Flower City

brampton.ca

For Office Use Only
(to be inserted by the Secretary-Treasurer after application is deemed complete)

APPLICATION NUMBER: B-2024-0006

The personal Information collected on this form is collected pursuant to subsection 53(2) of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION
Consent
(Please read Instructions)

NOTE: Pursuant to subsection 53(2) of the *PLANNING ACT*, the applicant shall provide the Committee of Adjustment with such information or material as the Committee of Adjustment may require. The Committee of Adjustment may refuse to accept or further consider the application until the prescribed information, material and the required fee are received.

1. (a) Name of Owner/Applicant FCA Canada Inc.
(print given and family names in full)

Address 1 Riverside Dr. West, Windsor ON N9A 5K3

Phone # 1-248-613-7152 **Fax #**

Email jon.beasley@stellantis.com

(b) Name of Authorized Agent Arcadis Professional Services (Canada) Inc.

Address 55 St Clair Avenue West
Toronto, ON M4V 2Y7

Phone # 416-596-1930 ext. 61091 **Fax #**

Email rachel.stuart@arcadis.com

2. The type and the purpose of the proposed transaction, such as transfer for a creation of a new lot, lot addition, an easement, a charge, a lease or a correction of title.

Specify: Transfer for the creation of a new lot on the western side of the existing property

3. If known, the name of the person to whom the land or an interest in the land is to be transferred, charged or leased.

NA

4. Description of the subject land ("subject land" means the land to be severed and retained):

a) Name of Street Williams Parkway West **Number**

b) Concession No. CONCESSION 6, EAST OF HURONTARIO **Lot(s)** PART OF LOTS 8 AND 9

c) Registered Plan No. **Lot(s)**

d) Reference Plan No. **Lot(s)**

e) Assessment Roll No. **Geographic or Former Township**

5. Are there any easements or restrictive covenants affecting the subject land?

Yes ☐ **No** ☑

Specify:

6. Description of severed land: (in metric units)

a) **Frontage** ~ 183.91 m **Depth** ~ 725 m **Area** ~ 129,671 m2

b) **Existing Use** Vacant **Proposed Use** N/A

c) Number and use of buildings and structures (both existing and proposed) on the land to be severed:

(existing) 0

(proposed 0

d)

Access will be by:	Existing	Proposed
Provincial Highway	☐	☐
Municipal Road - Maintained all year	☑	☐
Other Public Road	☐	☐
Regional Road	☐	☐
Seasonal Road	☐	☐
Private Right of Way	☐	☐

e) If access is by water only, what parking and docking facilities will be used and what is the approximate distance of these facilities from the subject land and the nearest public road?

f)

Water supply will be by:	Existing	Proposed
Publicly owned and operated water systen	☑	☐
Lake or other body of water	☐	☐
Privately owned and operated individual or communal well	☐	☐

Other (specify):

g)

Sewage disposal will be by:	Existing	Proposed
Publicly owned and operated sanitary sewer system	☑	☐
Privy	☐	☐
Privately owned and operated individual or communal septic system	☐	☐

Other (specify):

7. Description of retained land: (in metric units)

a) **Frontage** ~1138.75 m **Depth** ~809.98 m **Area** ~ 856,774 m2

b) **Existing Use** Manufacturing Plan **Proposed Use** N/A

c) Number and use of buildings and structures (both existing and proposed) on the land to be retained:

(existing) 1

(proposed N/A

d) Access will be by:

Access will be by:	Existing	Proposed
Provincial Highway	☐	☐
Municipal Road - Maintained all year	☑	☐
Other Public Road	☐	☐
Regional Road	☐	☐
Seasonal Road	☐	☐
Private Right of Way	☐	☐

e) If access is by water only, what parking and docking facilities will be used and what is the approximate distance of these facilities from the subject land and the nearest public road?

_____

f) Water supply will be by:

Water supply will be by:	Existing	Proposed
Publicly owned and operated water systen	☑	☐
Lake or other body of water	☐	☐
Privately owned and operated individual or communal well	☐	☐

Other (specify): _____

g) Sewage disposal will be by:

Sewage disposal will be by:	Existing	Proposed
Publicly owned and operated sanitary sewer system	☑	☐
Privy	☐	☐
Privately owned and operated individual or communal septic system	☐	☐

Other (specify): _____

8. What is the current designation of the land in any applicable zoning by-law and official plan?

	Land to be Severed	Land to be Retained
Zoning By-Law	M2-305	M2-305
Official Plans		
City of Brampton	General Employment 1	General Employment 1
Region of Peel	Employment Area	Employment Area

9. Has the subject land ever been the subject of an application for approval of a plan of subdivision under section 51 of the Planning Act or a consent under section 53 of the Act and if the answer is yes and if known, the file number of the application and the decision on the application?

Yes ☐ No ☑

File # _____ Status/Decision _____

10. Has any land been severed from the parcel originally acquired by the owner of the subject land?

Yes ☐ No ☑

Date of Transfer _____ Land Use _____

11. If known, is/was the subject land the subject of any other application under the Planning Act, such as:

	File Number	Status
Official Plan Amendment	N/A	
Zoning By-law Amendment	N/A	
Minister's Zoning Order	N/A	
Minor Variance	Concurrent to this Application	
Validation of the Title	N/A	
Approval of Power and Sale	N/A	
Plan of Subdivision	N/A	

12. Is the proposal consistent with Policy Statements issued under subsection 3(1) of the *Planning Act*? **Yes** ☑ **No** ☐

13. Is the subject land within an area of land designated under any Provincial Plan? **Yes** ☑ **No** ☐

14. If the answer is yes, does the application conform to the applicable Provincial Plan? **Yes** ☑ **No** ☐

15. If the applicant is not the owner of the subject land, the written authorization, of the owner that the applicant is authorized to make the application, shall be attached. (See "APPOINTMENT AND AUTHORIZATION OF AGENTS" form attached).

Dated at the City of Toronto

this 19th day of April, 2024.

Signature of Applicant, or Authorized Agent, see note on next page

Check box if applicable:

☑ I have the authority to bind the Corporation

DECLARATION

I, Jon Beasley of the State of Florida

in the County/District/Regional Municipality of Jensen Beach solemnly declare that all the statements contained in t

application are true and I make this as if made under oath and by virtue of "The Canada Evidence Act".

Declared before me at the City of Windsor

in the Province of Ontario

this 19th day of April, 2024.

Signature of applicant/solicitor/authorized agent, etc.

Signature of a Commissioner, etc.

Christopher J. Dunn

FOR OFFICE USE ONLY - To Be Completed By the Zoning Division

This application has been reviewed with respect to possible variances required and the results of the said review are outlined on the attached checklist.

Zoning Officer

Date

DATE RECEIVED

Date Application Deemed Complete by the Municipality

NOTES:

1. If this application is signed by an agent or solicitor on behalf of the applicant, the owner's written authorization must accompany this application. If the applicant is a Corporation acting without agent or solicitor, the application must be signed by an Officer of the Corporation with a declaration indicating that the said Officer has the authority to bind the Corporation. If the application is signed by an agent or solicitor on behalf of the applicant who is a Corporation, the applicant's written authorization must accompany this application and must be signed by an Officer of the Corporation with a declaration indicating that the said Officer has the authority to bind the Corporation.

2. Each copy of the application must be accompanied by a sketch **and a key map** showing the location of the subject land

3. Sketches or reproductions are to be no larger than Legal Size. Application plans which are larger may be submitted provided at least **one reproduction** reduced to Legal Size is filed with the application.

4. Where it is determined that a sketch will not adequately provide the information required, it may be necessary to provide a plan prepared by an Ontario Land Surveyor.

5. The sketch shall show

   a) the boundaries and dimensions of any land abutting the subject land that is owned by the owner of the subject land;

   b) the approximate distance between the subject land and the nearest township lot line or landmark such as a bridge or railway crossing;

   c) the boundaries and dimensions of the subject land, the part that is to be severed (shown in double hatch lines XXXX) and the part that is to be retained (shown in single hatched lines ////);

   d) the location of all land previously severed from the parcel originally acquired by the current owner of the subject land;

   e) the approximate location of all natural and artificial features on the subject land and on the land that is adjacent to the subject land that, in the opinion of the applicant may affect the application, such as buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells and septic tanks;

   f) the existing uses on adjacent land, such as residential, agricultural and commercial uses;

   g) the location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road or a right of way;

   h) if access to the subject land is by water only, the location of the parking and boat docking facilities to be used;

   i) the location and nature of any easement affecting the subject land; a

   j) if a natural or artificial feature is to be the proposed new property line or part thereof, identify the feature(s) as such on the sketch.

6. It is required that **1 original copy** of this application be filed, together with **2 copies** of the sketch described in item 2 above, with the Secretary-Treasurer, accompanied by the applicable fee.

APPOINTMENT AND AUTHORIZATION OF AGENT(S)

To: The Committee of Adjustment, City of Brampton,

I, FCA Canada Inc. ,
(Please print or type full name of the owner)

the undersigned, hereby appoint and authorize/have appointed and authorized as my agent(s) for the purpose of:

1. Signing and filing the application(s) on behalf of the undersigned;

1. Arcadis Professional Services (Canada) Inc. ;
(Please print or type full name(s) of the agent(s) or the firm or corporation name. Add a separate sheet if necessary.)

2. Representing the undersigned before the Committee of Adjustment,

2. Arcadis Professional Services (Canada) Inc. ;
(Please print or type full name(s) of the agent(s) or the firm or corporation name. Add a separate sheet if necessary.)

3. Acting on behalf of the owner with respect to all matters related to the application, including but not limited to fulfilling conditions and acquiring the Secretary-Treasurer's Certificate,

3. Arcadis Professional Services (Canada) Inc. ;
(Please print or type full name(s) of the agent(s) or the firm or corporation name. Add a separate sheet if necessary.)

AND, I do hereby declare and confirm that I am the (an) owner of the land to which this application relates;

AND, I do hereby ratify, confirm and adopt as my own, the act(s), representation(s), reply (replies) and commitment(s) made on my behalf by the said agent(s).

Dated this 19th day of April , 2024 .

(Signature of the owner, or where the owner is a firm or corporation, the signing officer of the owner.)

Jon Beasley
(Where the owner is a firm or corporation, please type or print the full name of the person signing.)

NOTES:

1. If the owner is a corporation, this appointment and authorization shall include the statement that the person signing this appointment and authorization has authority to bind the corporation (or alternatively, the corporate seal shall be affixed hereto).
2. If there is more than one owner, **all owners** shall complete and sign **individual** appointment and authorization forms.
3. If the agent is a firm or corporation, specify whether all members of the firm or corporation are appointed or, if not, specify by name(s) the person(s) of the firm or corporation that are appointed.

PERMISSION TO ENTER

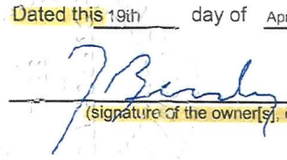
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
coa@brampton.ca

LOCATION OF THE SUBJECT LAND: 2000 Williams Parkway West

I/We, FCA Canada Inc.
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject land, hereby authorize the Members of the City of Brampton Committee of Adjustment and City of Brampton staff members, to enter upon the above noted property for the purpose of conducting a site inspection with respect to the attached application for Minor Variance and/or consent.

Dated this 19th day of April, 2024.



(signature of the owner[s], or where the owner is a firm or corporation, the signature of an officer of the owner.)

Jon Beasley
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed heret

NO DISCUSSION SHALL TAKE PLACE BETWEEN THE COMMITTEE MEMBERS AND THE APPLICANT DURING THE SITE INSPECTION

ARCADIS

Stellantis

2000 Williams Parkway
City of Brampton

Servicing Disentanglement Study

April 18, 2024

2000 Williams Parkway

Servicing Disentanglement Study

April 18, 2024

Prepared By:
Arcadis Professional Services (Canada) Inc.
8133 Warden Avenue, Unit 300
Markham, Ontario L6G 1B3
Canada
Phone: +1 905 763 2322

Prepared For:
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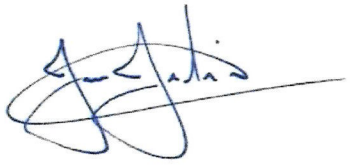
Corporate Headquarters
Taurusavenue 1
2132 LS Hoofddorp
Netherlands
Phone: +31 23 700 1511

Our Ref:
143132



Jason Jenkins, P.Eng., P.E.
Associate Principal, Practice Lead
Land Engineering

Version Control

Issue	Rev No.	Date Issued	Description	Reviewed By
Servicing Disentanglement Study	0	May 25, 2023	Final Report	JMJ
Servicing Disentanglement Study	1	April 12, 2013	Draft Report	JMJ
Servicing Disentanglement Study	**2**	**April 18, 2024**	**Final Report**	**JMJ**

Table of Contents

Appendices

1 Introduction

1.1 Background

Arcadis Professional Services (Canada) Inc. has been retained by Stellantis (the "Owner") to prepare a Servicing Disentanglement Study for an existing industrial site located at 2000 Williams Parkway, in the City of Brampton (the "City"). The purpose of this report is for Arcadis Professional Services (Canada) Inc. to complete a preliminary review of existing site servicing to determine the feasibility of severing a 32 acre (12.9 ha) parcel from the subject site while maintaining functionality for the remaining parcel.

The following documents were reviewed as part of this exercise:

- Reference Data from City of Brampton, Engineering Department, Appendix, CK3-111-7, CK3-111-8, CK3-111-9, K3-111-10, L3-12-1, L3-12-2, L3-12-4, L3-12-5, L3-15-1, L3-15-2, L3-15-3, L3-15-4, L3-15-5;
- Service Data, Region of Peel, Department of Public Works, Airport Road, 2929-D, 09446-D, 09447-D, 09448-D, 10902-D, 13313-D, 26779-D, 26780-D, 26781-D, 27541-D, 35767-D, 35768-D, 42276-D, 51262-D;
- Service Data, Region of Peel, Department of Public Works, North Park Drive; 05261-D, 05262-D, 05263-D, 05264-D, 05265-D, 07676-D, 09442-D, 09443-D, 09444-D, 09446-D;
- Service Data, Region of Peel, Department of Public Works, Torbram Road, 07673-D, 07674-D, 07675-D, 07676-D;
- Service Data, Region of Peel, Department of Public Works, Williams Parkway, 02925-D, 02926-D, 02927-D, 03869-E, 06744-D, 13134-D, 13135-D, 13136-D, 26779-D, 35766-D, 40203-D, 40204-D, 40205-D, 51260-D, 51261-D, 51262-D,
- Reference Data from Initial Site Visit, Images, dated May 11, 2023;
- Reference Data from Stellantis; Building Drawings;
- Reference Data from Stellantis; Site Plan, COMPILED PLAN_Brampton Assembly Plant; Site Plan 1_Brampton Assembly Plant; Site Plan 2_Brampton Assembly Plant; Site Plan 3 Rail Details _ Brampton Assembly Plant; Site Plan 4 _Brampton Assembly Plant; Site Setbacks_Brampton Assembly Plant;
- Topographic survey prepared by Holding Jones Vanderveen Inc., dated May 25, 2014;
- Reference Data from Stellantis, 2023 04 03 Stellantis Brampton Site Layout, Power Point Presentation, dated April 3, 2023; and,
- Reference Data SUE, CAD and PDF, dated May 2, 2023.

It is understood that the proposed severance will require **Consent to Sever** and **Minor Variance** applications. This Report is to be read in conjunction with the associated Planning Due Diligence.

1.2 Existing Site Description

Located at 2000 Williams Parkway, in the City of Brampton ("the City"), Region of Peel (herein referred to as the "subject site" or "site"), the site is legally described as PT LT 8 CON 6 E.H.S CHINGUACOUSY PTS 1, 6, 7 & 8, 43R12541; BRAMPTON, and is approximately 98.85 ha in size. The site is bounded by North Park Drive to the north, Airport Road to the east, Williams Parkway to the south, and Torbram Road to the west. The site currently houses the Chrysler Assembly Plant. For reference, please see **Aerial Exhibit**, and **Severance Plan** which can be found in **Appendix A**.

The existing Stellantis parcel is comprised of multiple buildings connected through corridors and an internal road system. These buildings are centered in the site and are surrounded by a large parking lot on the west side of the property and smaller parking lots on the north, east, and south sides, with truck docking spaces and areas along the northern building face. The subject site is also accessed by a railway located in the northeast corner of the property. This railway is owned and operated by CN Rail and connects the property to the Brampton Intermodal Terminal south of the site, situated between Highway 407 and Queen Street East on the east side of Airport Road.

An existing 8-10 m high berm along the perimeter of the site provides security, privacy and noise control from the surrounding community.

The site is located within an Employment Area which permits a range of industrial, employment and commercial uses. The site is also within the Pearson Airport Operating Area, which may have certain restrictions, subject to further review.

1.3 Existing Grading

The existing topographic survey indicates that the majority of the 32 acre (12.9 ha) severed parcel slopes in a Southeasterly direction, and that storm flows are conveyed towards an existing stormwater management channel on the Stellantis property. This will be further discussed in subsequent sections.

2 Proposed Severance

As previously mentioned, a 32 acre (12.9 ha) severance at the Southwest portion of the existing site (along Torbram Road) is being considered. Please refer to the proposed **Severance Plan** which can be found in **Appendix A.**

2.1 New Service Connections

Based on previous correspondence with the City of Brampton Development Engineering Department, the City only mandates a minimum of one set of servicing connections per property. Additional servicing connections are welcome if needed and, in some cases, may prove beneficial if the client/owner intends to further sever the property in the future. A property cannot be severed unless the future properties have access to their own independent servicing connections.

2.2 Storm Servicing and Stormwater Management

Local storm sewers adjacent to the severed parcel include:

- 375 mm storm sewer within North Park Drive
- 675 mm – 900 mm storm sewers within Torbram Road
- 300 mm – 450 mm storm sewers within Williams Parkway

The existing plant is currently serviced by various stormwater management ponds and facilities which includes the aforementioned SWM channel located within the balance of the Stellantis property which receives storm flows from the 32 acre (12.9 ha) severed parcel under existing conditions. Please see **Appendix A** for a Drainage Area Plan.

Once severed, the 32 acre (12.9 ha) parcel will require a cut-off swale to prevent storm flows from crossing the severance line, and new independent stormwater management controls such as a new stormwater management pond, rooftop storage, and / or new underground storage (i.e. ®Stormtech Chambers) will be required. In addition, the severed parcel will require a new independent storm service connection to Williams Parkway which will maintain existing drainage patterns.

As the new storm service connection will be to a smaller storm sewer within Williams Parkway as the severed parcel is further upstream of the existing connection point, a downstream analysis and/or further on-site attenuation will be required.

By installing new stormwater management facilities and a new storm service connection, the severed parcel can be serviced from a storm servicing perspective. Details pertaining to the stormwater management plan and storm service connection will be advanced at the Zoning By-Law Amendment and Site Plan Application stages.

Existing stormwater management facilities and the existing storm sewer network within the remaining Stellantis property will continue to operate without interruption. Once the severed parcel is developed, any storm sewers that cross the severance line will simply need to be truncated and plugged at the new property line.

2.3 Sanitary Servicing

Local sanitary sewers adjacent to the severed parcel include:

- 250 mm sanitary sewer within North Park Drive.
- 250 mm sanitary sewer within Torbram Road. It should be noted that this sewer is only located South of the gas station to Jardine Street.
- 250 mm sanitary sewer within Williams Parkway East.

A new independent sanitary service connection for the severed parcel will be required. At this time, a site plan for the 32 acre (12.9 ha) severed parcel was not made available, however it should be noted that any future buildings placed on the North side of the parcel may likely be connected to the existing 250 mm sanitary sewer within North Park Drive, or potentially the 250 mm sanitary sewer within Torbram Road depending on the depth of the sewers. However, as the severed parcel generally slopes in a Southerly direction, any future buildings on the south side may need to be serviced and connected to the existing 250 mm sanitary sewer within Williams Parkway East due to the significant grade difference and size of the parcel.

Any increase in density will require further coordination with the Region of Peel at the Zoning By-Law Amendment stage to confirm capacity.

The existing internal sanitary sewer network within the remaining Stellantis parcel is outside the line of severance and will continue to operate under normal conditions. It can therefore be concluded that the storm sewer network will not require retrofitting to accommodate the severance.

2.4 Water Supply Network

Local watermains adjacent to the severed parcel include:

- 600 mm watermain within North Park Drive.
- 400 mm watermain within Torbram Road.
- 300 mm watermain within Williams Parkway East.

The 32 acre (12.9 ha) severed parcel is well positioned to be serviced by the adjacent municipal water supply network. Independent fire and domestic services for the new severed parcel will be required. Hydrant flow testing will be required at the Zoning By-Law Amendment stage to verify capacity based on the proposed built form.

The existing internal water supply network within the remaining Stellantis parcel is outside the line of severance and will continue to operate under normal conditions. It can therefore be concluded that the water supply network will not require retrofitting to accommodate the severance.

2.5 Earthworks

It should be noted that the 32 acre (12.9 ha) severance is surrounded by an existing berm approximately 8.0 m - 10 m in height. The volume of this berm is approximately 360,000 m^3 of soil. Please refer to the Preliminary Berm Volume Calculations in **Appendix A**.

2.6 Utilities

It should be noted that existing internal hydro network that supplies power to existing light standards throughout the property cross into the new 32 acre (12.9 ha) severed parcel. Accordingly, these services will need to be truncated at the severance line once the parcel is developed.

600 Southgate Drive
Guelph ON Canada
N1G 4P6

Tel: +1.519.823.1311
E-mail: solutions@rwdi.com

CONFIDENTIAL MEMORANDUM

DATE: 2024-04-18 **RWDI Reference No.:** 2406209

TO: Jennifer Jaruczek **EMAIL:** Jennifer.Jaruczek@arcadis.com

FROM: Anthony Vanderheyden **EMAIL:** Anthony.Vanderheyden@rwdi.com

RE: **Air Quality and Noise Review – 2000 William Parkway Severance**
Arcadis Professional Services (Canada) Inc.
Brampton, Ontario

Arcadis Professional Services (Canada) Inc. (Arcadis) retained RWDI AIR Inc. (RWDI) to complete a land-use compatibility assessment with respect to noise and air quality setbacks for the proposed severance of a 32-acre parcel at 2000 Williams Parkway in Brampton, Ontario. The proposed severance is provided in **Figure 1** below.

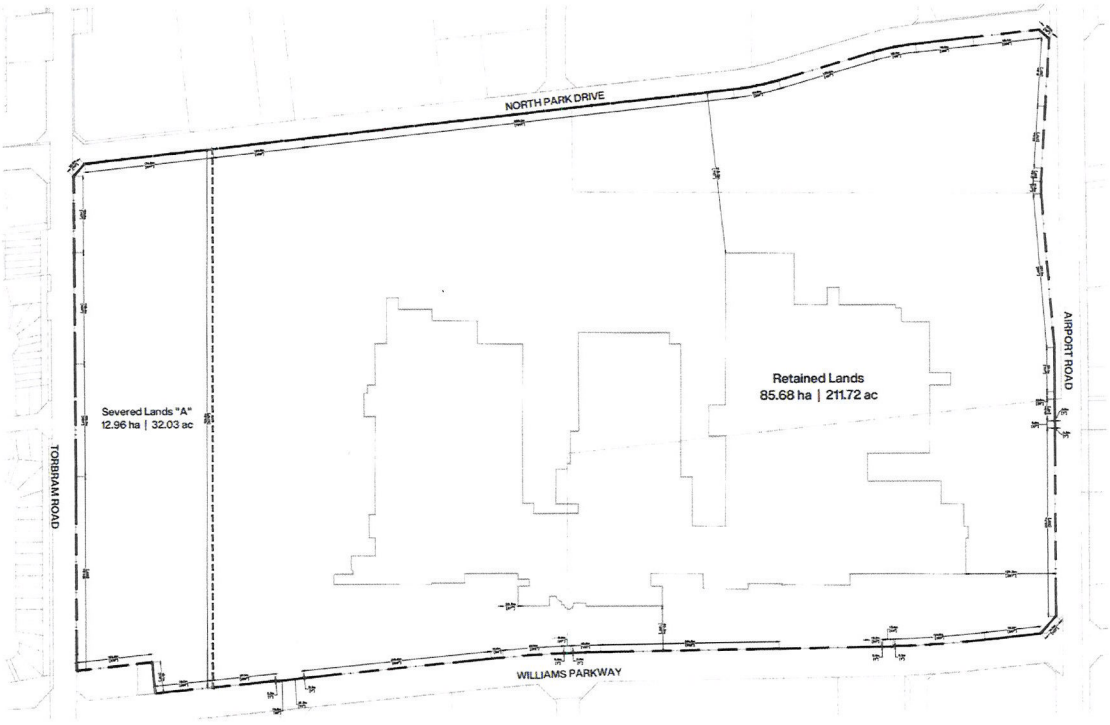


Figure 1: Lands to be Severed

The lot is currently part of the FCA Canada Inc. Brampton Assembly Plant. Once severed, the lot is intended to be used for warehousing. A conceptual plan is provided in **Figure 2**.

Figure 2: *Conceptual Plan for Warehousing*

The plant is currently operating under Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (Air & Noise) (ECA) No. 5534-CJXKBQ, dated February 7, 2023. Under this ECA, the plant is in compliance with provincial environmental standards at the property line (for air emissions) and at the closest residences to the west (for noise emissions). Although the severance will change the plant's property line, the plant's air emission concentrations along the new, closer property line are predicted to remain in compliance with the MECP standards. The plant's sound levels to the west of Torbram Road will likely be reduced as the warehouse buildings will provide some shielding. Therefore, the plant will also remain in compliance with the MECP noise criteria upon the severance.

The proposed development includes two warehouse buildings, each with approximately 31,325 sq. metres (m) of gross floor area and up to 12 m tall, with on-site staff parking spaces. To accommodate the warehouses, the earthen berm along the east side of Torbram Road will be removed.

Vehicular access point is located southeast of the project site off Williams Parkway, southwest off Torbram Road and northwest off N Park Drive. However, truck access is limited to off Williams Parkway and N Park Drive. A site plan of the proposed warehouses is shown in **Figure 2** and included in Appendix A. The proposed warehouses are bordered by residences to the west and south, as well as other industrial uses in all other directions.

This memorandum summarizes the results of RWDI's feasibility-level assessment noise and air quality assessment. The assessment is based on conceptual drawings, as well as information provided upon correspondence with Arcadis, and RWDI's experience with similar warehousing operations.

NOISE EVALUATION

The sound impacts will be assessed using the applicable guidelines and hence determine the overall feasibility of the project.

The exact function of the proposed warehouse is not fully developed yet so general assumptions have been made for the purpose of this report which has been confirmed by Arcadis. The on-site speed limit is assumed to be 10 km/h. The building will have a number of bay doors along the north side facing the existing FCA Brampton Assembly Plant. It is assumed during loading/unloading, the truck cabs will remain attached to the trailers which are to be flush with the bay doors. The bay doors are assumed to be closed otherwise. Industrial or noisy activities are not anticipated to occur within the warehouse, thus sound through the closed doors is not expected to be an issue. The trucks are assumed to be able to idle when on-site, as worst-case scenario.

For heating and cooling of the proposed warehouses, eight rooftop air make up units per building have been assumed. The site will not have emergency equipment such as generators.

The evaluation of stationary sources was assessed using the applicable MECP NPC-300 Guidelines. Where applicable, Brampton's Terms of Reference for Noise Study, as well as Region of Peel's General Guidelines for the Preparation of Acoustical Reports in the Region of Peel, were also utilized.

Only the significant stationary sources of sound were assessed. These include ventilation equipment and activities associated with on-site truck movements. The mechanical design should be reviewed, and the assessment should be updated once plans for the site, and equipment selections have been finalized. Given the nature of the building, vibration sources are not expected to be present, thus were not assessed.

Stationary sources are assessed for the predictable worst-case one-hour L_{eq} for each period of the day. For assessing sound originating from stationary sources, NPC-300 defines sound level criteria for two possible locations at each noise-sensitive land use (receptor): outdoor and façade. The outdoor points of reception (PORs) for stationary source assessment can include front yards, backyards, terraces, or patios. The façade PORs are the centre of any window or door on the most exposed wall.

The assessment criterion is the higher of either the exclusion limit per NPC-300 or the minimum background sound level that occurs or is likely to occur at a receptor. The applicable exclusion limit is determined based on the level of urbanization or "Class" of the area. Land uses surrounding the facility are Class 1 areas due to the acoustical environmental which is influenced mainly by human activity, such as road traffic along Torbram Road, N Park Drive and Williams Parkway, and FCA Brampton Assembly Plant east of the proposed development. The NPC-300 Class 1 exclusion limits were applied for continuous sources in the assessment and are summarized in Table 1. The default limits for "urban" areas may not accurately describe the existing ambient character of the proposed development area given its high-density environment, proximity to main roadways, and the fact that these default limits are meant to cover a wider spectrum of urban locations across Ontario. A background sound assessment, which uses traffic volumes measured by the City of Brampton may show that the ambient character in the area is elevated.

Table 1: *NPC-300 Exclusion Limit – Continuous Stationary Sources*

Time Period	Class 1 Exclusion Limit	
	Outdoor L_{EQ-1hr}	Façade L_{EQ-1hr}
Daytime 07:00-19:00h	50 dBA	50 dBA
Evening 19:00-23:00h	50 dBA	50 dBA
Nighttime 23:00-07:00h	not applicable	45 dBA

Due to the size of the site and buildings, trailer parking is not expected at this point, thus impulsive events from the coupling and uncoupling of trailers have not been assessed. However, since the loading docks are on the opposite side of residential areas, and if parking was to occur, impulsive events will be shielded by the building structure and are not expected to be significant.

Noise-sensitive land uses surrounding the facility are existing residential dwellings located west along Torbram Road. The worst-case representative receptors in have been modelled and shown in **Figure 3**. Meeting the applicable criteria at these representative receptors will ensure compliance at all receptors beyond.

Figure 3: *Noise Sensitive Receptor Locations*

Sources

For this feasibility study, a site visit was not conducted as the development is currently in design stages. Information regarding potential stationary sources were obtained through analysis of site plan drawings and discussions with Arcadis. Sound level data of similar sources on file at RWDI were used.

The following were adopted for the analysis:

- The number of trucks entering and leaving the site in a predictable worst-case hour during the day, evening, and night, respectively will be:

  - 10, 10, 5 through William Parkway and N Park Lane driveways; and
  - No truck traffic through Torbram Road driveway.
- The site can accommodate for six trucks idling continuously during a worst-case hour (sources ContWTruck01 through ContWTruck02).
- Eight roof-top Air Make Up units were modelled (sources ContWMUA01 through ContWMUA16) per building with a maximum sound power level of 92 dBA.
- All equipment would operate concurrently and continuously during the predictable worst-case one-hour period.
- No refrigeration uses, or use of reefer trucks, have been assumed for the two buildings.

The locations of the noise sources are illustrated in **Figure 4**. In addition, it was assumed that the earthen berm on the eastern side of Torbram Road would be removed.

Figure 4: *Noise Source Locations*

Noise Modelling Results

Detailed noise modelling was carried out, based on the available information, using the Cadna/A software package, a commercially available implementation of the ISO 9613 (ISO, 1994 and ISO, 1996) algorithms. The predicted sound levels during the predictable worst-case one hour and the applicable sound level limit are presented in **Table 2**. A sample Cadna/A calculation showing step-by-step calculation parameters is provided for the façade of R01_f is provided in **Appendix B**.

Table 2: *Predicted Sound Levels – Continuous Stationary Sources*

Receptor	Description	Time of Day	Sound Level L_{EQ-1hr} (dBA)	NPC-300 Class 1 Exclusion Limit (dBA)	Meets Criteria?
R01_f	House on Jardine Street (Plane of Second Storey Window)	Day/Evening	47	50	Y
		Night	44	45	Y
R01_o	Side yard of house on Jardine Street	Day/Evening	46	50	Y
R02_f	House on Jardine Street (Plane of Second Storey Window)	Day/Evening	47	50	Y
		Night	42	45	Y
R02_o	Side yard of house on Jardine Street	Day/Evening	47	50	Y
R03_f	House on Grassington Crescent (Plane of Second Storey Window)	Day/Evening	39	50	Y
		Night	37	45	Y
R03_o	Backyard of house on Grassington Crescent	Day/Evening	40	50	Y
R04_f	House on Panda Lane (Plane of Second Storey Window)	Day/Evening	39	50	Y
		Night	38	45	Y
R04_o	Backyard of house on Panda Lane	Day/Evening	40	45	Y

Based on the modelling results, the proposed warehouses will be in compliance with the default NPC-300 Class 1 exclusion limits.

Figures 5 and **6** provide sound level contours for the daytime/evening and nighttime operating scenarios, respectively.

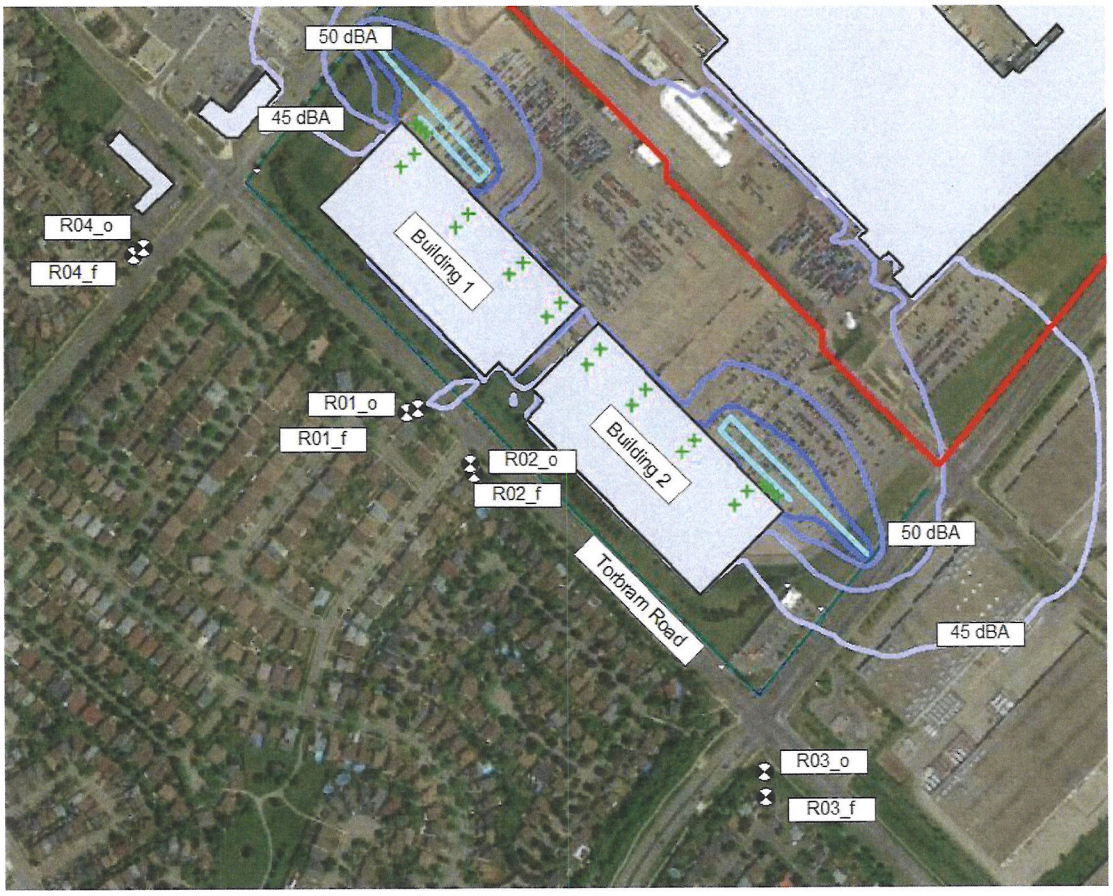


Figure 5: *Daytime/Evening Sound Level Contours (4.5 m height)*

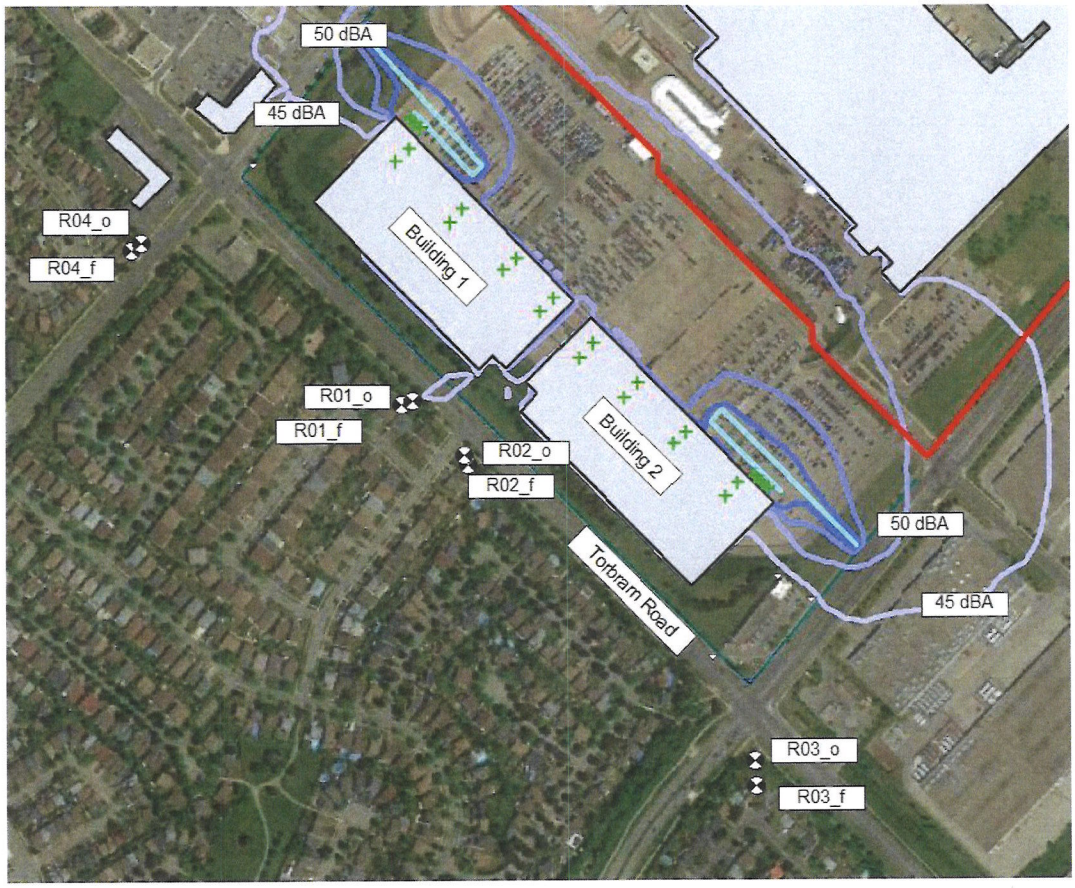


Figure 6: *Nighttime Sound Level Contours (4.5 m height)*

AIR QUALITY EVALUATION

Air quality impacts from the proposed warehouse development on the surrounding area were assessed qualitatively, as the exact function of the proposed warehouse was unknown at the time of this assessment. Details on air quality, fugitive dust, and odour for the proposed warehouse are discussed in detail below. It should be noted, if the severed area is developed into anything other than a warehouse, this assessment should be updated to reflect the changes.

Air Quality

Prior to commencement of operations, the proposed facility will need to apply for and obtain either an Environmental Compliance Approval (ECA) from the MECP or register with the Environmental Activity and Sector Registry (EASR) to demonstrate compliance with Ontario Regulation 419/05. This requires the facility to comply with established benchmark values listed in the MECP Air Contaminants Benchmarks (ACB) List: standards, guidelines and screening levels for assessing point of impingement concentrations of air contaminants, Version 3.0, April 2023 (ACB List), for contaminants released to air from the facility at and beyond the property boundary.

The North American Industrial Classification System (NAICS) code for the proposed facility will identify whether the facility will require an ECA or an EASR registration. It is likely that the facility will need to register under the EASR if the severed land is to be developed into a warehouse.

RWDI reviewed wind data from the Toronto International Airport Meteorological Station, which is the nearest meteorological station to the subject lands, for this assessment. A summary of the directional distribution of winds over a period from 1996 to 2020 is shown in **Figure 7**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in meters per second as indicated in the legend. The wind in the study area blows most frequently from directions between north and west, and least frequently from the directions between northeast and south-southwest.

