviews the implication from York Region's perspective of possible use of portions of these rights-of-way for transit purposes and examines other uses which could be investigated.

#### **3. BACKGROUND**

##### **3.1 Current Regional Council Position**

At its meeting of March 28, 2002, Council approved a motion concerning privatization of Hydro Corridors (*Attachment 1*) which requested the Province to retain ownership of these lands in order to protect the current and long term public interest in these lands.

A similar resolution was passed by the City of Vaughan on March 18, 2002.

### **3.2 City of Toronto Resolution**

The City of Toronto adopted a report in November, 2002, which has been circulated to all municipalities in the GTA requesting general support for a proposal that the Provincial government be requested to provide all land required for commuter parking and/or transit corridors at no cost subject to the municipality or transit agency maintaining the lands and paying property taxes if used exclusively for transit or other municipal purposes for which revenues are received.

The City of Toronto's proposal, (*Attachment 2*), calls for the Province to adopt a policy of offering hydro rights-of-way first to the local municipalities throughout the GTA for public uses at no or nominal cost to the municipalities.

Currently the City of Toronto (and TTC) have six commuter parking lots in hydro corridors along with 130 hectares of parkland, 9.7 km. of trails, four playgrounds, six baseball diamonds, twenty soccer fields, five cricket pitches, two multi-purpose sports pads and eight allotment gardens.

### **3.3 Transportation Context**

In Toronto, portions of the hydro corridors have been used for commuter parking for about 25 years. Approximately 5,000 transit parking spaces are currently provided within hydro corridor rights-of-way.

There are four major hydro transmission corridors running throughout York Region which cross regional roads at about fifty locations. Portions of these lines, which intersect with major road or rapid transit facilities, offer an opportunity to develop rapid transit corridors and associated uses such as parking similar to those in the City of Toronto.

There are a number of opportunities to develop such sites in the Highway 7 and Steeles Avenue corridors for rapid transit purposes.

#### **3.3.1 North of Steeles Avenue Between Keele Street and Jane Street**

This site could provide up to 3,000 commuter parking spaces, but would also require the establishment of a local access roadway along the south limit of the right-of-way. Careful consideration of plans for additional hydro transmission towers, as well as the protection for the existing tower structures would be part of any detailed plans put forward to Hydro One and the Province.

Use of these lands for a major transit parking lot is considered vital to the success of transit in this corridor and to the success of the Quick Start program between Woodbridge and the Downsview Subway station.



### **3.3.2 Langstaff Area at Yonge Street and Highway 7**

Although most of this right-of-way is currently under lease for private sector purposes, this site could also accommodate shared parking with both GO rail and YRT services and allow for parking for future Highway 407 transitway operations.

### **3.3.3 Highway 7 and Rodick Road**

A right-of-way exists which could potentially provide an alignment for a north-south rapid transit link between Highway 7 and Toronto or for uses such as parking in support of transit. Detailed alternative routings for such a rapid transit link have not been determined.

### **3.3.4 Highway 7 and Highway 27**

Several transmission lines exist in the vicinity of Highway 7 and Highway 27 which could similarly provide a possible future rapid transit link between Highway 7 and locations in Toronto and/or Peel Region.

## **4. ANALYSIS AND OPTIONS**

### **4.1 GTA Task Force Review**

A joint concern task force was organized by the Association of Municipalities of Ontario to examine the legal and operational issues associated with the Province's move to change the status of the land management of hydro transmission corridors.

Staff from York Region along with a number of other local and regional municipalities and several Provincial ministries met throughout 2002 to review the implications of the Provincial legislation (Bill 58 - Reliable Energy and Consumer Protection Act, Section 114.2) which defined what Hydro lands were to be transferred to the Province.

It was generally concluded by the task force that preserving these corridors as continuous public holdings is vitally important and that the primary functional use should be for electrical transmission. Notwithstanding this, all existing secondary co-use agreements between Hydro One including those with municipalities should remain unchanged.

The remaining issues relate to pending agreements, the disposition of surplus lands, defining secondary uses and determining a protocol or process for managing the lands including how to deal with both public and private interest in the lands. Considerations to be determined in this regard include:

- Technical electrical transmission requirements.
- A single agency approach to management.
- Municipal consultation to ensure compliance with existing bylaws and public use plans.
- Development of a formula for fair return on investment based on secondary use of the lands.

- Development of an arbitration process for determining priorities of public and private interest.

The City of Toronto was an active participant in these discussions and have adopted the attached proposal (*Attachment 2*) for a management protocol of secondary uses in hydro corridors.

The interests of York Region appear to be fully represented by the principles outlined in the City of Toronto proposal.

#### **4.2 Rapid Transit Uses**

The YRTP Quick Start program is currently examining a number of initiatives in the Yonge, Highway 7, Markham N-S and Vaughan N-S corridors. It is necessary to resolve the status of two sites – Steeles Avenue between Jane Street and Keele Street, and the Langstaff area at Yonge Street and Highway 7, as soon as possible. Pending development applications in the Keele/Steeles area and a current land use study by the City of Vaughan as well as an unresolved property acquisition issue with United Parcel Services would all be helped by a resolution of hydro needs in the corridor and a securing of the remaining lands for parking.

