CORRIDOR DEVELOPMENT PERMIT GUIDELINES

For Utilities and Roadways

ADJACENT CONSTRUCTION REVIEW (ACR)

VERSION 1.6 | DECEMBER 2025

METROLINX

PREAMBLE

The *Building Transit Faster Act, 2020* (BTFA) targets steps in the planning, design and construction process that have delayed major projects in the past. The legislation removes roadblocks and gives the province the tools needed for Metrolinx and Infrastructure Ontario to deliver the priority transit projects faster.

Building Transit Faster Act, 2020:

On July 8, 2020, the *Building Transit Faster Act, 2020* (BTFA) came into force, introducing measures that streamline project delivery and support the accelerated completion of the priority transit projects identified in Ontario's "New Subway Transit Plan for the Greater Toronto Area (GTA)", as outlined in the 2019 Ontario Budget: the Ontario Line, the Scarborough Subway Extension, the Yonge North Subway Extension, and the Eglinton Crosstown West Extension.

Ontario Rebuilding and Recovery Act, 2020:

On December 8, 2020, the *Ontario Rebuilding and Recovery Act, 2020* (ORRA) received Royal Assent. The ORRA amended the BTFA to enable the extension of the suite of acceleration measures, as applicable, to other provincial transit projects by providing regulation-making authority to name other projects. Designating transit corridor lands enables Metrolinx to use the full suite of measures in the BTFA to accelerate project delivery for these projects, as appropriate per the details of the priority project's designation regulation.

The legislation will help get transit built faster by ensuring nearby developments or construction projects do not interfere with or delay the priority transit projects. The BTFA introduces a permit requirement for certain works near the priority transit projects.

A **Corridor Development Permit** is required to carry out the following work within the **Transit Corridor Lands and permit buffers**:

1. **Building**, **Altering** or placing a **Building**, other **Structure** or road, or conduct excavation or dewatering, on or under transit corridor land, or land within 30 metres of transit corridor land.
2. **Building**, **Altering** or placing Utility Infrastructure that would require grading or excavation on or under transit corridor land, or land within 10 metres of transit corridor land.
3. Such other work as may be prescribed by Regulation under section 84 of the Act.

The **Corridor Development Permit** does not replace any other permit and/or approval that an Applicant must obtain from other regulatory agencies to satisfy applicable law, including municipal and provincial approvals. Metrolinx will work collaboratively with Applicants, Authorities Having Jurisdiction, and leverage existing municipal planning and approvals processes, in order to streamline approvals. The Minister of Transportation has delegated permit issuance and enforcement to Metrolinx.

Interested parties undertaking due diligence, planning and development activities within the **Transit Corridor Lands and permit buffers** are encouraged to read this Guideline, and the companion Adjacent Development Guideline for Priority Transit Projects, as may be applicable for such projects, and to visit Metrolinx's website for more information including maps of the **Transit Corridor Lands and permit buffers**. All inquiries related to utilities and road works may be directed to MCReviews@metrolinx.com.

For utility relocations pertaining to Metrolinx projects, parties should refer to the Metrolinx and Infrastructure Ontario Utility Relocations Guideline. Utility Relocation Projects initiated by Metrolinx to address utility conflicts associated with Metrolinx transit projects will also require a Corridor Development Permit but will follow a slightly different process than this guideline. Metrolinx Pre-Construction Team will communicate directly with the Utility Company regarding relocations associated with Metrolinx transit projects.

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1. DEFINITIONS & ABBREVIATIONS

"Alter" or **"Altering"** means material or structural changes to existing Roadway or Utility Infrastructure, such that the original form or makeup has been temporarily or permanently modified through removal, replacement, or addition of any components, using mechanical equipment or manual means to perform the work. Such activities may include any construction, demolition or grade altering activities.

"**Applicant**" means the owner of Utility Infrastructure and/or Roadway projects within the **Transit Corridor Lands and permit buffers**. The Applicant could be a Utility Company or their authorized agent. A proponent as defined in *Building Transit Faster Act, 2020* (as in the Consolidated Hearings Act), is also an Applicant in this guideline.

"Applicant Infrastructure" means any Utility Infrastructure or Roadway to be constructed or modified by the Applicant as proposed under their Application Package.

"Application Package" means the Application Form, filled out checklist, cover letter, drawings, reports and other documents supporting the application for a Corridor Development Permit.

"**As-Built Drawings**" has the meaning given by the Professional Engineers of Ontario as those drawings prepared by a third party or by the engineer using information furnished by the contractor or other field staff.

"**Authorities Having Jurisdiction**" or "**AHJ**" means any federal, provincial, territorial, regional, municipal or local governmental authority, quasi-governmental authority, court, government or self-regulatory organization, commission, board, tribunal, organization, or any regulatory, administrative or other agency, or any political or other subdivision, department, or branch of any of the foregoing or any Utility Company, having legal jurisdiction in any way over Metrolinx, any aspect of the performance of the Works, the operation of the system or, in each case to the extent it has or performs legislative, judicial, regulatory, administrative or other functions within its jurisdiction.

"BTFA" mean the *Building Transit Faster Act, 2020*, and Amendments.

"Building" means a structure, wholly or partially enclosed with a roof, supported by walls, columns, piers or other structural systems, regardless of size, whether temporary or permanent.

"**Business Day(s)**" means a day from Monday to Friday, other than a holiday as defined in section 87 of the Legislation Act, 2006.

"**Corridor Control Enforcement Authority"** means the Province of Ontario Ministry of Transportation, Metrolinx, and municipalities that have been granted authority to enforce or to act under or in respect of the BTFA.

"Transit Corridor Lands and permit buffers" means lands:

1. on or under the Transit Corridor Lands, or
2. within 10m buffer of the Transit Corridor Lands for Utility Infrastructure, or
3. within 30m buffer of the Transit Corridor Lands for Roadways,

as described in Section 3 of the BTFA and this guideline.

"Corridor Development Permit - CDP" means the permit that Metrolinx issues that grants the Applicant permission to proceed with their works within the **Transit Corridor Lands and permit buffers**.

"DC" means Direct Current

"EMF" means Electromagnetic Fields

"EMI" means Electromagnetic Interference

"**Geotechnical Zone of Influence**" or **"Geotechnical ZOI"** means the zone in the ground in which any intrusion from Applicant Infrastructure may or will impact Metrolinx Infrastructure, as described in Appendix A.

"Ground Instrumentation and Monitoring Plan" or **"GIMP"** is as described in Appendix A 1.3 Article (h) of this guideline.

"IEEE Canada" means Institute of Electrical and Electronics Engineers, Canadian Organization

"Metrolinx Decision" means the decision that Metrolinx provides to the Applicant at the end of the Review Process. It can be one of the following statuses:

1. Permit with no conditions
2. Permit with conditions
3. Resubmit

"Metrolinx Infrastructure" means all temporary and permanent infrastructure owned by or to be owned by Metrolinx and forms part of Metrolinx transit facilities, e.g. tunnels, stations and elevated structures.

"Metrolinx Response" means the written response to the Applicant at the end of the Review Process that includes the Metrolinx Decision and any conditions and comments to explain the Metrolinx Decision.

"Metrolinx Response Review Process" the means the Review Process as per **Section 63** in **BTFA** and is the process to follow when the Developer wishes to dispute Metrolinx's Response regarding the application for a Corridor Development Permit.

"**Metrolinx Standards**" means standards developed by Metrolinx.

"**MTO**" means the Ontario Ministry of Transportation and any successor or replacement ministry thereto.

"**OBC**" means regulations made under the Ontario *Building Code Act, 1992*.

"OESC" means Ontario Electrical Safety Code, managed by the Electrical Safety Authority (ESA).

"**Overhead Contact System"** or "**OCS**" means the structures, poles, guy-wires, portals and power distribution system that delivers the power to the distribution system and then to the transit vehicle.

"Priority Transit Projects" as defined in the **BTFA**.

"**Project**" means, collectively, Applicant Infrastructure and any third-party infrastructure included in the Application Package.

"**Rail Corridor"** or **"Metrolinx Corridor**" means Metrolinx owned property. A Rail Corridor is a heavy rail corridor used by GO Transit. A Metrolinx Corridor is an exclusive use transit corridor for subway or LRT. Both are fenced off from the public.

"**Record Drawings**" as defined by the Professional Engineers of Ontario as those drawings prepared and sealed by the reviewing engineer after verifying in detail the actual conditions of the completed Project.

"**Review Process**" means the process from the application for a Corridor Development Permit, to a Metrolinx Response, and includes an intake and completion check, and a Technical Review by Metrolinx of the Application Package for compliance to the technical requirements of this guideline and the referenced standards.

"Roadway" or **"Roadways"** means a linear paved infrastructure for use of vehicle traffic and also including curbs, sidewalks and streetscaping.

"**Roadway Owner**" means the owner of Roadway elements, which can be a municipal corporation, a commission or a private company.

"**Roadway and Major Reconstruction**" are projects that involve new or existing Roadway and Utility Infrastructure work and, which require more complex design requirements, approvals and coordination, and lengthier or phased construction intervals.

"Structure" means anything that is erected, built or constructed of one or more parts joined together, which includes but not limited to bridges and culverts.

"Technical Review" means the review by Metrolinx of the Application Package for compliance to the technical requirements of this guideline and the referenced standards.

"Transit Corridor Lands" means the lands designated by the Lieutenant Governor in Council under Section 62 in the BTFA.

"**Utility Company**" means a municipal corporation or commission or a company or individual operating or using communications services, water services or sewage services, or transmitting, distributing or supplying any substance or form of energy for light, heat or power.

