

Update on Outstanding Directives Related to the Noise By-law

Date: October 8, 2024

To: Economic and Community Development Committee

From: Executive Director, Municipal Licensing and Standards

Wards: All

SUMMARY

The purpose of this report is to provide an update on outstanding directives related to the Noise By-law, including options to reduce noise from waste collection, a recommendation to provide a noise exemption permit application fee waiver for grassroots cultural organizations, and an assessment of amplified sound levels that exceed ambient levels. This report also provides an update on the status of implementation of amendments made to the Noise By-law in June and September 2024, including ongoing efforts to respond to motor vehicle noise.

Per direction from Council to explore options to reduce noise from waste collection, staff recommend keeping the waste collection noise exemption in place, given limited data available on waste collection noise sources, locations and timing, and the benefits of mitigating waste buildup, odour, safety issues, and congestion by allowing collection during non-peak hours. To address noise disturbances from waste collection, staff recommend implementing programmatic changes to aid in identifying and reducing specific sources of waste collection noise on a case-by-case basis, by working with industry to address noise reports and developing noise mitigation guidelines. MLS will monitor how private collectors respond to waste collection noise reports, and escalate cases where issues are not resolved to community mediation. This process will be monitored until the end of 2025, at which time further recommendations can be considered if the process is not effective at reducing noise reports.

Council also directed staff to explore the feasibility of waiving the noise exemption permit application fee for grassroots cultural organizations, which staff are recommending as part of this report.

This report was prepared in consultation with Economic Development and Culture and Solid Waste Management Services.

RECOMMENDATIONS

The Executive Director, Municipal Licensing and Standards recommends that:

1. City Council amend Toronto Municipal Code Chapter 591, Noise as follows:
 - a. Add a definition of “Grassroots Cultural Organization” to mean “A small community-led organization or collective, determined in consultation with the General Manager, Economic Development and Culture or their designate, to have a defined cultural or community mandate.”
 - b. Amend section 591-3.2G.1 such that it reads as follows: “Despite anything contained in § 591-3.2., where an application for an exemption permit is made by a not-for-profit corporation or a grassroots cultural organization, the applicant will not be required to pay the associated exemption permit application fee in Chapter 441, Fees and Charges.”
2. City Council direct that the by-law amendment above come into effect immediately on the date a by-law is adopted.
3. City Council direct the Executive Director, Municipal Licensing and Standards to work with private waste collection operators and other relevant stakeholders to respond to reports regarding noise from waste collection, particularly those resulting in overnight and/or early morning disturbances, and monitor the response to noise reports.
4. City Council direct the Executive Director, Municipal Licensing and Standards, to work with waste collection operators and other relevant stakeholders to develop and publish online guidance documents for waste collectors, property managers and residents, that may be referred to for best practices to mitigate noise from waste collection operations.
5. City Council direct the Executive Director, Municipal Licensing and Standards to expand the established mediation referral program to include waste collection noise issues and disputes.

FINANCIAL IMPACT

The recommended waiver of noise exemption permit applications fees for grassroots cultural organizations is expected to have minimal financial impact. Other recommendations have no financial implications in the current budget year or in future years. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as identified in the Financial Impact section.

EQUITY IMPACT

Residents’ experiences with noise and the Noise By-law are affected by many intersectional factors, including gender, age, and place of residence. There is a growing body of evidence that shows the detrimental impacts on cognitive function, sleep

quality, mental health, and cardiovascular health could occur at noise levels commonly experienced in urban environments. Proposed refinements to existing approaches to respond to waste collection noise may have a positive impact on residents by reducing the level of noise in certain areas of the City.

The City also recognizes that certain levels of noise are reasonable, reflect life in a densely populated city, and can contribute to the City's cultural vibrancy. In particular, grassroots cultural organizations play a vital role in building community in the City. Waiving the application fee for a noise exemption permit for these organizations has the potential to create stronger communities and support organizations engaged in cultural activities.

DECISION HISTORY

On March 20, 2024, City Council adopted 2024.EC10.3 - Follow Up on 2024.EC9.5: Implementation Review of the Noise By-law - Stationary Decibel Levels for Motor Vehicles and Motorcycles, which introduced a decibel limit for stationary motor vehicle noise, including motorcycles, and requested staff work with community groups and residents to improve monitoring of excessive vehicle noise and report back in 2025 regarding the effectiveness of updated decibel limits, including enforcement initiatives taken and complaint levels. <https://secure.toronto.ca/council/agenda-item.do?item=2024.EC10.3>.