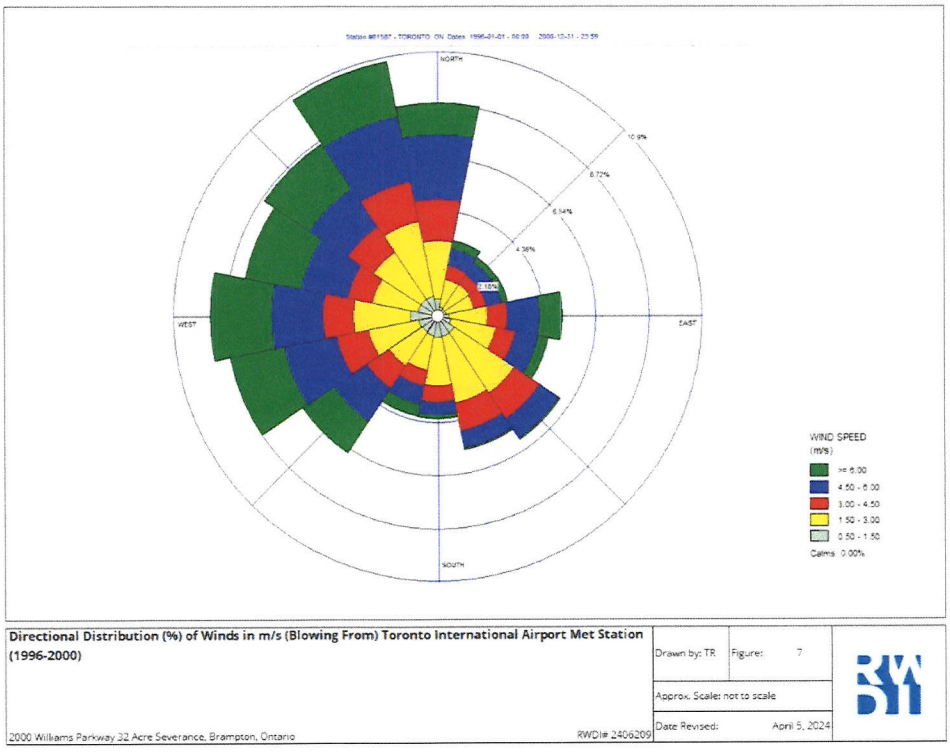


***Figure 7:** Windrose*

The nearest existing residences to the proposed facility are located to the west of the subject lands. Winds from the east are expected infrequently, approximately 5% of the time, decreasing the likelihood of air quality impacts at the existing residential receptors from the subject lands. The proposed facility also has commercial and industrial land located south of the facility, which is downwind of the predominant wind direction at a frequency of 10%.

Fugitive Dust

Outdoor storage of aggregate-type material (i.e., sand and gravel), and unpaved roads and parking lots are potential sources of fugitive dust. Fugitive dust events typically occur seasonally during dry or windy conditions.

Based on the limited information provided for this assessment, it is unclear whether there will be fugitive dust from the proposed warehouse. In the event fugitive dust sources are present, preventive measures provided in the MOECC Technical Bulletin – Management Approaches for Industrial Fugitive Sources, Standards Development Branch, dated February 2017, are provided below. These preventive measures should consider if fugitive dust sources are present at the proposed facility to minimize fugitive dust emissions. The potential impacts of fugitive dust are expected to be managed through the incorporation of best practices and documented in a best management practices plan.

- Design three-sided bunker that is at least as high as the storage pile: The length of the sides should be at least the length of the pile; the distance of the sides from the pile should be no more than twice the height of the pile; the height of the sides should be at least equal to the pile height; and the material of which the sides are made should be no more than 50% porous;
- Control movement and handling of fine materials to prevent spillages onto paved surfaces;
- Regularly clean paved surfaces, using a mobile sweeper in conjunction with vacuuming, or a water truck;
- Control speed on vehicle movements on unpaved roads;
- Applied water/dust suppressant on unpaved areas whenever applicable;
- Control dust emissions generated during material handling activities. This is primarily accomplished by preventing dust emissions due to loading, unloading and transfer activities in the open air; and,
- Maintain existing treelines and/or implement treelines on the proposed property to mitigate fugitive dust emissions.

Odour

Typically, warehouses are considered insignificant sources of odour. However, painting and welding operations can be considered potential sources of odour. Although painting and welding will likely occur infrequently and in small quantities at the proposed warehouse, there is a potential for odours to be detected at locations off-site.

The potential impacts of odour from the proposed development are expected to be managed through the incorporation of best practices such as:

- Placement of exhaust stacks to maximize separation from sensitive receptors;
- Design of exhaust stacks to optimize dispersion; and
- Implementation of appropriate pollution control technologies.

CONCLUSIONS

RWDI has completed a noise impact study for the proposed warehouses, to be located on the severed lot, based on best available information. The sound levels due to the warehousing activities, with the preliminary assumptions made within this memorandum, meet the applicable MECP NPC-300 exclusion limits at all surrounding receptors.

The impact study is based on assumptions regarding the current site plan and anticipated typical operations and confirmed with Arcadis. Should changes to the site layout and/or operations be implemented, we recommend that the potential noise impact be re-evaluated to ensure compliance with the sound level limits. Furthermore, any future tenants will be required to provide the City of Brampton with a detailed noise assessment representative of the actual uses of the warehouses.

From an air quality perspective, the proposed warehouse development on the subject lands is compatible with surrounding land uses. To ensure compatibility of the facility is achieved, the following recommendations should be followed:

- A design review should be completed prior to completion of the detailed design phase to incorporate exhaust design best practices for air emissions, environmental noise, fugitive dust, and odour.

Prior to commencement of operations, the proposed facility will need to apply for and obtain either an ECA from the MECP or register with the EASR to demonstrate compliance with Ontario Regulation 419/05. This requires the facility to comply with established benchmark values listed in the MECP ACB List for contaminants released to air from the facility at and beyond the property boundary.

Yours truly,

RWDI AIR Inc.

Anthony Vanderheyden, B.A.Sc., EIT
Project Manager

Brad Bergeron, A.Sc.T., d.E.T.
Senior Project Manager | Principal

AUV/BCB/kta

Attach.

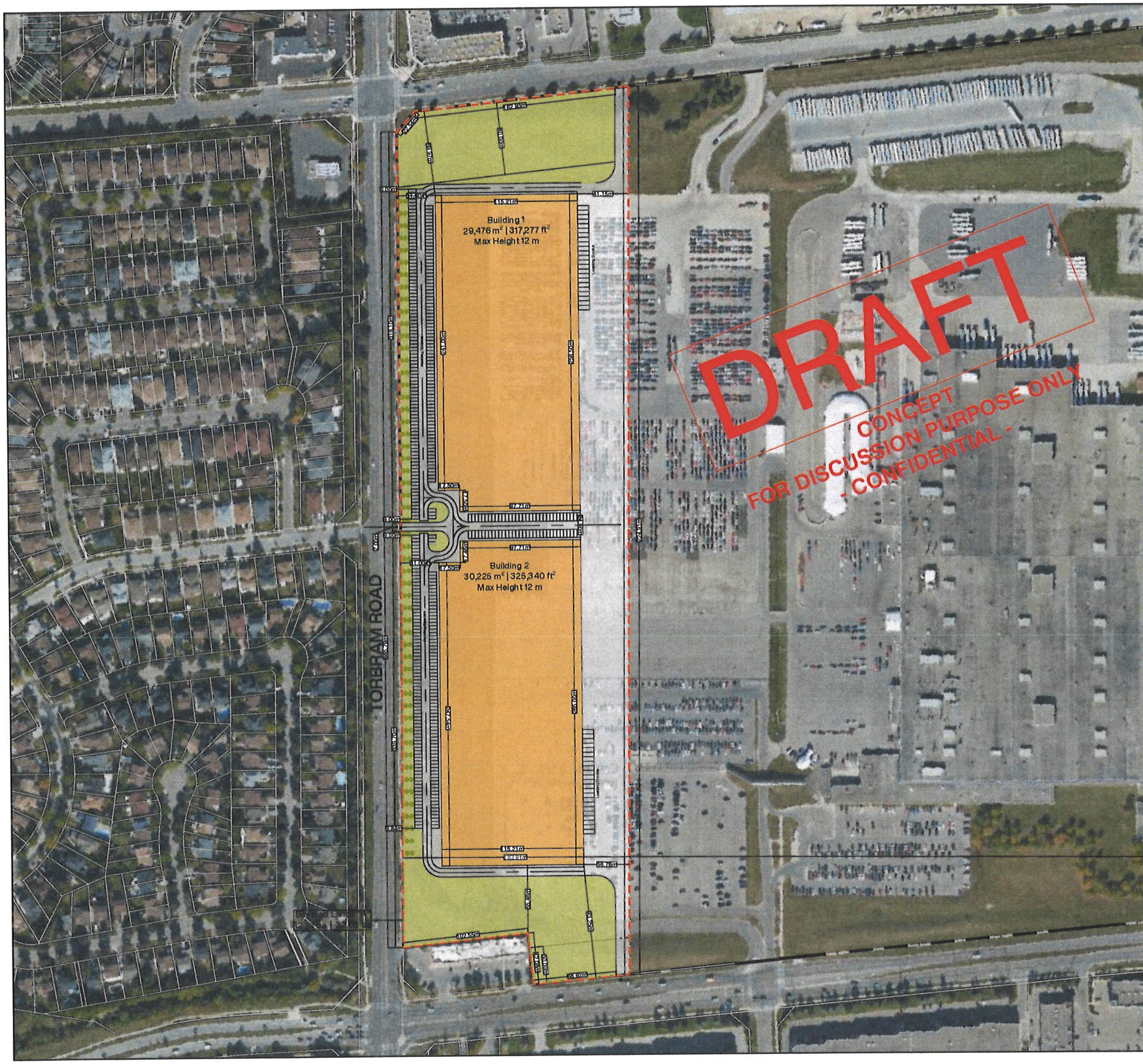
STATEMENT OF LIMITATIONS

This report entitled "Air Quality and Noise Review – 2000 William Parkway Severance" was prepared by RWDI AIR Inc. ("RWDI") for Arcadis Professional Services (Canada) Inc. ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect changes made to the facility and/or the operations therein after the date of this report, RWDI recommends that it be retained by Client in the event such changes are contemplated/implemented in order to verify that the results and recommendations provided in this report are still applicable for such changes.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein to understand the different factors which may impact the conclusions and recommendations provided.

APPENDIX A



True North

Site Stats	Concept Revision	
Severance Lot	12.96 ha	
Proposed Buildings	59,701 m^2	
	642,612 ft^2	
Lot Coverage	46%	

Parking Calculations	Required	Proposed
Warehouse		
Up to 20,000 m2	168	
1 Space per 170m2 above 20,000	234	
Total	402	415

Loading	Required	Proposed
Over 14,000m2	5	
1 Space per 9,300m2	5	
Total	10	46

Zoning	M2	
Minimum Lot Width	30 metres	665.79 m
Minimum Front Yard Depth	9 metres	31.00 m
Minimum Interior Side Yard Width	4 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres	55.46 m
Minimum Exterior Side Yard Width	6 metres except that where it abuts a 0.3 metres reserve the minimum requirement is 15 metres	69.97 m, 93.25 m
Minimum Rear Yard Depth	7 metres except that where it abuts (1) a rail line, there is no requirement and (2) a 0.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 15 metres	36.76 m
Maximum Building Height	No restriction but maximum 2 storeys on a lot which abuts a residential zone	12 m
Minimum Landscaped Open Space	Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone	9.00 m

Zoning	M2 - SECTION 305 Required	Proposed
Minimum Street Line Setback:		
(1) from North Park Drive:	25.0 m	69.97 m
(2) from Airport Road:	50.0 m	-
(3) from Williams Parkway:	30.0 m	92.15 m
(4) from Torbram Road:	255.0 m	31.00 m
Landscaped Buffer Area. a landscaped buffer area shall be provided and maintained along the adjacent streets as follows:		
(1) a minimum width of 30.0 metres along Williams Parkway;	30. m	min of 30.0 m
(2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall:	75.0 m	9.00 m
(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not less than 150.0 metres, and not more than 240.0 metres east of Torbram Road, and 15.0 metres for the remaining distance.	60.0 m	60.0 m width, 162.93 m length

Conceptual Site Plan

2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

KEY MAP - N.T.S

Site Boundary
Lot Severance

ARCADIS
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
(416) 596-1930
arcadis.com

BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED REFERENCE POINTS (ORP's) A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)

SCALE 20 10 0 20 40 60
1:1500 (m)

PROJECT NO: 143132	
DRAWN BY: JS	CHECKED BY #####
PROJECT MGR: SA	APPROVED BY: ####

SHEET TITLE
Conceptual Site Plan Revision

SHEET NUMBER	ISSUE
01	01

File Location: C:\Users\justin.sharp\OneDrive - IBI Group\Documents\2000 Williams Parkway\CAD\CC\143132_2000Williams_ 2024-04-22.dwg Last Saved: April 17, 2024 Plotted: Wednesday, April 17, 2024 5:04:41 PM by Justin Sharp

SCALE CHECK 10mm 1 in

APPENDIX B

Sample Calculation R01_f

Receiver
Name: R01_f
ID: Ware_R01_f
X: 17602693.12 m
Y: 4844560.60 m
Z: 4.50 m

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17602853.96	4844638.47	3.50	0	D	A	70.9	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	18.2
1	17602853.96	4844638.47	3.50	0	N	A	-36.0	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	-88.8
1	17602853.96	4844638.47	3.50	0	E	A	70.9	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	18.2
28	17602823.23	4844608.83	3.50	0	D	A	70.9	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	20.4
28	17602823.23	4844608.83	3.50	0	N	A	-36.0	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	-86.6
28	17602823.23	4844608.83	3.50	0	E	A	70.9	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	20.4
30	17602807.98	4844594.12	3.50	0	D	A	70.9	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	34.1
30	17602807.98	4844594.12	3.50	0	N	A	-36.0	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	-72.9
30	17602807.98	4844594.12	3.50	0	E	A	70.9	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	34.1
32	17602794.60	4844581.22	3.50	0	D	A	70.9	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	29.7
32	17602794.60	4844581.22	3.50	0	N	A	-36.0	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	-77.3
32	17602794.60	4844581.22	3.50	0	E	A	70.9	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	29.7
34	17602780.69	4844567.80	3.50	0	D	A	70.9	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	37.2
34	17602780.69	4844567.80	3.50	0	N	A	-36.0	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	-69.8
34	17602780.69	4844567.80	3.50	0	E	A	70.9	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	37.2
36	17602791.13	4844577.86	3.50	1	D	A	70.9	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	24.2
36	17602791.13	4844577.86	3.50	1	N	A	-36.0	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	-82.8
36	17602791.13	4844577.86	3.50	1	E	A	70.9	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	24.2
38	17602782.99	4844570.02	3.50	1	D	A	70.9	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	21.0
38	17602782.99	4844570.02	3.50	1	N	A	-36.0	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	-85.9
38	17602782.99	4844570.02	3.50	1	E	A	70.9	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	21.0
40	17602774.83	4844562.14	3.50	1	D	A	70.9	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	8.8
40	17602774.83	4844562.14	3.50	1	N	A	-36.0	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	-98.1
40	17602774.83	4844562.14	3.50	1	E	A	70.9	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	8.8
77	17602878.81	4844662.43	3.50	1	D	A	70.9	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-3.5
77	17602878.81	4844662.43	3.50	1	N	A	-36.0	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-110.5
77	17602878.81	4844662.43	3.50	1	E	A	70.9	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-3.5
79	17602873.15	4844656.98	3.50	1	D	A	70.9	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	3.2
79	17602873.15	4844656.98	3.50	1	N	A	-36.0	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	-103.8
79	17602873.15	4844656.98	3.50	1	E	A	70.9	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	3.2
81	17602855.34	4844639.80	3.50	1	D	A	70.9	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	8.4
81	17602855.34	4844639.80	3.50	1	N	A	-36.0	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	-98.6
81	17602855.34	4844639.80	3.50	1	E	A	70.9	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	8.4
82	17602837.24	4844622.35	3.50	1	D	A	70.9	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	6.8
82	17602837.24	4844622.35	3.50	1	N	A	-36.0	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	-100.2
82	17602837.24	4844622.35	3.50	1	E	A	70.9	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	6.8
84	17602828.01	4844613.44	3.50	1	D	A	70.9	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	7.5
84	17602828.01	4844613.44	3.50	1	N	A	-36.0	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	-99.4
84	17602828.01	4844613.44	3.50	1	E	A	70.9	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	7.5
86	17602812.42	4844598.41	3.50	1	D	A	70.9	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	31.4
86	17602812.42	4844598.41	3.50	1	N	A	-36.0	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	-75.6
86	17602812.42	4844598.41	3.50	1	E	A	70.9	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	31.4
93	17602873.09	4844656.92	3.50	1	D	A	70.9	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	10.0
93	17602873.09	4844656.92	3.50	1	N	A	-36.0	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	-97.0
93	17602873.09	4844656.92	3.50	1	E	A	70.9	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	10.0
114	17602865.10	4844649.22	3.50	1	D	A	70.9	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	17.7
114	17602865.10	4844649.22	3.50	1	N	A	-36.0	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	-89.3
114	17602865.10	4844649.22	3.50	1	E	A	70.9	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	17.7
116	17602848.93	4844633.62	3.50	1	D	A	70.9	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	30.3
116	17602848.93	4844633.62	3.50	1	N	A	-36.0	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	-76.7
116	17602848.93	4844633.62	3.50	1	E	A	70.9	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	30.3
118	17602829.49	4844614.87	3.50	1	D	A	70.9	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	26.3

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
118	17602829.49	4844614.87	3.50	1	N	A	-36.0	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	-80.7
118	17602829.49	4844614.87	3.50	1	E	A	70.9	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	26.3
120	17602824.87	4844610.41	3.50	1	D	A	70.9	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	15.3
120	17602824.87	4844610.41	3.50	1	N	A	-36.0	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	-91.7
120	17602824.87	4844610.41	3.50	1	E	A	70.9	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	15.3
130	17602790.57	4844567.06	3.50	0	D	A	70.9	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	37.4
130	17602790.57	4844567.06	3.50	0	N	A	-36.0	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	-69.6
130	17602790.57	4844567.06	3.50	0	E	A	70.9	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	37.4
132	17602808.57	4844584.06	3.50	0	D	A	70.9	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	29.1
132	17602808.57	4844584.06	3.50	0	N	A	-36.0	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	-77.9
132	17602808.57	4844584.06	3.50	0	E	A	70.9	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	29.1
134	17602824.30	4844598.90	3.50	0	D	A	70.9	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	33.5
134	17602824.30	4844598.90	3.50	0	N	A	-36.0	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	-73.4
134	17602824.30	4844598.90	3.50	0	E	A	70.9	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	33.5
136	17602862.30	4844634.78	3.50	0	D	A	70.9	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	20.7
136	17602862.30	4844634.78	3.50	0	N	A	-36.0	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	-86.2
136	17602862.30	4844634.78	3.50	0	E	A	70.9	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	20.7
138	17602778.90	4844556.05	3.50	1	D	A	70.9	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	20.0
138	17602778.90	4844556.05	3.50	1	N	A	-36.0	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	-87.0
138	17602778.90	4844556.05	3.50	1	E	A	70.9	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	20.0
140	17602787.97	4844564.61	3.50	1	D	A	70.9	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	28.3
140	17602787.97	4844564.61	3.50	1	N	A	-36.0	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	-78.7
140	17602787.97	4844564.61	3.50	1	E	A	70.9	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	28.3
151	17602811.07	4844586.41	3.50	1	D	A	70.9	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	31.8
151	17602811.07	4844586.41	3.50	1	N	A	-36.0	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	-75.2
151	17602811.07	4844586.41	3.50	1	E	A	70.9	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	31.8
175	17602825.31	4844599.86	3.50	1	D	A	70.9	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	5.6
175	17602825.31	4844599.86	3.50	1	N	A	-36.0	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	-101.4
175	17602825.31	4844599.86	3.50	1	E	A	70.9	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	5.6
176	17602833.70	4844607.78	3.50	1	D	A	70.9	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	4.6
176	17602833.70	4844607.78	3.50	1	N	A	-36.0	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	-102.4
176	17602833.70	4844607.78	3.50	1	E	A	70.9	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	4.6
198	17602850.06	4844623.23	3.50	1	D	A	70.9	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	8.3
198	17602850.06	4844623.23	3.50	1	N	A	-36.0	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	-98.7
198	17602850.06	4844623.23	3.50	1	E	A	70.9	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	8.3
200	17602866.12	4844638.39	3.50	1	D	A	70.9	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	2.6
200	17602866.12	4844638.39	3.50	1	N	A	-36.0	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	-104.4
200	17602866.12	4844638.39	3.50	1	E	A	70.9	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	2.6
202	17602878.98	4844650.53	3.50	1	D	A	70.9	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	4.3
202	17602878.98	4844650.53	3.50	1	N	A	-36.0	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	-102.6
202	17602878.98	4844650.53	3.50	1	E	A	70.9	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	4.3
228	17602825.90	4844600.42	3.50	1	D	A	70.9	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	27.1
228	17602825.90	4844600.42	3.50	1	N	A	-36.0	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	-79.8
228	17602825.90	4844600.42	3.50	1	E	A	70.9	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	27.1
230	17602843.68	4844617.20	3.50	1	D	A	70.9	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	31.0
230	17602843.68	4844617.20	3.50	1	N	A	-36.0	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	-76.0
230	17602843.68	4844617.20	3.50	1	E	A	70.9	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	31.0
232	17602858.20	4844630.91	3.50	1	D	A	70.9	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	18.4
232	17602858.20	4844630.91	3.50	1	N	A	-36.0	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	-88.6
232	17602858.20	4844630.91	3.50	1	E	A	70.9	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	18.4
234	17602873.50	4844645.35	3.50	1	D	A	70.9	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	13.7
234	17602873.50	4844645.35	3.50	1	N	A	-36.0	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	-93.2
234	17602873.50	4844645.35	3.50	1	E	A	70.9	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	13.7
326	17602984.14	4844583.82	3.50	0	D	A	70.9	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	10.5
326	17602984.14	4844583.82	3.50	0	N	A	-36.0	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	-96.5
326	17602984.14	4844583.82	3.50	0	E	A	70.9	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	10.5
348	17602943.69	4844625.66	3.50	0	D	A	70.9	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	9.5
348	17602943.69	4844625.66	3.50	0	N	A	-36.0	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	-97.5
348	17602943.69	4844625.66	3.50	0	E	A	70.9	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	9.5
350	17602921.73	4844648.37	3.50	0	D	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	5.0
350	17602921.73	4844648.37	3.50	0	N	A	-36.0	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	-102.0
350	17602921.73	4844648.37	3.50	0	E	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	5.0
352	17602913.52	4844656.86	3.50	0	D	A	70.9	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	1.1

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
352	17602913.52	4844656.86	3.50	0	N	A	-36.0	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	-105.9
352	17602913.52	4844656.86	3.50	0	E	A	70.9	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	1.1
354	17602906.13	4844664.51	3.50	0	D	A	70.9	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	11.0
354	17602906.13	4844664.51	3.50	0	N	A	-36.0	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	-96.0
354	17602906.13	4844664.51	3.50	0	E	A	70.9	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	11.0
356	17602870.76	4844701.09	3.50	0	D	A	70.9	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	12.6
356	17602870.76	4844701.09	3.50	0	N	A	-36.0	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	-94.4
356	17602870.76	4844701.09	3.50	0	E	A	70.9	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	12.6
358	17602810.09	4844763.83	3.50	0	D	A	70.9	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	12.1
358	17602810.09	4844763.83	3.50	0	N	A	-36.0	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	-94.9
358	17602810.09	4844763.83	3.50	0	E	A	70.9	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	12.1
403	17602892.56	4844678.54	3.50	1	D	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	3.5
403	17602892.56	4844678.54	3.50	1	N	A	-36.0	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	-103.5
403	17602892.56	4844678.54	3.50	1	E	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	3.5
405	17602882.11	4844689.35	3.50	1	D	A	70.9	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	6.1
405	17602882.11	4844689.35	3.50	1	N	A	-36.0	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	-100.9
405	17602882.11	4844689.35	3.50	1	E	A	70.9	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	6.1
407	17602870.50	4844701.35	3.50	1	D	A	70.9	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	1.8
407	17602870.50	4844701.35	3.50	1	N	A	-36.0	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	-105.2
407	17602870.50	4844701.35	3.50	1	E	A	70.9	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	1.8
409	17602859.07	4844713.18	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-0.4
409	17602859.07	4844713.18	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-107.4
409	17602859.07	4844713.18	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-0.4
431	17602849.52	4844723.05	3.50	1	D	A	70.9	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	0.1
431	17602849.52	4844723.05	3.50	1	N	A	-36.0	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	-106.9
431	17602849.52	4844723.05	3.50	1	E	A	70.9	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	0.1
433	17602826.29	4844747.08	3.50	1	D	A	70.9	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	5.8
433	17602826.29	4844747.08	3.50	1	N	A	-36.0	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	-101.2
433	17602826.29	4844747.08	3.50	1	E	A	70.9	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	5.8
507	17602962.17	4844606.55	3.50	1	D	A	70.9	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	5.7
507	17602962.17	4844606.55	3.50	1	N	A	-36.0	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	-101.3
507	17602962.17	4844606.55	3.50	1	E	A	70.9	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	5.7
508	17602892.70	4844678.40	3.50	1	D	A	70.9	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	3.5
508	17602892.70	4844678.40	3.50	1	N	A	-36.0	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	-103.5
508	17602892.70	4844678.40	3.50	1	E	A	70.9	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	3.5
510	17602846.38	4844726.30	3.50	1	D	A	70.9	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	4.2
510	17602846.38	4844726.30	3.50	1	N	A	-36.0	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	-102.8
510	17602846.38	4844726.30	3.50	1	E	A	70.9	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	4.2
512	17602889.58	4844681.63	3.50	1	D	A	70.9	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	9.9
512	17602889.58	4844681.63	3.50	1	N	A	-36.0	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	-97.1
512	17602889.58	4844681.63	3.50	1	E	A	70.9	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	9.9
514	17602879.70	4844691.84	3.50	1	D	A	70.9	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	17.5
514	17602879.70	4844691.84	3.50	1	N	A	-36.0	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	-89.4
514	17602879.70	4844691.84	3.50	1	E	A	70.9	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	17.5
516	17602868.01	4844703.93	3.50	1	D	A	70.9	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	3.9
516	17602868.01	4844703.93	3.50	1	N	A	-36.0	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	-103.1
516	17602868.01	4844703.93	3.50	1	E	A	70.9	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	3.9
518	17602853.48	4844718.96	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	0.1
518	17602853.48	4844718.96	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-106.9
518	17602853.48	4844718.96	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	0.1
520	17602848.64	4844723.97	3.50	1	D	A	70.9	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-10.9
520	17602848.64	4844723.97	3.50	1	N	A	-36.0	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-117.9
520	17602848.64	4844723.97	3.50	1	E	A	70.9	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-10.9
578	17602797.77	4844749.97	3.50	0	D	A	70.9	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	9.5
578	17602797.77	4844749.97	3.50	0	N	A	-36.0	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	-97.4
578	17602797.77	4844749.97	3.50	0	E	A	70.9	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	9.5
616	17602852.61	4844692.40	3.50	0	D	A	70.9	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	10.1
616	17602852.61	4844692.40	3.50	0	N	A	-36.0	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	-96.9
616	17602852.61	4844692.40	3.50	0	E	A	70.9	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	10.1
618	17602823.77	4844722.67	3.50	1	D	A	70.9	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	2.4
618	17602823.77	4844722.67	3.50	1	N	A	-36.0	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	-104.6
618	17602823.77	4844722.67	3.50	1	E	A	70.9	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	2.4
620	17602845.03	4844700.35	3.50	1	D	A	70.9	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-2.7

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
620	17602845.03	4844700.35	3.50	1	N	A	-36.0	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-109.7
620	17602845.03	4844700.35	3.50	1	E	A	70.9	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-2.7
622	17602853.75	4844691.20	3.50	1	D	A	70.9	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-3.1
622	17602853.75	4844691.20	3.50	1	N	A	-36.0	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-110.1
622	17602853.75	4844691.20	3.50	1	E	A	70.9	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-3.1
624	17602863.99	4844680.45	3.50	1	D	A	70.9	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-0.4
624	17602863.99	4844680.45	3.50	1	N	A	-36.0	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-107.4
624	17602863.99	4844680.45	3.50	1	E	A	70.9	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-0.4
630	17602874.56	4844669.35	3.50	1	D	A	70.9	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	4.8
630	17602874.56	4844669.35	3.50	1	N	A	-36.0	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	-102.2
630	17602874.56	4844669.35	3.50	1	E	A	70.9	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	4.8
632	17602879.49	4844664.17	3.50	1	D	A	70.9	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-6.7
632	17602879.49	4844664.17	3.50	1	N	A	-36.0	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-113.7
632	17602879.49	4844664.17	3.50	1	E	A	70.9	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-6.7
640	17602866.97	4844677.31	3.50	1	D	A	70.9	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-4.6
640	17602866.97	4844677.31	3.50	1	N	A	-36.0	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-111.6
640	17602866.97	4844677.31	3.50	1	E	A	70.9	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-4.6
642	17602848.03	4844697.20	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-2.7
642	17602848.03	4844697.20	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-109.7
642	17602848.03	4844697.20	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-2.7
644	17602861.38	4844683.18	3.50	1	D	A	70.9	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	0.7
644	17602861.38	4844683.18	3.50	1	N	A	-36.0	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	-106.3
644	17602861.38	4844683.18	3.50	1	E	A	70.9	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	0.7
646	17602872.03	4844672.00	3.50	1	D	A	70.9	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	18.9
646	17602872.03	4844672.00	3.50	1	N	A	-36.0	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	-88.1
646	17602872.03	4844672.00	3.50	1	E	A	70.9	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	18.9
648	17602876.89	4844666.90	3.50	1	D	A	70.9	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	6.9
648	17602876.89	4844666.90	3.50	1	N	A	-36.0	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	-100.1
648	17602876.89	4844666.90	3.50	1	E	A	70.9	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	6.9
667	17602891.28	4844655.38	3.50	0	D	A	70.9	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	9.8
667	17602891.28	4844655.38	3.50	0	N	A	-36.0	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	-97.2
667	17602891.28	4844655.38	3.50	0	E	A	70.9	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	9.8
669	17602896.90	4844649.60	3.50	0	D	A	70.9	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-1.5
669	17602896.90	4844649.60	3.50	0	N	A	-36.0	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-108.5
669	17602896.90	4844649.60	3.50	0	E	A	70.9	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-1.5
671	17602904.52	4844641.76	3.50	0	D	A	70.9	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	2.3
671	17602904.52	4844641.76	3.50	0	N	A	-36.0	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-104.7
671	17602904.52	4844641.76	3.50	0	E	A	70.9	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	2.3
681	17602924.92	4844620.78	3.50	0	D	A	70.9	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	6.4
681	17602924.92	4844620.78	3.50	0	N	A	-36.0	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	-100.6
681	17602924.92	4844620.78	3.50	0	E	A	70.9	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	6.4
683	17602968.31	4844576.14	3.50	0	D	A	70.9	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	8.2
683	17602968.31	4844576.14	3.50	0	N	A	-36.0	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	-98.8
683	17602968.31	4844576.14	3.50	0	E	A	70.9	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	8.2
689	17602888.71	4844658.03	3.50	1	D	A	70.9	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-6.5
689	17602888.71	4844658.03	3.50	1	N	A	-36.0	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-113.5
689	17602888.71	4844658.03	3.50	1	E	A	70.9	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-6.5
712	17602890.13	4844656.57	3.50	1	D	A	70.9	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-8.9
712	17602890.13	4844656.57	3.50	1	N	A	-36.0	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-115.9
712	17602890.13	4844656.57	3.50	1	E	A	70.9	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-8.9
714	17602915.08	4844630.90	3.50	1	D	A	70.9	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-2.3
714	17602915.08	4844630.90	3.50	1	N	A	-36.0	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-109.3
714	17602915.08	4844630.90	3.50	1	E	A	70.9	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-2.3
716	17602969.52	4844574.90	3.50	1	D	A	70.9	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	1.0
716	17602969.52	4844574.90	3.50	1	N	A	-36.0	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	-106.0
716	17602969.52	4844574.90	3.50	1	E	A	70.9	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	1.0
718	17602888.42	4844658.33	3.50	1	D	A	70.9	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-1.2
718	17602888.42	4844658.33	3.50	1	N	A	-36.0	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-108.2
718	17602888.42	4844658.33	3.50	1	E	A	70.9	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-1.2
720	17602889.43	4844657.29	3.50	1	D	A	70.9	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-1.8
720	17602889.43	4844657.29	3.50	1	N	A	-36.0	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-108.8
720	17602889.43	4844657.29	3.50	1	E	A	70.9	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-1.8
744	17602775.06	4844786.98	3.50	0	D	A	70.9	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	4.1

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
744	17602775.06	4844786.98	3.50	0	N	A	-36.0	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	-102.8
744	17602775.06	4844786.98	3.50	0	E	A	70.9	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	4.1
746	17603002.61	4844552.77	3.50	0	D	A	70.9	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	2.6
746	17603002.61	4844552.77	3.50	0	N	A	-36.0	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	-104.4
746	17603002.61	4844552.77	3.50	0	E	A	70.9	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	2.6

Point Source, ISO 9613, Name: "Air Make Up Unit 07", ID: "ContWMUA07"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
269	17602833.85	4844654.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	55.6	0.9	-2.2	0.0	0.0	6.6	0.0	0.0	31.1
271	17602833.85	4844654.86	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.2	1.1	-2.2	0.0	0.0	4.9	0.0	1.1	29.9
273	17602833.85	4844654.86	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.1	1.1	-2.2	0.0	0.0	0.0	0.0	1.1	34.9

Point Source, ISO 9613, Name: "Air Make Up Unit 05", ID: "ContWMUA05"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
275	17602796.55	4844696.63	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	55.7	0.9	-2.2	0.0	0.0	6.6	0.0	0.0	31.0

Line Source, ISO 9613, Name: "Trucks off N Park Dr", ID: "ContWare_trucksNParkDr"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
306	17602683.73	4844902.21	3.50	0	D	A	74.0	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	15.0
306	17602683.73	4844902.21	3.50	0	N	A	70.9	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	12.0
306	17602683.73	4844902.21	3.50	0	E	A	74.0	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	15.0
308	17602744.97	4844834.13	3.50	0	D	A	74.0	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	15.2
308	17602744.97	4844834.13	3.50	0	N	A	70.9	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	12.2
308	17602744.97	4844834.13	3.50	0	E	A	74.0	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	15.2
310	17602755.62	4844822.30	3.50	1	D	A	74.0	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	8.7
310	17602755.62	4844822.30	3.50	1	N	A	70.9	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	5.7
310	17602755.62	4844822.30	3.50	1	E	A	74.0	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	8.7
572	17602736.30	4844823.27	3.50	0	D	A	74.0	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	13.0
572	17602736.30	4844823.27	3.50	0	N	A	70.9	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	10.0
572	17602736.30	4844823.27	3.50	0	E	A	74.0	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	13.0
740	17602770.71	4844795.90	3.50	0	D	A	74.0	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	5.9
740	17602770.71	4844795.90	3.50	0	N	A	70.9	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	2.9
740	17602770.71	4844795.90	3.50	0	E	A	74.0	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	5.9

Point Source, ISO 9613, Name: "Air Make Up Unit 09", ID: "ContWMUA09"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
312	17602873.98	4844607.24	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.4	1.0	-2.2	0.0	0.0	4.8	0.0	0.0	32.0

Point Source, ISO 9613, Name: "Air Make Up Unit 08", ID: "ContWMUA08"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
314	17602847.45	4844667.81	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.5	1.0	-2.2	0.0	0.0	6.7	0.0	0.0	30.0
316	17602847.45	4844667.81	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.9	1.1	-2.2	0.0	0.0	4.9	0.0	1.1	29.2
318	17602847.45	4844667.81	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.7	1.1	-2.2	0.0	0.0	0.0	0.0	1.1	34.2

Point Source, ISO 9613, Name: "Air Make Up Unit 06", ID: "ContWMUA06"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
320	17602810.31	4844707.75	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.5	1.0	-2.2	0.0	0.0	6.8	0.0	0.0	29.9
322	17602810.31	4844707.75	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	59.1	1.3	-2.2	0.0	0.0	4.8	0.0	1.6	27.3

Point Source, ISO 9613, Name: "Air Make Up Unit 03", ID: "ContWMUA03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
324	17602743.07	4844743.59	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.6	1.0	-2.2	0.0	0.0	6.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "Air Make Up Unit 10", ID: "ContWMUA10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
522	17602887.14	4844622.08	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	57.2	1.1	-2.2	0.0	0.0	4.8	0.0	0.0	31.2

Point Source, ISO 9613, Name: "Air Make Up Unit 04", ID: "ContWMUA04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
524	17602755.68	4844757.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	57.3	1.1	-2.2	0.0	0.0	6.2	0.0	0.0	29.6

Line Source, ISO 9613, Name: "Trucks off Williams Pkwy", ID: "ContWare_trucksWilliam"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
552	17603084.66	4844487.16	3.50	0	D	A	74.0	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	17.8
552	17603084.66	4844487.16	3.50	0	N	A	70.9	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	14.8
552	17603084.66	4844487.16	3.50	0	E	A	74.0	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	17.8
554	17603029.87	4844542.75	3.50	1	D	A	74.0	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	6.7
554	17603029.87	4844542.75	3.50	1	N	A	70.9	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	3.7
554	17603029.87	4844542.75	3.50	1	E	A	74.0	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	6.7
724	17603041.08	4844507.96	3.50	0	D	A	74.0	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	12.0
724	17603041.08	4844507.96	3.50	0	N	A	70.9	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	9.0
724	17603041.08	4844507.96	3.50	0	E	A	74.0	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	12.0
726	17603028.64	4844520.07	3.50	1	D	A	74.0	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	5.0
726	17603028.64	4844520.07	3.50	1	N	A	70.9	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	2.0
726	17603028.64	4844520.07	3.50	1	E	A	74.0	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	5.0
742	17603011.08	4844549.38	3.50	0	D	A	74.0	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	6.4
742	17603011.08	4844549.38	3.50	0	N	A	70.9	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	3.4
742	17603011.08	4844549.38	3.50	0	E	A	74.0	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	6.4

Point Source, ISO 9613, Name: "Air Make Up Unit 11", ID: "ContWMUA11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
556	17602918.42	4844567.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.1	1.2	-2.2	0.0	0.0	5.9	0.0	0.0	29.0

Point Source, ISO 9613, Name: "Air Make Up Unit 12", ID: "ContWMUA12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
558	17602931.69	4844582.85	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.6	1.2	-2.2	0.0	0.0	5.6	0.0	0.0	28.7

Point Source, ISO 9613, Name: "Air Make Up Unit 01", ID: "ContWMUA01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
574	17602688.84	4844804.34	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.7	1.2	-2.2	0.0	0.0	5.2	0.0	0.0	29.0

Point Source, ISO 9613, Name: "Air Make Up Unit 02", ID: "ContWMUA02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
576	17602702.49	4844816.85	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	59.2	1.3	-2.2	0.0	0.0	5.4	0.0	0.0	28.3

Point Source, ISO 9613, Name: "Idling Truck 03", ID: "ContWTruck03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
656	17602712.94	4844838.16	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	59.9	1.9	-2.6	0.0	0.0	24.1	0.0	0.0	9.0
658	17602712.94	4844838.16	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	60.8	2.0	-2.8	0.0	0.0	24.0	0.0	1.1	7.1

Point Source, ISO 9613, Name: "Idling Truck 02", ID: "ContWTruck02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
660	17602707.75	4844843.09	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	60.0	1.9	-2.6	0.0	0.0	24.1	0.0	0.0	8.8
662	17602707.75	4844843.09	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	60.7	2.0	-2.8	0.0	0.0	24.0	0.0	1.1	7.2

Point Source, ISO 9613, Name: "Idling Truck 01", ID: "ContWTruck01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
664	17602703.31	4844847.78	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	60.2	1.9	-2.7	0.0	0.0	24.1	0.0	0.0	8.7

Point Source, ISO 9613, Name: "Air Make Up Unit 13", ID: "ContWMUA13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
666	17602967.78	4844521.57	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	59.9	1.4	-2.2	0.0	0.0	5.4	0.0	0.0	27.5

Point Source, ISO 9613, Name: "Air Make Up Unit 14", ID: "ContWMUA14"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
722	17602980.32	4844532.84	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	60.2	1.4	-2.3	0.0	0.0	5.6	0.0	0.0	27.1

Point Source, ISO 9613, Name: "Air Make Up Unit 15", ID: "ContWMUA15"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
728	17603019.94	4844468.06	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	61.6	1.6	-2.1	0.0	0.0	4.9	0.0	0.0	25.9

Point Source, ISO 9613, Name: "Air Make Up Unit 16", ID: "ContWMUA16"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
730	17603033.03	4844481.07	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	61.9	1.6	-2.2	0.0	0.0	5.0	0.0	0.0	25.6

