

ENVIRONMENTAL NOISE IMPACT STUDY  
“3054 HOMESTEAD DRIVE WAREHOUSE DEVELOPMENT”  
PART OF LOTS 5 CONCESSION 4  
3054 HOMESTEAD DRIVE & 9174 & 9166 AIRPORT ROAD  
MOUNT HOPE, ON  
NOW IN THE CITY OF HAMILTON

Prepared for:

FENGATE HOMESTEAD HOLDINGS LP  
c/o Urban Solutions Planning & Land  
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February 2023

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## **1.0 INTRODUCTION**

dBA Acoustical Consulting Inc. has been retained to provide a noise impact study on behalf of Fengate Homestead Holdings LP for lands located at 3054 Homestead Drive & 9174 & 9166 Airport Road, Hamilton, ON. Proposed for the development are four warehouse buildings.

The purpose of the study is to determine the noise impact of the proposed warehouse development from transport truck traffic utilizing the bay docks of each warehouse buildings (A, B, C & D). The noise study will address the transport truck movements and loading/unloading areas and recommend noise mitigation measures.

This study will assess noise impact pursuant to Ontario Ministry of the Environment, Conservation and Parks (MECP) in Publication NPC-300, provincial guidelines and recommend appropriate noise control mitigation measures within the proposed warehouse development to meet Publication NPC-300 entitled “Stationary & Transportation Sources-Approval & Planning guidelines. See attached Figure 1 Site Location.

## **2.0 SITE DESCRIPTION**

The proposed site is located on the south side of Homestead Drive and west of Airport Road West. To the north and east are residential properties. To the south and west in John C. Monroe Hamilton International airport. The proposed warehouse buildings will consist of 245 truck level doors, 887 typical spaces, and 30 trailer parking spaces.

## **3.0 STATIONARY NOISE (TRANSPORT TRUCKS)**

### **3.1 WAREHOUSE OPERATIONS**

The proposed warehouse site plan shows four warehouses (A, B, C, & D). The anticipated clients for the proposed warehouse buildings are expected to have truck deliveries 24 hours a day, 7 days a week. The transport truck modelling noted in Appendix “A” only addresses typical transport trucks as no transport trucks with reefers are proposed.

## **4.0 REGULATORY CONTEXT**

The MECP Publication NPC 300 - Stationary and Transportation Source Guidelines defines a point of reception/receptor as *“any point on the premises of a person where the sound or vibration originating from other than those premises is received.”*

The point of reception may be located on any of the following, or zoned for future use, premises including but not limited to the following: residential homes, hospitals, nursing/retirement homes, etc.

### **4.1 CLASS 1 NOISE LEVEL CRITERIA**

The areas surrounding “3054 Homestead Drive Warehouse Development” is indicative of a “Class 1 Area” (Urban) as defined in MECP Publication NPC-300, Stationary & Transportation Sources-Approval & Planning.

The applicable sound limits are the higher of:

- The existing ambient sound level; or
- The minimum values of Table 4.1. & and Table 4.1B

No restrictions apply to stationary sources if the one-hour equivalent sound exposure (Leq) is lower than the levels in the following Table 4.1A and Table 4.1B.

**Table 4.1A**  
Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA)  
Outdoor Points of Reception

Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00-19:00	50	50	45	55
19:00-23:00	50	45	40	55

**Table 4.1B**  
Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA)  
Plane of Window of Noise Sensitive Spaces

Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00-19:00	50	50	45	60
19:00-23:00	50	50	40	60
23:00-07:00	45	45	40	55

## 4.2 NOISE MODELLING

Due to the proximity of the proposed warehouses to the residential property's, we undertook noise modelling and mapping of the proposed site development relating to transport trucks and the noise impact on area residential properties. The following are the parameters inputted into the modelling program represents the worst-case scenario and the noise results and mitigation measures required to comply with the MECP in Publication NPC-300.

The attached acoustical modelling of the warehouse building proposed at 3054 Homestead Drive (the Facility), is based on information supplied by the current owner of the proposed warehouse development. The assumptions for the modelling are as follows:

- Daytime trucks (from traffic table forwarded by the client)
  - Building A: 6 trucks/hr
  - Building B: 5 trucks/hr
  - Building C: 2 trucks/hr
  - Building D: 5 trucks/hr
- Nighttime trucks at 50% of daytime totals (rounded up)
- All trucks are transport trucks (no refrigerated trucks)
- Assumes no extended idling at the site (5 min/hr/truck)
- HVACS
  - Included rooftop units at designated locations.
  - Assumed each would be a 5-ton cooling unit.

