

March 5, 2026

Re: **Technical Review - Don Mills Regeneration Area Studies: Compatibility and Mitigation Overview (SASPs 848, 828 & 898)**

Introduction

SS Wilson Associates (SSWA) was retained by Smart Density to provide advisory input on land use compatibility and mitigation strategies in support of the Don Mills Regeneration Area Studies (RFQ No. UR-25-3) for the City of Toronto. This memorandum summarizes SSWA's review of the document titled "Compatibility and Mitigation Overview" (April 2025), which outlines preliminary compatibility considerations for the two Regeneration Areas identified under Site and Area Specific Policies (SASPs) 848, 828 and 898, referred to as the Leslie Site and the Wynford/Gervais Site, respectively.

This review was completed with reference to the following background materials:

- Don Mills Compatibility and Mitigation Overview prepared by Smart Density (April 2025)
- Request for Quotation UR-25-3 - Don Mills Regeneration Area Studies issued by the City of Toronto (April 11, 2025)

The intent of this review is to:

- Confirm the appropriateness of the compatibility framework and mitigation strategies presented in the overview document
- Identify any notable land use interface issues between existing or planned employment uses and proposed sensitive uses
- Provide technical recommendations, where warranted, to ensure alignment with the Ministry of the Environment, Conservation and Parks (MECP) D-Series Guidelines and other relevant compatibility criteria

SSWA's role for this assignment is advisory in nature. This review provides policy-level technical input to support the development of the Land Use Plan and related deliverables for the Don Mills Regeneration Areas. No detailed modelling, field measurements, or new environmental assessments have been undertaken as part of this memorandum.

Methodology & Site Context

The review was undertaken through a desktop assessment of available planning and land use information, with emphasis on identifying potential interfaces between existing employment uses, transportation corridors, and proposed sensitive land uses within each study area. The assessment considered the physical configuration and surrounding context of the two Regeneration Areas, as well as their relationship to nearby employment uses/ Industries as defined by the MECP, transportation infrastructure, and natural heritage features regulated by the Toronto and Region Conservation Authority (TRCA). Findings are intended to inform the Land Use Plan, not to substitute for detailed environmental studies.

Leslie Site (SASP 848)

The Leslie Site is located east of Leslie Street and north of Eglinton Avenue East, adjacent to a Canadian Pacific (CP) rail corridor and TRCA-regulated valley lands. Surrounding uses include a mix of office, light industrial, warehousing, and commercial facilities, a small number of which fall within the Class I categories under the MECP D-6 Guideline. The demonstration plan identifies a future mix of residential, employment, parkland, and open space uses, with a 30-metre rail setback for proposed buildings and a 10-metre buffer from the TRCA crest of slope. These existing and proposed separations provide a reasonable basis for compatibility at a policy level.

Wynford/Gervais Site (SASP 828 and 898)

The Wynford/Gervais Site is situated east of Don Mills Road, north of Eglinton Avenue East, and south of Wynford Dr., and located adjacent to the Aga Khan Park and Museum. Surrounding uses include commercial offices, community and cultural facilities, retail, and transportation infrastructure. The demonstration plan identifies a future mix of residential, employment, parkland, and open space uses, together with enhanced connections to the surrounding network. The surrounding limited industrial context is largely institutional/commercial in character, with limited potential for land use conflict.

Review & Compatibility Assessment

D-Series Framework and Assessment Approach

This land use compatibility assessment was completed in accordance with the MECP D-Series Guidelines D-1 and D6, with particular reference to Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses.

Under D-6, two related parameters are used to inform compatibility:

- Minimum Separation Distance (MSD), which is the recommended minimum distance between an industrial facility and a sensitive land use (generally between property lines), intended to reduce the likelihood of adverse effects. For reference, the D-6 Guideline identifies MSDs of 20 m for Class I industries and 70 m for Class II industries. No Class 3 industries exist within the screening radius for the purpose of this study.
- Potential Influence Area (PIA), which is a broader screening distance (also between property lines) within which an industrial facility may influence nearby sensitive land uses, depending on the nature, scale, and intensity of operations, and would generally warrant consideration at the detailed design phase. For reference, the D-6 Guideline identifies PIAs of 70 m for Class I industries and 300 m for Class II industries.