On February 6, 2024, City Council adopted 2024.EC9.5 - Implementation Review of the Noise By-law, which made amendments to Toronto Municipal Code Chapter 591, Noise, including updating definitions, amending decibel limits for amplified sound, updating fees and charges, and directed Municipal Licensing and Standards to monitor and research noise from overnight waste collection, look into setting limits for amplified sound that is above the ambient (or background) sound level, and consider waiving the noise exemption permit application fee for grassroots cultural organizations. <https://secure.toronto.ca/council/agenda-item.do?item=2024.EC9.5>.

On July 19, 2022, City Council adopted 2022.EC31.4 – Report on Outstanding Noise Directives, which requested MLS to report back during the Noise By-law Review in 2023 regarding developments on motor vehicle noise, additional options to set a decibel limits for stationary motor vehicle noise, consultation with Toronto Public Health on health impacts of noise, a report on noise from City fleets such as waste collection services, and decibel limits for power devices. <https://secure.toronto.ca/council/agenda-item.do?item=2022.EC31.4>.

On April 16, 2019, City Council adopted 2019.EC3.6 - Noise By-law Review- Proposed Amendments to Chapter 591, Noise, which resulted in the introduction of sound level limits for amplified sound and motorcycles, alignment of time constraints between similar activities, enhancements to the noise exemption permit process, and the introduction of a dedicated noise enforcement team with late night coverage. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EC3.6>.

This report fulfills directives from [2024.EC9.5 - Implementation Review of the Noise By-law](#) (Recommendations 6, 12, 13, 14) in 2024.

COMMENTS

This report responds to City Council directives to Municipal Licensing and Standards (MLS) related to the Noise By-law in [2024.EC9.5](#) and [2024.EC10.3](#).

Recommendations in this report intend to improve monitoring and reduction of noise resulting from overnight waste collection and to reduce barriers for grassroots cultural organizations to host temporary events. This report also provides an update on the implementation of amendments made to the Noise By-law on June 1 and September 1, 2024, approved as part of the 2023 Noise By-law Implementation Review law ([2024.EC9.5](#)). Recommendations are based on consultation with other City of Toronto divisions, review of a technical study conducted in 2023, and dedicated consultation with industry and public stakeholders.

Background

City of Toronto Municipal Code [Chapter 591, Noise](#) ("the Noise By-law") regulates noise in Toronto. The Noise By-law is designed to balance the city's vibrancy with the needs of residents and visitors and provides time restrictions and sound level limits for various types of noise. The Noise By-law applies to all properties and individuals in the City and must balance the needs and interests of residents, businesses, and the overall community. Managing and regulating noise is a complex undertaking and the intent of the Noise By-law is to maintain a livable and reasonably peaceful atmosphere in Toronto, while recognizing that it is reasonable to expect that a city of almost 3 million people to have some noise.

In 2024, City Council adopted [EC9.5 - Implementation Review of the Noise By-law](#) and requested the Executive Director, Municipal Licensing and Standards to:

- Develop a process to monitor noise issues from waste collection operations and;
- Report back to the Economic and Community Development Committee by the fourth quarter of 2024 on:
 - Options to limit noise impacts related to commercial waste collection activities, including an assessment of:
 - whether to maintain or remove an exemption for overnight waste collection noise in the Noise By-law;
 - setting conditions for overnight waste collection to reduce noise impacts on residents in multi-residential buildings and close proximity to commercial businesses or laneways, such as permitted bin types or vehicle types;
 - the feasibility of a permit process for private commercial operators with regards to overnight waste collection and noise impacts; and
 - other measures as appropriate.
 - The impacts of defining and exempting grassroots cultural organizations from the noise exemption permit application fee.

- Consideration of amendments to the amplified sound section of the Noise By-law to set specific decibel level ranges for sound levels that exceed the ambient sound level.

Waste collection noise

The Noise By-law prohibits any individual from making sound resulting from loading and unloading of containers or materials from 11 p.m. to 7 a.m. the next day, and 11 p.m. to 9 a.m. on Saturdays, Sundays, and statutory holidays. These restrictions do not apply to waste collection activity, which was made exempt from the Noise By-law by Toronto City Council in July 2022 ([2022.EC31.4](#)).

