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PRELIMINARY ENVIRONMENTAL NOISE REPORT

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

JADE ACOUSTICS

PREPARED FOR
Halton Hills One Limited Partnership
c/o Rice Group

November 12, 2025
File: 25-088

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

SUMMARY

The proposed industrial commercial development is to be located at 9094 Regional Road 25 in the Town of Halton Hills. The proposed development will consist of eight (8) commercial retail buildings (Blocks A and E to K) supported by parking areas, access routes, and one (1) gas station. The proposed development will also include three (3) industrial/warehouse buildings (Blocks B to D) with loading bays, at-grade parking areas, and internal driveways. In addition, the existing heritage building located within the subject site is to be relocated.

The noise sources associated with the proposed development are rooftop mechanical equipment, drive-thru, tractor trailer passbys and idling, as well as impulses associated with the trailer loading/unloading. No refrigerated trucks are expected to access the proposed warehouse buildings except for commercial retail Block A.

The environmental noise guidelines of the Town of Halton Hills, the Region of Halton and the Ministry of the Environment, Conservation and Parks (MECP) set a sound level limit due to the stationary sources based on the existing ambient sound level without the source in operation and the exclusion sound levels.

Based on the analysis, the applicable sound level limits are predicted to be exceeded at the nearest sensitive receptor locations; therefore, mitigation measures are required. Mitigation measures include rooftop parapets, at grade acoustic barriers and administrative controls. Section 6.0 provides details of the proposed mitigation.

Garbage collection operations are of short duration and should be limited to daytime hours between 7:00 a.m. and 7:00 p.m., Monday to Friday.

1.0 INTRODUCTION

Jade Acoustics Inc. was retained by Halton Hills One Limited Partnership to prepare a Preliminary Environmental Noise Report regarding noise emissions from the proposed industrial commercial development to the satisfaction of the Town of Halton Hills.

The subject site is located at 9094 Regional Road 25 in the Town of Halton Hills. The proposed development will consist of eight (8) commercial retail buildings (Blocks A and E to K) supported by parking areas, access routes, and one (1) gas station. It will also include three (3) industrial/warehouse buildings (Blocks B to D) with loading bays, at-grade parking areas, and internal driveways. In addition, the existing heritage building located within the subject site is to be relocated.

Surrounding land uses include existing residential, church and agricultural lands to the north, existing residential and agricultural lands to the south and west, existing commercial and industrial to the east across Regional Road 25 and to the south across 5th Side Road.

Figure 1 shows the Key Plan. Figures 2 to 6 show the Site Plan of the proposed development and the locations of the noise sources analyzed.

In preparing this report, the following information has been used:

- Site visit conducted by Jade Acoustics Inc. staff on August 14, 2025;
- Concept site Plan dated September 16, 2025, prepared by Turner Fleischer Architects Inc. provided on September 22, 2025;
- Preliminary elevation drawings dated August 21, 2025, prepared by Turner Fleischer Architects Inc. provided on September 16, 2025;
- Preliminary grading plan dated September 3, 2025, prepared by Crozier Consulting Engineers provided on September 3, 2025;
- Preliminary information on truck routes and volumes associated with the proposed development provided by Crozier Consulting Engineers on September 30, 2025 and October 7, 2025; and
- Information regarding the current zoning and development applications in the area available from the Town of Halton Hills website and Town of Milton website.

2.0 NOISE SOURCES

The proposed development includes eight (8) commercial retail buildings with parking areas, access routes, one (1) gas station, three (3) warehouse buildings with loading bays, parking areas for vehicles and trailers and internal driveways.

At the time of preparation of this report, the mechanical drawings and other information regarding the mechanical equipment were not available.

For the purpose of noise assessment, sound rating, duty cycle and other information for typical equipment and operations from our files associated with similar developments were used in the noise assessment, unless otherwise specifically noted. Appendix B includes sound power levels and other details of the noise sources included in the noise assessment.

Based on the truck route information provided, the truck traffic associated with the proposed development is only expected to use the access off Regional Road 25 which is located on the northeastern of the subject site.

At the time of this report, tenants for the proposed warehouse and commercial retail buildings are not yet known. The proponent provided anticipated hours of operation for all industrial/warehouse blocks, which are 9:00 a.m. to 5:00 p.m., with no refrigerated tractor-trailer trucks or trailer coupling/uncoupling expected. As for Retail Block A, it is assumed to be a food store with vehicle repair operations, and the hours of operation are assumed to be 9:00 a.m. to 8:30 p.m. For all other retail blocks, it is assumed to operate during all time periods.

For Retail Block A, there is one (1) loading/garbage collection area, and one (1) gas station located west of the building and overhead bay doors assumed to be on the west façade of the building. The potential sources of noise include rooftop mechanical units (heat/cool units and exhaust fans), cars idling at the lanes to the gas pumps, auto repair noise from the overhead bay doors, refrigeration truck deliveries and loading/unloading operations during daytime and evening, and garbage compactor operation.

For Industrial/Warehouse Blocks B to D, the potential noise sources include seventeen (17) non-refrigerated truck trips in total during the daytime period, loading/unloading operation and rooftop mechanical units. Trucks idling at the loading bays for up to three (3) minutes was accounted for in the analysis and trucks idling at the trailer parking areas were not anticipated.

For Retail Block I, the potential sources of noise are rooftop mechanical units, drive-thru speaker, and cars idling in the proposed drive-thru features.

For all other retail blocks, the potential noise sources included in the analysis are rooftop mechanical units.

For all of the retail blocks except for Retail Block A, delivery truck movements and loading/unloading operations are expected to be occasional and acoustically not significant; therefore, they were not considered further in the report.

Once rooftop mechanical equipment is selected and mechanical drawings becomes available, an updated noise analysis will need to be prepared to re-evaluate the findings included in this noise report.

Loading activities generating impulsive noise are expected to take place within the loading areas associated with Retail Block A and all industrial blocks.

3.0 ENVIRONMENTAL NOISE GUIDELINES

The MECP document "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300", dated August, 2013, released October 21, 2013 (updated final version # 22) was used for the analysis. A brief summary of the NPC-300 guidelines is given in Appendix A. The guidelines are also summarized below.

The Town of Halton Hills has a By-law to prohibit or regulate noise, Consolidation By-law No. 2010-0030 dated May 25, 2010 and By-law No. 2023-0067 to amend the noise exemption process and Schedule B included in the Towns Noise By-law No. 2010-0030. The by-law provides specific sound level limits, penalties and enforcement and lists of noise prohibitions by time and place. According to the By-law, the area of the proposed development is considered to be a Class 2 area and Class 2 sound level limits were used in the analysis.

With respect to stationary sources of noise in Class 2 areas, the MECP guidelines require that the sound level due to the stationary source not exceed the ambient sound level due to road traffic in any hour of operation, or the values of 50 dBA between 7:00 a.m. and 11:00 p.m. applicable to any location on the plane of any window and 45 dBA between 11:00 p.m. and 7:00 a.m. applicable to the plane of any open window but not to outdoor areas, whichever is higher. For outdoor areas, the MECP Class 2 exclusion sound levels for continuous noise are 50 dBA between 7:00 a.m. and 7:00 p.m. (daytime hours) and 45 dBA between 7:00 p.m. and 11:00 p.m. (evening hours). For impulsive noise, the MECP Class 2 exclusion sound levels for outdoor areas and plane of window are 50 dBAI between 7:00 a.m. and 11:00 p.m (daytime and evening hours) and 45 dBAI between 11:00 p.m. and 7:00 a.m. (nighttime hours). Tables C-5, C-6, C-7 and C-8 of NPC-300 included in Appendix A provided the exclusion limit values of one-hour equivalent sound level (Leq,dBA) and impulsive sound level (Llm,dBAI).

The most critical hour is usually the quietest hour of road traffic in which the stationary source is also operating. If the guidelines are exceeded, the MECP requires mitigation measures, preferably at the source. The sounds from the stationary source are measured in terms of Leq, the energy equivalent continuous sound level over a defined time period (in this case, one hour) and Llm, the logarithmic average of sound levels (impulses) measured using the impulsive settings of sound level meters.

In general, if the criteria for a stationary source of noise are exceeded, the MECP recommends that control be implemented at the source rather than at the receiver. Alternatively, if the receiver is set back from the source or if a physical barrier is constructed so that the criteria can be met at the receiver, no additional mitigative measures are required. Treatment of the receptor building by the use of suitable exterior wall and window construction and central air conditioning to keep windows closed is not an acceptable solution to the MECP in Class 1 and 2 areas (urban). In addition, a warning clause in offers of purchase and sale and/or lease agreement noting the proximity of dwellings to such a source should be considered.

