

For Office Use Only
(to be inserted by the Secretary-Treasurer
after application is deemed complete)
FILE NUMBER: A-2024-0136

The Personal Information collected on this form is collected pursuant to section 45 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
Minor Variance or Special Permission
(Please read Instructions)

NOTE: It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law 270-2004.

1. Name of Owner(s) FCA Canada Inc.
Address 1 Riverside Dr. West
Phone # 1-248-613-7152 Fax #
Email jon.beasley@stellantis.com

2. Name of Agent Rachel Stuart
Address 55 St Clair Avenue West
Toronto, ON M4V 2Y7
Phone # 416-596-1930 ext. 61091 Fax #
Email rachel.stuart@arcadis.com

3. Nature and extent of relief applied for (variances requested):
This Minor Variance Application is seeking to ensure both the severed parcel and retained parcel are compliant with the zoning requirements. The proposed variances to the site-specific provisions are required to address setbacks along Torbram Road, and landscape requirements along Torbram Road. The requested variance is to remove/relieve the site-specific zoning provisions listed below from the subject site:
• 305.2(a)(4)
• 305.2(c)(2)
• 305.2(c)(3)

4. Why is it not possible to comply with the provisions of the by-law?
The accompanying Consent Application will divide the land, but in order to have a meaningful development proposed on the severed parcel, the site specific provisions need to be remove. This will also permit a development that replaces the intent of the provisions as they are currently applied as mitigation measures between the existing residential uses and the existing manufacturing plant. A future development application will be used as this

5. Legal Description of the subject land:
Lot Number PART OF LOTS 8 AND 9
Plan Number/Concession Number CONCESSION 6, EAST OF HURONTARIO
Municipal Address 2000 Williams Parkway West

6. Dimension of subject land (in metric units)
Frontage ~ 1322.73 m
Depth ~ 809.98 m
Area ~ 986,400 m2

7. Access to the subject land is by:
Provincial Highway ☐ Seasonal Road ☐
Municipal Road Maintained All Year ☒ Other Public Road ☐
Private Right-of-Way ☐ Water ☐

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, gazebo, etc.)

The site is proposed to be severed, as such there are no existing buildings on the severed parcel. However, the retained parcel currently contains a 1-3 storey manufacturing plant with an approximate GFA of 249,028 m². The building is irregular in shape but generally has a length of 853.78 m and width of 452.41 m.

PROPOSED BUILDINGS/STRUCTURES on the subject land:

This application is not accompanied with a Site Plan Application, therefore there are no proposed buildings or structures.

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback	60.26 m
Rear yard setback	217.98 m
Side yard setback	121.04 m
Side yard setback	347.88 m

PROPOSED

Front yard setback	N/A
Rear yard setback	N/A
Side yard setback	N/A
Side yard setback	N/A

10. Date of Acquisition of subject land: 1988-1989

11. Existing uses of subject property: Employment

12. Proposed uses of subject property: Employment

13. Existing uses of abutting properties: Employment and Residential

14. Date of construction of all buildings & structures on subject land: no construction since date of acquisition

15. Length of time the existing uses of the subject property have been continued: since acquisition

16. (a) What water supply is existing/proposed?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | ☒ | Other (specify) _____ |
| Well | ☐ | |
- (b) What sewage disposal is/will be provided?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | ☒ | Other (specify) _____ |
| Septic | ☐ | |
- (c) What storm drainage system is existing/proposed?
- | | | |
|---------|-------------------------------------|-----------------------|
| Sewers | ☒ | Other (specify) _____ |
| Ditches | ☐ | |
| Swales | ☐ | |

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes ☒ No ☐

If answer is yes, provide details: File # N/A (consent to this application) Status In Review

18. Has a pre-consultation application been filed?

Yes ☐ No ☒

19. Has the subject property ever been the subject of an application for minor variance?

Yes ☐ No ☐ Unknown ☒

If answer is yes, provide details:

File #	Decision	Relief
File #	Decision	Relief
File #	Decision	Relief

J. Beasley
Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Toronto

THIS 19th DAY OF April, 2024.

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Jon Beasley, OF THE City OF Jensen Beach

IN THE State OF Florida SOLEMNLY DECLARE THAT:

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City OF Windsor

IN THE Province OF

Ontario THIS 19th DAY OF

April, 2024.

A Commissioner etc.
Christopher J. Dunn

J. Beasley
Signature of Applicant or Authorized Agent

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

This application has been reviewed with respect to the 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 _____

Revised 2022/02/17

APPOINTMENT AND AUTHORIZATION OF AGENT

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

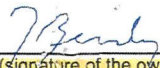
I/We, FCA Canada Inc.
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject lands, hereby authorize

Arcadis Professional Services (Canada) inc.
please print/type the full name of the agent(s)

to make application to the **City of Brampton Committee of Adjustment** in the matter of an application for **minor variance** with respect to the subject land.

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 hereto.

NOTE: Unit owners within a Peel Standard Condominium Corporation are to secure authorization from the Directors of the Condominium Corporation in a form satisfactory to the City of Brampton, prior to submission of an application. Signatures from all Members of the Board of Directors are required.

PERMISSION TO ENTER

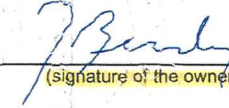
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
coa@brampton.ca

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 hereto.

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

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington St W
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

MINOR VARIANCE APPLICATION FOR 2000 WILLIAMS PARKWAY WEST

Dear Secretary-Treasurer of the Committee of Adjustment,

The following letter is to facilitate the Minor Variance Application on the lands municipally known as **2000 Williams Parkway**, City of Brampton, Ontario.

This application is in tandem with an application of Consent to Sever, and as such should be read concurrently with the accompanying letter and supporting memorandums. Combined, these two applications seek to permit the severed parcel to function independently from the retained parcel for an Employment use, as designated in the Brampton Official Plan. The following letter outlines the requested Variances as well as how they relate to Section 45 of the Planning Act.

Introduction

Arcadis Professional Services (Canada) Inc. (Arcadis) is the authorized planning consultant for Stellantis, who are the owners of the property municipally known as 2000 Williams Parkway West, in the City of Brampton, Region of Peel (herein referred to as the “subject site” or “site”). The portion proposed to be severed is approximately 13 hectares (32 acres) and is situated at the west end of the site and the retained parcel is approximately 85 hectares (210 acres).

The subject site is currently designated within the *Urban System* as an *Employment Area* in the Region of Peel Official Plan, *Industrial* through the Brampton Official Plan, and further designated as *General Employment 1* in the Airport Intermodal Secondary Plan. The site is situated within the Lester B. Pearson International Airport Operating Area (LBPIA) 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 *Industrial (M2) exception 305*. The requested variances seek to amend existing site-specific zoning provisions, as described below and demonstrated in **Appendix A**:

- (1) Amend M2-305.2(a)(4), to reduce the setback from Torbram Road from 255.0 m to 9.0 m;
- (2) Amend 305.2(2)(i-iv), to eliminate the 75.0m wide berm requirement and replace it with a 9.0m continuous, uninterrupted landscape buffer that is planted and sodded to the same requirements; and,
- (3) Amend M2-305.2(c)(3), for the minimum distance of the berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road.

It is important to note throughout the review of this application that no development activity on the Severed parcel is being proposed at this time, and it is understood that future development will be subject to planning and development approvals with the City of Brampton. Until such time that a future application is made, no changes to the existing uses or site are proposed.

Subject Lands and Surrounding Context

The site is located in the Woodhill neighbourhood in Ward 8 of the City of Brampton. It is bordered by Williams Parkway to the south, North Park Drive to the north, Torbram Road to the west, and Airport Road to the east. The site currently operates as an assembly plant and consists of industrial uses, with car storage being present on the proposed Severed parcel.

The neighbourhood to the west of Torbram Road is characterized by low-rise residential development, consisting of single detached and semi-detached dwellings. The lands to the north, south and east of the subject site contain a variety of industrial and commercial uses.

The site is directly serviced by the 505 Bus Rapid Transit route to the east, accompanied by Transit Route 14 along Torbram Road to the west, Route 29 and Route 9 along Williams Parkway East to the south, as well as Route 30 and 505A along Airport Road to the east. Figure 1 represents an aerial image of the existing site and surrounding uses.

Figure 1: 3D Aerial Mapping of the Subject Site and Surrounding Context (Google Maps, 2024)



The site has the following specifications and legal descriptions:

Area	98.64 Ha (243.75 Acres)
Frontage	665.79 m
Depth	183.77 m
Legal Description	Part of Lots 8 and 9, Concession 6, East of Hurontario Street Geographic Township of Chinguacousy
PIN	14208 – 0025 (LT) 14208 – 0017 (LT) 14208 – 0014 (LT)

Supporting Materials

Conceptual Site Plan

To assist in providing a visual and demonstrate developability, Arcadis has prepared a Conceptual Site Plan to illustrate future development potential for the Severed parcel. The concept illustrates a two-building warehouse-style development with loading in the rear to the east and vehicular parking fronting Torbram Road. This concept represents a potential development scenario which can be considered once the existing berm and setback requirements are removed. As iterated above, the requested applications are intended to simply sever the lands, confirm ongoing permitted uses on both the Severed and Retained lands, and vary the applicable zoning provisions. No new development is currently proposed on the Severed parcel. Ultimately, the severed parcel is intended to be sold to a new owner and developed at that time. The Conceptual Site Plan, as well as the proposed Severance Plan is provided in **Appendix B**.

Servicing Considerations

The accompanying Servicing Memorandum (**Appendix C**) identifies that the Severed parcel is serviceable from a storm, sanitary, and water perspective.

Storm Servicing & Stormwater Management: Once severed, the Retained parcel will require a cut-off swale to prevent storm flows from crossing the new property lines. New independent stormwater management controls and independent storm servicing connections to Willams Parkway will also be required. The existing internal storm sewer on the retained parcel will be truncated at the severance line.

Sanitary Servicing: A new independent sanitary service connection for the Severed parcel will be required to service the new property. The existing internal sanitary sewer network within the Retained parcel will not require any retrofitting as it is outside the line of severance.

Water Servicing: The existing municipal water supply network is suitable to service the Severed parcel by local municipal watermains adjacent to the severed parcel. No retrofitting will be needed for the Retained lands given that the existing internal water supply network is outside of the line of severance.

All designs for the recommended work are intended to be completed through future applications specific to a proposed development. This memorandum outlines how both the Severed and Retained parcels will be suitable to operate independently from a servicing perspective once appropriate access to existing supplies are made.

Transportation Considerations

The concept contemplates three (3) points of access to the site off Torbram Road, North Park Drive, and Williams Parkway. These accesses are outlined in the Transportation Memorandum which accompanies this application (**Appendix D**) as being the appropriate locations to access surrounding municipal roads. Access locations and design for any future development will be subject to the City of Brampton access management policies, recognized design guidelines for Candain Roads, and operational needs, to be confirmed as part of any appropriate transportation studies. It is recognized that Torbram Road currently has trucking restrictions, and as such, truck movements would be contemplated off of North Park Drive and Williams Parkway. Any access off of Torbram Road would be limited to vehicular traffic.

The accompanying Transportation Memorandum concluded that the Severed and Retained lands are able to function independently from a transportation perspective.

Noise and Air Quality Memorandum

As outlined in the accompanying memorandum prepared by RWDI (**Appendix E**), the requested consent and variances are not anticipated to have any notable impacts to the residential uses on the west side of Torbram Road. The RWDI Memorandum assessed the impacts based on the Conceptual Site Plan, prepared by Arcadis. The study concluded that sound levels from the conceptualized warehousing activities, with the preliminary assumptions made within the Memorandum, meet the applicable MECP NPC-300 exclusion limits from the residential areas to the west. It is also noted within the Memorandum that at this time the existing Stellantis operations also are in compliance with the applicable MECP requirements. Given that there are no changes proposed to these operations, it is understood that future development on the severed parcel would further mitigate any noise or air quality impacts from the existing operations on the retained parcel, serving the role of the current berm.

Proposed Minor Variances

This Minor Variance Application is seeking to ensure both the Severed parcel and Retained parcel are compliant with the Zoning Requirements. The proposed variances to the site-specific provisions are required to address setbacks along Torbram Road, and landscape requirements along Torbram Road.

The Table below identifies the site-specific zoning permissions for both the Severed and Retained lands. All variances are visually shown in Schedule A, attached as **Appendix A**.

M2-305 Zone Permissions	Proposed Relief Requested for the Severed Portion	Proposed Relief Requested for the Retained Portion
305.1 shall only be used for the following purposes: (a) Industrial: (1) the manufacturing, assembly, storage and distribution of semifinished and finished products, including the assembly of motor vehicles.	No Variance Required	No Variance Required
(b) Non-Industrial: (1) exhibition and conference halls	No Variance Required	No Variance Required
(c) Accessory:	No Variance Required	No Variance Required

(1) business, professional and administrative offices connected with another permitted use of the land, bank, trust company and financial institution; and, (2) purposes accessory to the other permitted purposes.		
305.2 shall be subject to the requirements and restrictions:	No Variance Required	No Variance Required
(a) Minimum Street Line Setback: (1) from North Park Drive: 25.0 metres. (2) from Airport Road: 50.0 metres. (3) from Williams Parkway: 30.0 metres. (4) from Torbram Road: 255.0 metres.	¹ (4) from Torbram Road: 255.0 9.0 metres.	No Variance Required
(b) Minimum Side Yard Width: 30.0 metres	No Variance Required	No Variance Required
(c) 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; (2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii) be sodded and planted with vegetation to maintain stability; (iii) be planted with coniferous plantings to provide a visual screen; and, (iv) provide screened site lines from the west side of Torbram Road. (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; (4) a minimum width of 15.0 metres along Airport Road.	No Variance Required (2) a minimum width of 75.0 9.0 metres along Torbram Road as a continuous, uninterrupted bermed planted strip and shall save and except for where vehicular access(es) is provided: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii i) be sodded and planted with vegetation to maintain stability; (iii ii) be planted with coniferous plantings to provide a visual screen; and, (iv iii) provide screened site lines from the west side of Torbram Road.	(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not more or less than 150 45.0 metres, and not more than 240.0 145.0 metres east of Torbram Road, and 15.0 metres for the remaining distance;
(d) Outside Storage: (1) outside storage of goods and materials likely to be disturbed by wind, shall not be permitted. (2) outside storage of good, materials and equipment is permitted, provided that such storage areas are located no closer than: (i) 150.0 metres to Williams Parkway; (ii) 90.0 metres to Torbram Road; (iii) 25.0 metres to North Park Drive; and, (iv) 180.0 metres to Airport Road. (3) outside storage areas shall be provided with a berm not less than 2.4 metres in height which is effective in screening the storage area from North Park Drive, Williams Parkway and from Airport Road, except in the case where a grade separation facility requires that Airport Road shall be elevated, and in the case of North Park Drive, outside storage shall be screened by a fence 2.4 metres in height;	No Variance required	No Variance required

(e) no building, exclusive of mechanical and elevator penthouses and conveyor housings and no structure exclusive of ventilators, chimneys, stacks, vents, electrical supply facilities, television or radio antenna shall exceed a height of 10.8 metres, except on lands outlined on Schedule C – Section 305 where no building shall exceed a height of 30.48 metres.	No Variance required	No Variance required
(f) the gross commercial floor area of the purposes permitted by section 305.1(c)(1) shall not exceed the gross industrial floor area of the main industrial building on the site.	No Variance required	No Variance required
(g) Parking shall be provided and maintained in accordance with the requirements set out in General Provisions of Commercial Zones and General Provisions for Industrial Zones to this by-law, and the following: • Exhibition, conference hall or auditorium: 1 parking space for every 6 fixed seats or 3 metres of open bench space, or portion thereof • Motor Vehicle Assembly Plant: 1 parking space for each 93 square metres of gross floor area, plus 1 parking space for each 31 square metres of gross floor area devoted to accessory office, retail, or educational uses.	No Variance required	No Variance required

(1) Proposed 9.0m is in alignment with M2 zoning provisions.

Section 45 of the Planning Act

It is Arcadis’s opinion that the requested variances meet the four (4) tests under Section 45 of the Planning Act, as described below:

1. The variance maintains the intent and purpose of the Official Plan:

Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted on April 28, 2022. The ROP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. The ROP designates the subject site as *Employment Area* on Schedule E-4 and within the *Pearson Airport Hub (Zone 14) Provincially Significant Employment Zone (PSEZ)* on Figure 12 of the ROP.

The PSEZ is a designation outlined by the Growth Plan for the Greater Golden Horseshoe (Growth Plan) which provides protection over employment lands. This designation ensures that lands with access to good movements and corridors are protected for employment uses by the Minister of Municipal Affairs and Housing. Lands designated within a PSEZ are to be further protected for employment uses.