These distances are intended to serve as guiding principles, rather than absolute thresholds. While industrial facilities located within the MSD or PIA typically warrant closer scrutiny, facilities located beyond these distances may still be considered in a compatibility assessment where their operational characteristics (e.g., noise generation, loading activity, mechanical equipment) are relevant to the surrounding land use context. Should an industry

exist outside the MSD but within the PIA, details will be included in the below assessment as to the nature of operations beyond a property line to property line approach. With this in mind, although the D-series guidelines generally rely on property line to property line measurements, the distance between a particular source and receiver may still be referenced to accurately represent on-site conditions (as is permitted under D-6).

Accordingly, the compatibility review presented below focuses on industrial and quasi-industrial uses identified as potentially relevant to the subject sites, based on proximity (both property line, and source), scale of operations, and the nature of activities undertaken. The following site-specific discussions describe those surrounding uses considered most pertinent to the compatibility assessment, notwithstanding whether they are located within or beyond the prescribed MSD or PIA.

Leslie Site (SASP 848)

From a D-Series (D-1 and D-6) perspective, the surrounding land uses adjacent to the Leslie Site are generally compatible with the introduction of new sensitive land uses. No Class I or Class II industries are located within the minimum recommended separation distances established in MECP Guideline D-6. This provides a favourable baseline for compatibility. An illustration of the D-6 distance separations for the Leslie site can be found in Figure 1.

8 Prince Andrew Place

This property contains a small-scale commercial/ industrial operation approximately 50 m from the nearest proposed building. Based on its activities, it would be classified as a Class I industry under Guideline D-6. While rooftop mechanical equipment, electrical transformers, HVAC units, and loading areas facing the subject site will require quantitative noise and vibration assessment at the detailed design stage, the limited scale of operations and the separation distance are expected to prevent any significant adverse effects. Any minor noise or vibration impacts can be addressed through standard building-level mitigation. On this basis, the two sites are considered compatible.

17 Prince Andrew Place

This facility manufactures aerospace components and other scientific products. Based on its activities, it would be classified as a Class I industry under Guideline D-6. However, the property-line-to-property-line separation exceeds 150 m, which is well beyond the 70 m area of influence for Class I facilities. The potential for adverse effects on the proposed sensitive uses is considered negligible, and no detailed study is warranted. The site is considered compatible.

23 Prince Andrew Place

This property contains an HVAC distribution and service shop, also consistent with a Class I classification. The facility is located more than 150 m from the proposed development area. Given this distance and the low-intensity character of operations, the site is compatible without the need for further mitigation.

35 Prince Andrew Place

This site houses Cassco Machines / Automation, a light-industrial and machining business that would also be characterized as Class I. The facility includes several overhead service doors oriented away from the subject lands. Even if they were oriented toward the site, the

separation distance of approximately 200 m would remain well above D-6 thresholds. From a D-1/D-6 industrial compatibility standpoint, the facility presents no compatibility concern.

The remainder of the surrounding context includes offices, commercial uses, approved mixed-use and residential developments to the east across the CP rail corridor, Wilket Creek Park to the west across Leslie Street, a fire station to the south, and existing multi-residential buildings farther south along Eglinton Avenue. These uses are inherently compatible with the proposed mixed-use and residential redevelopment of the Leslie Site.

Railway Interface

The 30 m setback from the building façades to the railway right-of-way satisfies current rail safety and risk-mitigation guidelines and represents good planning practice, although, a railway safety analysis and study will be required at the detailed phase. From a vibration standpoint, a rail vibration assessment will be required at the detailed design stage to confirm the need for building vibration isolation, however, compatibility is achievable at this distance. From a railway noise perspective, a detailed environmental noise study will also be required under MECP NPC-300 to address façade glazing requirements, sound-barrier feasibility, and warning clauses for future occupants. Outdoor amenity areas should be strategically located and/or screened from the rail corridor to achieve acceptable sound levels. In accordance with NPC-300, patios less than 4 m in depth may remain unenclosed provided the façade treatments achieve indoor criteria. As per NPC-300, the building façade will also have to be brick veneer or masonry equivalent, however, this should be outlined at the detailed study phase.

It should be noted that as per railway guidelines, sensitive uses proposed within 300 m of an active rail corridor require detailed noise assessment to identify any necessary mitigation. At separation distances between 300 m and 500 m, railway related effects are to be addressed through the application of warning clauses, without the need for detailed assessment.