The MECP recognizes the need for back-up beepers/alarms as safety devices and, as such, does not have any guidelines or criteria to address these sources.

It should be noted that the MECP guidelines do not require that the source be inaudible but rather that specific sound level limits be achieved.

4.0 NOISE RECEPTORS AND APPLICABLE SOUND LEVEL LIMITS

The critical receptors are the existing residential dwellings along 5 Side Road and Regional Road 25, the existing heritage house (which is to be relocated from within the subject site to east of proposed Retail Block A) and the agricultural lands immediately north and west of the subject site. Based on observations from the site visit noted in Section 1.0, the existing residential dwellings are bungalows and two-storey dwellings which were modelled at the height of 1.5 m and 4.5 m above ground level, respectively. The existing heritage house was modelled at the height of 4.5 m above ground level. The outdoor living areas associated with the residential dwellings and existing heritage house were modelled at the height of 1.5 m above ground level. The existing church west of Regional Road 25 and north of the proposed development has inoperable windows and therefore it was not considered as noise sensitive receptor and was not assessed in the analysis.

With respect to the agricultural lands immediately north and west of the subject site shown in Figure 1, the current zoning for these vacant lands is Agricultural, and there is no available information regarding potential future developments within these lands. The current zoning permits the construction of single detached dwellings with a maximum height of 5.0 m to the highest point of the roof (i.e., a two-storey dwelling), according to the Town's Zoning By-law. Based on this, these lands are classified as noise-sensitive zoned lots for which no approval or building permit for a building or structure has been issued. According to NPC-300, as these vacant lots (noise-sensitive zoned lots) are greater than 1 hectare (10,000 m^2), the area of the vacant lot for noise assessment purposes should be confined to 1 hectare (10,000 m^2). This area should be consistent with the existing zoning by-law, the typical building pattern in the area, and the appropriate or likely future use of the vacant lot. The location of the point of reception is defined as the centre of this 1-hectare portion of the vacant lot, at a height of 4.5 metres above ground. Therefore, receptors at a height of 4.5 m above ground level at these lands/vacant lots were assigned accordingly and included in the analysis.

The MECP noise guidelines require that the sounds from the proposed development not exceed the existing ambient Leq due to road traffic in any hour of operation or the exclusion limits previously discussed in Section 3.0.

Ambient sound levels at the analyzed noise sensitive receptors set by road traffic have not been assessed as it is expected that they would not exceed the MECP Class 2 exclusion sound levels at most of the analyzed noise sensitive receptors. Therefore, the applicable sound level limits were taken to be the MECP Class 2 exclusion sound levels shown in Appendix A.

5.0 NOISE IMPACT ASSESSMENT

As discussed in Section 2.0, the proposed industrial commercial development includes eight (8) retail/commercial blocks with one (1) gas station, and three (3) industrial blocks. All these buildings have the potential to impact the existing and potential residential receptors and, as such, were included in the noise assessment.

The noise analysis was based on typical equipment, duty cycles of equipment and operations and sound rating data from our other files associated with similar developments as the mechanical drawings and/or information regarding the mechanical equipment associated with the proposed development were not available at the time of preparation of this noise report. As detailed information comes available, the duty cycles of equipment maybe refined.

Screening from the proposed buildings within the proposed site, has been included in this analysis.

The analyzed noise sources associated with the proposed development are summarized below based on expected worst-case hours during the following time periods: daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 11:00 p.m.), and nighttime (11:00 p.m. to 7:00 a.m.).

Retail Block A – hours of operation assumed to be 9:00 a.m. to 8:30 p.m.

- One (1) refrigerated tractor-trailer truck pass-by per hour at a speed of 15 km/h along the northeastern entrance of the subject site to the loading bay, during daytime and evening;
- Refrigeration unit operating full hour at the loading bay, during all time periods;
- One (1) refrigerated tractor-trailer truck idling for three (3) minutes at the loading bay, in accordance with the Town of Halton's idling bylaw, during daytime and evening;
- Four (4) automotive repair operations at bay doors on the west side of the building, with a duty cycle of 50% (daytime and evening);
- Several rooftop exhaust fans with a duty cycle of 100% (daytime and evening);
- One (1) garbage compactor at the loading area with a duty cycle of 25% (daytime and evening); and
- Several rooftop HVAC units (RTUs) with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime);

- One (1) rooftop air-cooled condenser with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime);

- One (1) rooftop fluid cooler unit with duty cycles of 100% (daytime and evening) and 40% (nighttime);

- One (1) rooftop makeup air unit with duty cycles of 100% (daytime and evening) and 40% (nighttime);

- Several cars idling at the lanes to the gas pumps during the full hour (daytime and evening); and

- Loading/unloading operation (impulsive noise) at the loading area during daytime and evening. Conventional trailer or refrigerated trailers unloading with forklifts over dock levelers was assumed for this analysis. Impulsive noise analysis was evaluated separately from the continuous noise analysis.

Industrial Blocks B to D – hours of operation anticipated to be 9:00 a.m. to 5:00 p.m.

- A total of seventeen (17) non-refrigerated tractor-trailer truck pass-bys per hour are expected during the daytime, with nine (9) trucks entering the site and eight (8) trucks leaving the site at a speed of 15 km/h along the northeastern entrance to the loading bays;

- Nine (9) non-refrigerated tractor-trailer truck idling for three (3) minutes at the loading bays, in accordance with the Town of Halton's idling bylaw, during daytime;

- Several rooftop HVAC units (RTUs) with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime); and

- Loading/unloading operations (impulsive noise) at the loading areas during daytime. Conventional trailer unloading with forklifts over dock levelers was assumed for this analysis. Impulsive noise analysis was evaluated separately from the continuous noise analysis.

Retail Block I – hours of operation anticipated to be during all time periods

- Several rooftop HVAC units (RTUs) with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime);

- One (1) rooftop exhaust fan with a duty cycle of 100% at all time periods;

- One (1) drive-thru speaker with duty cycles of 10 minutes per hour during the daytime and evening, and 5 minutes per hour during the nighttime; and

- Several cars idling at the drive-thru lanes during the full hour at all time periods.

All other retail blocks – hours of operation anticipated to be during all time periods

- Several rooftop HVAC units (RTUs) with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime); and

- Several rooftop exhaust fans with a duty cycle of 100% at all time periods.

Noise Assessment Results

The sound level in terms of Leq (one hour continuous noise sources) and Llm (impulsive noise sources) were determined for the critical residential receptors. The CadnaA computer program (Version 2025 MR1) which uses International Standard Analytical Code ISO 9613-2 (1996) was used for the analysis.

As per the MECP guidelines, impulsive noise sources were analyzed separately in the report (i.e. impulsive noise sources are analyzed separately from the continuous noise sources). As mentioned above, the industrial blocks operate during the daytime only, while Retail Block A operates during both the daytime and evening periods. Accordingly, the daytime impulsive noise analysis included loading and unloading operations at both the industrial blocks and Retail Block A, whereas the evening analysis considered only Retail Block A.

Tables 1 and 2 and Figures 5 and 6 show the results of the analysis without the addition of mitigation measures.

As can be seen from Table 1 and Figure 5, the unmitigated sound levels due to continuous noise sources are predicted to be above the MECP guidelines at the critical residential receptors. Therefore, noise mitigation measures are required to address continuous noise.

As shown in Table 2 and Figures 5 to 7, unmitigated sound levels due to impulsive noise sources are predicted to meet the MECP guidelines at the critical residential receptors. Therefore, noise mitigation measures are not required to address impulsive noise.

6.0 NOISE ABATEMENT MEASURES

As discussed in Section 5.0, additional noise mitigation measures are required to address the continuous noise sources in order to meet the MECP guidelines at the closest receptor locations. The proposed physical mitigation measures and administrative control are listed below.

In order to achieve the applicable sound level limits due to continuous noise sources at the closest noise sensitive receptors, the following noise mitigation measure and administrative control will be required:

- No nighttime deliveries and/or loading/unloading are permitted at Retail Block A building and all industrial warehouse buildings within the proposed development;
- No idling of tractor trailers in parking stalls;
- No coupling/decoupling of tractor trailers within the proposed development;
- A 4.0 m high acoustic barrier (i.e. wing wall) is to be installed along the west side of the loading bay at Retail Block A;
- Installation of 1.5 m high roof parapets at some of the retail blocks; and
- A 2.0 m high acoustic barrier is to be installed west of Retail Block F and south of Industrial Block D. The acoustic barrier should be installed approximately along the entire north and east property lines of the existing residential dwelling at 7689 5 Side Road in Milton.

