



APPLICATION FOR SITE PLAN CONTROL
 Information and material to be provided under Section 41 of the *Planning Act*

FOR OFFICE USE ONLY

Application Number: _____

Assessment Roll Number: _____ - _____ - _____

Date Received: _____

Date Application Deemed Complete: _____

NOTE:

All questions on this application **must** be answered or the application will be deemed incomplete and will be returned.

Part 1: Applicant Information

Registered Owner

Name(s): 2535727 Ontario Inc. - Shouldice Trucking Stan Shouldice

Mailing 2850 County Road 18, Prescott, ON K0E 1T0 Address: _____

Telephone _____ (home): _____

(work/cell): 613-341-7283

E-mail: sshouldice@shouldicetrucking.ca Fax: _____

Agent (if applicable) Geoff LeGoueff (email: glegoueff@shouldicetrucking.ca)
 Mailing address: 2850 County Road 18, Prescott, ON K0E 1T0
 Phone: 613-864-8568

Name(s): _____

Mailing Kollaard Associates Inc (Attn: Steve deWit / Malou LeBlanc) Address: _____
 210 Prescott Street, Kemptville, ON K0G 1J0 Telephone _____ (home): _____

Phone: 613-860-0923 (work/cell): _____

E-mail: steve@kollaard.ca / malou@kollaard.ca Fax: _____

Please specify to whom all correspondence should be sent: Owner Agent
 If the applicant is not the owner, the owner must appoint the applicant his/her agent see page 8.

Part 2: Property Information

Legal Description of the Property

Assessment Roll Number: _____

Geographic Township: Augusta Concession: 2 Lot: Part of Lot 3

Registered Plan Number (if any): Part 2-15R-7837 Lot Number: Part of Lot 3

Civic Address: 2850 County Road 18, Augusta Township, ON

Part 3: Land Use

Existing Use: Commercial
Proposed Use: Commercial

Official Plan
Official Plan Designation*: Rural

Does the proposed development and use comply with the Current Official Plan requirements and uses for the subject land?

Yes No (please circle one)

If **No**, has an application for an **Official Plan Amendment** been applied for? Please provide the application number of application and if approved, the by-law number. _____

Zoning
Zoning*: CH - Commercial Highway

Does the proposed development and use comply with Current Zoning requirements and permitted uses for the subject land?

Yes No (please circle one)

If **No**, has an application for a **Zoning Amendment (rezoning)** or **Minor Variance** been applied for? Please provide the application number of application and if approved, the by-law number.

****If you are unaware as to the Official Plan and/or the current Zoning, please contact the Township of Augusta for this information.***

Purpose of the Application (describe your project)
To expand parking lot to accommodate additional truck parking spaces

Property Characteristics

Lot Frontage (Road) <u>150.9</u> ft <u>46</u> m	(Water) <u>0</u> ft <u>0</u> m
Lot Depth <u>463.92/466.88</u> ft <u>141.44/142.34</u> m	Lot Area <u>0.98</u> ac <u>0.4</u> ha

Part 4: Building or Structures for Subject Lands

Existing Buildings or Structures for Subject Lands *this includes dwellings, shed, etc...*

Type of Structure	Floor Area m ²	Length m ²	Width m ²	Height m ²	Date Constructed
Gravel parking lot	1640	irregular	irregular		unknown
1 storey building	375	30.55	12.26		unknown

Proposed Buildings or Structures for Subject Lands

Type of Structure	Floor Area m ²	Length m ²	Width m ²	Height m ²	Date Constructed
Gravel parking lot	2013	irregular	irregular		July, 2018

Existing Setbacks for all Buildings or Structures for Subject Lands *setbacks are measured from the closest part of the structure to the nearest lot line or high watermark. (if a waterfront property, the water is considered to be the front yard)*

Type of Structure	Front Yard (m)	Rear Yard (m)	Side Yard (m)	Side Yard (m)
1 storey building	17.25	91.45	15.36	41.18

Proposed Setbacks for all Buildings or Structures for Subject Lands *setbacks are measured from the closest part of the structure to the nearest lot line or high watermark. (if a waterfront property, the water is considered to be the front yard)*

Type of Structure	Front Yard (m)	Rear Yard (m)	Side Yard (m)	Side Yard (m)

Will the proposal add any of the following:

	Yes	No
Living Area		x
Bedrooms		x
Bathrooms		x
New Plumbing		x

Part 5: Servicing the Property

5.1 Access (Check appropriate box and state road name):

- D Provincial Highway (#) _____
- D Municipal road, maintained year round _____
- D Municipal road, seasonally maintained _____
- County Road (#) 18 _____
- D Private Road _____
- D Right of Way _____
- D Water Access _____

5.2 Water Supply (Check appropriate box for type of service proposed):

- D Privately owned and operated piped water system (communal)
- D Drilled well
- D Sand point
- D Lake or other water body
- D Other means (*please state*) _____
- Water service not proposed

5.3 Sewage Disposal (Check appropriate box for type of service proposed):

- D Publicly owned and operated sanitary sewage system
- D Privately owned and operated individual septic system
- D Privately owned and operated communal septic system
- D Privy
- D Holding tank
- D Other (*please state*) _____
- Sewage disposal service not proposed

Where development will produce more than 4500 litres of effluent a day, applicants are required to submit a servicing options report and a hydrogeological report:

- D Title and date of servicing options report: _____
- D Title and date of hydrogeological report: _____

5.4 Other Services (Check if the service is available):

- Electricity
- School Bussing
- Garbage Collection

5.5 Storm Drainage (Indicate the proposed storm drainage system):

- D Storm sewers
- Ditches
- Swales
- D Other (*please state*) _____



Part 6: Additional Information

Existing Uses of Adjacent Lands	
To the North:	<u>CH - Highway Commercial</u>
To the South:	<u>CH - Highway Commercial</u>
To the East:	<u>Rural - Vacant</u>
To the West:	<u>Rural - Residential</u>
The length of time the existing uses of the subject property have continued? <u>unknown</u>	

Uses on or within 500m of subject land

Use or feature	On the subject Land	Within 500 m of subject land, unless otherwise specified. (indicate approximate distance)
An agricultural operation including a livestock facility (i.e. barn) or manure storage facility	No	No
A landfill site (active or closed)	No	No
A sewage treatment plant or sewage lagoon	No	No
An industrial use	No	No
A licensed pit or quarry or an aggregate reserve	No	No
An operating mine	No	No
A non-operating mine or mine hazard within 1 km of the subject lands	No	No
An active rail line	No	No
A municipal or federal airport	No	No
A flood plain	No	No
A natural gas or oil pipeline	No	No
A hydro easement	No	No
A provincially significant wetland (within 120 m)	No	No
A designated heritage building, historic site or cemetery (within 100 m)	No	No

Part 7 - Simultaneous Applications

Is the subject land or any land within 120 m subject to any other planning applications at this time?
 D Yes No *If yes, indicate the type and file number (i.e. consent, subdivision, minor variance, site plan control). Please complete following Table:*

Item	Application # 1 (type):	Application # 2 (type):	Any land within 120 m of the subject land:
File Number			
Name of approval authority considering application			
Land affected by application			
Purpose			
Status			
Effect on requested amendment			

Disclaimer

Personal Information contained on this form is collected under the authority of the Planning Act, Section 41, and will be used to determine the eligibility of the proposed site plan.

NOTE

THE APPROVAL OF A SITE PLAN DOES NOT RELIEVE THE OWNER FROM THE REQUIREMENTS OF THE BUILDING CODE. ALL OTHER APPLICABLE PERMITS MUST BE APPLIED FOR BY THE OWNER.

Submit your application to:

CAO/Clerk/Planner
 Township of Augusta
 3560 County Road 26, R.R. #2, Prescott, ON, K0E 1T0
 T: 613-925-4231
 F: 613-925-3499

AFFIDAVIT

I/We, Geoff LeGoueff (agent) of the 2535727 Ont. Trac
in the Township of Augusta solemnly declare that all the above statements
contained in the application are true, and I/We make this solemn declaration conscientiously,
believing it to be true and knowing that this is the same force and effect as if it were made under
oath.

Declared before me at the
Township of Augusta
in the County of Leeds + Grenville
this 4th day of May, 2020

Ray Massin
A Commissioner of Oaths

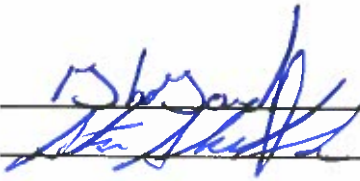
[Signature]

Owner/Agent Signature

[Signature]

OWNERS AUTHORIZATION

I/We, 2535727 Ontario Inc. (Stan Shouldice) being the registered owner(s)
of the subject lands hereby authorize Geoff LeGoueff to prepare
and submit the application for Site Plan Control on my/our behalf to the Corporation of the
Township of Augusta.



Signature(s)

May 4 2020
Date

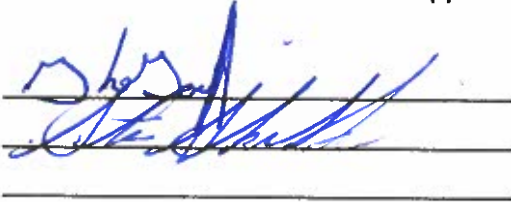


CONSENT OF OWNER

Consent of Owner(s) to the use and disclosure of personal information and to allow site visits to be conducted.

I/We, 2535727 Ontario Inc. - Shouldice Trucking (Stan Shouldice), being the registered owner(s) of the lands subject of this application, and for the purpose of the *Municipal Freedom of Information and Protection of Privacy Act*, hereby authorize and consent to the use by or the disclosure to any person or public body of any personal information that is collected under the authority of the *Planning Act* for the purposes of processing this application.

I/We also authorize and consent to representatives from the Township of Augusta and the persons and public bodies conferred with under the *Planning Act* entering upon the subject lands of this application for the purpose of conducting any site inspections as may be necessary to assist in the evaluation of this application.