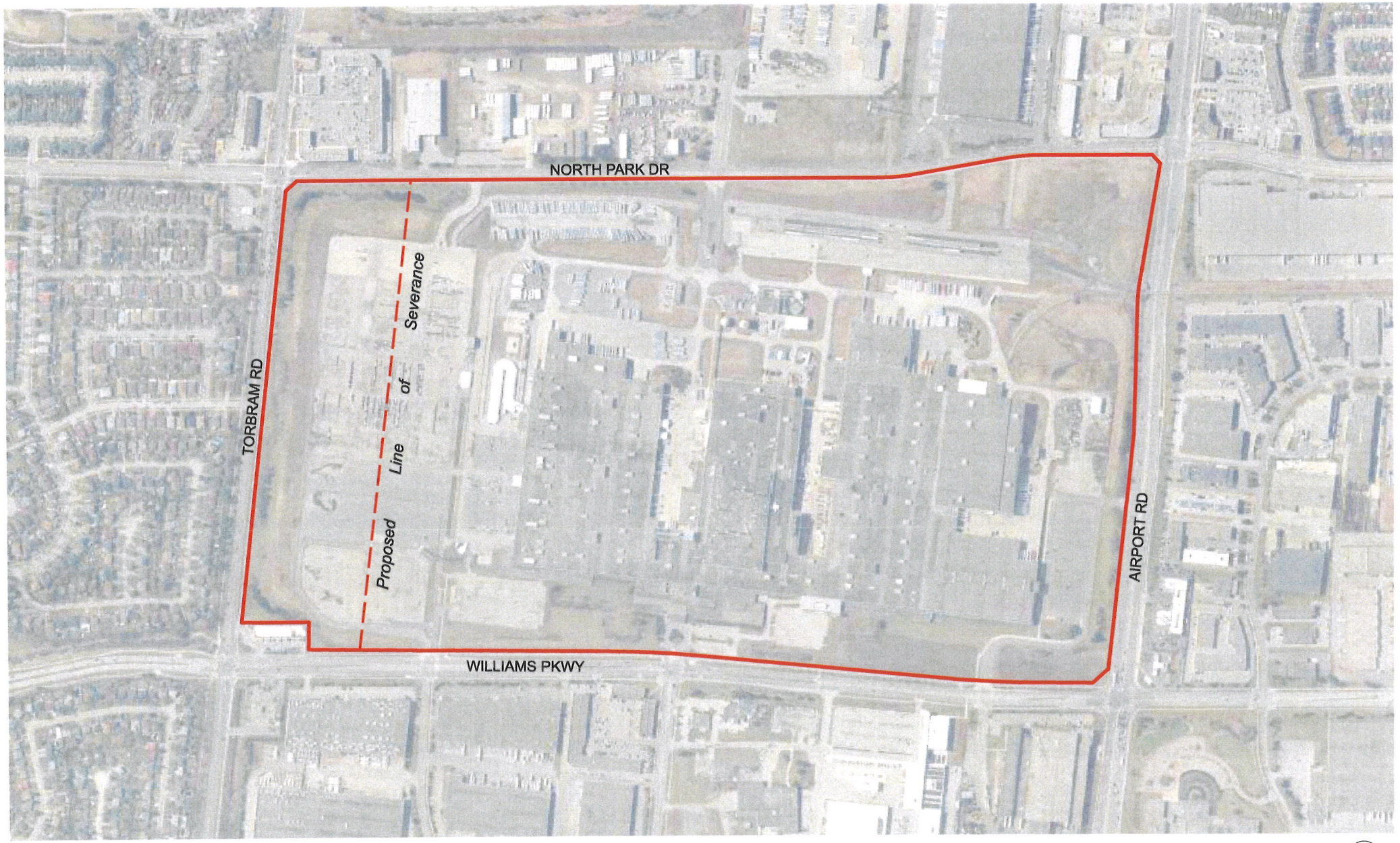
Point Source, ISO 9613, Name: "Idling Truck 06", ID: "ContWTruck06"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
732	17603050.59	4844488.06	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.2	2.3	-3.0	0.0	0.0	24.3	0.0	0.0	6.5
734	17603050.59	4844488.06	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	63.4	2.5	-3.2	0.0	0.0	24.0	0.0	1.4	4.1

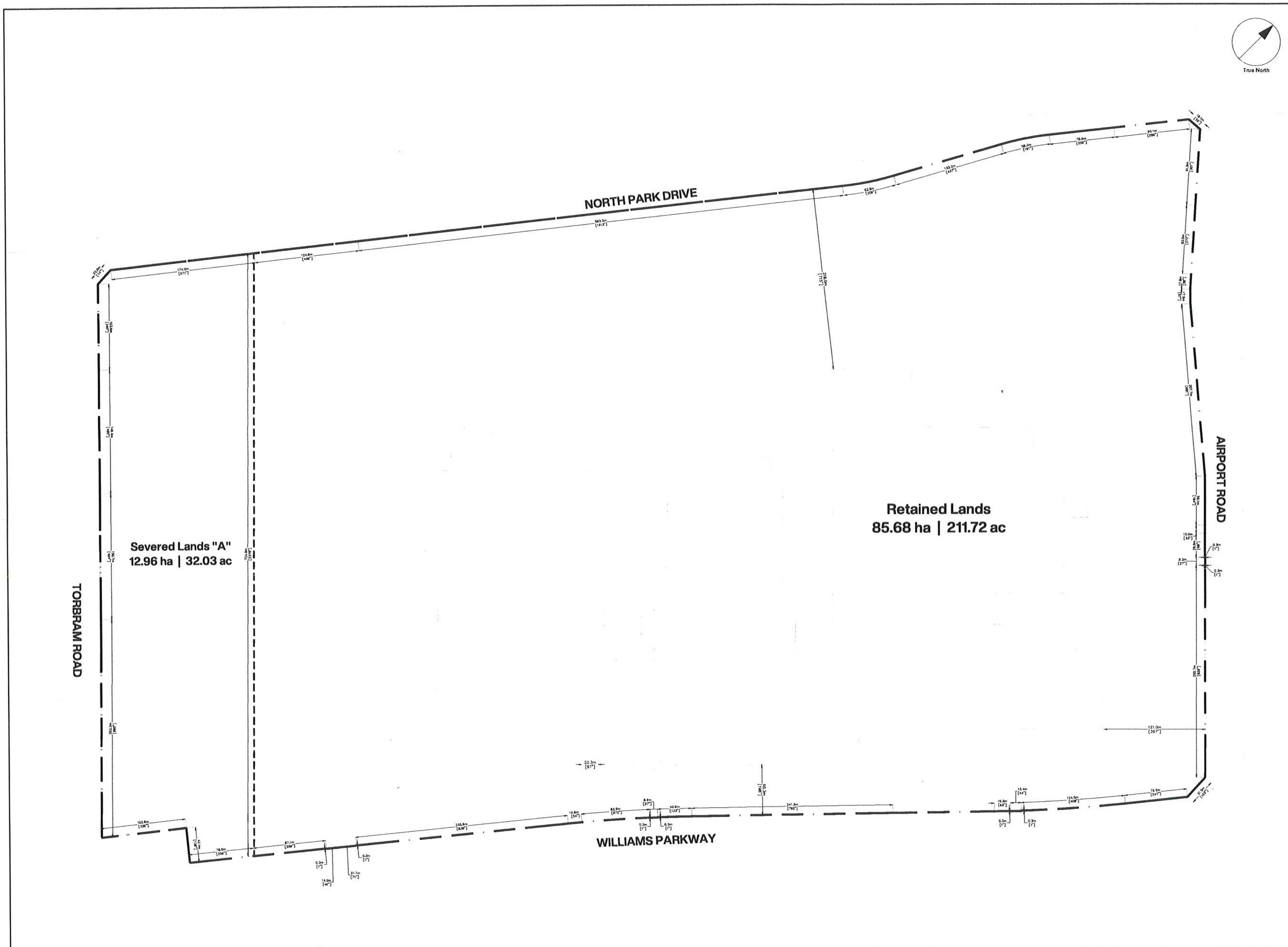
Point Source, ISO 9613, Name: "Idling Truck 05", ID: "ContWTruck05"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
736	17603057.25	4844481.79	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.4	2.3	-3.1	0.0	0.0	24.2	0.0	0.0	6.4

Point Source, ISO 9613, Name: "Idling Truck 04", ID: "ContWTruck04"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
738	17603062.34	4844476.31	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.6	2.4	-3.1	0.0	0.0	24.2	0.0	0.0	6.2

Appendix A

1. Aerial Exhibit
2. Severance Plan
3. Topographic Survey
4. Subsurface Utility Investigation
5. Plan and Profile Drawings (City / Region)
6. Servicing Exhibits
7. Earthworks Exhibit


NORTH PARK DR
TORBRAM RD
Proposed Line of Severance
AIRPORT RD
WILLIAMS PKWY
Subject Lands
Proposed Line of Severance



DRAFT SEVERANCE PLAN
2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

KEY MAP - N.T.S.

Site Boundary
Lot Severance

Severance Statistics

	Area (ha)	Area (ac)
Severed Lands "A"	12.96	32.03
Retained Lands	85.68	211.72
Gross Lands	98.64	243.76

#	DATE	BY	DESCRIPTION
5	2024-03-21	JS	REVISION
4	2023-12-19	JS	REVISION
3	2023-12-05	JS	REVISION
2	2023-06-20	JS	REVISION
1	2023-06-01	JS	FIRST DRAFT

DRAWING ISSUE RECORD

ARCADIS
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
(416) 596-1930
arcadis.com

BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED REFERENCE POINTS (ORP's) A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

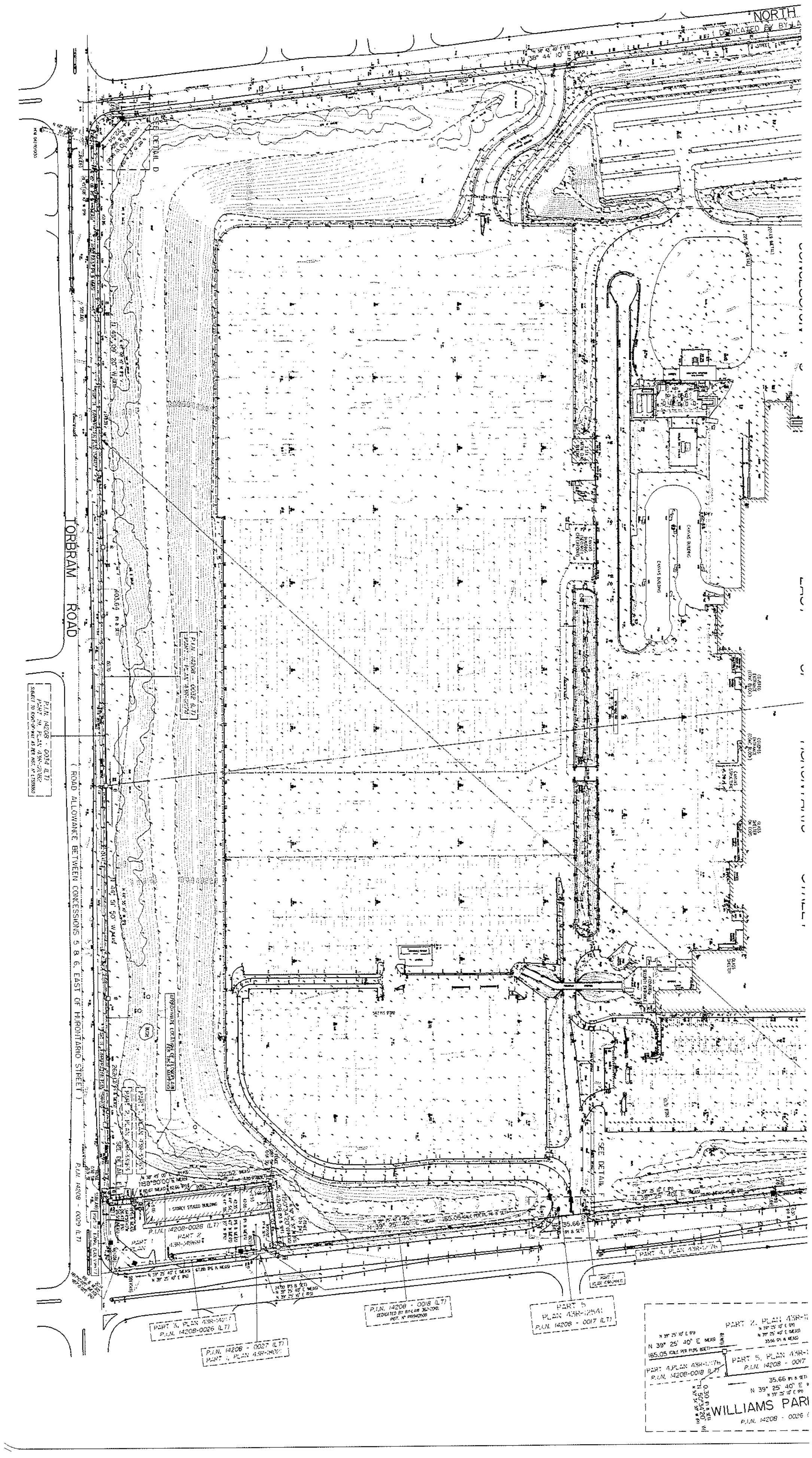
SCALE 30 0 20 40 80
1:2000 (m)

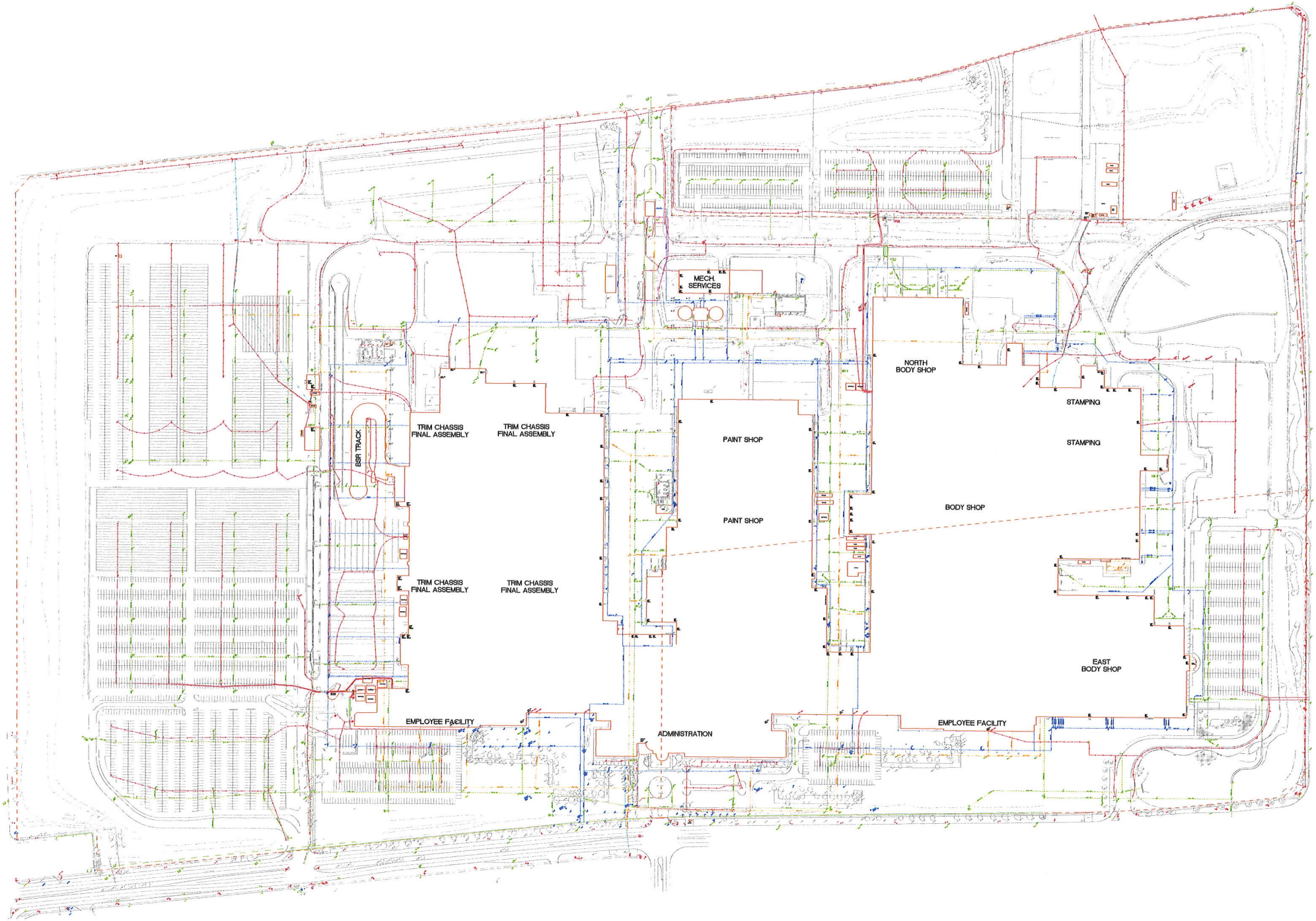
PROJECT NO: 143132
DRAWN BY: JS
CHECKED BY: ####
PROJECT MGR: SA
APPROVED BY: ####

SHEET TITLE
DRAFT SEVERANCE PLAN

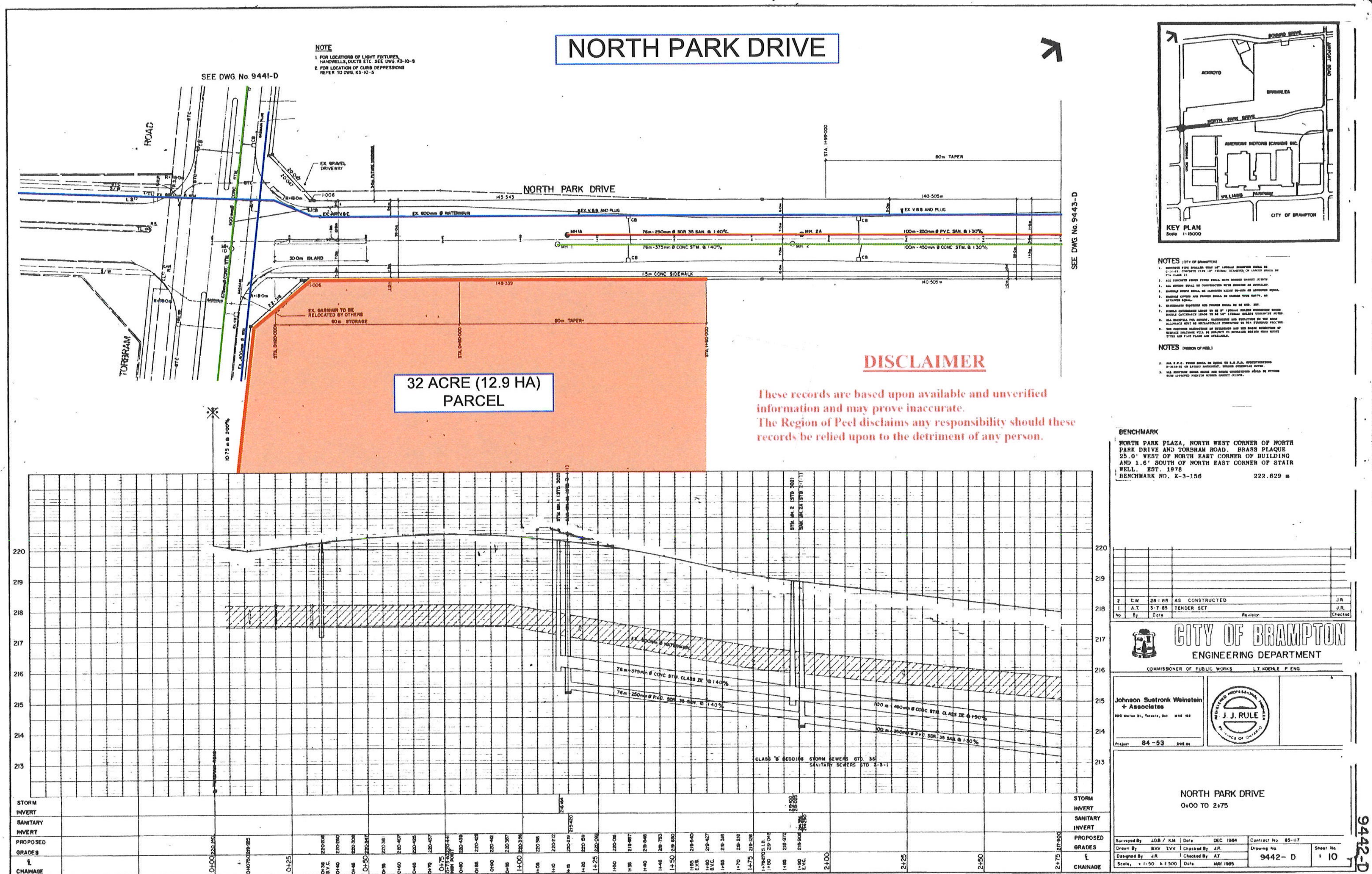
SHEET NUMBER 01
ISSUE 03

File Location: C:\Users\justin.sharp\OneDrive - IBI Group\Documents\2000 Williams Parkway\CAD CC\143132_2000Williams_2024-03-19.dwg Last Saved: March 21, 2024, by justin.sharp Plotted: Thursday, March 21, 2024 10:20:04 AM by Justin Sharp


NORTH
TORBRAM ROAD
(ROAD ALLOWANCE BETWEEN CONCESSIONS 5 & 6, EAST OF HURONTARIO STREET)
SEE DETAIL F
P.I.N. 14208 - 0018 (LT)
PART 5
PLAN 43R-12541
P.I.N. 14208 - 0017 (LT)
WILLIAMS PARK
P.I.N. 14208 - 0026

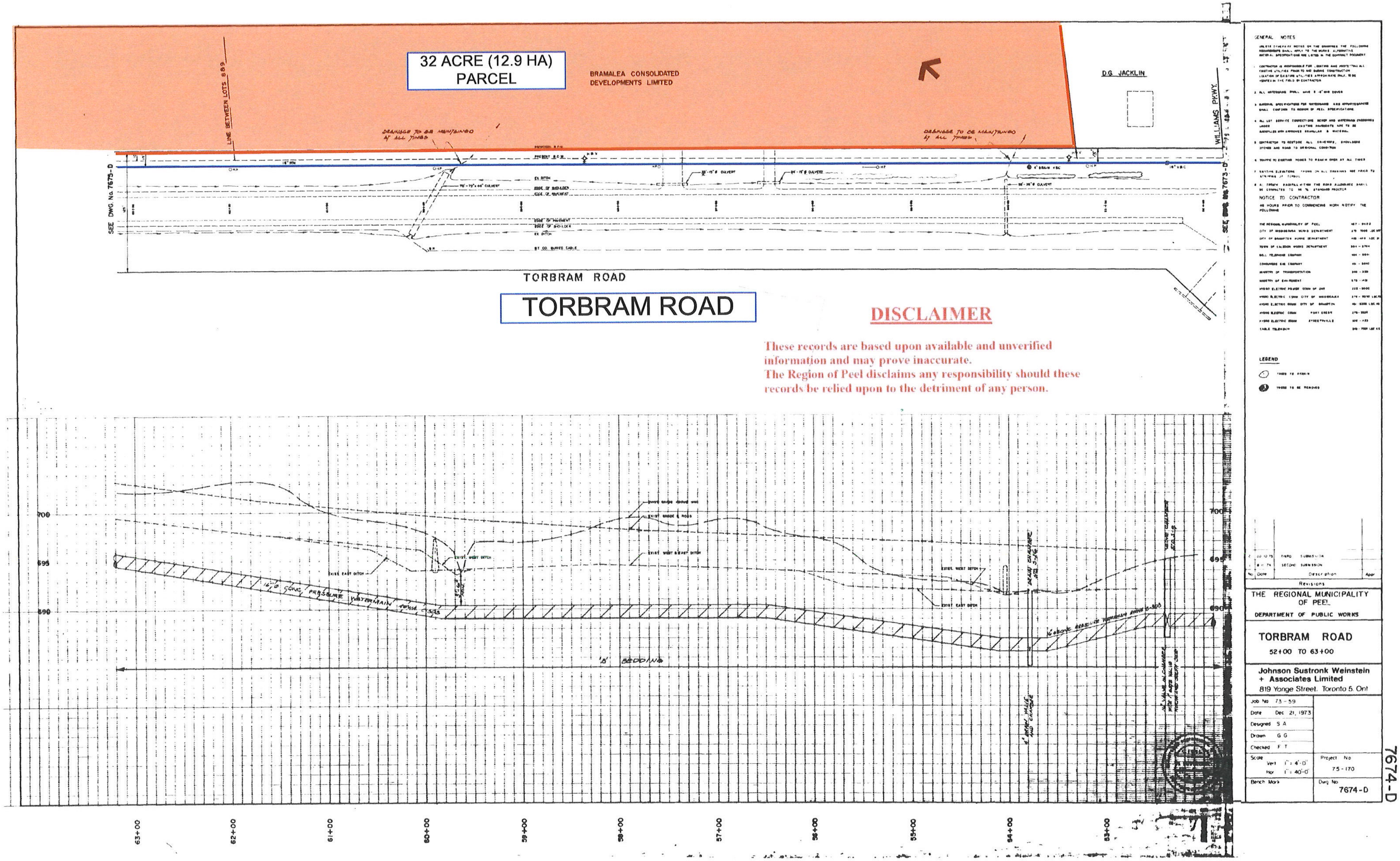

MECH. SERVICES
NORTH BODY SHOP
STAMPING
STAMPING
TRIM CHASSIS FINAL ASSEMBLY
TRIM CHASSIS FINAL ASSEMBLY
BSR TRACK
PAINT SHOP
PAINT SHOP
BODY SHOP
TRIM CHASSIS FINAL ASSEMBLY
TRIM CHASSIS FINAL ASSEMBLY
EAST BODY SHOP
EMPLOYEE FACILITY
ADMINISTRATION
EMPLOYEE FACILITY

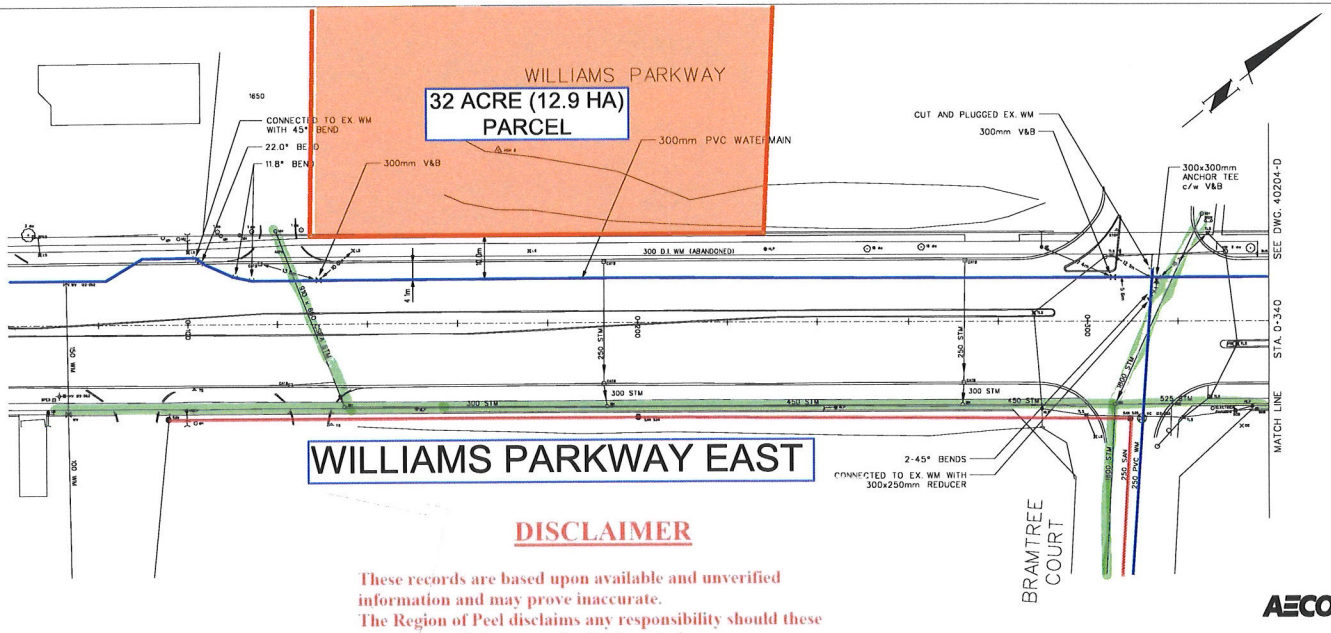
NORTH PARK DRIVE



DISCLAIMER

These records are based upon available and unverified information and may prove inaccurate.
The Region of Peel disclaims any responsibility should these records be relied upon to the detriment of any person.


32 ACRE (12.9 HA) PARCEL
BRAMALEA CONSOLIDATED DEVELOPMENTS LIMITED
D.G. JACKLIN
WILLIAMS PKWY.
LINE BETWEEN LOTS 8&9
DRAINAGE TO BE MAINTAINED AT ALL TIMES
SEE DWG. No. 7675-D
TORBRAM ROAD
TORBRAM ROAD
DISCLAIMER
These records are based upon available and unverified information and may prove inaccurate.
The Region of Peel disclaims any responsibility should these records be relied upon to the detriment of any person.
GENERAL NOTES
NOTICE TO CONTRACTOR
LEGEND
700
695
690
'B' BEDDING
63+00
62+00
61+00
60+00
59+00
58+00
57+00
56+00
55+00
54+00
53+00
Revisions
THE REGIONAL MUNICIPALITY OF PEEL
DEPARTMENT OF PUBLIC WORKS
TORBRAM ROAD
52+00 TO 63+00
Johnson Sustronk Weinstein + Associates Limited
819 Yonge Street. Toronto 5. Ont.
Job No. 73-59
Date Dec. 21, 1973
Designed S A
Drawn G G
Checked F T
Scale Vert 1" = 4'-0" Hor 1" = 40'-0"
Bench Mark
Project No. 75-170
Dwg. No. 7674-D
7674-D



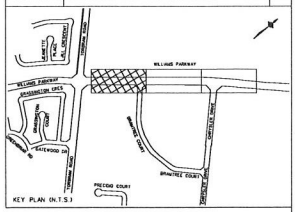
AECOM

SERVICE DATA

SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMAINS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC CABLES		

REVISIONS

DATE	DETAILS	INIT.
16/08/2010	ISSUED FOR TENDER	S.J.
11/08/2010	ISSUED FOR CONSTRUCTION	S.J.
04/07/2012	AS-BUILT	A.S.



FOR GENERAL NOTES AND DETAILS SEE DRAWING No. 40198-D

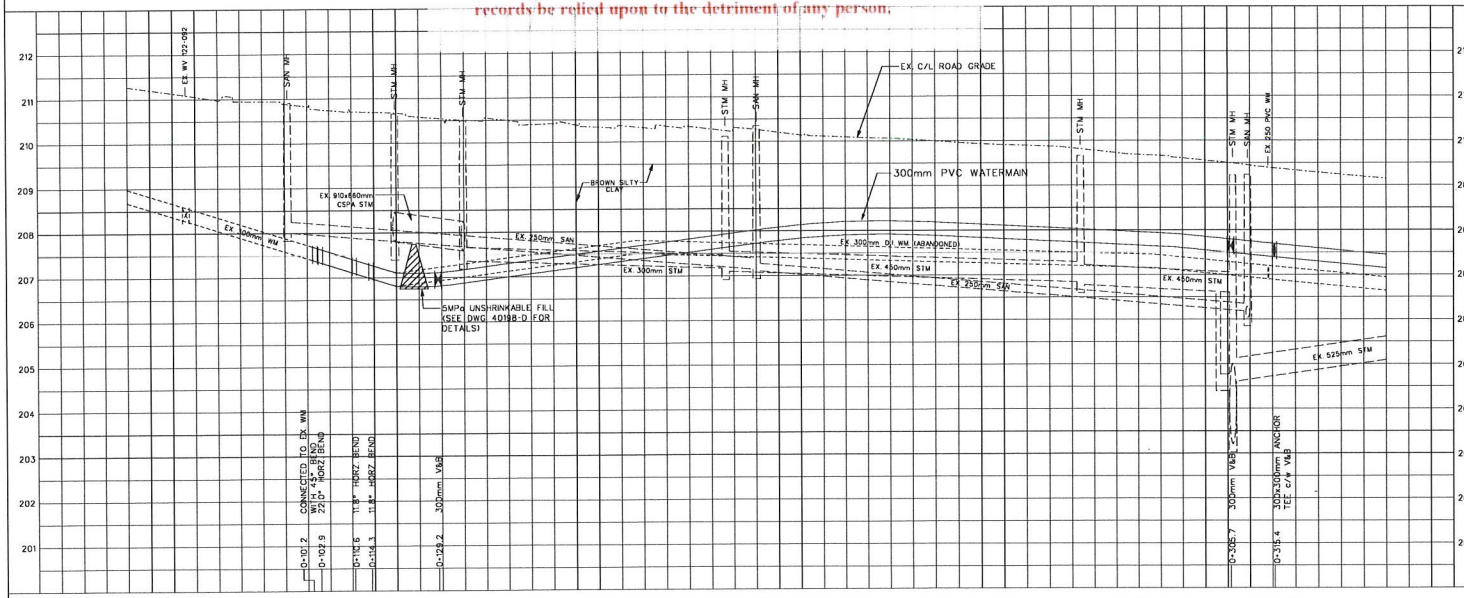
LEGEND

W/S — 20mm DIA. or 25mm DIA. COPPER AS STATED ON THE DRAWING.
35 — HOUSE NUMBER
25mmC — SERVICE SIZE AND TYPE

WATERMAIN
VALVES - AVK SERIES 25
HYDRANTS - AVK DRY BARREL - MODEL 2700
WATERMAIN - PVC CLASS 300 DR-18

Disclaimer

As-built dimensions, measurements and other details contained in this as-built drawing have been obtained by TMBEL LTD. This represents the best information available to AECOM at the time of preparation of this as-built drawing. AECOM does not in any way represent or warrant that such information is accurate and assumes no responsibility for any errors or omissions contained therein.



		207.388	206.807	206.936	207.198	207.461	207.724	207.904	207.886	207.784	207.683	207.549	207.346	207.142 BOT.EL. OF WM
211.274	210.973	210.828	210.453	210.552	210.387	210.352	210.269	210.093	209.999	209.894	209.727	209.557	209.337	209.146 EX. ROAD ELEV.
0+060	0+080	0+100	0+120	0+140	0+160	0+180	0+200	0+220	0+240	0+260	0+280	0+300	0+320	0+340 ROAD CHAINAGE

General Notes

- All Driveways ASPHALT Unless Otherwise Noted
- All Service Locations Are Approximate And Must Be Located Accurately In The Field
- Denotes Building - Not Located
- Denotes Building Located
- Type 'B' Bedding Unless Otherwise Noted (SAN)

B.M. No. Elev.

The Contractor is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction Location of Existing Utilities Approximate Only, To Be Verified In Field By Contractor

ORIGINAL DESIGN STAMPED BY NEIL HARVEY, P. ENG. JUNE 9, 2010

Designed by — Approved by

Chkd

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL
CITY OF MISSISSAUGA WORKS DEPT.
CITY OF BRAMPTON WORKS DEPT.
TOWN OF CALEDON WORKS DEPT.
BELL CANADA
ENBRIDGE INCORPORATED-GAS DISTRIBUTION
ONTARIO MINISTRY OF TRANSPORTATION
ONTARIO CLEAN WATER AGENCY
HYDRO ONE NETWORKS
ENERSOURCE HYDRO MISSISSAUGA
HYDRO ONE BRAMPTON
CABLE TELEVISION/FIBEROPTIC PROVIDERS
BELL CANADA
ENERSOURCE TELECOM
HYDRO ONE TELECOM
ROGERS CABLE
ALLSTREAM
PSN (PUBLIC SECTOR NETWORK)
FUTUREWAY (FCI BROADBAND)

10m 0 10 20 30m — HORIZONTAL SCALE
1m 0 1 2 3m — VERTICAL SCALE

Region of Peel
Working for you

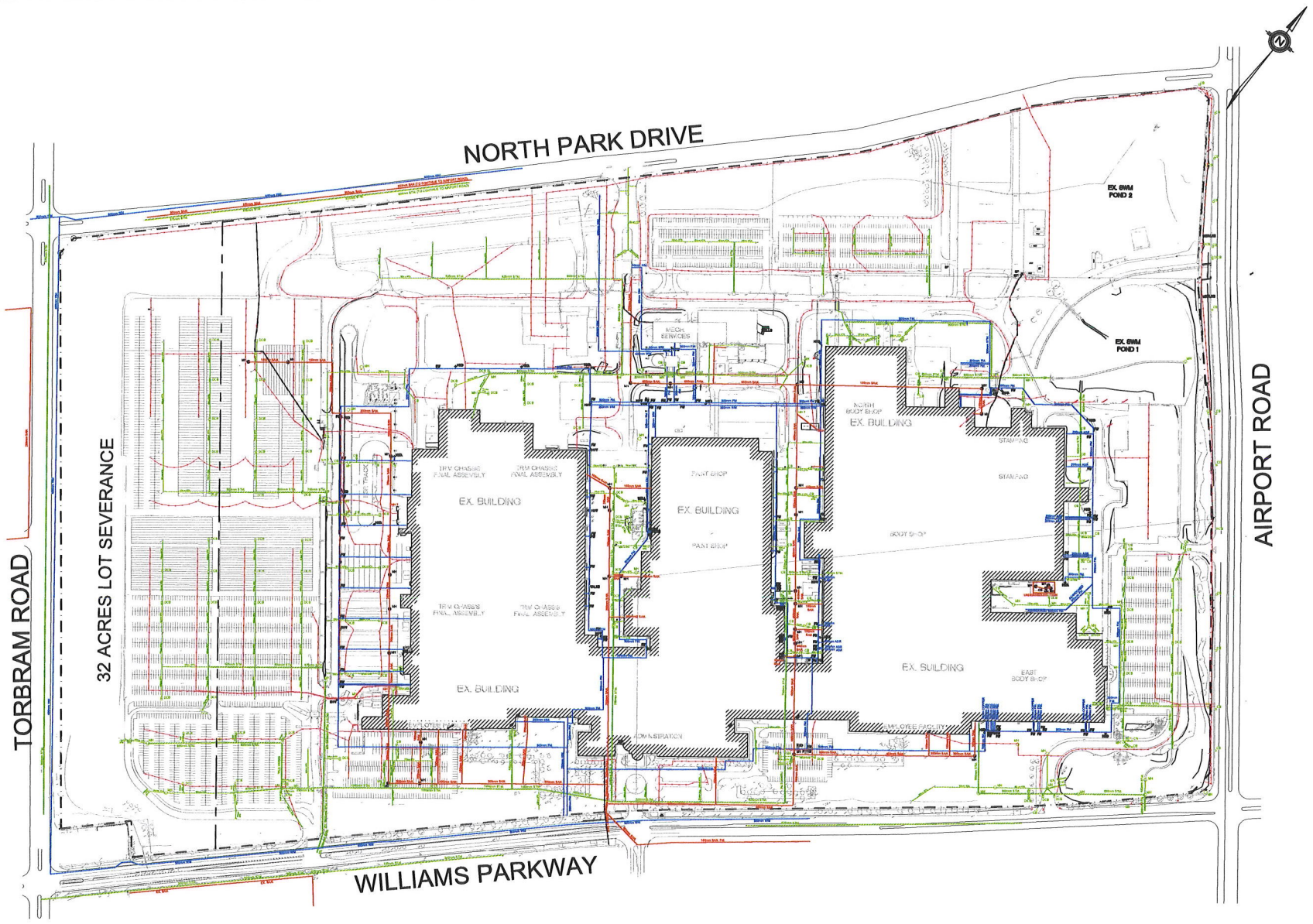
WILLIAMS PARKWAY

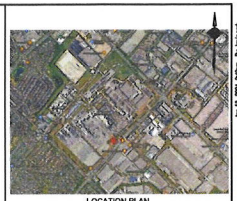
(FROM TORBRAM RD. TO CHRYSLER DR.)