The MECP provides sound level criteria for the application at sensitive points of reception, and many locations on the sensitive property are assessed: an outdoor location (e.g., backyard) and a plane of the window for a noise sensitive space (e.g., bedroom window). For Class 1 Areas, the daytime (07:00 to 23:00) and night-time (23:00 to 07:00) and sound level criteria at all receptor locations and for daytime is 50 dBA and night-time is 45 dBA. Reference Tables 4.1 and 4.2.

The noise modelling was completed using the Cadna-A software, and the truck sources were each plotted as line sources with a moving point source. It was assumed that the on-site speed was 20 km/hr. Per the information noted above truck routes were plotted in the Cadna-A model, distributed among the truck bays. The truck bay locations were based on the Urban Solutions plan, dated January 6, 2022.

Note: STAMSON cannot be used directly in this assessment as it is intended for application to roads and highways and cannot be configured for on-site truck routes with truck volumes less than 40 vehicles per hour which is why we used Cadna-A modelling software.

The truck routes were plotted using the indicated truck route diagram in the Site Plan (i.e., entering from Airport Road West and backing into the truck bays). All the surrounding residential land uses were plotted using the Site Plan and confirmed in aerial photography (Google Earth). The source heights for the trucks were set at 2.4m above grade, which is consistent with STAMSON.

#### **4.3 NOISE MODELLING RESULTS**

The maximum predicted sound levels occurred at specific residential receptors as noted in Appendix "A". The rear yards of the houses on Airport Road and Homestead Drive is exposed to the noise from transport trucks entering the site within the worst-case hour. Similarly, the backyard is also exposed to this noise, and in particular, through a gap between the house and an outbuilding located in the backyard at this location are predicted to exceed the MECP criterion of 50 dBA in the back yard. This indicates a need for an acoustical barrier that is high enough to mitigate the presumed worst-case noise source. (i.e., greater than 2.0m). Refer to Figure 4, which shows the predicted sound levels in relation to the MECP criterion. This demonstrates the predicted exceedance at the property. As noted in the Cadna-A map, the 50 dBA contour line does not cross into the other residential land uses.

#### **4.4 CLASS 1 DESIGNATION**

MECP Class 1 criteria (in which evening and night-time sounds are dominated by sounds of nature, and traffic noise then it should be noted that the night-time criterion refers to the Plane of Window (POW) and would decrease to 45 dBA.

In this case, the Facility would be exceeding the sound level limit at specific residential properties on the east side and mitigation would be required.

In this case the predicted sound levels are compliant at all residential receptor locations.

For reference, the MECP requirements for an acoustical barrier are:

- Minimum surface density (Face Weight) of 20 kg/m<sup>2</sup>.
- Structurally sound.
- Appropriately designed to withstand wind and snow load, and
- Constructed without cracks of surface gaps.

#### **5.0 HVAC UNITS**

Proposed for the site development are roof top HVAC units. These HVAC units have no acoustical impact on the residential properties as the truck noise levels are much higher than a 5-ton HVAC unit.

#### **6.0 SUMMARY OF RECOMMENDATIONS**

The following noise control measures are required for this warehouse development:

- Construction of acoustical noise barriers at specific locations, as noted in Figure 3.
- An acoustic consultant must certify that the noise barriers are constructed in accordance with the recommendation of this report (see Figure 3).

It is recommended that a Qualified Acoustical Consultant certify that the required noise control measures have been incorporated into the builder's plans, prior to issuance of a building permit.

Prior to issuance of an occupancy permit, it is recommended the Qualified Acoustical Consultant certify that the approved noise control measures have been properly installed.