Figures 2 and 8 show the location of the required at-grade and rooftop acoustic barriers as well as the administrative control. Table 3 and Figure 8 show the predicted mitigated sound levels due to continuous noise sources with the mitigation measures needed to achieve sound level limit. As noted in Section 5.0, sound level compliance can be achieved without physical mitigation measures for impulsive noise.

On-site administrative control measures noted above and/or in this report such as no nighttime deliveries and/or loading/unloading at Retail Block A and all industrial warehouse buildings, no idling and coupling/decoupling of tractor trailers, limiting truck idling time and speed of the truck movements should be enforced by the proponent in order to meet the MECP guidelines at the closest receptor locations and reduce the potential of complaints. A truck speed of 15 km/hr was used in this assessment based on the information noted in Section 1.0.

The height, length, construction details, material and termination of the proposed acoustic barriers and rooftop parapets is to be confirmed once design information is available to ensure the proposed density and materials proposed are acoustically acceptable.

The height of the acoustic barriers and rooftop parapets can be potentially optimized once ultimate grading plans and architectural plans become available

The required surface density for the proposed at grade sound barriers and rooftop parapets is a minimum 20 kg/m^2 and 10 kg/m^2, respectively. Both concrete or masonry and wood would be acoustically acceptable choices for the acoustic barrier provided the density is maintained. Both the at-grade and rooftop barriers should be of continuous construction with no gaps.

In order to avoid installation after the commercial retail buildings have been constructed, it is recommended that the rooftop parapets mentioned above be included in building designs and therefore, constructed as part of the proposed commercial retail buildings.

As per NPC-300, parking lots for private passenger vehicles are not considered to be sources of noise; therefore, based on the MECP guidelines, they do not need to be analyzed and noise mitigation measures are not required.

Although noise sources associated with private vehicle traffic in parking lots are exempt from the numerical sound level limits of NPC-300, these activities have the potential to be of annoyance to the neighbouring existing residential homeowners.

Regulation of noise within the proposed parking lot would be controlled by the Municipal Noise By-law. Also, noise associated with the construction activities are governed in the Municipal Noise By-law, as are snow removal activities in the parking lot.

Garbage collection operations are of short duration and should be limited to daytime hours between 7:00 a.m. and 7:00 p.m., Monday to Friday.

7.0 CONCLUSION

Based on the preliminary noise analysis, the MECP sound level limits are predicted to be met at the existing and potential noise sensitive receptors with the incorporation of appropriate physical and administrative mitigation measures addressed in Section 6.0 and shown on Figure 8.

A Detailed Environmental Noise Report will need to be prepared once all building plans/grading plans and selection of mechanical equipment have been finalized. Operational information from the tenant regarding trucking operations will be incorporated into the Detailed Environmental Noise Report, as will detailed grading information.

Prior to issuance of building permits, an acoustical consultant should review the plans and mechanical equipment to ensure compliance with the MECP guidelines.

Prior to final occupancy, an acoustical consultant should inspect the installed equipment and mitigation measures.

Respectfully submitted,

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8.0 STATEMENT OF LIMITATIONS

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Jade is not qualified to advise with respect to any matters not related to acoustics. Jade is not liable for any failure to implement the recommendations outlined in the report or resulting repercussions.

9.0 REFERENCES

1. "Model Municipal Noise Control By-Law", Final Report, Ontario Ministry of the Environment, August, 1978.

2. "ORNAMENT – Ontario Road Noise Analysis Method for Environment and Transportation", Ontario Ministry of the Environment, October, 1989.

3. "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", Ontario Ministry of the Environment and Climate Change, Publication NPC-300, August, 2013, released October 21, 2013 (updated final version # 22).

4. "Town of Halton Hills's Noise By-law No. 2023-0067", Town of Halton Hills, July 10, 2023.

5. "Town of Halton Hills's Noise By-law No. 2010-0030", Town of Halton Hills, May 25, 2010.

6. "Town of Halton Hills's Anti-idling By-law No. 2005-0083", Town of Halton Hills, August 8, 2005.

7. "Town of Halton Hills Zoning By-law 2010-0050", Town of Halton Hills, consolidated December 2020.

TABLE 1

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS WITHOUT MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R1 – 2ST Receptor	39	50	No	37	50	No	35	45	No
R2 – 1ST Receptor	42	50	No	40	50	No	38	45	No
R3 – 1ST Receptor	46	50	No	44	50	No	41	45	No
R4 – 1ST Receptor	47	50	No	45	50	No	43	45	No
R5 – 1ST Receptor	48	50	No	46	50	No	44	45	No
R6 – 1ST Receptor	50	50	No	48	50	No	46	45	Yes
R7 – 1ST Receptor	52	50	Yes	50	50	No	48	45	Yes
R8 – 2ST Receptor	54	50	Yes	53	50	Yes	50	45	Yes
R9 – 1ST Receptor	54	50	Yes	53	50	Yes	50	45	Yes
R10 – 1ST Receptor	54	50	Yes	53	50	Yes	50	45	Yes
R11– 2ST Receptor	53	50	Yes	52	50	Yes	49	45	Yes

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 1 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS
<u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R12 – 2ST Receptor	49	50	No	47	50	No	45	45	No
R13 – 2ST Receptor	51	50	Yes	49	50	No	47	45	Yes
R14 – 1ST Receptor	45	50	No	43	50	No	40	45	No
R14 – OLA Receptor	45	50	No	42	45	No	--	--	--
R15 – 1ST Receptor	46	50	No	44	50	No	41	45	No
R15 – OLA Receptor	47	50	No	44	45	No	--	--	--
R16 – 1ST Receptor	47	50	No	45	50	No	43	45	No
R16 – OLA Receptor	48	50	No	46	45	Yes	--	--	--
R17 – 1ST Receptor	48	50	No	47	50	No	44	45	No
R17 – OLA Receptor	49	50	No	48	45	Yes	--	--	--
R18 – 1ST Receptor	50	50	No	49	50	No	46	45	Yes

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 1 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS
<u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R18 – OLA Receptor	50	50	No	49	45	Yes	--	--	--
R18 – OLA Receptor 2	52	50	Yes	51	45	Yes	--	--	--
R19 – 1ST Receptor	48	50	No	47	50	No	43	45	No
R19 – OLA Receptor	48	50	No	47	45	Yes	--	--	--
R19 – OLA Receptor 2	48	50	No	47	45	Yes	--	--	--
R20 – 1ST Receptor	48	50	No	47	50	No	43	45	No
R20 – OLA Receptor	48	50	No	48	45	Yes	--	--	--
R21 – 2ST Receptor (Heritage House)	51	50	Yes	49	50	No	46	45	Yes
R21 – OLA Receptor (Heritage House)	46	50	No	45	45	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 1 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R22 – 2ST Receptor	52	50	Yes	50	50	No	48	45	Yes
R23 – 2ST Receptor	47	50	No	45	50	No	42	45	No
R24 – 2ST Receptor	45	50	No	43	50	No	41	45	No

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 2

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO IMPLUSIVE NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Llm 1 hour (dBAI)			Evening Sound Level** Llm 1 hour (dBAI)			Nighttime Sound Level*** Llm 1 hour (dBAI)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R1 – 2ST Receptor	41	50	No	32	50	No	--	--	--
R2 – 1ST Receptor	43	50	No	26	50	No	--	--	--
R3 – 1ST Receptor	27	50	No	22	50	No	--	--	--
R4 – 1ST Receptor	27	50	No	23	50	No	--	--	--
R5 – 1ST Receptor	27	50	No	21	50	No	--	--	--
R6 – 1ST Receptor	27	50	No	22	50	No	--	--	--
R7 – 1ST Receptor	27	50	No	22	50	No	--	--	--
R8 – 2ST Receptor	28	50	No	23	50	No	--	--	--
R9 – 1ST Receptor	28	50	No	27	50	No	--	--	--
R10 – 1ST Receptor	29	50	No	26	50	No	--	--	--
R11 – 2ST Receptor	30	50	No	25	50	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.).