The *Employment Area* designation of the subject site within the ROP seeks to protect and support existing and future *Employment Areas* in the vicinity of the Pearson International Airport and major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office, and ancillary facilities, as directed by policy 5.8.28 of the ROP. Policy 5.8.30 of the ROP directs municipalities to provide an appropriate interface between *Employment Areas* and adjacent non-employment areas to maintain land use compatibility.

As iterated above, both the Severed and Retained lands are proposed to continue to be designated and used as an Employment use, and as such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the ROP.

City of Brampton Official Plan

On November 1, 2023, City of Brampton Council passed By-law 195-2023 to adopt the Brampton Plan – a new Official Plan for the City of Brampton, pursuant to Section 17(22) and 17(23) of the Planning Act, R.S.O. 1990, c. P.13, as amended and is subject to approval by the Region of Peel in accordance with sections 17(2), 17(13) and 17(31) of the Planning Act.

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*. Industrial developments permit industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processes and related uses, limited office uses, limited services and retail uses, open space, and public and institutional uses. *Employment Areas* are appropriately situated near transportation infrastructure and the site's proximity to Lester B. Pearson International Airport, and the CP and CN Intermodal Terminals, which are identified as major transportation hubs, supports the movements of goods, and maintains the overall intent and purpose of the OP.

Policy 4.4.2.6 of the OP requires the City to provide land use opportunities of sufficient size to ensure adequate supply, range, and choice. The proposed Severance line was prepared in conjunction with a conceptual site plan to ensure adequate sizing of the parcel, and a range of employment uses

Policy 4.4.2.7 of the OP directs the City to promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial, and national transportation system, including airport, road, and rail facilities. This Policy illustrates the desire for industrial uses to be located in proximity to supporting infrastructure, which these Applications continue to support.

In summary, the proposed Severance and Minor Variance requests allow for the continued use of these lands as an Industrial use, abutting existing infrastructure and servicing that can support such uses in an area designated as such. Furthermore, as noted in the Transportation and Servicing Memorandums accompanying this Application, both the Severed and Retain Parcels will be able to function independently from one another. As such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the Brampton OP.

Airport Intermodal Secondary Plan

The Airport Intermodal Secondary Plan boundaries are North Park Drive and Cottrelle Boulevard to the north, the municipal boundary to the south, Finch Avenue, Goreway Drive and Humberwest Parkway to the east, and Torbram Road to the west. The subject site is situated at the northern tip of the Secondary Plan and designated as *General Employment 1*.

A broad range of industrial uses are permitted within this designation including but not limited to: warehousing and storage of goods, manufacturing, processing, repair and service operations (excluding motor vehicle body shops), and outdoor storage areas as accessory to an industrial use. There are no other detailed permissions within the Secondary Plan which pertain to this designation or the subject site.

The requested variance does not interfere with the requirements within this designation nor the Secondary Plan. The relief requested pertains to the setback requirements within the Site Specific Zoning By-law which are not replicated or contained within the Official Plan or Secondary Plan, and as such, the general intent and purposes of the Airport Intermodal Secondary Plan is maintained.

2. The variance maintains the intent and purpose of the Zoning By-law:

Through the City of Brampton Zoning By-law 270-2004 (ZBL), the entirety of the lands are zoned as *M2-305 (Industrial)*. Within this zone, manufacturing, cleaning, packaging, processing, repairing, assembly of goods, foods or materials including a motor vehicle repair shop, and a motor vehicle body shop are permitted. Exception 305 relates mainly to setback requirements to provide buffer and mitigation measures from surrounding areas and the existing manufacturing plant on the subject site.

This Minor Variance Application seeks to relieve the entirety of the Severed and the Retained parcel of the large setback requirements on the west side, to permit a future redevelopment of the Severed parcel for employment purposes, while ensuring appropriate setbacks, buffer zones, and mitigation measures are provided and/or maintained. It should be noted that any future proposed development on the Severed parcel, as well as requisite landscape buffers and plantings proposed in the by-law refinements above would largely serve as a replacement of the western-facing berm, creating the same buffer requirements which exist today in a different form.

The following section identifies all of the specific provisions that this Application seeks to obtain Minor Variance for, as well as a description of how removing these provisions will continue to comply with the general intent of the Zoning By-law:

305.2(a)(4)

In lieu of provision **305.2(a)(4)**, it is proposed that the setback from Torbram Road be reduced from 255.0 m to 9.0 m.

It is our understanding that this provision was included to mitigate noise and air quality impacts to the residential uses to the west from the existing Stellantis manufacturing use. It should be noted that no changes are proposed to Stellantis manufacturing plant at this time. Any proposed reduction to the 255.0 m, accompanied and approved in tandem with a Consent to Sever Application does not change anything on the Stellantis manufacturing use in its current location and form, and as mentioned in the RWDI Memorandum, all applicable MECP limits for this use continue to be met. The removal of the 255.0 m setback would form part of the new development envelope for the Severed parcel, and any future building will provide the same, if not improved mitigation from a distance perspective given the anticipated height of any future building. The proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, creating a visual screen to any new proposed buildings, and the trucking prohibitions along Torbram largely drive the Torbram frontage to be the vehicular parking lot for any future development, mandating that all loading occurs on the eastern limits of the Severed parcel. As such, the proposed variance to reduce the existing 255.0 m setback fronting Torbram continues to meet the intent and purpose of the Zoning By-law, as the mitigation measures currently in place will largely be replicated by any future development of the Severed parcel.

305.2(c)(2)

In lieu of provision **305.2(2)(i-iv)**, it is proposed that the minimum width of 75.0 m be reduced to 9.0 m, and that the requirement for a continuous, uninterrupted bermed strip be removed and replaced with a landscape buffer.

Similar to above, it is our understanding that this provision was included in an effort to mitigate noise and visual impacts to the residential uses to the west. As mentioned above, the 75.0 m wide berm currently existing comprises a part of the 255.0 m setback identified in 305.2(a)(4). Any proposed redevelopment of the Severed parcel would necessitate the removal of the 75.0 m wide berm, as the form and function of the berm would effectively be replaced by a warehouse-style building use. Furthermore, it is understood that visual screening from Torbram Road to any new proposed development of the Severed parcel is paramount, and as such, a 9.0 m landscape buffer is proposed to be provided, which would be sodded and planted with vegetation; be planted with coniferous plantings to provide

a visual screen; and, provide screened site lines from the west side of Torbram Road. Similar to the justification provided above, the proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, and current City of Brampton trucking prohibitions along Torbram Road necessitate loading to occur on the eastern limits of the Severed parcel, internal to the site and away from the residential uses to the west. As such, the proposed variance to remove the requirement for the existing 75.0 m berm fronting Torbram Road and replace it with a 9.0 m landscape buffer with similar planting conditions as exists today, continues to meet the intent and purpose of the Zoning By-law.

305.2(c)(3)

In lieu of provision **305.2(c)(3)**, it is proposed that the minimum distance for the berm fronting the intersection of Torbram Road and North Park Drive be not more or less than 145.0 m east of Torbram Road to accommodate for an independent access off of North Park Drive, and maintain the intent of the berm at this corner of the site. There are no changes proposed to the width of the berm, or the remaining distances as specified in Provision 305.2(c)(3).

Similar to above, it is our understanding that this berm was included to provide mitigation and site line screening measures for land uses to the north and west. It is intended to continue to exist, albeit altered slightly, to permit for a trucking access off North Park Drive while continuing to provide mitigation and site line screening measures for the Severed parcel loading area, and current activities on the Retained parcel. As such, the proposed variance to alter the length of the berm fronting the northwest corner of the site continues to meet the intent and purpose of the Zoning By-law.

3. The variance is desirable and appropriate:

The variances seek to facilitate a future redevelopment of the requested Severed parcel. Should Committee approve this application, the severed parcel can be better utilized for additional employment uses that will have access to existing infrastructure, services, as well as continue to provide a buffer between the existing manufacturing uses and the surrounding neighbourhoods. Through the Growth Plan, the Provincial Government seeks *Employment Areas* to be protected and best utilized for employment uses, permitting this will increase the density of existing employment uses as desired by the Provincial Government, Region of Peel, and the City of Brampton.

The Severance and accompanying Minor Variance Applications will also facilitate the redevelopment of the Severed parcel in the future. Currently the lands are an otherwise underutilized parking lot and buffer, and the requested variances will facilitate the creation of a new lot for new future industrial / employment related uses. A preliminary Conceptual Site Plan was developed to illustrate the feasibility of development, demonstrating significant new Employment use space. In addition, accompanying Memorandums demonstrate how the site could be serviced and accessed independently, and how its development would not create negative impacts from a noise or air quality perspective.

Relieving the Retained parcel of the identified site-specific zone requirements and severing the site will allow for a fulsome redevelopment of the western portion of the site, allowing the Torbram frontage to have a more active frontage and be incorporated into the streetscape while continuing to respect the existing Stellantis plant. This will provide the City and surrounding neighbourhood a fulsome design fronting Torbram Road acting as an impactful buffer to the existing manufacturing plant.

The zoning requirements that are being requested to be modified were in place to provide a buffer between sensitive land uses and the facilitation of these applications will still yield the same result, however, one that improves

utilization of existing land, infrastructure and servicing providing additional employment opportunities within the City of Brampton. As such, the proposed variances are appropriate and desirable, and reflective of good planning.

4. The variance is minor in nature:

This Minor Variance Application continues to support the current OP designation being an Employment Area and Industrial land use, and does not alter any of the roles and or functions of the M2 zone, while creating a new zoning compliant lot for permitted employment related uses. Minor modifications are proposed to site specific requirements that are largely associated with mitigation measures from the activities on the Retained parcel, which, as demonstrated in the accompanying Memorandums, will continue to be provided for once the Severed parcel is redeveloped. Furthermore, any future development on the Severed parcel will be subject to planning and development approvals with the City of Brampton at which time site specific matters could be addressed.

As such, the requested variances being sought to (1) reduce the Torbram Road setback from 255.0m to 9.0m; (2) remove the requirement for the Torbram Road berm and replace it with a 9.0m with a landscape buffer; and (3) reduce the minimum distance for a berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road; continue to serve both the purposes and intents of the OP and the Zoning By-law, are appropriate and desirable, and are minor in nature.

Summary and Conclusion

It is Arcadis' opinion that the requested variances are consistent with the overall direction of the Provincial Policy Statement (2020), and conform to the Regional Official Plan, and the Brampton Official Plan. In addition, the proposed variances meet the four (4) tests of Section 45(1) of the Planning Act both individually and collectively, as they:

- Maintain the general intent and purpose of the Official Plan;
- Maintain the general intent and purpose of the Zoning By-law;
- Are desirable for the appropriate development and use of the land; and,
- Are minor in nature.

Should you have any questions or require any additional information please do not hesitate to contact the undersigned.

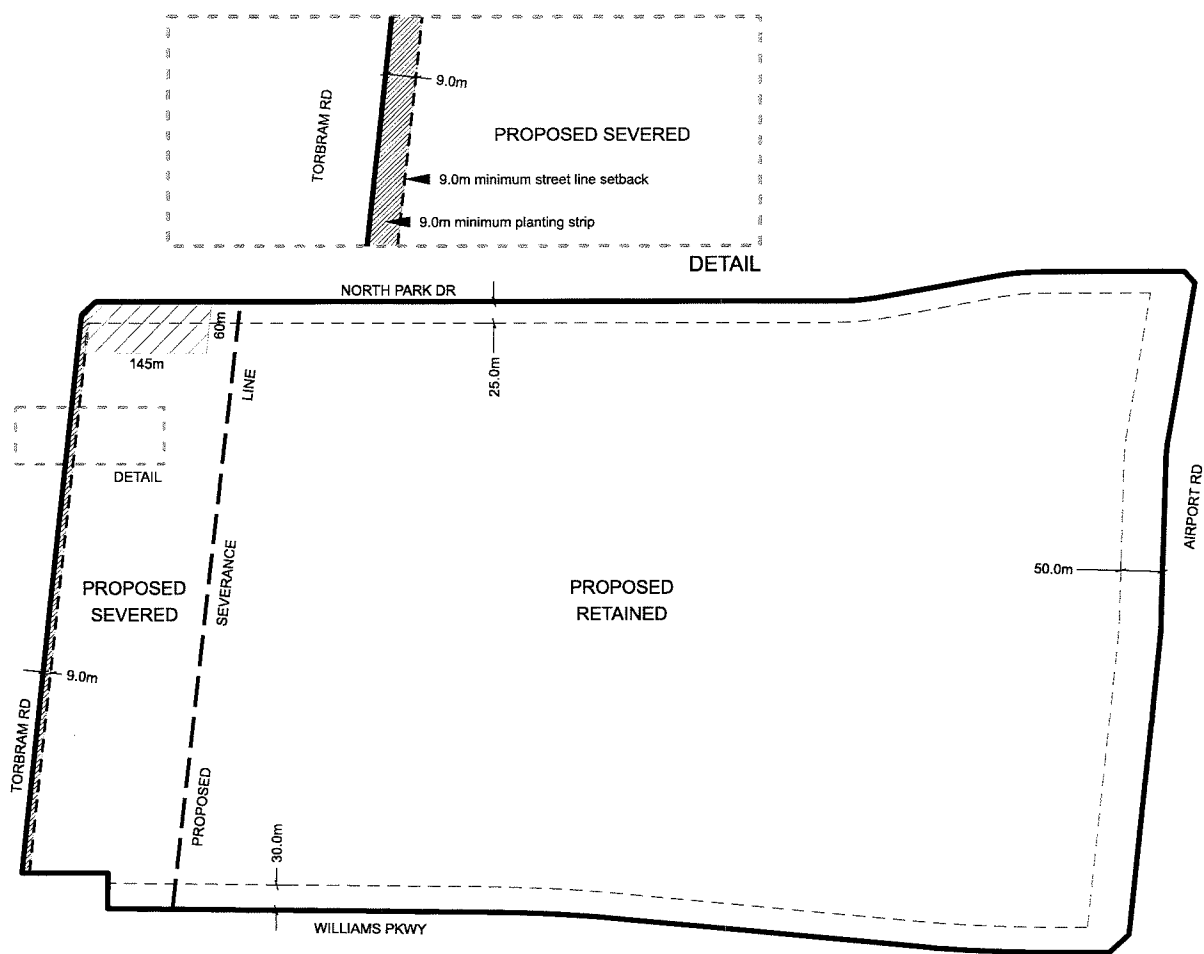
Sincerely,
Arcadis Professional Services (Canada) Inc.

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

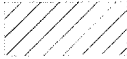
Appendix A

Schedule of Requested Variances

SCHEDULE 'A'



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, uninterrupted 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

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington St W
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

MINOR VARIANCE APPLICATION FOR 2000 WILLIAMS PARKWAY WEST

Dear Secretary-Treasurer of the Committee of Adjustment,

The following letter is to facilitate the Minor Variance Application on the lands municipally known as **2000 Williams Parkway**, City of Brampton, Ontario.

This application is in tandem with an application of Consent to Sever, and as such should be read concurrently with the accompanying letter and supporting memorandums. Combined, these two applications seek to permit the severed parcel to function independently from the retained parcel for an Employment use, as designated in the Brampton Official Plan. The following letter outlines the requested Variances as well as how they relate to Section 45 of the Planning Act.

Introduction

Arcadis Professional Services (Canada) Inc. (Arcadis) is the authorized planning consultant for Stellantis, who are the owners of the property municipally known as 2000 Williams Parkway West, in the City of Brampton, Region of Peel (herein referred to as the “subject site” or “site”). The portion proposed to be severed is approximately 13 hectares (32 acres) and is situated at the west end of the site and the retained parcel is approximately 85 hectares (210 acres).

The subject site is currently designated within the *Urban System* as an *Employment Area* in the Region of Peel Official Plan, *Industrial* through the Brampton Official Plan, and further designated as *General Employment 1* in the Airport Intermodal Secondary Plan. The site is situated within the Lester B. Pearson International Airport Operating Area (LBPIA) 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 *Industrial (M2) exception 305*. The requested variances seek to amend existing site-specific zoning provisions, as described below and demonstrated in **Appendix A**:

- (1) Amend M2-305.2(a)(4), to reduce the setback from Torbram Road from 255.0 m to 9.0 m;
- (2) Amend 305.2(2)(i-iv), to eliminate the 75.0m wide berm requirement and replace it with a 9.0m continuous, uninterrupted landscape buffer that is planted and sodded to the same requirements; and,
- (3) Amend M2-305.2(c)(3), for the minimum distance of the berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road.

It is important to note throughout the review of this application that no development activity on the Severed parcel is being proposed at this time, and it is understood that future development will be subject to planning and development approvals with the City of Brampton. Until such time that a future application is made, no changes to the existing uses or site are proposed.