In summary, from a D-1 and D-6 compatibility standpoint, the Leslie Site is considered compatible with surrounding land uses. No existing industrial or transportation features pose constraints that would preclude redevelopment. Any potential noise or vibration impacts can be mitigated through detailed design measures to be addressed at the subsequent development-application stage.

Wynford/Gervais Site (SASP 828 and 898)

From a D-Series (D-1 and D-6) perspective, the surrounding land uses adjacent to the Wynford/Gervais Site are generally compatible with the introduction of new sensitive land uses. No Class I or Class II industries are located within the minimum recommended separation distances established in MECP Guideline D-6. This provides a favourable baseline for compatibility. An illustration of the D-6 distance separations for the Wynford/Gervais Site can be found in Figure 1.

70 Wynford Drive (Canada Post)

The Canada Post distribution and service centre can be categorized as a Class I industrial use due to limited truck activity and loading operations. The property-line separation distance of approximately 120 m places it well beyond the 70 m area-of-influence for Class I facilities

under D-6. While a stationary noise assessment should include this facility to confirm cumulative sound exposure, no adverse effects are expected and the sites are compatible.

Other Surrounding Uses

Adjacent uses to the north and east (offices, clinics, laboratories, cultural facilities) are Class I or non-industrial, and are fully compatible with proposed sensitive or mixed-use designations. South of Eglinton Avenue East, existing and approved residential developments further reinforce a compatible mixed-use context. From a D-1 and D-6 compatibility perspective, no significant land-use conflicts are present.

Transportation Sources

The site is bounded by, or in proximity to four major roadways, namely, Wynford Dr., Don Mills Road, Eglinton Avenue East, and the Don Valley Parkway, which will contribute to ambient transportation noise. A detailed road-traffic noise study will be required at the detailed design stage to confirm façade construction, window glazing, outdoor-amenity sound levels, and warning-clause requirements.

The Eglinton Crosstown LRT corridor, located immediately south of the site, constitutes a transportation source rather than a rail freight operation. Detailed noise and vibration studies will be required to evaluate the cumulative effects of road traffic and LRT operations on future sensitive uses. The same suite of measures outlined for the Leslie Site (façade upgrades, strategic amenity placement, and potential building-foundation isolation) would apply. To the north, there are no significant rail or industrial sources within 300 m, therefore, no warning clauses or additional mitigation are expected.

In summary, from a D-1/D-6 compatibility standpoint, the Wynford/Gervais Site is considered compatible with all adjacent and nearby land uses. Existing commercial, institutional, and limited light-industrial activities are adequately separated and of low intensity. Any stationary-noise, traffic, or vibration effects can be addressed through standard detailed-design studies consistent with MECP D-Series and NPC-300 guidance.

Conclusion

From a land use compatibility standpoint, the demonstration plans for both the Leslie (SASP 848) and Wynford/Gervais (SASP 828 and SASP 898) Regeneration Area sites are considered compatible with surrounding land uses under the MECP Guidelines D-1 and D-6. No existing industries fall within the minimum recommended separation distances, and nearby commercial, institutional, and service operations are generally low-intensity and well separated from proposed sensitive uses.

At this stage, no land use conflicts have been identified that would constrain redevelopment. Detailed technical studies will be required as part of future development applications to address noise, vibration, and air quality, including screening for Traffic-Related Air Pollution (TRAP) in accordance with the City of Toronto's Guidelines. These studies will refine building and site-specific mitigation such as façade performance, mechanical design, and outdoor-amenity orientation.

With the application of standard detailed-phase assessments and design measures, both Regeneration Area sites can be planned to achieve full compatibility with adjacent land uses, supporting the City's long-term mixed-use and regeneration objectives.

SS Wilson Associates remains available to support Smart Density and the City with any further analysis, consultation, or public communication regarding this assessment.