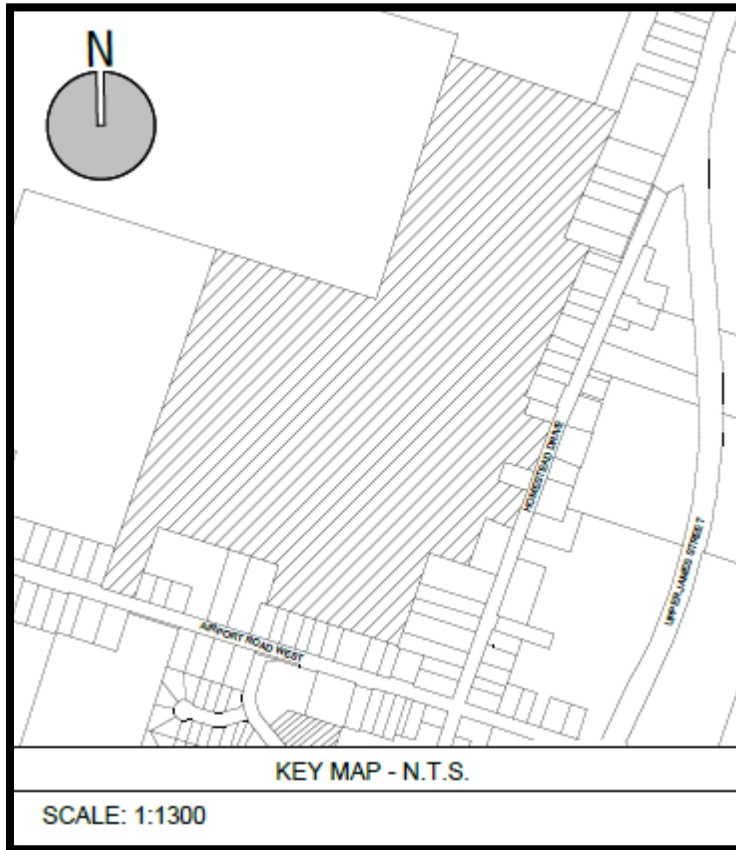
## **7.0 CONCLUSIONS**

dBA Acoustical Consulting Inc. has provided a noise impact study on behalf of Fengate Homestead Holdings LP for lands located at 3054 Homestead Drive & 9174 & 9166 Airport Road, Hamilton, ON. Proposed for the development are four warehouse buildings.

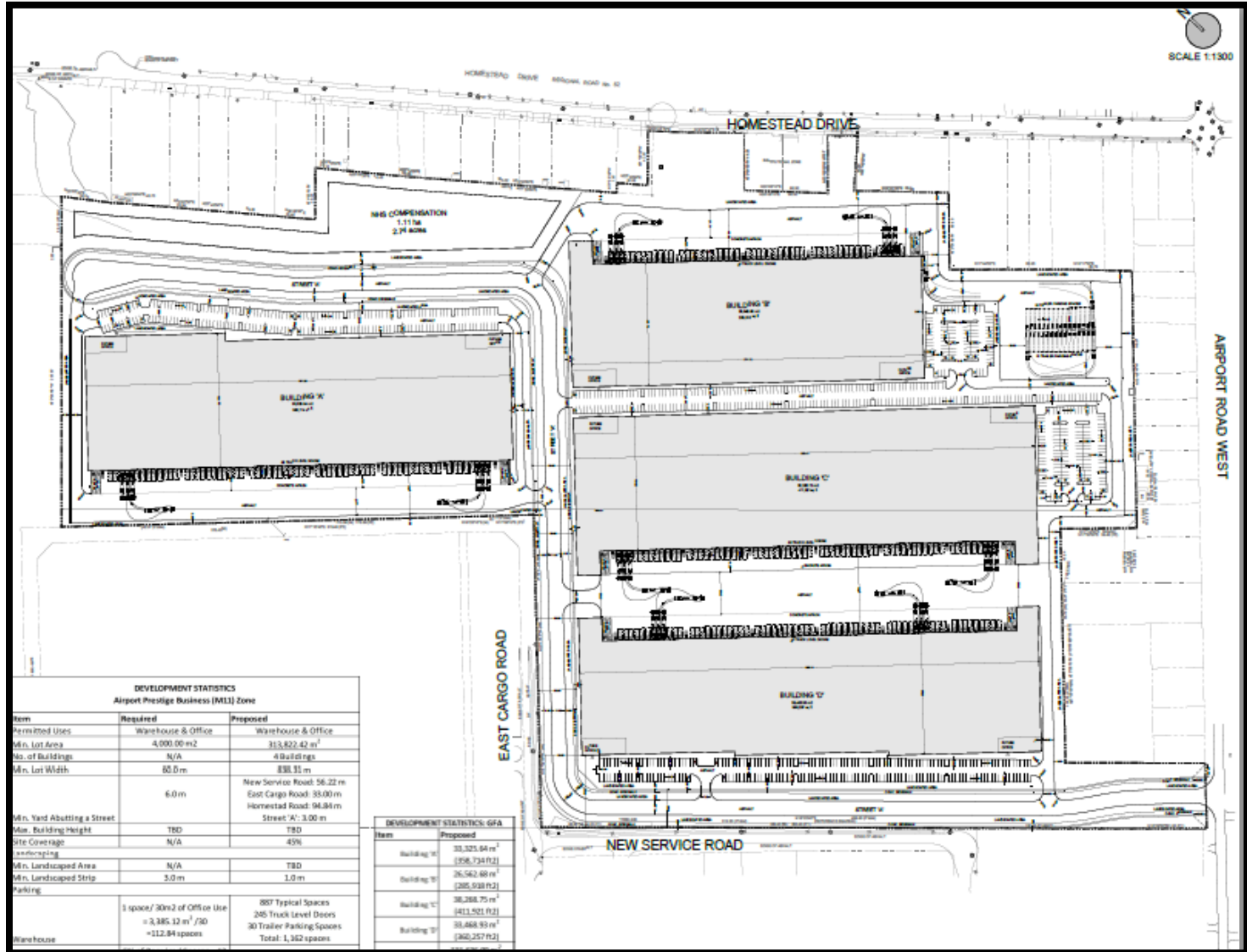
The study determined the noise impact of the proposed warehouse development from transport truck traffic utilizing the bay docks of each warehouse buildings (A, B, C & D). The noise study addressed the transport truck movements and loading/unloading areas and recommended noise mitigation measures.