"**Utility Infrastructure**" means poles, wires, cables, including fibre-optic cables, conduits, towers, transformers, pipes, pipe lines or any other works, structures or appliances placed over, on or under land or water by a Utility Company. Pipes and pipe lines includes watermains, storm and sewer mains.

"Works" means the provision of the Applicant Infrastructure and third-party infrastructure to be performed as per the Application Package, which is the same as "works" used in the BTFA.

2. PURPOSE OF THE GUIDELINE

For Utility and Roadway projects that fall within the boundaries of the **Transit Corridor Lands (TCL)** plus 10m or 30mpermit buffer as applicable, this guideline will help Municipalities, Utility Companies and Roadway Owners navigate the Corridor Development Permit process with ease and clarity through the different stages, outlined in Section 3.1.

While Metrolinx will protect for the design and delivery of **Priority Transit Projects (PTP)**, it is of extreme importance that public and private sector projects within the **Transit Corridor Lands (TCL) and permit buffers** still proceed for the benefit of stakeholders where they do not negatively impact transit delivery. This guideline and Metrolinx staff are a resource to support due diligence activities conducted by the Utility and Roadways community to inform project designs and methods of construction to ensure the successful completion of all projects.

2.1 Why is Metrolinx Interested in Utility and Roadway Projects?

Any new utility or road work within close proximity to transit—whether adjacent, under, or spanning over top—is of interest to Metrolinx. Metrolinx's interests are first and foremost one of safety; and second of expediting future expansion plans in coordination with planned Utility Infrastructure and Roadway projects.

If your Projects is located within a joint corridor with other Metrolinx infrastructure (such a GO Heavy Rail Corridor, Light Rail Corridor, Station) may be subject to additional review requirements or approvals, in addition to the Corridor Development Permit (CDP).

2.2 Who Should Use the Guideline?

This guideline is intended for the Municipalities, Utility Companies and Roadway Owners planning works within the **Transit Corridor Lands (TCL) and permit buffers**, and for use by their consultants and contractors.

A Corridor Development Permit (CDP) is **not required** in emergency situations when:

1. A Utility Company or a Roadway Owner is responding to an emergency that involves actions to protect public safety, or is in response to a failure or damage to existing Roadways or other Utility Infrastructure that has or may result in a loss of an essential service, or
2. EMS, Fire, or Police assistance is required, or 911 is or must be called or dispatched, but the municipality or utility company shall notify Metrolinx as per BTFA Section 6.

2.3 How Should the Guideline be Used?

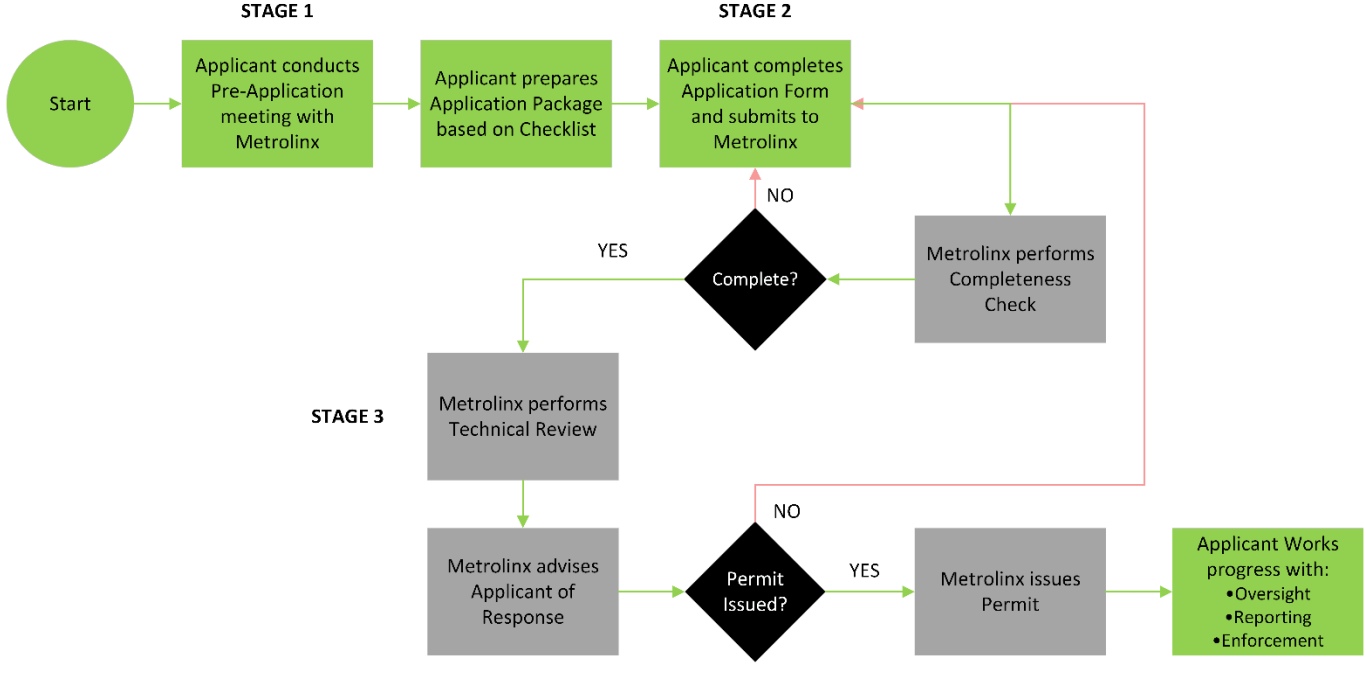
This guideline should be consulted frequently throughout the project process, including: planning, design, and construction. It is meant to be augmented and supported by dedicated Metrolinx staff throughout the process. This document describes how the Applicant and its contractor team coordinate with Metrolinx, third parties and other stakeholders for efficiency and alignment with the process for a Corridor Development Permit.

3. CORRIDOR DEVELOPMENT PERMIT APPLICATION, REVIEW & APPROVAL PROCESS

3.1 Overview

The Corridor Development Permit process for utilities and roadways is similar to the municipal Public Utility Coordination (PUC) reviews, such as the MCR (Municipal Consent Requirements) process for the City of Toronto; however, as part of the BTFA, Metrolinx may now issue a Corridor Development Permit upon completion of a review and confirmation of the absence of conflict. In general, applications will require similar supporting documents with a Metrolinx application, and Metrolinx Responses to applications will be provided to Applicants in a similar time frame to PUC reviews. For Roadway and Major Reconstruction projects that have potential impacts on Priority Transit Projects, additional supporting documents and a Pre-Application meeting with Metrolinx will be required and include Metrolinx oversight and Applicant project-reporting; a longer review period may be required.

Applicants and their design and construction team will need to go through three main stages of the Corridor Development Permit Process, which are detailed in below and shown in the Figure 3.1:



*Applicants must obtain all permits and approvals from other Authorities Having Jurisdiction to progress with works.

Figure 3.1: Diagram of Corridor Development Permit Process

3.2 Roadway and Major Reconstruction Projects (Pre-Application Meeting Required)

For Roadway and Major Reconstruction projects that involve new or existing Roadway and Utility Infrastructure work and, which require more complex design requirements, approvals and coordination, and lengthier or phased construction intervals, a Pre-Application meeting with Metrolinx will be required to ensure additional supporting documents are provided by the Applicant, as part of the Application Package, and the Applicant shall be required to submit to Metrolinx a Pre-Application Form (found here); see also Section 3.4.1, Timing of Permit Review Process.

3.3 Stage 1: Obtaining a Corridor Development Permit

If you are a Municipality or Utility owner, before you initiate the Corridor Development Permit process, please confirm on our website if your project is exempt from the Corridor Development Permit process.

The Applicant completes the Application Package and submits it for review and approval by Metrolinx to obtain a permit, which may/may not contain conditions as part of permit approval. The permit allows the Applicant to proceed with their design and/or construction, subject to certain conditions or obligations that are to be satisfied and confirmed by Metrolinx prior to advancement of design and/or construction associated with a particular condition.

The Application Package to obtain a Corridor Development Permit shall include the following:

- Cover Letter
- Application Form (found here), including Owner Authorization, if Applicant is not the Owner
- Completed Checklist, indicating what is being provided in the Application Package
- Technical Plans, Drawings, and Surveys (see Appendix A Section 1.4)
- Studies and Reports (see Appendix A Section 1.5)

There will be no application fees associated with the Metrolinx Corridor Development Permit.

The Application Package shall demonstrate that the Applicant's proposal is compliant with the Technical Requirements outlined in **Appendix A** of this guideline.

3.3.1 Small-Scale/Minor Projects

Small-scale/minor projects (e.g., new anchors for poles, pole upgrade) that have a high degree of probability of having little to no impacts to Priority Transit Projects, will have a shorter review period. Such minor projects have the following characteristics:

(i) there are no Metrolinx property interests on the lands that are subject to the project;

(ii) proposed works do not include ground dewatering, excavation or shoring work within the geotechnical zone of influence.

If you are in doubt and not sure if your project falls into the small and minor works category, please contact Metrolinx to confirm.

3.4 Metrolinx Application Package Review Process

Metrolinx will review the Application Package and perform a completeness check. If the Application Package is incomplete, Metrolinx will request the Applicant to provide additional documentation or clarifications that must be provided before Metrolinx will initiate the Technical Review of the Application Package. For Roadway and Major Reconstruction applications which are more complex, if the Application Package does not include all the required documentation, Metrolinx will request a Pre-Application meeting to ask questions and explain what additional documentation is needed. If/when Metrolinx determines that an Application Package is complete, the Applicant will be advised, and Metrolinx will begin compliance review of the Application Package against the Technical Requirements outlined in **Appendix A** of this guideline and provide a compiled and complete set of reconciled comments to the Applicant; Metrolinx will reach out to the Applicant to obtain clarification during the compliance review as needed prior to issuing comments.