PROP. 300mm PVC WATERMAIN

STA. 0+101.2 TO STA. 0+340

CAD Area	Area B-20	Project No. 09-1345	
Checked by	Drawn by S.J.		
Date MAY 2010	Sheet 1 of 3	Plan No. 40203-D	





LOCATION PLAN
N T S

LEGEND

- SITE BOUNDARY
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN

LIST OF DRAWINGS

SITE PLAN INFORMATION	SURVEYOR INFORMATION
BENCHMARK INFORMATION:	

NO.	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

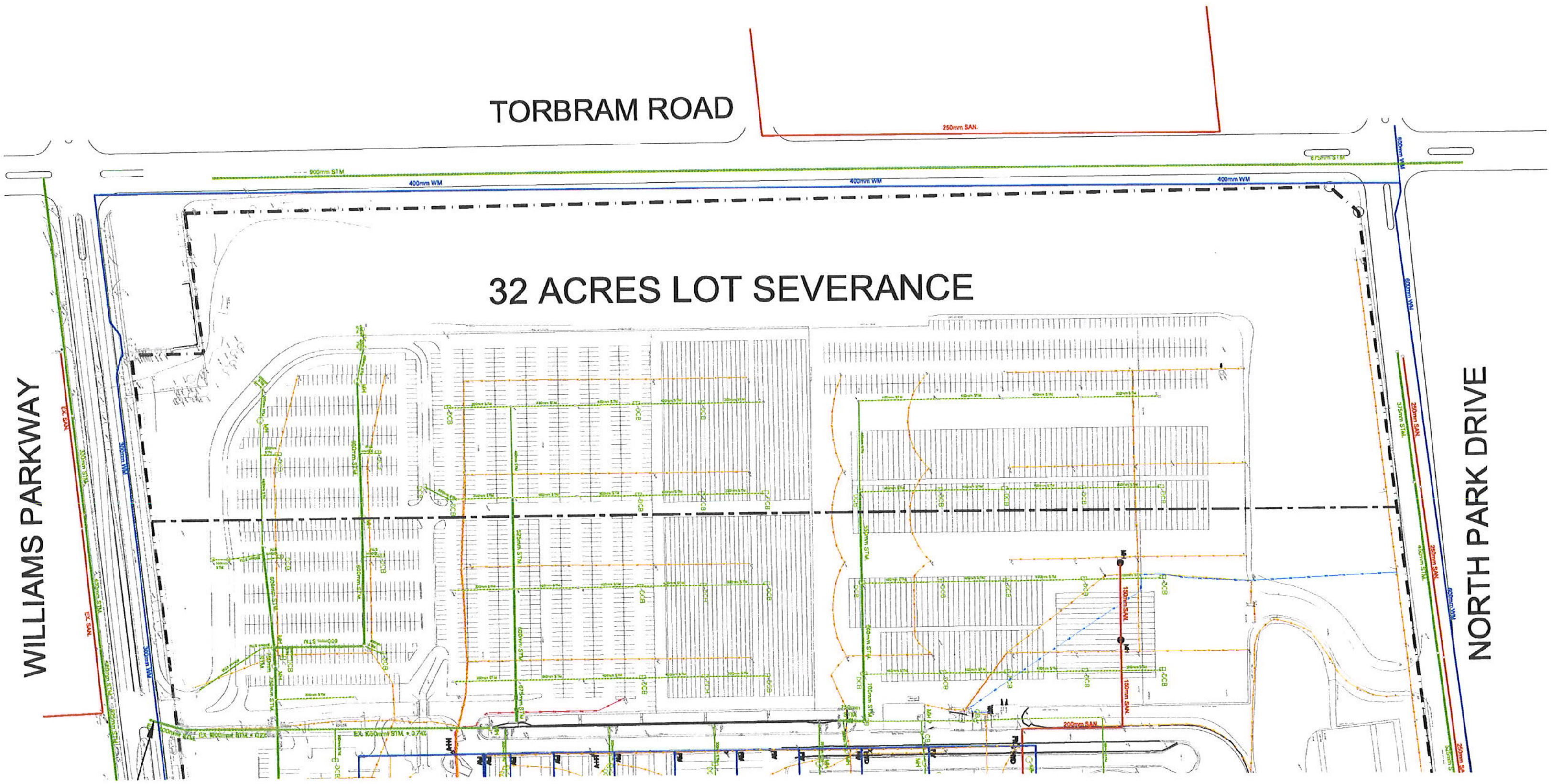
2000 WILLIAMS PARKWAY

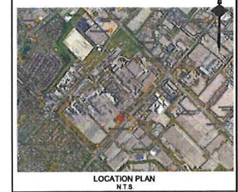
SP-XX-XX

EXISTING SERVICES FOR SITE

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023	CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132	DRAWING No. SS-01
SCALE: 1:2000		





LEGEND

SITE BOUNDARY	
EXISTING STORM SEWER	
STORM DRAINAGE AREA	
EXISTING WATERMAIN	
EXISTING HYDRO	
EXISTING BELL	

LIST OF DRAWINGS

SITE PLAN INFORMATION

SURVEYOR INFORMATION

BENCHMARK INFORMATION:

NO.	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

2000 WILLIAMS PARKWAY

SP-XX-XX

EXISTING SERVICING FOR SEVERED LOT

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023	CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132	DRAWING No. SS-02
SCALE: 1:1250		

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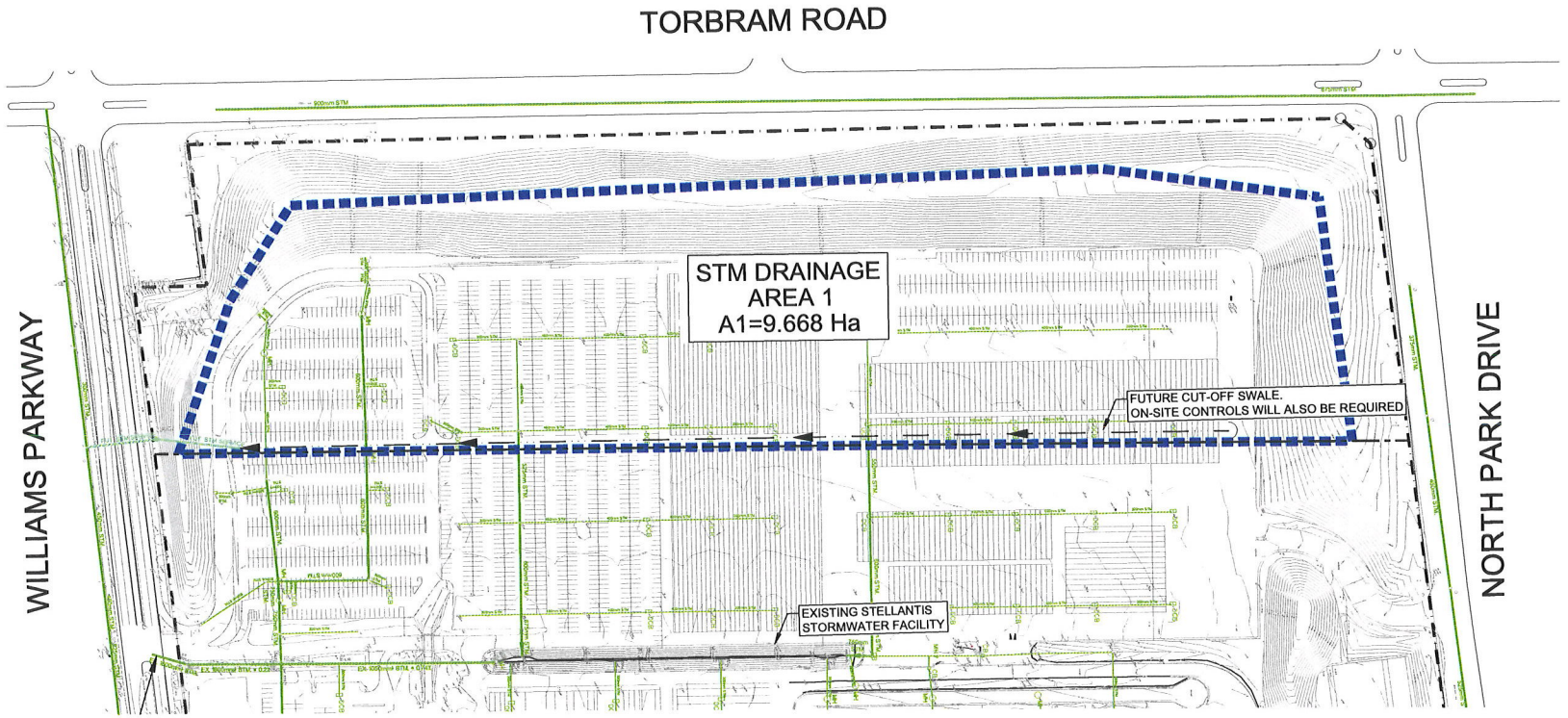


LOCATION PLAN
N.T.S

LEGEND

SITE BOUNDARY

EXISTING STORM SEWER

STORM DRAINAGE AREA

LIST OF DRAWINGS

SITE PLAN INFORMATION	SURVEYOR INFORMATION

BENCHMARK INFORMATION:

NO.	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 16, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

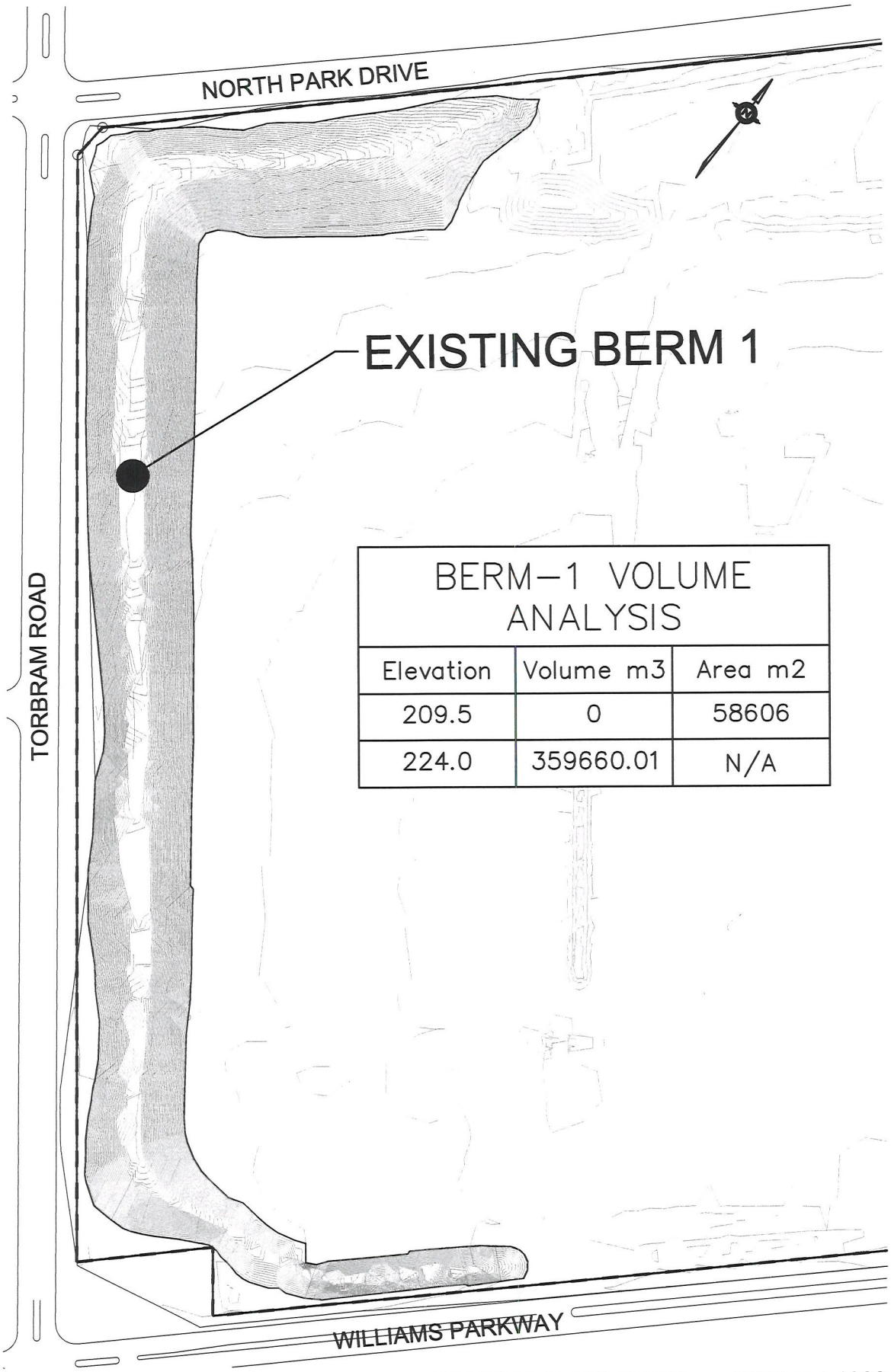
2000 WILLIAMS PARKWAY

SP-XX-XX

STORM DRAINAGE AREA PLAN

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023	CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132	DRAWING No. STM DAP
SCALE: 1:1250		



BERM–1 VOLUME ANALYSIS		
Elevation	Volume m3	Area m2
209.5	0	58606
224.0	359660.01	N/A

PRELIMINARY BERM VOLUME CALCULATION
FOR DISCUSSION PURPOSES ONLY

SCALE 1:1000

Arcadis Professional Services (Canada) Inc.
8133 Warden Avenue, Unit 300
Markham, Ontario L6G 1B3
Canada
Phone: 905 763 2322
Fax:
www.arcadis.com

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington Street West
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Arcadis Professional Services
(Canada) Inc.
55 St. Clair Avenue West
7th Floor
Toronto, Ontario M4V 2Y7
Canada
Phone: 416 596 1930
www.arcadis.com

Date: April 19, 2024
Our Ref: 143132
Subject: 2000 Williams Parkway – Consent to Sever

Dear Ms. Vani,

Arcadis was retained to conduct transportation analysis in support of an application to sever a portion of the approximate 98.64 hectare property known municipally as 2000 Williams Parkway in the City of Brampton. The severed lands would consist of a 12.96 hectare parcel with frontage onto North Park Drive, Torbram Road, and Williams Parkway. The retained lands would consist of a 85.68 hectare parcel with frontage onto North Park Drive, Airport Road, and Williams Parkway. This is illustrated in Figure 1.

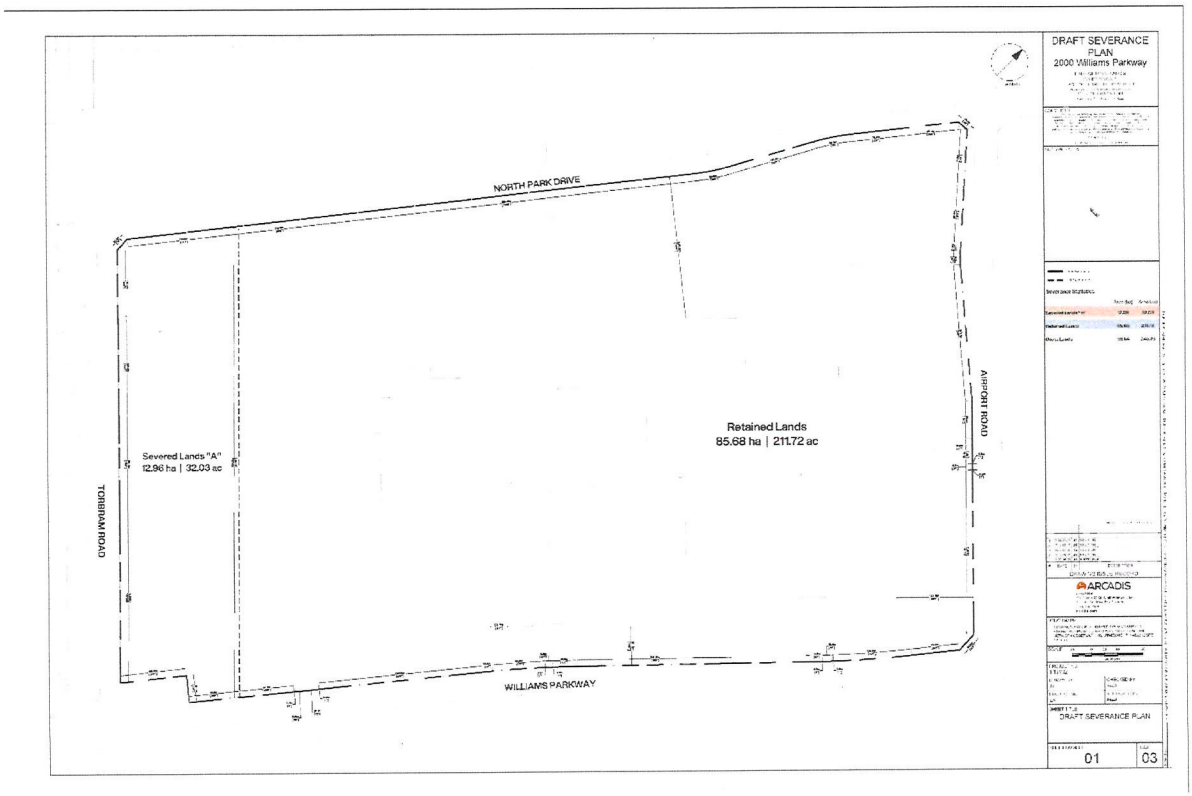

Figure 1 - Draft Severance Plan

Secretary-Treasurer of the Committee of Adjustment
City of Brampton
April 19, 2024

From a transportation perspective, we are of the opinion that both the severed lands and the retained lands can function independently. Our basis for this opinion is as follows:

- The severed lands have frontage onto North Park Drive, Torbram Road, and Williams Parkway. While no accesses have been constructed to date, access to these municipal roads could be provided; and
- The retained lands have frontage onto North Park Drive, Airport Road, and Williams Parkway. A number of signalized and unsignalized accesses exist, and no changes to these accesses are proposed as part of this severance.

It should be noted that as a development concept for the retained lands has not been produced, actual access location and design would be subject to City of Brampton access management policies, recognized design guidelines for Canadian Roads, and operational needs to be confirmed as part of appropriate transportation studies. However, as it relates to desirable / undesirable locations of accesses in relation to existing municipal intersection, the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (June 2017) notes that accesses should not be placed within the functional area of an intersection, which is defined by corner clearance requirements noted in Figure 8.8.2.

- North Park Drive: Upstream / downstream corner clearance requirement of 55 metres from a signalized intersection along an undivided collector road. Greater than 175 metres of frontage is proposed;
- Torbram Road: Upstream / downstream corner clearance requirement of 70 metres from a signalized intersection along an undivided arterial road. Greater than 650 metres of frontage is proposed;
    - It is assumed that an access to Torbram Road would be aligned with Jardine Street, consistent with TAC guidelines.
- Williams Parkway: Upstream corner clearance requirement of beyond left-turn lane and taper along a divided arterial road. All 78 metres of proposed frontage is beyond left-turn lane and taper.

Based on this review, the frontages which would be created by the proposed severance can accommodate accesses which comply with TAC guidelines for corner clearance from existing municipal intersections. This suggests that, from a transportation perspective, the severed lands can function independently.

It is acknowledged that heavy vehicle restrictions are in place on Torbram Road, Williams Parkway west of Torbram Road, and North Park Drive west of Torbram Road. While a proposed development concept has not been prepared, the concept would have to have regard for these restrictions.

Please do not hesitate to contact us should you require more information or clarification regarding our assessment.

Sincerely,
Arcadis Professional Services (Canada) Inc.

Andrae Griffith
Associate – Manager, Transportation Systems

Email: andrae.griffith@arcadis.com
Direct Line: +1 416-596-1930 ext 61450

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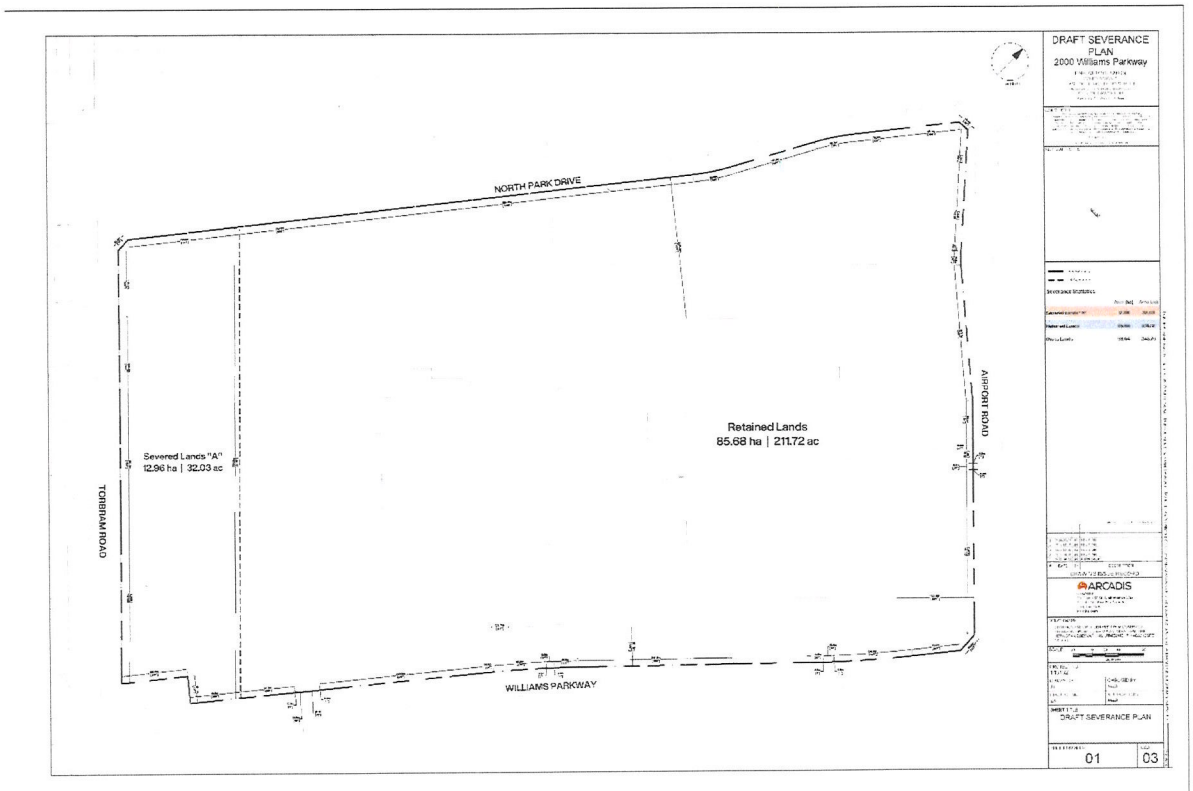

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Secretary-Treasurer of the Committee of Adjustment
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Andrae Griffith
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Phone: 416 596 1930
www.arcadis.com

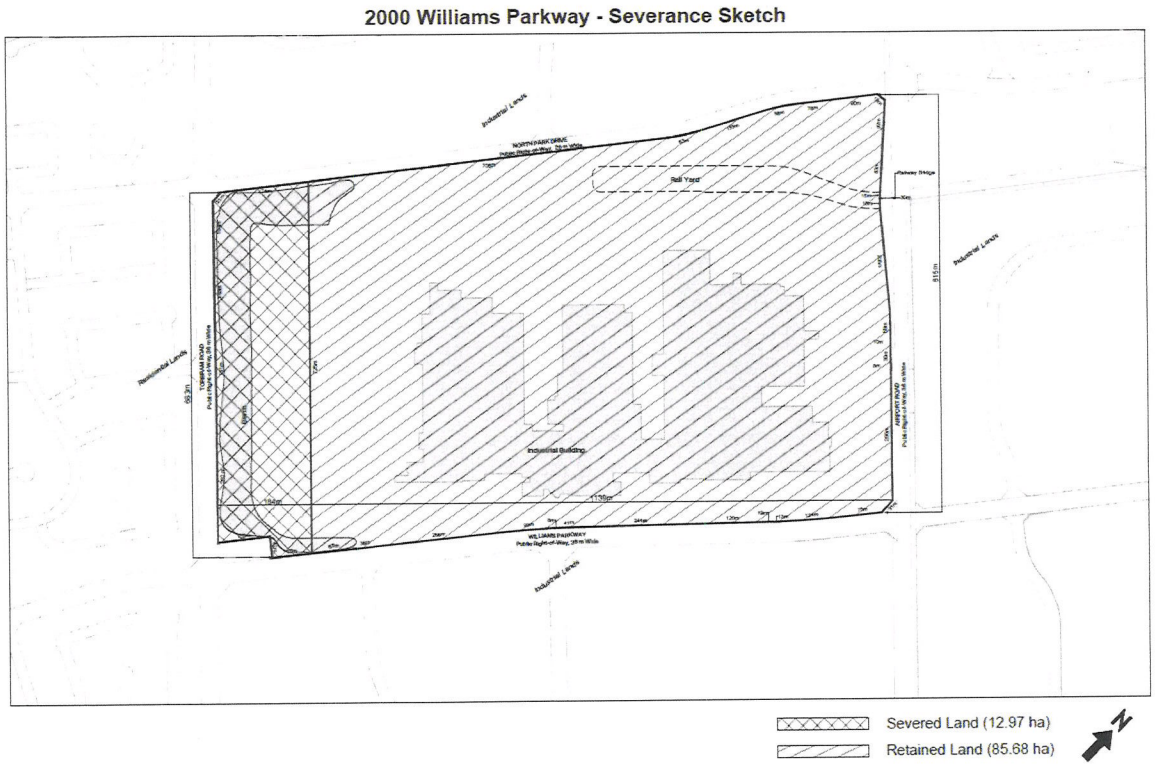
Date: April 19th 2024

CONSENT TO SEVER APPLICATION FOR 2000 WILLIAMS PARKWAY WEST

Dear Secretary-Treasurer of the Committee of Adjustment,

Arcadis Professional Services (Canada) Inc. (Arcadis) has prepared the following letter to request Consent to Sever a parcel municipally known as 2000 Williams Parkway in the City of Brampton, Region of Peel, hereinafter referred to as the "site" or the "subject site". The portion proposed to be severed is approximately 13 hectares (32 acres) and is situated on the west end of the site, the retained parcel is approximately 85 hectares (210 acres) as shown in Figure 1, and attached as **Appendix A**. It should be noted that this rationale associated with the **Consent to Sever Application** is to be read in conjunction with the accompanying rationale letter for the **Minor Variance Application** on the subject site which provides a full context and policy review.

Figure 1: 2000 Williams Parkway West – Severance Sketch



The subject site is currently designated as *Employment Area* in the Region of Peel Official Plan and *Industrial* through the Brampton Official Plan. The site is further situated within the Lester B. Pearson International Airport Operating Area and is designated as *General Employment 1* through the Airport Intermodal Secondary Plan. As per the City of Brampton Zoning By-law 270-2004, the site is zoned as *M2-305* (Industrial).

This Consent to Sever Application will facilitate the splitting of 32-acres of vacant land from the existing manufacturing plant.

Rationale

Section 53 (1) provides for the ability of owners to apply for Consent to Sever of their landholdings. In consideration of the Planning Act, Section 53(12) of the Act states that:

> *(12) A council or the Minister in determining whether a provisional consent is to be given shall have regard to the matters under subsection 51 (24) and has the same powers as the approval authority has under subsection 51 (25) with respect to the approval of a plan of subdivision and subsections 51 (26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent. 1994, c. 23, s. 32.*

As such, this planning rationale addresses the following criteria outlined in subsection 51(24) of the Planning Act:

> *(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*
>
> *(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The subject site is within a Provincially Significant Employment Zone (PSEZ) and as such is protected and designated for Employment-related uses. The requested Severance allows for additional development of additional employment uses on the subject site. This application for Consent to Sever as well as the concurrent Minor Variance Application seeks to permit additional employment uses within lands designated as such.

> *(b) whether the proposed subdivision is premature or in the public interest;*

The proposed Severance is not premature as it is located within a developed employment area, fully serviced with access to major goods movements, including rail, highways, and the Lester B. Pearson Airport. It is in the public interest to maintain employment uses within employment areas to ensure employment opportunities for the City of Brampton and the Region of Peel as well as preserve other land use designations.

> *(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The subject site is designated as *Industrial* through the City of Brampton Official Plan (OP) and is situated within an *Employment Area* and the *Lester B. Pearson International Airport (LBPIA) Operating Area*. Policy 4.4.2.6 of the OP further requires land use opportunities of sufficient size to be provided with adequate supply, range, and choice. The proposed severance conforms to the OP as it will provide a previously underutilized piece of land to be redeveloped and utilize the existing *Employment* and *Industrial* lands. It is the intent of these designations through Policy 4.4.2.7 to facilitate industrial uses near access to Goods and Services such as the nearby rail corridor, Highways, and Lester B. Pearson Airport.

(d) the suitability of the land for the purposes for which it is to be subdivided;

To accompany this Application, Transportation and Servicing Assessments were prepared to showcase that the lands are suitable to be severed and can function independently of the Retained parcel. Opportunities exist for the Severed Parcel to be accessed from the surrounding right-of ways to the west, north, and south as well can be serviced through existing watermains, and sanitary sewers. Stormwater management will be dealt with on-site controls in the future.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

This subsection does not apply to this application as it is for an *Employment Area* parcel.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

This subsection does not apply to this application.

(f) the dimensions and shapes of the proposed lots;

The Severed parcel is rectangular in shape, approximately 184 m in width by approximately 725 m in length. The Retained parcel is rectangular in shape, and measures approximately 1139 m in width by approximately 815 m in length. The Severed and Retained parcels will both be sufficiently large to accommodate existing and future Employment uses.

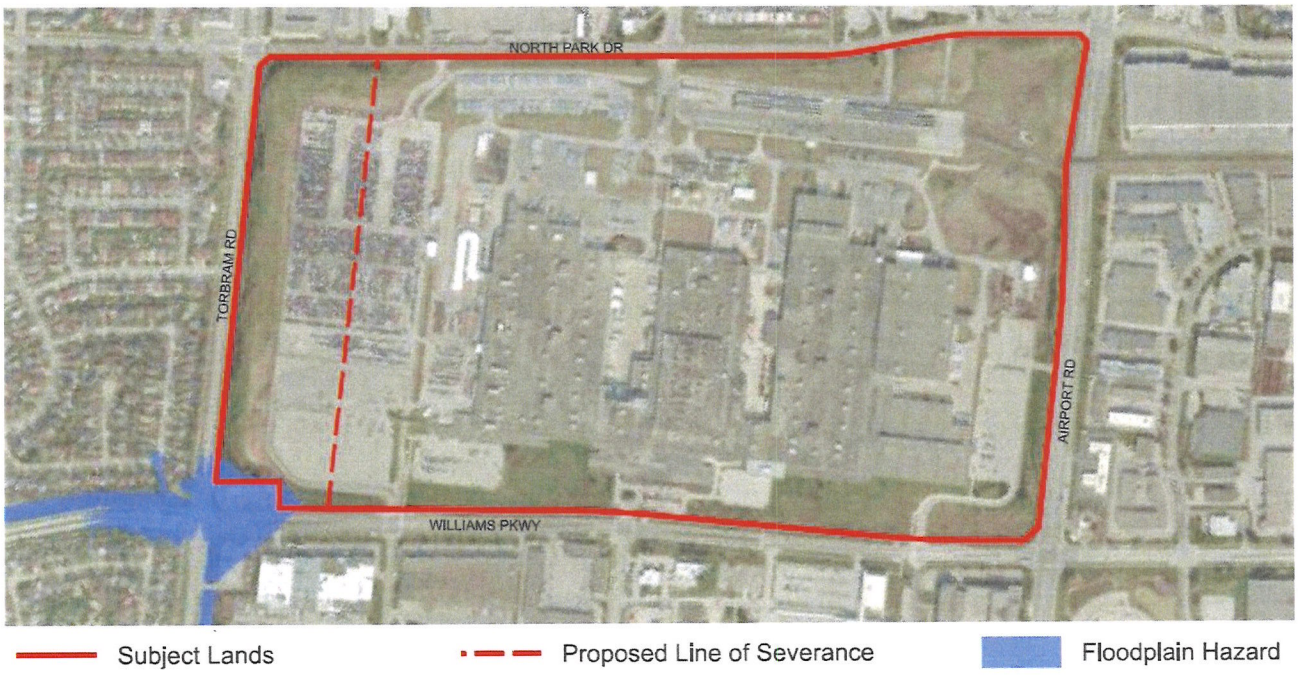
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

All proposed restrictions as identified through Zoning provisions for both the Severed and Retained parcels will be considered and abided by. No other restrictions to our knowledge currently exist on the Severed and Retained parcels.

(h) conservation of natural resources and flood control;

The site is an urban site and as such, the conservation of natural resources is not applicable to the site. From a flood control perspective, the entirety of the Retained parcel is outside of any Toronto Region Conservation Authority floodplain areas. A small portion of the Severed parcel, specifically in the southwest corner of the parcel is within a floodplain area, that is not anticipated to have a material impact to the developability of that parcel. See Figure 2 below:

Figure 2: 2000 Williams Parkway West – Floodplain Mapping, Source: TRCA



(i) the adequacy of utilities and municipal services;

As mentioned in response to subsection (d), the accompanying Servicing Memorandum details that there is adequate servicing access for water, sanitary, and stormwater management for both the Severed and Retained parcels. Utilities will be assessed at the time of Site Plan, but are readily available at the proposed property lines.

(j) the adequacy of school sites;

This subsection does not apply to this application.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

Based on an assessment of the surrounding Right-of-Way dimensions, as well as their planned dimensions as outlined in the municipal Official Plan, there does not appear to be any requirement for any conveyances or dedication for public purposes.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

This subsection does not apply to this application at this time.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

This subsection does not apply to this application at this time.

Committee of Adjustment
City of Brampton
April 19, 2024

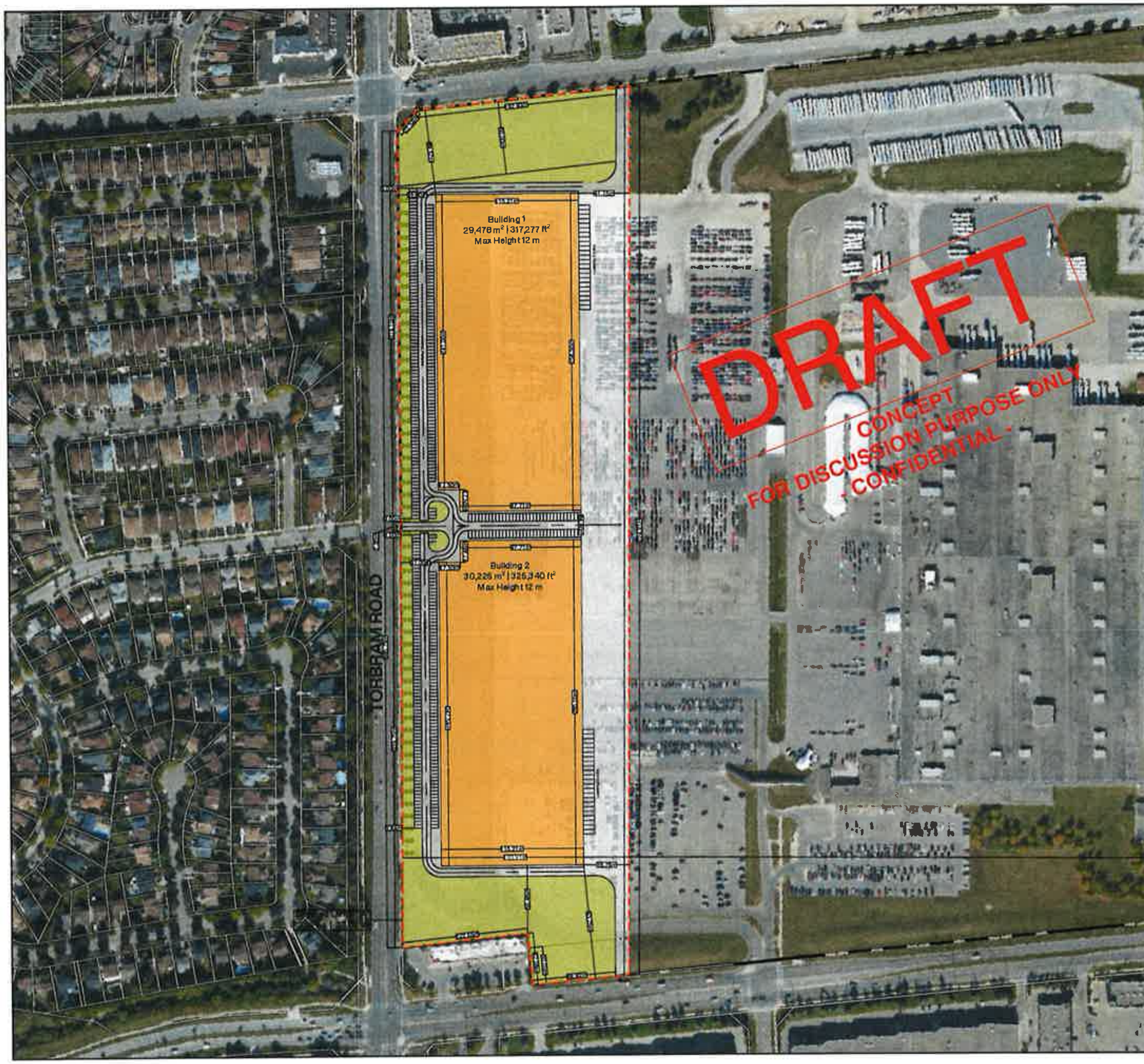
Conclusion

This severance application is consistent with the matters of provincial interest, conforms to the Official Plan, and is suitable as it will optimize existing *Employment* land within the City, Region, and Province of Ontario. The Severance application also does not necessitate the construction of new public infrastructure, including roads and services. Minor modifications are required in consideration of the in-effect Zoning provisions, however these are minor in nature, appropriate and desirable, as well as in keeping with the overall intents and purposes of the Official Plan and Zoning By-law, as detailed in the accompanying Minor Variance rationale associated with this Application.

Sincerely,
Arcadis Professional Services (Canada) Inc.

Stephen Albanese MCIP RPP
Associate Principal – Studio Lead
Email: stephen.albanese@arcadis.com

APPENDIX A



Site Stats	Concept Revision	
Severance Lot	12.96 ha	
Proposed Buildings	59,701 m²	
	642,613 ft²	
Lot Coverage	46%	

Parking Calculations	Required	Proposed
Warehouse		
Up to 20,000 m2	168	
1 Space per 130 m2 above 20,000	234	
Total	402	435

Loading	Required	Proposed
Over 18,000 m2	5	
1 Space per 9,300 m2	5	
Total	10	46

Zoning	M2	
Minimum Lot Width	30 metres	615.29 m
Minimum Front Yard Depth	9 metres	33.00 m
Minimum Interior Side Yard Width	[illegible]	55.40 m
Minimum Exterior Side Yard Width	[illegible]	69.0 m; 50.25 m
Minimum Rear Yard Depth	[illegible]	[illegible]
Maximum Building Height	[illegible]	12 m
Minimum Landscaped Open Space	[illegible]	9.00 m

Zoning	M2 - SECTION 306 Required	Proposed
Minimum Street Line Setback:		
(1) From North Park Drive	25.0 m	[illegible]
(2) From Airport Road	50.0 m	
(3) From Williams Parkway	30.0 m	92.15 m
(4) From Torbram Road	25.0 m	33.00 m
Landscaped Buffer Area: a landscaped buffer area shall be provided and maintained along the adjacent streets as follows:		
(1) a minimum width of 30.0 metres along Williams Parkway	30 m	[illegible] 30.0 m
(2) a minimum width of 25.0 metres along Torbram Road as a continuous, uninterrupted bermed strip [illegible]	25.0 m	9.00 m
(3) a minimum width of 60.0 metres along the north [illegible] for a minimum distance of not less than 150.0 metres, and not more than 180.0 metres [illegible] of Torbram Road, and 1 [illegible] metres for the remaining distance	50.0 m	60.0 m width, 162.59 m length

Conceptual Site Plan
2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6
EAST OF HURONTARIO STREET
CITY OF BRAMPTON

COPYRIGHT

KEY MAP - N.T.S.