Subject Lands and Surrounding Context

The site is located in the Woodhill neighbourhood in Ward 8 of the City of Brampton. It is bordered by Williams Parkway to the south, North Park Drive to the north, Torbram Road to the west, and Airport Road to the east. The site currently operates as an assembly plant and consists of industrial uses, with car storage being present on the proposed Severed parcel.

The neighbourhood to the west of Torbram Road is characterized by low-rise residential development, consisting of single detached and semi-detached dwellings. The lands to the north, south and east of the subject site contain a variety of industrial and commercial uses.

The site is directly serviced by the 505 Bus Rapid Transit route to the east, accompanied by Transit Route 14 along Torbram Road to the west, Route 29 and Route 9 along Williams Parkway East to the south, as well as Route 30 and 505A along Airport Road to the east. Figure 1 represents an aerial image of the existing site and surrounding uses.

Figure 1: 3D Aerial Mapping of the Subject Site and Surrounding Context (Google Maps, 2024)



The site has the following specifications and legal descriptions:

Area	98.64 Ha (243.75 Acres)
Frontage	665.79 m
Depth	183.77 m
Legal Description	Part of Lots 8 and 9, Concession 6, East of Hurontario Street Geographic Township of Chinguacousy
PIN	14208 – 0025 (LT) 14208 – 0017 (LT) 14208 – 0014 (LT)

Supporting Materials

Conceptual Site Plan

To assist in providing a visual and demonstrate developability, Arcadis has prepared a Conceptual Site Plan to illustrate future development potential for the Severed parcel. The concept illustrates a two-building warehouse-style development with loading in the rear to the east and vehicular parking fronting Torbram Road. This concept represents a potential development scenario which can be considered once the existing berm and setback requirements are removed. As iterated above, the requested applications are intended to simply sever the lands, confirm ongoing permitted uses on both the Severed and Retained lands, and vary the applicable zoning provisions. No new development is currently proposed on the Severed parcel. Ultimately, the severed parcel is intended to be sold to a new owner and developed at that time. The Conceptual Site Plan, as well as the proposed Severance Plan is provided in **Appendix B**.

Servicing Considerations

The accompanying Servicing Memorandum (**Appendix C**) identifies that the Severed parcel is serviceable from a storm, sanitary, and water perspective.

Storm Servicing & Stormwater Management: Once severed, the Retained parcel will require a cut-off swale to prevent storm flows from crossing the new property lines. New independent stormwater management controls and independent storm servicing connections to Willams Parkway will also be required. The existing internal storm sewer on the retained parcel will be truncated at the severance line.

Sanitary Servicing: A new independent sanitary service connection for the Severed parcel will be required to service the new property. The existing internal sanitary sewer network within the Retained parcel will not require any retrofitting as it is outside the line of severance.

Water Servicing: The existing municipal water supply network is suitable to service the Severed parcel by local municipal watermain adjacent to the severed parcel. No retrofitting will be needed for the Retained lands given that the existing internal water supply network is outside of the line of severance.

All designs for the recommended work are intended to be completed through future applications specific to a proposed development. This memorandum outlines how both the Severed and Retained parcels will be suitable to operate independently from a servicing perspective once appropriate access to existing supplies are made.

Transportation Considerations

The concept contemplates three (3) points of access to the site off Torbram Road, North Park Drive, and Willams Parkway. These accesses are outlined in the Transportation Memorandum which accompanies this application (**Appendix D**) as being the appropriate locations to access surrounding municipal roads. Access locations and design for any future development will be subject to the City of Brampton access management policies, recognized design guidelines for Candain Roads, and operational needs, to be confirmed as part of any appropriate transportation studies. It is recognized that Torbram Road currently has trucking restrictions, and as such, truck movements would be contemplated off of North Park Drive and Williams Parkway. Any access off of Torbram Road would be limited to vehicular traffic.

The accompanying Transportation Memorandum concluded that the Severed and Retained lands are able to function independently from a transportation perspective.

Noise and Air Quality Memorandum

As outlined in the accompanying memorandum prepared by RWDI (**Appendix E**), the requested consent and variances are not anticipated to have any notable impacts to the residential uses on the west side of Torbram Road. The RWDI Memorandum assessed the impacts based on the Conceptual Site Plan, prepared by Arcadis. The study concluded that sound levels from the conceptualized warehousing activities, with the preliminary assumptions made within the Memorandum, meet the applicable MECP NPC-300 exclusion limits from the residential areas to the west. It is also noted within the Memorandum that at this time the existing Stellantis operations also are in compliance with the applicable MECP requirements. Given that there are no changes proposed to these operations, it is understood that future development on the severed parcel would further mitigate any noise or air quality impacts from the existing operations on the retained parcel, serving the role of the current berm.

Proposed Minor Variances

This Minor Variance Application is seeking to ensure both the Severed parcel and Retained parcel are compliant with the Zoning Requirements. The proposed variances to the site-specific provisions are required to address setbacks along Torbram Road, and landscape requirements along Torbram Road.

The Table below identifies the site-specific zoning permissions for both the Severed and Retained lands. All variances are visually shown in Schedule A, attached as **Appendix A**.

M2-305 Zone Permissions	Proposed Relief Requested for the Severed Portion	Proposed Relief Requested for the Retained Portion
305.1 shall only be used for the following purposes: (a) Industrial: (1) the manufacturing, assembly, storage and distribution of semifinished and finished products, including the assembly of motor vehicles.	No Variance Required	No Variance Required
(b) Non-Industrial: (1) exhibition and conference halls	No Variance Required	No Variance Required
(c) Accessory:	No Variance Required	No Variance Required

(1) business, professional and administrative offices connected with another permitted use of the land, bank, trust company and financial institution; and, (2) purposes accessory to the other permitted purposes.		
305.2 shall be subject to the requirements and restrictions:	No Variance Required	No Variance Required
(a) Minimum Street Line Setback: (1) from North Park Drive: 25.0 metres. (2) from Airport Road: 50.0 metres. (3) from Williams Parkway: 30.0 metres. (4) from Torbram Road: 255.0 metres.	¹ (4) from Torbram Road: 255.0 9.0 metres.	No Variance Required
(b) Minimum Side Yard Width: 30.0 metres	No Variance Required	No Variance Required
(c) 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; (2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii) be sodded and planted with vegetation to maintain stability; (iii) be planted with coniferous plantings to provide a visual screen; and, (iv) provide screened site lines from the west side of Torbram Road. (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; (4) a minimum width of 15.0 metres along Airport Road.	(2) a minimum width of 75.0 9.0 metres along Torbram Road as a continuous, uninterrupted bermed planted strip and shall save and except for where vehicular access(es) is provided: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii i) be sodded and planted with vegetation to maintain stability; (iii ii) be planted with coniferous plantings to provide a visual screen; and, (iv iii) provide screened site lines from the west side of Torbram Road.	(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not more or less than 150 45.0 metres, and not more than 240.0-145.0 metres east of Torbram Road, and 15.0 metres for the remaining distance;
(d) Outside Storage: (1) outside storage of goods and materials likely to be disturbed by wind, shall not be permitted. (2) outside storage of good, materials and equipment is permitted, provided that such storage areas are located no closer than: (i) 150.0 metres to Williams Parkway; (ii) 90.0 metres to Torbram Road; (iii) 25.0 metres to North Park Drive; and, (iv) 180.0 metres to Airport Road. (3) outside storage areas shall be provided with a berm not less than 2.4 metres in height which is effective in screening the storage area from North Park Drive, Williams Parkway and from Airport Road, except in the case where a grade separation facility requires that Airport Road shall be elevated, and in the case of North Park Drive, outside storage shall be screened by a fence 2.4 metres in height;	No Variance required	No Variance required

(e) no building, exclusive of mechanical and elevator penthouses and conveyor housings and no structure exclusive of ventilators, chimneys, stacks, vents, electrical supply facilities, television or radio antenna shall exceed a height of 10.8 metres, except on lands outlined on Schedule C – Section 305 where no building shall exceed a height of 30.48 metres.	No Variance required	No Variance required
(f) the gross commercial floor area of the purposes permitted by section 305.1(c)(1) shall not exceed the gross industrial floor area of the main industrial building on the site.	No Variance required	No Variance required
(g) Parking shall be provided and maintained in accordance with the requirements set out in General Provisions of Commercial Zones and General Provisions for Industrial Zones to this by-law, and the following: • Exhibition, conference hall or auditorium: 1 parking space for every 6 fixed seats or 3 metres of open bench space, or portion thereof • Motor Vehicle Assembly Plant: 1 parking space for each 93 square metres of gross floor area, plus 1 parking space for each 31 square metres of gross floor area devoted to accessory office, retail, or educational uses.	No Variance required	No Variance required

(1) Proposed 9.0m is in alignment with M2 zoning provisions.

Section 45 of the Planning Act

It is Arcadis's opinion that the requested variances meet the four (4) tests under Section 45 of the Planning Act, as described below:

1. *The variance maintains the intent and purpose of the Official Plan:*

Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted on April 28, 2022. The ROP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. The ROP designates the subject site as *Employment Area* on Schedule E-4 and within the *Pearson Airport Hub (Zone 14) Provincially Significant Employment Zone (PSEZ)* on Figure 12 of the ROP.

The PSEZ is a designation outlined by the Growth Plan for the Greater Golden Horseshoe (Growth Plan) which provides protection over employment lands. This designation ensures that lands with access to good movements and corridors are protected for employment uses by the Minister of Municipal Affairs and Housing. Lands designated within a PSEZ are to be further protected for employment uses.

The *Employment Area* designation of the subject site within the ROP seeks to protect and support existing and future *Employment Areas* in the vicinity of the Pearson International Airport and major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office, and ancillary facilities, as directed by policy 5.8.28 of the ROP. Policy 5.8.30 of the ROP directs municipalities to provide an appropriate interface between *Employment Areas* and adjacent non-employment areas to maintain land use compatibility.

As iterated above, both the Severed and Retained lands are proposed to continue to be designated and used as an Employment use, and as such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the ROP.

City of Brampton Official Plan

On November 1, 2023, City of Brampton Council passed By-law 195-2023 to adopt the Brampton Plan – a new Official Plan for the City of Brampton, pursuant to Section 17(22) and 17(23) of the Planning Act, R.S.O. 1990, c. P.13, as amended and is subject to approval by the Region of Peel in accordance with sections 17(2), 17(13) and 17(31) of the Planning Act.

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*. Industrial developments permit industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processes and related uses, limited office uses, limited services and retail uses, open space, and public and institutional uses. *Employment Areas* are appropriately situated near transportation infrastructure and the site's proximity to Lester B. Pearson International Airport, and the CP and CN Intermodal Terminals, which are identified as major transportation hubs, supports the movements of goods, and maintains the overall intent and purpose of the OP.

Policy 4.4.2.6 of the OP requires the City to provide land use opportunities of sufficient size to ensure adequate supply, range, and choice. The proposed Severance line was prepared in conjunction with a conceptual site plan to ensure adequate sizing of the parcel, and a range of employment uses

Policy 4.4.2.7 of the OP directs the City to promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial, and national transportation system, including airport, road, and rail facilities. This Policy illustrates the desire for industrial uses to be located in proximity to supporting infrastructure, which these Applications continue to support.

In summary, the proposed Severance and Minor Variance requests allow for the continued use of these lands as an Industrial use, abutting existing infrastructure and servicing that can support such uses in an area designated as such. Furthermore, as noted in the Transportation and Servicing Memorandums accompanying this Application, both the Severed and Retain Parcels will be able to function independently from one another. As such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the Brampton OP.

Airport Intermodal Secondary Plan

The Airport Intermodal Secondary Plan boundaries are North Park Drive and Cottrelle Boulevard to the north, the municipal boundary to the south, Finch Avenue, Goreway Drive and Humberwest Parkway to the east, and Torbram Road to the west. The subject site is situated at the northern tip of the Secondary Plan and designated as *General Employment 1*.

A broad range of industrial uses are permitted within this designation including but not limited to: warehousing and storage of goods, manufacturing, processing, repair and service operations (excluding motor vehicle body shops), and outdoor storage areas as accessory to an industrial use. There are no other detailed permissions within the Secondary Plan which pertain to this designation or the subject site.

The requested variance does not interfere with the requirements within this designation nor the Secondary Plan. The relief requested pertains to the setback requirements within the Site Specific Zoning By-law which are not replicated or contained within the Official Plan or Secondary Plan, and as such, the general intent and purposes of the Airport Intermodal Secondary Plan is maintained.

2. The variance maintains the intent and purpose of the Zoning By-law:

Through the City of Brampton Zoning By-law 270-2004 (ZBL), the entirety of the lands are zoned as *M2-305 (Industrial)*. Within this zone, manufacturing, cleaning, packaging, processing, repairing, assembly of goods, foods or materials including a motor vehicle repair shop, and a motor vehicle body shop are permitted. Exception 305 relates mainly to setback requirements to provide buffer and mitigation measures from surrounding areas and the existing manufacturing plant on the subject site.

This Minor Variance Application seeks to relieve the entirety of the Severed and the Retained parcel of the large setback requirements on the west side, to permit a future redevelopment of the Severed parcel for employment purposes, while ensuring appropriate setbacks, buffer zones, and mitigation measures are provided and/or maintained. It should be noted that any future proposed development on the Severed parcel, as well as requisite landscape buffers and plantings proposed in the by-law refinements above would largely serve as a replacement of the western-facing berm, creating the same buffer requirements which exist today in a different form.

The following section identifies all of the specific provisions that this Application seeks to obtain Minor Variance for, as well as a description of how removing these provisions will continue to comply with the general intent of the Zoning By-law:

305.2(a)(4)

In lieu of provision **305.2(a)(4)**, it is proposed that the setback from Torbram Road be reduced from 255.0 m to 9.0 m.

It is our understanding that this provision was included to mitigate noise and air quality impacts to the residential uses to the west from the existing Stellantis manufacturing use. It should be noted that no changes are proposed to Stellantis manufacturing plant at this time. Any proposed reduction to the 255.0 m, accompanied and approved in tandem with a Consent to Sever Application does not change anything on the Stellantis manufacturing use in its current location and form, and as mentioned in the RWDI Memorandum, all applicable MECP limits for this use continue to be met. The removal of the 255.0 m setback would form part of the new development envelope for the Severed parcel, and any future building will provide the same, if not improved mitigation from a distance perspective given the anticipated height of any future building. The proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, creating a visual screen to any new proposed buildings, and the trucking prohibitions along Torbram largely drive the Torbram frontage to be the vehicular parking lot for any future development, mandating that all loading occurs on the eastern limits of the Severed parcel. As such, the proposed variance to reduce the existing 255.0 m setback fronting Torbram continues to meet the intent and purpose of the Zoning By-law, as the mitigation measures currently in place will largely be replicated by any future development of the Severed parcel.

305.2(c)(2)

In lieu of provision **305.2(2)(i-iv)**, it is proposed that the minimum width of 75.0 m be reduced to 9.0 m, and that the requirement for a continuous, uninterrupted bermed strip be removed and replaced with a landscape buffer.

Similar to above, it is our understanding that this provision was included in an effort to mitigate noise and visual impacts to the residential uses to the west. As mentioned above, the 75.0 m wide berm currently existing comprises a part of the 255.0 m setback identified in 305.2(a)(4). Any proposed redevelopment of the Severed parcel would necessitate the removal of the 75.0 m wide berm, as the form and function of the berm would effectively be replaced by a warehouse-style building use. Furthermore, it is understood that visual screening from Torbram Road to any new proposed development of the Severed parcel is paramount, and as such, a 9.0 m landscape buffer is proposed to be provided, which would be sodded and planted with vegetation; be planted with coniferous plantings to provide

a visual screen; and, provide screened site lines from the west side of Torbram Road. Similar to the justification provided above, the proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, and current City of Brampton trucking prohibitions along Torbram Road necessitate loading to occur on the eastern limits of the Severed parcel, internal to the site and away from the residential uses to the west. As such, the proposed variance to remove the requirement for the existing 75.0 m berm fronting Torbram Road and replace it with a 9.0 m landscape buffer with similar planting conditions as exists today, continues to meet the intent and purpose of the Zoning By-law.

305.2(c)(3)

In lieu of provision **305.2(c)(3)**, it is proposed that the minimum distance for the berm fronting the intersection of Torbram Road and North Park Drive be not more or less than 145.0 m east of Torbram Road to accommodate for an independent access off of North Park Drive, and maintain the intent of the berm at this corner of the site. There are no changes proposed to the width of the berm, or the remaining distances as specified in Provision 305.2(c)(3).

Similar to above, it is our understanding that this berm was included to provide mitigation and site line screening measures for land uses to the north and west. It is intended to continue to exist, albeit altered slightly, to permit for a trucking access off North Park Drive while continuing to provide mitigation and site line screening measures for the Severed parcel loading area, and current activities on the Retained parcel. As such, the proposed variance to alter the length of the berm fronting the northwest corner of the site continues to meet the intent and purpose of the Zoning By-law.