TABLE 2 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO IMPLUSIVE NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Llm 1 hour (dBAI)			Evening Sound Level** Llm 1 hour (dBAI)			Nighttime Sound Level*** Llm 1 hour (dBAI)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R12 – 2ST Receptor	35	50	No	25	50	No	--	--	--
R13 – 2ST Receptor	40	50	No	26	50	No	--	--	--
R14 – 1ST Receptor	29	50	No	27	50	No	--	--	--
R14 – OLA Receptor	30	50	No	26	50	No	--	--	--
R15 – 1ST Receptor	28	50	No	27	50	No	--	--	--
R15 – OLA Receptor	29	50	No	27	50	No	--	--	--
R16 – 1ST Receptor	28	50	No	24	50	No	--	--	--
R16 – OLA Receptor	29	50	No	25	50	No	--	--	--
R17 – 1ST Receptor	29	50	No	25	50	No	--	--	--
R17 – OLA Receptor	29	50	No	25	50	No	--	--	--
R18 – 1ST Receptor	29	50	No	25	50	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 2 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO IMPLUSIVE NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Llm 1 hour (dBAI)			Evening Sound Level** Llm 1 hour (dBAI)			Nighttime Sound Level*** Llm 1 hour (dBAI)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R18 – OLA Receptor	29	50	No	26	50	No	--	--	--
R18 – OLA Receptor 2	30	50	No	26	50	No	--	--	--
R19 – 1ST Receptor	48	50	No	34	50	No	--	--	--
R19 – OLA Receptor	47	50	No	49	50	No	--	--	--
R19 – OLA Receptor 2	47	50	No	31	50	No	--	--	--
R20 – 1ST Receptor	43	50	No	32	50	No	--	--	--
R20 – OLA Receptor	47	50	No	34	50	No	--	--	--
R21 – 2ST Receptor (Heritage House)	32	50	No	32	50	No	--	--	--
R21 – OLA Receptor (Heritage House)	28	50	No	30	50	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 2 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO IMPLUSIVE NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITHOUT</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Llm 1 hour (dBAI)			Evening Sound Level** Llm 1 hour (dBAI)			Nighttime Sound Level*** Llm 1 hour (dBAI)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R22 – 2ST Receptor	46	50	No	45	50	No	--	--	--
R23 – 2ST Receptor	37	50	No	24	50	No	--	--	--
R24 – 2ST Receptor	45	50	No	47	50	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 3

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS <u>WITH</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R1 – 2ST Receptor	38	50	No	36	50	No	34	45	No
R2 – 1ST Receptor	41	50	No	39	50	No	37	45	No
R3 – 1ST Receptor	42	50	No	40	50	No	38	45	No
R4 – 1ST Receptor	43	50	No	41	50	No	39	45	No
R5 – 1ST Receptor	44	50	No	42	50	No	39	45	No
R6 – 1ST Receptor	44	50	No	43	50	No	40	45	No
R7 – 1ST Receptor	46	50	No	44	50	No	42	45	No
R8 – 2ST Receptor	49	50	No	47	50	No	45	45	No
R9 – 1ST Receptor	47	50	No	46	50	No	43	45	No
R10 – 1ST Receptor	47	50	No	46	50	No	43	45	No
R11– 2ST Receptor	48	50	No	47	50	No	44	45	No

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 3 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS WITH MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R12 – 2ST Receptor	46	50	No	44	50	No	42	45	No
R13 – 2ST Receptor	47	50	No	46	50	No	43	45	No
R14 – 1ST Receptor	43	50	No	41	50	No	38	45	No
R14 – OLA Receptor	44	50	No	41	45	No	--	--	--
R15 – 1ST Receptor	44	50	No	42	50	No	39	45	No
R15 – OLA Receptor	45	50	No	42	45	No	--	--	--
R16 – 1ST Receptor	44	50	No	42	50	No	40	45	No
R16 – OLA Receptor	45	50	No	43	45	No	--	--	--
R17 – 1ST Receptor	45	50	No	43	50	No	41	45	No
R17 – OLA Receptor	46	50	No	45	45	No	--	--	--
R18 – 1ST Receptor	46	50	No	45	50	No	42	45	No

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 3 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS WITH MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R18 – OLA Receptor	45	50	No	44	45	No	--	--	--
R18 – OLA Receptor 2	46	50	No	45	45	No	--	--	--
R19 – 1ST Receptor	46	50	No	44	50	No	42	45	No
R19 – OLA Receptor	46	50	No	44	45	No	--	--	--
R19 – OLA Receptor 2	46	50	No	45	45	No	--	--	--
R20 – 1ST Receptor	46	50	No	45	50	No	41	45	No
R20 – OLA Receptor	46	50	No	44	45	No	--	--	--
R21 – 2ST Receptor (Heritage House)	47	50	No	46	50	No	43	45	No
R21 – OLA Receptor (Heritage House)	45	50	No	44	45	No	--	--	--

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)

TABLE 3 - Continued

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

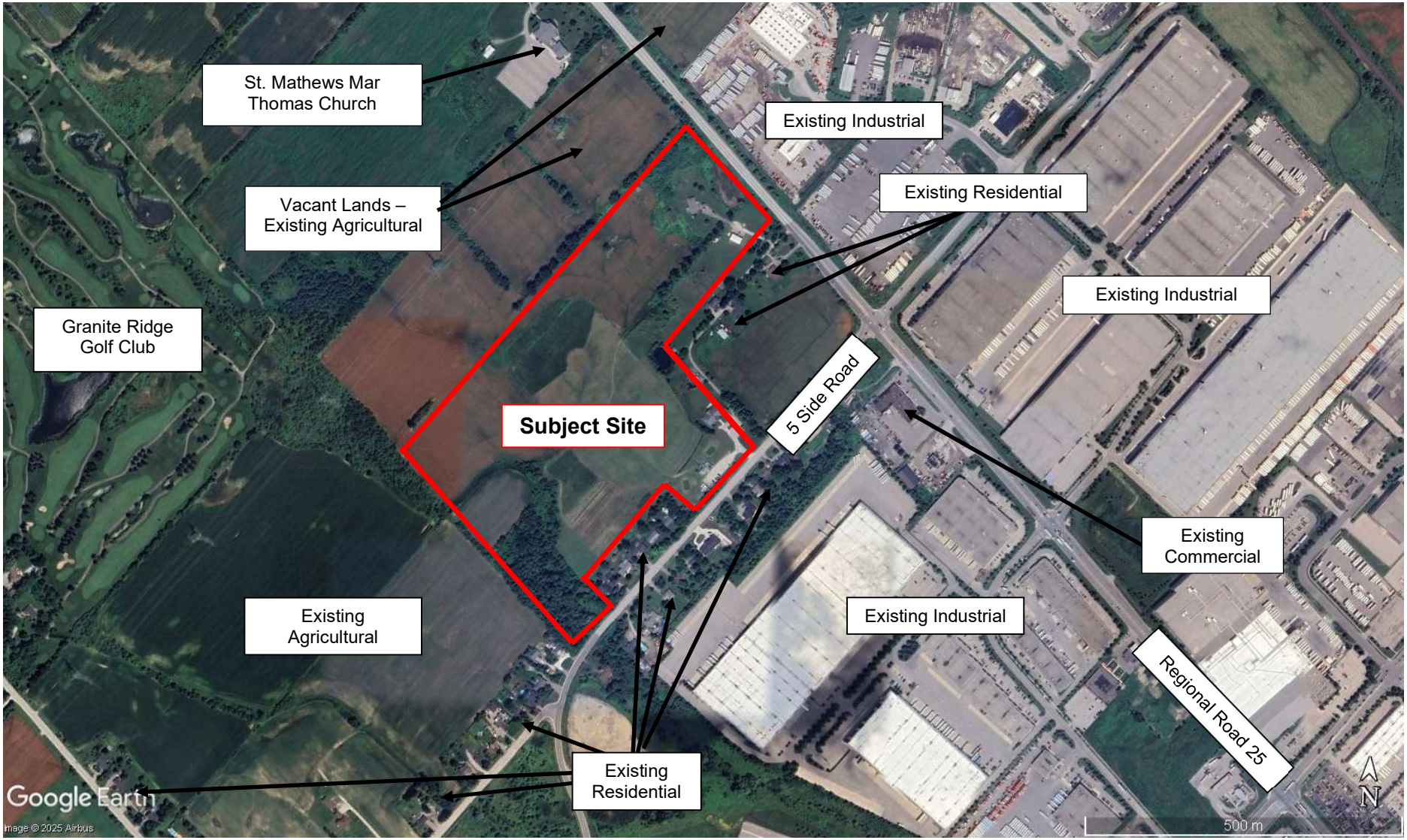
SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS
<u>WITH</u> MITIGATION MEASURES

Receptor Location	Daytime Sound Level* Leq 1 hour (dBA)			Evening Sound Level** Leq 1 hour (dBA)			Nighttime Sound Level*** Leq 1 hour (dBA)		
	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance	Predicted	Limit	Exceedance
R22 – 2ST Receptor	50	50	No	47	50	No	44	45	No
R23 – 2ST Receptor	44	50	No	42	50	No	39	45	No
R24 – 2ST Receptor	44	50	No	42	50	No	40	45	No

* (7:00 a.m. to 7:00 p.m.)