Site Boundary
Lot Severance

ARCADIS

BENCHMARK

SCALE

PROJECT NO
153132

DRAWN BY
JS

CHECKED BY

PROJECT MGR
SA

APPROVED BY

SHEET TITLE
Conceptual Site Plan Revision

SHEET NUMBER
01

ISSUE
01

APPENDIX B

Sample Calculation R01_f

Receiver
Name: R01_f
ID: Ware_R01_f
X: 17602693.12 m
Y: 4844560.60 m
Z: 4.50 m

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17602853.96	4844638.47	3.50	0	D	A	70.9	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	18.2
1	17602853.96	4844638.47	3.50	0	N	A	-36.0	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	-88.8
1	17602853.96	4844638.47	3.50	0	E	A	70.9	18.6	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	16.1	0.0	0.0	18.2
28	17602823.23	4844608.83	3.50	0	D	A	70.9	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	20.4
28	17602823.23	4844608.83	3.50	0	N	A	-36.0	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	-86.6
28	17602823.23	4844608.83	3.50	0	E	A	70.9	11.1	0.0	0.0	0.0	53.8	1.1	-2.1	0.0	0.0	8.8	0.0	0.0	20.4
30	17602807.98	4844594.12	3.50	0	D	A	70.9	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	34.1
30	17602807.98	4844594.12	3.50	0	N	A	-36.0	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	-72.9
30	17602807.98	4844594.12	3.50	0	E	A	70.9	14.7	0.0	0.0	0.0	52.6	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	34.1
32	17602794.60	4844581.22	3.50	0	D	A	70.9	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	29.7
32	17602794.60	4844581.22	3.50	0	N	A	-36.0	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	-77.3
32	17602794.60	4844581.22	3.50	0	E	A	70.9	8.9	0.0	0.0	0.0	51.3	0.9	-2.1	0.0	0.0	0.0	0.0	0.0	29.7
34	17602780.69	4844567.80	3.50	0	D	A	70.9	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	37.2
34	17602780.69	4844567.80	3.50	0	N	A	-36.0	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	-69.8
34	17602780.69	4844567.80	3.50	0	E	A	70.9	14.9	0.0	0.0	0.0	49.9	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	37.2
36	17602791.13	4844577.86	3.50	1	D	A	70.9	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	24.2
36	17602791.13	4844577.86	3.50	1	N	A	-36.0	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	-82.8
36	17602791.13	4844577.86	3.50	1	E	A	70.9	11.6	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	4.8	0.0	1.1	24.2
38	17602782.99	4844570.02	3.50	1	D	A	70.9	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	21.0
38	17602782.99	4844570.02	3.50	1	N	A	-36.0	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	-85.9
38	17602782.99	4844570.02	3.50	1	E	A	70.9	9.1	0.0	0.0	0.0	54.1	1.2	-2.1	0.0	0.0	4.8	0.0	1.1	21.0
40	17602774.83	4844562.14	3.50	1	D	A	70.9	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	8.8
40	17602774.83	4844562.14	3.50	1	N	A	-36.0	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	-98.1
40	17602774.83	4844562.14	3.50	1	E	A	70.9	11.6	0.0	0.0	0.0	54.7	1.2	-2.1	0.0	0.0	16.3	0.0	3.7	8.8
77	17602878.81	4844662.43	3.50	1	D	A	70.9	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-3.5
77	17602878.81	4844662.43	3.50	1	N	A	-36.0	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-110.5
77	17602878.81	4844662.43	3.50	1	E	A	70.9	5.3	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	19.0	0.0	3.3	-3.5
79	17602873.15	4844656.98	3.50	1	D	A	70.9	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	3.2
79	17602873.15	4844656.98	3.50	1	N	A	-36.0	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	-103.8
79	17602873.15	4844656.98	3.50	1	E	A	70.9	10.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	17.6	0.0	3.9	3.2
81	17602855.34	4844639.80	3.50	1	D	A	70.9	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	8.4
81	17602855.34	4844639.80	3.50	1	N	A	-36.0	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	-98.6
81	17602855.34	4844639.80	3.50	1	E	A	70.9	15.7	0.0	0.0	0.0	56.8	1.4	-2.2	0.0	0.0	18.1	0.0	4.0	8.4
82	17602837.24	4844622.35	3.50	1	D	A	70.9	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	6.8
82	17602837.24	4844622.35	3.50	1	N	A	-36.0	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	-100.2
82	17602837.24	4844622.35	3.50	1	E	A	70.9	11.2	0.0	0.0	0.0	55.8	1.3	-2.2	0.0	0.0	18.6	0.0	1.8	6.8
84	17602828.01	4844613.44	3.50	1	D	A	70.9	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	7.5
84	17602828.01	4844613.44	3.50	1	N	A	-36.0	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	-99.4
84	17602828.01	4844613.44	3.50	1	E	A	70.9	11.0	0.0	0.0	0.0	55.2	1.3	-2.1	0.0	0.0	18.2	0.0	1.7	7.5
86	17602812.42	4844598.41	3.50	1	D	A	70.9	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	31.4
86	17602812.42	4844598.41	3.50	1	N	A	-36.0	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	-75.6
86	17602812.42	4844598.41	3.50	1	E	A	70.9	14.9	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	31.4
93	17602873.09	4844656.92	3.50	1	D	A	70.9	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	10.0
93	17602873.09	4844656.92	3.50	1	N	A	-36.0	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	-97.0
93	17602873.09	4844656.92	3.50	1	E	A	70.9	12.8	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	13.6	0.0	3.2	10.0
114	17602865.10	4844649.22	3.50	1	D	A	70.9	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	17.7
114	17602865.10	4844649.22	3.50	1	N	A	-36.0	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	-89.3
114	17602865.10	4844649.22	3.50	1	E	A	70.9	4.6	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	0.0	0.0	1.4	17.7
116	17602848.93	4844633.62	3.50	1	D	A	70.9	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	30.3
116	17602848.93	4844633.62	3.50	1	N	A	-36.0	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	-76.7
116	17602848.93	4844633.62	3.50	1	E	A	70.9	16.2	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.4	30.3
118	17602829.49	4844614.87	3.50	1	D	A	70.9	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	26.3

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
118	17602829.49	4844614.87	3.50	1	N	A	-36.0	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	-80.7
118	17602829.49	4844614.87	3.50	1	E	A	70.9	10.8	0.0	0.0	0.0	55.1	1.3	-2.1	0.0	0.0	0.0	0.0	1.1	26.3
120	17602824.87	4844610.41	3.50	1	D	A	70.9	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	15.3
120	17602824.87	4844610.41	3.50	1	N	A	-36.0	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	-91.7
120	17602824.87	4844610.41	3.50	1	E	A	70.9	-0.6	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	0.0	0.0	1.1	15.3
130	17602790.57	4844567.06	3.50	0	D	A	70.9	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	37.4
130	17602790.57	4844567.06	3.50	0	N	A	-36.0	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	-69.6
130	17602790.57	4844567.06	3.50	0	E	A	70.9	16.1	0.0	0.0	0.0	50.8	0.9	-2.0	0.0	0.0	0.0	0.0	0.0	37.4
132	17602808.57	4844584.06	3.50	0	D	A	70.9	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	29.1
132	17602808.57	4844584.06	3.50	0	N	A	-36.0	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	-77.9
132	17602808.57	4844584.06	3.50	0	E	A	70.9	9.5	0.0	0.0	0.0	52.4	1.0	-2.1	0.0	0.0	0.0	0.0	0.0	29.1
134	17602824.30	4844598.90	3.50	0	D	A	70.9	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	33.5
134	17602824.30	4844598.90	3.50	0	N	A	-36.0	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	-73.4
134	17602824.30	4844598.90	3.50	0	E	A	70.9	15.3	0.0	0.0	0.0	53.7	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	33.5
136	17602862.30	4844634.78	3.50	0	D	A	70.9	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	20.7
136	17602862.30	4844634.78	3.50	0	N	A	-36.0	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	-86.2
136	17602862.30	4844634.78	3.50	0	E	A	70.9	18.5	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	13.1	0.0	0.0	20.7
138	17602778.90	4844556.05	3.50	1	D	A	70.9	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	20.0
138	17602778.90	4844556.05	3.50	1	N	A	-36.0	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	-87.0
138	17602778.90	4844556.05	3.50	1	E	A	70.9	9.3	0.0	0.0	0.0	54.9	1.2	-2.1	0.0	0.0	4.8	0.0	1.4	20.0
140	17602787.97	4844564.61	3.50	1	D	A	70.9	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	28.3
140	17602787.97	4844564.61	3.50	1	N	A	-36.0	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	-78.7
140	17602787.97	4844564.61	3.50	1	E	A	70.9	12.2	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.4	28.3
151	17602811.07	4844586.41	3.50	1	D	A	70.9	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	31.8
151	17602811.07	4844586.41	3.50	1	N	A	-36.0	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	-75.2
151	17602811.07	4844586.41	3.50	1	E	A	70.9	14.5	0.0	0.0	0.0	53.5	1.1	-2.1	0.0	0.0	0.0	0.0	1.1	31.8
175	17602825.31	4844599.86	3.50	1	D	A	70.9	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	5.6
175	17602825.31	4844599.86	3.50	1	N	A	-36.0	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	-101.4
175	17602825.31	4844599.86	3.50	1	E	A	70.9	10.5	0.0	0.0	0.0	54.5	1.2	-2.1	0.0	0.0	20.5	0.0	1.8	5.6
176	17602833.70	4844607.78	3.50	1	D	A	70.9	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	4.6
176	17602833.70	4844607.78	3.50	1	N	A	-36.0	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	-102.4
176	17602833.70	4844607.78	3.50	1	E	A	70.9	10.7	0.0	0.0	0.0	55.0	1.3	-2.1	0.0	0.0	21.0	0.0	1.8	4.6
198	17602850.06	4844623.23	3.50	1	D	A	70.9	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	8.3
198	17602850.06	4844623.23	3.50	1	N	A	-36.0	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	-98.7
198	17602850.06	4844623.23	3.50	1	E	A	70.9	15.2	0.0	0.0	0.0	56.0	1.4	-2.2	0.0	0.0	20.8	0.0	1.8	8.3
200	17602866.12	4844638.39	3.50	1	D	A	70.9	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	2.6
200	17602866.12	4844638.39	3.50	1	N	A	-36.0	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	-104.4
200	17602866.12	4844638.39	3.50	1	E	A	70.9	10.4	0.0	0.0	0.0	56.9	1.5	-2.2	0.0	0.0	20.7	0.0	1.9	2.6
202	17602878.98	4844650.53	3.50	1	D	A	70.9	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	4.3
202	17602878.98	4844650.53	3.50	1	N	A	-36.0	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	-102.6
202	17602878.98	4844650.53	3.50	1	E	A	70.9	13.9	0.0	0.0	0.0	57.6	1.5	-2.2	0.0	0.0	21.9	0.0	1.6	4.3
228	17602825.90	4844600.42	3.50	1	D	A	70.9	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	27.1
228	17602825.90	4844600.42	3.50	1	N	A	-36.0	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	-79.8
228	17602825.90	4844600.42	3.50	1	E	A	70.9	10.6	0.0	0.0	0.0	54.3	1.2	-2.1	0.0	0.0	0.0	0.0	1.0	27.1
230	17602843.68	4844617.20	3.50	1	D	A	70.9	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	31.0
230	17602843.68	4844617.20	3.50	1	N	A	-36.0	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	-76.0
230	17602843.68	4844617.20	3.50	1	E	A	70.9	15.7	0.0	0.0	0.0	55.5	1.3	-2.2	0.0	0.0	0.0	0.0	1.1	31.0
232	17602858.20	4844630.91	3.50	1	D	A	70.9	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	18.4
232	17602858.20	4844630.91	3.50	1	N	A	-36.0	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	-88.6
232	17602858.20	4844630.91	3.50	1	E	A	70.9	4.1	0.0	0.0	0.0	56.3	1.4	-2.2	0.0	0.0	0.0	0.0	1.1	18.4
234	17602873.50	4844645.35	3.50	1	D	A	70.9	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	13.7
234	17602873.50	4844645.35	3.50	1	N	A	-36.0	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	-93.2
234	17602873.50	4844645.35	3.50	1	E	A	70.9	16.0	0.0	0.0	0.0	57.2	1.5	-2.2	0.0	0.0	15.1	0.0	1.6	13.7
326	17602984.14	4844583.82	3.50	0	D	A	70.9	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	10.5
326	17602984.14	4844583.82	3.50	0	N	A	-36.0	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	-96.5
326	17602984.14	4844583.82	3.50	0	E	A	70.9	18.5	0.0	0.0	0.0	60.3	1.9	-2.6	0.0	0.0	19.3	0.0	0.0	10.5
348	17602943.69	4844625.66	3.50	0	D	A	70.9	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	9.5
348	17602943.69	4844625.66	3.50	0	N	A	-36.0	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	-97.5
348	17602943.69	4844625.66	3.50	0	E	A	70.9	16.7	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.4	0.0	0.0	9.5
350	17602921.73	4844648.37	3.50	0	D	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	5.0
350	17602921.73	4844648.37	3.50	0	N	A	-36.0	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	-102.0
350	17602921.73	4844648.37	3.50	0	E	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	20.0	0.0	0.0	5.0
352	17602913.52	4844656.86	3.50	0	D	A	70.9	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	1.1

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
352	17602913.52	4844656.86	3.50	0	N	A	-36.0	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	-105.9
352	17602913.52	4844656.86	3.50	0	E	A	70.9	8.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	20.1	0.0	0.0	1.1
354	17602906.13	4844664.51	3.50	0	D	A	70.9	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	11.0
354	17602906.13	4844664.51	3.50	0	N	A	-36.0	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	-96.0
354	17602906.13	4844664.51	3.50	0	E	A	70.9	11.6	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	13.6	0.0	0.0	11.0
356	17602870.76	4844701.09	3.50	0	D	A	70.9	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	12.6
356	17602870.76	4844701.09	3.50	0	N	A	-36.0	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	-94.4
356	17602870.76	4844701.09	3.50	0	E	A	70.9	19.4	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	20.3	0.0	0.0	12.6
358	17602810.09	4844763.83	3.50	0	D	A	70.9	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	12.1
358	17602810.09	4844763.83	3.50	0	N	A	-36.0	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	-94.9
358	17602810.09	4844763.83	3.50	0	E	A	70.9	19.4	0.0	0.0	0.0	58.4	1.6	-2.2	0.0	0.0	20.4	0.0	0.0	12.1
403	17602892.56	4844678.54	3.50	1	D	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	3.5
403	17602892.56	4844678.54	3.50	1	N	A	-36.0	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	-103.5
403	17602892.56	4844678.54	3.50	1	E	A	70.9	12.3	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	18.2	0.0	3.2	3.5
405	17602882.11	4844689.35	3.50	1	D	A	70.9	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	6.1
405	17602882.11	4844689.35	3.50	1	N	A	-36.0	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	-100.9
405	17602882.11	4844689.35	3.50	1	E	A	70.9	11.2	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	14.3	0.0	3.4	6.1
407	17602870.50	4844701.35	3.50	1	D	A	70.9	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	1.8
407	17602870.50	4844701.35	3.50	1	N	A	-36.0	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	-105.2
407	17602870.50	4844701.35	3.50	1	E	A	70.9	13.0	0.0	0.0	0.0	59.3	1.8	-2.3	0.0	0.0	19.2	0.0	4.3	1.8
409	17602859.07	4844713.18	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-0.4
409	17602859.07	4844713.18	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-107.4
409	17602859.07	4844713.18	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	19.2	0.0	4.3	-0.4
431	17602849.52	4844723.05	3.50	1	D	A	70.9	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	0.1
431	17602849.52	4844723.05	3.50	1	N	A	-36.0	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	-106.9
431	17602849.52	4844723.05	3.50	1	E	A	70.9	11.7	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	19.1	0.0	4.3	0.1
433	17602826.29	4844747.08	3.50	1	D	A	70.9	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	5.8
433	17602826.29	4844747.08	3.50	1	N	A	-36.0	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	-101.2
433	17602826.29	4844747.08	3.50	1	E	A	70.9	17.2	0.0	0.0	0.0	60.4	1.9	-2.6	0.0	0.0	18.3	0.0	4.3	5.8
507	17602962.17	4844606.55	3.50	1	D	A	70.9	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	5.7
507	17602962.17	4844606.55	3.50	1	N	A	-36.0	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	-101.3
507	17602962.17	4844606.55	3.50	1	E	A	70.9	21.2	0.0	0.0	0.0	65.9	2.9	-3.4	0.0	0.0	13.7	0.0	7.3	5.7
508	17602892.70	4844678.40	3.50	1	D	A	70.9	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	3.5
508	17602892.70	4844678.40	3.50	1	N	A	-36.0	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	-103.5
508	17602892.70	4844678.40	3.50	1	E	A	70.9	18.2	0.0	0.0	0.0	67.3	3.3	-3.6	0.0	0.0	11.6	0.0	7.1	3.5
510	17602846.38	4844726.30	3.50	1	D	A	70.9	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	4.2
510	17602846.38	4844726.30	3.50	1	N	A	-36.0	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	-102.8
510	17602846.38	4844726.30	3.50	1	E	A	70.9	18.2	0.0	0.0	0.0	68.1	3.5	-3.7	0.0	0.0	10.3	0.0	6.9	4.2
512	17602889.58	4844681.63	3.50	1	D	A	70.9	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	9.9
512	17602889.58	4844681.63	3.50	1	N	A	-36.0	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	-97.1
512	17602889.58	4844681.63	3.50	1	E	A	70.9	13.7	0.0	0.0	0.0	58.7	1.7	-2.2	0.0	0.0	13.4	0.0	3.2	9.9
514	17602879.70	4844691.84	3.50	1	D	A	70.9	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	17.5
514	17602879.70	4844691.84	3.50	1	N	A	-36.0	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	-89.4
514	17602879.70	4844691.84	3.50	1	E	A	70.9	6.7	0.0	0.0	0.0	58.9	1.7	-2.3	0.0	0.0	0.0	0.0	1.7	17.5
516	17602868.01	4844703.93	3.50	1	D	A	70.9	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	3.9
516	17602868.01	4844703.93	3.50	1	N	A	-36.0	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	-103.1
516	17602868.01	4844703.93	3.50	1	E	A	70.9	14.6	0.0	0.0	0.0	59.2	1.8	-2.3	0.0	0.0	18.1	0.0	4.9	3.9
518	17602853.48	4844718.96	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	0.1
518	17602853.48	4844718.96	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-106.9
518	17602853.48	4844718.96	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	0.1
520	17602848.64	4844723.97	3.50	1	D	A	70.9	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-10.9
520	17602848.64	4844723.97	3.50	1	N	A	-36.0	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-117.9
520	17602848.64	4844723.97	3.50	1	E	A	70.9	0.2	0.0	0.0	0.0	59.7	1.8	-2.4	0.0	0.0	18.6	0.0	4.4	-10.9
578	17602797.77	4844749.97	3.50	0	D	A	70.9	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	9.5
578	17602797.77	4844749.97	3.50	0	N	A	-36.0	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	-97.4
578	17602797.77	4844749.97	3.50	0	E	A	70.9	19.0	0.0	0.0	0.0	57.7	1.6	-2.2	0.0	0.0	23.3	0.0	0.0	9.5
616	17602852.61	4844692.40	3.50	0	D	A	70.9	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	10.1
616	17602852.61	4844692.40	3.50	0	N	A	-36.0	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	-96.9
616	17602852.61	4844692.40	3.50	0	E	A	70.9	19.0	0.0	0.0	0.0	57.3	1.5	-2.2	0.0	0.0	23.2	0.0	0.0	10.1
618	17602823.77	4844722.67	3.50	1	D	A	70.9	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	2.4
618	17602823.77	4844722.67	3.50	1	N	A	-36.0	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	-104.6
618	17602823.77	4844722.67	3.50	1	E	A	70.9	16.8	0.0	0.0	0.0	59.6	1.8	-2.4	0.0	0.0	22.6	0.0	3.7	2.4
620	17602845.03	4844700.35	3.50	1	D	A	70.9	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-2.7

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
620	17602845.03	4844700.35	3.50	1	N	A	-36.0	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-109.7
620	17602845.03	4844700.35	3.50	1	E	A	70.9	11.3	0.0	0.0	0.0	59.0	1.7	-2.3	0.0	0.0	22.9	0.0	3.5	-2.7
622	17602853.75	4844691.20	3.50	1	D	A	70.9	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-3.1
622	17602853.75	4844691.20	3.50	1	N	A	-36.0	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-110.1
622	17602853.75	4844691.20	3.50	1	E	A	70.9	10.7	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	23.0	0.0	3.5	-3.1
624	17602863.99	4844680.45	3.50	1	D	A	70.9	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-0.4
624	17602863.99	4844680.45	3.50	1	N	A	-36.0	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-107.4
624	17602863.99	4844680.45	3.50	1	E	A	70.9	12.5	0.0	0.0	0.0	58.5	1.7	-2.2	0.0	0.0	23.0	0.0	2.8	-0.4
630	17602874.56	4844669.35	3.50	1	D	A	70.9	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	4.8
630	17602874.56	4844669.35	3.50	1	N	A	-36.0	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	-102.2
630	17602874.56	4844669.35	3.50	1	E	A	70.9	11.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	15.9	0.0	3.7	4.8
632	17602879.49	4844664.17	3.50	1	D	A	70.9	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-6.7
632	17602879.49	4844664.17	3.50	1	N	A	-36.0	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-113.7
632	17602879.49	4844664.17	3.50	1	E	A	70.9	1.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	18.8	0.0	3.3	-6.7
640	17602866.97	4844677.31	3.50	1	D	A	70.9	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-4.6
640	17602866.97	4844677.31	3.50	1	N	A	-36.0	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-111.6
640	17602866.97	4844677.31	3.50	1	E	A	70.9	15.8	0.0	0.0	0.0	67.4	3.3	-3.6	0.0	0.0	16.1	0.0	8.1	-4.6
642	17602848.03	4844697.20	3.50	1	D	A	70.9	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-2.7
642	17602848.03	4844697.20	3.50	1	N	A	-36.0	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-109.7
642	17602848.03	4844697.20	3.50	1	E	A	70.9	11.1	0.0	0.0	0.0	58.8	1.7	-2.2	0.0	0.0	22.7	0.0	3.7	-2.7
644	17602861.38	4844683.18	3.50	1	D	A	70.9	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	0.7
644	17602861.38	4844683.18	3.50	1	N	A	-36.0	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	-106.3
644	17602861.38	4844683.18	3.50	1	E	A	70.9	14.1	0.0	0.0	0.0	58.4	1.7	-2.2	0.0	0.0	22.3	0.0	4.2	0.7
646	17602872.03	4844672.00	3.50	1	D	A	70.9	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	18.9
646	17602872.03	4844672.00	3.50	1	N	A	-36.0	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	-88.1
646	17602872.03	4844672.00	3.50	1	E	A	70.9	7.0	0.0	0.0	0.0	58.2	1.6	-2.2	0.0	0.0	0.0	0.0	1.4	18.9
648	17602876.89	4844666.90	3.50	1	D	A	70.9	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	6.9
648	17602876.89	4844666.90	3.50	1	N	A	-36.0	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	-100.1
648	17602876.89	4844666.90	3.50	1	E	A	70.9	9.6	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	13.1	0.0	3.1	6.9
667	17602891.28	4844655.38	3.50	0	D	A	70.9	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	9.8
667	17602891.28	4844655.38	3.50	0	N	A	-36.0	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	-97.2
667	17602891.28	4844655.38	3.50	0	E	A	70.9	9.9	0.0	0.0	0.0	57.8	1.6	-2.2	0.0	0.0	13.8	0.0	0.0	9.8
669	17602896.90	4844649.60	3.50	0	D	A	70.9	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-1.5
669	17602896.90	4844649.60	3.50	0	N	A	-36.0	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-108.5
669	17602896.90	4844649.60	3.50	0	E	A	70.9	8.0	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-1.5
671	17602904.52	4844641.76	3.50	0	D	A	70.9	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	2.3
671	17602904.52	4844641.76	3.50	0	N	A	-36.0	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	-104.7
671	17602904.52	4844641.76	3.50	0	E	A	70.9	11.9	0.0	0.0	0.0	58.1	1.6	-2.2	0.0	0.0	23.0	0.0	0.0	2.3
681	17602924.92	4844620.78	3.50	0	D	A	70.9	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	6.4
681	17602924.92	4844620.78	3.50	0	N	A	-36.0	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	-100.6
681	17602924.92	4844620.78	3.50	0	E	A	70.9	16.3	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	22.8	0.0	0.0	6.4
683	17602968.31	4844576.14	3.50	0	D	A	70.9	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	8.2
683	17602968.31	4844576.14	3.50	0	N	A	-36.0	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	-98.8
683	17602968.31	4844576.14	3.50	0	E	A	70.9	19.1	0.0	0.0	0.0	59.8	1.8	-2.5	0.0	0.0	22.7	0.0	0.0	8.2
689	17602888.71	4844658.03	3.50	1	D	A	70.9	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-6.5
689	17602888.71	4844658.03	3.50	1	N	A	-36.0	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-113.5
689	17602888.71	4844658.03	3.50	1	E	A	70.9	3.9	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	22.3	0.0	1.6	-6.5
712	17602890.13	4844656.57	3.50	1	D	A	70.9	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-8.9
712	17602890.13	4844656.57	3.50	1	N	A	-36.0	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-115.9
712	17602890.13	4844656.57	3.50	1	E	A	70.9	2.1	0.0	0.0	0.0	58.0	1.6	-2.2	0.0	0.0	23.0	0.0	1.5	-8.9
714	17602915.08	4844630.90	3.50	1	D	A	70.9	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-2.3
714	17602915.08	4844630.90	3.50	1	N	A	-36.0	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-109.3
714	17602915.08	4844630.90	3.50	1	E	A	70.9	18.9	0.0	0.0	0.0	66.6	3.1	-3.5	0.0	0.0	17.9	0.0	8.2	-2.3
716	17602969.52	4844574.90	3.50	1	D	A	70.9	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	1.0
716	17602969.52	4844574.90	3.50	1	N	A	-36.0	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	-106.0
716	17602969.52	4844574.90	3.50	1	E	A	70.9	18.9	0.0	0.0	0.0	65.4	2.8	-3.3	0.0	0.0	19.4	0.0	4.6	1.0
718	17602888.42	4844658.33	3.50	1	D	A	70.9	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-1.2
718	17602888.42	4844658.33	3.50	1	N	A	-36.0	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-108.2
718	17602888.42	4844658.33	3.50	1	E	A	70.9	2.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.3	0.0	1.6	-1.2
720	17602889.43	4844657.29	3.50	1	D	A	70.9	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-1.8
720	17602889.43	4844657.29	3.50	1	N	A	-36.0	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-108.8
720	17602889.43	4844657.29	3.50	1	E	A	70.9	1.1	0.0	0.0	0.0	57.9	1.6	-2.2	0.0	0.0	15.5	0.0	1.0	-1.8
744	17602775.06	4844786.98	3.50	0	D	A	70.9	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	4.1

Line Source, ISO 9613, Name: "Trucks off Torbram Rd", ID: "ContWare_trucksTorbram"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
744	17602775.06	4844786.98	3.50	0	N	A	-36.0	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	-102.8
744	17602775.06	4844786.98	3.50	0	E	A	70.9	12.8	0.0	0.0	0.0	58.6	1.7	-2.2	0.0	0.0	21.4	0.0	0.0	4.1
746	17603002.61	4844552.77	3.50	0	D	A	70.9	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	2.6
746	17603002.61	4844552.77	3.50	0	N	A	-36.0	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	-104.4
746	17603002.61	4844552.77	3.50	0	E	A	70.9	12.2	0.0	0.0	0.0	60.8	2.0	-2.7	0.0	0.0	20.5	0.0	0.0	2.6

Point Source, ISO 9613, Name: "Air Make Up Unit 07", ID: "ContWMUA07"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
269	17602833.85	4844654.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	55.6	0.9	-2.2	0.0	0.0	6.6	0.0	0.0	31.1
271	17602833.85	4844654.86	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.2	1.1	-2.2	0.0	0.0	4.9	0.0	1.1	29.9
273	17602833.85	4844654.86	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.1	1.1	-2.2	0.0	0.0	0.0	0.0	1.1	34.9

Point Source, ISO 9613, Name: "Air Make Up Unit 05", ID: "ContWMUA05"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
275	17602796.55	4844696.63	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	55.7	0.9	-2.2	0.0	0.0	6.6	0.0	0.0	31.0

Line Source, ISO 9613, Name: "Trucks off N Park Dr", ID: "ContWare_trucksNParkDr"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
306	17602683.73	4844902.21	3.50	0	D	A	74.0	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	15.0
306	17602683.73	4844902.21	3.50	0	N	A	70.9	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	12.0
306	17602683.73	4844902.21	3.50	0	E	A	74.0	19.6	0.0	0.0	0.0	61.7	2.1	-2.3	0.0	0.0	17.0	0.0	0.0	15.0
308	17602744.97	4844834.13	3.50	0	D	A	74.0	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	15.2
308	17602744.97	4844834.13	3.50	0	N	A	70.9	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	12.2
308	17602744.97	4844834.13	3.50	0	E	A	74.0	19.6	0.0	0.0	0.0	59.9	1.9	-2.5	0.0	0.0	19.1	0.0	0.0	15.2
310	17602755.62	4844822.30	3.50	1	D	A	74.0	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	8.7
310	17602755.62	4844822.30	3.50	1	N	A	70.9	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	5.7
310	17602755.62	4844822.30	3.50	1	E	A	74.0	17.8	0.0	0.0	0.0	62.0	2.2	-2.9	0.0	0.0	17.5	0.0	4.3	8.7
572	17602736.30	4844823.27	3.50	0	D	A	74.0	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	13.0
572	17602736.30	4844823.27	3.50	0	N	A	70.9	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	10.0
572	17602736.30	4844823.27	3.50	0	E	A	74.0	19.4	0.0	0.0	0.0	59.5	1.8	-2.4	0.0	0.0	21.4	0.0	0.0	13.0
740	17602770.71	4844795.90	3.50	0	D	A	74.0	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	5.9
740	17602770.71	4844795.90	3.50	0	N	A	70.9	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	2.9
740	17602770.71	4844795.90	3.50	0	E	A	74.0	11.1	0.0	0.0	0.0	58.9	1.7	-2.2	0.0	0.0	20.8	0.0	0.0	5.9

Point Source, ISO 9613, Name: "Air Make Up Unit 09", ID: "ContWMUA09"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
312	17602873.98	4844607.24	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.4	1.0	-2.2	0.0	0.0	4.8	0.0	0.0	32.0

Point Source, ISO 9613, Name: "Air Make Up Unit 08", ID: "ContWMUA08"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
314	17602847.45	4844667.81	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.5	1.0	-2.2	0.0	0.0	6.7	0.0	0.0	30.0
316	17602847.45	4844667.81	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.9	1.1	-2.2	0.0	0.0	4.9	0.0	1.1	29.2
318	17602847.45	4844667.81	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	57.7	1.1	-2.2	0.0	0.0	0.0	0.0	1.1	34.2

Point Source, ISO 9613, Name: "Air Make Up Unit 06", ID: "ContWMUA06"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
320	17602810.31	4844707.75	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.5	1.0	-2.2	0.0	0.0	6.8	0.0	0.0	29.9
322	17602810.31	4844707.75	13.80	1	DEN	A	91.9	0.0	0.0	0.0	0.0	59.1	1.3	-2.2	0.0	0.0	4.8	0.0	1.6	27.3

Point Source, ISO 9613, Name: "Air Make Up Unit 03", ID: "ContWMUA03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
324	17602743.07	4844743.59	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	56.6	1.0	-2.2	0.0	0.0	6.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "Air Make Up Unit 10", ID: "ContWMUA10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
522	17602887.14	4844622.08	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	57.2	1.1	-2.2	0.0	0.0	4.8	0.0	0.0	31.2

Point Source, ISO 9613, Name: "Air Make Up Unit 04", ID: "ContWMUA04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
524	17602755.68	4844757.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	57.3	1.1	-2.2	0.0	0.0	6.2	0.0	0.0	29.6

Line Source, ISO 9613, Name: "Trucks off Williams Pkwy", ID: "ContWare_trucksWilliam"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
552	17603084.66	4844487.16	3.50	0	D	A	74.0	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	17.8
552	17603084.66	4844487.16	3.50	0	N	A	70.9	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	14.8
552	17603084.66	4844487.16	3.50	0	E	A	74.0	22.9	0.0	0.0	0.0	63.0	2.4	-3.0	0.0	0.0	16.7	0.0	0.0	17.8
554	17603029.87	4844542.75	3.50	1	D	A	74.0	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	6.7
554	17603029.87	4844542.75	3.50	1	N	A	70.9	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	3.7
554	17603029.87	4844542.75	3.50	1	E	A	74.0	15.7	0.0	0.0	0.0	64.6	2.7	-3.2	0.0	0.0	14.9	0.0	4.1	6.7
724	17603041.08	4844507.96	3.50	0	D	A	74.0	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	12.0
724	17603041.08	4844507.96	3.50	0	N	A	70.9	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	9.0
724	17603041.08	4844507.96	3.50	0	E	A	74.0	20.0	0.0	0.0	0.0	61.9	2.2	-2.9	0.0	0.0	20.7	0.0	0.0	12.0
726	17603028.64	4844520.07	3.50	1	D	A	74.0	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	5.0
726	17603028.64	4844520.07	3.50	1	N	A	70.9	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	2.0
726	17603028.64	4844520.07	3.50	1	E	A	74.0	18.1	0.0	0.0	0.0	64.2	2.6	-3.2	0.0	0.0	19.0	0.0	4.5	5.0
742	17603011.08	4844549.38	3.50	0	D	A	74.0	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	6.4
742	17603011.08	4844549.38	3.50	0	N	A	70.9	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	3.4
742	17603011.08	4844549.38	3.50	0	E	A	74.0	12.4	0.0	0.0	0.0	61.1	2.0	-2.8	0.0	0.0	19.7	0.0	0.0	6.4

Point Source, ISO 9613, Name: "Air Make Up Unit 11", ID: "ContWMUA11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
556	17602918.42	4844567.86	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.1	1.2	-2.2	0.0	0.0	5.9	0.0	0.0	29.0

Point Source, ISO 9613, Name: "Air Make Up Unit 12", ID: "ContWMUA12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
558	17602931.69	4844582.85	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.6	1.2	-2.2	0.0	0.0	5.6	0.0	0.0	28.7

Point Source, ISO 9613, Name: "Air Make Up Unit 01", ID: "ContWMUA01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
574	17602688.84	4844804.34	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	58.7	1.2	-2.2	0.0	0.0	5.2	0.0	0.0	29.0

Point Source, ISO 9613, Name: "Air Make Up Unit 02", ID: "ContWMUA02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
576	17602702.49	4844816.85	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	59.2	1.3	-2.2	0.0	0.0	5.4	0.0	0.0	28.3

Point Source, ISO 9613, Name: "Idling Truck 03", ID: "ContWTruck03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
656	17602712.94	4844838.16	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	59.9	1.9	-2.6	0.0	0.0	24.1	0.0	0.0	9.0
658	17602712.94	4844838.16	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	60.8	2.0	-2.8	0.0	0.0	24.0	0.0	1.1	7.1

Point Source, ISO 9613, Name: "Idling Truck 02", ID: "ContWTruck02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
660	17602707.75	4844843.09	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	60.0	1.9	-2.6	0.0	0.0	24.1	0.0	0.0	8.8
662	17602707.75	4844843.09	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	60.7	2.0	-2.8	0.0	0.0	24.0	0.0	1.1	7.2

Point Source, ISO 9613, Name: "Idling Truck 01", ID: "ContWTruck01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
664	17602703.31	4844847.78	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	60.2	1.9	-2.7	0.0	0.0	24.1	0.0	0.0	8.7

Point Source, ISO 9613, Name: "Air Make Up Unit 13", ID: "ContWMUA13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
666	17602967.78	4844521.57	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	59.9	1.4	-2.2	0.0	0.0	5.4	0.0	0.0	27.5

Point Source, ISO 9613, Name: "Air Make Up Unit 14", ID: "ContWMUA14"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
722	17602980.32	4844532.84	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	60.2	1.4	-2.3	0.0	0.0	5.6	0.0	0.0	27.1

Point Source, ISO 9613, Name: "Air Make Up Unit 15", ID: "ContWMUA15"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
728	17603019.94	4844468.06	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	61.6	1.6	-2.1	0.0	0.0	4.9	0.0	0.0	25.9

Point Source, ISO 9613, Name: "Air Make Up Unit 16", ID: "ContWMUA16"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
730	17603033.03	4844481.07	13.80	0	DEN	A	91.9	0.0	0.0	0.0	0.0	61.9	1.6	-2.2	0.0	0.0	5.0	0.0	0.0	25.6

Point Source, ISO 9613, Name: "Idling Truck 06", ID: "ContWTruck06"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
732	17603050.59	4844488.06	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.2	2.3	-3.0	0.0	0.0	24.3	0.0	0.0	6.5
734	17603050.59	4844488.06	3.50	1	DEN	A	92.3	0.0	0.0	0.0	0.0	63.4	2.5	-3.2	0.0	0.0	24.0	0.0	1.4	4.1

Point Source, ISO 9613, Name: "Idling Truck 05", ID: "ContWTruck05"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
736	17603057.25	4844481.79	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.4	2.3	-3.1	0.0	0.0	24.2	0.0	0.0	6.4

Point Source, ISO 9613, Name: "Idling Truck 04", ID: "ContWTruck04"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
738	17603062.34	4844476.31	3.50	0	DEN	A	92.3	0.0	0.0	0.0	0.0	62.6	2.4	-3.1	0.0	0.0	24.2	0.0	0.0	6.2

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington St W
Brampton, ON
L6Y 4R2

Arcadis Professional Services
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55 St. Clair Avenue West, 7th Floor
Toronto, Ontario M4V 2Y7
Canada
Phone: 416 596 1930
www.arcadis.com

Date: April 19, 2024

MINOR VARIANCE AND CONSENT TO SEVER APPLICATIONS FOR 2000 WILLIAMS PARKWAY WEST

Dear Secretary-Treasurer of the Committee of Adjustment,

Arcadis Professional Services (Canada) Inc. (Arcadis) is pleased to submit the following Minor Variance and Consent to Sever Applications on behalf of FCA Canada Inc., for the property municipally known as 2000 Williams Parkway West, in the City of Brampton, Region of Peel, henceforth referred to as the "subject site" or "site". In support of these applications, please find the enclosed:

- Application Forms, prepared by Arcadis Professional Services (Canada) Inc. and the Applicant;
- Survey, prepared by Genesis;
- Minor Variance Planning Rationale, prepared by Arcadis Professional Services (Canada) Inc.;
- Schedule of Requested Variance, prepared by Arcadis Professional Services (Canada) Inc.;
- Conceptual Site Plan, prepared by Arcadis Professional Services (Canada) Inc.;
- Civil Servicing Memorandum, prepared by Arcadis Professional Services (Canada) Inc.;
- Transportation Memorandum, prepared by Arcadis Professional Services (Canada) Inc.;
- Noise and Air Quality Memorandum, prepared by RWDI;
- Consent to Sever Planning Rationale, prepared by Arcadis Professional Services (Canada) Inc.; and,
- Proposed Severance Plan, prepared by Arcadis Professional Services (Canada) Inc.;

It should be noted that the Transportation Memorandum is subject to refinement, based on the conversation with City of Brampton Staff on April 17th 2024 in confirmation of the Terms of Reference.

We look forward to working with the City of Brampton and all other relevant agencies as well as the public with regard to this application.

Please do not hesitate to contact us should you require clarifications or additional information.

Committee of Adjustment
City of Brampton
April 19, 2024

Sincerely,
Arcadis Professional Services (Canada) Inc.

Stephen Albanese MCIP RPP
Associate Principal – Studio Lead
Email: stephen.albanese@arcadis.com

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix D

Transportation Memorandum prepared by Arcadis

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Arcadis Professional Services
(Canada) Inc.
55 St. Clair Avenue West
7th Floor
Toronto, Ontario M4V 2Y7
Canada
Phone: 416 596 1930
www.arcadis.com

Date: April 19, 2024
Our Ref: 143132
Subject: 2000 Williams Parkway – Consent to Sever

Dear Ms. Vani,

Arcadis was retained to conduct transportation analysis in support of an application to sever a portion of the approximate 98.64 hectare property known municipally as 2000 Williams Parkway in the City of Brampton. The severed lands would consist of a 12.96 hectare parcel with frontage onto North Park Drive, Torbram Road, and Williams Parkway. The retained lands would consist of a 85.68 hectare parcel with frontage onto North Park Drive, Airport Road, and Williams Parkway. This is illustrated in Figure 1.

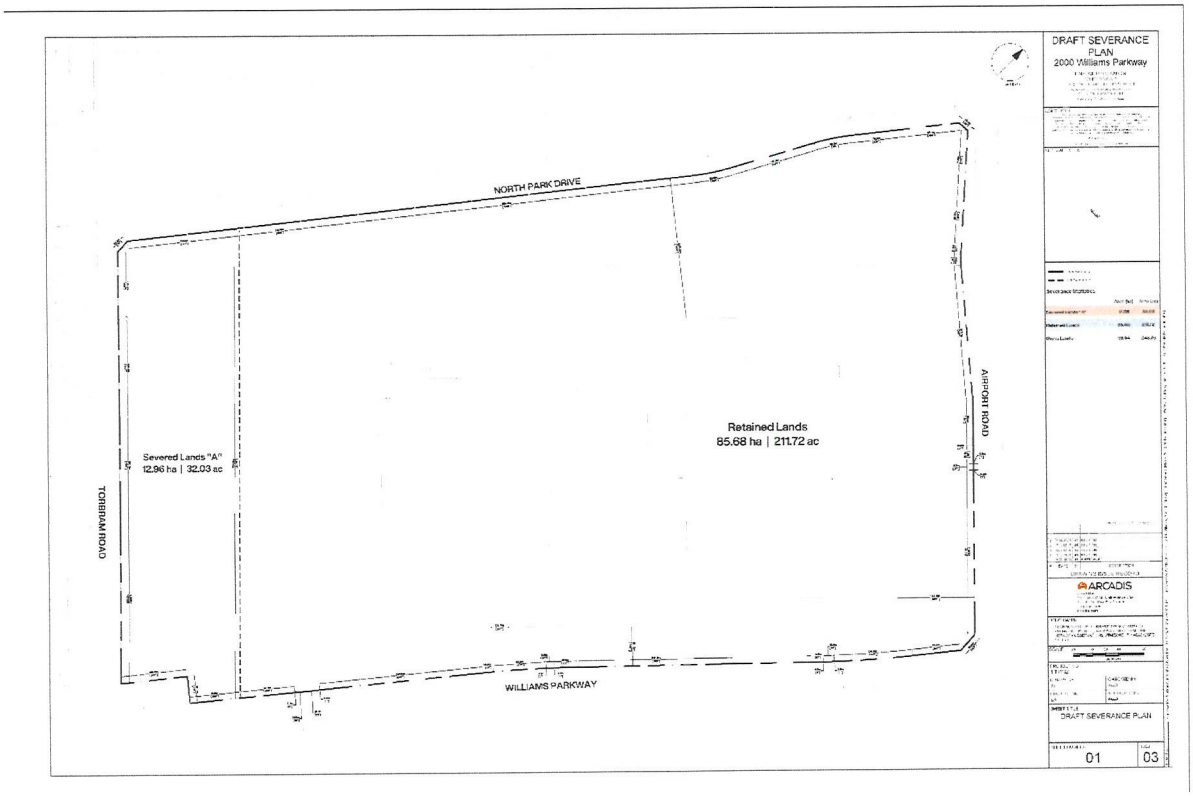


Figure 1 - Draft Severance Plan

Secretary-Treasurer of the Committee of Adjustment
City of Brampton
April 19, 2024

From a transportation perspective, we are of the opinion that both the severed lands and the retained lands can function independently. Our basis for this opinion is as follows:

- The severed lands have frontage onto North Park Drive, Torbram Road, and Williams Parkway. While no accesses have been constructed to date, access to these municipal roads could be provided; and
- The retained lands have frontage onto North Park Drive, Airport Road, and Williams Parkway. A number of signalized and unsignalized accesses exist, and no changes to these accesses are proposed as part of this severance.

It should be noted that as a development concept for the retained lands has not been produced, actual access location and design would be subject to City of Brampton access management policies, recognized design guidelines for Canadian Roads, and operational needs to be confirmed as part of appropriate transportation studies. However, as it relates to desirable / undesirable locations of accesses in relation to existing municipal intersection, the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (June 2017) notes that accesses should not be placed within the functional area of an intersection, which is defined by corner clearance requirements noted in Figure 8.8.2.

- North Park Drive: Upstream / downstream corner clearance requirement of 55 metres from a signalized intersection along an undivided collector road. Greater than 175 metres of frontage is proposed;
- Torbram Road: Upstream / downstream corner clearance requirement of 70 metres from a signalized intersection along an undivided arterial road. Greater than 650 metres of frontage is proposed;
    - It is assumed that an access to Torbram Road would be aligned with Jardine Street, consistent with TAC guidelines.
- Williams Parkway: Upstream corner clearance requirement of beyond left-turn lane and taper along a divided arterial road. All 78 metres of proposed frontage is beyond left-turn lane and taper.

Based on this review, the frontages which would be created by the proposed severance can accommodate accesses which comply with TAC guidelines for corner clearance from existing municipal intersections. This suggests that, from a transportation perspective, the severed lands can function independently.

It is acknowledged that heavy vehicle restrictions are in place on Torbram Road, Williams Parkway west of Torbram Road, and North Park Drive west of Torbram Road. While a proposed development concept has not been prepared, the concept would have to have regard for these restrictions.

Please do not hesitate to contact us should you require more information or clarification regarding our assessment.

Sincerely,
Arcadis Professional Services (Canada) Inc.