3. The variance is desirable and appropriate:

The variances seek to facilitate a future redevelopment of the requested Severed parcel. Should Committee approve this application, the severed parcel can be better utilized for additional employment uses that will have access to existing infrastructure, services, as well as continue to provide a buffer between the existing manufacturing uses and the surrounding neighbourhoods. Through the Growth Plan, the Provincial Government seeks *Employment Areas* to be protected and best utilized for employment uses, permitting this will increase the density of existing employment uses as desired by the Provincial Government, Region of Peel, and the City of Brampton.

The Severance and accompanying Minor Variance Applications will also facilitate the redevelopment of the Severed parcel in the future. Currently the lands are an otherwise underutilized parking lot and buffer, and the requested variances will facilitate the creation of a new lot for new future industrial / employment related uses. A preliminary Conceptual Site Plan was developed to illustrate the feasibility of development, demonstrating significant new Employment use space. In addition, accompanying Memorandums demonstrate how the site could be serviced and accessed independently, and how its development would not create negative impacts from a noise or air quality perspective.

Relieving the Retained parcel of the identified site-specific zone requirements and severing the site will allow for a fulsome redevelopment of the western portion of the site, allowing the Torbram frontage to have a more active frontage and be incorporated into the streetscape while continuing to respect the existing Stellantis plant. This will provide the City and surrounding neighbourhood a fulsome design fronting Torbram Road acting as an impactful buffer to the existing manufacturing plant.

The zoning requirements that are being requested to be modified were in place to provide a buffer between sensitive land uses and the facilitation of these applications will still yield the same result, however, one that improves

utilization of existing land, infrastructure and servicing providing additional employment opportunities within the City of Brampton. As such, the proposed variances are appropriate and desirable, and reflective of good planning.

4. The variance is minor in nature:

This Minor Variance Application continues to support the current OP designation being an Employment Area and Industrial land use, and does not alter any of the roles and or functions of the M2 zone, while creating a new zoning compliant lot for permitted employment related uses. Minor modifications are proposed to site specific requirements that are largely associated with mitigation measures from the activities on the Retained parcel, which, as demonstrated in the accompanying Memorandums, will continue to be provided for once the Severed parcel is redeveloped. Furthermore, any future development on the Severed parcel will be subject to planning and development approvals with the City of Brampton at which time site specific matters could be addressed.

As such, the requested variances being sought to (1) reduce the Torbram Road setback from 255.0m to 9.0m; (2) remove the requirement for the Torbram Road berm and replace it with a 9.0m with a landscape buffer; and (3) reduce the minimum distance for a berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road; continue to serve both the purposes and intents of the OP and the Zoning By-law, are appropriate and desirable, and are minor in nature.

Summary and Conclusion

It is Arcadis' opinion that the requested variances are consistent with the overall direction of the Provincial Policy Statement (2020), and conform to the Regional Official Plan, and the Brampton Official Plan. In addition, the proposed variances meet the four (4) tests of Section 45(1) of the Planning Act both individually and collectively, as they:

- Maintain the general intent and purpose of the Official Plan;
- Maintain the general intent and purpose of the Zoning By-law;
- Are desirable for the appropriate development and use of the land; and,
- Are minor in nature.

Should you have any questions or require any additional information please do not hesitate to contact the undersigned.

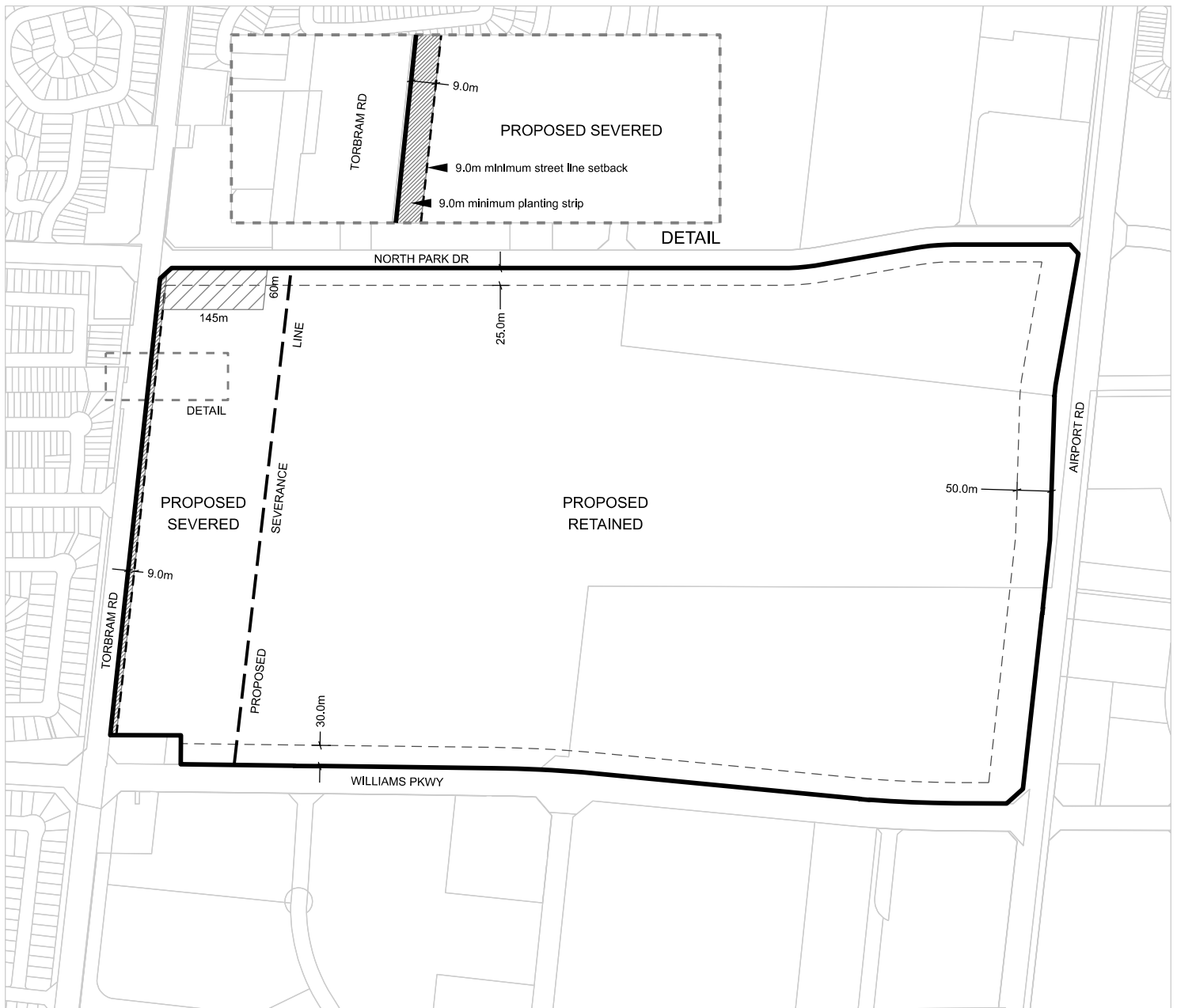
Sincerely,
Arcadis Professional Services (Canada) Inc.

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

Appendix A

Schedule of Requested Variances

SCHEDULE 'A'



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, uninterrupted planting strip save and except for where vehicular access(es) is provided

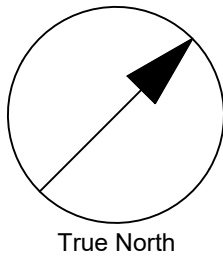


Minor Variance to M2-305.2(c)(3) to permit a landscape buffer at a minimum width of 60.0m along North Park Dr for a minimum distance of not more or less than 145m east of Torbram Rd

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix B

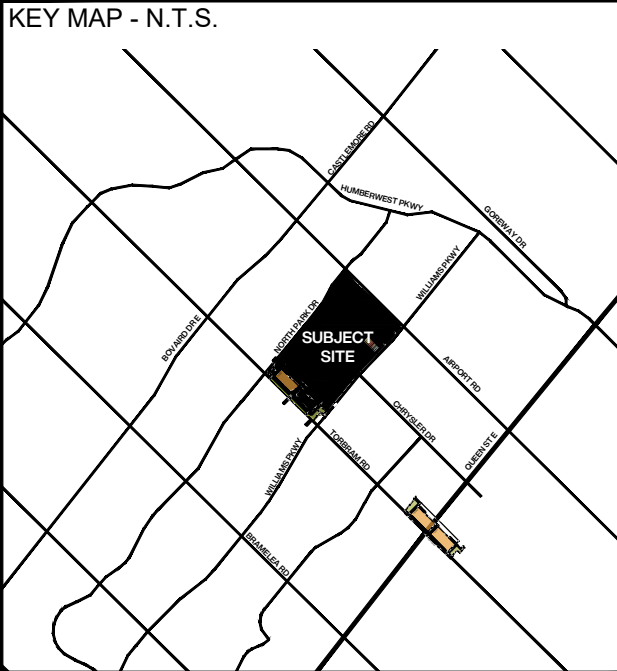
Conceptual Site Plan and Proposed Severance Plan



Conceptual Site Plan
2000 Williams Parkway
PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACIOUS)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEELE

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Site Boundary
Lot Severance

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

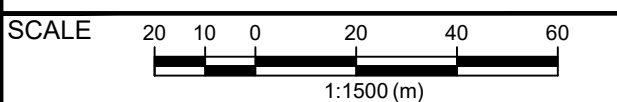
Zoning	M2 - SECTION 305	
Minimum Street Line Setback:	Required	Proposed
(1) from North Park Drive:	25.0 m	69.97 m
(2) from Airport Road:	50.0 m	-
(3) from Williams Parkway:	30.0 m	92.15 m
(4) from Torbram Road:	255.0 m	31.00 m

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

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).



PROJECT NO:
143132

DRAWN BY:
JS

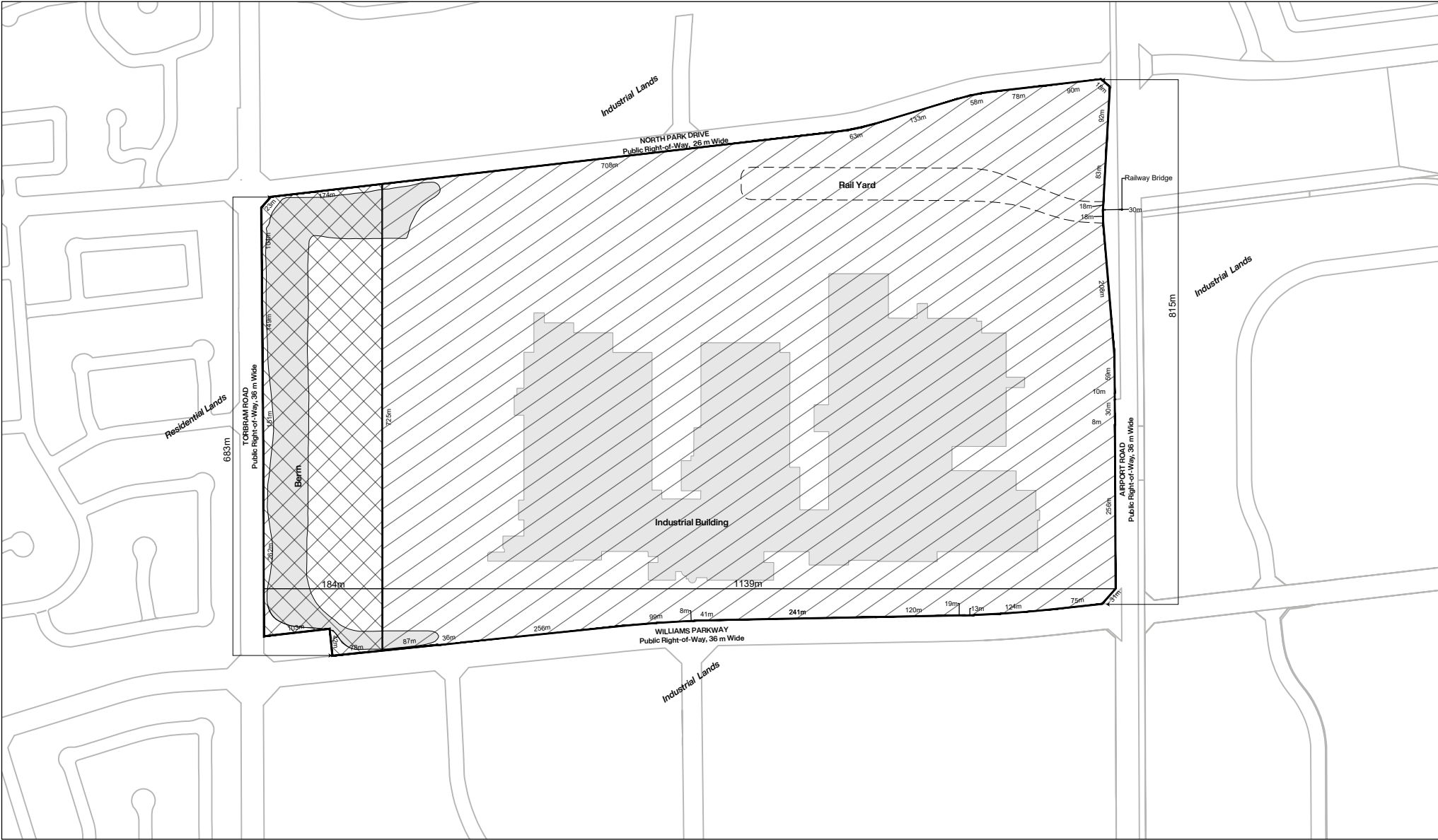
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SA

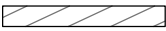
SHEET TITLE
Conceptual Site Plan Revision

SHEET NUMBER
01

ISSUE
01

2000 Williams Parkway - Severance Sketch



-  Severed Land (12.97 ha)
-  Retained Land (85.68 ha)



Committee of Adjustment
City of Brampton
April 19, 2024

Appendix C

Civil Engineering Servicing Memorandum prepared by 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
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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

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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

1 Introduction 1

 1.1 Background..... 1

 1.2 Existing Site Description 2

 1.3 Existing Grading 2

2 Proposed Severance 2

 2.1 New Service Connections..... 2

 2.2 Storm Servicing and Stormwater Management..... 3

 2.3 Sanitary Servicing..... 3

 2.4 Water Supply Network 4

 2.5 Earthworks 4

 2.6 Utilities 4

Appendices

- 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

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

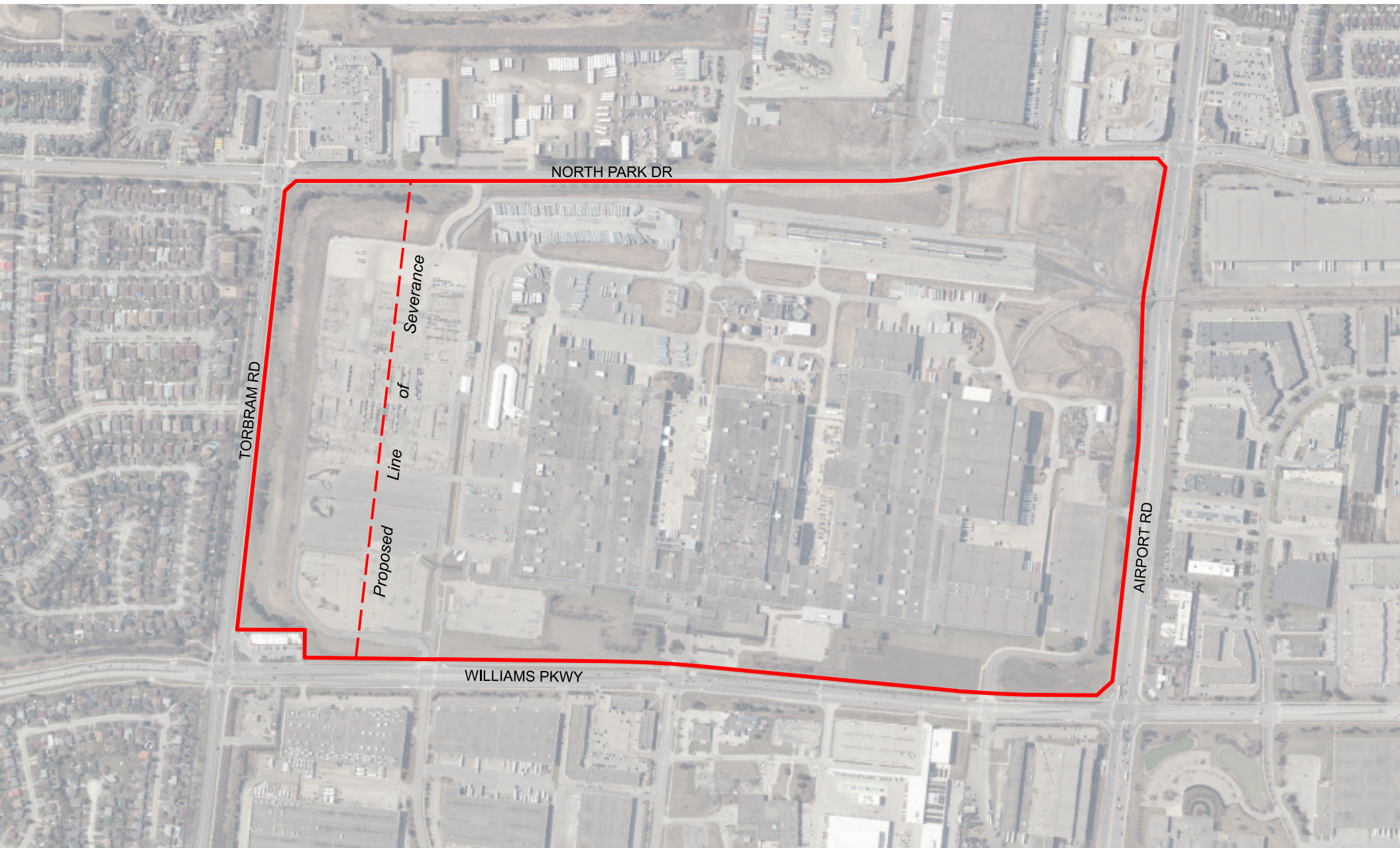
It should be noted that the 32 acre (12.9 ha) severance is surrounded by an existing berm approximately 8.0 m - 10 m in height. The volume of this berm is approximately 360,000 m³ of soil. Please refer to the Preliminary Berm Volume Calculations in **Appendix A**.