** (7:00 p.m. to 11:00 p.m.)

*** (11:00 p.m. to 7:00 a.m.)



N.T.S

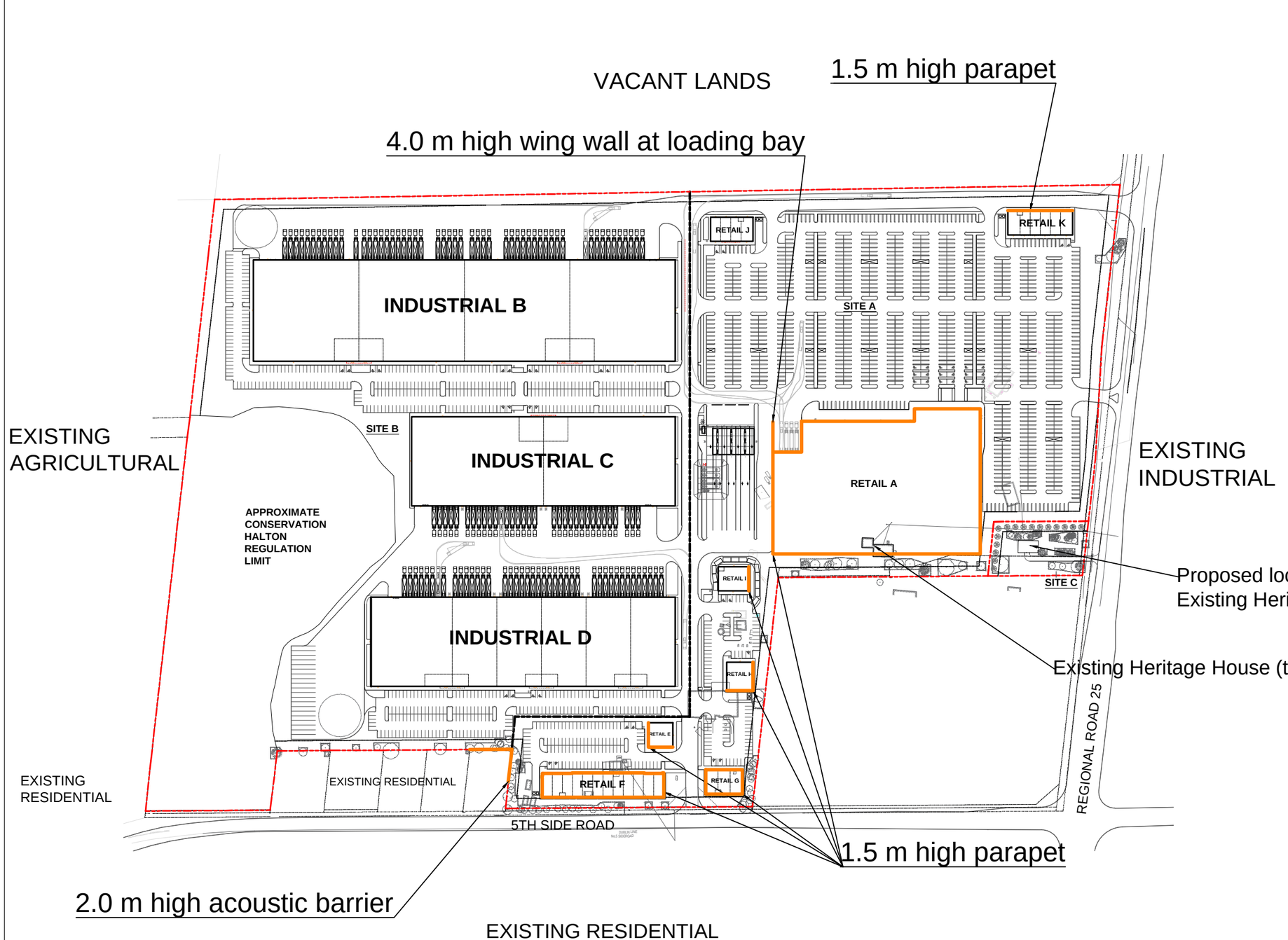
Proposed Industrial Commercial Development
9094 Regional Road 25
Town of Halton Hills

Date: November 2025 **File: 25-088**

KEY PLAN

FIGURE 1

JADE ACOUSTICS



Legend:

Mitigation Measures Required (See text, Table 3 and Notes to Table 3 for details)

Administrative Control (See Section 6.0 for details) :
-No nighttime deliveries and/or loading/unloading are permitted at Retail Block A building and all industrial warehouse buildings within the proposed development;
-No idling of tractor trailers in parking stalls; and
-No coupling/decoupling of tractor trailers within the proposed development.

N.T.S.

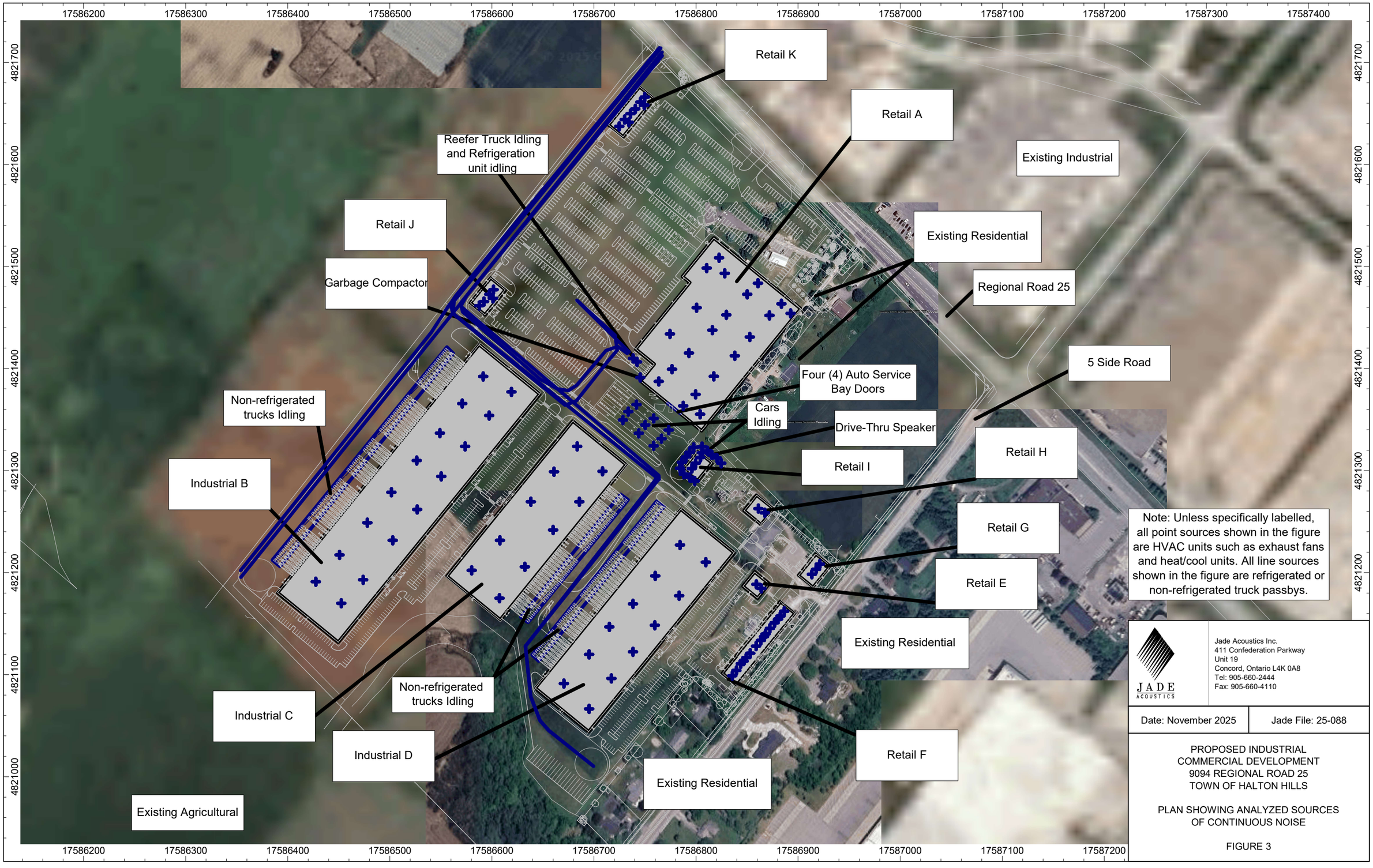
Proposed Industrial Commercial Development
9094 Regional Road 25
Town of Halton Hills