The 2023 Noise By-law Implementation Review ([2024.EC9.5](#)) assessed the waste collection exemption and recommended that it be maintained to ensure that critical municipal and private services can operate as needed, in a way that minimizes potential health and safety impacts. A definition of “waste collection” was also introduced in the By-law to provide clarity to operators and the public.

Currently, waste collection across Toronto is either conducted by Solid Waste Management Services (SWMS) or private operators, depending on the waste and building type.

Monitoring waste collection noise complaints

In response to Council direction, MLS set up [a new 311 process](#) in June 2024 to monitor noise issues from private waste collection operations. Residents can now submit reports for various non-enforceable noise issues, specific to noise concerns for activities during permitted hours, those that do not exceed a provision in the Noise By-law or are those that are exempt.

Since June 2024, 20 reports of noise from waste collection have been received (as of October 1, 2024). Reports are from all over the City, across 13 wards, with 11 reports concentrated in the adjacent wards of Toronto-St. Paul's (Ward 12), Eglinton-Lawrence (Ward 8), Toronto-Danforth (Ward 14) and Don Valley West (Ward 15). Of the 20 reports, 12 provide additional information on the specifics of the disturbance, such as: noise from waste collection is impacting restful sleep; collection is occurring overnight and in one case, daily; backup beepers are causing a disturbance; bins being dropped to the ground are the source of excessive noise; and banging of bins to empty them into trucks is causing excessive noise.

Research and Consultation

The 2023 Noise By-law Implementation Review included consultation to understand residents' perspectives on noise from waste collection. Per public opinion research conducted during the review (from a representative sample of 1,003 Torontonians), 67% of respondents felt that is acceptable to continue to allow noise from waste collection at

all hours. However, in public consultations and written feedback, some cited the negative impacts of overnight collection noise, including sleep disturbance.

In 2024, to better understand the nuances of the issue, MLS consulted property managers, waste collectors, and a small sample of individuals affected by noise disturbances from waste collection:

- Property manager consultation included a short survey sent out to 2,200 property managers, which received 36 responses.
- Consultation with private waste collectors involved meeting with a noise working group set up by Waste to Resource Ontario (W2RO), the largest industry organization in Ontario representing between 85% and 90% of the province's waste management and recycling sector, including both municipal and private waste collection operators.
- A small sample of residents concerned with noise from waste collection, organized through advocacy organization No More Noise Toronto, were surveyed about their experiences.

Consultation findings across all groups noted that noise from waste collection is not solely generated by waste collection trucks; noise could be due to bin lids banging against the waste container, bins being rolled out to the curb for pickup, vehicle engine and equipment noises, truck backup alarms, and sounds generated from waste being emptied (i.e. falling) into waste collection vehicles. All stakeholders also reported that sound can often carry, and commercial or multi-residential buildings receiving overnight, or early morning waste pickup affects nearby residential units, largely due to backup alarms and banging of bins.

Private waste collectors noted that approximately 30% of their waste collection occurs between 11 p.m. and 7 a.m., to avoid safety and congestion issues of daytime pickup. Some locations also receive nighttime pickup as they need more than one collection per day, to prevent waste from piling up and creating odour issues. Waste collection operators expressed that while equipment changes were possible, they would happen over time as old equipment is phased out. Changes the industry has reported making include driver education, changing many backup alarms to broadband alarms, and when possible, adjusting routes and pickup times. Private waste collection operators noted that they have processes in place to receive complaints, make changes to operations, and to rectify issues on a case-by-case basis. These processes will be leveraged in staff's proposed approach. Additionally, provincial changes to transition Blue Box pickup to private waste collectors in 2026 means that there may be significant changes in the waste industry. Private waste collectors expressed the need for caution on timing and impact of any additional requirements or regulatory changes.

Of the 36 responses received from property managers, seven property managers reported receiving overnight or early morning waste pickup, and of those, five had not received any complaints of noise. Those who reported receiving complaints stated that the source of noise was usually emptying (banging) of bins, noise from the metal bin covers slamming shut, and backup alarm noises. Some property managers reported employing measures to reduce noise, including rolling bins out to the pickup area in the early evening, using battery-operated bin rollers, ensuring bin wheels are in good

condition, and aligning bins in such a way as to eliminate collection trucks from having to move them around.

Feedback from residents noted that noise from waste collection can cause sleep disturbances and reported associated health impacts. Residents' requests with respect to reducing noise included asking collectors to change pickup times and not bang bins, and also asking property managers to reduce noise from rolling out bins. A few residents also noted that overnight waste collection was reasonable to expect in Toronto, but that routes and timings should be coordinated between collectors to avoid multiple nights of disturbance.