Signature of Owner(s)

May 4 2020

Date



SITE PLAN CHECKLIST

A site plan shall be submitted with this application that provides the following information
to scale.

- The boundaries and dimensions of the subject land;
- The location size and type of all existing and proposed buildings and structures on the subject land, indicating their distance from the front lot line, the rear lot line, each side yard lot line and the shoreline of any water body, where applicable;
- Any vegetation or structures within the 15m ribbon of life;
- The approximate location of all natural and artificial features such as railways, roads, water body, drainage ditches, wetlands, wooded areas, wells and septic tanks, all easements, flood plain, organic (muck) soils or leda clay;
(Note: these features must be shown for both the subject land and on any adjacent lands where these features may affect the application.)
- The current uses of land that is adjacent to the subject land;
- The location, width and name of any roads within or abutting the subject land indicating whether it is an unopened road allowance, a public road, a private road or a right-of-way;
- D If access to the subject land will be by water only, the location of the parking and docking facilities to be used;
- North arrow and scale;
- D Other (as indicated by Municipality) _____





KEY MAP
NOT TO SCALE

LEGEND

- EXISTING ELEVATION
- PROPOSED/EXISTING ELEVATION
- PROPOSED DRAINAGE SLOPE
- EXISTING DRAINAGE
- TOP OF SLOPE
- PROPERTY LINE
- UTILITY LINES
- LINE OF TREES
- EXISTING GROUND LEVEL
- EXISTING GRAVEL PAD
- EXISTING WELL
- LIGHT POLE
- CONCRETE TRAFFIC BARRIER
- EXISTING BUILDING
- PROPOSED BUILDING
- TEMPORARY ENCLOSURE

HIGHWAY COMMERCIAL CH
Zoning Requirements

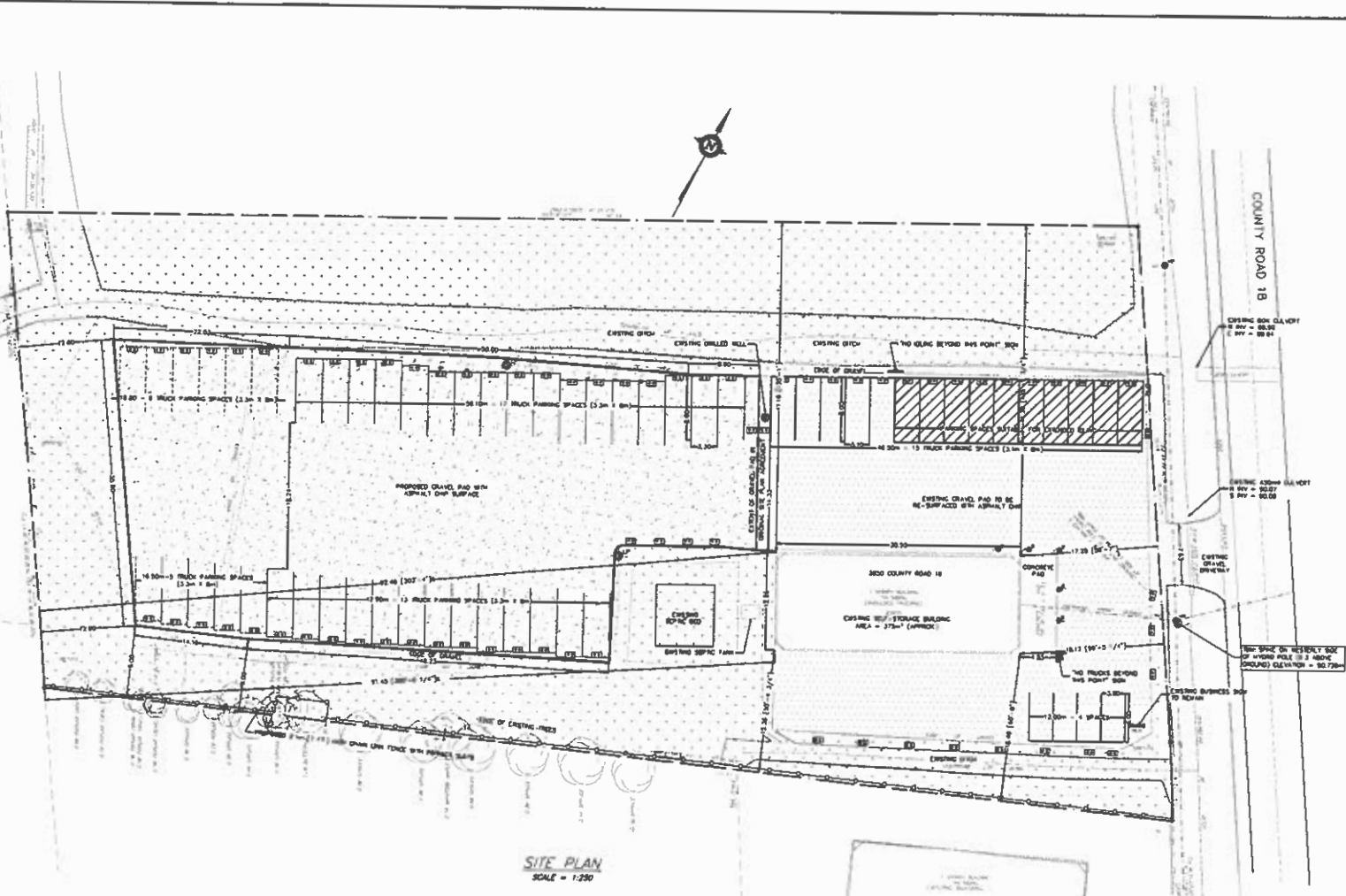
	REQUIRED	PROVIDED
Minimum Lot Area	4000 m ² (10.00 ac)	
Minimum Lot Frontage	45 m (150 ft)	
Minimum Lot Dimensions		
Street Front	10 m (32.8 ft)	17.25 m (56.58 ft)
Rear Front	7 m (22.8 ft)	31.43 m (1030 ft)
Minimum Side Front	7 m (22.8 ft)	13.36 m (43.84 ft)
Minimum Side Rear	10 m (32.8 ft)	NA
Maximum Building Limits		
Store Building	10.8 m (35.4 ft)	7.1 m (23.29 ft)
Accessory Building	8.8 m (28.9 ft)	NA
Maximum Lot Coverage	30%	35.3%
Maximum No. of Dwelling Units per Lot		2

SITE STATISTICS

TOTAL LOT AREA	9418 m ²
BUILDING FOOTPRINT	275 m ²
PAVED AREA	74 m ²
LANDSCAPE	4547 m ²
GRAVEL/ASPHALT DWP AREA	4422 m ²

PARKING SPACES

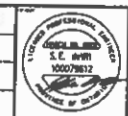
STANDARD (Spaces)	EXISTING
TRUCK PARKING (13m-18m)	13 EXISTING
TRUCK PARKING (12m-13m)	26 EXISTING
TRUCK PARKING (12m-13m)	13 PROPOSED
TOTAL TRUCK PARKING	52 SPACES



SITE PLAN
SCALE = 1:250

- NOTES:**
- ALL DIMENSIONS ARE DIMENSIONS (EACH) ARE IN METERS, UNLESS OTHERWISE SPECIFIED
 - THIS IS NOT A LEGAL SURVEY INSTRUMENT AND DOES NOT COMPLY WITH THE SURVEY ACT
 - OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS
 - CONTRACTOR TO VERIFY THAT DIMENSIONS SHOWN ARE CORRECT BEFORE ANY CONSTRUCTION
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 - ALL DIMENSIONS ARE DIMENSIONS (EACH) ARE IN METERS, UNLESS OTHERWISE SPECIFIED
 - OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS
 - CONTRACTOR TO VERIFY THAT DIMENSIONS SHOWN ARE CORRECT BEFORE ANY CONSTRUCTION