This study assessed noise impact pursuant to MECP in Publication NPC-300, provincial guidelines and recommended appropriate noise control mitigation measures within the proposed warehouse development to meet Publication NPC-300 entitled "Stationary & Transportation Sources-Approval & Planning guidelines.

# FIGURE 1 KEY MAP

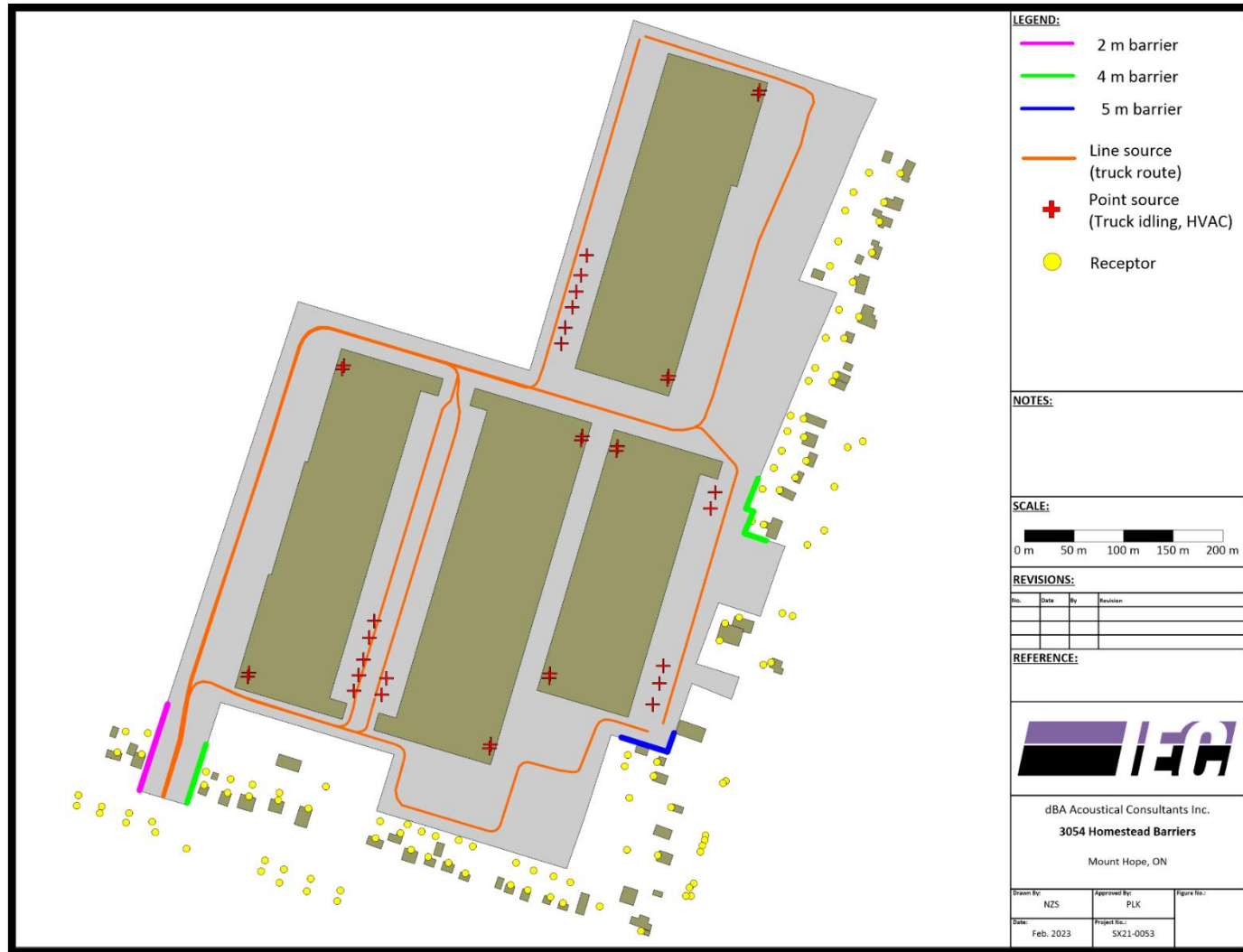


**FIGURE 2  
 CONCEPT PLAN**





**FIGURE 3  
NOISE BARRIER LOCATIONS  
TRANSPORT TRUCKS NO REEFERS**



**FIGURE 4  
 RECPTOR SOUND LEVELS**

Name	ID	Sound Level Limit		Predicted Level (No Sound Barriers)		Exceedance		Predicted Level (With Sound Barriers)		Coordinates		
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	X (m)	Y (m)	Z (m)
<b>Homestead Drive Receptors</b>												
residence - building façade	2942_B	50	45	37.9	35.0	N/A	N/A	37.9	35.0	588495	4779544	1.5
residence - yard	2942_Y	50	N/A	41.4		N/A		41.4		588463	4779545	1.5
residence - building façade	2950_B	50	45	41.8	39.0	N/A	N/A	41.9	39.0	588478	4779515	4.5
residence - yard	2950_Y	50	N/A	42.6		N/A		42.6		588447	4779525	1.5