Specific to waste collection vehicles used by the City, Fleet Services has engaged original equipment manufacturers to reduce vehicle noise levels as much as possible. These vehicles are compliant with motor vehicle noise industry standards when delivered, but there are other factors that contribute to the excessive noise levels, including the actions of emptying or compacting materials. Through 311, Solid Waste Management Services (SWMS) has its own reporting process that responds to waste collection noise reports.

Proposed Approach

Given limited data available on waste collection noise sources, locations and timing, staff recommend implementing programmatic changes to aid in identifying and reducing specific sources of waste collection, by working with private waste collectors to address noise reports on a case-by-case basis. This approach maintains the benefits of overnight waste collection in mitigating waste buildup and related odour issues and reducing road safety and congestion concerns by having fewer trucks on the road during peak hours.

Additionally, the Noise By-law regulates noise, and not the specifications of equipment. Any ban or restrictions to waste collection bins or vehicle types would require its own By-law, if authority under the City of Toronto Act to establish such restrictions was determined. MLS instead recommends developing noise mitigation guidelines with input from relevant stakeholders.

Private waste collectors, through Waste to Resource Ontario, have expressed their willingness to work with the City of Toronto to reduce noise issues from collection operations, particularly because each noise report is specific and nature, and could require different measures to reduce noise levels.

City Council requested staff assess the feasibility of a noise exemption permit process for private commercial waste operators conducting overnight collection. While this would offer a more prescriptive approach, it could be challenging to balance enforcement with ensuring timely waste collection. A permit system could also result in additional daytime operations, with associated traffic congestion and safety impacts, though there may only be a small subset of operators who are causing overnight noise disturbances.

A collaborative approach between the industry and the City to address complaints allows for more time to understand specific sources of noise, and opportunities to engage with other stakeholders (e.g. property managers) who may also be contributing to noise, and find simple solutions to reduce noise impacts, such as changing the time of pickup, adjusting the pickup location, or equipment maintenance. Additionally, this option will result in little to no increase in daytime congestion and road safety and maintain waste collection frequency across the City.

In addition to addressing complaints on a case-by-case basis, MLS will develop noise mitigation guidance, in consultation with private waste collectors, Solid Waste Management Services and other relevant stakeholders, that would be published online and promoted to relevant stakeholders. The guidance would describe best practices in mitigating waste collection noise. Examples include encouraging property managers to use bins with plastic lids, recommending noise reducing practices such as rolling bins out earlier (where possible), coordinating pickup times with multiple operators to reduce frequency of disruption, using multi-frequency (vs. tonal) back-up alarms, and cooperating with collectors where they have suggestions to reduce noise. MLS can also assess private waste collection operators' efforts in aligning with the best practices when they are responding to a noise report.

Staff are also recommending expanding an existing community mediation referral program to overnight waste collection noise. When repeat reports arise and when appropriate, residents would be referred to free mediation services to work with the private waste operator or property manager responsible. This would be done using the City's established community partner, The Neighbourhood Group, where resources are available.

Implementation

As part of the recommended process, the City will enhance its website to post online noise mitigation guidelines for waste collectors and property managers (once developed), as well as information for residents on how to submit a noise report on waste collection noise.

MLS will work with Waste to Resource Ontario to collate a list of private waste collector customer service contacts across the industry. In a process agreed to by industry, these contacts will be forwarded waste collection-related noise reports from MLS, as they are received through the 311 noise report pathway. Private waste collectors will then have the opportunity to make changes and rectify issues causing excessive noise, especially overnight and in the early morning, and will report back to MLS on any changes made. In some cases, MLS may also have to contact property managers to resolve issues that are outside of the scope of waste collectors.

To evaluate the success of this program, staff will:

- Document noise reports, including location, operator, and source of noise;

- Measure the time taken for a response and resolution from private waste collectors (or property managers, where applicable),
- Document the outcome and steps taken to rectify the situation; and
- Monitor if requests for the same location, operator and issue persist.

This approach will be monitored until the end of 2025, to determine whether the process effectively balances the need to minimize waste collection noise impacts on residents and also allow for safe and timely removal of waste from properties. Should this process not be successful, MLS will consider more prescriptive measures.

