



To: phc@toronto.ca

From: Uton Samuels
Manager Adjacent Development,
Third Party Projects Review – GO (Heavy Rail),
Metrolinx

Date: May 6th, 2025

Re: **City of Toronto Official Plan Amendment, Including Changes to Land Use Designations – Metrolinx Response**

Metrolinx has reviewed the new City of Toronto Official Plan Amendment, including changes to Land Use Designations, Employment Areas policies and related Secondary Plans & Maps, as circulated by mail on April 1st, 2025.

The City of Toronto is subject to various commuter rail services operated by Metrolinx with subdivision ownership varying from Canadian National (CN), Canadian Pacific (CP), and Metrolinx. Metrolinx also currently oversees various Light Rail Transit (LRT) Corridors, including the Eglinton Crosstown LRT & Finch West LRT corridors.

In review of the Draft Official Plan, Metrolinx provides the following schedules and their proposed policies for consideration, given the various assets and ownerships. Of note, engagement of Metrolinx and its Technical Advisor, where applicable, will require all related fees to be borne by the owner/applicant.

Schedule A identifies proposed policies for development within 300 metres of Metrolinx Owned and Operated Subdivisions; Schedule B identifies proposed policies for development within 300 metres of Metrolinx operations in CN/CP Subdivisions; and Schedule C identifies proposed policies for development within 60 metres of the Eglinton Crosstown LRT & Finch West LRT.

Should there be any questions or concerns, please do not hesitate to contact me at the undersigned.

Best regards,

A handwritten signature in black ink, appearing to read 'Uton Samuels'.

Uton Samuels
Manager, Adjacent Development
Third Party Projects Review – GO (Heavy Rail)
Metrolinx
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SCHEDULE A: METROLINX PROPOSED OFFICIAL PLAN POLICIES - METROLINX RAIL SUBDIVISIONS	
1	That any development within 300m of the Metrolinx Rail Corridor shall conform to the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors”.
2	That any development within 300m of the Metrolinx Rail Corridor shall require an Acoustical Study, which shall include the current rail traffic data and the Standard Metrolinx Noise Warning Clause, to the satisfaction of Metrolinx and the City of Toronto.
3	That any development within 75m of the Metrolinx Rail Corridor shall require a Vibration Study, to the satisfaction of Metrolinx and the City of Toronto.
4	That any development adjacent to the Metrolinx Rail Corridor shall not alter any drainage patterns, flows and / or volumes, onto Metrolinx-owned lands, absent review and approval by Metrolinx and its Technical Advisor, with all costs to be borne by the applicant / owner.
5	That any development adjacent to the Metrolinx Rail Corridor shall require execution of agreements with Metrolinx as deemed applicable, including but not limited to, Adjacent Development Agreement, Crane Swing Agreement, Shoring System and Permission to Enter Agreement, and Non-Disclosure Agreements.
6	That any development within 300m of the Metrolinx Rail Corridor shall require registration of an Environmental Easement for Operational Easement in favor of Metrolinx, over the subject lands.
7	That any development adjacent to the Metrolinx Rail Corridor shall provide the required setback and standard safety barrier (berm) or receive approval of an alternative barrier as detailed in a Rail Safety Report, to be reviewed by Metrolinx and its Technical Advisor, with all costs to be borne by the owner / applicant. In addition, sufficient setback for future building maintenance and other related works in proximity to the property line should be recommended.
8	That any work within, or in close proximity to, the Metrolinx Rail corridor shall require a Metrolinx Work Permit in combination with other associated requirements as determined applicable by Metrolinx, with all costs to be borne by the owner / applicant.
11	That any vegetation within 3.5m of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.
12	That any development adjacent to the Metrolinx Rail Corridor shall install the Metrolinx Standard Security Fence along the property line, save and except for where substitutes are deemed satisfactory by Metrolinx.

SCHEDULE B: METROLINX PROPOSED OFFICIAL PLAN POLICIES – METROLINX OPERATIONS IN CN/CP RAIL SUBDIVISIONS	
1	That any development within 300m of a rail corridor with Metrolinx services and / or operations, shall require the inclusion of the Metrolinx Noise Warning Clause; and, the Registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands, all to the satisfaction of Metrolinx.

SCHEDULE C: METROLINX PROPOSED OFFICIAL PLAN POLICIES – EGLINTON CROSSTOWN LRT & FINCH WEST LRT CORRIDORS	
1	That any adjacent development within 60m of Metrolinx Light Rail Transit shall require that a Technical Review be conducted by Metrolinx or its Technical Advisor, with all costs to be borne by the owner / applicant, to the satisfaction of Metrolinx.