residence - building façade	2956_B	50	45	41.9	39.1	N/A	N/A	41.9	39.1	588473	4779495	4.5
residence - yard	2956_Y	50	N/A	42.7		N/A		42.7		588439	4779506	1.5
residence - building façade	2966_B	50	45	38.5	35.7	N/A	N/A	38.5	35.7	588466	4779464	1.5
residence - yard	2966_Y	50	N/A	42.1		N/A		42.1		588432	4779475	1.5
residence - building façade	2976_B	50	45	41.0	38.3	N/A	N/A	41.0	38.3	588447	4779434	1.5
residence - yard	2976_Y	50	N/A	41.9		N/A		41.9		588424	4779451	1.5
residence - building façade	2982_B	50	45	39.8	37.0	N/A	N/A	39.8	37.0	588453	4779399	1.5
residence - yard	2982_Y	50	N/A	42.7		N/A		42.7		588433	4779406	1.5
residence - building façade	2990_B	50	45	43.3	40.5	N/A	N/A	43.1	40.4	588438	4779378	4.5
residence - yard	2990_Y	50	N/A	43.8		N/A		43.8		588419	4779378	1.5
residence - building façade	3000_B	50	45	41.2	38.7	N/A	N/A	41.2	38.7	588430	4779340	1.5
residence - yard	3000_Y	50	N/A	44.2		N/A		44.1		588409	4779348	1.5
residence - building façade	3002_B	50	45	43.9	41.3	N/A	N/A	43.9	41.3	588426	4779334	7.5