Other outstanding directives and update on implementation of Noise By-law changes

Noise exemption permit fee waiver for grassroots cultural organizations

As part of the 2023 Noise By-law Implementation Review, City Council directed MLS to explore the impacts of defining and exempting grassroots cultural organizations from the noise exemption permit application fee.

Noise exemption permits can be requested for events or activities that may be in contravention of the Noise By-law (for example, special events such as concerts or the use of loudspeakers that exceed the thresholds in the Noise By-law). Applicants must pay a permit application fee, that ranges from \$110 to \$570, depending on the size and impact of the event or activity. In 2024, Council approved a noise exemption permit application fee waiver for not-for-profit organizations, which has been in effect as of September 1, 2024.

The City's Economic Development and Culture (EDC) Division and MLS recommend that grassroots cultural organizations should also be exempt from the noise exemption permit application fee, to reduce barriers in acquiring the permit and conduct planned events and activities that strengthen communities and build a vibrant city. Fee waivers will only apply to the noise exemption permit application fee and will not include any additional noise fees that may be incurred (e.g. fees for noise monitoring, if required).

To support administration of this application fee waiver, staff recommend a definition of a grassroots cultural organization as follows: "A small community-led organization or collective, determined in consultation with the General Manager, Economic Development and Culture or their designate, to have a defined cultural or community mandate." This definition was developed in consultation with EDC.

Amplified noise limits above ambient noise

As part of the 2023 Noise By-law Implementation Review, City Council directed MLS to consider amendments to the amplified sound section of the Noise By-law and set specific decibel level ranges for sound levels that exceed the ambient (or background) sound level. The Noise By-law sets out specific decibel levels for amplified sound, measured at a point of reception in an outdoor or indoor area. Decibel limits, through

previous reviews of the By-law (in 2019 and 2023), were determined in consultation with an acoustical engineer.

For amplified sound measured in both outdoor and indoor living areas, where the ambient sound level at a point of reception exceeds the prescribed sound levels, the sound level should not exceed the ambient. In addition, as part of the 2023 Noise By-law Implementation Review, City Council approved a reduction (3 decibels) in the amplified sound levels measured from indoor points of reception during the nighttime (11 p.m. to 7 a.m.). This equates to a 50% reduction in sound level pressure.

The directive requests staff consider, as is done in some contexts in New York City, to set specific decibel thresholds for sounds relevant to the ambient. For example, in New York City, amplified sound may be unreasonable noise at a level of 7dB(A) or more above the ambient sound level between 10:00 pm and 7:00 am and measured on a street or public right-of-way 15 feet or more from the source. In discussions with staff at New York City's Department of Environmental Protection (DEP), it was noted anecdotally that this provision is rarely relied on, as enforcement staff prefer to use other amplified sound provisions that specify decibel thresholds measured from inside residences (similar to Toronto's existing noise regulations that are measured from an outdoor and/or indoor point of reception).

In the Noise By-law, setting out prohibitions for amplified sound above the ambient sound level could result in enforcement issues if there are conflicting By-law provisions. In addition, during investigations, staff already account for the ambient sound level by conducting two measurements, close in time; one with the source off (which would yield the ambient), and one with the source on (which would give the cumulative sum of ambient plus the source sound level). Subject to what the difference is, a calculation determines the source sound level $[(\text{source} + \text{ambient}) - \text{ambient} = \text{source}]$.

For the reasons noted above, staff do not recommend setting decibel level ranges for sound levels that exceed the ambient (i.e. background) sound level at this time. Through the implementation of bylaw changes related to amplified sound approved by Council in February 2024, staff will be monitoring sound level measurements and will document ambient thresholds to determine if this would be helpful in future iterations of the Noise By-law.

Implementation of Noise By-law changes

In 2023, as directed by City Council in 2019, staff reviewed the successes and challenges of comprehensive updates that were made to the Noise By-law in 2019. The review included technical advice from an acoustic engineering firm, broad public consultations, third-party public opinion research, written feedback, engagement from interested parties, and jurisdictional research.

In February and March 2024, City Council approved various amendments to the Noise By-law to improve compliance and enforcement of the Noise By-law and modernize the noise exemption permit process. These amendments included lowering indoor and overnight amplified sound decibel thresholds, adding a decibel limit for stationary motor vehicles (see next section), updating definitions such as "point of reception", and

modernizing the noise exemption permit process by introducing activity-based permits to differentiate lower and higher impact activities.

