

849 Eglinton Avenue East- Class 4 Noise Area Classification (NPC-300) – Final Report

Date: December 15, 2025

To: North York Community Council

From: Director Community Planning, North York District

Ward 15: Don Valley West

Planning Application No: 22 203483 NNY 15 OZ

SUMMARY

This report recommends that City Council classify the development at 849 Eglinton Avenue East as a Class 4 Area under relevant provincial noise guidelines administered by the Ministry of Environment and Climate Change (MOECC).

A Class 4 Area classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential dwellings and associated outdoor living areas. The impact of such higher levels is mitigated by specified noise control measures.

An Environmental Noise Analysis prepared in support of the development with the lands at 849 Eglinton Avenue East confirm that the development can be appropriately considered for a Class 4 Area classification.

A Class 4 Area classification endorsed by City Council resolution would allow for existing industrial, manufacturing and transit operations close to the subject site, to use this noise classification and sound level limits in applications for required provincial approvals including operating certificates.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council classify the lands municipally known as 849 Eglinton Avenue East as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning) shown as Attachment 1 to this report.
2. The Executive Director, Development and Growth Division or his/her designate be directed to provide a copy of the City Council Decision Document to the Ministry of Environment Conservation and Parks (MECP).

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

The application for the Zoning By-law Amendment and Draft Plan of subdivision were submitted on June 10, 2022 and determined to meet the complete application submission requirements of the Planning Act and the Toronto Official Plan as of June 10, 2022.

The application for the Official Plan Amendment (OPA) was submitted on September 14, 2022 and determined to meet the complete application submission requirements of the Planning Act and the Toronto Official Plan as of September 19, 2022.

On July 18, 2024, the applicant appealed the Official Plan and Zoning By-law Amendment and Subdivision applications to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the time frame prescribed in the Planning Act.

The applicant and the City had engaged in OLT led mediation. City Council considered a settlement offer at its meeting of October 8-9, 2025. The link to the report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.CC33.12> . On December 12, 2025, the development was approved in principle by OLT interim order.

BACKGROUND

Purpose

The purpose of this report is to recommend that the lands at 849 Eglinton Avenue East, be classified as a Class 4 Area in accordance with the Ministry of Environment's Environmental Noise Guideline: Stationary and Transportation Noise Sources – Approval and Planning (Publication NPC-300). This is necessary in order to allow for residential redevelopment in proximity to existing stationary sources of noise while still protecting residences from undue noise.

Site and Surrounding Area

Description: The site is generally rectangular in shape and is a through lot having an approximate area of 14,157m², a lot depth of 179 metres with a frontage of approximately 79 metres along both Eglinton Avenue East and Vanderhoof Avenue. The site is generally flat with a minor slope down from north to south.

Existing Uses: The Property was historically operated as a car dealership. The existing 3-storey building on the property is currently being used for indoor pickleball courts.

Surrounding uses include:

North: Immediately north of the site is Eglinton Avenue East. The north side of Eglinton Avenue East includes low-rise residential apartment buildings as well as two-storey semi-detached dwellings. Further north is a mix of predominately single and semi-detached dwellings.

East: Immediately east of the site is a portion of the new Fredrick Todd Way. On the east side of Fredrick Todd Way is a new mixed-use residential development comprised of three towers, with heights ranging from 18 to 28-storeys on the northern portion of the lands and an existing two-storey commercial building along the south portion. Further East is one storey commercial buildings.

South: Immediately south of the site is Vanderhoof Avenue. On the south side of Vanderhoof Avenue is a number of one to two-storey commercial and employment buildings. Further south is more one to two- storey commercial buildings.

West: Immediately west of the site is a one-storey commercial plaza fronting onto Eglinton Avenue East that extends west to Laird Drive and south to Vanderhoof Avenue and contains four large format stores. The property is approved to be redeveloped with five mixed-use buildings ranging in heights from 5 to 34-storeys (File No. 18 201853 NNY 26 OZ). Further west of Laird Drive is the new Eglinton LRT Laird Station main entrance.

Official Plan Designation and Zoning By-law

The subject site is designated Mixed Use Areas on the northern portion of the site and General Employment Areas on the southern portion of the site on Map 17 of the Official Plan. The Property is also located within the area subject to Site and Area Specific Policy No. 568 (“SASP 568”). SASP 568 generally envisions the development of future residential, employment mixed-use growth at Laird Drive and Eglinton Avenue East.

