

City of Richmond Hill  
225 East Beaver Creek Road  
Richmond Hill, ON  
L4B 3P4

SRPI.22.061  
Appendix "F"

Attention: Kaitlyn Graham, Senior Planner

*via email: Kaitlyn.Graham@richmondhill.ca*

March 8, 2022

**Re:** Applications: D01-22001; D02-22001 & D03-22001(SUB-22-001)  
77 and 89 16<sup>th</sup> Avenue  
City of Richmond Hill

Dear Ms. Graham,

Metrolinx is pleased to provide comments regarding the subject Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision application for the proposed mixed-use development at 77 and 89 16<sup>th</sup> Avenue.

#### **LOCATION AND PROXIMITY TO YONGE NORTH SUBWAY EXTENSION (YNSE)**

The subject lands are located on the southwest quadrant where 16<sup>th</sup> avenue intersects the Bala Subdivision (Richmond Hill Corridor), immediately adjacent to and on top of the planned Train Storage Facility.

#### **OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, AND DRAFT PLAN OF SUBDIVISION APPLICATION (D01-22001; D02-22001 & D03-22001)**

Metrolinx has reviewed the subject Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision application and our comments are set out below.

#### **GO Transit (Bala Subdivision)**

1. The proposed development is located with direct exposure to CN's Bala Subdivision, which carries Metrolinx Richmond Hill GO rail service. As such, it falls within Metrolinx's zone of influence for review and comment. As CN is the owner of the corridor in this location, please reach out to them for their rail safety requirements.
2. I am in receipt of the Railway Vibration Study prepared by Valcoustics Canada Ltd. and dated December 23, 2021. I note that the vibration measurements were taken at two locations in relation to the corridor, one measuring the closest and the other the furthest

distance from the tracks. The results indicate that the ground bourn vibration outputs are within the RAC/FCM Guidelines limits and therefore no mitigation measures are required. A final report, based on detailed design, shall be submitted at the site plan stage.

3. I am in receipt of the Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. and dated December 23, 2021. I note that the rail volumes utilized represent the current data. The model also used diesel trains as the basis of their analysis which is our recommended approach. I note that noise levels exceed MECP levels but can be mitigated using the appropriate measures. A final report, based on detailed design, is required to ensure that the mitigation measures put forward are sufficient.
4. The Applicant shall provide confirmation to Metrolinx that the appropriate warning clause has been inserted in all development agreements, offers to purchase and agreement of Purchase and Sale or Lease of reach dwelling units within 300 metres of the railway right-of-way. Please use the following warning clause:

**Warning:** Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.

5. The Applicant shall register an environmental easement, on title, against all residential dwellings within 300 metres of the rail corridor and in favour of Metrolinx. This shall be done prior to Site Plan approval.

### **Yonge North Subway Extension**

6. Based on the location of the proposed development, there are conflicts with the planned Train Storage Facility (TSF), Traction Power Substation (TPSS), Transformer Yard, and the proposed multi-use path. It is encouraged that the Applicant engage Metrolinx to discuss the coordination of design and construction between the two projects.
7. The proposed development is sufficiently distanced away from any entrances of underground stations and its vent shaft to not be of any smoke dispersion concerns.

8. The Environmental Noise Feasibility Study and Railway Vibration Study prepared by Valcoustics Canada Ltd. dated December 23, 2021, does not take into consideration the future YNSE Subway alignment and future TSF. An updated analysis should be completed taking into consideration the future YNSE and associated infrastructure.
9. Property interests have been identified for the subject lands and the extent of the property requirement will be defined as the design of the TSF, TPSS and Transformer Yard advances.
10. The Applicant shall provide the Phase One and Phase Two Environmental Site Assessment (ESA) reports associated with the property for review to assess the possibility of migration of potential contaminants to the proposed YNSE alignment.
11. It should be noted that no tie backs (including the tieback anchor bodies) or any similar supporting system shall encroach into the tunnel and box structure Right-of-Way, inclusive of the 3-metre buffer surrounding the tunnel and box structure.
12. The Owner shall acknowledge that Metrolinx is contemplating the Yonge North Subway Extension project (the "Yonge North Subway Extension") in the vicinity of the Owner's Land. Should the Lieutenant Governor in Council, by an Order in Council, designate the Yonge North Subway Extension as a transit corridor under the *Building Transit Faster Act, 2020*, and, if and to the extent that the Owner's Lands are affected by the Yonge North Subway Extension, Metrolinx may therefore require the Developer to obtain any reasonably required permit(s), including those required by law from Metrolinx, and/or enter into further agreements with Metrolinx to the extent reasonably required by Metrolinx pursuant to Part II of the *Building Transit Faster Act, 2020*. Should such permits and/or agreements be required, as authorized by the *Building Transit Faster Act, 2020*, the Owner shall apply for such permit(s) from Metrolinx and/or enter into such further agreements with Metrolinx, including without limitation a Metrolinx engineering review and such agreements and/or Metrolinx engineering review may entail additional fees, to be paid by the Owner to Metrolinx.
13. Should construction of the proposed development commence before the completion of the Project, coordination of construction activities will be required.

It is kindly requested that Metrolinx be circulated revisions of the subject applications and future Site Plan applications for review and commenting purposes. Should you have any questions regarding the above, please contact me at 416-202-0267 or email me at Kelvin.Ng1@metrolinx.com.

Sincerely,



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