#### **4.3 Other Public Uses**

There are obviously a number of other uses, particularly for parks and recreation and for other pipeline utilities, which are currently operating in these transmission corridors. These agreements will remain as negotiated. Although there is an opportunity to expand the number and range of uses that the Region and local municipalities could establish, including their use for major trunk water and sewer lines, it will be important to first identify the full range of transportation needs.

### **5. FINANCIAL IMPLICATIONS**

The proposal would protect and give first right of secondary uses to the public through the Regional and local municipalities. Purchase and/or lease of these lands would be based upon the revenue producing potential of the public use to which the lands are put. In the case of rapid transit parking, it has been proposed that long term leases be determined on the basis of a formula of a percentage of market value (50–100%) multiplied by a fixed economic return plus property tax. Costs for maintenance of the lands by the leaser would also be a factor. Wherever there is no ability to recover costs from the public a nominal rate plus property tax should be charged.

The term of use of leases should reflect their permanence. Perpetual leases should be made for linear public works such as transit, water and sewer infrastructure, but careful consideration would need to be made for other uses which may preclude the linear use of these corridors for public purposes.

**6. LOCAL MUNICIPAL IMPACT**

Local municipalities in York have various agreements for uses of portions of these rights-of-way including parks, utilities and local road crossings. It is considered that the recommended City of Toronto protocol adequately addresses local issues as well.

**7. CONCLUSION**

The Province has halted plans for land transfers of hydro electric transmission corridors. Despite this, there is a need to develop a position relative to secondary use of these lands and a need to protect the long term public interest for rapid transit projects.

It is concluded that York Region should support the City of Toronto proposal for management of secondary uses in Hydro corridors in order that a consistent position can be taken with respect to this matter.

It is also considered prudent at this time to proceed with securing the lease rights for the Hydro lands in the Jane-Steeles-Keele area in order that rapid transit plans in this corridor can proceed expediently, and to subsequently study other areas of Regional interest in these corridors.

The Senior Management Group has reviewed this report.

*(A copy of the attachments referred to in the foregoing is attached to this report and is also on file in the Office of the Regional Clerk.)*

**59 Privatization of Hydro Corridors**

It was moved by Regional Councillor Landon, seconded by Regional Councillor Di Biase, that:

WHEREAS the Province of Ontario has announced its intention to privatize Hydro One; and

WHEREAS Hydro One currently owns some or all of the hydro corridors throughout the Greater Toronto Area and elsewhere in the Province; and

WHEREAS the hydro corridors are of strategic importance, now and in the future, for public uses such as transit, transportation, parks, recreation etc., henceforth referred to as "Public Uses:

It is hereby resolved that the Government of Ontario be requested to:

- Ensure that the privatization of Hydro One does not in any way preclude, complicate, reduce choices or increase the costs to taxpayers of current and future Public Uses of the hydro corridors
- Consider retaining public ownership of the hydro corridors to ensure that the above objective can be met now and in the future; or failing that, retain majority public ownership and full control of decisions effecting Public Uses
- Incorporate necessary mechanisms into privatization agreement(s) to ensure that any private use of the hydro corridors requires approvals from Provincial, Regional and/or local authorities
- Consult with the Regional Municipality of York and other GTA municipalities prior to the privatization of Hydro One to ensure that all key public policy issues are fully addressed and that public interest continues to be protected.

Carried.

**City of Toronto Proposal for the  
Provincial Management of Secondary Uses in Hydro Corridors**

**(1) Introduction:**

The Province is retaining the ownership of hydro corridor lands to protect them for public uses. The following provisions should be integrated into the provincial protocol for management of hydro corridors to ensure that public uses can continue in hydro corridors.

**(2) Hierarchy of Use:**

The pre-eminent use of hydro corridors is, as stated in Bill 58 – *The Reliable Energy and Consumer Protection Act 2002*, for the transmission of electricity.

Wherever possible secondary use of the hydro corridors should be permitted as provided for in the proposed City of Toronto Official Plan policies in the following order of priority:

- (i) public uses should have priority over private uses;
- (ii) public uses that are linear and contiguous such as bike trails and public transit corridors should have priority over non-linear uses;
- (iii) contiguous linear uses should be designed and built wherever possible to accommodate and be compatible with other public uses such as parks and recreation fields; and
- (iv) where there are two or more uses proposed for the same lands in hydro corridors, the municipality should determine how the uses can be accommodated or the priority of use.

**(3) Planning for Public Uses:**

In order to permit the City and other municipalities to identify future uses in hydro corridors, the Province should provide a two year planning period from the time of transfer of ownership of the corridors from Hydro One to the Province in which the City can identify park, recreation, transit, trail, road and storm water retention facilities.

During the two-year planning period restrict leases for non-public uses in the corridors to 5 years or less in order to protect for potential public uses.