If during the Technical Review, there are additions, modifications, or changes to the Applicant's project, an amendment to the Application Package shall be required.

Metrolinx's review of the Application Package will result in a Metrolinx Decision of one of the following statuses:

1. Permit with no conditions – Issued for small-scale/minor Projects with little to no impacts to Priority Transit Projects.

2. Permit with conditions - Applicant shall review Metrolinx's conditions and may proceed with the proposed Works in accordance with the stipulated conditions. Where applicable, to further advance the Project, the Applicant shall submit additional documentation to satisfy the conditions. If the additional documentation is compliant, Metrolinx will update the permit, indicating that the condition has been satisfied and that design and/or construction subject to that condition can proceed.

   A Metrolinx Corridor Development Permit, when issued, shall indicate the conditions associated with it.

3. Resubmit - Application Package is non-compliant or includes insufficient documentation, to the extent that Metrolinx cannot confirm compliance and will not issue a permit. For a resubmit status, the Applicant shall review and address Metrolinx's compliance feedback, and resubmit their Application Package for a subsequent review by Metrolinx. It is the Applicant's responsibility to demonstrate to Metrolinx that their Project will not create schedule, financial, or other adverse impacts to the Priority Transit Projects, and that any potential impacts will be mitigated, to the satisfaction of Metrolinx for a Permit to be issued.

3.4.1 Timing of Permit Review Process

The overall timing of the Review Process, from submission of an Application Package to a Metrolinx Response, is expected to be up to 30 Business Days for Utility Infrastructure

applications, and up to 60 Business Days for Roadway applications. If a Metrolinx Response is not provided within these respective timings, the Applicant shall be entitled to enter the Metrolinx Response Review Process, as this process has been established under **Section 11** of the **BTFA**. Notwithstanding the aforementioned, Metrolinx anticipates that its review will be complete within 20 Business Days for the vast majority of applications.

3.4.2 Metrolinx Response Review Process

As part of the Corridor Development Permit process, the Province has implemented a Metrolinx Response Review Process which allows Applicants to request a review of the Metrolinx Response to their permit application, provided they meet the criteria identified below.

Should an Applicant disagree with a Metrolinx Response with respect to their Corridor Development Permit Application, Applicants have 30 Business Days to initiate the Metrolinx Response Review Process, provided that one or more of the following criteria is met:

A. Non-Decision: A Metrolinx Response has not been provided within 30 Business Days of submission of a complete application for Utility Infrastructure applications, and within 60 Business Days of a submission of a complete application for Roadway applications.

B. Error in Application of Statutory Authority: The Applicant can demonstrate that the Metrolinx Response was beyond the jurisdiction of Metrolinx under the Building Transit Faster Act, 2020.

C. Patently Unreasonable: The Applicant can demonstrate that the Metrolinx Response was patently unreasonable given the submitted documents and the reason(s) for the decision.

To initiate this process, the Applicant shall complete and submit to Metrolinx an Application for Review of a Metrolinx Response (found here). The Applicant will submit the Application and any supporting materials to MCReviews@metrolinx.com. Metrolinx will acknowledge receipt of the Application.

Note: Supporting materials may include legal analysis of the Metrolinx Response, a third-party engineer assessment of the Metrolinx Response, and marked-up submitted documentation that demonstrate why the Applicant believes Metrolinx has made an error in the application of Statutory Authority or why the Metrolinx Response is Patently Unreasonable. The scope for a review is limited to the design that was submitted as part of the original application. New technical drawings, designs, and other technical work that significantly alters the proposed project will not be assessed in the Review Process. If the Applicant has new designs or other detailed, technical changes that would result in a potentially different Permit Response, the Applicant will need to submit a new Permit Application. Note that if the Applicant requires further clarification or direction from Metrolinx before submitting materials to initiate the review process, inquires can be sent to MCReviews@metrolinx.com

The Review Process involves a thorough analysis of the application, including any supporting materials provided. Throughout the process, Metrolinx may reach out the Applicant for further information or to seek clarification, if required. The full review process is expected to take

between 20 and 45 Business Days, or longer due to project complexity, if required by Metrolinx and communicated to the Applicant.

The Review Process begins with Metrolinx acknowledging receipt of the Application to the Applicant, ensuring it meets the eligibility criteria. Once that is complete, Metrolinx will begin the formal review. While initial assessment of the application involves only Metrolinx, analysis and review by non-Metrolinx parties, including MTO, is incorporated into the Review Process in order to provide input, support and to ensure fairness and objectivity.

Once the Review Process is completed, Metrolinx will convey the final decision to the Applicant which could include, but is not limited to, a change of the initial Metrolinx Response or no change to the Metrolinx Response.

3.5 Stage 2: Executing a Corridor Development Permit

At the conclusion of the review of a Permit Application Package, Metrolinx will provide a Response to the Applicant which may result in a permit with or without conditions. The Applicant shall correspond with Metrolinx regarding the Metrolinx Response that has been issued, and indicate an acceptance of the Metrolinx Response, request further discussions with Metrolinx to resolve an unacceptable Response, or request for a review of the Response. If the Applicant does not provide correspondence within 20 Business Days of the issuance of a Metrolinx Response, a Corridor Development Permit will be issued in accordance with the Metrolinx Response that was issued.

With a conditional permit in hand, the Applicant's work shall be in accordance with the submitted application and is obligated to satisfy applicable conditions through additional submissions of required documentation as indicated in Section 3.4, Stage 3: Inspection, Reporting, and Corridor Development Permit Enforcement. A Corridor Development Permit amendment shall be required to revise previously imposed permit conditions and for updates, modifications, or changes to an Applicant's project that create new impact(s) to the Priority Transit Project in design or construction after a Corridor Development Permit has already been issued.

The Corridor Development Permit does not replace permits and approvals required by other Authorities Having Jurisdiction, such as Conservation Authorities, the Ministry of Transportation pursuant to the Public Transportation and Highway Improvement Act and municipalities. Municipalities are considered to be the prime approval authority that require supporting clearance permits/approvals from other Authorities Having Jurisdiction, such as Metrolinx. The Corridor Development Permit Review Process is concurrent with other permits and approvals that an Applicant must obtain to satisfy applicable law.; Applicants are still required to obtain applicable permits under legislation from MTO. The Corridor Development Permit Review Process is concurrent with other permits and approvals that an Applicant must obtain to satisfy applicable law, including municipal approvals.

Should the CDP expire prior to completion of the Applicant's proposed work, the Applicant shall engage Metrolinx to request for a CDP Extension. Extension will be at the sole discretion of Metrolinx.

3.6 Stage 3: Inspection, Reporting and Corridor Development Permit Enforcement

In order to ensure that the project is compliant with the conditions attached to the Corridor Development Permit, Metrolinx will conduct inspection(s) of the work during construction of the project. These inspections shall be facilitated by the Applicant, in keeping with the Technical Requirements section in **Appendix A**.

The framework established under the BTFA and its regulations includes enforcement tools to ensure compliance with Metrolinx Corridor Development Permit conditions. Permit enforcement includes the ability for Metrolinx to carry out inspections, issue stop-work orders and Non-Compliance Notifications (NCN) for non-compliant works that have the potential to pose imminent or future danger to the construction of Priority Transit Projects within the Transit Corridor Lands and permit buffers. Upon inspection, Metrolinx can issue a:

Non-Compliance Notification (NCN), for noncompliance of work under Metrolinx Corridor Development Permit conditions; subject to a 30-day (or other duration defined by Metrolinx) resolution, after which continued non-compliance escalates to the issuance of a Stop-work-order.

Stop-work-order, for noncompliance of work that poses an imminent impact to the construction of a Priority Transit Project within the Transit Corridor Lands and permit buffers; work-stoppage shall be in effect for specific work identified by Metrolinx, until the impact is eliminated/removed and all conditions on the Stop-work-order are satisfied. A stop-work order can also be issued for work occurring without a Corridor Development Permit;

If included as a condition for a Corridor Development Permit, the frequency of Construction inspections conducted by Metrolinx staff or designated representatives shall be outlined as part of the Metrolinx Corridor Development Permit conditions, and are dependent upon the type of project and proximity to the Transit Corridor Lands and permit buffers. The following is a listing of typical submittal items that have the potential to pose conflicts and/or risks to a Priority Transit Project, and are subject to construction inspection and enforcement for compliance to Metrolinx Corridor Development Permit conditions; submittal items are further defined in the Technical Requirements section in **Appendix A**:

(a) Building/Structure Clearances and Proximity to Metrolinx Infrastructure

(b) Pre/Post Construction Condition Survey

(c) Construction Management Plan

(d) Demolition Work Plan

(e) Grading, Excavations, Shoring & Tie-Back Plan

(f) Ground Instrumentation & Monitoring Plan (GIMP)

(g) Crane Swing Plan

(h) Safety Work Plan

(i) Quality Work Plan

(j) Risk Assessment Work Plan

4. AGREEMENTS

4.1 Agreements with Metrolinx that May be Required

The Corridor Development Permit will govern the Applicant's work until the completion of construction of the Applicant's Project.