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/official-plan/>

Through the OLT process, a draft Official Plan Amendment has been approved, that adds a site specific amendment to the Laird in Focus Official Plan Amendment No. 450, and includes amending the maximum permitted storeys, minimum required setbacks, maximum permitted streetwall heights, angular plane, amendment to the mixed use areas policies with respect to the nonresidential GFA.

The Property is subject to the Zoning By-law No. 1916 of the Former Town of Leaside, which zones the Property as M1(10)(Light Industrial), permitting a variety of industrial and office uses, with a maximum height of 18 metres, a maximum FSI of .75, and a minimum lot frontage of 30 metres. The Property is also subject to site-specific By-law No. 445- 2002, which changed the zoning category of the Property from Light Industrial (M1) Zone to Light Industrial M1(10) Zone, and added automotive trade and motor vehicle repair shop as a permitted use, with a maximum FSI of 1.0 times the area of the

Property and a building height of 22.3 metres. The Property is not currently subject to City-wide Zoning By-law 569-2013, but the draft Zoning By-law Amendment would bring the site into Zoning By-law 569-2013.

A site-specific draft Zoning By-law Amendment to permit the mixed-use development under Zoning Bylaw 569-2013 and to implement performance standards including: gross floor area and floor space index; building heights; building setbacks; amenity space; and vehicular and bicycle parking space requirements was approved in principle through the OLT process.

Provincial Noise Guidelines

New provincial noise guidelines (NPC-300) were introduced in 2013 which replace and consolidate previous related guidelines. Among other matters, the guidelines provide advice, sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

NPC-300 classifies noise sensitive receptors by area. The four classes of receptors are as follows: Class 1 – Urban Areas, Class 2 – Suburban/Semi-Rural Areas, Class 3 – Rural Areas, and Class 4 – Infill areas.

Class 4 Noise Area

The above-noted guidelines introduce the option of a new acoustical environment area to be established where relaxed (higher) daytime and nighttime sound level limits from that otherwise permitted in an urban area, for both indoor and outdoor areas, may be considered.

The Class 4 classification is intended to allow for infill and redevelopment in proximity to existing stationary sources of noise, such as industry or transit, while still protecting residences from undue noise. It should be noted that a Class 4 area is defined as an area or specific site that would otherwise be defined as Class 1 or 2 and which:

- Is an area intended for development with new noise sensitive land use(s) that are not yet built;
- Is in proximity to existing lawfully established stationary sources; and
- Has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

Class 4 allows for somewhat higher noise levels at residential receptors than would be permitted within a Class 1 area. A Class 4 Area classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to noise sensitive land uses such as residential dwellings and associated outdoor living areas. For example, while the strictest Class 1 Area exclusionary sound limits would be 45 dBA outside the proposed building, it is 55 dBA within a Class 4 Area. It is noted that the different criteria for stationary noise for Class 4 as opposed to Class 1 exclusively applies to the exterior of the building, meaning that the acoustic environment inside a residential unit in a Class 4 Area shall be acceptable, as in a Class 1 Area. As such, mandatory air conditioning is required as part of the Class 4 designation, allowing the

occupants to reduce exterior noise by closing windows and still be able to maintain a comfortable environment indoors

Class 4 alleviates some of the burden from the proximate noise-generating industry making it easier for industry to remain in compliance with Ministry requirements while also allowing municipalities to achieve sensitive land use redevelopment goals in accordance with its land use policies in proximity to industrial uses.

Class 4 areas require formal confirmation of the classification by the land use planning authority. City Council is considered to be that authority. The subdivision (see Attachment 1) warrants a Class 4 area classification at this time as they will contain residential dwelling units which are a noise sensitive land use.

Sources of Noise

The major noise sources potentially impacting residential development on the property are the transportation noise impacts from surrounding roads, vibration impacts from the future Eglinton Crosstown LRT and stationary noise impacts from surrounding commercial and industrial land uses, in particular the Crosstown Laird Station ventilation fans.

Transportation noise sources include the roads surrounding the site. These include, Eglinton Avenue East, Laird Drive, Wicksteed Avenue, Brentcliffe Road and Vanderhoof Avenue. The level of noise from these sources has been predicted and has been used to identify mitigation measures.

The future Eglinton Crosstown LRT Line is currently under construction. The Crosstown is underground through this portion of Eglinton Avenue East abutting the subject site.

There are several industrial and commercial stationary noise sources located in close proximity to the site. These sources include Coco Paving (37 Commercial Road) (405 metres from site), CMB/St Mary's Ready Mix Plant (55 Industrial Street) (555 metres from site), Tremco Canada (200 Wicksteed Avenue) (940 metres from site), Assured Auto Centre (90 Wicksteed Avenue) (150 metres from site) and the Ontario Line- CP Belleville Yard and Future Maintenance and Storage Facility (795 to 845 metres from site)

The requirement for a Class 4 classification is driven by the industries listed above and their potential influence areas to the proposed site. As a result, it is not feasible to meet the Class 1 requirements, and a Class 4 classification is being sought.