Kollaard Associates
Engineers
(613) 860-0923

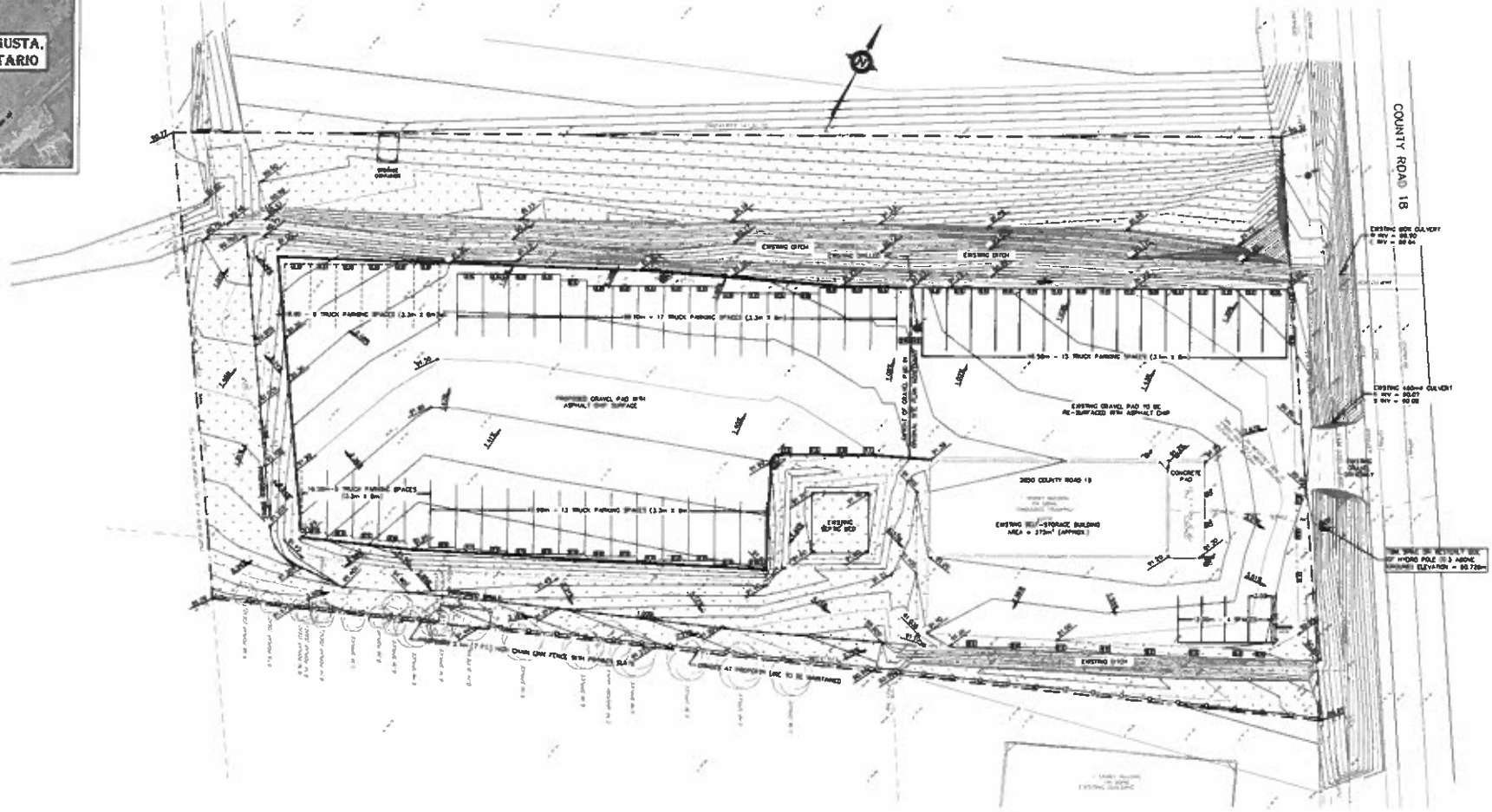


PROJECT NO.	2525727 ONTARIO INC (STAMP SIGNATURE)	DATE	102483
CLIENT	PROPOSED CAPANSON	DATE	JUNE 26, 2019
PROJECT ADDRESS	2650 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO	SCALE	AS NOTED
SITE PLAN		DATE	102483-01



KEY MAP
NOT TO SCALE

LEGEND	
	EXISTING ELEVATION
	PROPOSED EXISTING ELEVATION
	PROPOSED DRAINAGE SLOPE
	EXISTING DRAINAGE
	TOP OF SLOPE
	PROPERTY LINE
	UTILITY LINES
	EASEMENT
	EXISTING WATER PIPE
	EXISTING WATER CUT-OFF STRUCTURE
	EXISTING WELL
	LIGHT POST
	CONCRETE TRAFFIC BARRIER
	EXISTING BUILDING
	PROPOSED BUILDING
	TEMPORARY STRUCTURE



GRADING & STORMWATER MANAGEMENT PLAN
SCALE = 1:250

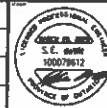
- GENERAL NOTES
- ALL DIMENSIONS AND ELEVATIONS (UNLESS OTHERWISE SPECIFIED) ARE IN METERS, UNLESS OTHERWISE SPECIFIED.
 - THIS IS NOT A LEGAL SURVEY. SURVEY INFORMATION WAS OBTAINED FROM PLAN 124-1-1417.
 - CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
 - CONTRACTOR TO VERIFY THE APPROXIMATE POINTS HAVE BEEN ADJUSTED FROM THE LAST CONSTRUCTION.
 - CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES.
 - ALL DIMENSIONS TO BE NOTICED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
 - THIS DRAWING IS NOT FOR CONSTRUCTION UNLESS APPROVED UNDER E.O. 12812.

NO.	REVISION	DATE
1	ISSUED FOR PERMIT SUBMISSION	2018-04-26
2	ISSUED FOR PERMIT SUBMISSION	2018-04-26
3	ISSUED FOR PERMIT SUBMISSION	2018-04-26
4	ISSUED FOR PERMIT SUBMISSION	2018-04-26
5	ISSUED FOR PERMIT SUBMISSION	2018-04-26
6	ISSUED FOR PERMIT SUBMISSION	2018-04-26
7	ISSUED FOR PERMIT SUBMISSION	2018-04-26
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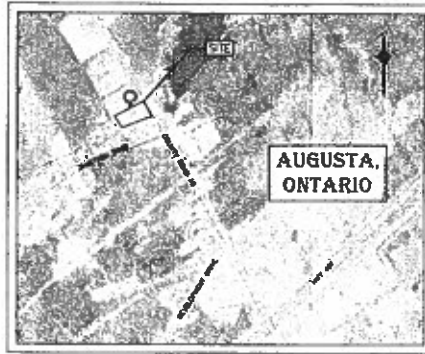
Kollaard Associates
Engineers

2335737 ONTARIO INC.
(STAN. INCORPORATED)
S.E. 6450
100079612
PROFESSOR OF ENGINEERING
PROVINCE OF ONTARIO

(615) 860-0923



PROJECT NO.	2335737 ONTARIO INC. (STAN. INCORPORATED)	PROJECT NO.	100079612
PROJECT NAME	PROPOSED EXPANSION	DATE	APRIL 26, 2018
PROJECT ADDRESS	2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO	SCALE	AS NOTED
PROJECT TYPE	GRADING & SWM PLAN	PROJECT NO.	100079612



KEY MAP
NOT TO SCALE

LEGEND

	EXISTING ELEVATION
	PROPOSED/EXISTING ELEVATIONS
	PROPOSED DRAINAGE SLOPE
	EXISTING DRAINAGE
	TOP OF SLOPE
	PROPERTY LINE
	UTILITY LINES
	EDGE OF TREES
	EXISTING HYDRIC POLE
	EXISTING HYDRIC CUT WIRE ANCHOR
	EXISTING WELL
	LIGHT POLE
	CONCRETE TRAFFIC BARRIER
	EXISTING BUILDING
	PROPOSED BUILDING
	TEMPORARY BENCHMARK

HIGHWAY COMMERCIAL - CH

Zoning Requirements

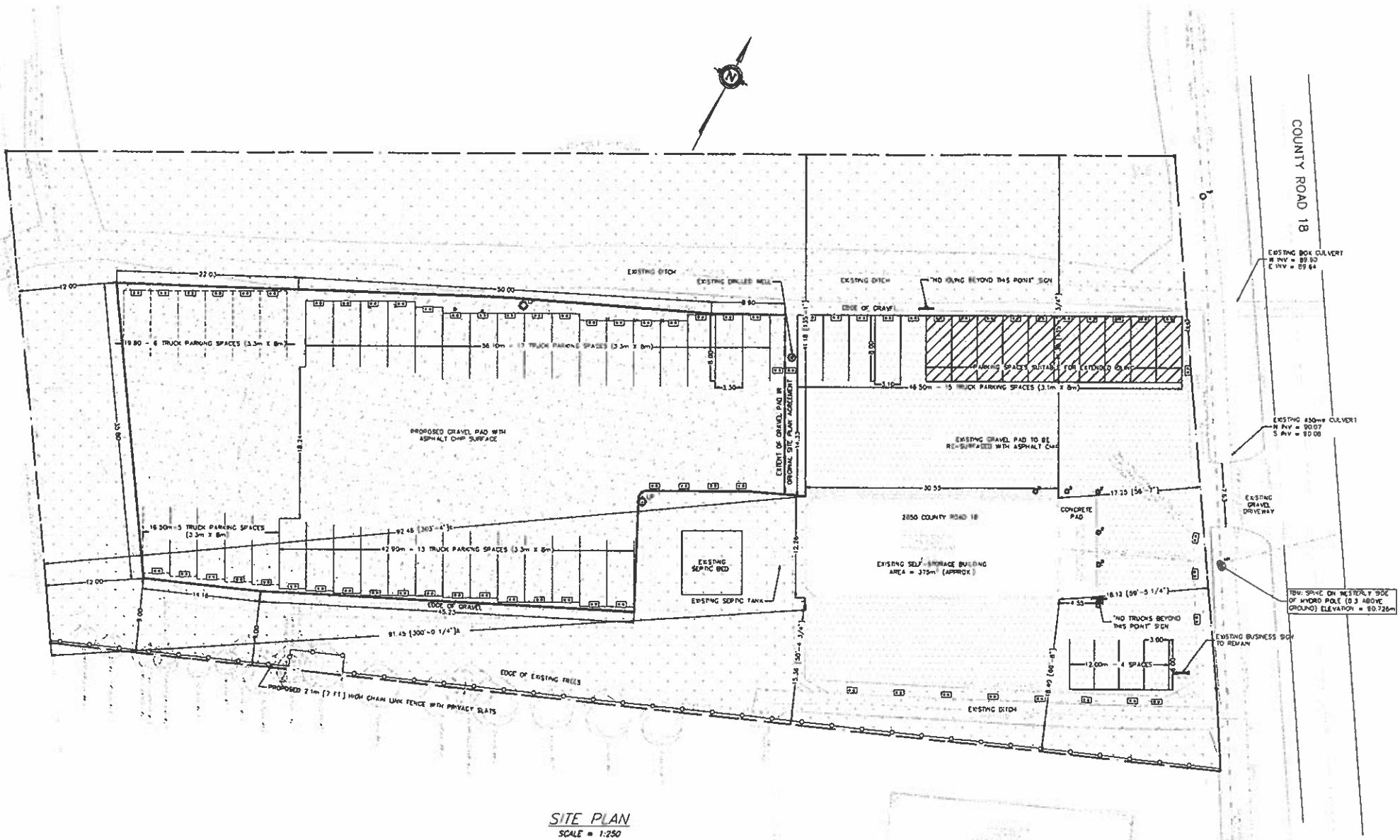
	REQUIRED	PROVIDED
Minimum Lot Area	4000 m ² (9.88 ac)	
Maximum Lot Frontage	48 m (157.8 ft)	
Minimum Yard Requirements		
Front Yard	10 m (32.8 ft)	17.25 m (56.58 ft)
Rear Yard	7 m (23 ft)	91.45 m (300 ft)
Interior Side Yard	7 m (23 ft)	15.24 m (50.00 ft)
Exterior Side Yard	10 m (32.8 ft)	NA
Maximum Building Height		
Main Building	10.8 m (34.8 ft)	7.1 m (23.29 ft)
Accessory Building	6.0 m (19.7 ft)	NA
Maximum Lot Coverage		
Maximum No. of Dwelling Units per Lot	1	0