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

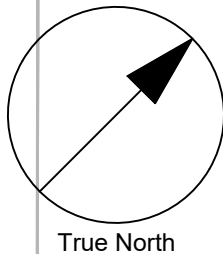
WILLIAMS PKWY

AIRPORT RD

— 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 CHINGUACOUSBY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEELE

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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

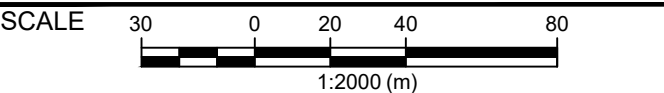
*Note: File "GLS-1000-1_FwdClient" used for survey

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

#	DATE	BY	DESCRIPTION
DRAWING ISSUE RECORD			

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

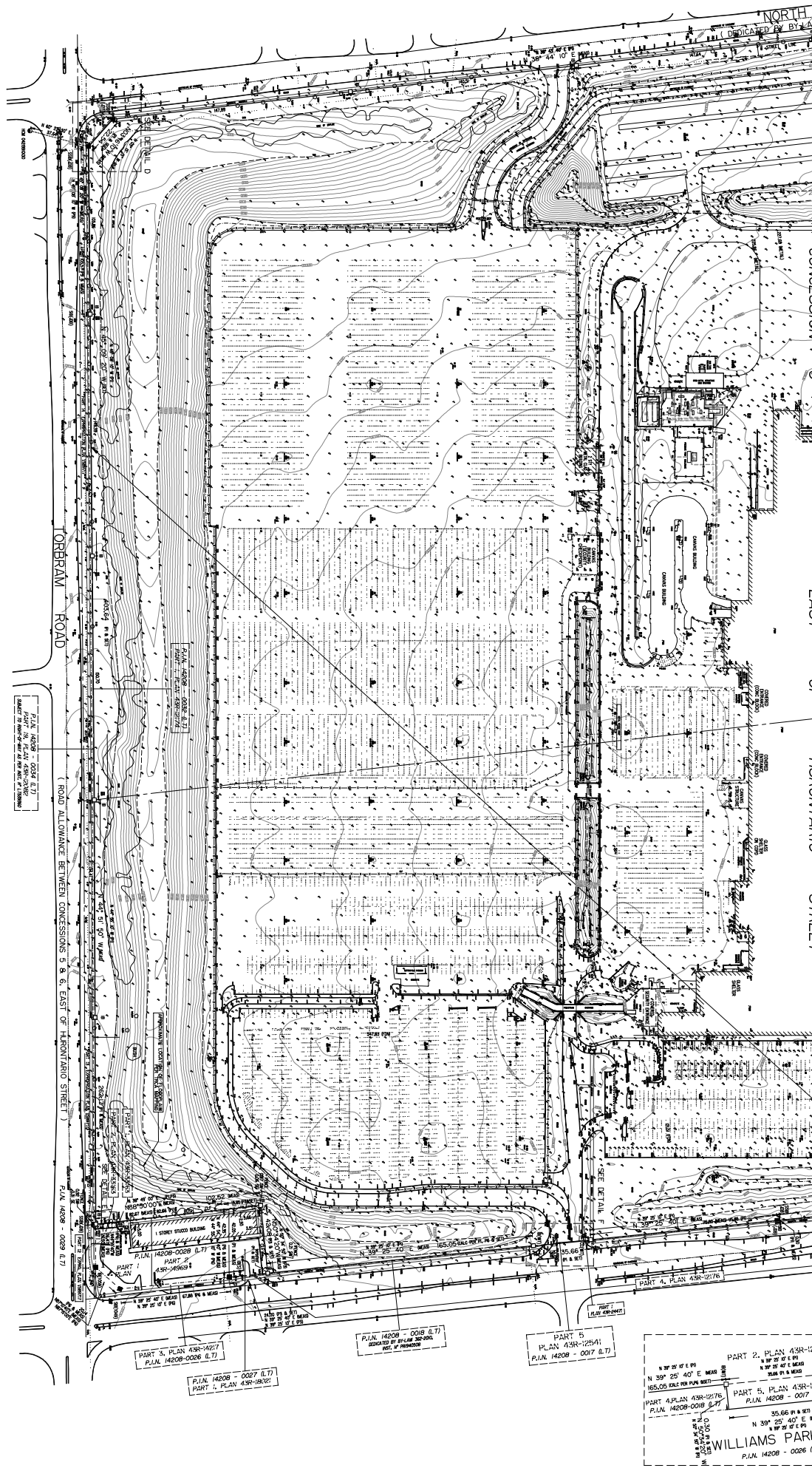
BENCHMARK
BEARINGS ARE GRID, DERIVED FROM OBSERVED
REFERENCE POINTS (ORP's) A AND B BY REAL TIME
NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS)
(2010.0).



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

SHEET TITLE
DRAFT SEVERANCE PLAN

SHEET NUMBER 01	ISSUE 03
--------------------	-------------



PLAN 43R-0006 - 0006 (L.T.)
PART 6, PLAN 43R-0006
PART 6, PLAN 43R-0006

TORBRAM ROAD

ROAD ALLOWANCE BETWEEN CONVECTIONS 5 & 6, EAST OF HORIZONTAL STREET

PLAN 43R-0008 - 0008 (L.T.)

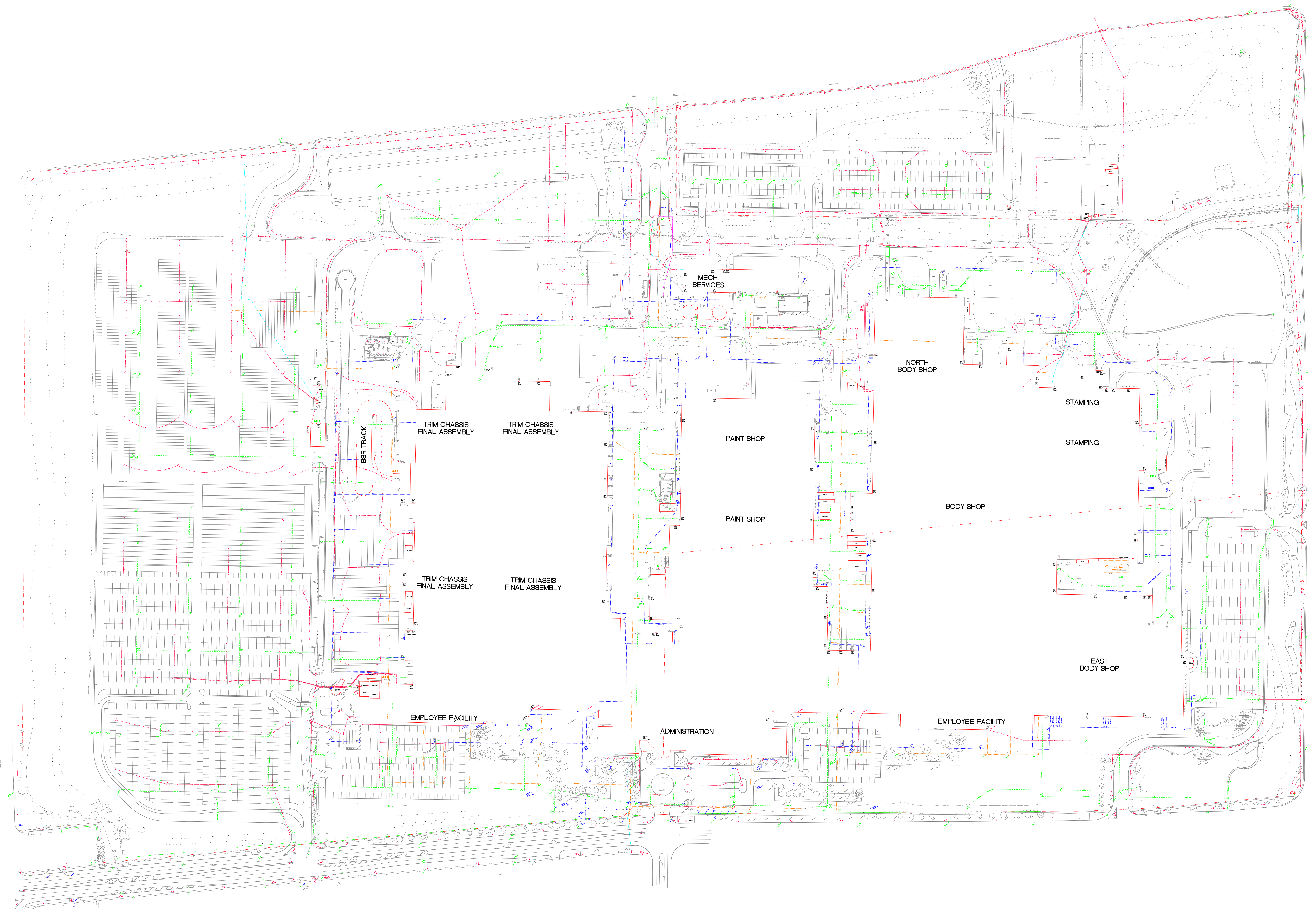
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PLAN 43R-0003 (L.T.)

PLAN 43R-0007 - 0007 (L.T.)
PART 4, PLAN 43R-0007

PLAN 43R-0008 - 0008 (L.T.)
PART 5, PLAN 43R-0008
PART 5, PLAN 43R-0008

PART 5
PLAN 43R-0005
PLAN 43R-0005 (L.T.)

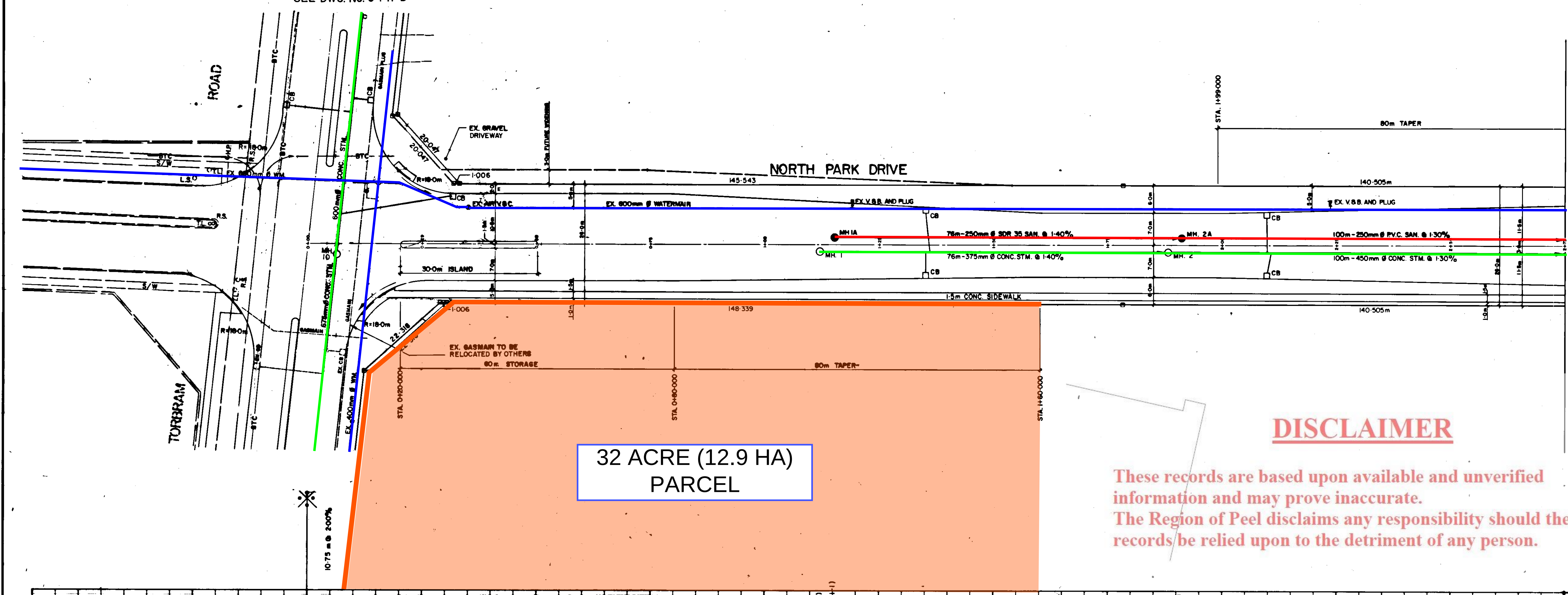
PART 2, PLAN 43R-0002
PLAN 43R-0002 (L.T.)
PART 5, PLAN 43R-0005
PLAN 43R-0005 (L.T.)
WILLIAMS PARK
PLAN 43R-0006 - 0006 (L.T.)