Andrae Griffith
Associate – Manager, Transportation Systems

Email: andrae.griffith@arcadis.com
Direct Line: +1 416-596-1930 ext 61450

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix E

Noise and Air Quality Memorandum prepared by RWDI

600 Southgate Drive
Guelph ON Canada
N1G 4P6

Tel: +1.519.823.1311
E-mail: solutions@rwdi.com

CONFIDENTIAL MEMORANDUM

DATE: 2024-04-18 **RWDI Reference No.:** 2406209

TO: Jennifer Jaruczek **EMAIL:** Jennifer.Jaruczek@arcadis.com

FROM: Anthony Vanderheyden **EMAIL:** Anthony.Vanderheyden@rwdi.com

RE: **Air Quality and Noise Review – 2000 William Parkway Severance**
Arcadis Professional Services (Canada) Inc.
Brampton, Ontario

Arcadis Professional Services (Canada) Inc. (Arcadis) retained RWDI AIR Inc. (RWDI) to complete a land-use compatibility assessment with respect to noise and air quality setbacks for the proposed severance of a 32-acre parcel at 2000 Williams Parkway in Brampton, Ontario. The proposed severance is provided in **Figure 1** below.

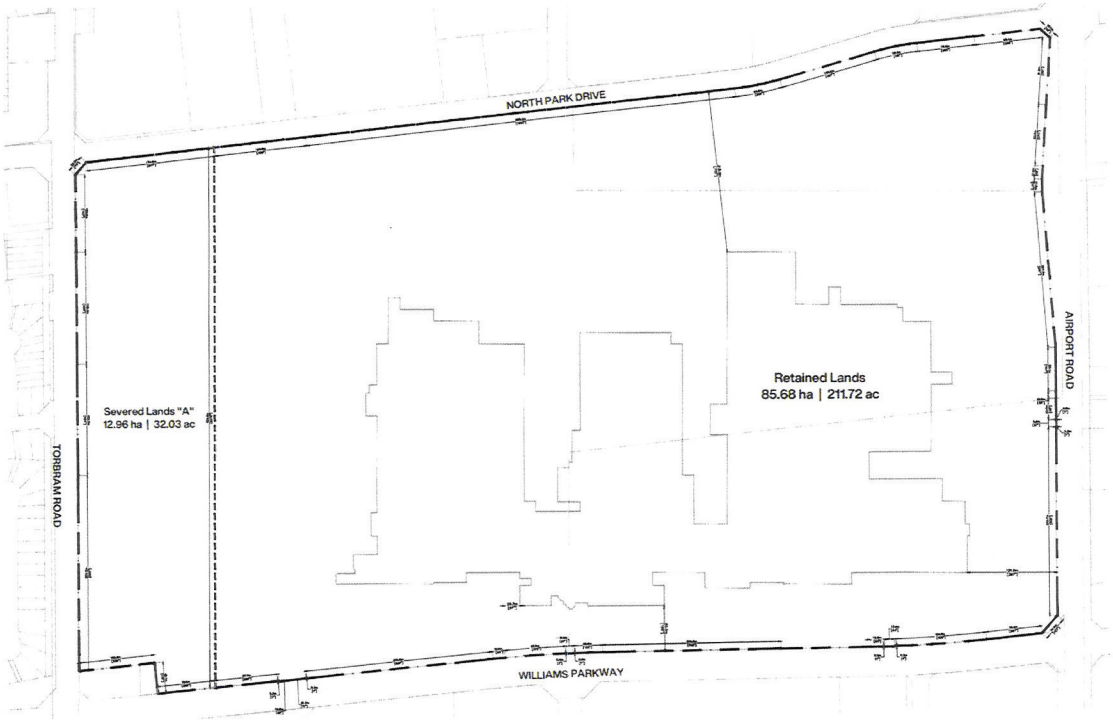


Figure 1: Lands to be Severed

The lot is currently part of the FCA Canada Inc. Brampton Assembly Plant. Once severed, the lot is intended to be used for warehousing. A conceptual plan is provided in **Figure 2**.

Figure 2: *Conceptual Plan for Warehousing*

The plant is currently operating under Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (Air & Noise) (ECA) No. 5534-CJXKBQ, dated February 7, 2023. Under this ECA, the plant is in compliance with provincial environmental standards at the property line (for air emissions) and at the closest residences to the west (for noise emissions). Although the severance will change the plant's property line, the plant's air emission concentrations along the new, closer property line are predicted to remain in compliance with the MECP standards. The plant's sound levels to the west of Torbram Road will likely be reduced as the warehouse buildings will provide some shielding. Therefore, the plant will also remain in compliance with the MECP noise criteria upon the severance.

The proposed development includes two warehouse buildings, each with approximately 31,325 sq. metres (m) of gross floor area and up to 12 m tall, with on-site staff parking spaces. To accommodate the warehouses, the earthen berm along the east side of Torbram Road will be removed.

Vehicular access point is located southeast of the project site off Williams Parkway, southwest off Torbram Road and northwest off N Park Drive. However, truck access is limited to off Williams Parkway and N Park Drive. A site plan of the proposed warehouses is shown in **Figure 2** and included in Appendix A. The proposed warehouses are bordered by residences to the west and south, as well as other industrial uses in all other directions.

This memorandum summarizes the results of RWDI's feasibility-level assessment noise and air quality assessment. The assessment is based on conceptual drawings, as well as information provided upon correspondence with Arcadis, and RWDI's experience with similar warehousing operations.

NOISE EVALUATION

The sound impacts will be assessed using the applicable guidelines and hence determine the overall feasibility of the project.

The exact function of the proposed warehouse is not fully developed yet so general assumptions have been made for the purpose of this report which has been confirmed by Arcadis. The on-site speed limit is assumed to be 10 km/h. The building will have a number of bay doors along the north side facing the existing FCA Brampton Assembly Plant. It is assumed during loading/unloading, the truck cabs will remain attached to the trailers which are to be flush with the bay doors. The bay doors are assumed to be closed otherwise. Industrial or noisy activities are not anticipated to occur within the warehouse, thus sound through the closed doors is not expected to be an issue. The trucks are assumed to be able to idle when on-site, as worst-case scenario.

For heating and cooling of the proposed warehouses, eight rooftop air make up units per building have been assumed. The site will not have emergency equipment such as generators.

The evaluation of stationary sources was assessed using the applicable MECP NPC-300 Guidelines. Where applicable, Brampton's Terms of Reference for Noise Study, as well as Region of Peel's General Guidelines for the Preparation of Acoustical Reports in the Region of Peel, were also utilized.

Only the significant stationary sources of sound were assessed. These include ventilation equipment and activities associated with on-site truck movements. The mechanical design should be reviewed, and the assessment should be updated once plans for the site, and equipment selections have been finalized. Given the nature of the building, vibration sources are not expected to be present, thus were not assessed.

Stationary sources are assessed for the predictable worst-case one-hour L_{eq} for each period of the day. For assessing sound originating from stationary sources, NPC-300 defines sound level criteria for two possible locations at each noise-sensitive land use (receptor): outdoor and façade. The outdoor points of reception (PORs) for stationary source assessment can include front yards, backyards, terraces, or patios. The façade PORs are the centre of any window or door on the most exposed wall.

The assessment criterion is the higher of either the exclusion limit per NPC-300 or the minimum background sound level that occurs or is likely to occur at a receptor. The applicable exclusion limit is determined based on the level of urbanization or "Class" of the area. Land uses surrounding the facility are Class 1 areas due to the acoustical environmental which is influenced mainly by human activity, such as road traffic along Torbram Road, N Park Drive and Williams Parkway, and FCA Brampton Assembly Plant east of the proposed development. The NPC-300 Class 1 exclusion limits were applied for continuous sources in the assessment and are summarized in Table 1. The default limits for "urban" areas may not accurately describe the existing ambient character of the proposed development area given its high-density environment, proximity to main roadways, and the fact that these default limits are meant to cover a wider spectrum of urban locations across Ontario. A background sound assessment, which uses traffic volumes measured by the City of Brampton may show that the ambient character in the area is elevated.

Table 1: *NPC-300 Exclusion Limit – Continuous Stationary Sources*

Time Period	Class 1 Exclusion Limit	
	Outdoor $L_{EQ\text{-}1hr}$	Façade $L_{EQ\text{-}1hr}$
Daytime 07:00-19:00h	50 dBA	50 dBA
Evening 19:00-23:00h	50 dBA	50 dBA
Nighttime 23:00-07:00h	not applicable	45 dBA

Due to the size of the site and buildings, trailer parking is not expected at this point, thus impulsive events from the coupling and uncoupling of trailers have not been assessed. However, since the loading docks are on the opposite side of residential areas, and if parking was to occur, impulsive events will be shielded by the building structure and are not expected to be significant.

Noise-sensitive land uses surrounding the facility are existing residential dwellings located west along Torbram Road. The worst-case representative receptors in have been modelled and shown in **Figure 3**. Meeting the applicable criteria at these representative receptors will ensure compliance at all receptors beyond.

Figure 3: *Noise Sensitive Receptor Locations*

Sources

For this feasibility study, a site visit was not conducted as the development is currently in design stages. Information regarding potential stationary sources were obtained through analysis of site plan drawings and discussions with Arcadis. Sound level data of similar sources on file at RWDI were used.

The following were adopted for the analysis:

- The number of trucks entering and leaving the site in a predictable worst-case hour during the day, evening, and night, respectively will be:

  - 10, 10, 5 through William Parkway and N Park Lane driveways; and
  - No truck traffic through Torbram Road driveway.
- The site can accommodate for six trucks idling continuously during a worst-case hour (sources ContWTruck01 through ContWTruck02).
- Eight roof-top Air Make Up units were modelled (sources ContWMUA01 through ContWMUA16) per building with a maximum sound power level of 92 dBA.
- All equipment would operate concurrently and continuously during the predictable worst-case one-hour period.
- No refrigeration uses, or use of reefer trucks, have been assumed for the two buildings.

The locations of the noise sources are illustrated in **Figure 4**. In addition, it was assumed that the earthen berm on the eastern side of Torbram Road would be removed.

Figure 4: *Noise Source Locations*

Noise Modelling Results

Detailed noise modelling was carried out, based on the available information, using the Cadna/A software package, a commercially available implementation of the ISO 9613 (ISO, 1994 and ISO, 1996) algorithms. The predicted sound levels during the predictable worst-case one hour and the applicable sound level limit are presented in **Table 2**. A sample Cadna/A calculation showing step-by-step calculation parameters is provided for the façade of R01_f is provided in **Appendix B**.

Table 2: *Predicted Sound Levels – Continuous Stationary Sources*

Receptor	Description	Time of Day	Sound Level L_{EQ-1hr} (dBA)	NPC-300 Class 1 Exclusion Limit (dBA)	Meets Criteria?
R01_f	House on Jardine Street (Plane of Second Storey Window)	Day/Evening	47	50	Y
		Night	44	45	Y
R01_o	Side yard of house on Jardine Street	Day/Evening	46	50	Y
R02_f	House on Jardine Street (Plane of Second Storey Window)	Day/Evening	47	50	Y
		Night	42	45	Y
R02_o	Side yard of house on Jardine Street	Day/Evening	47	50	Y
R03_f	House on Grassington Crescent (Plane of Second Storey Window)	Day/Evening	39	50	Y
		Night	37	45	Y
R03_o	Backyard of house on Grassington Crescent	Day/Evening	40	50	Y
R04_f	House on Panda Lane (Plane of Second Storey Window)	Day/Evening	39	50	Y
		Night	38	45	Y
R04_o	Backyard of house on Panda Lane	Day/Evening	40	45	Y

Based on the modelling results, the proposed warehouses will be in compliance with the default NPC-300 Class 1 exclusion limits.

Figures 5 and **6** provide sound level contours for the daytime/evening and nighttime operating scenarios, respectively.

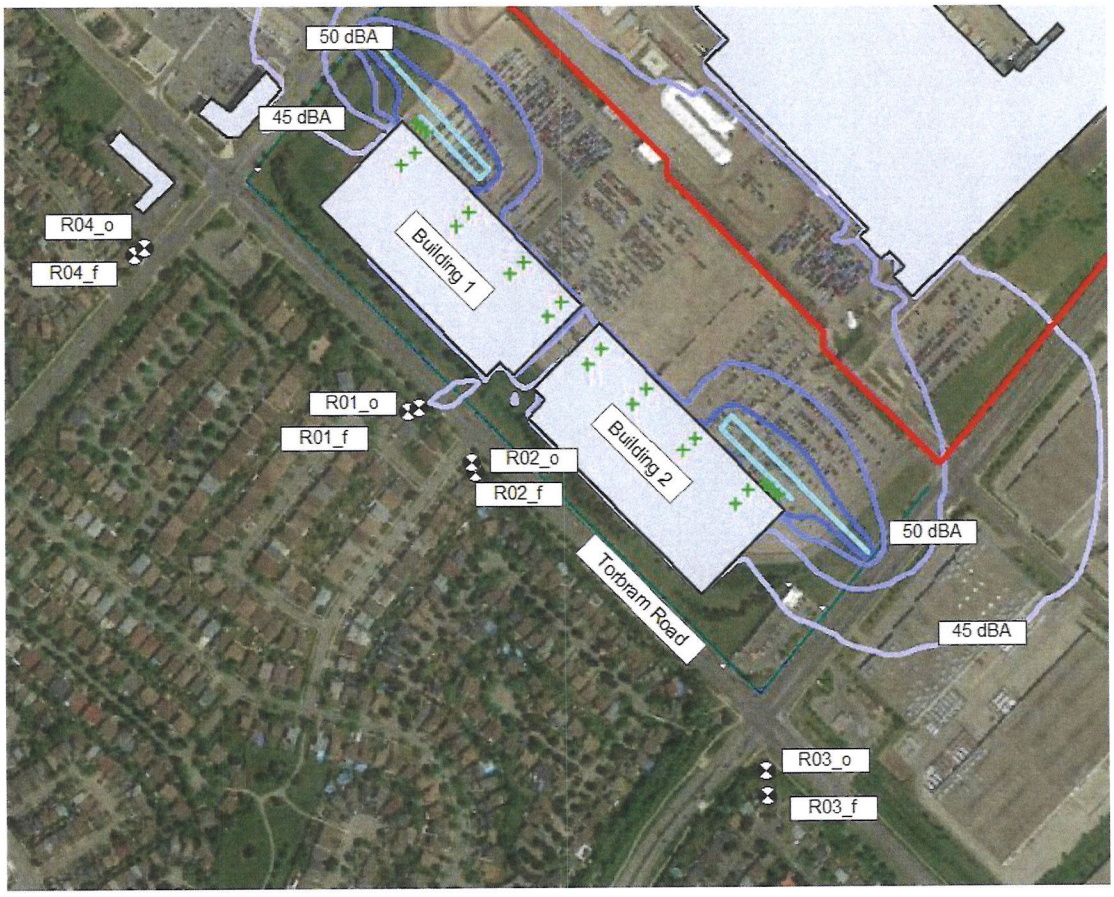


Figure 5: *Daytime/Evening Sound Level Contours (4.5 m height)*

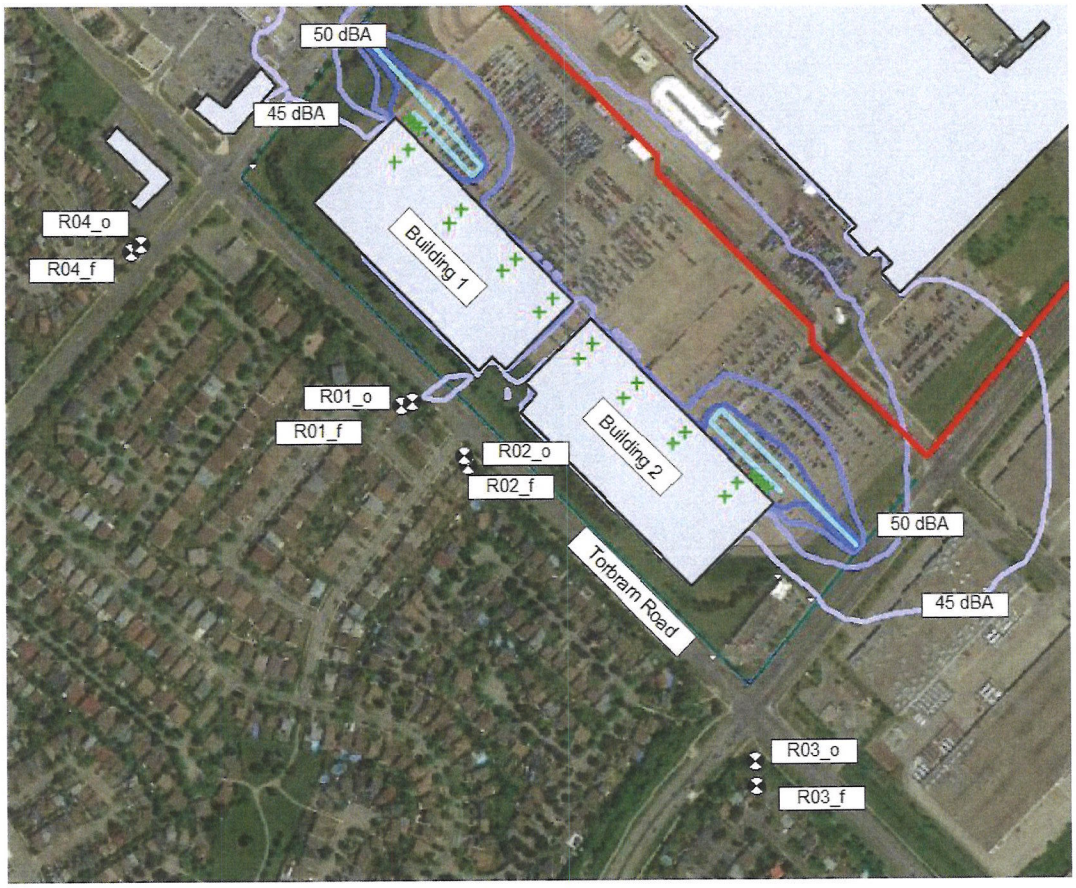


Figure 6: *Nighttime Sound Level Contours (4.5 m height)*

AIR QUALITY EVALUATION

Air quality impacts from the proposed warehouse development on the surrounding area were assessed qualitatively, as the exact function of the proposed warehouse was unknown at the time of this assessment. Details on air quality, fugitive dust, and odour for the proposed warehouse are discussed in detail below. It should be noted, if the severed area is developed into anything other than a warehouse, this assessment should be updated to reflect the changes.

Air Quality

Prior to commencement of operations, the proposed facility will need to apply for and obtain either an Environmental Compliance Approval (ECA) from the MECP or register with the Environmental Activity and Sector Registry (EASR) to demonstrate compliance with Ontario Regulation 419/05. This requires the facility to comply with established benchmark values listed in the MECP Air Contaminants Benchmarks (ACB) List: standards, guidelines and screening levels for assessing point of impingement concentrations of air contaminants, Version 3.0, April 2023 (ACB List), for contaminants released to air from the facility at and beyond the property boundary.

The North American Industrial Classification System (NAICS) code for the proposed facility will identify whether the facility will require an ECA or an EASR registration. It is likely that the facility will need to register under the EASR if the severed land is to be developed into a warehouse.

RWDI reviewed wind data from the Toronto International Airport Meteorological Station, which is the nearest meteorological station to the subject lands, for this assessment. A summary of the directional distribution of winds over a period from 1996 to 2020 is shown in **Figure 7**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in meters per second as indicated in the legend. The wind in the study area blows most frequently from directions between north and west, and least frequently from the directions between northeast and south-southwest.

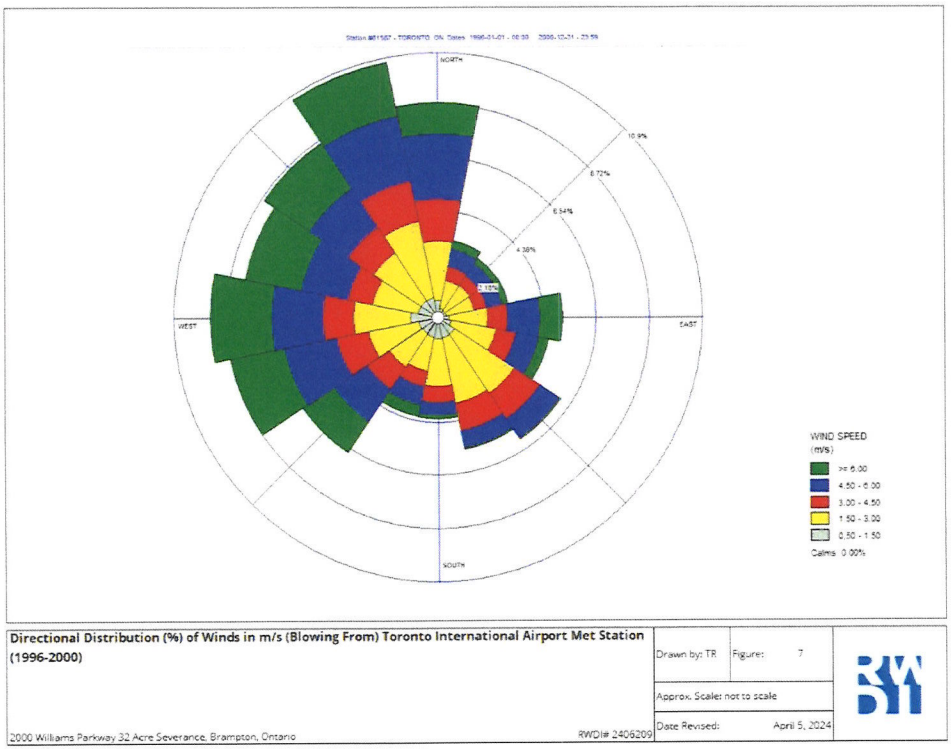


Figure 7: *Windrose*

The nearest existing residences to the proposed facility are located to the west of the subject lands. Winds from the east are expected infrequently, approximately 5% of the time, decreasing the likelihood of air quality impacts at the existing residential receptors from the subject lands. The proposed facility also has commercial and industrial land located south of the facility, which is downwind of the predominant wind direction at a frequency of 10%.

Fugitive Dust

Outdoor storage of aggregate-type material (i.e., sand and gravel), and unpaved roads and parking lots are potential sources of fugitive dust. Fugitive dust events typically occur seasonally during dry or windy conditions.

Based on the limited information provided for this assessment, it is unclear whether there will be fugitive dust from the proposed warehouse. In the event fugitive dust sources are present, preventive measures provided in the MOECC Technical Bulletin – Management Approaches for Industrial Fugitive Sources, Standards Development Branch, dated February 2017, are provided below. These preventive measures should consider if fugitive dust sources are present at the proposed facility to minimize fugitive dust emissions. The potential impacts of fugitive dust are expected to be managed through the incorporation of best practices and documented in a best management practices plan.

- Design three-sided bunker that is at least as high as the storage pile: The length of the sides should be at least the length of the pile; the distance of the sides from the pile should be no more than twice the height of the pile; the height of the sides should be at least equal to the pile height; and the material of which the sides are made should be no more than 50% porous;
- Control movement and handling of fine materials to prevent spillages onto paved surfaces;
- Regularly clean paved surfaces, using a mobile sweeper in conjunction with vacuuming, or a water truck;
- Control speed on vehicle movements on unpaved roads;
- Applied water/dust suppressant on unpaved areas whenever applicable;
- Control dust emissions generated during material handling activities. This is primarily accomplished by preventing dust emissions due to loading, unloading and transfer activities in the open air; and,
- Maintain existing treelines and/or implement treelines on the proposed property to mitigate fugitive dust emissions.

Odour

Typically, warehouses are considered insignificant sources of odour. However, painting and welding operations can be considered potential sources of odour. Although painting and welding will likely occur infrequently and in small quantities at the proposed warehouse, there is a potential for odours to be detected at locations off-site.

The potential impacts of odour from the proposed development are expected to be managed through the incorporation of best practices such as:

- Placement of exhaust stacks to maximize separation from sensitive receptors;
- Design of exhaust stacks to optimize dispersion; and
- Implementation of appropriate pollution control technologies.

CONCLUSIONS

RWDI has completed a noise impact study for the proposed warehouses, to be located on the severed lot, based on best available information. The sound levels due to the warehousing activities, with the preliminary assumptions made within this memorandum, meet the applicable MECP NPC-300 exclusion limits at all surrounding receptors.

The impact study is based on assumptions regarding the current site plan and anticipated typical operations and confirmed with Arcadis. Should changes to the site layout and/or operations be implemented, we recommend that the potential noise impact be re-evaluated to ensure compliance with the sound level limits. Furthermore, any future tenants will be required to provide the City of Brampton with a detailed noise assessment representative of the actual uses of the warehouses.

From an air quality perspective, the proposed warehouse development on the subject lands is compatible with surrounding land uses. To ensure compatibility of the facility is achieved, the following recommendations should be followed:

- A design review should be completed prior to completion of the detailed design phase to incorporate exhaust design best practices for air emissions, environmental noise, fugitive dust, and odour.

Prior to commencement of operations, the proposed facility will need to apply for and obtain either an ECA from the MECP or register with the EASR to demonstrate compliance with Ontario Regulation 419/05. This requires the facility to comply with established benchmark values listed in the MECP ACB List for contaminants released to air from the facility at and beyond the property boundary.

Yours truly,

RWDI AIR Inc.

Anthony Vanderheyden, B.A.Sc., EIT
Project Manager

Brad Bergeron, A.Sc.T., d.E.T.
Senior Project Manager | Principal

AUV/BCB/kta

Attach.

STATEMENT OF LIMITATIONS

This report entitled "Air Quality and Noise Review – 2000 William Parkway Severance" was prepared by RWDI AIR Inc. ("RWDI") for Arcadis Professional Services (Canada) Inc. ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect changes made to the facility and/or the operations therein after the date of this report, RWDI recommends that it be retained by Client in the event such changes are contemplated/implemented in order to verify that the results and recommendations provided in this report are still applicable for such changes.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

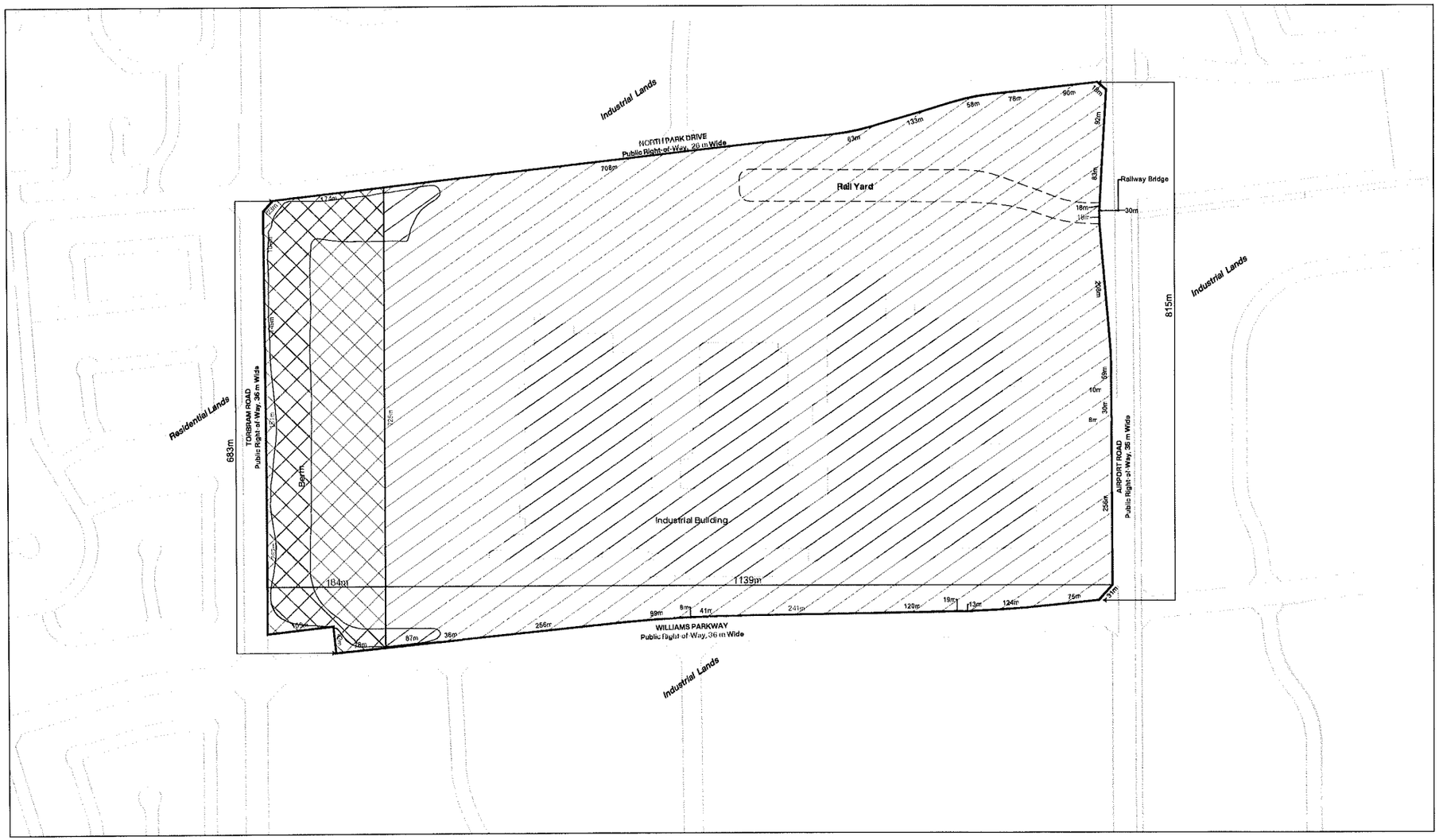
Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein to understand the different factors which may impact the conclusions and recommendations provided.

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix A

Severance Sketch

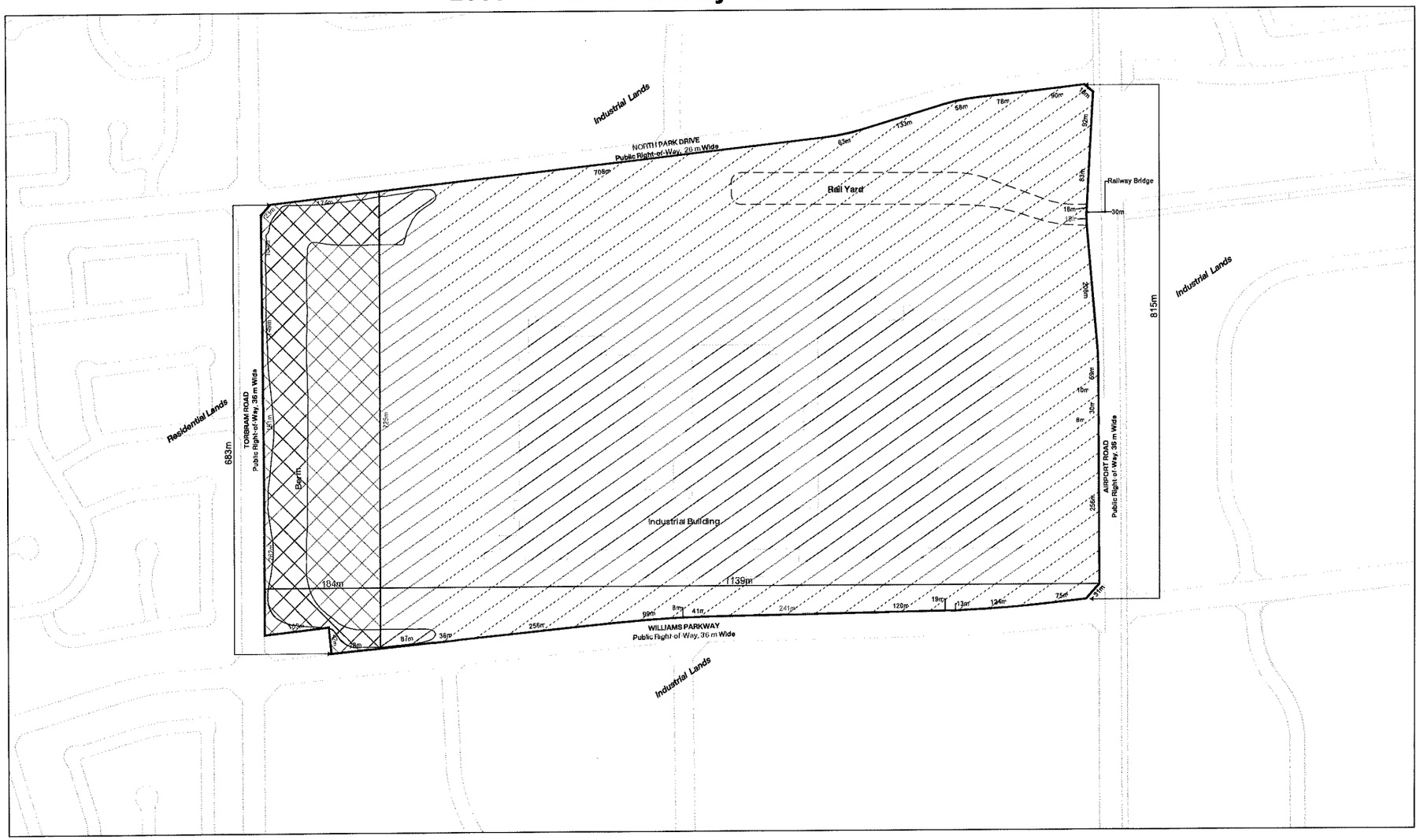
2000 Williams Parkway - Severance Sketch



Severed Land (12.97 ha)

Retained Land (85.68 ha)

2000 Williams Parkway - Severance Sketch



Ontario ServiceOntario

PARCEL REGISTER (ABBREVIATED) FOR PROPERTY IDENTIFIER

LAND REGISTRY OFFICE #43

14208-0014 (LT)

PREPARED FOR AmarLoai

ON 2023/04/18 AT 18:47:16

* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT * SUBJECT TO RESERVATIONS IN CROWN GRANT *

PROPERTY DESCRIPTION: PCL 9-4, SEC 43-CHING.-6 (E.H.S.); PT LT 9, CON 6 EHS PT 3 & 4, 43R12541 EXCEPT PTS 3 & 4, 43R12858; T/W PT LTS 8, 9 CON 6 EHS PTS 19, 20 & 21 43R12082 AS IN LT539360; T/W PT LT 9 CON 6 EHS PT 7 43R12082 AS IN LT539362; T/W PT LT 9, 10 CON 6 EHS PTS 11, 12, 14, 15, 17 & 18 43R12082 AS IN LT539364; FOR PEDESTRIAN AND VEHICULAR PASSAGE, UNTIL PTS 7, 11, 12, 14, 15, 17, 18, 19, 20 & 21 43R12082 ARE ESTABLISHED AS PT OF PUBLIC HWY ; S/T LT1732807 BRAMPTON; SUBJECT TO AN EASEMENT IN GROSS OVER PT 4 ON PL 43R39933 AS IN PR3967654

PROPERTY REMARKS:

ESTATE/QUALIFIER:
FEE SIMPLE
ABSOLUTE

RECENTLY:
FIRST CONVERSION FROM BOOK

PIN CREATION DATE:
1997/08/26

OWNERS' NAMES
FCA CANADA INC.

CAPACITY SHARE

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
EFFECTIVE 2000/07/29 THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1997/08/26 ON THIS PIN						
WAS REPLACED WITH THE "PIN CREATION DATE" OF 1997/08/26						
*** PRINTOUT INCLUDES ALL DOCUMENT TYPES (DELETED INSTRUMENTS NOT INCLUDED) ***						
43R12541	1985/06/25	PLAN REFERENCE				C
43R14173	1987/01/07	PLAN REFERENCE				C
43R14539	1987/05/01	PLAN REFERENCE				C
LT1009128	1989/05/17	TRANSFER	$1,531,160		CHRYSLER CANADA LTD.	C
LT1009717	1989/05/17	NOTICE				C
43R16961	1989/06/29	PLAN REFERENCE				C
43R22174	1997/04/23	PLAN REFERENCE				C
LT1732807	1997/06/17	TRANSFER EASEMENT			BRAMPTON HYDRO-ELECTRIC COMMISSION	C
LT2057426	2000/03/27	NOTICE		HER MAJESTY THE QUEEN IN RIGHT OF THE DEPARTMENT OF TRANSPORT CANADA		C
REMARKS: PEARSON AIRPORT ZONING REGULATION						
PR112174	2001/07/26	APL CH NAME OWNER		CHRYSLER CANADA LTD.	DAIMLERCHRYSLER CANADA INC.	C
PR1527770	2008/09/05	APL CH NAME OWNER		DAIMLERCHRYSLER CANADA INC.	CHRYSLER CANADA INC.	C
43R39933	2021/05/28	PLAN REFERENCE				C
REMARKS: PR3840048.						

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.

NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
PR3884085	2021/08/04	APL CH NAME OWNER		CHRYSLER CANADA INC.	FCA CANADA INC.	C
PR3967654	2021/12/22	TRANSFER EASEMENT	$2	FCA CANADA INC.	THE CORPORATION OF THE CITY OF BRAMPTON	C
	REMARKS: PLANNING ACT STATEMENTS.					
PR3971255	2022/01/04	NOTICE	$2	ALECTRA UTILITIES CORPORATION		C
	REMARKS: PARTS 3 AND 4, PLAN 43R39933.					

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix B

Conceptual Site Plan and Proposed Severance Plan

True North

Site Stats	Concept Revision	
Severance Lot	12.96 ha	
Proposed Buildings	59,701 m²	
	642,612 ft²	
Lot Coverage	46%	

Parking Calculations	Required	Proposed
Warehouse		
Up to 20,000 m2	168	
1 Space per 170m2 above 20,000	234	
Total	402	415

Loading	Required	Proposed
Over 14,000m2	5	
1 Space per 9,300m2	5	
Total	10	46

Zoning	M2	
Minimum Lot Width	30 metres	665.79 m
Minimum Front Yard Depth	9 metres	31.00 m
Minimum Interior Side Yard Width	4 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres	55.46 m
Minimum Exterior Side Yard Width	6 metres except that where it abuts a 0.3 metres reserve the minimum requirement is 15 metres	69.97 m, 93.25 m
Minimum Rear Yard Depth	7 metres except that where it abuts (1) a rail line, there is no requirement and (2) a 0.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 15 metres	36.76 m
Maximum Building Height	No restriction but maximum 2 storeys on a lot which abuts a residential zone	12 m
Minimum Landscaped Open Space	Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone	9.00 m

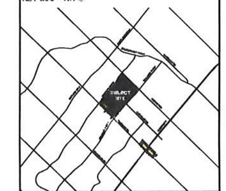
Zoning	M2 - SECTION 305 Required	Proposed
Minimum Street Line Setback:		
(1) from North Park Drive:	25.0 m	69.97 m
(2) from Airport Road:	50.0 m	-
(3) from Williams Parkway:	30.0 m	92.15 m
(4) from Torbram Road:	255.0 m	31.00 m
Landscaped Buffer Area. a landscaped buffer area shall be provided and maintained along the adjacent streets as follows:		
(1) a minimum width of 30.0 metres along Williams Parkway;	30. m	min of 30.0 m
(2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall:	75.0 m	9.00 m
(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not less than 150.0 metres, and not more than 240.0 metres east of Torbram Road, and 15.0 metres for the remaining distance.	60.0 m	60.0 m width, 162.93 m length

Conceptual Site Plan

2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

KEY MAP - N.T.S.