residence - yard	3002_Y	50	N/A	44.7		N/A		44.7		588402	4779335	1.5
residence - building façade	3012_B	50	45	44.4	41.9	N/A	N/A	44.2	41.8	588397	4779297	1.5
residence - yard	3012_Y	50	N/A	46.7		N/A		46.6		588384	4779300	1.5
residence - building façade	3017_B	50	45	37.8	34.7	N/A	N/A	37.8	34.8	588457	4779274	1.5
residence - yard	3017_Y	50	N/A	37.5		N/A		37.6		588441	4779268	1.5
residence - building façade	3020_B	50	45	44.0	41.7	N/A	N/A	43.7	41.5	588397	4779278	1.5
residence - yard	3020_Y	50	N/A	46.7		N/A		46.5		588381	4779284	1.5
church - building façade	3023_B	50	N/A	38.5		N/A		38.0		588428	4779228	1.5
residence - building façade	3024_B	50	45	45.1	43.2	N/A	N/A	44.7	42.5	588400	4779254	4.5
residence - yard	3024_Y	50	N/A	47.0		N/A		46.8		588375	4779264	1.5
residence - building façade	3026_B	50	45	43.9	42.4	N/A	N/A	41.8	39.4	588389	4779237	1.5
residence - yard	3026_Y	50	N/A	47.9		N/A		47.5		588367	4779247	1.5
residence - building façade	3034_B	50	45	47.3	45.7	N/A	0.7	45.1	42.9	588373	4779225	4.5
residence - yard	3034_Y	50	N/A	49.5		N/A		41.2		588356	4779226	1.5
residence - building façade	3041_B	50	45	42.7	40.9	N/A	N/A	40.8	38.1	588418	4779184	4.5
residence - yard	3041_Y	50	N/A	40.1		N/A		39.1		588401	4779170	1.5
residence - building façade	3044_B	50	45	47.9	46.7	N/A	1.7	38.7	36.9	588357	4779190	1.5
residence - yard	3044_Y	50	N/A	50.8		0.8		37.2		588345	4779193	1.5
residence - building façade	3063_B	50	45	42.8	41.3	N/A	N/A	42.5	41.1	588386	4779098	4.5
residence - yard	3063_Y	50	N/A	41.6		N/A		41.5		588376	4779101	1.5
church - building façade	3076_B1	50	N/A	46.0		N/A		46.1		588312	4779073	1.5
church - building façade	3076_B2	50	N/A	44.2		N/A		44.2		588318	4779090	1.5
church - building façade	3076_B3	50	N/A	43.5		N/A		43.5		588332	4779096	1.5
residence - building façade	3079_B	50	45	44.1	41.1	N/A	N/A	44.1	41.0	588364	4779051	4.5
residence - yard	3079_Y	50	N/A	43.1		N/A		43.1		588356	4779049	1.5

residence - building façade	3114_B	50	45	48.2	45.4	N/A	0.4	44.0	40.9	588249	4778950	4.5
residence - yard	3114_Y	50	N/A	48.5		N/A		43.4		588220	4778957	1.5
residence - building façade	3116_B	50	45	46.5	43.1	N/A	N/A	42.9	39.6	588246	4778936	4.5
residence - yard	3116_Y	50	N/A	46.4		N/A		43.4		588217	4778946	1.5
residence - building façade	3117_B	50	45	42.3	38.5	N/A	N/A	41.8	37.5	588319	4778931	4.5
residence - yard	3117_Y	50	N/A	38.7		N/A		37.9		588316	4778929	1.5
residence - building façade	3124_B	50	45	40.0	36.2	N/A	N/A	38.2	35.3	588263	4778905	1.5
residence - yard	3124_Y	50	N/A	41.5		N/A		40.6		588221	4778914	1.5
residence - building façade	3127_B	50	45	41.5	38.5	N/A	N/A	40.4	36.9	588298	4778877	4.5
residence - yard	3127_Y	50	N/A	38.4		N/A		36.9		588297	4778872	1.5
residence - building façade	3129_B	50	45	41.2	38.2	N/A	N/A	39.9	36.8	588295	4778866	4.5
residence - yard	3129_Y	50	N/A	38.1		N/A		36.7		588293	4778860	1.5
residence - building façade	3136_B	50	45	37.7	34.7	N/A	N/A	37.2	34.2	588250	4778856	1.5
residence - yard	3136_Y	50	N/A	39.8		N/A		38.9		588219	4778862	1.5
residence - building façade	3141_B	50	45	40.1	36.8	N/A	N/A	38.8	35.9	588286	4778828	4.5
residence - yard	3141_Y	50	N/A	36.3		N/A		35.8		588282	4778824	1.5
residence - building façade	3145_B	50	45	36.2	33.0	N/A	N/A	35.8	32.7	588284	4778816	1.5
residence - yard	3145_Y	50	N/A	36.2		N/A		35.8		588279	4778816	1.5
residence - building façade	3154_B	50	45	39.4	36.5	N/A	N/A	38.4	35.5	588233	4778780	4.5
residence - yard	3154_Y	50	N/A	36.8		N/A		36.1		588192	4778805	1.5