SITE STATISTICS:

TOTAL LOT AREA	6418 m ²
BUILDING FOOTPRINT	375 m ²
PAVED AREA	74 m ²
LANDSCAPE	4547 m ²
GRAVEL/ASPHALT DRIVE AREA	492 m ²

PARKING SPACES:

STANDARD (3m x 6m)	4 EXISTING
TRUCK PARKING (3.1m x 6m)	15 EXISTING
TRUCK PARKING (3.3m x 6m)	20 EXISTING
TRUCK PARKING (3.3m x 8m)	11 PROPOSED
TOTAL TRUCK PARKING	56 SPACES



SITE PLAN
SCALE = 1:250

- GENERAL NOTES**
1. ALL DIMENSIONS AND ELEVATIONS (LOCAL) ARE IN METRES, UNLESS OTHERWISE SPECIFIED
 2. THIS IS NOT A LEGAL SURVEY. BOUNDARY INFORMATION WERE DERIVED FROM PLAN 154-1837
 3. CLIENT IS RESPONSIBLE FOR ACQUIRING ALL NECESSARY PERMITS
 4. CONTRACTOR TO VERIFY THAT APPROPRIATE RIGHTS HAVE BEEN ACQUIRED PRIOR TO ANY CONSTRUCTION
 5. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UTILITIES
 6. ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION
 7. THIS DRAWING IS NOT FOR CONSTRUCTION UNTIL ALL APPROVALS HAVE BEEN OBTAINED

NO.	REVISION	DATE	BY
1	ISSUED FOR PERMITS	2019/02/28	ML
2	REVISED FOR PERMITS GRANTS	2019/02/28	ML
3	ISSUED FOR PERMITS	2019/02/28	ML
4	ISSUED FOR PERMITS	2019/02/28	ML
5	ISSUED FOR PERMITS	2019/02/28	ML
6	ISSUED FOR PERMITS	2019/02/28	ML
7	ISSUED FOR PERMITS	2019/02/28	ML
8	ISSUED FOR PERMITS	2019/02/28	ML
9	ISSUED FOR PERMITS	2019/02/28	ML
10	ISSUED FOR PERMITS	2019/02/28	ML

Kollaard Associates
Engineers

(613) 860-0923

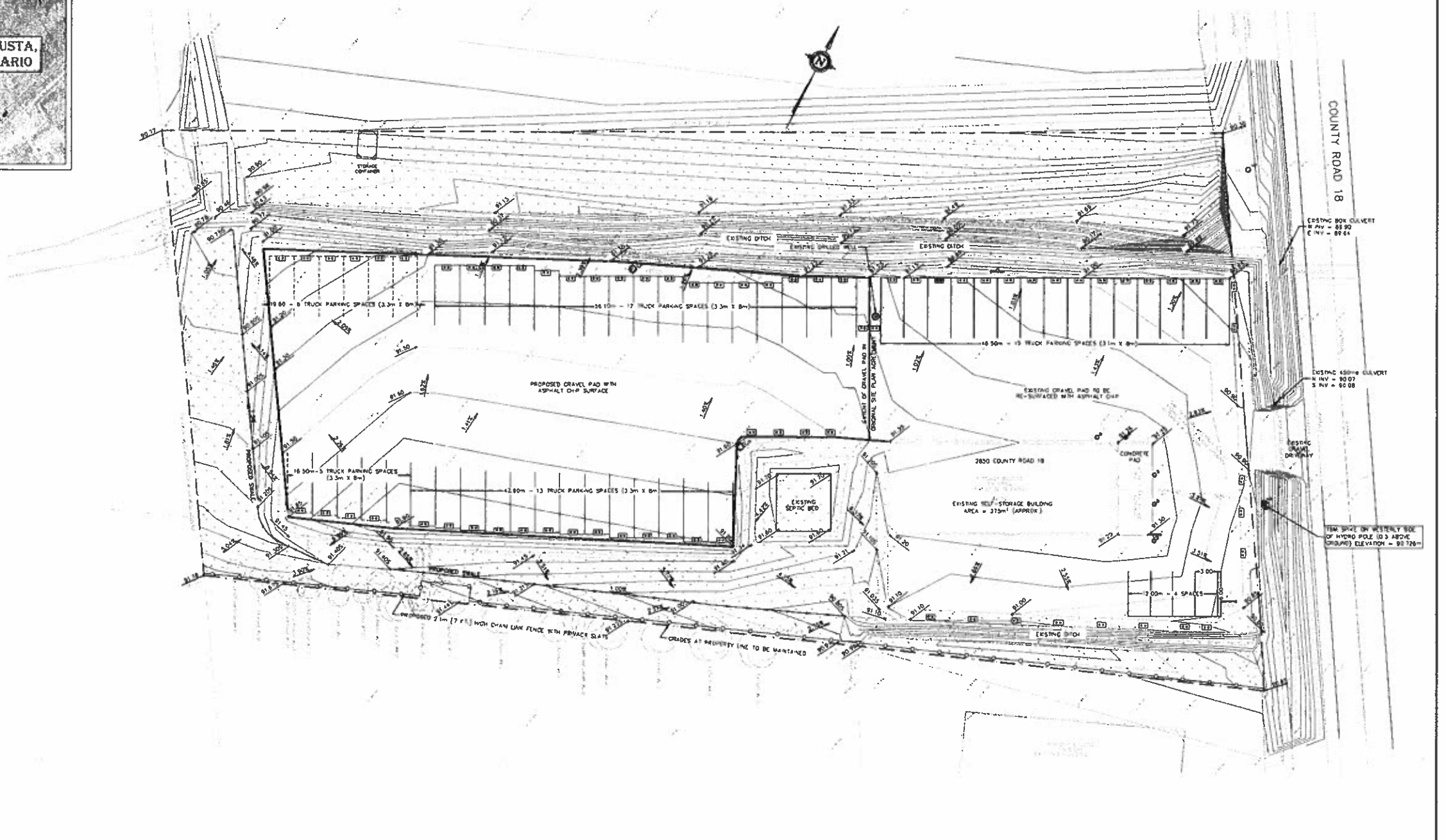
PROFESSIONAL ENGINEER
S.E. DEW
100079612
PROVINCE OF ONTARIO

2535727 ONTARIO INC. (STAN SHOULDRICE)	190461
PROPOSED EXPANSION	JUNE 26, 2019
2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO	AS NOTED
SITE PLAN	190461-01



KEY MAP
NOT TO SCALE

LEGEND	
	EXISTING ELEVATION
	PROPOSED/EXISTING ELEVATIONS
	PROPOSED DRAINAGE SLOPE
	EXISTING DRAINAGE
	TOP OF SLOPE
	PROPERTY LINE
	UTILITY LINES
	EDGE OF TREES
	EXISTING HYDRO POLE
	EXISTING HYDRO CUT WIRE ANCHOR
	EXISTING WELL
	LIGHT POST
	CONCRETE TRAFFIC BARRIER
	EXISTING BOLLARD
	PROPOSED SIGNAGE
	TEMPORARY BENCHMARK

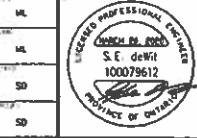


GRADING & STORMWATER MANAGEMENT PLAN
SCALE = 1:250

GENERAL NOTES
 1. ALL DIMENSIONS AND ELEVATIONS (LOCAL) ARE IN METERS, UNLESS OTHERWISE SPECIFIED.
 2. THIS IS NOT A LEGAL SURVEY BOUNDARY INFORMATION HERE DERIVED FROM PLAN 154-17837.
 3. CLIENT IS RESPONSIBLE FOR ACQUIRING ALL NECESSARY PERMITS.
 4. CONTRACTOR TO VERIFY THAT APPROPRIATE PERMITS HAVE BEEN OBTAINED PRIOR TO ANY CONSTRUCTION.
 5. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UTILITIES.
 7. ALL BENCHMARKS TO BE VERIFIED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
 8. THIS DRAWING IS NOT FOR CONSTRUCTION UNTIL ALL APPROVALS HAVE BEEN OBTAINED.

No.	REVISION	DATE	BY
1	REVISED FOR REVISIONS	2024/04/29	ML
2	REVISED FOR SUBMISSION	2024/05/29	ML
3	REVISED FOR BPC SUBMISSION	2024/06/20	ML
4	REVISED PER BPC APPROVAL	2024/06/20	ML
5	REVISED PER BPC APPROVAL	2024/06/20	ML
6	REVISED PER BPC APPROVAL	2024/06/20	ML
7	REVISED PER BPC APPROVAL	2024/06/20	ML
8	REVISED PER BPC APPROVAL	2024/06/20	ML

Kollaard Associates
 Engineers
 (615) 860-0923



PROJECT NO.	2535727 ONTARIO INC (STAN SHOULDRICE)	DATE	190461
PROJECT NAME	PROPOSED EXPANSION	DATE	APR 28, 2019
PROJECT ADDRESS	2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO	DATE	AS NOTED
PROJECT TITLE	GRADING & SWM PLAN	DATE	190461-SWM

**ACOUSTIC ASSESSMENT
REPORT**

2850 County Road 18
Augusta Township, Ontario

GRADIENT WIND REPORT: 19-138 - AAR



October 1, 2019

PREPARED FOR

Stan Shouldice

Shouldice Trucking Inc.