Site Boundary
Lot Severance

ARCADIS
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
(416) 596-1930
arcadis.com

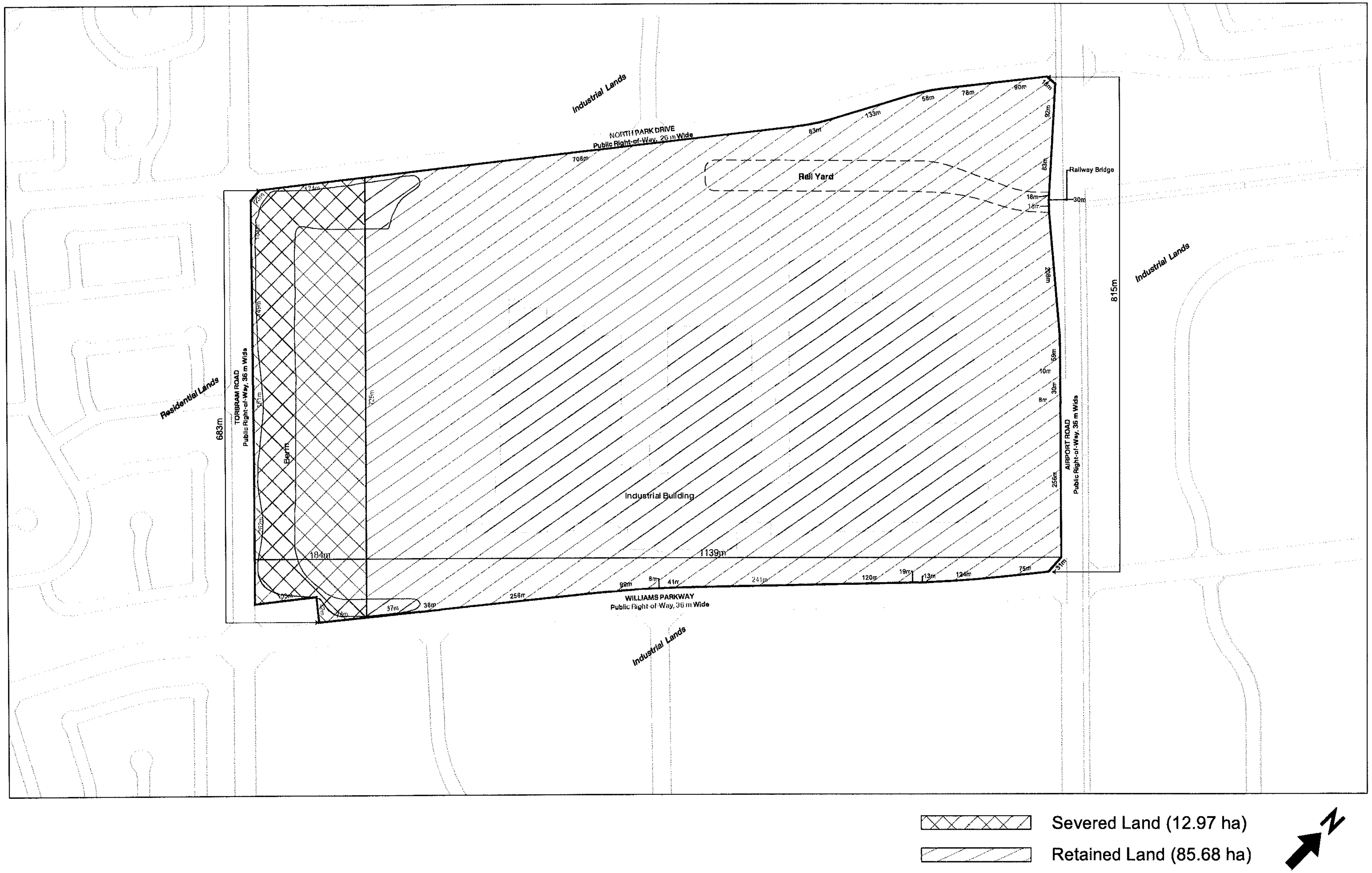
BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED REFERENCE POINTS (ORP's) A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)

SCALE 20 10 0 20 40 60
1:1500 (m)

PROJECT NO: 143132	
DRAWN BY: JS	CHECKED BY #####
PROJECT MGR: SA	APPROVED BY: ####
SHEET TITLE: Conceptual Site Plan Revision	
SHEET NUMBER 01	ISSUE 01

File Location: C:\Users\justin.sharp\OneDrive - IBI Group\Documents\2000 Williams Parkway\CAD\CC143132_2000Williams ... Justin Sharp

2000 Williams Parkway - Severance Sketch



Committee of Adjustment
City of Brampton
April 19, 2024

Appendix C

Civil Engineering Servicing Memorandum prepared by Arcadis

ARCADIS

Stellantis

2000 Williams Parkway City of Brampton

Servicing Disentanglement Study

April 18, 2024

2000 Williams Parkway

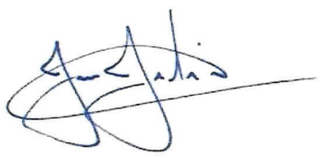
Servicing Disentanglement Study

April 18, 2024

Prepared By:
Arcadis Professional Services (Canada) Inc.
8133 Warden Avenue, Unit 300
Markham, Ontario L6G 1B3
Canada
Phone: +1 905 763 2322

Prepared For:
Stellantis NV
Corporate Headquarters
Taurusavenue 1
2132 LS Hoofddorp
Netherlands
Phone: +31 23 700 1511

Our Ref:
143132



Jason Jenkins, P.Eng., P.E.
Associate Principal, Practice Lead
Land Engineering

Version Control

Issue	Rev No.	Date Issued	Description	Reviewed By
Servicing Disentanglement Study	0	May 25, 2023	Final Report	JMJ
Servicing Disentanglement Study	1	April 12, 2013	Draft Report	JMJ
Servicing Disentanglement Study	**2**	**April 18, 2024**	**Final Report**	**JMJ**

Table of Contents

Appendices

1 Introduction

1.1 Background

Arcadis Professional Services (Canada) Inc. has been retained by Stellantis (the "Owner") to prepare a Servicing Disentanglement Study for an existing industrial site located at 2000 Williams Parkway, in the City of Brampton (the "City"). The purpose of this report is for Arcadis Professional Services (Canada) Inc. to complete a preliminary review of existing site servicing to determine the feasibility of severing a 32 acre (12.9 ha) parcel from the subject site while maintaining functionality for the remaining parcel.

The following documents were reviewed as part of this exercise:

- Reference Data from City of Brampton, Engineering Department, Appendix, CK3-111-7, CK3-111-8, CK3-111-9, K3-111-10, L3-12-1, L3-12-2, L3-12-4, L3-12-5, L3-15-1, L3-15-2, L3-15-3, L3-15-4, L3-15-5;
- Service Data, Region of Peel, Department of Public Works, Airport Road, 2929-D, 09446-D, 09447-D, 09448-D, 10902-D, 13313-D, 26779-D, 26780-D, 26781-D, 27541-D, 35767-D, 35768-D, 42276-D, 51262-D;
- Service Data, Region of Peel, Department of Public Works, North Park Drive; 05261-D, 05262-D, 05263-D, 05264-D, 05265-D, 07676-D, 09442-D, 09443-D, 09444-D, 09446-D;
- Service Data, Region of Peel, Department of Public Works, Torbram Road, 07673-D, 07674-D, 07675-D, 07676-D;
- Service Data, Region of Peel, Department of Public Works, Williams Parkway, 02925-D, 02926-D, 02927-D, 03869-E, 06744-D, 13134-D, 13135-D, 13136-D, 26779-D, 35766-D, 40203-D, 40204-D, 40205-D, 51260-D, 51261-D, 51262-D,
- Reference Data from Initial Site Visit, Images, dated May 11, 2023;
- Reference Data from Stellantis; Building Drawings;
- Reference Data from Stellantis; Site Plan, COMPILED PLAN_Brampton Assembly Plant; Site Plan 1_Brampton Assembly Plant; Site Plan 2_Brampton Assembly Plant; Site Plan 3 Rail Details _ Brampton Assembly Plant; Site Plan 4 _Brampton Assembly Plant; Site Setbacks_Brampton Assembly Plant;
- Topographic survey prepared by Holding Jones Vanderveen Inc., dated May 25, 2014;
- Reference Data from Stellantis, 2023 04 03 Stellantis Brampton Site Layout, Power Point Presentation, dated April 3, 2023; and,
- Reference Data SUE, CAD and PDF, dated May 2, 2023.

It is understood that the proposed severance will require **Consent to Sever** and **Minor Variance** applications. This Report is to be read in conjunction with the associated Planning Due Diligence.

1.2 Existing Site Description

Located at 2000 Williams Parkway, in the City of Brampton ("the City"), Region of Peel (herein referred to as the "subject site" or "site"), the site is legally described as PT LT 8 CON 6 E.H.S CHINGUACOUSY PTS 1, 6, 7 & 8, 43R12541; BRAMPTON, and is approximately 98.85 ha in size. The site is bounded by North Park Drive to the north, Airport Road to the east, Williams Parkway to the south, and Torbram Road to the west. The site currently houses the Chrysler Assembly Plant. For reference, please see **Aerial Exhibit**, and **Severance Plan** which can be found in **Appendix A**.

The existing Stellantis parcel is comprised of multiple buildings connected through corridors and an internal road system. These buildings are centered in the site and are surrounded by a large parking lot on the west side of the property and smaller parking lots on the north, east, and south sides, with truck docking spaces and areas along the northern building face. The subject site is also accessed by a railway located in the northeast corner of the property. This railway is owned and operated by CN Rail and connects the property to the Brampton Intermodal Terminal south of the site, situated between Highway 407 and Queen Street East on the east side of Airport Road.

An existing 8-10 m high berm along the perimeter of the site provides security, privacy and noise control from the surrounding community.

The site is located within an Employment Area which permits a range of industrial, employment and commercial uses. The site is also within the Pearson Airport Operating Area, which may have certain restrictions, subject to further review.

1.3 Existing Grading

The existing topographic survey indicates that the majority of the 32 acre (12.9 ha) severed parcel slopes in a Southeasterly direction, and that storm flows are conveyed towards an existing stormwater management channel on the Stellantis property. This will be further discussed in subsequent sections.

2 Proposed Severance

As previously mentioned, a 32 acre (12.9 ha) severance at the Southwest portion of the existing site (along Torbram Road) is being considered. Please refer to the proposed **Severance Plan** which can be found in **Appendix A.**

2.1 New Service Connections

Based on previous correspondence with the City of Brampton Development Engineering Department, the City only mandates a minimum of one set of servicing connections per property. Additional servicing connections are welcome if needed and, in some cases, may prove beneficial if the client/owner intends to further sever the property in the future. A property cannot be severed unless the future properties have access to their own independent servicing connections.

2.2 Storm Servicing and Stormwater Management

Local storm sewers adjacent to the severed parcel include:

- 375 mm storm sewer within North Park Drive
- 675 mm – 900 mm storm sewers within Torbram Road
- 300 mm – 450 mm storm sewers within Williams Parkway

The existing plant is currently serviced by various stormwater management ponds and facilities which includes the aforementioned SWM channel located within the balance of the Stellantis property which receives storm flows from the 32 acre (12.9 ha) severed parcel under existing conditions. Please see **Appendix A** for a Drainage Area Plan.

Once severed, the 32 acre (12.9 ha) parcel will require a cut-off swale to prevent storm flows from crossing the severance line, and new independent stormwater management controls such as a new stormwater management pond, rooftop storage, and / or new underground storage (i.e. ®Stormtech Chambers) will be required. In addition, the severed parcel will require a new independent storm service connection to Williams Parkway which will maintain existing drainage patterns.

As the new storm service connection will be to a smaller storm sewer within Williams Parkway as the severed parcel is further upstream of the existing connection point, a downstream analysis and/or further on-site attenuation will be required.

By installing new stormwater management facilities and a new storm service connection, the severed parcel can be serviced from a storm servicing perspective. Details pertaining to the stormwater management plan and storm service connection will be advanced at the Zoning By-Law Amendment and Site Plan Application stages.

Existing stormwater management facilities and the existing storm sewer network within the remaining Stellantis property will continue to operate without interruption. Once the severed parcel is developed, any storm sewers that cross the severance line will simply need to be truncated and plugged at the new property line.

2.3 Sanitary Servicing

Local sanitary sewers adjacent to the severed parcel include:

- 250 mm sanitary sewer within North Park Drive.
- 250 mm sanitary sewer within Torbram Road. It should be noted that this sewer is only located South of the gas station to Jardine Street.
- 250 mm sanitary sewer within Williams Parkway East.

A new independent sanitary service connection for the severed parcel will be required. At this time, a site plan for the 32 acre (12.9 ha) severed parcel was not made available, however it should be noted that any future buildings placed on the North side of the parcel may likely be connected to the existing 250 mm sanitary sewer within North Park Drive, or potentially the 250 mm sanitary sewer within Torbram Road depending on the depth of the sewers. However, as the severed parcel generally slopes in a Southerly direction, any future buildings on the south side may need to be serviced and connected to the existing 250 mm sanitary sewer within Williams Parkway East due to the significant grade difference and size of the parcel.

Any increase in density will require further coordination with the Region of Peel at the Zoning By-Law Amendment stage to confirm capacity.

The existing internal sanitary sewer network within the remaining Stellantis parcel is outside the line of severance and will continue to operate under normal conditions. It can therefore be concluded that the storm sewer network will not require retrofitting to accommodate the severance.

2.4 Water Supply Network

Local watermains adjacent to the severed parcel include:

- 600 mm watermain within North Park Drive.
- 400 mm watermain within Torbram Road.
- 300 mm watermain within Williams Parkway East.

The 32 acre (12.9 ha) severed parcel is well positioned to be serviced by the adjacent municipal water supply network. Independent fire and domestic services for the new severed parcel will be required. Hydrant flow testing will be required at the Zoning By-Law Amendment stage to verify capacity based on the proposed built form.

The existing internal water supply network within the remaining Stellantis parcel is outside the line of severance and will continue to operate under normal conditions. It can therefore be concluded that the water supply network will not require retrofitting to accommodate the severance.

2.5 Earthworks

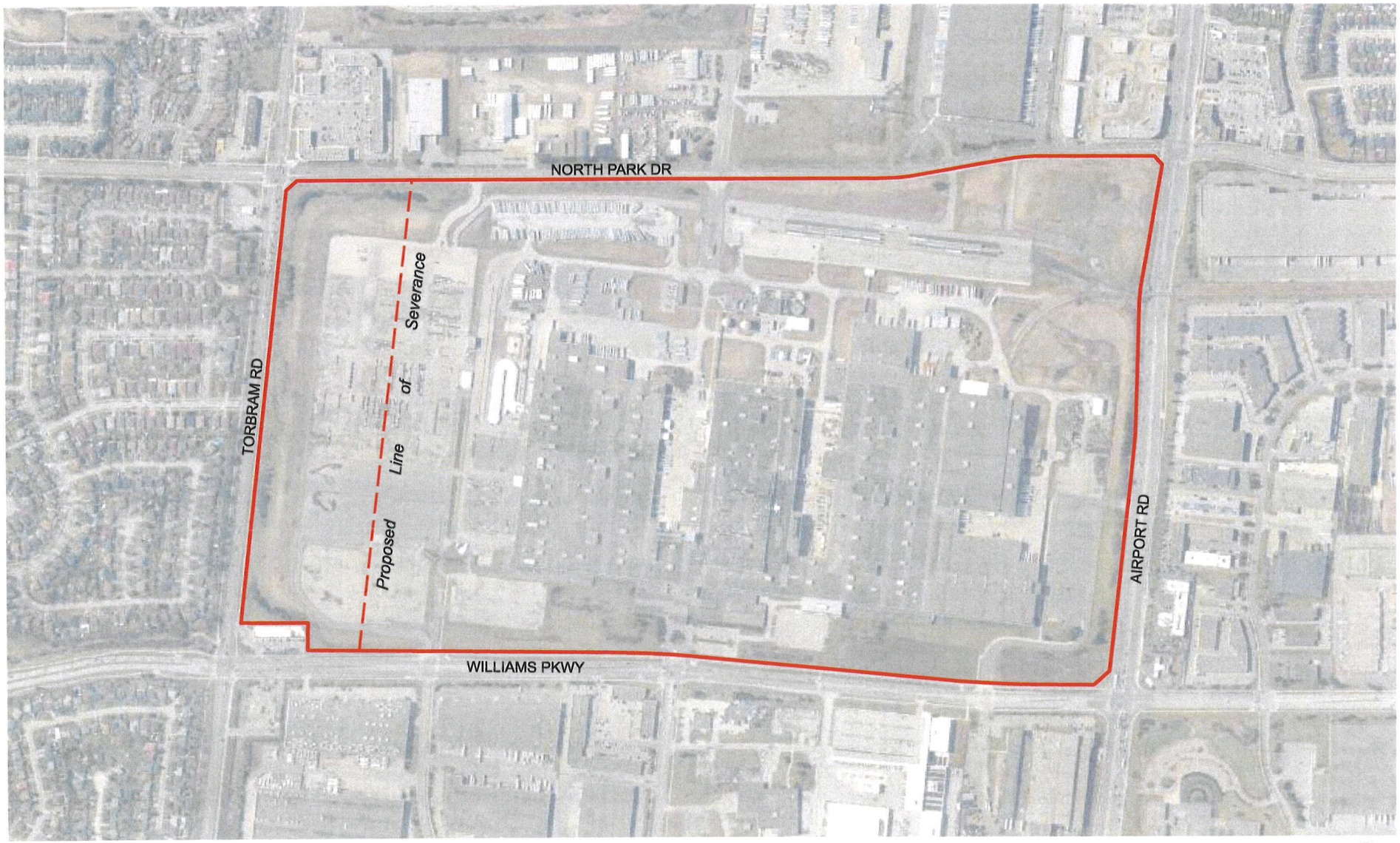
It should be noted that the 32 acre (12.9 ha) severance is surrounded by an existing berm approximately 8.0 m - 10 m in height. The volume of this berm is approximately 360,000 m^3 of soil. Please refer to the Preliminary Berm Volume Calculations in **Appendix A**.

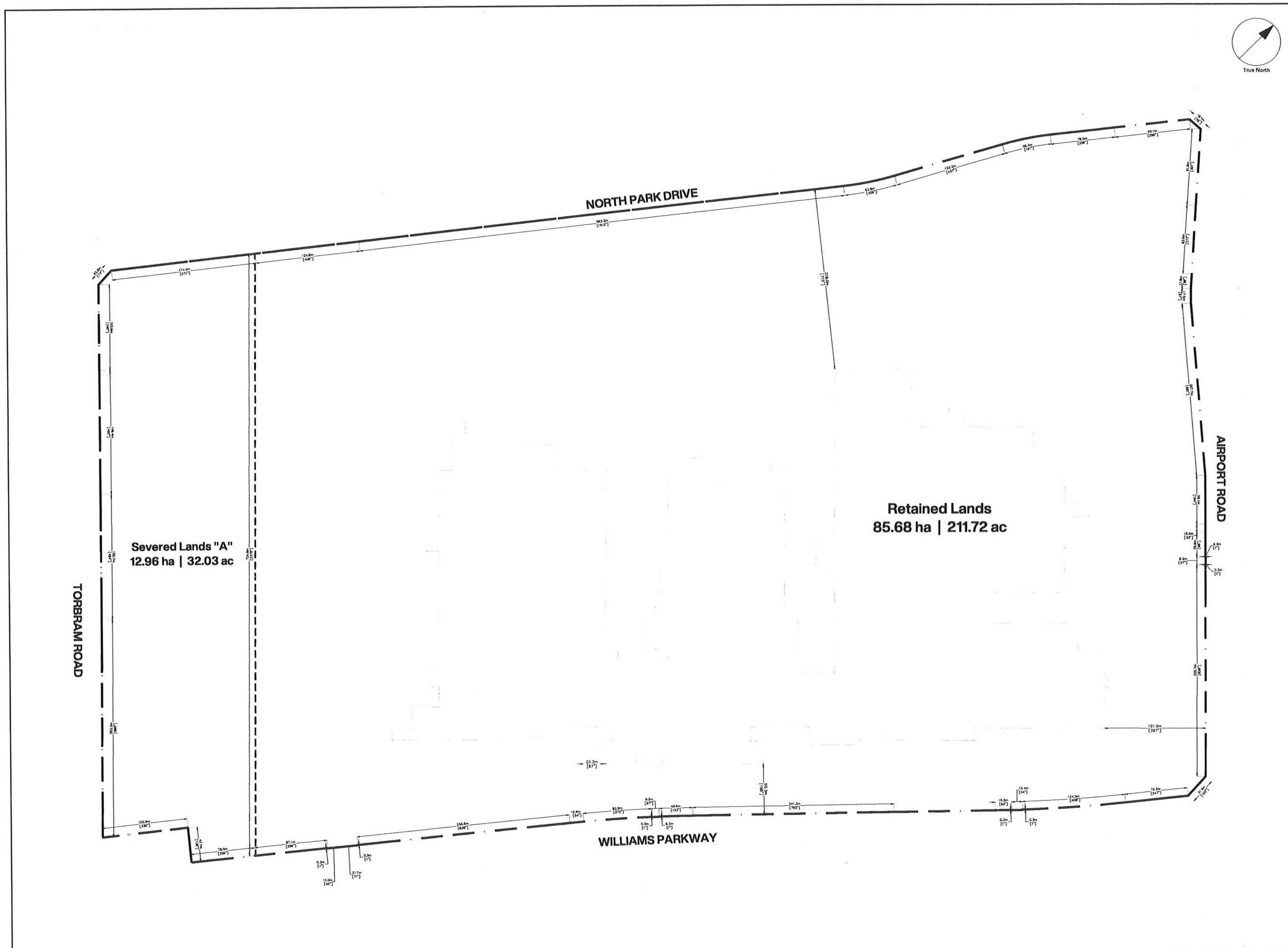
2.6 Utilities

It should be noted that existing internal hydro network that supplies power to existing light standards throughout the property cross into the new 32 acre (12.9 ha) severed parcel. Accordingly, these services will need to be truncated at the severance line once the parcel is developed.

Appendix A

1. Aerial Exhibit
2. Severance Plan
3. Topographic Survey
4. Subsurface Utility Investigation
5. Plan and Profile Drawings (City / Region)
6. Servicing Exhibits
7. Earthworks Exhibit


NORTH PARK DR
TORBRAM RD
Proposed Line of Severance
AIRPORT RD
WILLIAMS PKWY
Subject Lands
Proposed Line of Severance



DRAFT SEVERANCE PLAN

2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

KEY MAP - N.T.S.

Site Boundary
Lot Severance

Severance Statistics

	Area (ha)	Area (ac)
Severed Lands "A"	12.96	32.03
Retained Lands	85.68	211.72
Gross Lands	98.64	243.76

#	DATE	BY	DESCRIPTION
5	2024-03-21	JS	REVISION
4	2023-12-19	JS	REVISION
3	2023-12-05	JS	REVISION
2	2023-06-20	JS	REVISION
1	2023-06-01	JS	FIRST DRAFT

DRAWING ISSUE RECORD

ARCADIS
ARCADIS
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
(416) 596-1930
arcadis.com

BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED REFERENCE POINTS (ORP's) A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

SCALE 30 0 20 40 80
1:2000 (m)

PROJECT NO: 143132

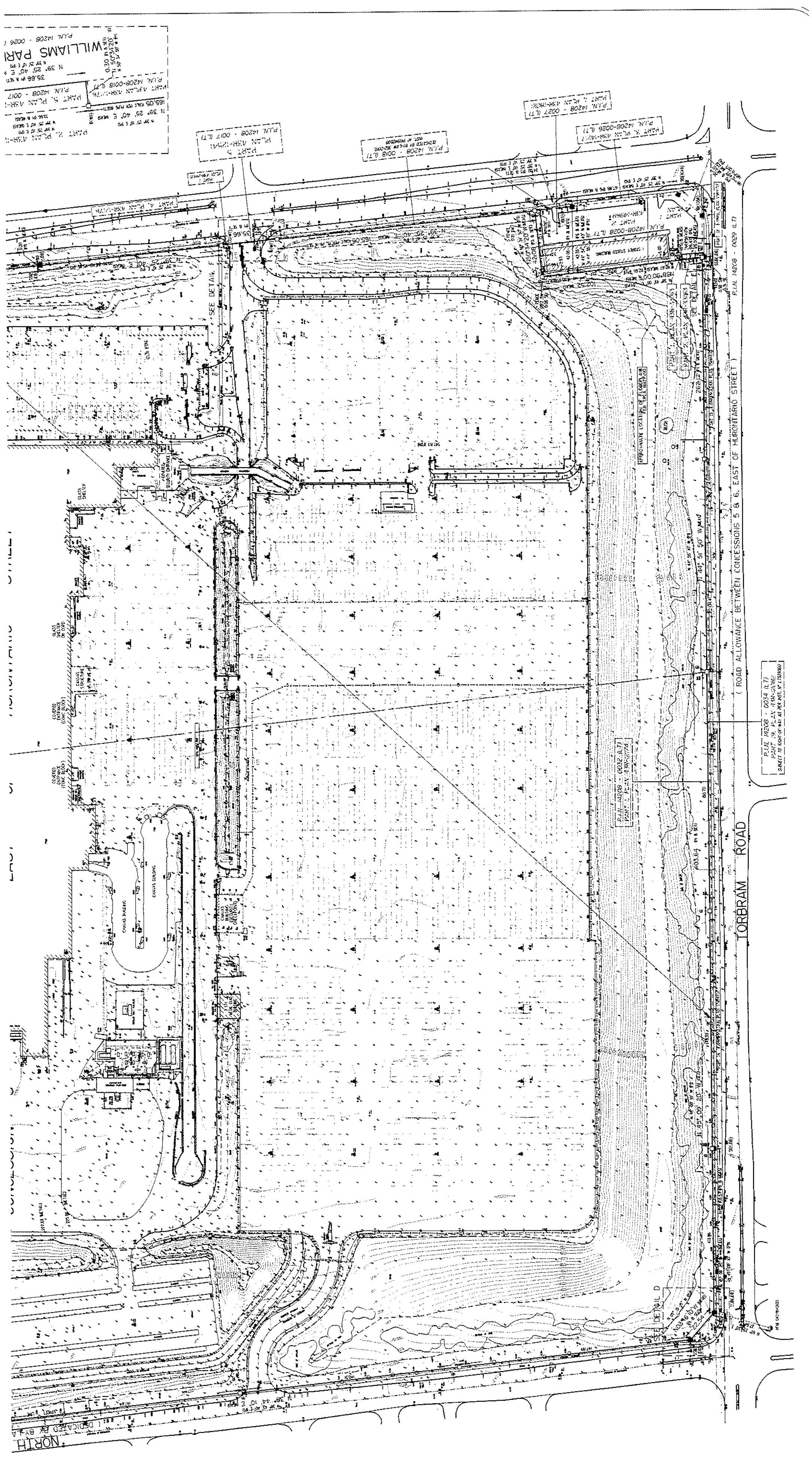
DRAWN BY: JS | CHECKED BY: ####
PROJECT MGR: SA | APPROVED BY: ####

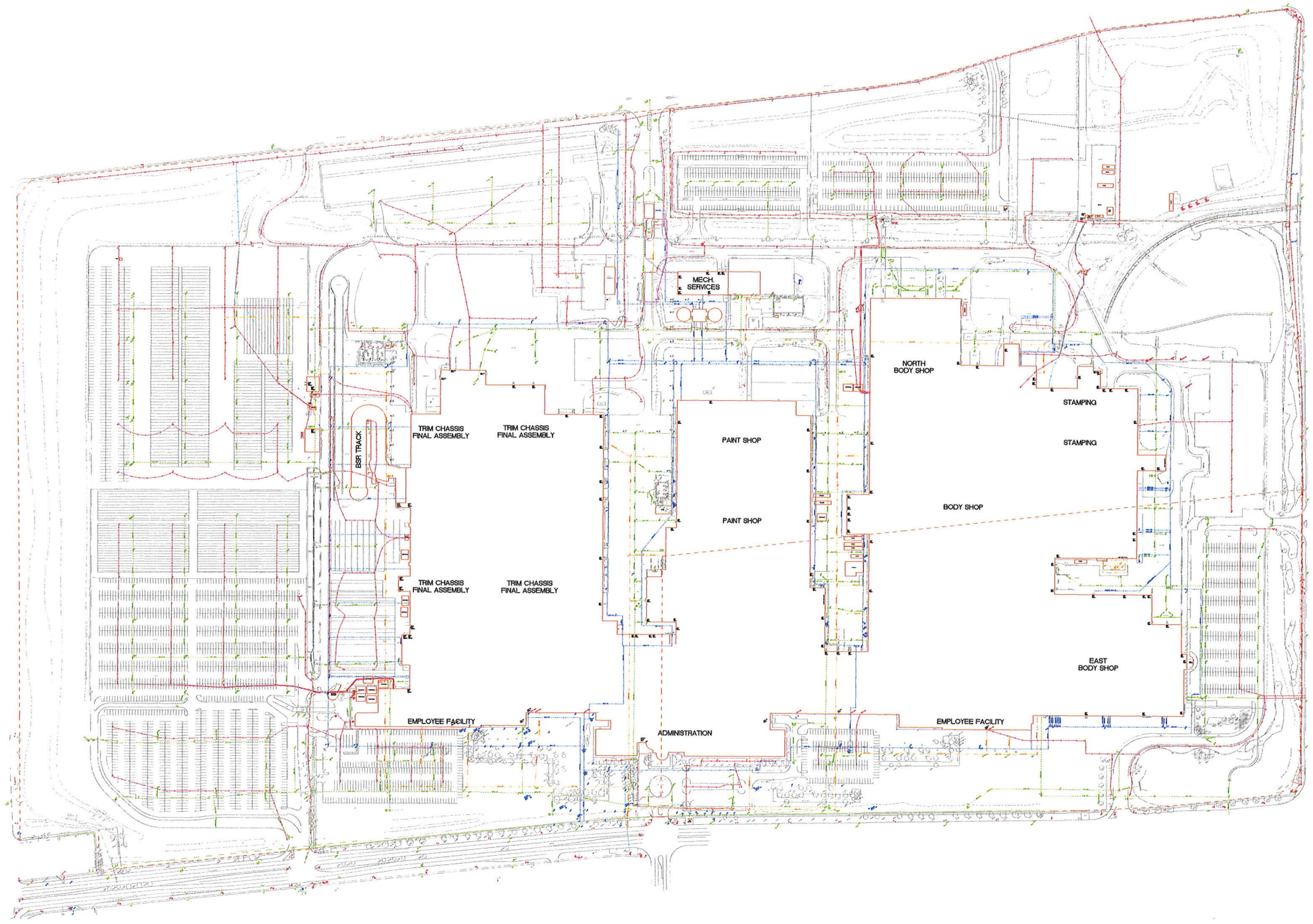
SHEET TITLE
DRAFT SEVERANCE PLAN

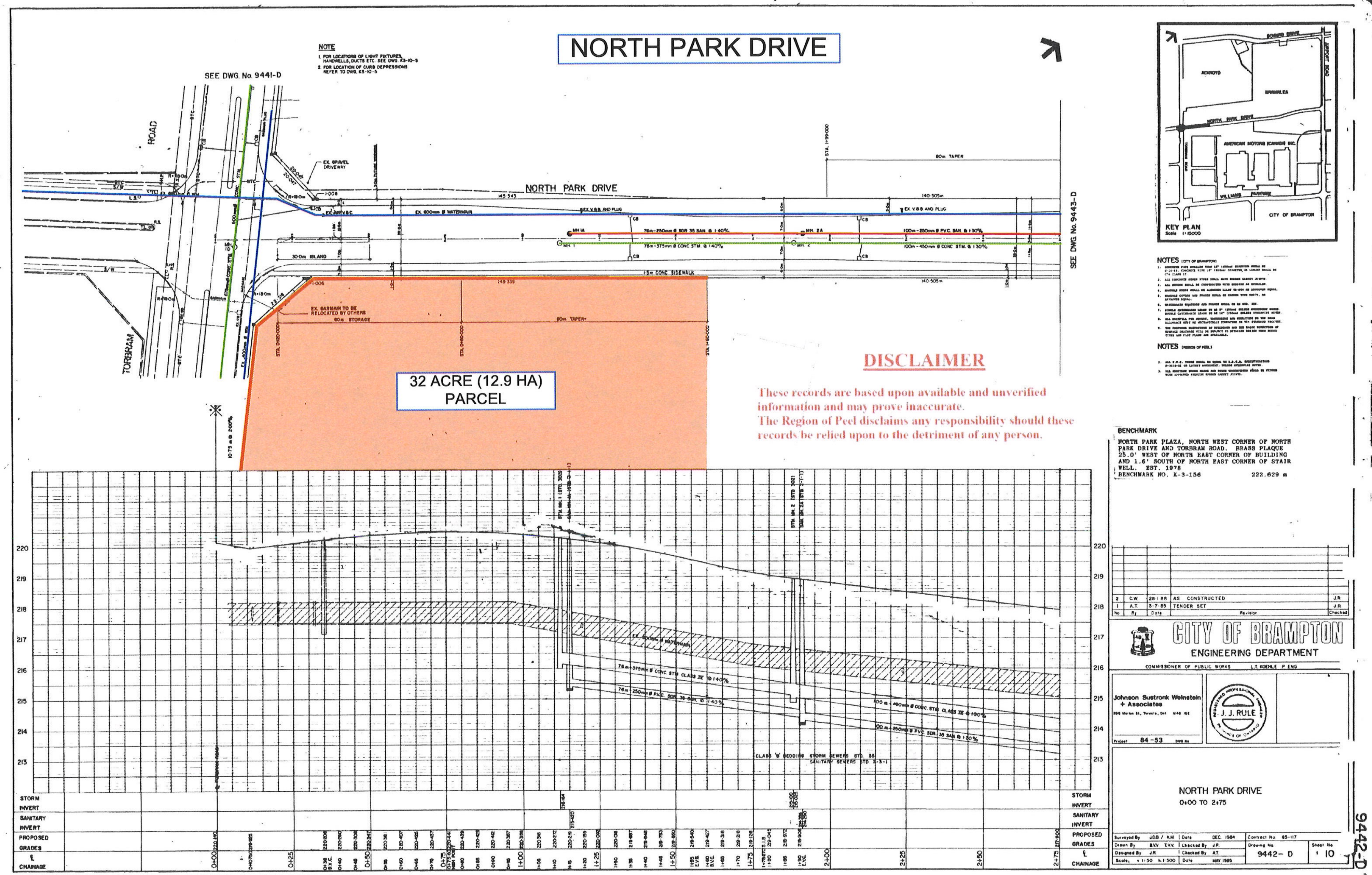
SHEET NUMBER 01 | ISSUE 03

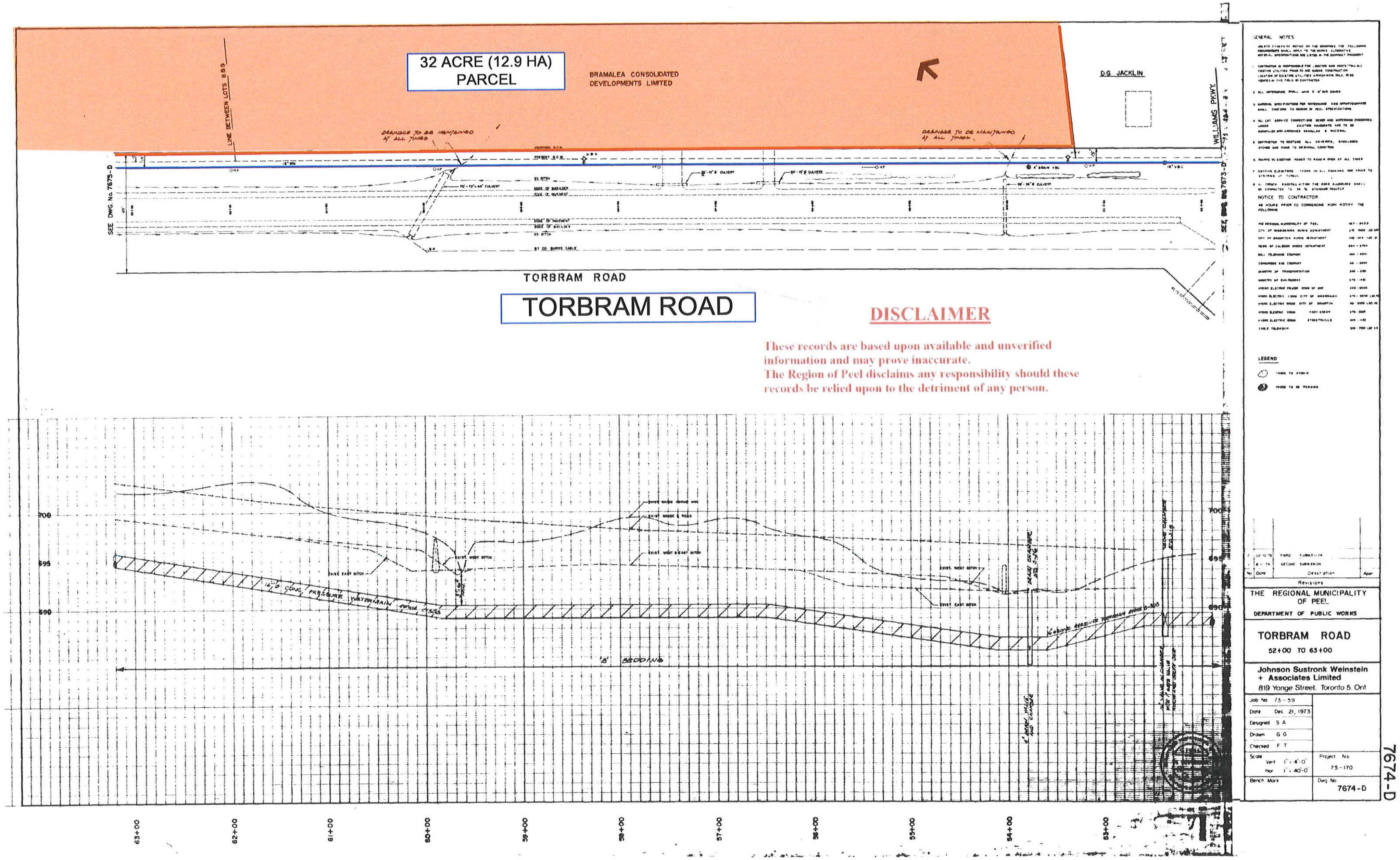
File Location: C:\Users\justin.sharp\OneDrive - IBI Group\Documents\2000 Williams Parkway\CAD.CC\143132_2000Williams_2024-03-19.dwg Last Saved: March 21, 2024 ... Plotted: Thursday, March 21, 2024 10:20:04 AM by Justin Sharp

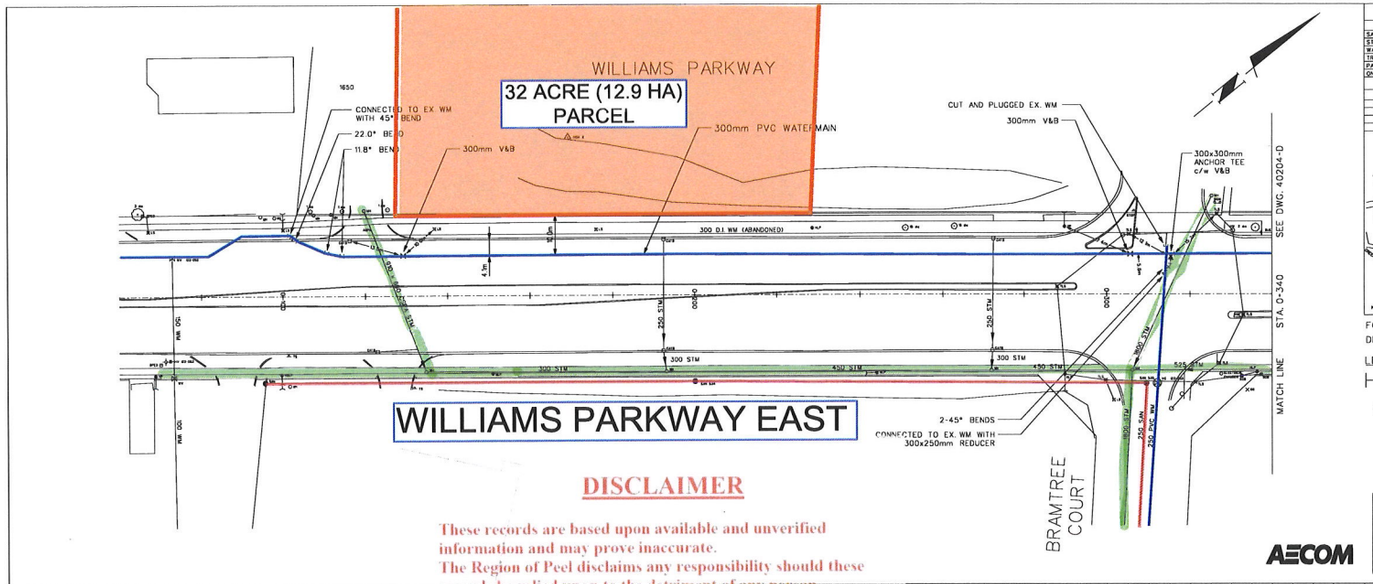
SCALE CHECK 1 in 10mm


TORBRAM ROAD
(ROAD ALLOWANCE BETWEEN CONCESSIONS 5 & 6, EAST OF HURONTARIO STREET)
P.I.N. 14208 - 0029 (LT)
P.I.N. 14208 - 0034 (LT)
PART 19, PLAN 43R-12082
P.I.N. 14208 - 0032 (LT)
SEE DETAIL F
SEE DETAIL D
P.I.N. 14208 - 0017 (LT)
PART 5
P.I.N. 14208 - 0018 (LT)
P.I.N. 14208 - 0027 (LT)
P.I.N. 14208-0026 (LT)
P.I.N. 14208-0028 (LT)
PART 2
1 STOREY STUCCO BUILDING
WILLIAMS PAR
P.I.N. 14208 - 0026
N 39° 25' 40" E
165.05
35.66
403.64
N 44° 51' 50" W
N 45° 09' 20" W
APPROXIMATE LOCATION OF FLOODPLAIN
CANVAS BUILDING
NORTH


MECH. SERVICES
NORTH BODY SHOP
STAMPING
STAMPING
TRIM CHASSIS FINAL ASSEMBLY
TRIM CHASSIS FINAL ASSEMBLY
BSR TRACK
PAINT SHOP
PAINT SHOP
BODY SHOP
TRIM CHASSIS FINAL ASSEMBLY
TRIM CHASSIS FINAL ASSEMBLY
EAST BODY SHOP
EMPLOYEE FACILITY
ADMINISTRATION
EMPLOYEE FACILITY

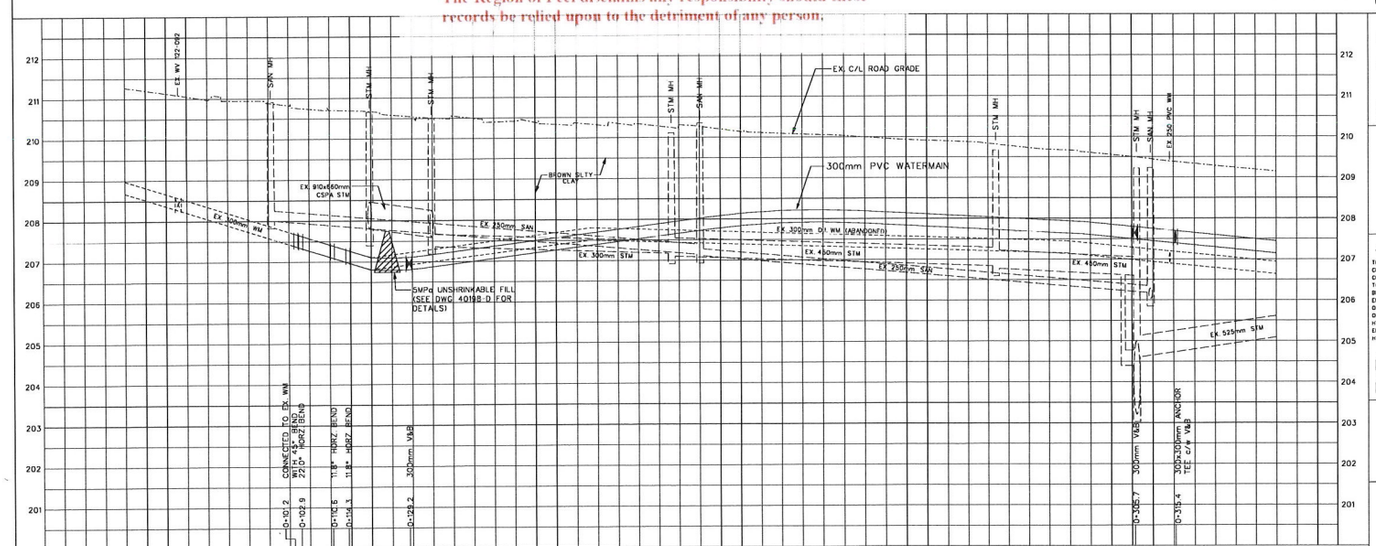

NORTH PARK DRIVE
32 ACRE (12.9 HA)
PARCEL
DISCLAIMER
These records are based upon available and unverified information and may prove inaccurate.
The Region of Peel disclaims any responsibility should these records be relied upon to the detriment of any person.
SEE DWG. No. 9441-D
SEE DWG No. 9443-D
TORBRAM ROAD
KEY PLAN
BENCHMARK
NORTH PARK PLAZA, NORTH WEST CORNER OF NORTH PARK DRIVE AND TORBRAM ROAD. BRASS PLAQUE 25.0' WEST OF NORTH EAST CORNER OF BUILDING AND 1.6' SOUTH OF NORTH EAST CORNER OF STAIR WELL. EST. 1978
BENCHMARK NO. X-3-156 222.629 m
CITY OF BRAMPTON
ENGINEERING DEPARTMENT
Johnson Sustronk Weinstein + Associates
J. J. RULE
NORTH PARK DRIVE
0+00 TO 2+75
9442-D
STORM INVERT
SANITARY INVERT
PROPOSED GRADES
CHAINAGE


32 ACRE (12.9 HA) PARCEL
BRAMALEA CONSOLIDATED DEVELOPMENTS LIMITED
D.G. JACKLIN
WILLIAMS PKWY.
LINE BETWEEN LOTS 8 & 9
SEE DWG. No. 7673-D
TORBRAM ROAD
TORBRAM ROAD
DISCLAIMER
These records are based upon available and unverified information and may prove inaccurate.
The Region of Peel disclaims any responsibility should these records be relied upon to the detriment of any person.
GENERAL NOTES
NOTICE TO CONTRACTOR
LEGEND
THE REGIONAL MUNICIPALITY OF PEEL
DEPARTMENT OF PUBLIC WORKS
TORBRAM ROAD
52+00 TO 63+00
Johnson Sustronk Weinstein + Associates Limited
819 Yonge Street, Toronto 5, Ont.
Job No. 73-59
Date Dec. 21, 1973
Designed S.A.
Drawn G.G.
Checked F.T.
Project No. 75-170
Dwg. No. 7674-D
7674-D
700
695
690
63+00
62+00
61+00
60+00
59+00
58+00
57+00
56+00
55+00
54+00
53+00



DISCLAIMER

These records are based upon available and unverified information and may prove inaccurate.
The Region of Peel disclaims any responsibility should these records be relied upon to the detriment of any person.