(4) **Terms and Conditions:**

The Province should provide lands in hydro corridors to the City as follows:

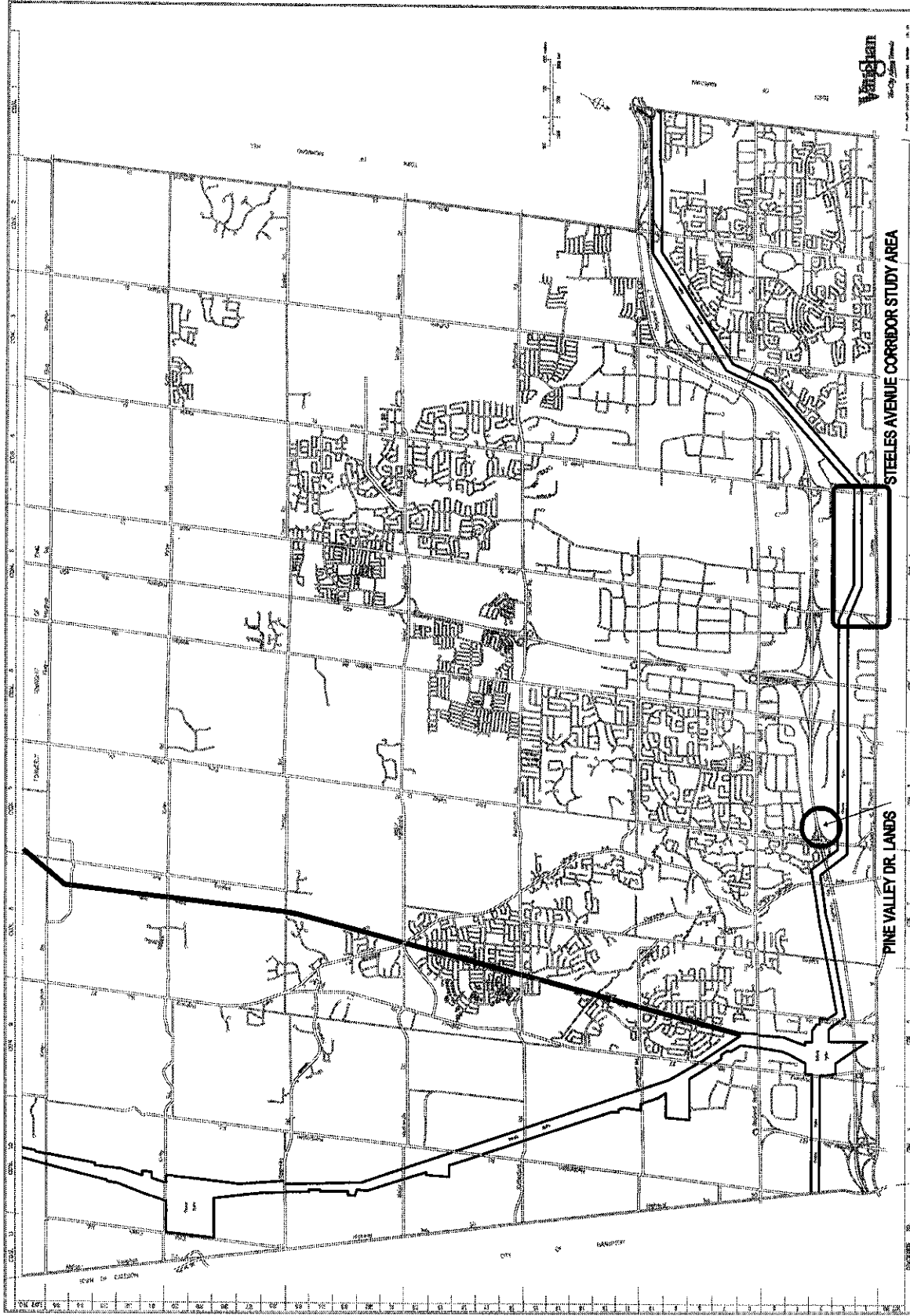
- (i) in fee simple for roads and road widenings;
- (ii) by easement for storm sewers, storm water facilities, and watercourses;
- (iii) by leases and licences at nominal rent for parks and recreation and commuter parking with no share of tax for parks and recreation uses and 50% share of realty tax for commuter parking;
- (iv) provide duration of leases consistent with uses, the duration of leases for commuter parking, parks and trails should be a minimum of ten years with 10-year renewal options; and
- (v) provide for reasonable notice to the City or TTC for non-emergency access to lands under lease or licence to the City or TTC by Hydro One.

(5) **Process:**

The Province should provide a process whereby municipalities deal directly with Hydro One for technical review of proposed public uses in hydro corridors.

A one-window approach to the Province for municipalities undertaking lease or licences negotiations for lands in hydro corridors will ensure timely and efficient processing of leases and licences.

The Province should provide municipalities with the opportunity to review and approve proposals for private-sector or institutional use of hydro corridors.



LOCATION:

03/03/27

FILE #

REPORT #

**ATTACHMENT '2' - HYDRO  
TRANSMISSION CORRIDORS  
IN THE CITY OF VAUGHAN**

CITY OF VAUGHAN PLANNING DEPARTMENT

NOT TO SCALE