3820 Leitrim Road

Gloucester, Ontario

K1G 3N4

PREPARED BY

Giuseppe Garro, Junior Environmental Scientist

Michael Lafortune, C.E.T., Environmental Scientist

Joshua Foster, P.Eng., Principal

EXECUTIVE SUMMARY

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Shouldice Trucking Inc. as requested by the Ministry of the Environment, Conservation and Parks (MECP) to perform an acoustic assessment for the Shouldice Trucking facility located at 2850 County Road 18 in Augusta Township, Ontario. Under the Environmental Protection Act (EPA), the facility shall obtain an Environmental Compliance Approval (ECA), demonstrating compliance with Ontario's noise regulations. As part of the MECP protocol, all relevant noise sources must be considered in the acoustic assessment. This report describes the methodology and results of the acoustic assessment for all equipment associated with the trucking facility. The findings are based on information provided by Shouldice Trucking Inc. in addition to information collected during a site visit conducted on August 6th, 2019.

Results of the current study indicated that the combined sound level resulting from the sound discharged from the facility at each affected point of noise reception, as determined using an acoustic assessment, is expected to meet the NPC-300 noise criteria. These findings are based on the information outlined in Section 2.1 and 2.2. Parking restrictions should be imposed with signage for drivers so that they only idle in the permitted areas (see Figure 4).

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Appendix A - Measurement Data

Appendix B – Point of Reception Noise Impact

1. INTRODUCTION AND FACILITY DESCRIPTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Shouldice Trucking Inc. as requested by the Ministry of the Environment, Conservation and Parks (MECP) to perform an acoustic assessment for the trucking facility located at 2850 County Road 18 in Augusta Township, Ontario. Under the Environmental Protection Act (EPA), the facility shall obtain an Environmental Compliance Approval (ECA), demonstrating compliance with Ontario's noise regulations. As part of the MECP protocol, all relevant noise sources must be considered in the acoustic assessment. This report describes the methodology and results of the acoustic assessment for all equipment associated with the trucking facility. The findings are based on information provided by Shouldice Trucking Inc. in addition to information collected during a site visit conducted on August 6th, 2019.

The focus of this acoustic assessment is the Shouldice Trucking facility located at 2850 County Road 18 in Augusta Township, Ontario. The facility operates 24 hours a day and comprises a self-storage building near the southeast corner of the site and an existing gravel pad with sixteen (16) truck parking spaces to the north. The gravel pad has been expanded to the west to provide twenty-eight (28) new truck parking spaces. The new parking spaces are aligned north-south along the north and south side of the new gravel pad. The main entrance to the facility is located at the centre of the east perimeter of the site from County Road 18. The facility borders existing residential and commercial properties to the north, west and south. The nearest points of reception are existing residential buildings at 2758 and 2752 McIntosh Road. Sources of stationary noise include idling trucks situated in the parking lot of the Shouldice Trucking facility. The facility's NACIS code is 484121, General Freight Trucking, Long Distance, Truckload. Figure 1 illustrates the site plan and surrounding context. Figure 3 illustrates the location of all noise sources included in this study.

2. NOISE SOURCE SUMMARY

Upon inspection of the site, and surrounding area, several noise sources were identified as being significant. Significant noise sources are located within the site property and would have a noticeable effect on surrounding noise sensitive lands. Described in Table 1 and Appendix A are the significant noise sources. Sound power data for each source is based on sound measurements conducted during a site visit

on August 6th, 2019. The site is located in a rural area where effects from ambient noise sources are considered negligible. Figure 3 shows the locations of all noise sources included in this study.

2.1 Significant Sources

TABLE 1: NOISE SOURCE SUMMARY TABLE

Source ID	Description	Source Location	Sound Characteristics	Noise Control Measures
S1	Hotelling (Engine Exhaust and Radiated)	O	S	U
S2	Long-Term Idling (Engine Exhaust and Radiated)	O	S	U
S3	Short-Term Idling (Engine Exhaust and Radiated)	O	S	U
S4	Moving Truck	O	S	U

Source Location: O – outside I – inside Sound Characteristics: S – steady state I – intermittent T – tonal Noise Control Measures: U – uncontrolled S – silencer

Hotelling/Parking Truck (Source 1)

Up to a maximum of two trucks (S1) can be idling for an extended period of time on the property for hotelling requirements. These trucks are limited to parking spaces north of the building (see Figure 4) and are to be parked with the cab facing north. These operations can occur 24 hours a day. Therefore, a predictable worst-case scenario assumes two idling trucks operate continuously over a 1-hour period during the daytime, evening, and nighttime periods.

Long-Term/Short-Term Idling (Source 2/3)

Additional noise sources were used to account for trucks parked in other locations, started and moved to an area where extended idling can occur. These trucks are to be parked with the cab facing north. A predictable worst-case scenario assumes three trucks operating for 15 minutes within the extended idling region (S2; long-term idling), and three trucks operating for 3 minutes along the south property line (S3; short-term idling) every hour during the daytime, evening, and nighttime periods.

Moving Truck (Source 4)

Three truck movements are assumed per hour, with a path throughout the lot. Trucks are assumed to travel at 12 km/h.

Insignificant Noise Sources

Aside from the primary noise sources outlined above, no other sources of noise are present on site. Heating, ventilation, and air conditioning (HVAC) equipment is internal to the building and was not audible on site. Passenger vehicles and backup beeper sounds are not considered as a stationary noise source as per NPC-300 Part A, and therefore were not included in the model¹.

2.2 Determination of Sound Power Levels

A site visit was conducted on August 6th, 2019 to measure the noise emissions of the idling trucks used in the Shouldice Trucking fleet. Measurements were recorded using a Brüel & Kjær (B&K) integrating sound level meter Type 2250, equipped with a Type 4189 Class 1 microphone. The meter was mounted on a tripod with the microphone set at a height of approximately 1.5 m above grade. Measurements were conducted near idling trucks as well as at further setback distances, to measure the sound pressure levels in front and behind the trucks. From these measurements sound power levels were derived for modelling purposes. Two trucks parked on the southern parking lot boundary toward the east and west oriented north-south were used to collect sound data. The front of the trucks were positioned toward the north.

At each location, the meter was set to slow response and sound recordings were conducted for a minimum of 3 minutes each as the noise was observed to be steady-state. In all cases, measurements of equivalent sound pressure levels were taken for each 1/3 octave band center frequency, and the instrument was allowed to stabilize before measurements were recorded. Weather conditions during the measurement period were mainly clear, winds were relatively calm and there was no observed precipitation. The average temperature was 31 degrees Celsius during the testing period.

Table 2 below describes the measurement locations which are illustrated in Figure 2. It should be noted that for location L1-L4, the east truck was turned on and idling. For location L5-L7, both the east and west trucks were in operation. Results for location L5-L7 were used in the *Predictor-Lima* model for correlation.

¹ NPC-300, Part A, pages 19-20

TABLE 2: ON-SITE NOISE MEASUREMENT LOCATIONS

Location Number	Receptor Location	Height Above Grade (m)
L1	OPOR – Front of Truck (3 m)	1.5
L2	OPOR – Front of Truck (7 m)	1.5
L3	OPOR – Rear of Truck (4 m)	1.5
L4	OPOR – Rear of Truck (7 m)	1.5
L5	OPOR – Southern Property Line	1.5
L6	OPOR – Southern Property Line	1.5
L7	OPOR – Southern Property Line	1.5

Sound power levels of the idling trucks were determined using the measured sound pressure levels summarized Appendix A, setback distances, as well as the following equation²:

$$Lw = Lp + |10\log(\frac{Q}{4\pi * r^2})|$$

Where:

Lw = Sound power level

Lp = Sound pressure level

Q = Directivity factor (2) to account for reflection from side of building

R = Source-measurement distance

Receptor location L1 and L2 were used to determine the sound power from the engine radiated noise from the cowling, whereas receptor location L3 and L4 were used to determine the sound power from the engine exhaust. In Predictor, sound power levels are based on L1 and L2, and a directivity factor was applied to the point source to account for noise levels that are approximately 10 dB quieter at the rear of the truck (L3 and L4). Table 3 summarizes the sound power of each source used in the analysis. Raw measurement data is available in Appendix A. To account for long-term truck operations, a parked truck (S2) was assumed to operate for 15 minutes, so an intermittence factor of -6 dB was applied to this source.

² Beranek, L. L. (1971). *Noise and Vibration Control*. McGraw-Hill Book Company.

Similarly, to account for short-term truck operations, a parked truck (S3) was assumed to operate for 3 minutes, so an intermittence factor of -13 dB was applied to this source.

TABLE 3: EQUIPMENT SOUND POWER LEVELS (dBA)

Source ID	Description	Height Above Grade (m)	Frequency (Hz)								Total
			63	125	250	500	1000	2000	4000	8000	
S1	Hotelling Truck	3.2	67	73	78	88	94	89	83	72	96
S2	Long-Term Truck†	3.2	67	73	78	88	94	89	83	72	96
S3	Short-Term Truck*	3.2	67	73	78	88	94	89	83	72	96
S4	Moving Truck	1.5	77	87	94	98	99	94	88	79	103

Note: †Assumes a 15 min operation with intermittence factor of -6 dB

*Assumes a 3 min operation with intermittence factor of -13 dB

3. IMPACT ASSESSMENT

The equivalent sound energy level, L_{eq} , provides a weighted measure of the time varying noise levels (including quasi-impulsive), which is well correlated with the annoyance of sound. It is defined as the continuous sound level, which has the same energy as a time varying noise level over a selected period of time. For stationary sources, the L_{eq} is commonly calculated on an hourly interval, while for roadways, the L_{eq} is calculated on the basis of a 16-hour daytime/8-hour nighttime split.

Noise criteria taken from NPC-300 apply to outdoor points of reception (POR). A POR is defined under NPC-300 as “any location on a noise sensitive land use where noise from a stationary source is received”³. A POR can be located on an existing or zoned for future use premises of permanent or seasonal residences, hotels/motels, nursing/retirement homes, rental residences, hospitals, camp grounds, and noise sensitive buildings such as schools and places of worship. The maximum permissible noise levels for a rural area (Class 3) is the higher of the executionary limits presented in Table 4 or background noise levels from environmental sources. The study site is considered to be in a Class 3 area as the acoustical environment is dominated by natural sounds having little or no road traffic. For this analysis, the exclusionary limits

³ NPC – 300, page 14

were used in the analysis as background noise levels were measured to be 45 dBA during the daytime period.