COMMENTS

Provincial Planning Statement

The Provincial Planning Statement (2024) contains policies related to land use compatibility. Policies with Section 2.8 direct that on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses. Policies regarding land use compatibility are contained in Section 3.5, which speak to the need to ensure that major facilities and sensitive land uses are planned and developed to avoid, minimize, and/or mitigate potential adverse effects from noise to ensure the long-term operation and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures.

The classification of the subject lands to a Class 4 area has been informed by a peer reviewed compatibility mitigation study, in addition to the implementation of recommended mitigation measures. These will help to meet the policy objectives in the Provincial Planning Statement.

Official Plan

The Official Plan contains policies related to employment areas land use compatibility. Section 2.2.4 of the Official Plan. This section of the Plan speaks to Employment Areas, supporting business and employment growth and identifies that Employment Areas are finite and geographically bounded. Given relative land values, residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands. It is the City's goal to conserve our Employment Areas, now and in the longer term, to expand existing businesses and incubate and welcome new businesses that will employ future generations of Torontonians. Given the diminishing supply of vacant land in Employment Areas, new development in Employment Areas needs to take place in a more intensive physical form.

Policy 2.2.4.5 identifies that sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to Employment Areas or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from Employment Areas and/or major facilities as necessary to: prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour; minimize risk to public health and safety; prevent or mitigate negative impacts and minimize the risk of complaints; ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and, permit Employment Areas to be developed for their intended purpose.

Policy 2.2.4.7 identifies the requirements for Compatibility/Mitigation Studies. The Compatibility/Mitigation Study will identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses, including residential uses and nearby Employment Areas and/or major facilities to address the matters in Policy 5; and identify facilities, including propane storage and distribution facilities, where a separation distance is required by law and/or regulation may include any portion of the applicant's property and describe the extent to which the

application may affect facilities' compliance with such required separation distances. The applicant has submitted a Compatibility/Mitigation Study which has been peer reviewed.

The classification of the lands to a Class 4 area is informed by a peer reviewed compatibility mitigation study, in addition to implementation of recommended mitigation measures. These will help to meet the policy objectives in the Official Plan.

Required Environmental Mitigation Measures

A peer review of the submitted Compatibility Mitigation Study, Air Quality, Noise and Vibration Study, prepared by SLR, dated May 2025 in support of the development applications was conducted by noise consultants retained by the City of Toronto.

The Compatibility Mitigation Study, Air Quality, Noise and Vibration Study, prepared by SLR, dated May 2025 assessed the potential for air quality impacts, noise impacts, dust, odor impacts from surrounding roadways and nearby industrial uses. The report concluded that negative air quality impacts were not anticipated at the site, but that given the presence of industries to the south, warning clauses and mitigation measures be considered in the building design to help reduce the potential for future complaints, and infrequent instances of nuisance related issues. To avoid nuisance related issues, the peer reviewer recommended the following mitigation measures:

- Positive pressurization of the building;
- Central air conditioning and heating;
- Appropriate filtration (i.e. Carbon and dust filters);
- Locating air intakes facing away from industries to the south, balcony, and window designs; and
- Warning clauses.

Recommended mitigation measures from a transportation noise perspective are air conditioning and the appropriate warning clauses.

The potential mitigation measures will be refined at the Site Plan Control application stage, and will be secured in the Site Plan Control Agreement.

Conclusion

New Provincial noise guidelines (NPC-300) were introduced in 2013 which replace and consolidate previous related noise guidelines. Among other matters, the guidelines provide advice, sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

To ensure the long term operation and viability of the existing industrial and manufacturing operations within close proximity of the site as well as the new LRT, City Planning staff are seeking Council's approval of the classification of the development at 849 Eglinton Avenue East as a Class 4 Area as defined by the Ontario Ministry of Environment and Climate Change noise guidelines NPC-300.

The environmental noise impacts on the development can be adequately controlled through the feasible mitigation measures and warning clauses mentioned above. All recommended mitigation measures with regards to the classification change from Class 1 to Class 4 area will be included in the site plan conditions and as part of the site plan approval, and within the Subdivision conditions, as appropriate.

A Class 4 Area classification will allow for industrial, manufacturing and LRT operations to use this noise classification and sound level limits in applications for required provincial approvals including operating certificates. City Planning staff recommend the classification of 849 Eglinton Avenue East lands as a Class 4 Area be made by Council Resolution.