Date: November 2025 Our File: 25-088

JADE ACOUSTICS

PLAN OF DEVELOPMENT SHOWING MINIMUM NOISE MITIGATION MEASURES

FIGURE 2



JADE ACOUSTICS

Jade Acoustics Inc.
411 Confederation Parkway
Unit 19
Concord, Ontario L4K 0A8
Tel: 905-660-2444
Fax: 905-660-4110

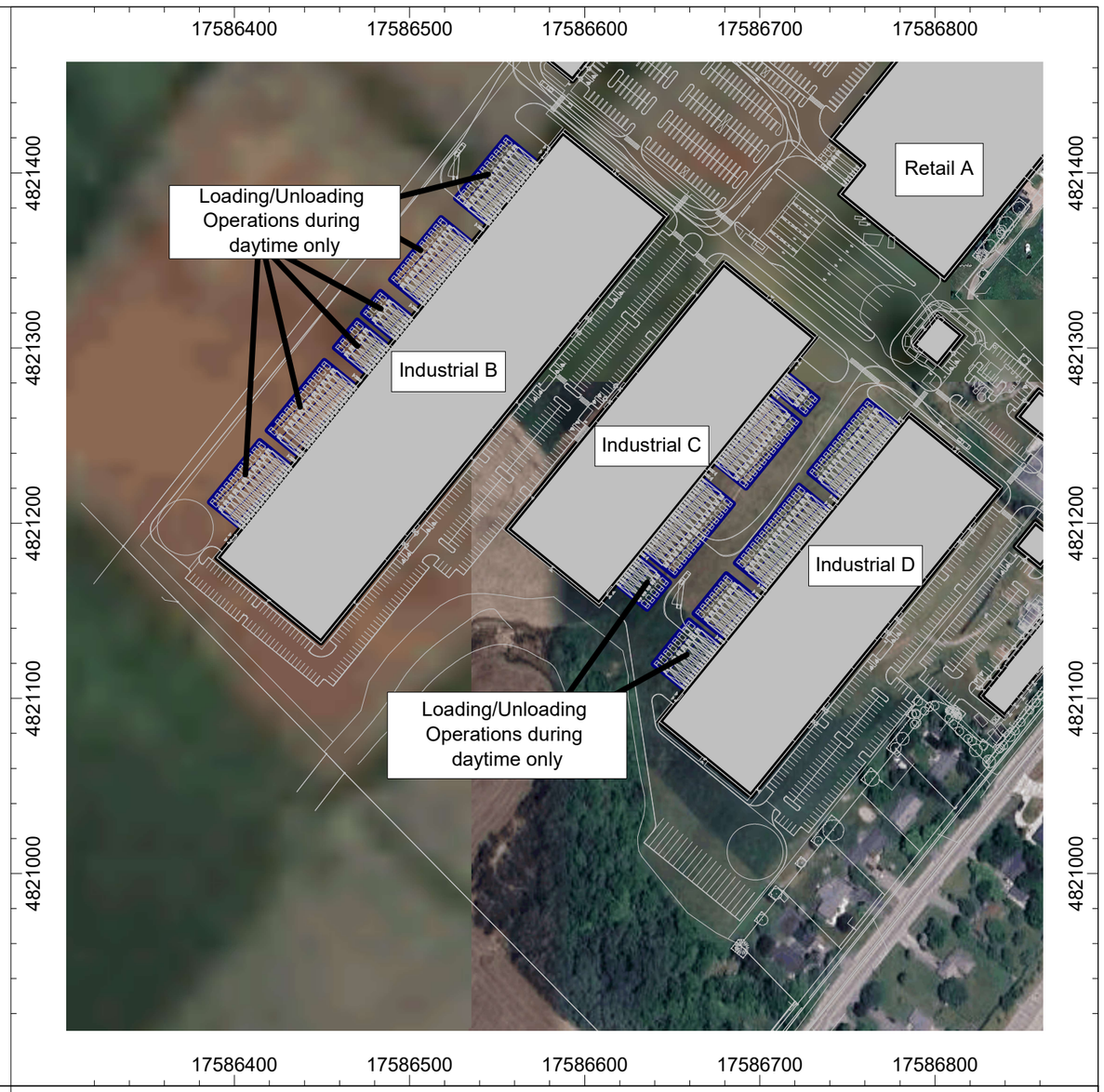
Date: November 2025 | Jade File: 25-088

PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING ANALYZED SOURCES
OF CONTINUOUS NOISE

FIGURE 3

Retail A - Impulsive Noise Source



Industrial Buildings - Impulsive Noise Sources

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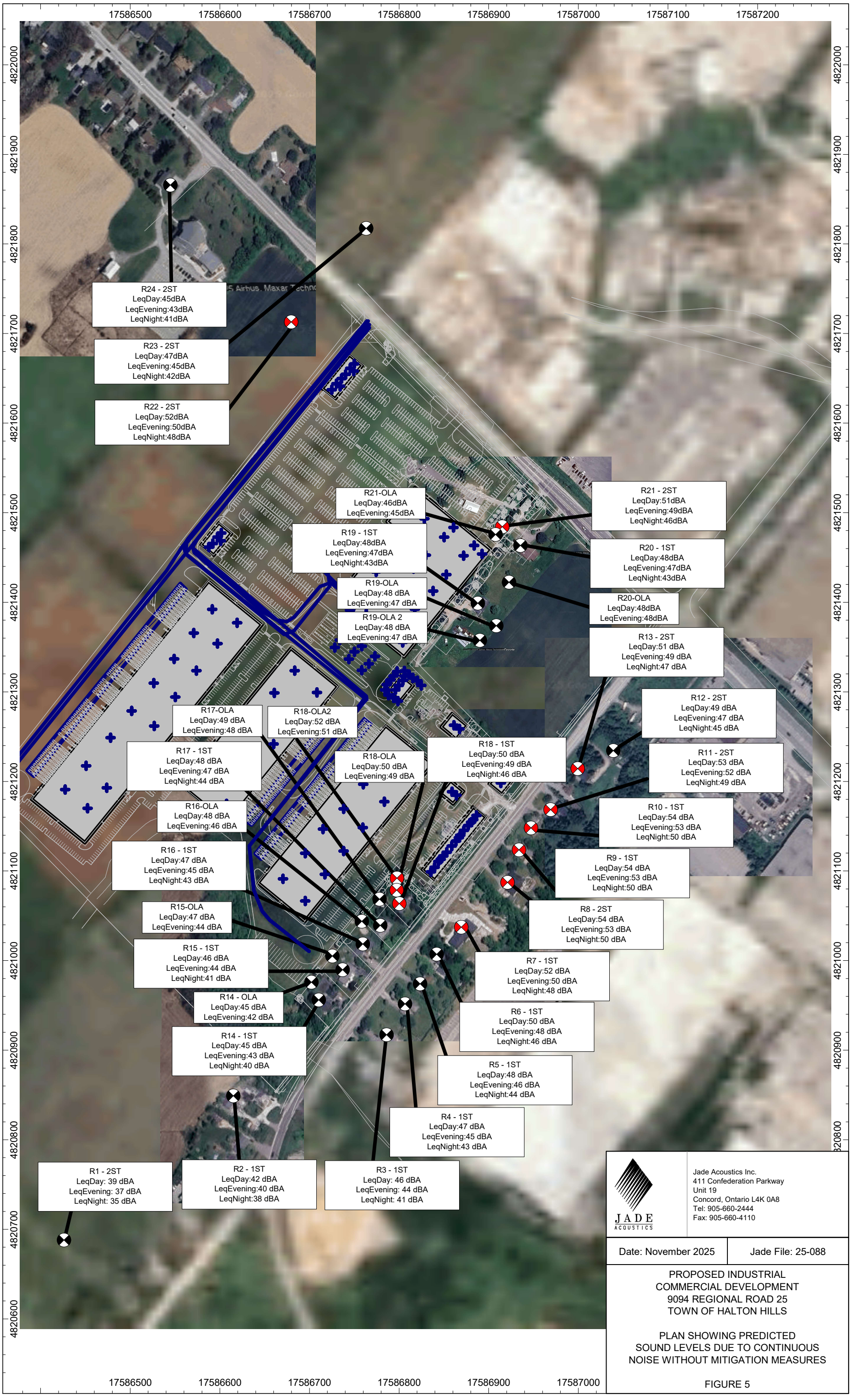
Date: November 2025

