



To: Planning and Housing Committee, Toronto
phc@toronto.ca

From: Alvin Chan
Manager Adjacent Development,
Adjacent Construction Review – GO (Heavy Rail),
Metrolinx

Date: May 23rd, 2025

Re: EHON Multiplex Monitoring Program & Sixplex Study – Metrolinx Comments

Metrolinx is in receipt of two Public Notices for:

City Initiated Amendments to Zoning By-law 569-2013 resulting from the Multiplex Monitoring Program to improve implementation and facilitate multiplex construction

We understand, the proposed amendments to Zoning By-law 569-2013 include:

- New defined terms “detached houseplex” and “semi-detached houseplex” to move towards form-based zoning definitions and allow conversions between two and four units, including permissions for newly constructed semi-detached multiplexes;
- New regulation for a maximum number of bedrooms in a multiplex building;

City-initiated Official Plan Amendment and Zoning By-law Amendment to Permit Fiveplexes and Sixplexes in Detached Residential Buildings in Low-Rise Neighbourhoods City-wide (Sixplex Study)

We understand the amendments to City-wide Zoning By-law 569-2013 would include:

- Allow multiplexes with up to six units in detached residential buildings in the R, RD, RS, RT, and RM zones, subject to standards related to height, setbacks, and building depth, among others; and
- Change the definition of an “apartment building” to mean a building with seven or more dwelling units.

Both Notices as circulated by email on May 16, 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. Please the following Schedules which have been appended for your consideration:

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

In review, Metrolinx provides the following proposed General Zoning By-law and Official Plan Provisions for consideration. Of note, engagement of Metrolinx and its Technical Advisor, where applicable, will require all related fees to be borne by the owner/applicant.

In addition, Metrolinx request that we be notified and circulated for review, any developments which are adjacent to Metrolinx-owned rail corridors, including as-of-right developments (i.e. Building Permits), to ensure that the design is compatible from a safety and constructability perspective, and does not conflict with Metrolinx rail operations or infrastructure.

Accordingly, as noted in the appended schedules, we request that any work within 30ft or beyond (depending on the nature of the equipment) from the closest edge of Metrolinx rail obtain a Metrolinx Work Permit. It is therefore requested that Metrolinx be informed of any form of development or construction, adjacent to the Metrolinx-owned rail corridor.

Lastly, we request Metrolinx be circulated for review, any developments within 300m of a rail corridor, to ensure compatibility and requisite mitigative measures, where required.

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

Best regards,



Alvin Chan

Manager, Adjacent Development

Adjacent Construction Review – GO (Heavy Rail) Metrolinx

20 Bay Street Suite 600, Toronto

SCHEDULE A: METROLINX PROPOSED GENERAL ZONING BY-LAW PROVISIONS	
1	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.
2	Development within 75m of the Metrolinx Rail Corridor shall require a Vibration Study.
3	Development adjacent to the Metrolinx Rail Corridor shall not alter any drainage patterns, flows and / or volumes, absent review and approval by Metrolinx and its Technical Advisor.
4	Development adjacent to the Metrolinx Rail Corridor shall require execution of agreements with Metrolinx as deemed applicable.
5	Development within 300m of the Metrolinx Rail Corridor shall require registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands.
6	Development adjacent to the Metrolinx Rail Corridor shall provide the standard setback and safety barrier (berm) or receive approval of an alternative per a Rail Safety Report, to be reviewed and approved by Metrolinx and its Technical Advisor.
7	Work within 30ft or beyond (depending on the nature of the equipment) from the closest edge of Metrolinx rail shall require a Metrolinx Work Permit.
8	Vegetation within 3.5m of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.
9	Development adjacent to the Metrolinx Rail Corridor shall install the Metrolinx Standard Security Fence along the mutual property line, save and except for, where substitutes are deemed satisfactory by Metrolinx.

SCHEDULE B: METROLINX PROPOSED OFFICIAL PLAN POLICIES	
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 Town of Bradford West Gwillimbury.
3	That any development within 75m of the Metrolinx Rail Corridor shall require a Vibration Study, to the satisfaction of Metrolinx and the Town of Bradford West Gwillimbury.
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 favour of Metrolinx, over the subject lands.
7	<p>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.</p> <p>In addition, sufficient setback for future building maintenance and other related works in proximity to the property line should also be considered.</p>
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.
9	That any vegetation within 3.5m of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.

10	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.
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**SCHEDULE C: METROLINX PROPOSED OFFICIAL PLAN POLICIES/ ZONING
BY-LAW PROVISIONS –
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.
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**SCHEDULE D: METROLINX PROPOSED OFFICIAL PLAN POLICIES/ ZONING
BY-LAW PROVISIONS – 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.
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