NORTH PARK DRIVE

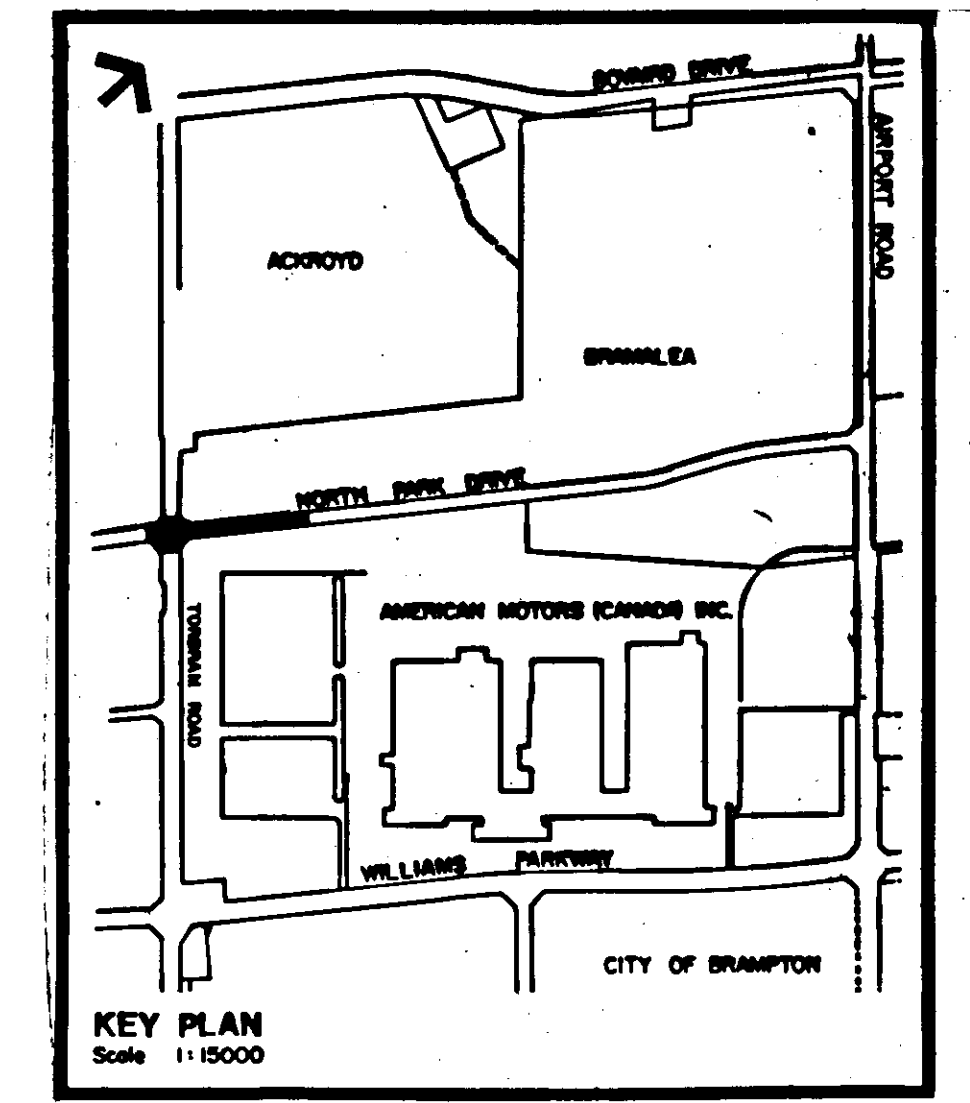
NOTE
1. FOR LOCATIONS OF LIGHT FIXTURES, HANDWELLS, ETC. SEE DWG. K3-10-5
2. FOR LOCATION OF CURB DEPRESSIONS REFER TO DWG. K3-10-5

SEE DWG. No. 9441-D



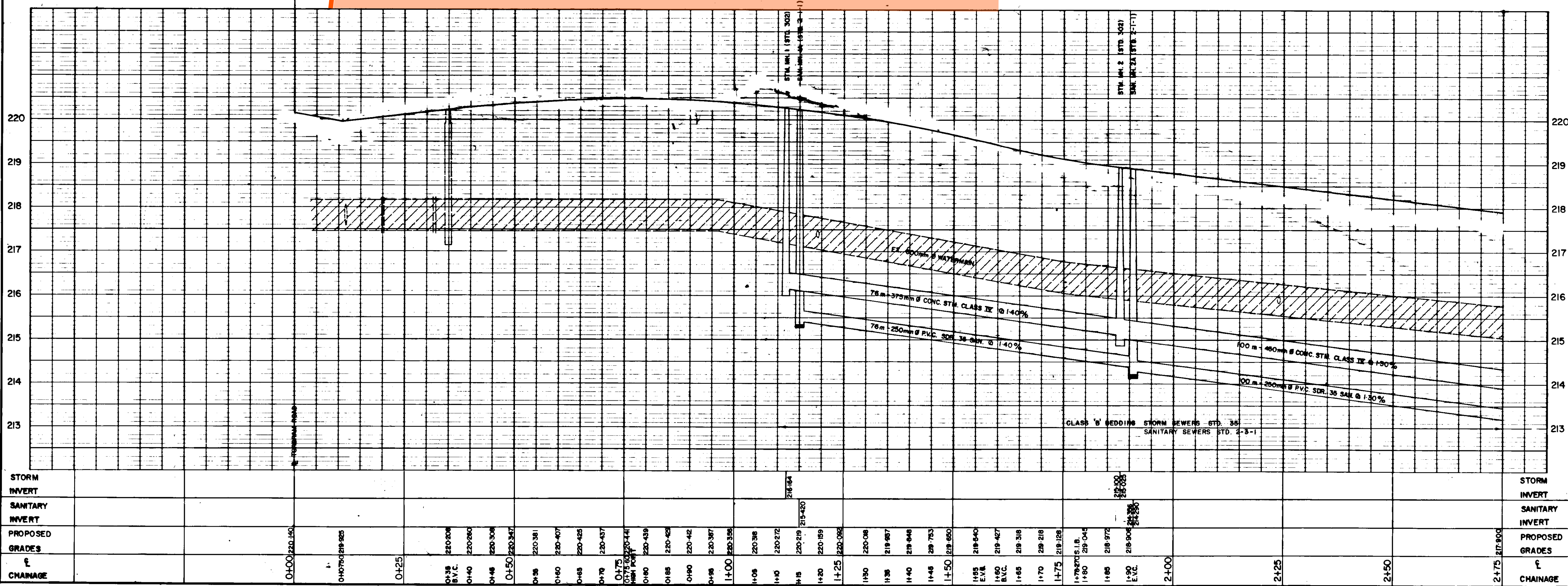
DISCLAIMER

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- NOTES (CITY OF BRAMPTON)
- CONCRETE PIPE SHALL BE 15' (4.57m) LONGER THAN THE C-14-84, CONCRETE PIPE 15' (4.57m) LONGER SHALL BE CITY CLASS 11.
 - ALL CONCRETE SEWER PIPES SHALL HAVE RUBBER GASKET JOINTS.
 - ALL SEWERS SHALL BE CONFINED WITHIN THE TRENCH AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
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 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
- NOTES (REGION OF PEEL)
- ALL P.V.C. PIPE SHALL BE 15' (4.57m) LONGER THAN THE C-14-84, CONCRETE PIPE 15' (4.57m) LONGER SHALL BE CITY CLASS 11.
 - ALL SEWERS SHALL BE CONFINED WITHIN THE TRENCH AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
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 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.
 - SHALL BE OPEN TO THE AIR AT REGULAR INTERVALS AS SHOWN.

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. K-3-156 222.629 m



No.	By	Date	Revision	Checked
2	C.W.	28-1-88	AS CONSTRUCTED	J.R.
1	A.T.	5-7-85	TENDER SET	J.R.

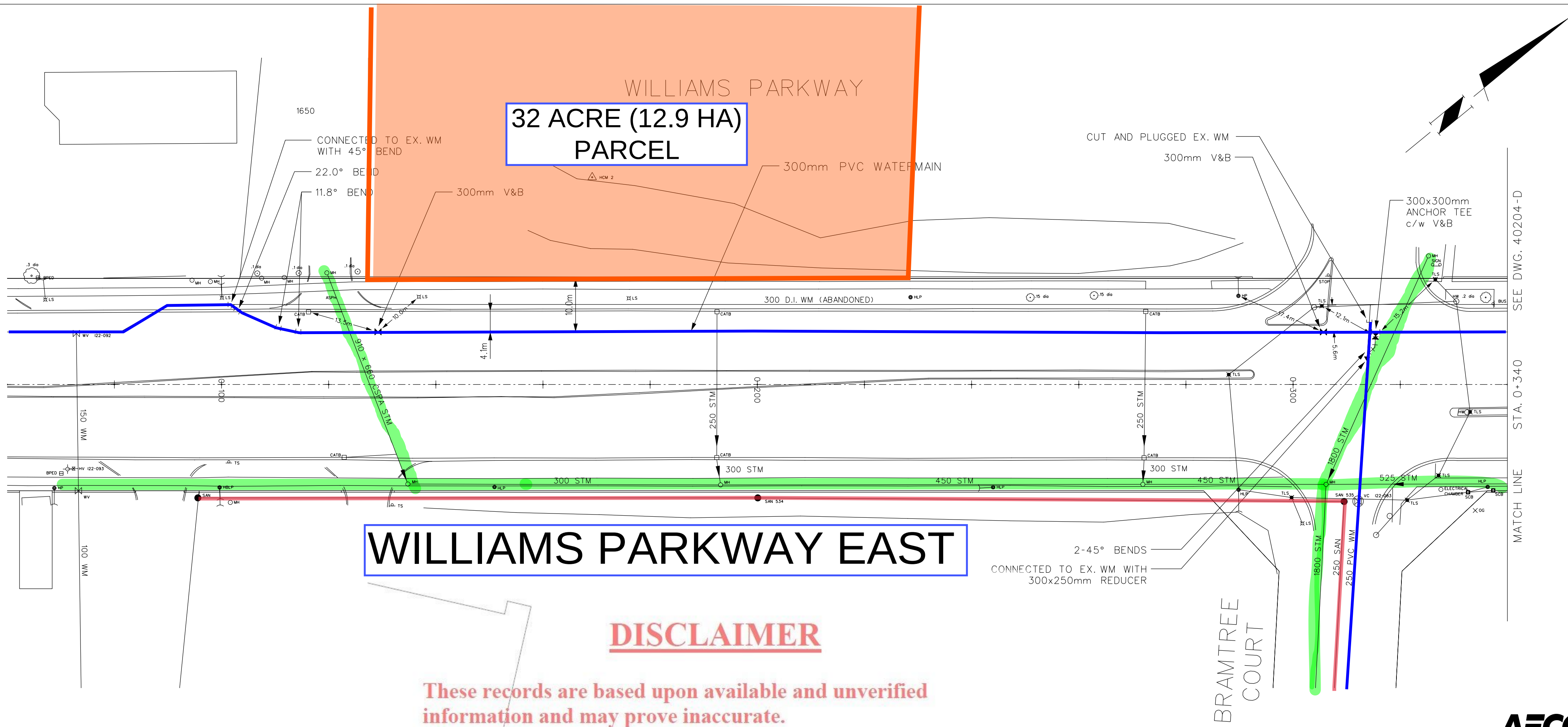
CITY OF BRAMPTON
ENGINEERING DEPARTMENT
COMMISSIONER OF PUBLIC WORKS L.T. KOENIG P. ENG.

Johnson Sustrunk Weinstein + Associates
250 Martin St., Toronto, Ont. M4B 1B2

Project 84-53 DWG No.

NORTH PARK DRIVE 0+00 TO 2+75	
Surveyed By JDB / K.M. Date DEC. 1984	Contract No. 85-117
Drawn By BVV / TVV Checked By J.R.	Drawing No. 9442-D
Designed By J.R. Checked By A.T.	Sheet No. 10
Scale: v 1:50 h 1:500 Date MAY 1985	

9442-D



WILLIAMS PARKWAY EAST

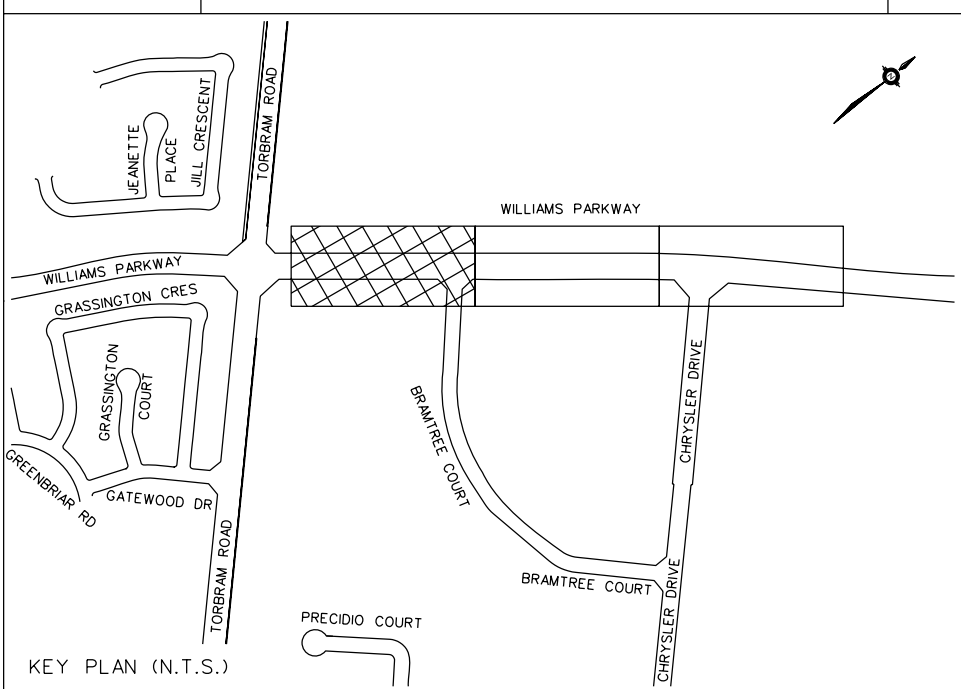
DISCLAIMER

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AECOM

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

REVISIONS		
DATE	DETAILS	INIT.
16/06/2010	ISSUED FOR TENDER	S.J.
11/08/2010	ISSUED FOR CONSTRUCTION	S.J.
04/12/2012	AS-BUILT	A.S.



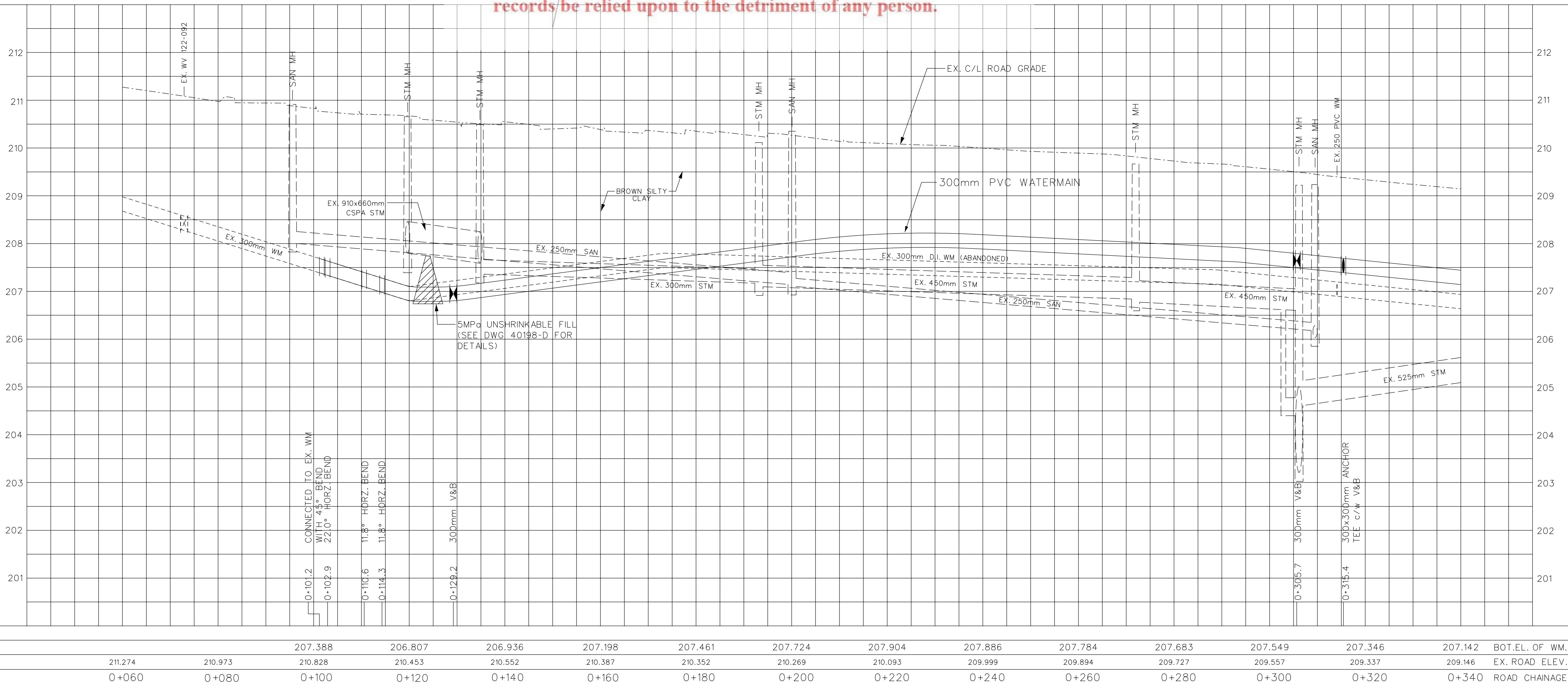
FOR GENERAL NOTES AND DETAILS SEE
DRAWING No. 40198-D

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 IMBEL 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.	