Jade File: 25-088

PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING ANALYZED SOURCES
OF IMPULSIVE NOISE

FIGURE 4



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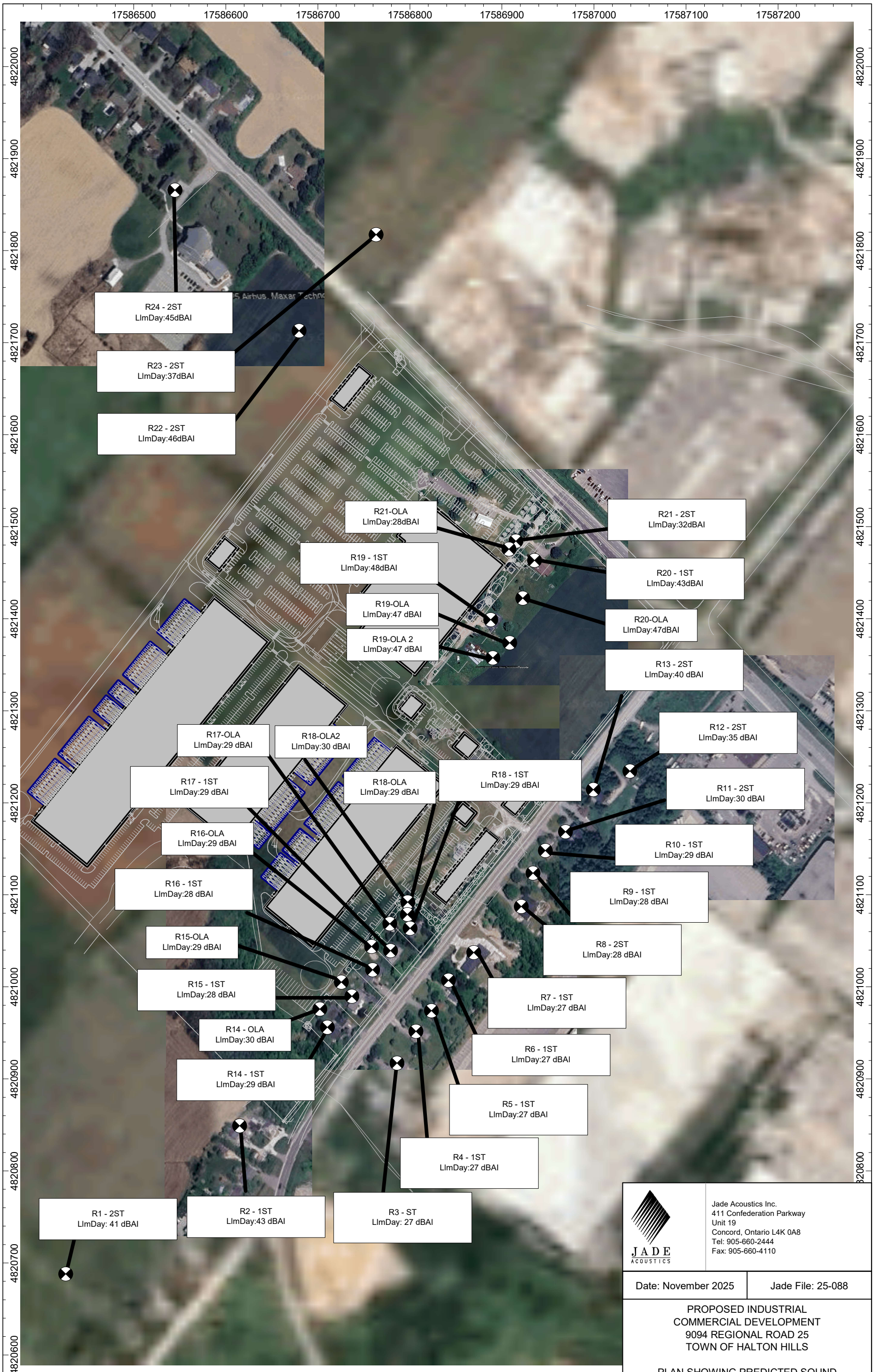
PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING PREDICTED
SOUND LEVELS DUE TO CONTINUOUS
NOISE WITHOUT MITIGATION MEASURES

FIGURE 5



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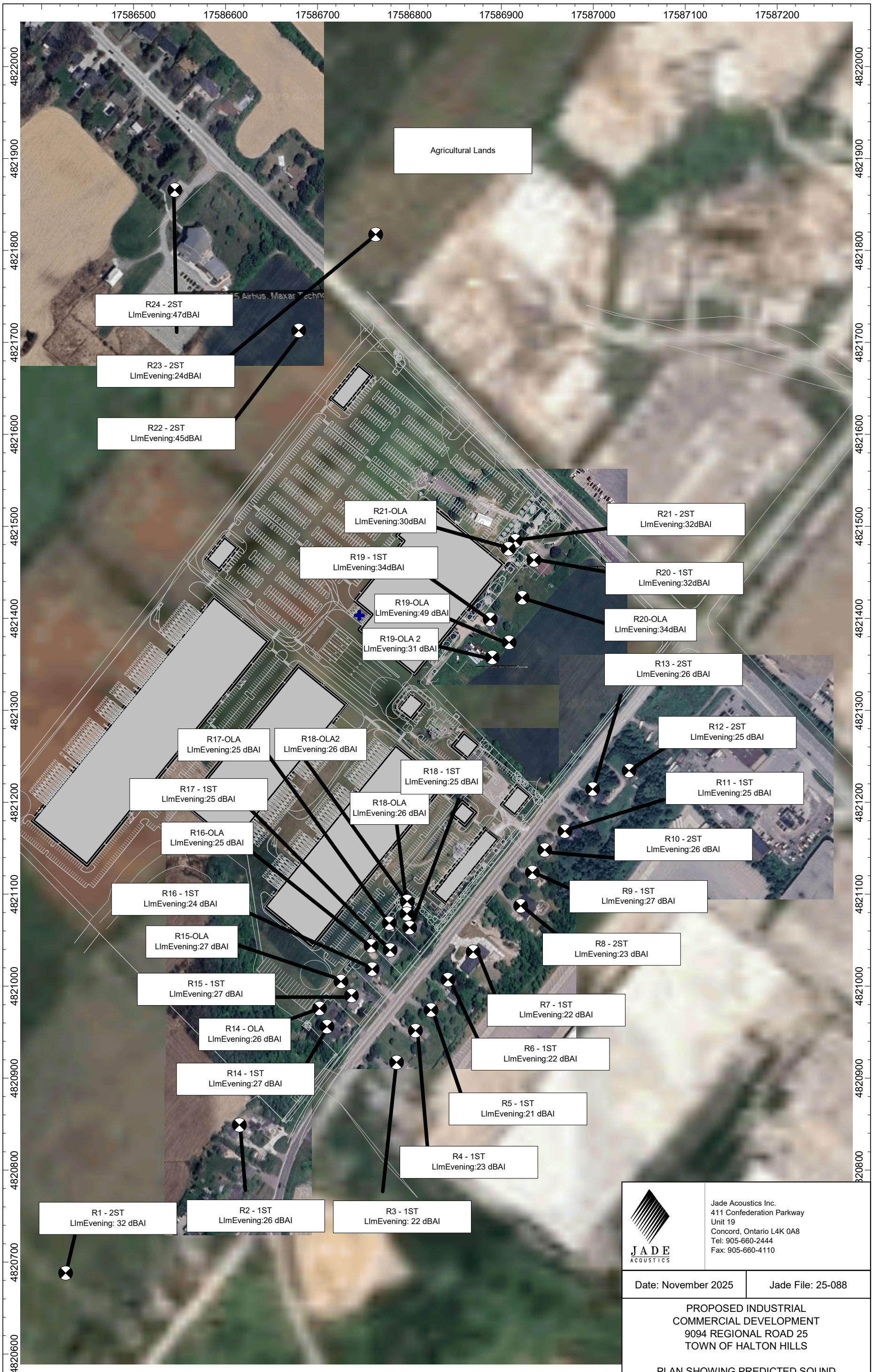
PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING PREDICTED SOUND LEVELS DUE TO IMPULSIVE NOISE WITHOUT MITIGATION MEASURES DURING DAYTIME