Through the Application Package Review Process, Metrolinx may identify conditions for specific agreements and timing for such agreements, in addition to the Corridor Development Permit. The following sets out, in general terms, the nature and purpose of possible agreements; other agreements not listed below may also be required depending upon the Applicant's proposal.

4.1.1 Non-Disclosure Agreement

Metrolinx may require an Applicant to enter into a Non-Disclosure Agreement (NDA) in order to protect sensitive and confidential information such as documents, working papers, designs, timelines, and other materials pertaining to Metrolinx.

4.1.2 Land Transfer or Exchange Agreements

Metrolinx may require an Applicant to enter into a Land Transfer/Exchange Agreement when land within the Project site is or has a likelihood of being required for a Metrolinx Priority Transit Project or where Metrolinx lands are required by the Applicant to accommodate their work.

4.1.3 Construction Agreement

A Construction Agreement is necessary when there are particular Applicant obligations for protection of Metrolinx interests that go beyond the terms of the Corridor Development Permit or municipal planning approval conditions.

A Construction Agreement is established between the Applicant and Metrolinx to set out the specific requirements and parameters of the construction of the Project, and may include restrictions on the timing and duration of construction activities by the Applicant. This agreement must be executed prior to the start of any excavation. In some circumstances this agreement may be required prior to demolition Works on the site.

4.1.4 Long Term Maintenance Agreement

If the Applicant Infrastructure is within 3 metres of Metrolinx Infrastructure or in any way impacts Metrolinx's ability to maintain Metrolinx Infrastructure, a Long Term Maintenance Agreement may need to be established between the Applicant and Metrolinx. This agreement will define the obligations of both parties to allow for ongoing maintenance and repairs of both the Metrolinx Infrastructure and the Applicant Infrastructure to the extent that one impacts the other.

APPENDIX A - TECHNICAL REQUIREMENTS

1.1 Corridor Development Permit Compliance Review against Technical Requirements

Applicant projects proposed within the Transit Corridor Lands and permit buffers shall adhere to design and construction requirements and are subject to a Metrolinx compliance review. Such review includes: review of detailed design and construction documents (drawings and specifications) for the proposed Project. The focus of the compliance review is the identification of any adverse impacts a proposed Applicant Project may have on the delivery of Metrolinx Priority Transit Projects, affecting existing or proposed Metrolinx construction, operations, maintenance, and access to Metrolinx Infrastructure.

The compliance review will include the review of "Structure Clearances and Proximity to Metrolinx Infrastructure", "Submittals as Required by a Corridor Development Permit" and "Technical Studies and Reports as Required by a Corridor Development Permit" outlined in Sections 1.3 through 1.5 below. The compliance review must be fully completed, prior to the issuance of a Corridor Development Permit.

The issuance of a Corridor Development Permit by Metrolinx does not exempt the Applicant from compliance with Applicable Codes and Standards, Federal, provincial, municipal legislation, or local By-laws, governing regulations for utility construction and relocation, and any other conditions required by Metrolinx.

1.2 Applicable Codes & Standards

The Applicant's Project shall adhere to the most current edition of applicable federal, provincial, municipal, and industry codes, standards, and guidelines.

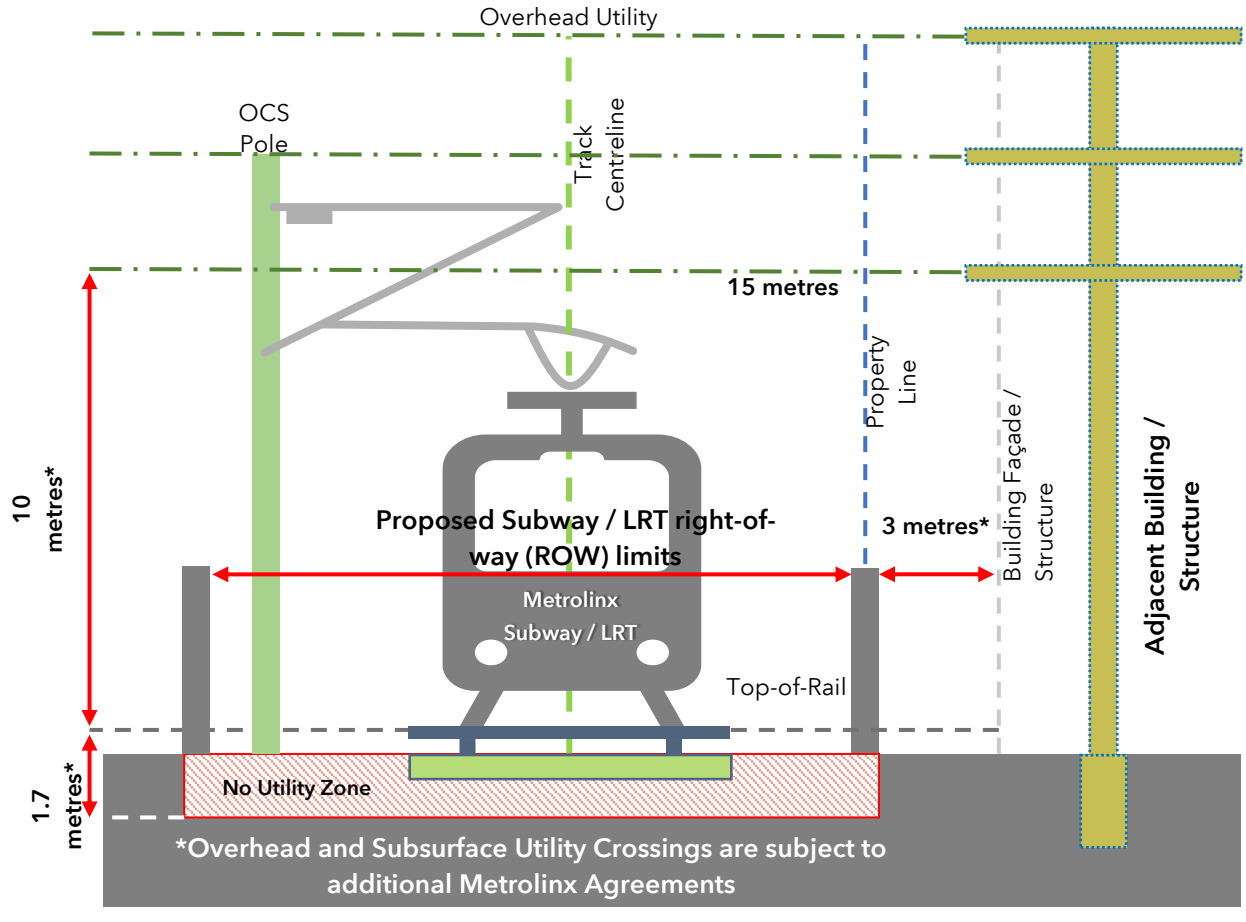
1.3 Structure Clearances and Proximity to Metrolinx Infrastructure

Structure clearance requirements are established by Metrolinx, to provide a buffer zone along an existing/proposed Transit Corridor Lands, to permit access to Metrolinx Infrastructure for emergencies and maintenance, fire separation and the dissipation of rail-oriented vibration. The following provides an overview of Structure clearance requirements and conditions (Figure A1) based on available current-state information, which may change based on selection of final vehicle type and asset requirements:

(i) The minimum structure horizontal clearance is measured between the Applicant Infrastructure and Metrolinx Infrastructure, and shall be the greater of either 3 metres or local jurisdictional requirements.

(ii) The minimum vertical clearance for any structure overhanging the Transit Corridor Lands shall be 10 meters, measured from the Transit Corridor Lands top-of-rail to the underside of the Utility Infrastructure overhanging the Transit Corridor Lands top-of-rail elevation.

(iii) Existing structure clearances may vary by location and do not set the precedent for new projects.



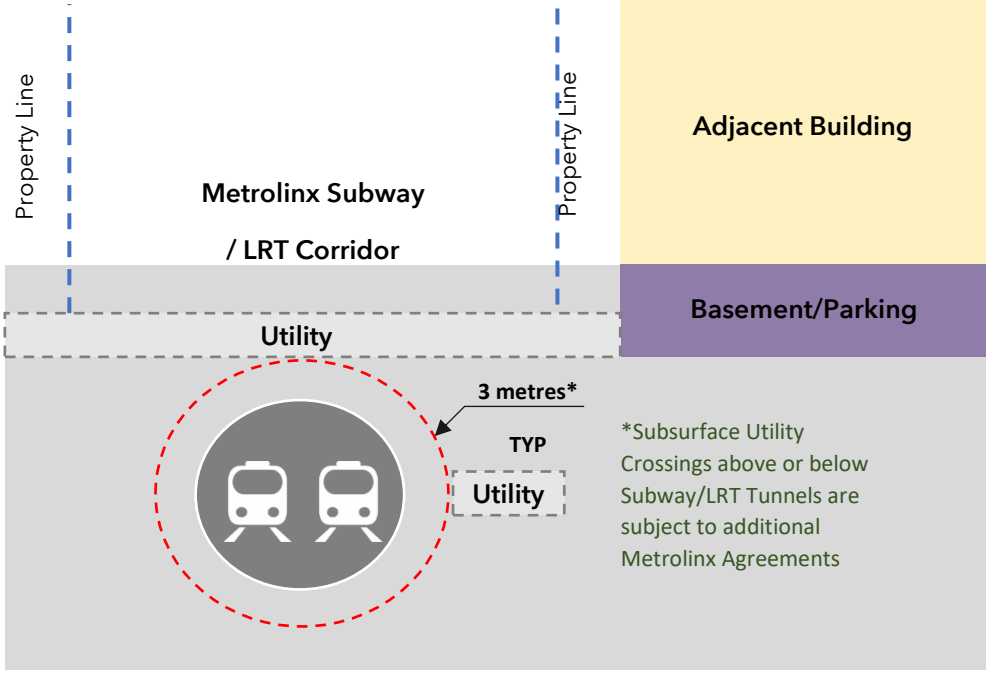


Figure A1: Structure Clearances

Applicant Works that are subsurface and adjacent to, over, or under Metrolinx Infrastructure shall maintain a minimum 3 metre clearance from existing Metrolinx Infrastructure (Figure A1).