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

10m 0 10 20 30m HORIZONTAL SCALE

1m 0 1 2 3m VERTICAL SCALE

Region of Peel

Working for you

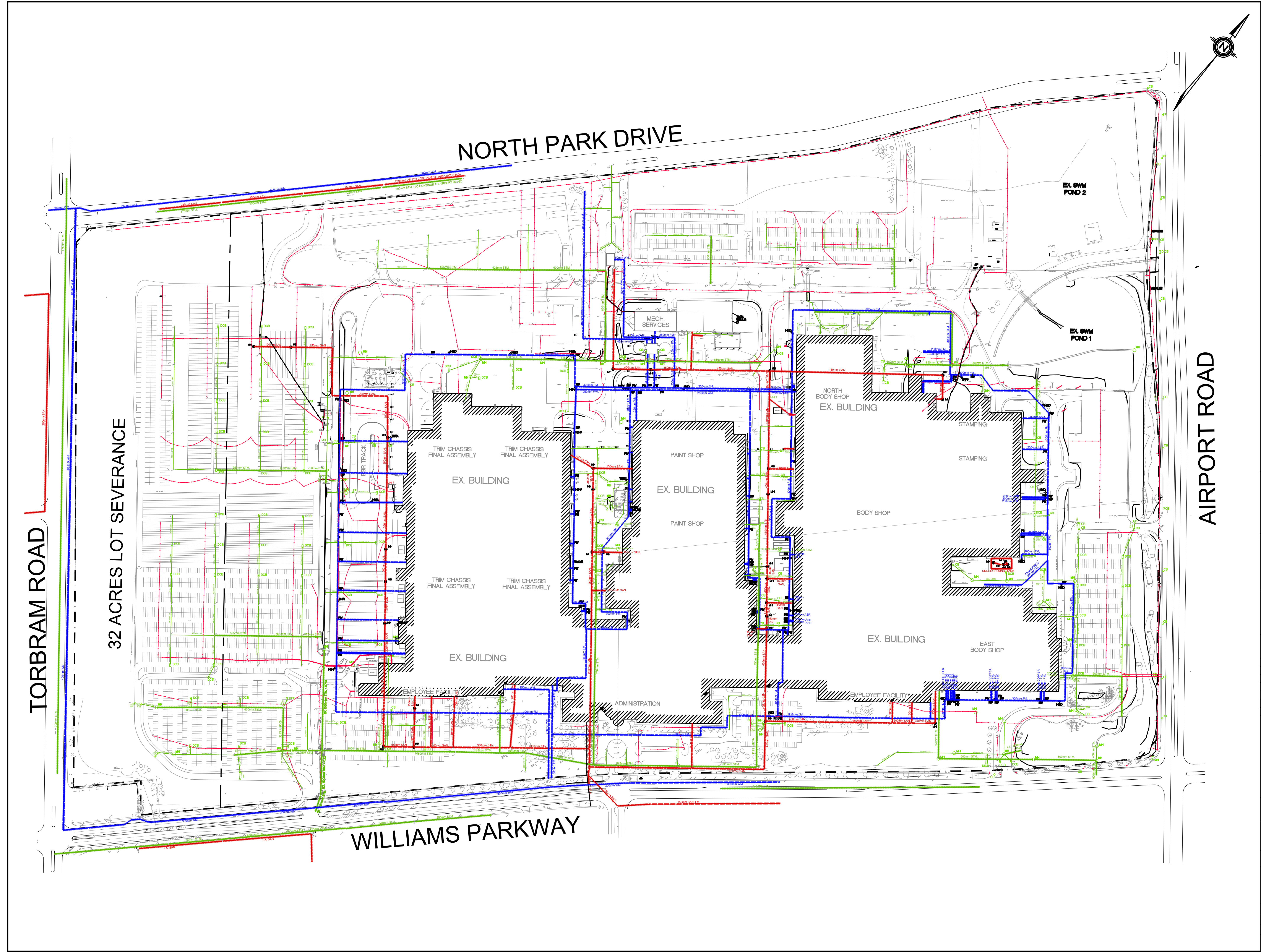
WILLIAMS PARKWAY

(FROM TORBRAM RD. TO CHRYSLER DR.)

PROP. 300mm PVC WATERMAIN

STA. 0+101.2 TO STA. 0+340

CAO Area	Area B-20	Project No. 09-1345
Checked 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:			
2	ISSUED FOR DISENTANGLEMENT STUDY	APR 12, 2024	JU
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JU
NO.	REVISION	DATE	BY

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

2000 WILLIAMS PARKWAY
SP-XX-XX

EXISTING SERVICES FOR SITE

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



LEGEND

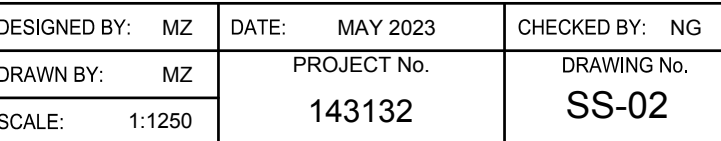
_____ | _____ | _____

□ □ □ □ □ □

SURVEYOR INFORMATION

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

EXISTING SERVICING FOR SEVERED LOT

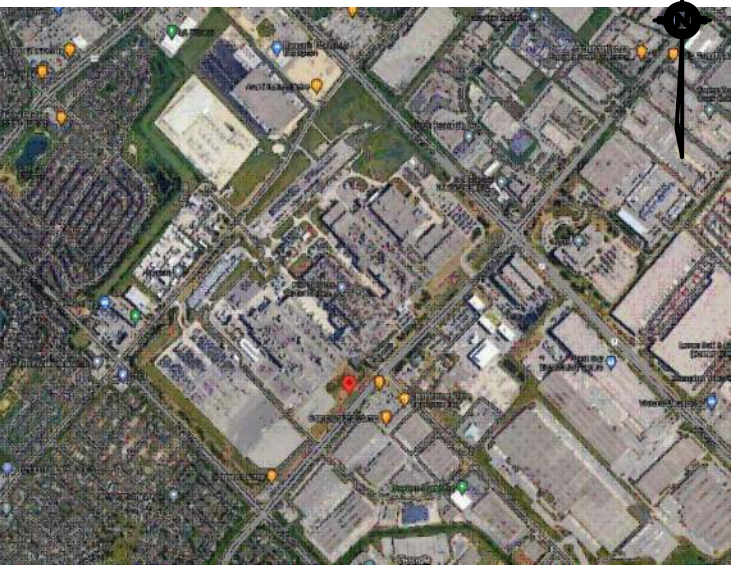
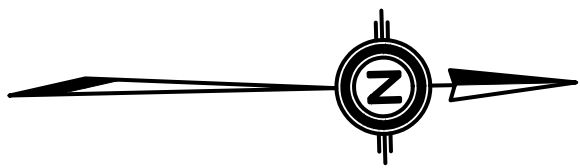
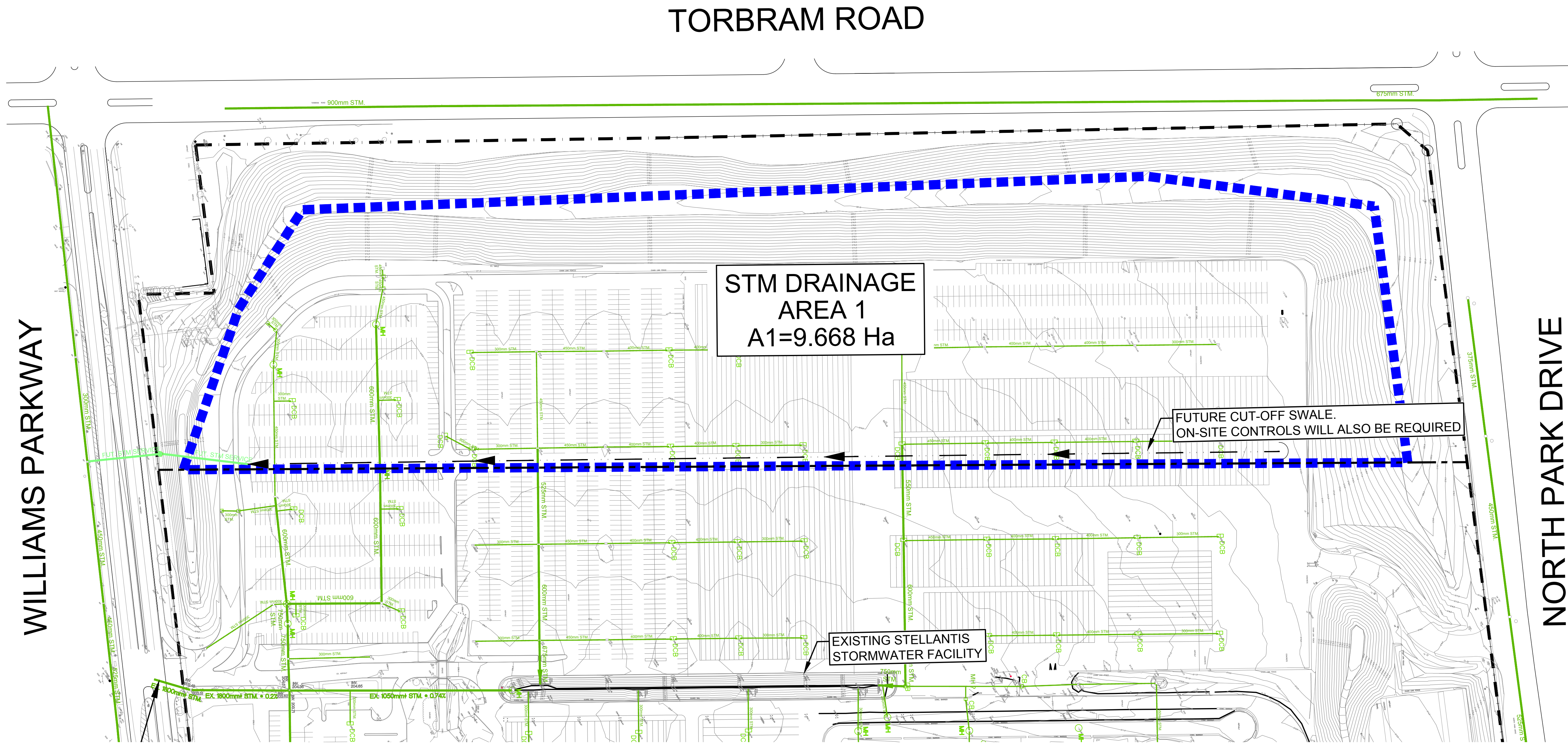


CHECKED BY: NO

DRAWING No.

SS-02

NORTH PARK DRIVE



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	JU
1	PRELIMINARY FOR DISCUSSION	MAY 18, 2023	JU

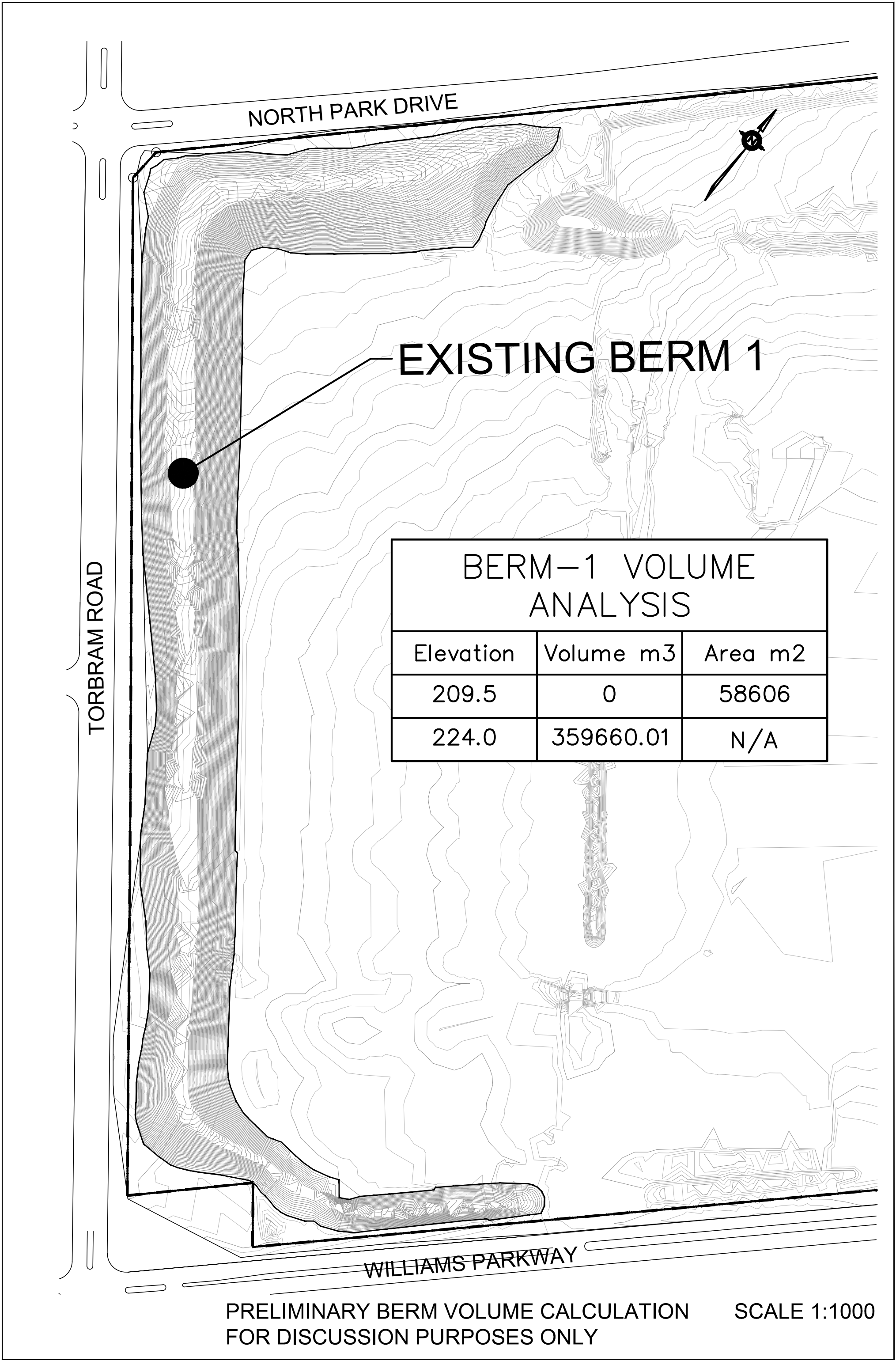
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

2000 WILLIAMS PARKWAY
SP-XX-XX

STORM DRAINAGE AREA PLAN



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



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

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.

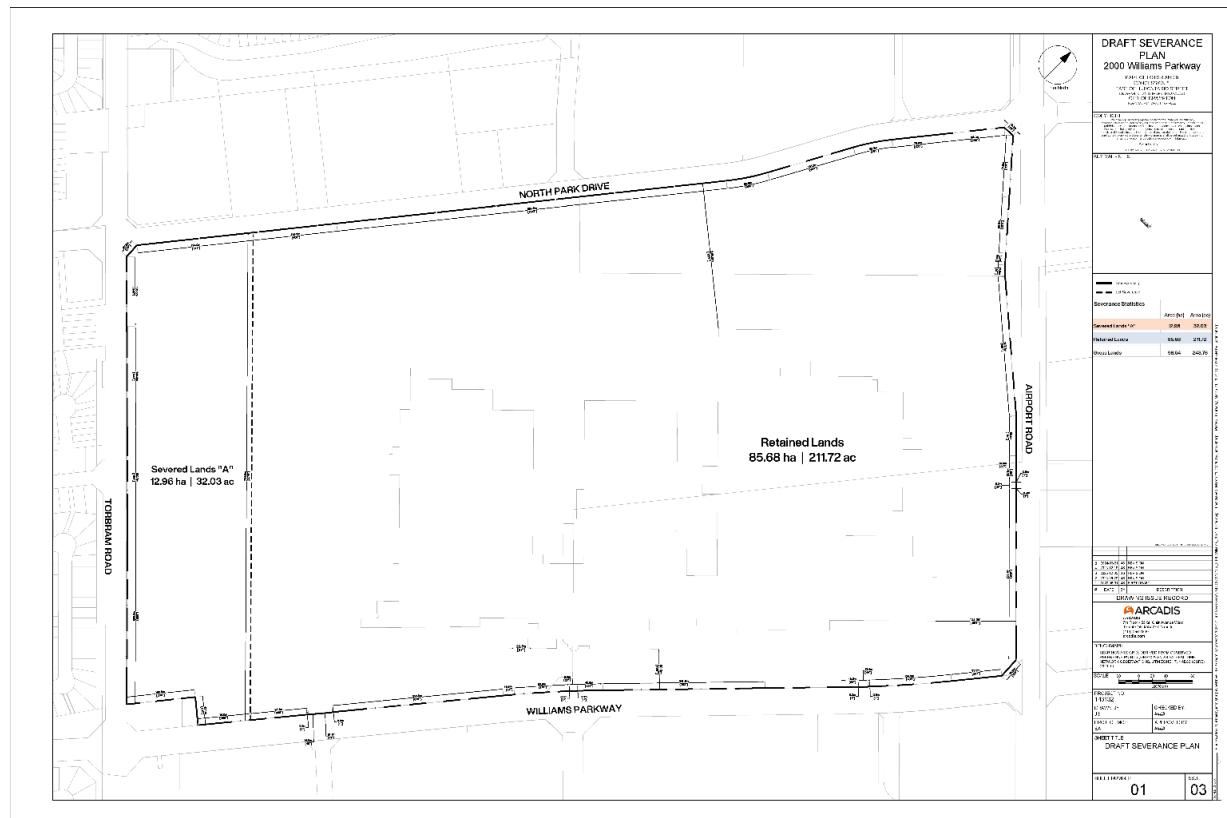


Figure 1 - Draft Severance Plan

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.