CONTACT

Marian Prejel, Senior Planner
Tel. No: (416) 392-9337
Email: Marian.Prejel@toronto.ca

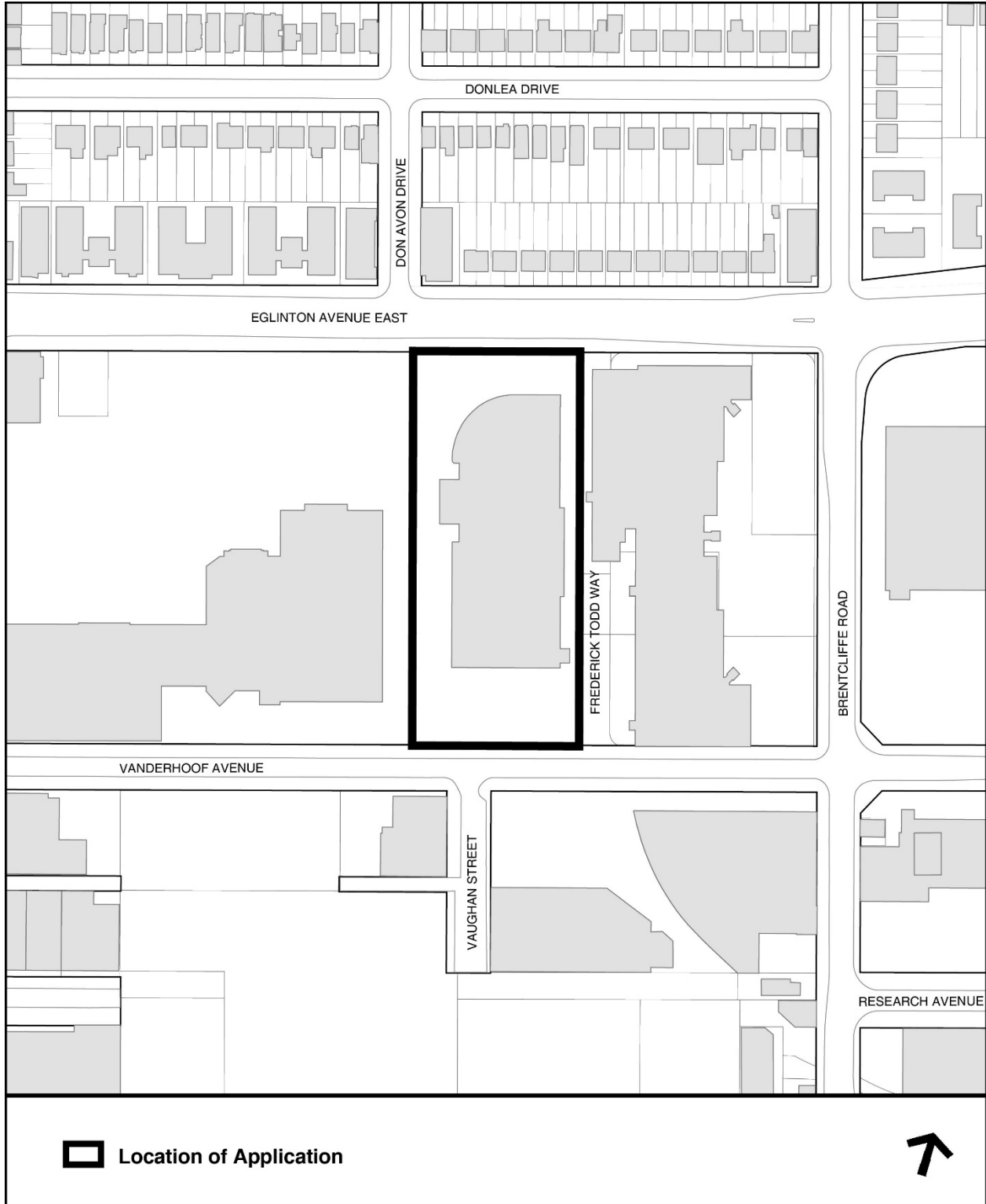
SIGNATURE

David Sit, MCIP RPP
Director, Community Planning
North York District

ATTACHMENTS

Attachment 1: Location of 849 Eglinton Avenue East
Attachment 2: Context Plan Showing Modelled Stationary Noise Sources for 849 Eglinton Avenue East

Attachment 1: Location of 849 Eglinton Avenue East



Attachment 2: Context Plan Showing Modelled Stationary Noise Sources for 849 Eglinton Avenue East