Name	ID	Sound Level Limit		Predicted Level (No Sound Barriers)		Exceedance		Predicted Level (With Sound Barriers)		Coordinates		
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	X (m)	Y (m)	Z (m)
<b>Airport Road Receptors</b>												
residence - building façade	9032_B	50	45	41.5	38.5	N/A	N/A	40.9	38.0	588155	4778808	4.5
residence - yard	9032_Y	50	N/A	41.1		N/A		40.4		588162	4778829	1.5
residence - building façade	9038_B	50	45	39.9	36.8	N/A	N/A	39.3	36.3	588142	4778814	1.5
residence - yard	9038_Y	50	N/A	42.3		N/A		41.7		588145	4778835	1.5
residence - building façade	9046_B	50	45	42.6	39.4	N/A	N/A	42.3	39.1	588119	4778821	4.5
residence - yard	9046_Y	50	N/A	43.2		N/A		42.9		588125	4778841	1.5
residence - building façade	9056_B	50	45	43.2	40.1	N/A	N/A	43.0	39.9	588102	4778826	4.5
residence - yard	9056_Y	50	N/A	44.5		N/A		44.3		588107	4778849	1.5
residence - building façade	9066_B	50	45	43.9	41.0	N/A	N/A	43.8	40.9	588056	4778838	4.5
residence - yard	9066_Y	50	N/A	48.1		N/A		48.1		588064	4778865	1.5
residence - building façade	9074_B	50	45	41.8	39.0	N/A	N/A	41.8	39.0	588039	4778849	1.5
residence - yard	9074_Y	50	N/A	49.0		N/A		49.0		588049	4778872	1.5
residence - building façade	9078_B	50	45	42.8	40.3	N/A	N/A	42.7	40.3	588019	4778855	1.5
residence - yard	9078_Y	50	N/A	48.3		N/A		48.3		588026	4778876	1.5
residence - building façade	9086_B	50	45	43.5	40.7	N/A	N/A	43.5	40.7	588001	4778862	1.5
residence - yard	9086_Y	50	N/A	48.4		N/A		48.4		588012	4778880	1.5
residence - building façade	9092_B	50	45	47.0	44.2	N/A	N/A	47.0	44.2	587991	4778879	4.5
residence - yard	9092_Y	50	N/A	49.4		N/A		49.4		587998	4778887	1.5
residence - building façade	9100_B	50	45	43.5	40.8	N/A	N/A	43.5	40.8	587966	4778874	1.5
residence - yard	9100_Y	50	N/A	46.4		N/A		46.4		587970	4778891	1.5

residence - building façade	9105_B	50	45	39.1	36.5	N/A	N/A	39.0	36.4	587927	4778810	1.5
residence - yard	9105_Y	50	N/A	40.5		N/A		40.3		587930	4778821	1.5
residence - building façade	9115_B	50	45	39.9	37.3	N/A	N/A	39.7	37.1	587896	4778820	1.5
residence - yard	9115_Y	50	N/A	41.3		N/A		41.1		587900	4778833	1.5
residence - building façade	9120_B	50	45	45.8	43.1	N/A	N/A	45.6	42.9	587898	4778904	4.5
residence - yard	9120_Y	50	N/A	46.0		N/A		45.8		587915	4778926	1.5
residence - building façade	9125_B	50	45	38.9	36.1	N/A	N/A	38.6	35.7	587869	4778829	1.5
residence - yard	9125_Y	50	N/A	39.7		N/A		39.3		587873	4778842	1.5
residence - building façade	9132_B	50	45	45.9	43.1	N/A	N/A	45.3	42.5	587867	4778912	4.5
residence - yard	9132_Y	50	N/A	44.2		N/A		43.8		587869	4778920	1.5
residence - building façade	9135_B	50	45	39.3	36.3	N/A	N/A	38.7	35.7	587850	4778840	1.5
residence - yard	9135_Y	50	N/A	40.1		N/A		39.6		587854	4778851	1.5
residence - building façade	9142_B	50	45	43.2	40.3	N/A	N/A	42.3	39.4	587838	4778916	1.5
residence - yard	9142_Y	50	N/A	44.7		N/A		43.8		587842	4778928	1.5
school - building façade	9149_B	50	N/A	43.0		N/A		42.6		587775	4778863	1.5
residence - building façade	9152_B	50	45	48.0	45.1	N/A	0.1	45.9	43.0	587816	4778920	4.5
residence - yard	9152_Y	50	N/A	45.8		N/A		44.1		587819	4778933	1.5
residence - building façade	9158_B	50	45	49.2	46.2	N/A	1.2	42.9	39.9	587793	4778927	1.5
residence - yard	9158_Y	50	N/A	52.3		2.3		45.1		587794	4778941	1.5
residence - building façade	9169_B	50	45	47.2	44.2	N/A	N/A	47.3	44.3	587744	4778880	4.5
residence - yard	9169_Y	50	N/A	47.3		N/A		47.5		587740	4778890	1.5
residence - building façade	9178_B	50	45	50.9	47.9	0.9	2.9	46.6	43.6	587730	4778958	1.5
residence - yard	9178_Y	50	N/A	52.4		2.4		48.1		587736	4778980	1.5
residence - building façade	9181_B	50	45	44.8	41.8	N/A	N/A	44.8	41.8	587714	4778890	1.5
residence - yard	9181_Y	50	N/A	46.5		N/A		46.5		587717	4778899	1.5