The amendments and related actions were successfully implemented in two phases – June 1 and September 1, 2024. Staff updated 311 noise service request intake processes, trained Bylaw Enforcement Officers, and updated internal standard operating procedures and public communications. Per recommendations by staff in February 2024, and as referenced elsewhere in this report, a new 311 process to collect data on non-enforceable noise reports was introduced in June 2024.

As directed by Council, staff conducted a public education campaign to educate Toronto residents about the noise regulations and Noise By-law updates, including rules for different types of noise and how to be compliant with the By-law, how the City addresses noise complaints, and rules for construction noise and which types of projects are exempt from the By-law. The campaign ran from July 8 to August 4, 2024, and included transit shelter advertisements, online advertisements, social media advertisements, sponsored media content, digital advertisements, audio advertisements, and multi-lingual online and radio advertisements. The campaign resulted in over 62,000 webpage views and 1.8 million views of social media advertisements and posts.

In addition to the education campaign, several informational meetings were organized to support implementation efforts:

- A joint session with No More Noise Toronto occurred in June 2024 to provide an overview of the City's Noise Bylaw and how it is enforced as well as summarize upcoming changes to the Noise Bylaw;
- Staff hosted two online sessions at the beginning of October 2024 with staff from Councillor's Offices to outline the updated noise exemption permit process, which came into effect on September 1, 2024; and
- As directed by Council in February 2024, MLS staff will be hosting public sessions on the implementation of the By-law changes in Q4 2024.

Motor vehicle noise enforcement

In addition to general implementation efforts, updated decibel limits for motor vehicles were approved and came into force on June 1, 2024. The updated limits, determined in consultation with an acoustical engineer and in alignment with industry standards and associated test procedures and environments, generally capture many noisy after-market exhausts and are enforced through collaborative data-driven enforcement initiatives between Toronto Police Service (TPS) and MLS, strategically targeting areas with a high volume of complaints. During enforcement initiatives, TPS units identify and stop motor vehicles they suspect may be in violation of the Noise By-law or other Highway Traffic Act offences and direct them to a static location where MLS bylaw enforcement officers carry out sound level readings.

To support implementation of the updated limits and to respond to Council direction to take complaints and community sound level meter measurements into account when

setting enforcement priorities, staff solicited high-level sound level data points, key trends, and anecdotes from community members (through No More Noise Toronto) to help the City set short-term priorities for vehicle noise enforcement initiatives.

In summer 2024, MLS' Dedicated Noise Enforcement team conducted three enforcement initiatives in the City. MLS' goal is to ensure compliance through education first, and to escalate further as needed. Officers inspected a total of 20 vehicles during the initiatives, gave out three tickets, provided written education to three operators, and provided verbal education of the Noise By-law and the limits to all drivers, letting them know of the changes that occurred in the Noise By-law. MLS will continue to work with TPS to pursue additional initiatives when and if resources are available.

To complement enforcement efforts, in September 2024, MLS sent a letter to licensed public garages/car repair facilities about the changes to the Noise By-law and to inform them that muffler cut-outs, straight exhausts, gutted mufflers, Hollywood mufflers, by-passes or similar devices are prohibited under the Highway Traffic Act, and that all licensed establishments must comply with federal, provincial, and local regulations as a condition of licensing.

City staff have also sent the following requests to the Government of Ontario to strengthen government responses to motor vehicle noise:

- Consider incorporating decibel limits for motor vehicles into the Highway Traffic Act or its regulations to ensure comprehensive and consistent enforcement of vehicle noise;
- Express support for the Ontario Provincial Police to conduct enforcement of motor vehicle noise on the Gardiner Expressway and Don Valley Parkway, once responsibility for these roadways is transferred to the Province;
- Reiterated previous requests to:
 - Increase fines for violations of modified exhaust and excessive vehicle noise under the Highway Traffic Act, and that a violation results in demerit points; and
 - Make necessary regulatory changes to enable the City to initiate a noise activated camera/mobile automated noise enforcement pilot project.

Conclusion

To respond to noise concerns in the City, MLS has considered input from industry partners, other City divisions, and the public to develop recommendations that balances the City's vibrancy, essential City services, and the needs of residents and visitors.

This report concludes a multi-year review of the Noise By-law. In addition to By-law amendments and programmatic changes recommended in this report and as part of the 2023 Noise By-law Implementation Review, staff will continue to look for opportunities to improve the program through active enforcement measures, data collection and analysis, and implementation efforts.

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