TABLE 4: MINIMUM ONE-HOUR SOUND LIMITS FOR CLASS 3 AREA

Time of Day	Outdoor Points of Reception	Plane of Window
07:00 – 19:00	45	45
19:00 – 23:00	40	40
23:00 – 07:00	N/A	40

3.1 Assessment Procedure

The impact of stationary noise sources on nearby residential areas was determined by computer modelling using the software program *Predictor-Lima*. This program was developed from the International Standards Organization (ISO) standard 9613 Parts 1 and 2 and is capable of representing three-dimensional surfaces and first reflections of sound waves over a suitable spectrum for human hearing. The methodology has been used on numerous assignments and has been accepted by the Ministry of the Environment, Conservation and Parks (MECP) as part of Environmental Compliance Approval applications.

A total of 4 receptor locations were chosen around the site to measure the noise impact at points of reception (POR) during the daytime period (07:00-19:00), evening period (19:00-23:00), as well as during the nighttime period (23:00 – 07:00). POR locations include outdoor points of reception (OPOR) and the plane of windows (POW) of the adjacent residential properties. Sensor locations are described in Table 5 and illustrated in Figure 3. Table 6 below contains *Predictor-Lima* calculation settings. These are typical settings that have been based on ISO 9613 standards and guidance from the MECP.

Ground absorption over the study area was determined based on topographical features (such as water, concrete, grassland, etc.). An absorption value of 0 is representative of hard ground, while a value of 1 represents grass and similar soft surface conditions. Existing buildings were added to the model to account for screening and reflection effects from building façades. *Predictor-Lima* modelling data is available upon request.

TABLE 5: RECEPTOR LOCATIONS

Receptor Number	Receptor Location	Height Above Grade (m)
R1	OPOR – 2752 McIntosh Road	1.5
R2	OPOR – 2758 McIntosh Road	1.5
R3	POW - 2752 McIntosh Road	1.5
R4	POW - 2758 McIntosh Road	4.5

TABLE 6: CALCULATION SETTINGS

Parameter	Setting
Meteorological correction method	Single value for C0
Value C0	2.0
Default ground attenuation factor	1
Ground attenuation factor for gravel parking lots	0.5
Temperature (K)	283.15
Pressure (kPa)	101.33
Air humidity (%)	70

4. RESULTS AND DISCUSSION

4.1 Acoustical Assessment Summary of Results

Noise levels at sensitive receptors fall below NPC-300 criteria for stationary noise, as summarized in Table 7 below. The sound levels listed in Table 7 are based on information outlined in Section 2.1 and 2.2. Point of Reception Noise Impact Tables are provided in Appendix B.

TABLE 7: NOISE LEVELS FROM STATIONARY SOURCES

Receptor Number	Receptor Location	Noise Level (dBA)			Meets Class 3 Criteria		
		Day	Evening	Night	Day	Evening	Night
R1	OPOR – 2752 McIntosh Road	39	39	-	Yes	Yes	-
R2	OPOR – 2758 McIntosh Road	40	40	-	Yes	Yes	-
R3	POW - 2752 McIntosh Road	38	38	38	Yes	Yes	Yes
R4	POW - 2758 McIntosh Road	37	37	37	Yes	Yes	Yes

As Table 7 summarizes, noise levels fall below NPC-300 criteria at all receptors during all hours of the day. Parking restrictions should be imposed with signage for drivers so that they only idle in the permitted lots (see Figure 4).

5. CONCLUSIONS AND RECOMMENDATIONS

Results of the current study indicated that the combined sound level resulting from the sound discharged from the facility at each affected point of noise reception, as determined using an acoustic assessment, is expected to meet the NPC-300 noise criteria. These findings are based on the information outlined in Section 2.1 and 2.2. In order to ensure compliance with the sound level limits the following administrative noise control measures should be implemented and maintained:

- Extended idling should be restricted to the green hatched area identified in Figure 4, which is approximately the northeast corner of the property.

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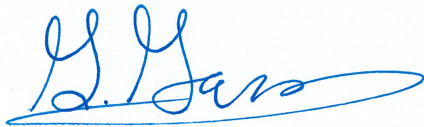
ENGINEERS & SCIENTISTS

- Three start-up trucks are permitted to operate for 3 minutes per hour within the new and existing parking spaces on the property, as indicated by the blue region in Figure 4. However, after 3 minutes, the start-up trucks should be relocated to the extended idling region (green hatched area). This will provide the flexibility of parking the trucks anywhere on the property, while keeping noise levels below the ENCG Class 3 criteria for surrounding noise sensitive areas.
- Signage should be posted around the property to alert drivers of the idling restrictions.
- Drivers are to be trained and advised of the parking restrictions and importance of parking in dedicated areas due to noise concerns.

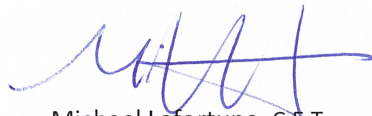
This concludes our assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.