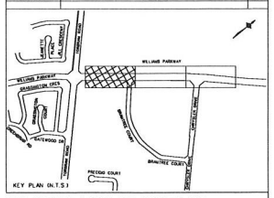
		207.388	206.807	206.936	207.198	207.461	207.724	207.904	207.886	207.784	207.683	207.549	207.346	207.142 BOT.EL. OF WM
211.274	210.973	210.828	210.453	210.552	210.387	210.352	210.269	210.093	209.999	209.894	209.727	209.557	209.337	209.146 EX. ROAD ELEV.
0+060	0+080	0+100	0+120	0+140	0+160	0+180	0+200	0+220	0+240	0+260	0+280	0+300	0+320	0+340 ROAD CHAINAGE

SERVICE DATA

SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMAINS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC CABLES		

REVISIONS

DATE	DETAILS	INIT.
16/08/2010	ISSUED FOR TENDER	S.J.
11/08/2010	ISSUED FOR CONSTRUCTION	S.J.
04/12/2012	AS-BUILT	A.S.



FOR GENERAL NOTES AND DETAILS SEE DRAWING No. 40198-D

LEGEND

W/S — 20mm DIA or 25mm DIA. COPPER AS STATED ON THE DRAWING.
35 — HOUSE NUMBER
25mmC — SERVICE SIZE AND TYPE

WATERMAIN

VALVES - AVK SERIES 25
HYDRANTS - AVK DRY BARREL - MODEL 2700
WATERMAIN - PVC CLASS 300 DR-18

Disclaimer

As-built dimensions, measurements and other details contained in this as-built drawing have been obtained by TIMBEL LTD. The represents the best information available to AECOM at the time of preparation of this as-built drawing. AECOM does not in any way represent or warrant that such information is accurate and assumes no responsibility for any errors or omissions contained therein.

AECOM

General Notes

- All Driveways ASPHALT Unless Otherwise Noted.
- All Service Locations Are Approximate And Must Be Located Accurately In The Field.
- Denotes Building - Not Located.
- Denotes Building Located.
- Type 'B' Bedding Unless Otherwise Noted (SAN)

B.M. No. Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction Location of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

ORIGINAL DESIGN STAMPED BY NEIL HARVEY, P. ENG. JUNE 9, 2010

Designed by — Chkd — Approved by

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL
CITY OF MISSISSAUGA WORKS DEPT.
CITY OF BRAMPTON WORKS DEPT.
TOWN OF CALEDON WORKS DEPT.
BELL CANADA
ENBRIDGE INCORPORATED-GAS DISTRIBUTION
ONTARIO MINISTRY OF TRANSPORTATION
ONTARIO CLEAN WATER AGENCY
HYDRO ONE NETWORKS
ENERSOURCE, HYDRO MISSISSAUGA
HYDRO ONE BRAMPTON
CABLE TELEVISION/FIBREOPTIC PROVIDERS
BELL CANADA
ENERSOURCE TELECOM
HYDRO ONE TELECOM
ROGERS CABLE
ALLSTREAM
PSN (PUBLIC SECTOR NETWORK)
FUTUREWAY (CO.BROADBAND)

10m 0 10 20 30m — HORIZONTAL SCALE
1m 0 1 2 3m — VERTICAL SCALE

Region of Peel
Working for you

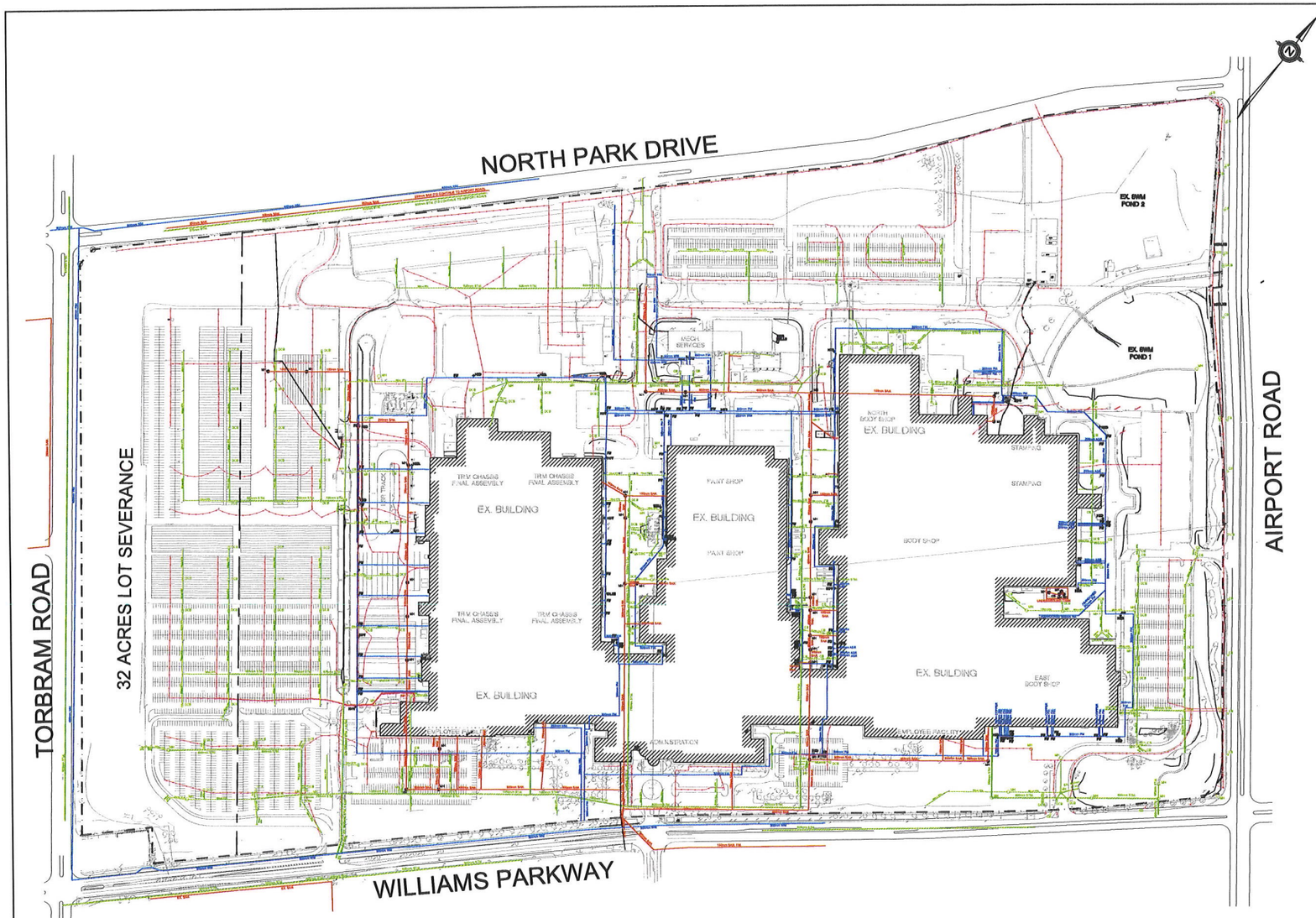
WILLIAMS PARKWAY

(FROM TORBRAM RD. TO CHRYSLER DR.)

PROP. 300mm PVC WATERMAIN

STA. 0+101.2 TO STA. 0+340

CAD Area	Area B-20	Project No.	09-1345
Checked by	Drawn by S.J.		
Date MAY 2010	Sheet 1 of 3	Plan No.	40203-D



LOCATION PLAN
N.T.S

LEGEND

SITE BOUNDARY

EXISTING STORM SEWER

EXISTING SANITARY SEWER

EXISTING WATERMAIN

LIST OF DRAWINGS

SITE PLAN INFORMATION	SURVEYOR INFORMATION
BENCHMARK INFORMATION:	

NO.	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 16, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

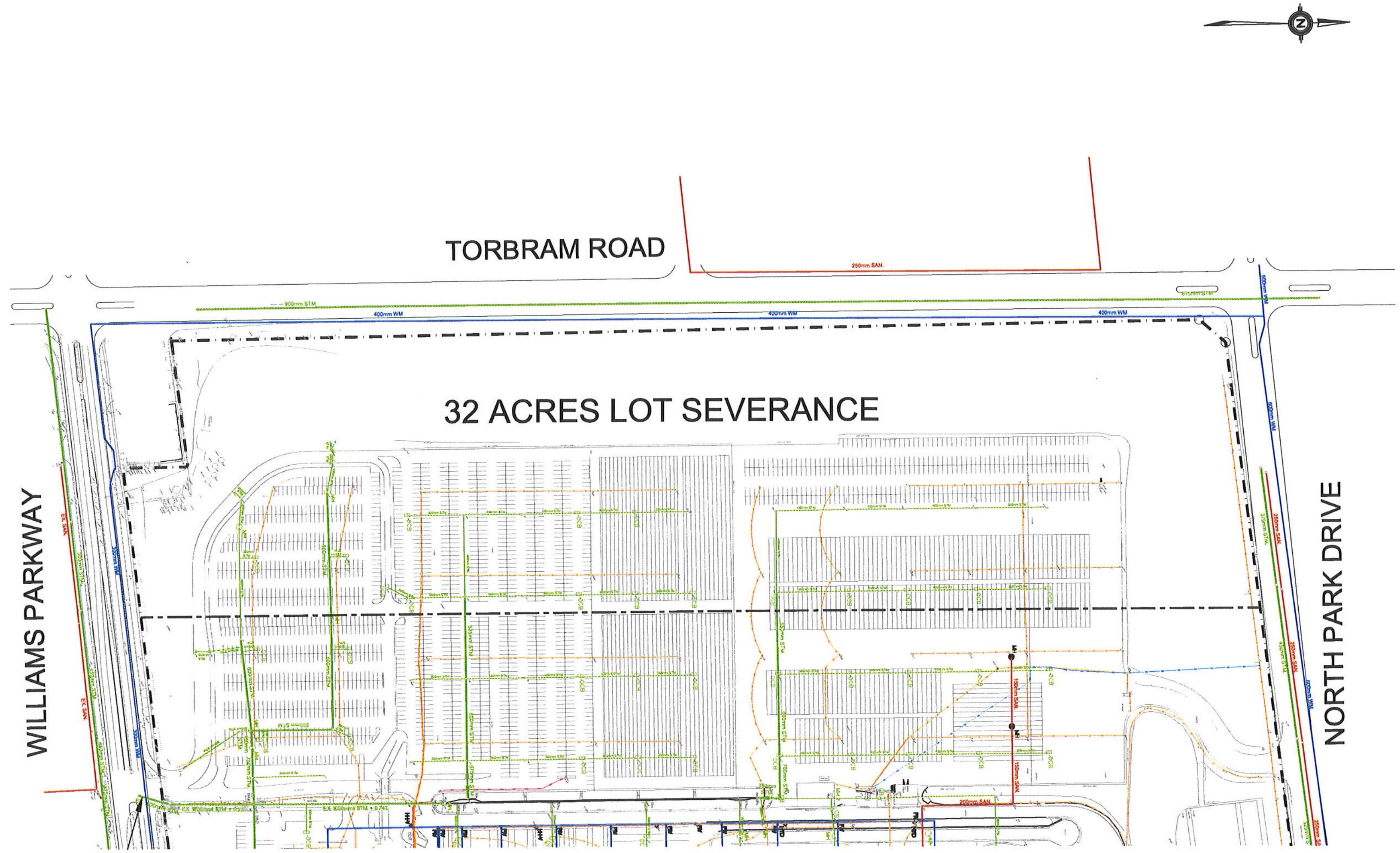
2000 WILLIAMS PARKWAY

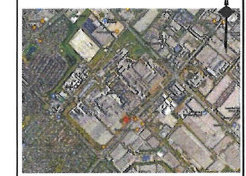
SP-XX-XX

EXISTING SERVICES FOR SITE

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023	CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132	DRAWING No. SS-01
SCALE: 1:2000		





LEGEND

SITE BOUNDARY	
EXISTING STORM SEWER	
STORM DRAINAGE AREA	
EXISTING WATERMAIN	
EXISTING HYDRO	
EXISTING BELL	

LIST OF DRAWINGS

SITE PLAN INFORMATION	SURVEYOR INFORMATION

BENCHMARK INFORMATION:

NO.	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

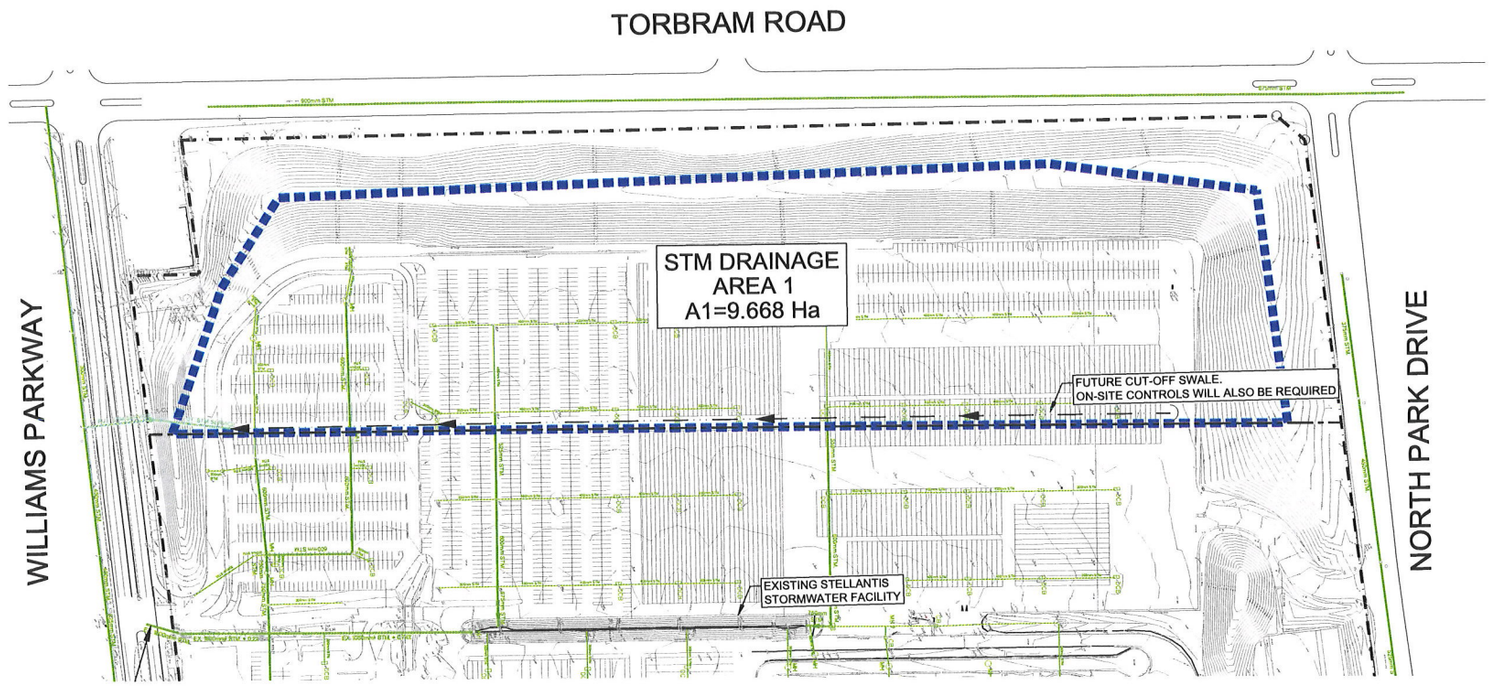
2000 WILLIAMS PARKWAY

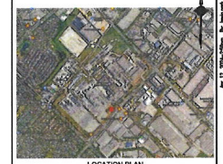
SP-XX-XX

EXISTING SERVICING FOR SEVERED LOT

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023	CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132	DRAWING No. SS-02
SCALE: 1:1250		





LOCATION PLAN
N.T.S.

LEGEND

SITE BOUNDARY

EXISTING STORM SEWER

STORM DRAINAGE AREA

LIST OF DRAWINGS

SITE PLAN INFORMATION

SURVEYOR INFORMATION

BENCHMARK INFORMATION:

NO	REVISION	DATE	BY
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JJ
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JJ

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

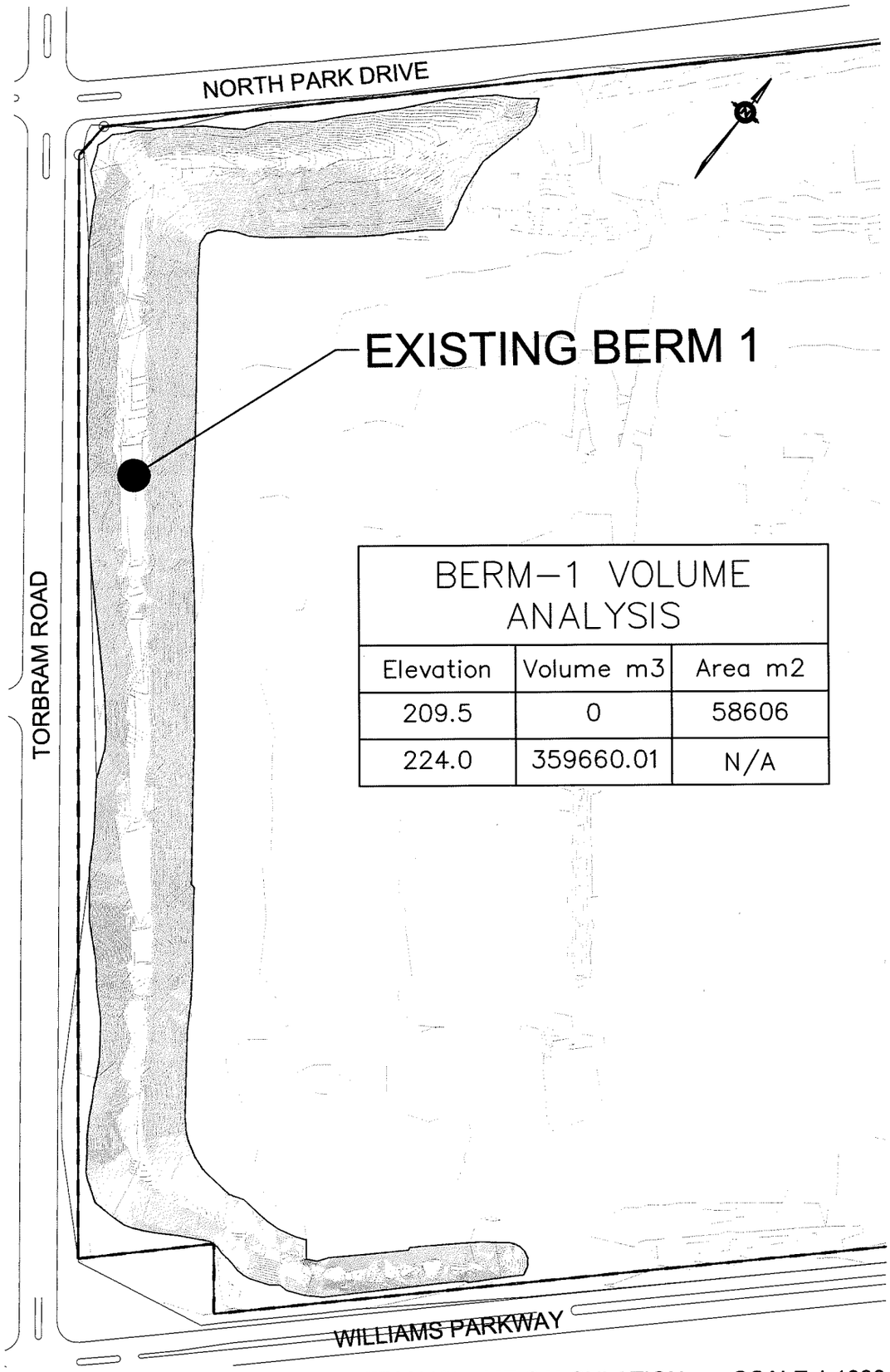
2000 WILLIAMS PARKWAY

SP XX XX

STORM DRAINAGE AREA PLAN

ARCADIS

DESIGNED BY: MZ	DATE: MAY 2023		CHECKED BY: NG
DRAWN BY: MZ	PROJECT No. 143132		DRAWING No. STM DAP
SCALE: 1:1250			



BERM–1 VOLUME ANALYSIS		
Elevation	Volume m3	Area m2
209.5	0	58606
224.0	359660.01	N/A

PRELIMINARY BERM VOLUME CALCULATION
FOR DISCUSSION PURPOSES ONLY

SCALE 1:1000

Arcadis Professional Services (Canada) Inc.
8133 Warden Avenue, Unit 300
Markham, Ontario L6G 1B3
Canada
Phone: 905 763 2322
Fax:
www.arcadis.com

Arcadis. Improving quality of life.

Ontario ServiceOntario

PARCEL REGISTER (ABBREVIATED) FOR PROPERTY IDENTIFIER

LAND REGISTRY OFFICE #43

14208-0017 (LT)

PREPARED FOR AmarLoai
ON 2023/04/18 AT 18:35:00

* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT * SUBJECT TO RESERVATIONS IN CROWN GRANT *

PROPERTY DESCRIPTION: PCL 8-8, SEC 43-CHING.-6 (E.H.S.); PT LTS 8 & 9, CON 6 EHS PTS 2 & 5, 43R12541 EXCEPT PT 1, 43R18021; T/W PT LTS 8 & 9 CON 6 EHS PTS 19, 20 & 21 43R12082 AS IN LT539360; T/W PT LT 9 CON 6 EHS PT 7 43R12082 AS IN LT539362; T/W PT LTS 9 & 10 CON 6 EHS PTS 11, 12, 14, 15, 17 & 18 43R12082 AS IN LT539364; FOR PEDESTRIAN & VEHICULAR PASSAGE UNTIL PTS 7, 11, 12, 14, 15, 17, 18, 19, 20 & 21 43R12082 ARE ESTABLISHED PUBLIC HWY ; S/T LT1732807 BRAMPTON; SUBJECT TO AN EASEMENT IN GROSS OVER PTS 1, 2 & 3 ON PL 43R39933 AS IN PR3967654

PROPERTY REMARKS:

ESTATE/QUALIFIER:
FEE SIMPLE
ABSOLUTE

RECENTLY:
FIRST CONVERSION FROM BOOK

PIN CREATION DATE:
1997/08/26

OWNERS' NAMES
FCA CANADA INC.

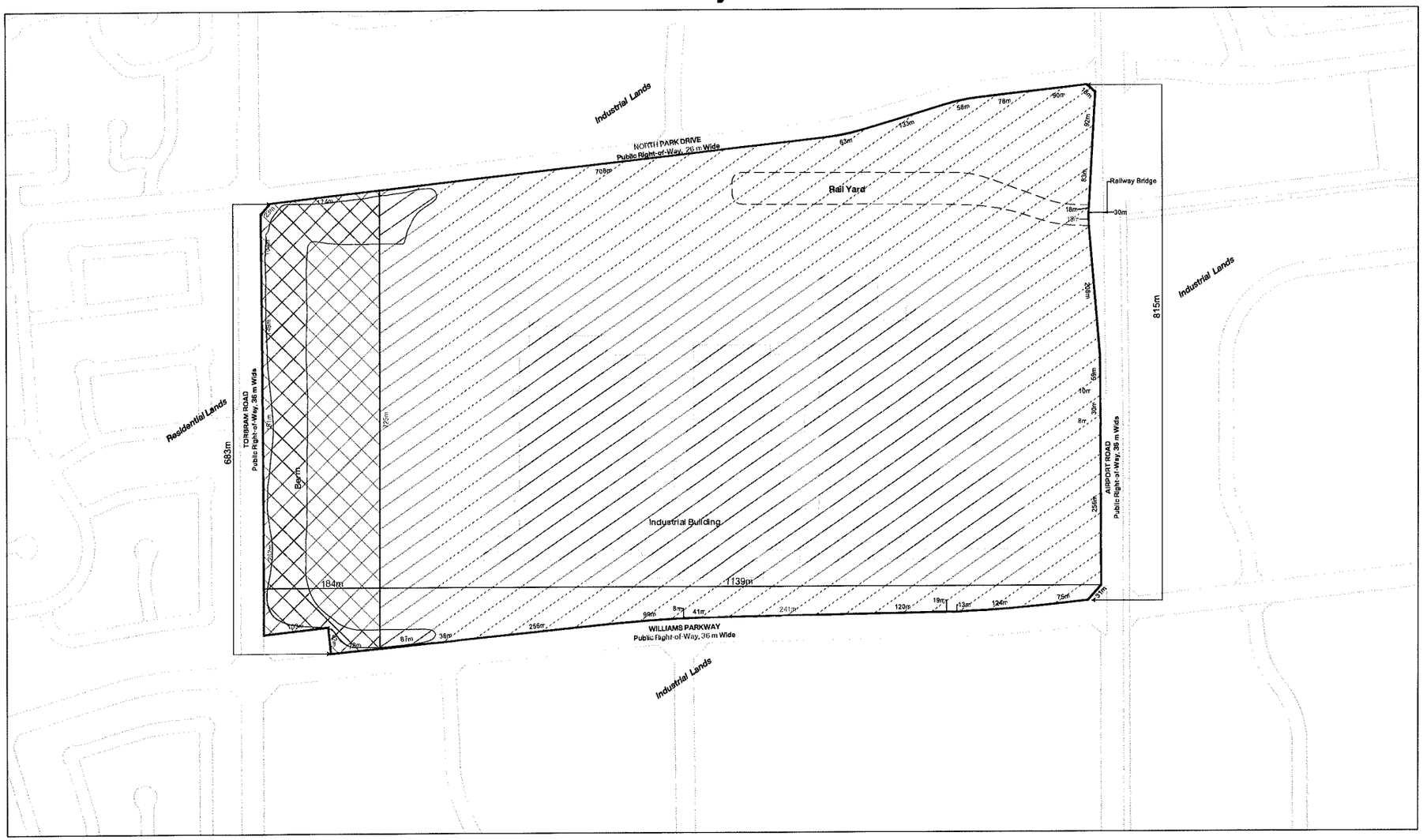
CAPACITY SHARE

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
EFFECTIVE 2000/07/29 THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1997/08/26 ON THIS PIN						
WAS REPLACED WITH THE "PIN CREATION DATE" OF 1997/08/26						
*** PRINTOUT INCLUDES ALL DOCUMENT TYPES (DELETED INSTRUMENTS NOT INCLUDED) ***						
LT560005	1985/05/09	NOTICE AGREEMENT			THE CORPORATION OF THE CITY OF BRAMPTON	C
43R12541	1985/06/25	PLAN REFERENCE				C
LT852199	1988/02/24	TRANSFER	$170,147,000		CHRYSLER CANADA LTD.	C
43R16961	1989/06/29	PLAN REFERENCE				C
LT1122102	1990/05/10	NOTICE			THE CORPORATION OF THE CITY OF BRAMPTON	C
LT1612375	1996/01/19	NOTICE			THE CORPORATION OF THE CITY OF BRAMPTON	C
43R22174	1997/04/23	PLAN REFERENCE				C
LT1732807	1997/06/17	TRANSFER EASEMENT			BRAMPTON HYDRO-ELECTRIC COMMISSION	C
LT2057426	2000/03/27	NOTICE		HER MAJESTY THE QUEEN IN RIGHT OF THE DEPARTMENT OF TRANSPORT CANADA		C
REMARKS: PEARSON AIRPORT ZONING REGULATION						
43R24471	2000/06/21	PLAN REFERENCE				C
PR112174	2001/07/26	APL CH NAME OWNER		CHRYSLER CANADA LTD.	DAIMLERCHRYSLER CANADA INC.	C
PR1527770	2008/09/05	APL CH NAME OWNER		DAIMLERCHRYSLER CANADA INC.	CHRYSLER CANADA INC.	C
43R39933	2021/05/28	PLAN REFERENCE				C

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
	REMARKS: PR3840048.					
PR3884085	2021/08/04	APL CH NAME OWNER		CHRYSLER CANADA INC.	FCA CANADA INC.	C
PR3967654	2021/12/22	TRANSFER EASEMENT	$2	FCA CANADA INC.	THE CORPORATION OF THE CITY OF BRAMPTON	C
	REMARKS: PLANNING ACT STATEMENTS.					
PR3971255	2022/01/04	NOTICE	$2	ALECTRA UTILITIES CORPORATION		C
	REMARKS: PARTS 1 AND 2, PLAN 43R39933					

2000 Williams Parkway - Severance Sketch



True North

Conceptual Site Plan

2000 Williams Parkway

PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

KEY MAP - N.T.S

Site Boundary
Lot Severance

Site Stats	Concept Revision	
Severance Lot	12.96 ha	
Proposed Buildings	59,701 m²	
	642,612 ft²	
Lot Coverage	46%	

Parking Calculations	Required	Proposed
Warehouse		
Up to 20,000 m2	168	
1 Space per 170m2 above 20,000	234	
Total	402	415

Loading	Required	Proposed
Over 14,000m2	5	
1 Space per 9,300m2	5	
Total	10	46

Zoning	M2	
Minimum Lot Width	30 metres	665.79 m
Minimum Front Yard Depth	9 metres	31.00 m
Minimum Interior Side Yard Width	4 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres	55.46 m
Minimum Exterior Side Yard Width	6 metres except that where it abuts a 0.3 metres reserve the minimum requirement is 15 metres	69.97 m, 93.25 m
Minimum Rear Yard Depth	7 metres except that where it abuts (1) a rail line, there is no requirement and (2) a 0.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 15 metres	36.76 m
Maximum Building Height	No restriction but maximum 2 storeys on a lot which abuts a residential zone	12 m
Minimum Landscaped Open Space	Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone	9.00 m

Zoning	M2 - SECTION 305 Required	Proposed
Minimum Street Line Setback:		
(1) from North Park Drive:	25.0 m	69.97 m
(2) from Airport Road:	50.0 m	-
(3) from Williams Parkway:	30.0 m	92.15 m
(4) from Torbram Road:	255.0 m	31.00 m
Landscaped Buffer Area: a landscaped buffer area shall be provided and maintained along the adjacent streets as follows:		
(1) a minimum width of 30.0 metres along Williams Parkway;	30. m	min of 30.0 m
(2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall:	75.0 m	9.00 m
(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not less than 150.0 metres, and not more than 240.0 metres east of Torbram Road, and 15.0 metres for the remaining distance;	60.0 m	60.0 m width, 162.93 m length

*Note: File "OLS-1003-1_ForClient" used for survey

ARCADIS
ARCADIS
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
(416) 596-1930
arcadis.com

BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED REFERENCE POINTS (ORP's) A AND B BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)

SCALE 20 10 0 20 40 60
1:1500 (m)

PROJECT NO: 143132	
DRAWN BY: JS	CHECKED BY: ####
PROJECT MGR: SA	APPROVED BY: ####

SHEET TITLE
Conceptual Site Plan Revision

SHEET NUMBER	ISSUE
01	01

File Location: C:\Users\justin.sharp\OneDrive - IBI Group\Documents\2000 Williams Parkway\CAD.CC\143132_2000W...

SCALE CHECK 1 in 10mm

* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT * SUBJECT TO RESERVATIONS IN CROWN GRANT *

PROPERTY DESCRIPTION: PT LT 8 CON 6 E.H.S CHINGUACOUSY PTS 1, 6, 7 & 8, 43R12541 ; BRAMPTON

PROPERTY REMARKS: CORRECTION: INSTRUMENT NUMBER RO974237 WAS ENTERED IN ERROR AGAINST THIS PROPERTY AND WAS REMOVED AND CERTIFIED ON 2009/02/19 BY CLAIRE COOPER.
CORRECTION: INSTRUMENT NUMBER RO977754 WAS ENTERED IN ERROR AGAINST THIS PROPERTY AND WAS REMOVED AND CERTIFIED ON 2009/02/19 BY CLAIRE COOPER.

ESTATE/QUALIFIER:
FEE SIMPLE
LT CONVERSION QUALIFIED

RECENTLY:
RE-ENTRY FROM 14208-0066

PIN CREATION DATE:
1998/12/21

OWNERS' NAMES
CHRYSLER CANADA INC.

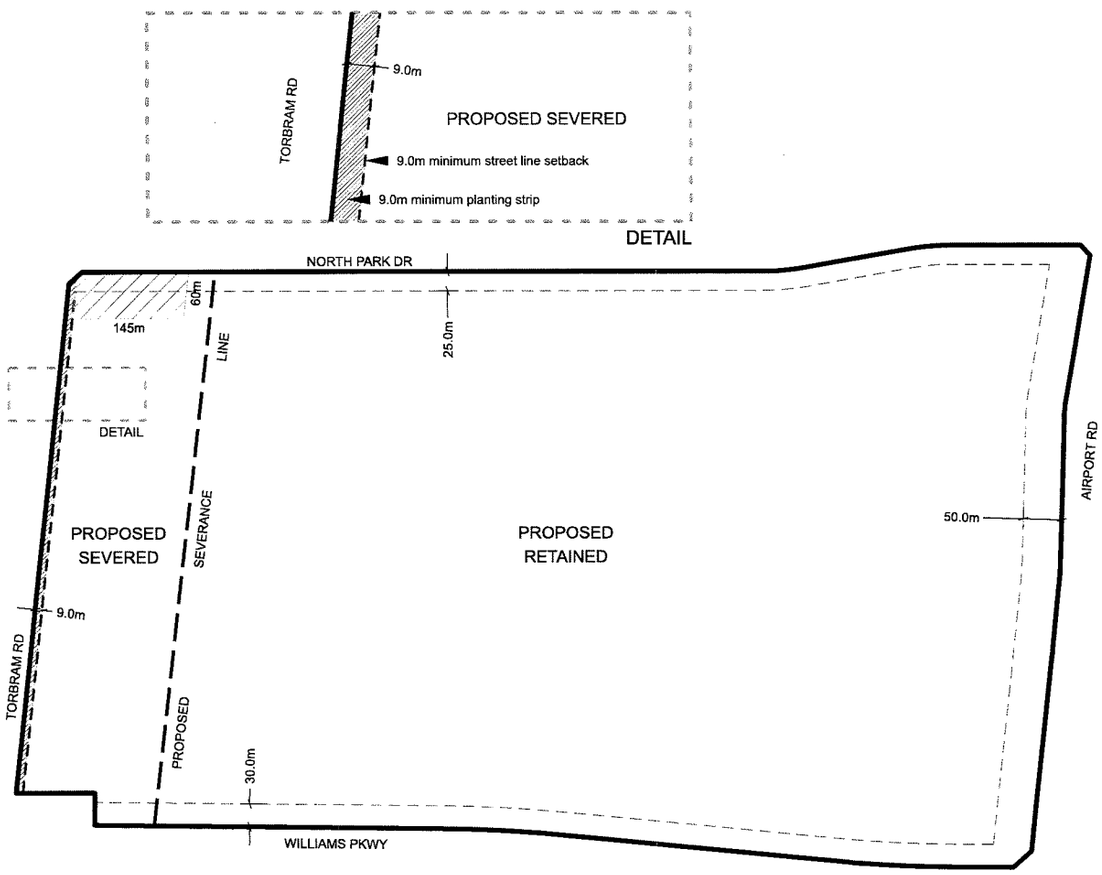
CAPACITY SHARE

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
EFFECTIVE 2000/07/29 THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1997/08/26 ON THIS PIN						
WAS REPLACED WITH THE "PIN CREATION DATE" OF 1998/12/21						
** PRINTOUT INCLUDES ALL DOCUMENT TYPES (DELETED INSTRUMENTS NOT INCLUDED) **						
**SUBJECT, ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:						
** SUBSECTION 44(1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES *						
** AND ESCHEATS OR FORFEITURE TO THE CROWN.						
** THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF						
** IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY						
** CONVENTION.						
** ANY LEASE TO WHICH THE SUBSECTION 70(2) OF THE REGISTRY ACT APPLIES.						
**DATE OF CONVERSION TO LAND TITLES: 1998/12/22 **						
43R530	1972/04/19	PLAN REFERENCE				C
43R12082	1984/12/06	PLAN REFERENCE				C
RO701763	1984/12/19	BYLAW				C
RO713561	1985/05/09	AGREEMENT			CITY OF BRAMPTON	C
	REMARKS: SITE PLAN					
43R12541	1985/06/25	PLAN REFERENCE				C
RO836040	1988/02/24	TRANSFER	$170,147,000		CHRYSLER CANADA LTD.	C
RO937581	1990/05/10	AGREEMENT			THE CITY OF BRAMPTON	C
	REMARKS: SITE PLAN					

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
43R18538	1991/05/21	PLAN REFERENCE				C
RO1107085	1996/01/19	AGREEMENT			THE CITY OF BRAMPTON	C
LT2057426	2000/03/27	NOTICE		HER MAJESTY THE QUEEN IN RIGHT OF THE DEPARTMENT OF TRANSPORT CANADA		C
	REMARKS: PEARSON AIRPORT ZONING REGULATION					
PR112174	2001/07/26	APL CH NAME OWNER		CHRYSLER CANADA LTD.	DAIMLERCHRYSLER CANADA INC.	C
PR1527770	2008/09/05	APL CH NAME OWNER		DAIMLERCHRYSLER CANADA INC.	CHRYSLER CANADA INC.	C
PR1605220	2009/02/18	LR'S ORDER		LAND REGISTRAR, LRO 43	LAND REGISTRAR, LRO 43	C
	REMARKS: DELETES RO974237 & RO977754 FROM INSTRUMENT FILE					
43R40673	2023/01/20	PLAN REFERENCE				C
	REMARKS: PR4162998.					

SCHEDULE 'A'



Subject Lands

Proposed Relief Requested:

Minor Variance to M2-305.2(a)(4) to permit a minimum 9.0m street line setback from Torbram Rd

Minor Variance to M2-305.2(c)(2) to permit a minimum width of 9.0m along Tobram Rd as a continuous, uninterupted planting strip save and except for where vehicular access(es) is provided

Minor Variance to M2-305.2(c)(3) to permit a landscape buffer at a minimum width of 60.0m along North Park Dr for a minimum distance of not more or less than 145m east of Torbram Rd