residence - building façade	9184_B	50	45	41.6	38.6	N/A	N/A	41.4	38.4	587705	4778960	1.5
residence - yard	9184_Y	50	N/A	47.6		N/A		47.3		587714	4778981	1.5
residence - building façade	9189_B	50	45	42.0	39.0	N/A	N/A	41.9	38.9	587688	4778899	1.5
residence - yard	9189_Y	50	N/A	42.5		N/A		42.2		587690	4778906	1.5
residence - building façade	9197_B	50	45	40.1	37.2	N/A	N/A	40.1	37.1	587664	4778907	1.5
residence - yard	9197_Y	50	N/A	40.3		N/A		40.3		587666	4778917	1.5

ITE Land Use Industrial Park LUC 130	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Truck Trips - Building A	3	1	4	1	5	6
Truck Trips - Building B	3	1	4	1	4	5
Truck Trips - Building C	2	0	2	0	2	2
Truck Trips - Building D	3	1	4	1	4	5
Truck Trips - Building E	3	1	4	1	5	6
<b>Total Truck Trips</b>	<b>14</b>	<b>4</b>	<b>18</b>	<b>4</b>	<b>20</b>	<b>24</b>
<b>Passenger Car Equivalent</b>	<b>35</b>	<b>10</b>	<b>45</b>	<b>10</b>	<b>50</b>	<b>60</b>

## DEVELOPMENT STATISTICS

<b>DEVELOPMENT STATISTICS</b> <b>Airport Prestige Business (M11) Zone</b>		
Item	Required	Proposed
Permitted Uses	Warehouse & Office	Warehouse & Office
Min. Lot Area	4,000.00 m <sup>2</sup>	313,822.42 m <sup>2</sup>
No. of Buildings	N/A	4 Buildings
Min. Lot Width	60.0 m	838.31 m
Min. Yard Abutting a Street	6.0 m	New Service Road: 56.22 m East Cargo Road: 33.00 m Homestead Road: 94.84 m Street 'A': 3.00 m
Max. Building Height	TBD	TBD
Site Coverage	N/A	45%
<b>Landscaping</b>		
Min. Landscaped Area	N/A	TBD
Min. Landscaped Strip	3.0 m	1.0 m
<b>Parking</b>		
Warehouse	1 space/ 30m <sup>2</sup> of Office Use = 3,385.12 m <sup>2</sup> /30 =112.84 spaces	887 Typical Spaces 245 Truck Level Doors 30 Trailer Parking Spaces Total: 1,162 spaces
Long Term Bicycle Parking	5% of Required Spaces = 12 spaces	TBD

<b>DEVELOPMENT STATISTICS: GFA</b>	
Item	Proposed
Building 'A'	33,325.64 m <sup>2</sup> (358,714 ft <sup>2</sup> )
Building 'B'	26,562.68 m <sup>2</sup> (285,918 ft <sup>2</sup> )
Building 'C'	38,268.75 m <sup>2</sup> (411,921 ft <sup>2</sup> )
Building 'D'	33,468.93 m <sup>2</sup> (360,257 ft <sup>2</sup> )
<b>Total</b>	<b>131,626.00 m<sup>2</sup></b> <b>(1,416,810.47 ft<sup>2</sup>)</b>