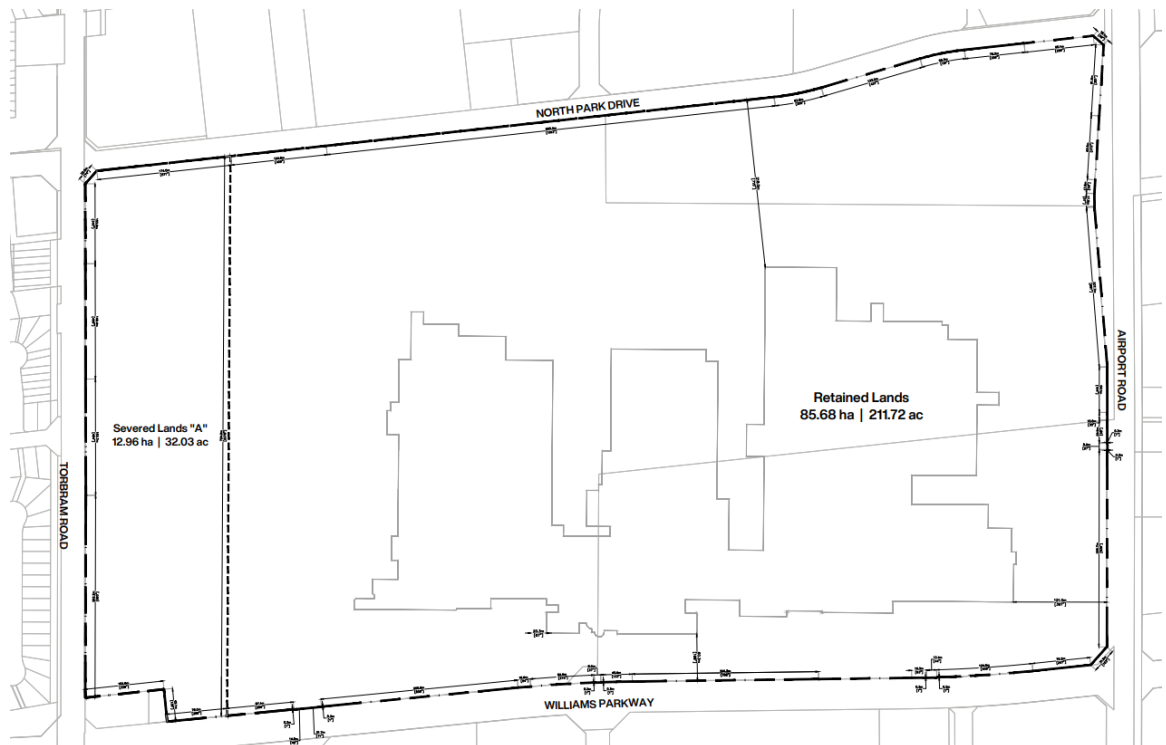


Figure 1: Lands to be Severed



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 environment 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.

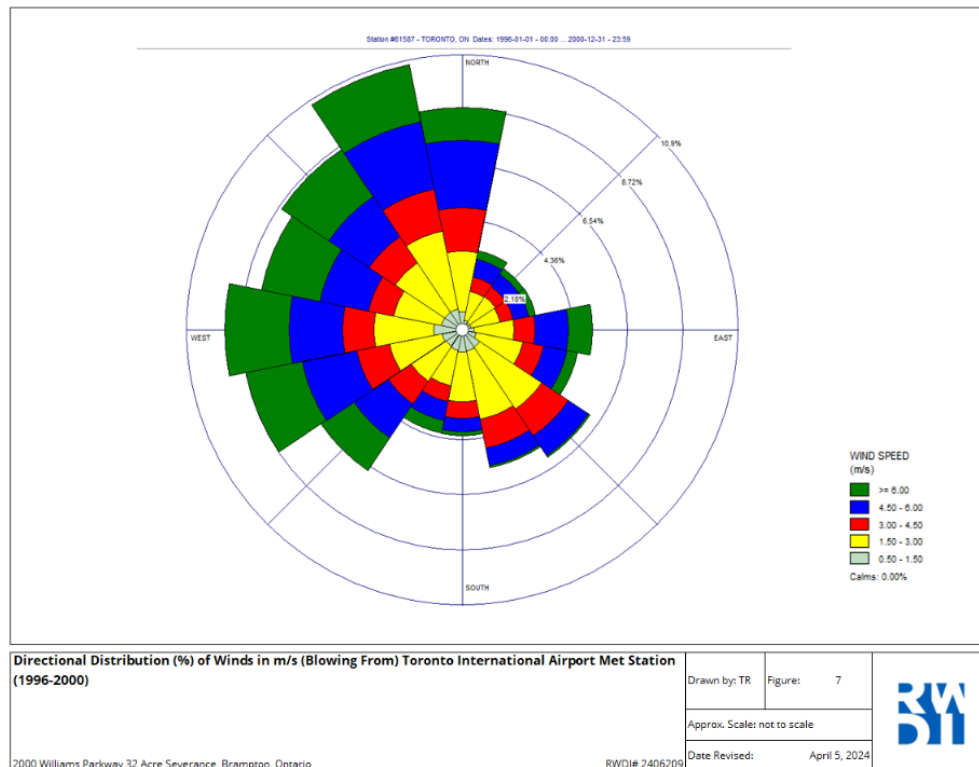


Figure 7: Windrose

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/hta

Attach.

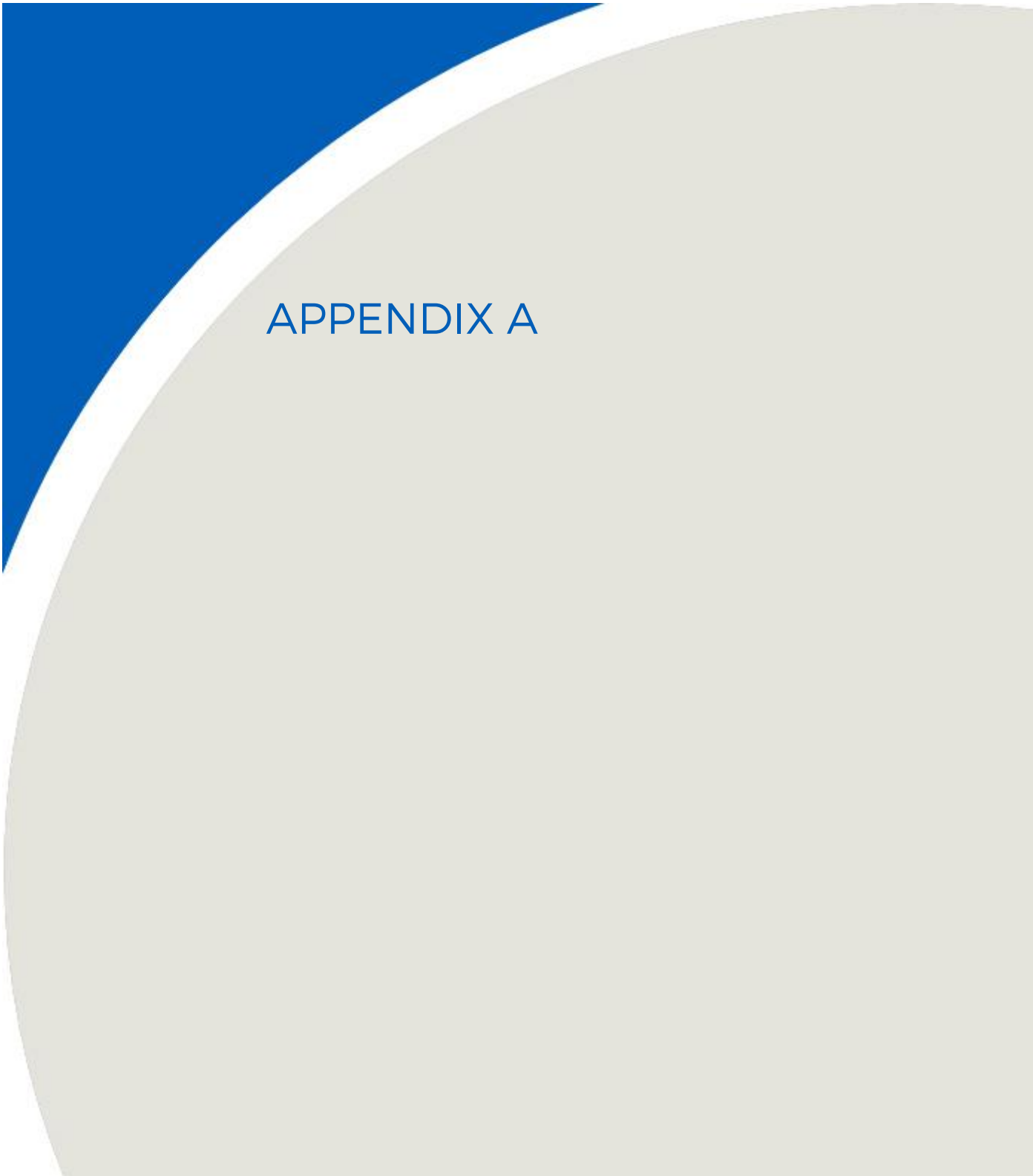


STATEMENT OF LIMITATIONS

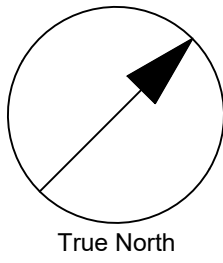
This report entitled “Air Quality and Noise Review – 2000 William Parkway Severance” was prepared by RWDI AIR Inc. (“RWDI”) for Arcadis Professional Services (Canada) Inc. (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project 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.

The graphic for Appendix A features a large, light beige circle on the right side of the page. To its left is a blue triangular shape pointing towards the top-left corner. A thin white curved line separates the blue shape from the beige circle. The text 'APPENDIX A' is centered within the beige circle in a blue, sans-serif font.

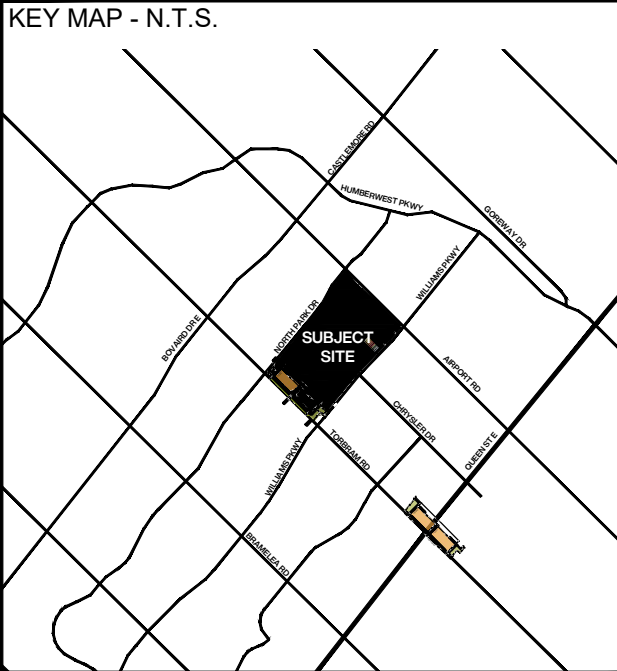
APPENDIX A



Conceptual Site Plan
2000 Williams Parkway
PART OF LOTS 8 AND 9
CONCESSION 6,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACIOUS)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEE

COPYRIGHT
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Arcadis Inc.
is a member of the Arcadis Inc. of companies



Site Boundary
Lot Severance

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

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

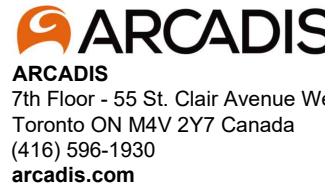
Loading	Required	Proposed
Over 14,000m2		5
1 Space per 9,300m2		5
Total	10	46

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

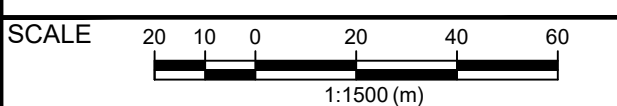
Zoning	M2 - SECTION 305	
	Required	Proposed
Minimum Street Line Setback:		
(1) from North Park Drive:	25.0 m	69.97 m
(2) from Airport Road:	50.0 m	-
(3) from Williams Parkway:	30.0 m	92.15 m
(4) from Torbram Road:	255.0 m	31.00 m

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



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).



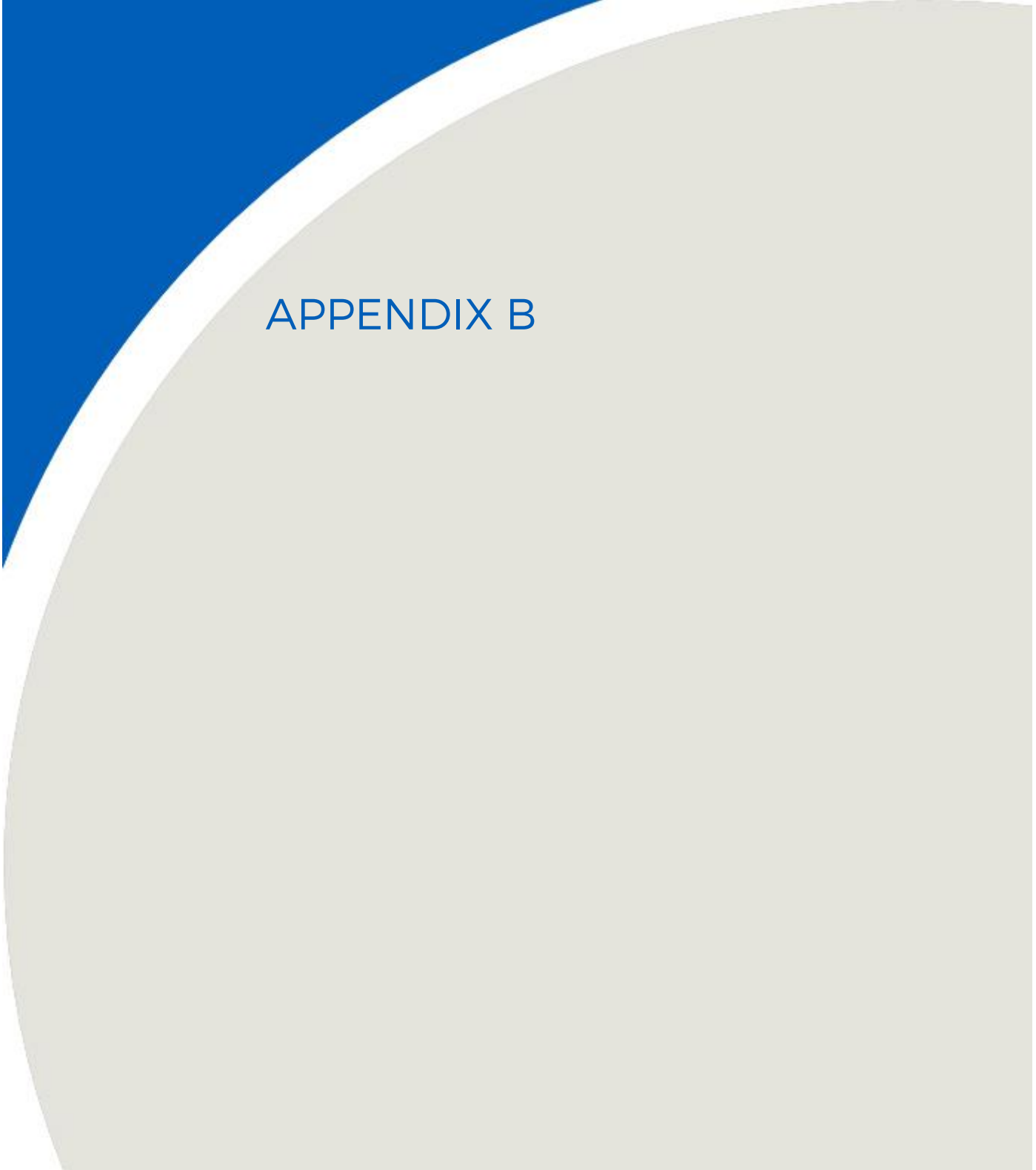
PROJECT NO:
143132

DRAWN BY:
JS
PROJECT MGR:
SA
CHECKED BY:

APPROVED BY:
####

SHEET TITLE
Conceptual Site Plan Revision

SHEET NUMBER
01
ISSUE
01

The graphic for Appendix B features a large, light gray circular shape on the right side of the page. To its left, a blue triangular shape is partially visible, separated from the gray circle by a thin white curved line. The text 'APPENDIX B' is centered within the gray area in a blue, sans-serif font.

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 (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr 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	Ref.	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	Ref.	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	Ref.	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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
	(m)	(m)	(m)			(Hz)	dB(A)	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	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