1.4 Corridor Development Permit Submission Requirements

The requirement level of detail for the following plans and drawings shall be scaled to the level of complexity of the Applicant's Project.

(a) Full set of sketches or drawings for the proposed, including, but not limited to:

- Site plan
- Topographic survey
- Property plans including a PIN/Printout Parcel Registry
- Civil drawings
- Structural drawings
- Traffic Control Plans

(b) **Pre/Post-Construction Condition Survey/Plan**

For large and complex works in close proximity to Metrolinx Infrastructure, a pre-construction condition survey of existing Metrolinx Infrastructure may be required as a method for providing baseline of conditions prior to the start of Applicant construction. A post-construction condition survey of Metrolinx Infrastructure may be required as a means of observing any new structural or non-structural deficiencies or damage to Metrolinx Infrastructure due to Applicant construction and shall be performed upon substantial completion of the development. The condition surveys shall be comprised of both plans and photographic components, with survey limits extending 30 metres past the proposed Applicant Project limits within the Transit Corridor Lands and permit buffers. Any damage to Metrolinx Infrastructure due to the Applicant's construction shall be the Applicant's responsibility to correct. The Condition Survey report shall include:

- drawings illustrating locations and type of the defects, all photograph locations; and all cracks over 0.3mm.
- photographic record of each defect.
- the size of the cracks shall be measured with a gauge and identified in the written text of the report.
- hard copy of the report and a USB drive with all of the actual photographs – original jpg or tiff file – to allow for zooming in, and for post-processing, if necessary, to improve visibility.

(c) **Construction Management Plan**

A Construction Management Plan may be required, and shall identify the proposed Applicant Project scope of work including: type of construction activity, site access,

positioning of construction machinery and equipment including stationary and movable cranes, protective barriers/fencing, locations of hoarding, and locations of stockpiling of materials and laydown areas, all in relation to the existing and proposed Metrolinx Infrastructure within the Transit Corridor Land (Figure A2).

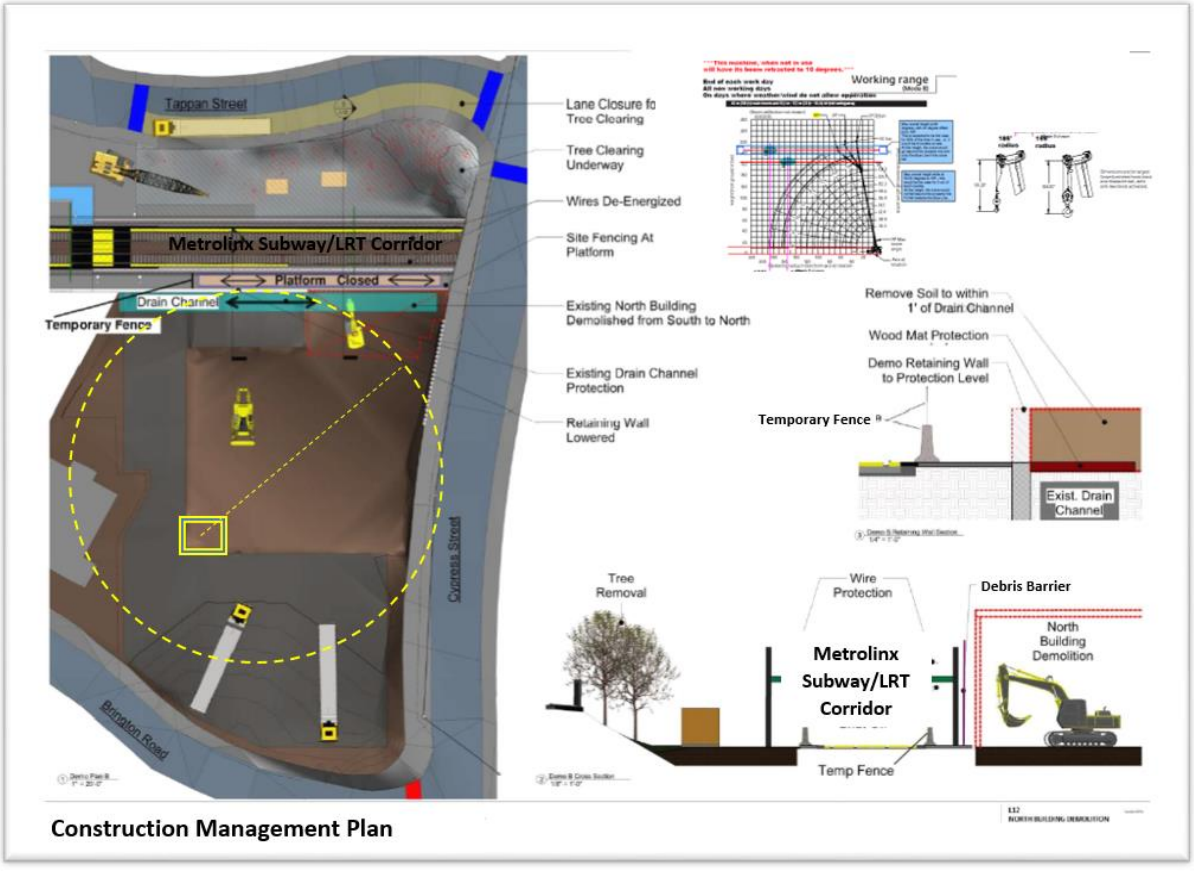


Figure A2: Sample Construction Management Plan

(d) **Demolition Work Plan**

A Demolition Work Plan may be required for any proposed demolition of structures within the Transit Corridor Lands and permit buffers, and shall include: a detailed narrative describing the demolition procedure and protection of Metrolinx Infrastructure and Metrolinx passengers, from dust and debris; a Ground Instrumentation and Monitoring Plan; crane/equipment/machinery swing/location plans with supporting documentation; hoarding locations; material stockpiling locations; and structural calculations supporting proposed demolition Works signed and sealed by a Professional Engineer in the jurisdiction of the proposed Applicant Project.

(e) **Hoarding and Stockpiling of Materials Plan**

Applicant shall ensure that hoarding and stockpiling of construction site materials or Works within the Transit Corridor Lands and permit buffers conform to the following requirements:

(i) Works and protective coverings shall be secured in compliance with Site-Specific Safety Manuals.

(ii) Equipment and materials shall not block Metrolinx access roads or any part of the Metrolinx Corridor unless prior written consent from Metrolinx is obtained.

(iii) Within **Rail Corridors** and Metrolinx Corridors, track components including support structure shall be protected, where there is a potential for debris falling onto the tracks, including trees, rocks, and vegetation.

(iv) Materials on site shall be contained in secure areas within the construction site.

(v) Damages to Metrolinx Infrastructure resulting from the Applicant's improper materials storage practices, shall be the responsibility of the Applicant.

(f) **Excavations, Shoring, and Tie-Back Plan**

Detailed excavation, shoring, tie-back plans, and specifications shall be required for any temporary support of excavation structural-systems utilized by proposed Applicant Projects within the Transit Corridor Lands and permit buffers, and shall include detailed drawings/plans, specifications and structural calculations signed and sealed by a Professional Engineer in the jurisdiction of the proposed Project.

Construction within the Transit Corridor Lands and permit buffers poses a potential risk to Metrolinx Infrastructure, and will require additional Metrolinx reviews (Figure A3) and such construction may not be permitted unless adequate mitigation measures are provided, to the satisfaction of Metrolinx.

The Tie-backs clearance between the end of an Applicant tie-back and Metrolinx Infrastructure "DIA/Typical" (FigureA3) is subject to change and requires verification by Metrolinx, based on various elements such as type of construction, soil conditions, surcharge loads, etc., but in general is as follows:

i. minimum of 1.5 metres clearance for gravity-grouted tie-backs;

ii. minimum of 3.0 metres clearance for post-grouted tie-backs; and

iii. minimum of 6.0 metres clearance for pressure grouted tie-backs.

Any impacts derived from the proposed work, that encroaches into the Geotechnical Zone of Influence (ZOI) of Metrolinx infrastructure (that extends beyond the property line), will require review and clearance to the satisfaction of Metrolinx, based on various elements such as type of construction, soil conditions, surcharge loads, etc. (Figure A5 (B-C)).