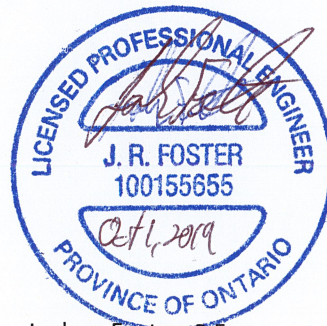


Giuseppe Garro, M.A.Sc.
Junior Environmental Scientist



Michael Lafortune, C.E.T.
Environmental Scientist

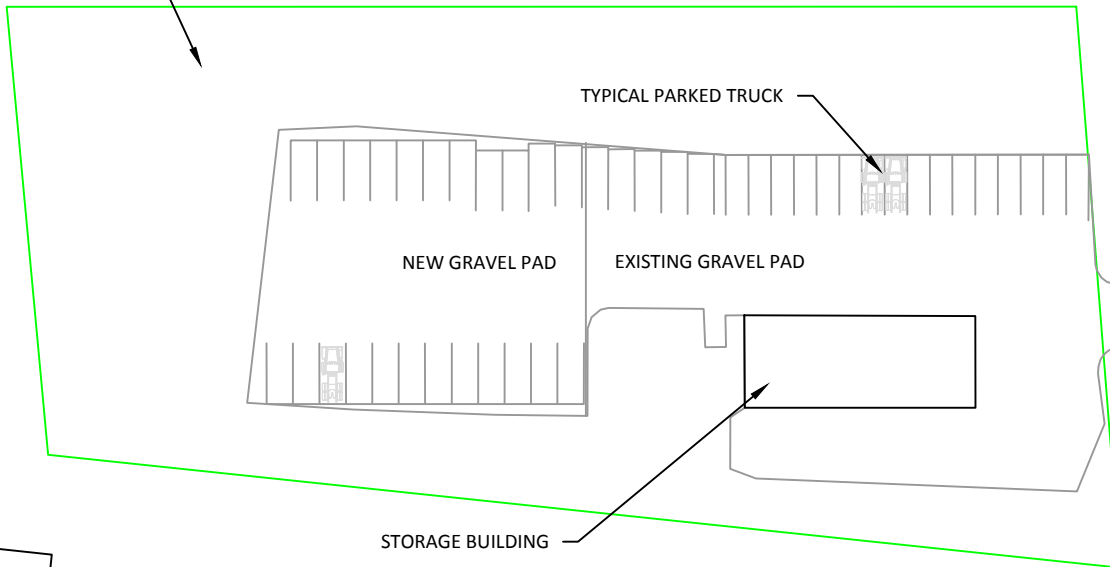
Gradient Wind File #19-138 – AAR



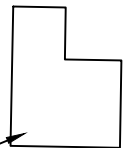
Joshua Foster, P.Eng.
Principal



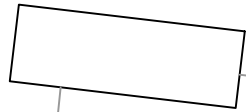
STUDY SITE



2752 MCINTOSH ROAD



2758 MCINTOSH ROAD

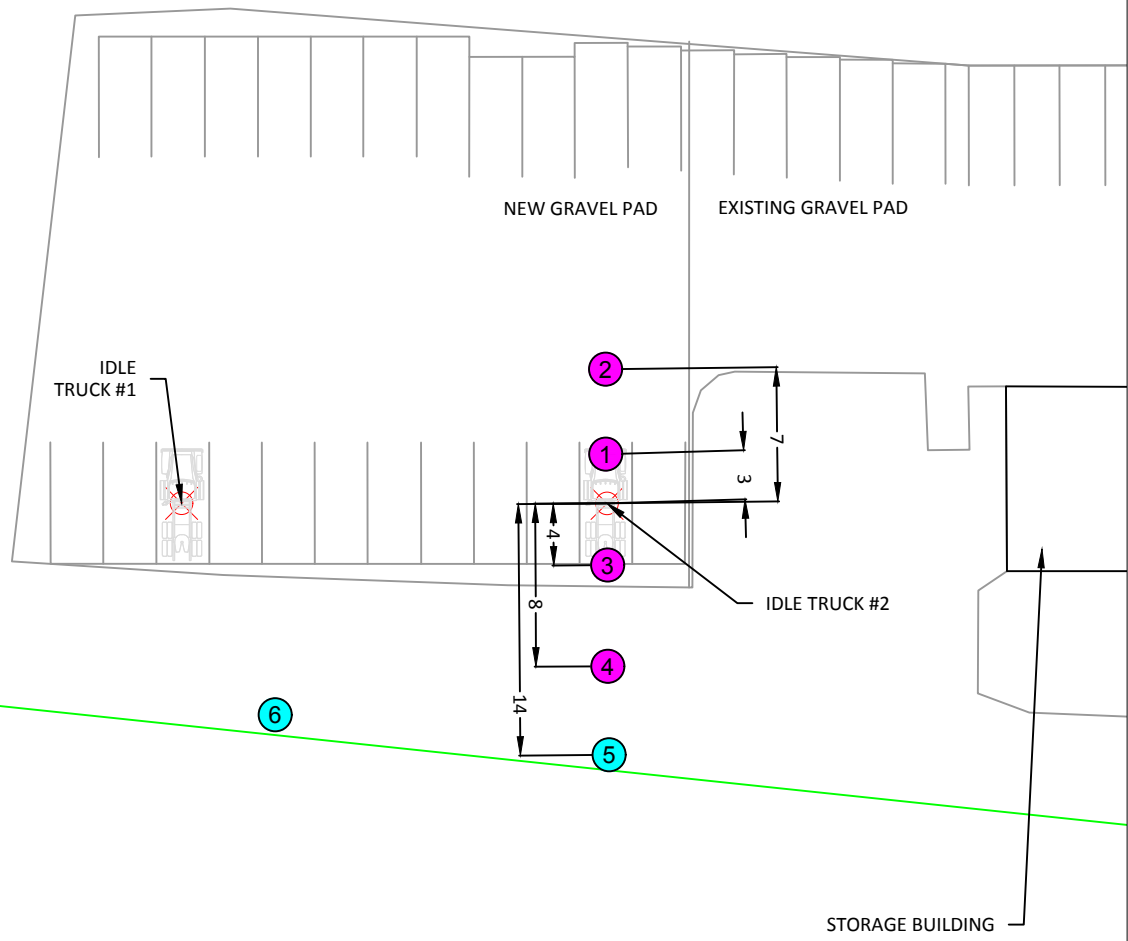


COUNTY ROAD 18

MCINTOSH ROAD

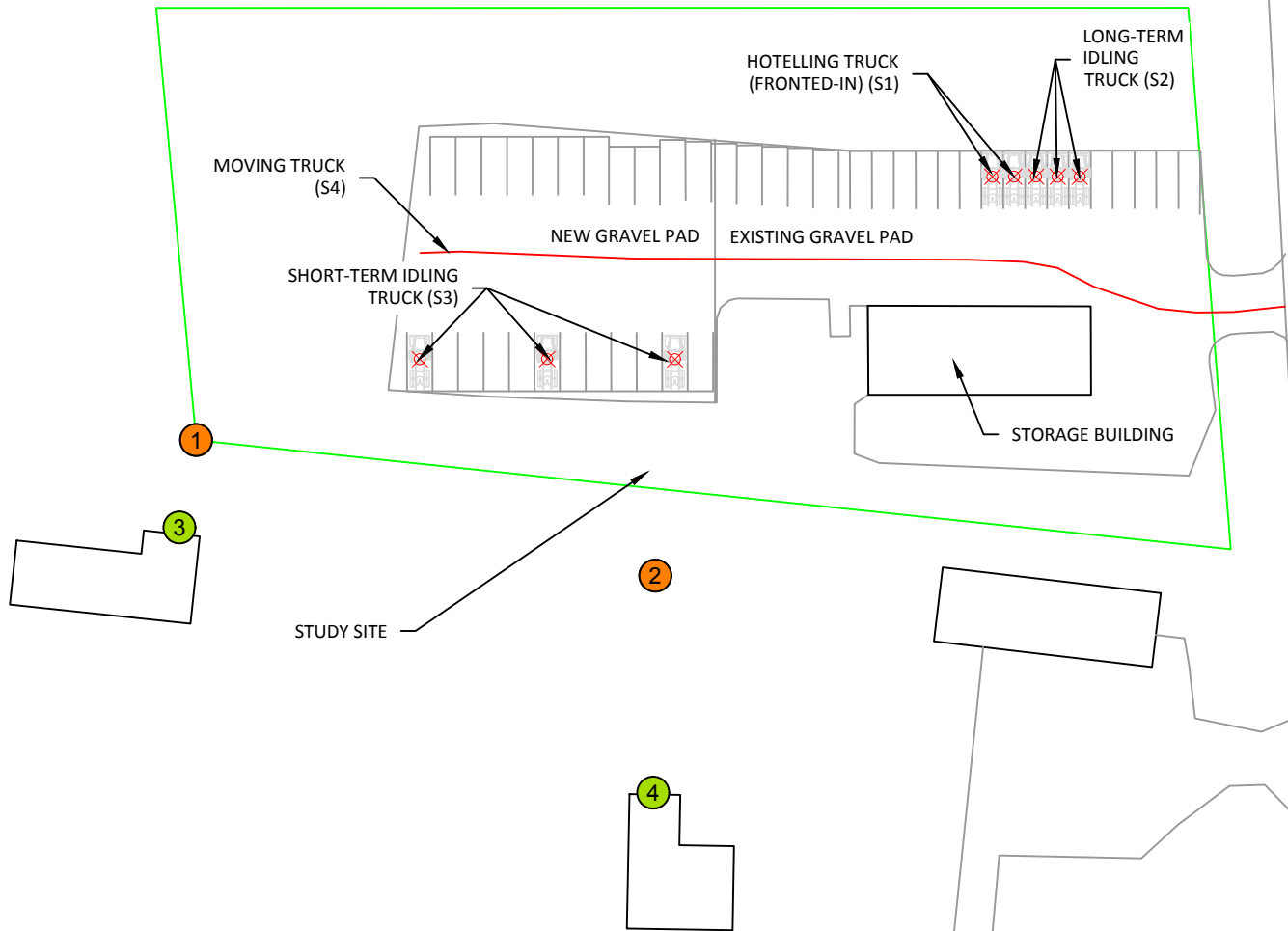


STUDY SITE



- ⑦ RECEPTORS INFLUENCED BY TRUCK #1 AND #2
- ① RECEPTORS INFLUENCED BY TRUCK #2

PROJECT	2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO - ACOUSTIC ASSESSMENT REPORT	
SCALE	1:500 (APPROX.)	DRAWING NO. GWE19-138-2
DATE	OCTOBER 1, 2019	DRAWN BY G.G.

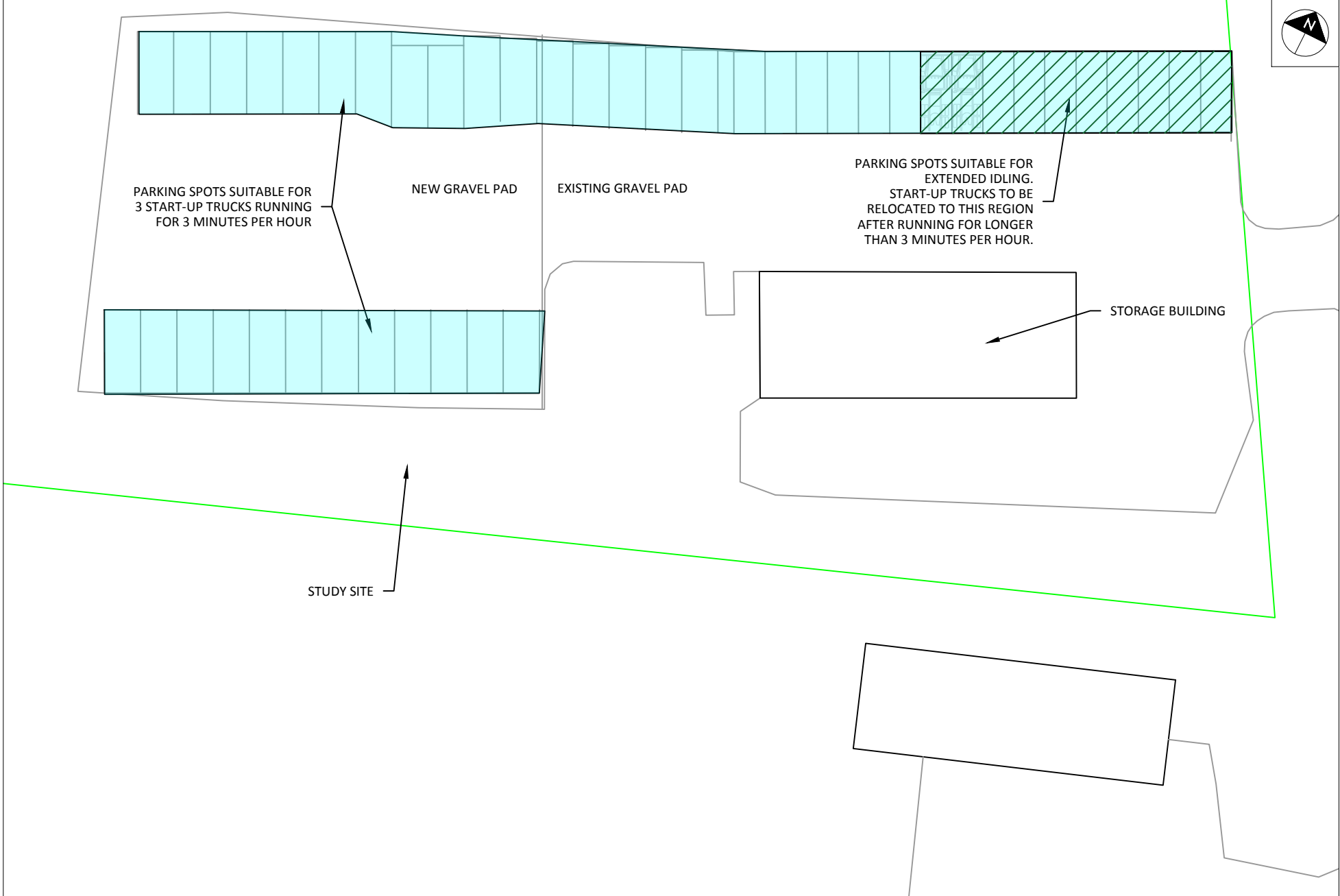


- 1 OPOR RECEPTORS
- 1 POW RECEPTORS

PROJECT	2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO - ACOUSTIC ASSESSMENT REPORT	
SCALE	1:1000 (APPROX)	DRAWING NO. GWE19-138-3
DATE	OCTOBER 1, 2019	DRAWN BY G.G.