Best regards,



Omar Rahal, B.Eng., P.Eng.
Principal Engineer

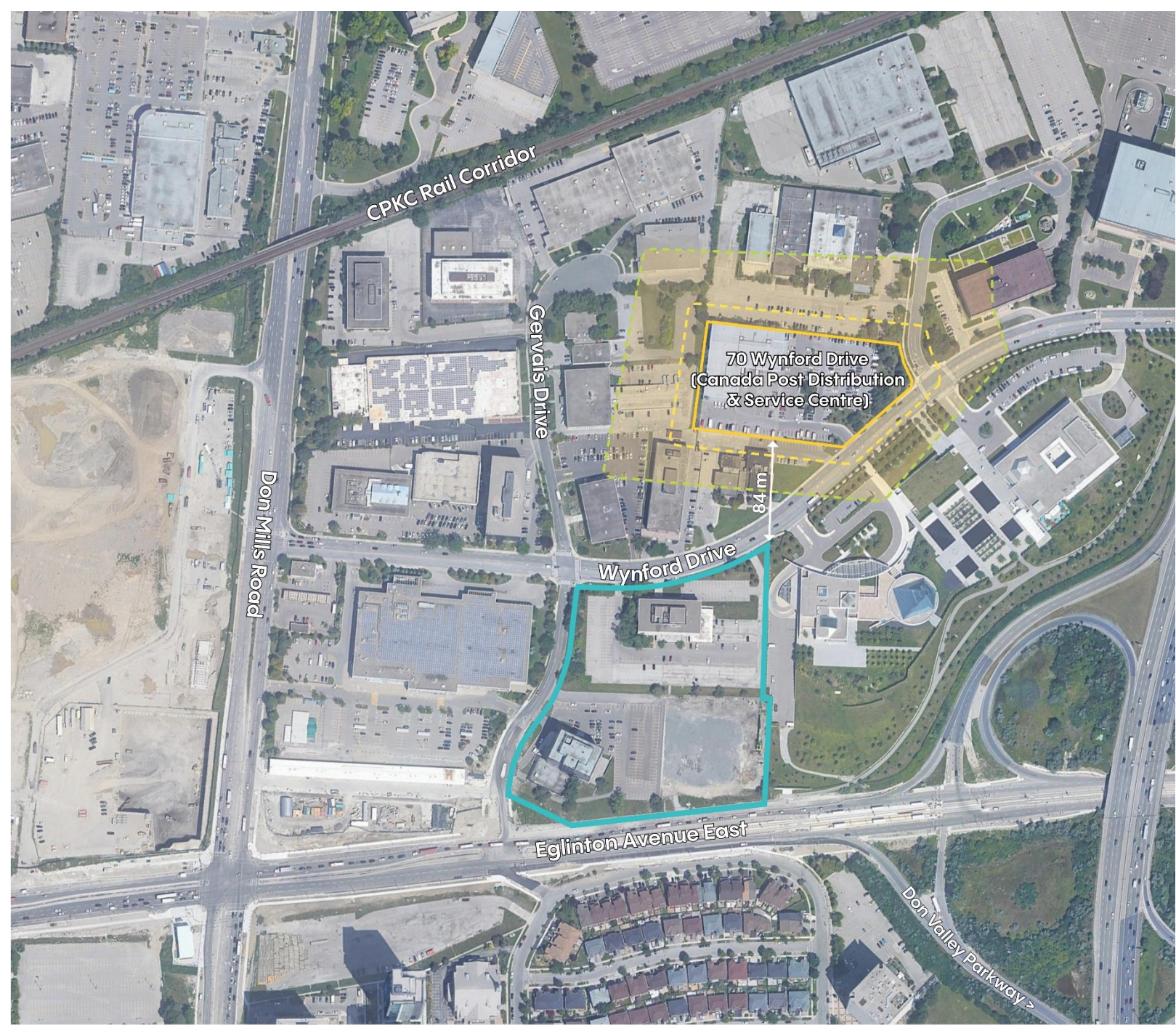


Class I Industrial Separation Distances and Areas of Influence (D-6)



- ▭ Study Area Boundary
 - ▭ Class I Building Property Lines
- 20m Minimum Recommended Separation Distance (Class I)
 - 70m Minimum Recommended Separation Distance (Class II) | Potential Area of Influence (Class I)

Figure 1 – Leslie Site D6 Setbacks



Class I Industrial Separation Distances and Areas of Influence (D-6)



- Study Area Boundary
 - Class I Building Property Lines
- 20m Minimum Recommended Separation Distance (Class I)
 - 70m Minimum Recommended Separation Distance (Class II) | Potential Area of Influence (Class I)

Figure 2 – Wynford/Gervais Site D6 Setbacks