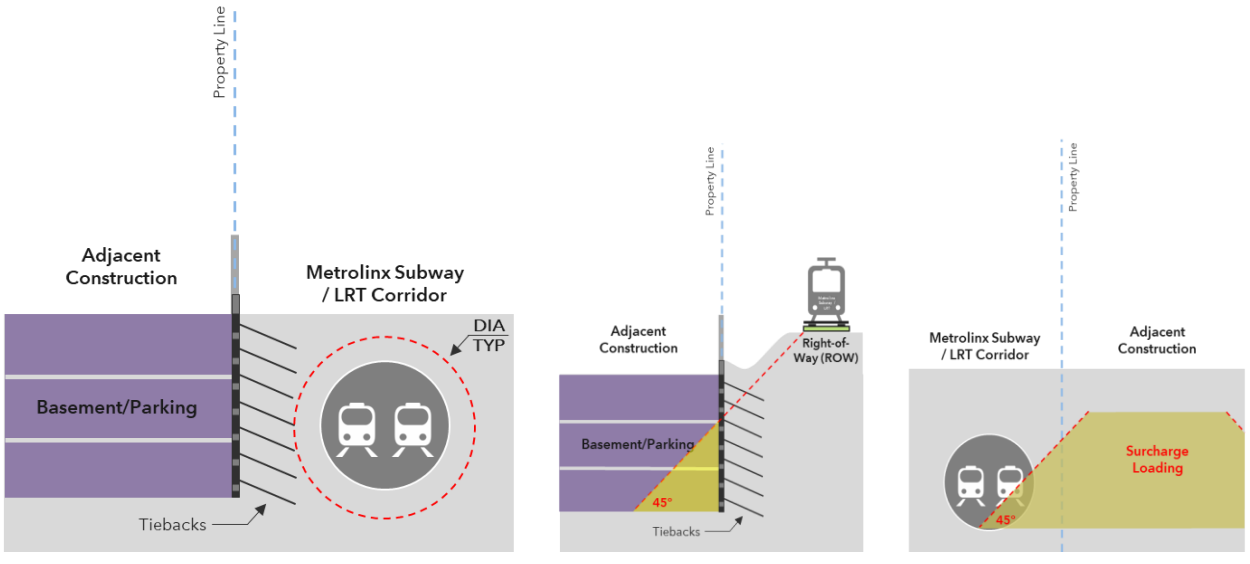


Figure A3: Applicant Infrastructure that Encroaches into with the Geotechnical ZOI of Metrolinx Infrastructure

(g) **Substation Requirement**

(i) The Substation cannot be de-energized during service periods, while transit vehicles are entering or exiting service, or, if required by maintenance, during non-service periods.

(ii) Access to the Substation, Substation parking, and public sidewalks around the substation cannot be blocked at any time.

(iii) The Substation cannot have any temporary or permanent items, including but not limited to structures, piles, scaffolding, cables, guy wires, and ropes, installed on, over, or under the land on which the Substation is situated, attached to or connected to any Substation component, including but not limited to structure, grounding system, equipment, fence, and pole.

(iv) The Substation components, including but not limited to electrical equipment, structures, fencing, and grounding, cannot be removed.

(v) Due to the possible ground fault step and touch hazard around the Substation, only non-conductive, non-metallic building materials are permitted to be used along the Substation fence and/or property line, and must extend a minimum of 2 metres away from any change in direction and/or corner post of the fence, and a minimum of 2 metres above the top of the fence.

(vi) If conductive or metallic building materials or structures are used, a minimum of 2 metres of a setback from Substation fence and/or property line is required. The 2 metre setback may be reduced if Developer undertakes a ground fault step and touch potential study that meets OESC and IEEE requirements to determine the setback distance whereby the step and touch potential electrical shock hazards are within the acceptable tolerable values.

(vii) All design and construction work must take into consideration and account for all electrical, fire, and building codes with associated limits of approach, clearances, fire ratings, etc., for the electrical equipment installed in the Substation. Snow load studies for the impact on Metrolinx structures and equipment must be supplied where required by the OBC.

(viii) It is the responsibility of the Developer to consider the impact on the development and/or the Developer's property of EMI, EMF, noise, vibration, and DC stray current issues that may exist currently or in the future from the Substation.

(ix) No climbing points on the development's permanent structures shall exist within 3 metres of the fence and/or property line of the Substation, or if so, they must come with permanent measures to prevent entry into the Substation. During construction, no climbing points shall exist within 3m of the Substation.

(x) Shoring tie backs cannot interfere with the Substation grounding system and must take into account possible ground fault potential rise to prevent step and touch potential hazard to the construction workers.

(xi) Developer must install barriers during construction to limit the potential shock hazard to its construction workers carrying out the work of the development in the vicinity of the Substation.

(xii) Developer must protect Metrolinx cables, as approved by Metrolinx and using Metrolinx approved contractor.

(xiii) Excavations must not damage or interfere with Metrolinx property or facilities.

(xiv) Vegetation on Metrolinx property may not be removed or disturbed.

(xv) The Substation must be protected from dust and debris during and after the development construction. The Developer must submit an action plan and risk assessment to be reviewed and approved by Metrolinx.

(xvi) Temporary construction barriers on Substation property might be permitted if agreed to with Substation Maintenance if they do not interfere with access to or parking at the Substation or are not over existing buried duct banks.

(xvii) Metrolinx property may not be used for access or storage without prior written agreement.

(xviii) Adequate lighting and security must be maintained on the Developer's property during construction.

(h) **Site Maintenance and Environmental Management During Construction Plan**

For large and complex works in close proximity to Metrolinx Infrastructure, a site maintenance and environmental management plan may be required to demonstrate control of erosion, sediments, dust, debris, and tracking of mud as a result of Applicant construction of the Applicant Project within the Corridor Control Lands. A site

maintenance and environmental management plan may be required and shall identify control measures and frequencies of machinery/vehicle cleaning, site upkeep, and protective measures that the Applicant will implement to avoid negative impacts to Metrolinx Infrastructure due to the Applicant's construction.

(i) **Geotechnical Instrumentation and Monitoring Plan (GIMP)**

For large and complex works in close proximity to Metrolinx Infrastructure, Geotechnical Instrumentation and Monitoring Plans may be required for the implementation of a construction monitoring program for the Applicant Projects within the Corridor Control Lands, and shall include plans and specifications for all instrumentation and monitoring work, including established monitoring thresholds/limiting values, procedures to ascertain and monitor potential movement of existing Metrolinx Infrastructure through monitoring reports, and contingency measures listing the immediate remedial action to be taken in the event movement reaches the established threshold limits and/or damage is observed, which includes stopping Applicant Works.

Instrumentation and monitoring of Metrolinx Infrastructure is required to ensure that structural or functional inadequacy does not develop as a result of the Applicant's construction. In addition, monitoring will be required to ensure the Applicant's construction support of excavation system is functioning as designed and the loads on Metrolinx Infrastructure remain within design limits. If changes are observed/exceeded, a Stop-Work-Order can be issued by Metrolinx, and the frequency of monitoring will be increased, and contingency measures will be implemented by the proposed Applicant.

Monitoring stages shall consist of:

(i) Stage 1 - Initial Pre-Construction Monitoring: Conduct survey of existing conditions within the Metrolinx Infrastructure, obtaining baseline readings at established monitoring points;

(ii) Stage 2 - Project Monitoring: Monitoring during demolition, excavation and construction, and will be performed at an agreed upon Metrolinx-frequency intervals. The monitoring frequency will be increased as necessary during critical work such as blasting, tunneling, or as requested by Metrolinx; and

(iii) Stage 3 - Post-Construction Monitoring: Conduct final survey monitoring, performed after substantial construction completion of the Applicant Works to determine changes to initial conditions, document post-construction conditions, and provide photographic records. In addition to structural monitoring, a final alignment survey of the rail/tracks (if present) will be required for comparison with the initial survey data.

Establishment and implementation of Geotechnical Instrumentation and Monitoring Plan (GIMP) must be reviewed, supervised and signed by a professional engineer. Surveying work, being conducted by licenced land surveyors or surveyors with experiences in such monitoring works must also be signed by a professional engineer.

The Applicant shall provide monitoring reports to Metrolinx during the Developer's construction and at an interval as indicated in the Permit conditions.

Monitoring Requirements:

Where shoring / underpinning of structures adjacent to a Metrolinx structure is required, monitoring of the Metrolinx structure must be carried out.

The Monitoring Plan for the shoring and Metrolinx structures shall include all parameters that are to be measured and documented, all instrumentation and equipment to be used and a drawing showing location and type of monitoring instruments. The plan shall also include the value of the Review Level and the Alert Level and the corresponding Action Protocol.

The following review and alert levels apply to Metrolinx structures and shoring.

	Review Level	**Alert Level**
Station and Tunnel Box Structure	*2mm movement, includes displacement, deformation and rotation*	*3mm movement, includes displacement, deformation and rotation*
Circular Tunnel	*3mm differential movement over 9.4m track length* *6mm movement, includes displacement, deformation and rotation*	*5mm differential movement over 9.4m track length* *10mm movement, includes displacement, deformation and rotation*
Ballast Track	*5mm differential vertical movement over 9.4m track length* *3mm differential horizontal movement over 9.4m track length* *10mm maximum movement*	*6mm differential vertical movement over 9.4m track length* *5mm differential horizontal movement over 9.4m track length 16mm maximum movement*
Shoring, where Metrolinx structure is within shoring Zone of Influence	*10mm maximum movement*	*15mm maximum movement*

All monitoring results for Metrolinx Structures, underpinning and shoring shall be provided to the Metrolinx within 24 hours when Alert Level is reached, otherwise weekly monitoring reports are required. The following monitoring frequencies should be followed, where required:

1. Electro levels within Metrolinx structures: continuous real time monitoring;
2. Precision survey carried out on a case-by-case basis; and
3. Inclinometer readings on a twice weekly basis.

Review Level: If the displacement of the Metrolinx structure(s) or shoring reaches the value of the Review Level, the Developer shall conduct a review of the work completed with the area noted for the movement, and the Developer shall assess whether it is necessary to alter the method or sequence of construction.