DESCRIPTION

FIGURE 3:
 PREDICTOR LIMA MODEL - SOURCES AND RECEPTORS



PROJECT	2850 COUNTY ROAD 18, AUGUSTA TOWNSHIP, ONTARIO - ACOUSTIC ASSESSMENT REPORT	
SCALE	1:500 (APPROX.)	DRAWING NO. GWE19-138-4
DATE	OCTOBER 1, 2019	DRAWN BY G.G.

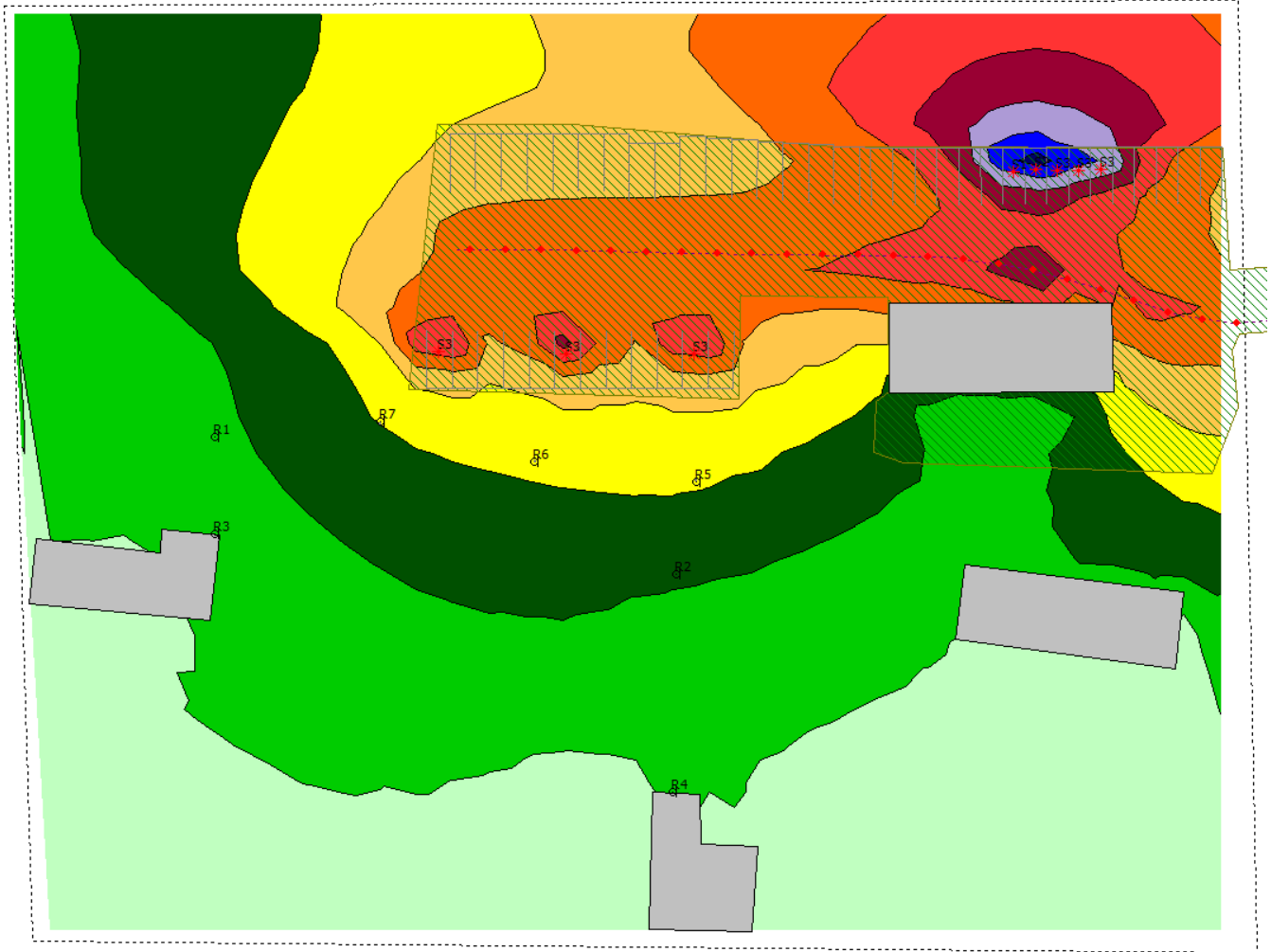
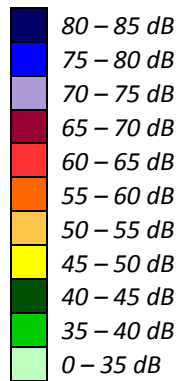


FIGURE 5: STATIONARY NOISE CONTOURS (1.5 METERS ABOVE GRADE)



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APPENDIX A

MEASUREMENT DATA

IDLING TRUCK: MEASUREMENT LOCATION 1 (3 METERS)

Frequency	63	125	250	500	1000	2000	4000	8000	Total
Sound Pressure Level (Lp) Z-Scale	73	67	69	73	77	70	64	55	81
Sound Pressure Level (Lp) A-Scale	47	51	60	70	77	71	65	54	79
Sound Power Level (Lw) A-Scale	65	69	78	88	95	89	83	72	97

IDLING TRUCK: MEASUREMENT LOCATION 2 (7 METERS)

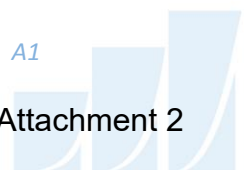
Frequency	63	125	250	500	1000	2000	4000	8000	Total
Sound Pressure Level (Lp) Z-Scale	69	68	61	65	68	62	56	48	74
Sound Pressure Level (Lp) A-Scale	43	52	52	62	68	63	57	47	70
Sound Power Level (Lw) A-Scale	68	77	77	87	93	88	82	72	95

IDLING TRUCK: MEASUREMENT LOCATION 3 (4 METERS)

Frequency	63	125	250	500	1000	2000	4000	8000	Total
Sound Pressure Level (Lp) Z-Scale	70	66	61	67	64	60	53	47	74
Sound Pressure Level (Lp) A-Scale	44	50	52	64	64	61	54	46	68
Sound Power Level (Lw) A-Scale	64	70	72	84	84	81	74	66	88

IDLING TRUCK: MEASUREMENT LOCATION 4 (7 METERS)

Frequency	63	125	250	500	1000	2000	4000	8000	Total
Sound Pressure Level (Lp) Z-Scale	64	58	56	58	57	51	42	33	67
Sound Pressure Level (Lp) A-Scale	38	42	47	55	57	52	43	32	60
Sound Power Level (Lw) A-Scale	63	67	72	80	82	77	68	57	85



IDLING TRUCK: ENGINE FAN NOISE

Frequency	63	125	250	500	1000	2000	4000	8000	Total
Location 1 Sound Power Level (Lw) A-Scale	65	69	78	88	95	89	83	72	97
Location 2 Sound Power Level (Lw) A-Scale	68	77	77	87	93	88	82	72	95
Average Sound Power Level (Lw) A-Scale	67	73	78	88	94	89	83	72	96

IDLING TRUCK: ENGINE EXHAUST NOISE

Frequency	63	125	250	500	1000	2000	4000	8000	Total
Location 3 Sound Power Level (Lw) A-Scale	64	70	72	84	84	81	74	66	88
Location 4 Sound Power Level (Lw) A-Scale	63	67	72	80	82	77	68	57	85
Average Sound Power Level (Lw) A-Scale	64	69	72	82	83	79	71	62	87

2019 September 23

Project Number: 501

Shouldice Trucking
2850 County Rd 18
Prescott, ON
KOE 1T0

Attention: Stan Shouldice
President

Dear Mr. Shouldice:

Re: Site Lighting
Shouldice Trucking
Prescott, Ontario

Further to our letter dated September 06th, 2019, we have performed site reviews of the Shouldice Trucking site, after dark, to visually review the light levels in the rear parking lot and at the rear property lines.

As noted previously, the rear site lighting consists of 2 light poles, as follows:

- Light pole to the north of the rear parking lot, with 2 x RAB #VFL5-LED300-B-5K-W-BRZ-SF units, which are 300W LED fixtures (note that the west fixture has been turned off);
- Light pole at the center of the rear parking lot, with 4 x RAB # VFL5-LED300-B-5K-N-BRZ-SF units, which are 300W LED fixtures.

Our first site visit was on September 14th, 2019, with a follow-up site visit occurring on September 19th, 2019. During the follow-up visit, we directed your Electrical Contractor to adjust the lamps on the light pole at the center of the rear parking lot.

Following are our observations:

- The one active light fixture at the light pole to the north of the rear parking lot is directed away from the property lines, and down towards the ground;
- The four light fixtures at the light pole at the center of the rear parking lot are all directed away from the property lines and down towards the ground;
- There appears to be minimal *light trespass* at the north and south property lines which border the rear yard of the site (Illuminating Engineering Society (IES) definition of *light trespass*: The encroachment of light, typically across property boundaries, causing annoyance, loss of privacy, or other nuisance);
- The north, west and south property lines are tree-lined, which appears to contain most of the light spillage beyond the property lines;

As site Owner/Operator you indicated the following:

- That the lighting of the rear yard is required for safety of both personnel and asset protection;
- That a slatted fence (near opaque, approx. 7 ft high) will be installed along the neighbouring property lines, for additional security and containment of light spillage.

MORRIS Engineering Ltd.

Based on the above, our opinion of the rear yard site lighting is as follows:

- It meets the Owner's requirement for site safety;
- There is minimal light trespass occurring at the property lines, as the light fixtures are all directed away from the property lines;
- There is no light pollution (upward light), as the light fixtures are all directed toward the ground;
- The installation of a near opaque fence will largely contain the remaining light spillage at the property lines.

If you have any questions, or require additional information, please do not hesitate in contacting us.

Sincerely,
MORRIS ENGINEERING LTD.



Matt Morris P.Eng.