Alert Level: If the displacement of the Metrolinx structure(s) or shoring reaches the value of the Alert Level, the Developer shall contact Metrolinx immediately, and make the works secure and cease further work in the "affected" area. The Developer shall conduct a review of the monitoring, and the work completed within the area of movement, and issues the results and comments to Metrolinx. The Developer shall develop a remedy that is satisfactory to Metrolinx. Metrolinx will allow the Developer to resume work in the "affected" area only when the Developer has implemented corrective measures.

(j) Crane Swing Plan

Any cranes being utilized, including mobile and stationary cranes, as part of an Applicant Project within the Transit Corridor Lands and permit buffers, shall be required to enter into a Crane Swing Agreement prior to crane arrival and erection on site. The Crane Swing Agreement may be required to provide easement rights for the use of a crane and shall outline the necessary requirements needed for the use of a crane on-site. The following shall be submitted to Metrolinx for review and approval as part of the Agreement:

(i) Scope of Work – Purpose of Work, Hours of Operations, Location;

(ii) Crane Swing Plan (Figure A4) – Swing Radius, Existing Infrastructure, Metrolinx Infrastructure, Corridor Control Lands and Outriggers;

(iii) Specifications of the Crane – Load Charts, Size of Counterweight, Maximum Expected Boom Radius, Maximum Expected Boom Length, Maximum Expected Pick Weight with Factor of Safety of 1.5;

(iv) Copy of Operator's Valid Driver's License;

(v) Copy of Operator's Valid Hoisting License;

(vi) Copy of Operator's Valid Medical Certificate;

(vii) Most recent Annual Applicant Inspection/Certification; within last 12 Calendar months; and

(viii) Insurance Certificate.

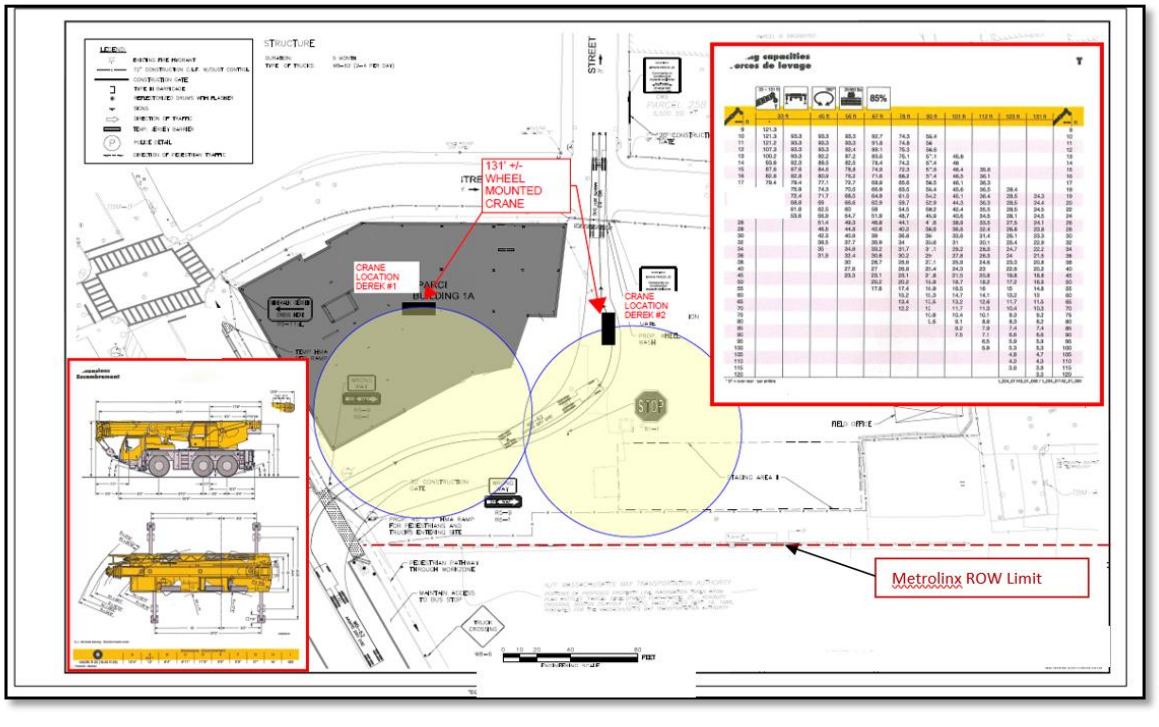


Figure A4: Sample Crane Swing Plan

(k) **Construction Barriers and Barricades Plan**

Construction barriers and barricades shall be in compliance with Applicable Codes and Standards, local by-laws, and governing regulations, and shall barricade all work area(s) or close excavations and other parts of Applicant Infrastructure while openings are not protected full-time, ensuring positive measures in preventing unauthorized entry into Metrolinx Infrastructure or Metrolinx Corridor. The design and field installation shall be certified in writing by a registered professional engineer registered in the jurisdiction of the Applicant's Project.

(l) **Overhead Protection Plan**

Overhead protection for Metrolinx Infrastructure and Metrolinx passengers may be required if there is a possibility of overhead fall hazards from construction material or debris from the Applicant's Project. The design and field installation shall be certified in writing by a registered professional engineer registered in the jurisdiction of the Applicant's Project.

(m) **Construction Equipment Orientation/Shielding Plan**

Proper construction equipment orientation/shielding by Applicant Projects, shall ensure that construction equipment used for sheeting, shoring operations, and temporary protective shields or barriers be positioned and operated so that the equipment is precluded from overturning and falling onto or affecting Metrolinx Infrastructure. Auguring or pile driving equipment shall be oriented parallel to the Metrolinx Corridor/alignment, to prevent piles or equipment from falling or affecting the Transit Corridor Land. The design and field installation shall be certified in writing by a registered Professional Engineer registered in Ontario.

(n) **Safety, Quality, and Risk Assessment Plans**

Metrolinx is committed to safety and implementing the highest safety standards. The prevention of accidents in the course of completing any adjacent construction project is of primary importance to everyone connected to Metrolinx, as such, Metrolinx is authorized to stop any and all Applicant Works within the Corridor Control Lands that creates an unsafe condition.

Prior to carrying out any work in the Corridor Control Lands, the Applicant shall submit to Metrolinx, Safety, Quality and Risk Assessment work plans, as applicable, for carrying out specified scope of either intrusive or non-intrusive investigative Works that includes a task-specific safety, quality and risk assessment for each task. Metrolinx may, in its sole discretion, conduct its own task-specific safety, quality and risk assessment in respect of any work plan submitted if Metrolinx is not satisfied with the Applicant's task-specific assessments. The level of detail required for each of the following plans and drawings shall be scaled to the level of complexity of the Applicant's Project.

(o) **Site Reviews, Construction Monitoring, and Communications Plans**

In accordance with these Guidelines as Section 3.5, Stage 4: Inspection, Reporting, and Corridor Development Permit Enforcement, Metrolinx shall be entitled to meet with Applicant representatives, request information, obtain construction schedules, review construction submissions that have the potential to impact a Priority Transit Project, and review construction as the work progresses to ensure the Project is being constructed in accordance with the construction management plan, Corridor Development permit, and terms and conditions of Metrolinx Agreements. The Applicant shall co-operate with Metrolinx by providing access to the site and assistance in such inspections.

For aspects of the Applicant's Project that are expected to have an impact on a Metrolinx existing or planned assets and operations, the Applicant shall provide Metrolinx advance notice for any Applicant site/construction meetings where impacts on Metrolinx are to be discussed, and shall provide meeting minutes of such meetings to Metrolinx within 5 Business Days of the meeting.

The Applicant shall prepare and submit to Metrolinx a monthly project report; details and requirements for this report shall be part of the conditions of the Corridor Development Permit and shall depend on the size, complexity and level of impact on the transit project. Typical reporting requirements include summarizing project-progress, status of Permit conditions, a three-week look-ahead schedule, updated construction schedule, and where appropriate, photographic evidence that certain Permit conditions have been satisfied.

(p) **Project Close-Out and As-Built/Record Drawings**

Metrolinx will own all data it shares with an Applicant to support its application for a Corridor Development Permit.

Applicant shall advise Metrolinx in writing once all engineering/field support, interface functions, and project construction impacting Metrolinx is complete, and ensure all Metrolinx conditions associated with the Corridor Development Permit have been met, including providing As-Built Drawings or Record Drawings in PDF as well as AutoCAD or MicroStation formats that are georeferenced to Metrolinx requirements, as well as satisfying financial obligations, as may be directed by Metrolinx.

Where the Applicant Project includes a permanent change/modification to Metrolinx Infrastructure, Metrolinx shall own these updated drawings that it has approved as part of a permit.

Metrolinx shall issue a closeout letter to the Applicant representing technical, fiscal, and administrative closeout of the Project once the Applicant has satisfied the project close-out and as-built conditions of the Corridor Development Permit.

1.5 Technical Studies and Reports as Required by a Corridor Development Permit

In addition to the Technical Requirements listed in above, the Applicant may also have to provide the following Technical Studies and Reports, as applicable, to demonstrate that the

Applicant's Project will adequately address any impacts from the Applicant's Project on the Priority Transit Projects.

(a) **Storm Water Management Study**

Where the Applicant's Project will impact the drainage and storm water within the Transit Corridor Land, the Applicant shall provide a drainage study to demonstrate through an analysis of the surrounding environment, that the Priority Transit Project will not be adversely affected by the Applicant's Project. The following provides an overview of drainage and other study requirements and conditions:

(i) Any proposed alterations to the existing Transit Corridor Land drainage pattern (i.e., into and/or out of) must receive approval by Metrolinx and be substantiated by a storm water management report completed by a Geotechnical Engineer.

(b) **Traffic and Transit Management Study (during construction and permanent condition)**

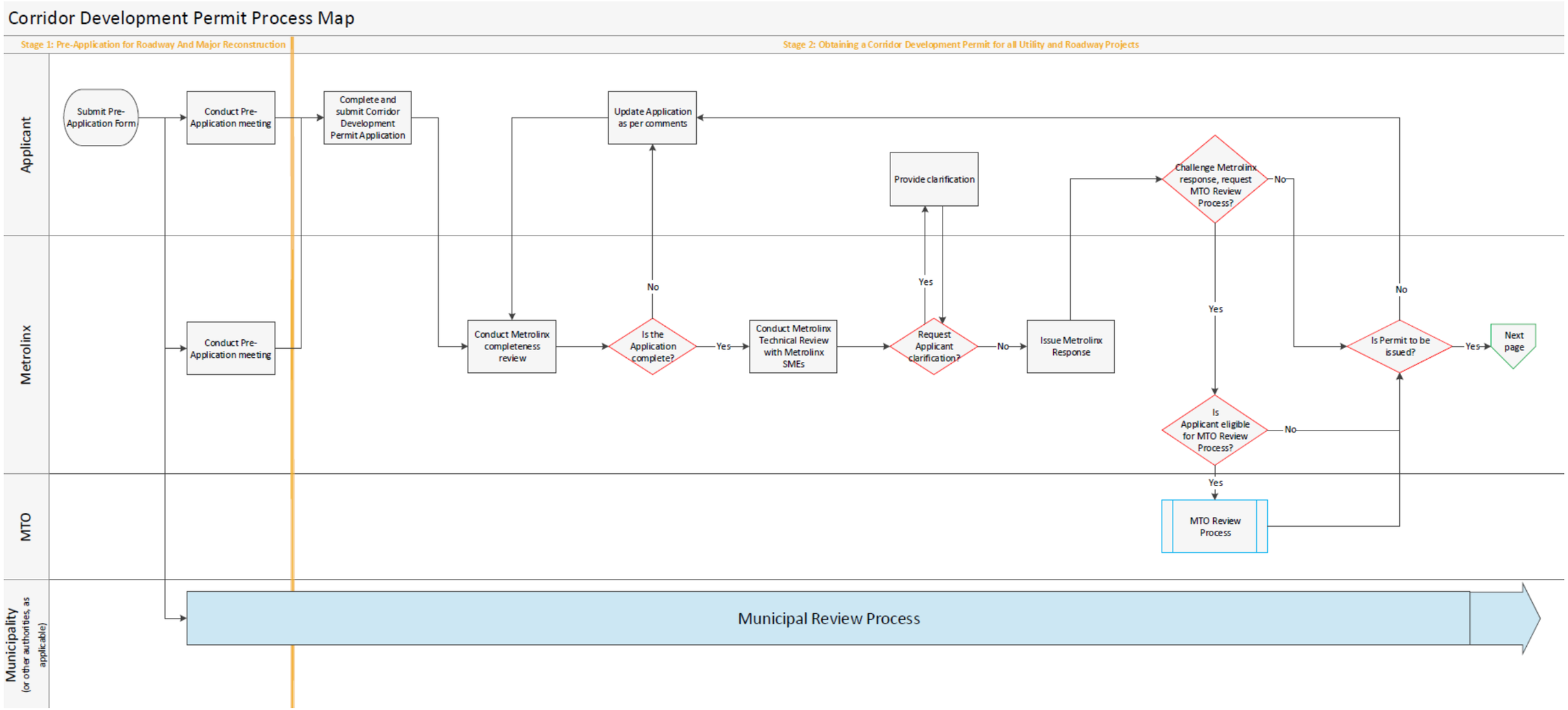
(i) Where the Applicant Project's construction will impact a Priority Transit Project or Metrolinx operations, the Applicant shall provide a traffic and Transit management study for their Project. This study shall address temporary and permanent access impacts.

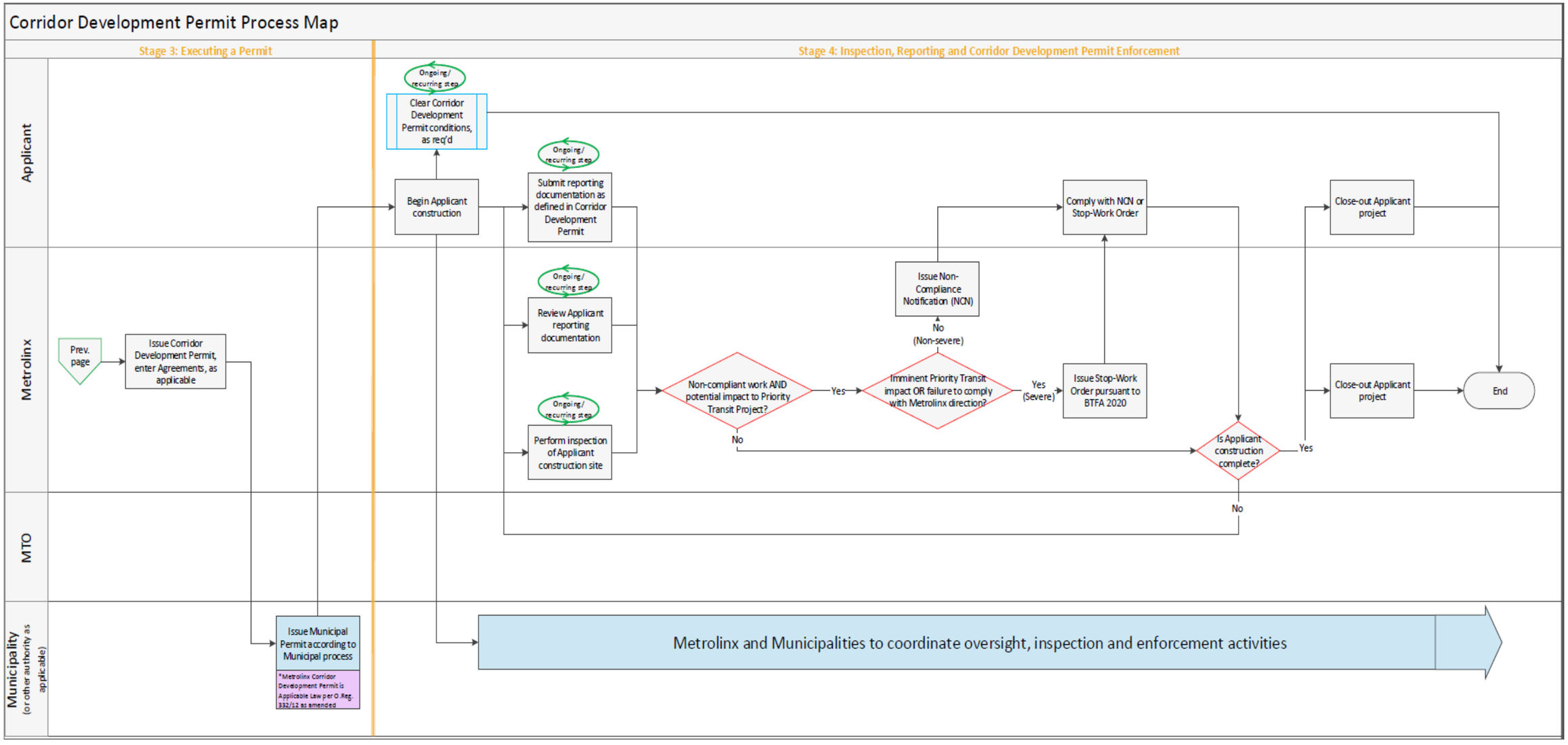
(c) **Structural, Dewatering and Geotechnical Engineering Reports**

Where the Applicant Project's construction has the potential to temporarily or permanently affect loading conditions on Metrolinx Infrastructure, the Applicant shall provide structural, dewatering and geotechnical engineering reports that demonstrate that any imposed loading conditions by the Applicant's Project are mitigated by the Applicant to the extent that there will be no damage to the Metrolinx Infrastructure and that no modifications to the Metrolinx Infrastructure are necessary. These reports shall be signed and sealed by a Professional Engineer in the jurisdiction of the Applicant's Project.

APPENDIX B - CORRIDOR DEVELOPMENT PERMIT PROCESS MAP

Corridor Development Permit Process Map




Corridor Development Permit Process Map
Stage 3: Executing a Permit
Stage 4: Inspection, Reporting and Corridor Development Permit Enforcement
Applicant
Metrolinx
MTO
Municipality (or other authority as applicable)
Ongoing/ recurring step
Clear Corridor Development Permit conditions, as req'd
Begin Applicant construction
Submit reporting documentation as defined in Corridor Development Permit
Review Applicant reporting documentation
Perform inspection of Applicant construction site
Prev. page
Issue Corridor Development Permit, enter Agreements, as applicable
Non-compliant work AND potential impact to Priority Transit Project?
Yes
No
Imminent Priority Transit impact OR failure to comply with Metrolinx direction?
Yes (Severe)
No (Non-severe)
Issue Non-Compliance Notification (NCN)
Issue Stop-Work Order pursuant to BTFA 2020
Comply with NCN or Stop-Work Order
Is Applicant construction complete?
Yes
No
Close-out Applicant project
Close-out Applicant project
End
Issue Municipal Permit according to Municipal process
*Metrolinx Corridor Development Permit is Applicable Law per O.Reg. 332/12 as amended
Metrolinx and Municipalities to coordinate oversight, inspection and enforcement activities