FIGURE 6



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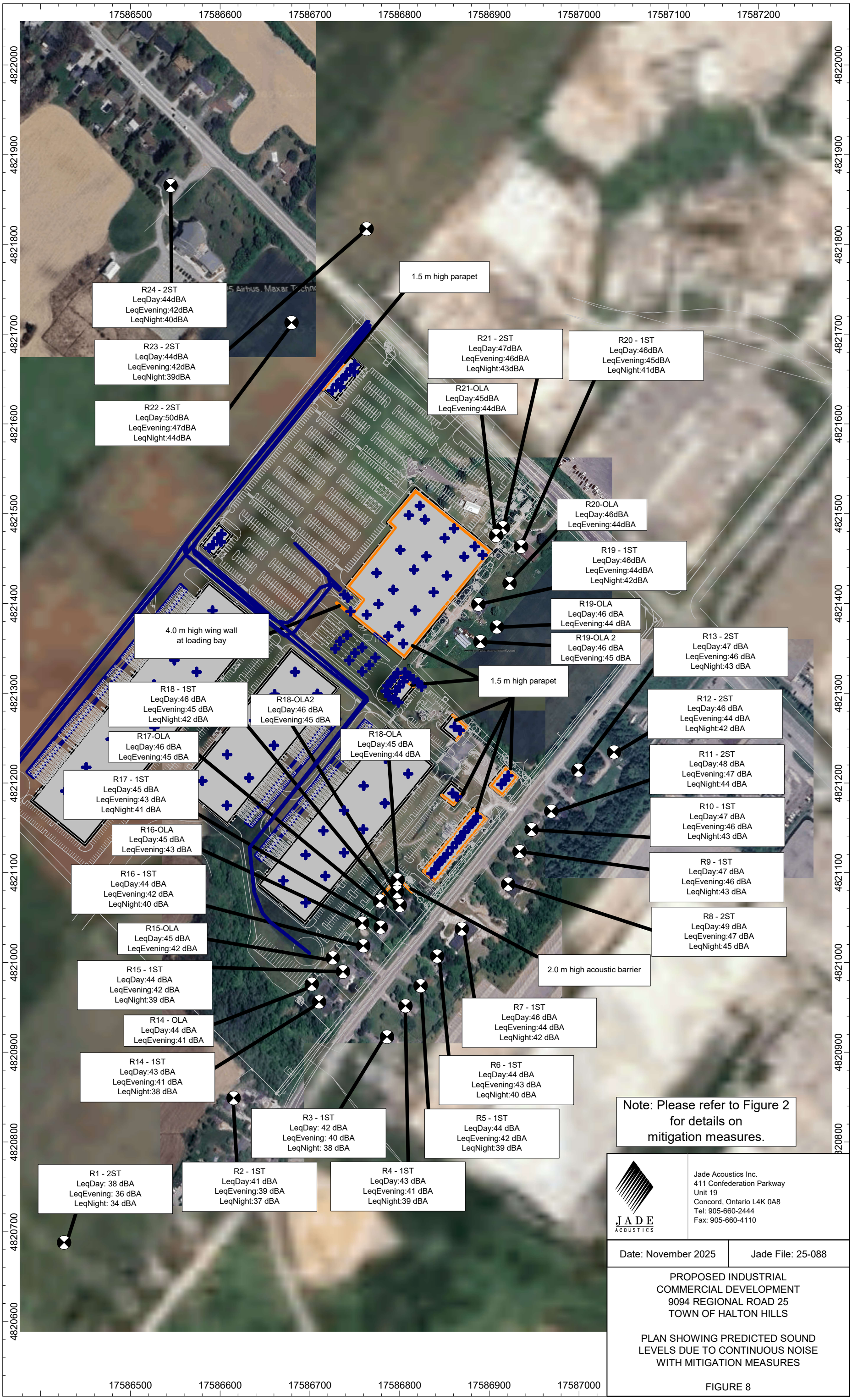
PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING PREDICTED SOUND
LEVELS DUE TO IMPULSIVE NOISE WITHOUT
MITIGATION MEASURES DURING EVENING

FIGURE 7



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Date: November 2025 | Jade File: 25-088

PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

PLAN SHOWING PREDICTED SOUND
LEVELS DUE TO CONTINUOUS NOISE
WITH MITIGATION MEASURES

FIGURE 8

APPENDIX A

ENVIRONMENTAL NOISE CRITERIA

ONTARIO MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP)

Reference: "Environmental Noise Guidelines Stationary and Transportation Sources – Approval and Planning", Publication NPC-300, August, 2013, released October 21, 2013 (updated version # 22).

SOUND LEVEL CRITERIA FOR STATIONARY SOURCES

TABLE C-5

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 C-6

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

TABLE C-7

Exclusion Limit Values for Impulsive Sound Level (L_{LM}, dBAI)
Outdoor Points of Reception

Time of Day	Actual Number of Impulses in Period of One Hour	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 23:00	9 or more	50	50	45	55
	7 to 8	55	55	50	60
	5 to 6	60	60	55	65
	4	65	65	60	70
	3	70	70	65	75
	2	75	75	70	80
	1	80	80	75	85

TABLE C-8

Exclusion Limit Values of Impulsive Sound Level (L_{LM}, dBAI)
Plane of Window - Noise Sensitive Spaces (Day/Night)

Actual Number of Impulses in Period of One Hour	Class 1 Area (07:00-23:00)/ (23:00-07:00)	Class 2 Area (07:00-23:00)/ (23:00-07:00)	Class 3 Area (07:00-19:00)/ (19:00-07:00)	Class 4 Area (07:00-23:00)/ (23:00-07:00)
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85

APPENDIX B

SAMPLE CADNAA CALCULATIONS

Name	Sel.	M.	ID	Result. PWL			Lw / Li			Correction			Sound Reduction		Attenuatio	Operating Time			K0	Freq.	Direct.	Height		Coordinates		
				Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night						X	Y	Z
				(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)		(m)	(m)	(m)
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586758	4821324	230.29
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586744	4821337	230.3
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586728	4821350	230.31
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586734	4821358	230.63
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586750	4821345	230.64
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586766	4821331	230.63
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586773	4821340	230.99
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586758	4821351	230.97
Gas Station Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586742	4821365	230.97
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586427	4821191	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586452	4821170	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586451	4821217	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586478	4821249	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586502	4821279	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586526	4821310	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586549	4821337	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586571	4821366	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586592	4821392	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586474	4821193	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586503	4821232	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586527	4821262	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586550	4821294	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586574	4821324	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586597	4821354	244.62
Industrial B RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586619	4821377	244.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586580	4821202	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586608	4821232	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586638	4821269	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586661	4821299	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586684	4821324	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586607	4821175	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586632	4821206	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586660	4821242	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586686	4821269	243.62
Industrial C RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586708	4821299	243.62
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586671	4821091	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586695	4821120	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586715	4821147	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586738	4821169	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586760	4821197	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586784	4821227	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586695	4821066	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586717	4821096	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586738	4821122	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586760	4821148	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586784	4821177	243.37
Industrial D RTU		~	!010000!	90.8	90.8	90.8	Lw	MUA		0	0	0				60	42	24	0		(none)	1.5	g	17586810	4821210	243.37
Retail A - loading/unloading -daytmie		~	!01010000	99.2	99.2	99.2	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)	2.4	r	17586745	4821403	233.05
Retail A - loading/unloading -evening		~	!01010001	111	111	111	Lw	IMP111		0	0	0				0	60	0	0		(none)	2.4	r	17586745	4821403	233.05
Retail A CON		~	!010000!	67.9	67.9	67.9	Lw	COND_LCBO		0	0	0				60	42	24	0		(none)	0.5	g	17586810	4821498	241.15
Retail A EF		~	!010000!	88.9	88.9	88.9	Lw	VEBK42		0	0	0				60	60	0	0		(none)	1.4	g	17586804	4821355	242.05
Retail A EF		~	!010000!	88.9	88.9	88.9	Lw	VEBK42		0	0	0				60	60	0	0		(none)	1.4	g	17586893	4821454	242.05
Retail A Fluid Cooler		~	!010000!	99.9	99.9	99.9	Lw	BohnBFH		0	0	0				60	60	24	0		(none)	1.5	g	17586763	4821387	242.15
Retail A Garbage Compactor		~	!010000!	85.8	85.8	85.8	Lw	GC		0	0	0				15	15	0	0		(none)	2	r	17586745	4821391	232.65
Retail A MUA		~	!010000!	94.9	94.9	94.9	Lw	RN_050		0	0	0				60	60	24	0		(none)	1.5	g	17586777	4821399	242.15
Retail A Reefer Trailer Unit		~	!010000!	100.3	100.3	100.3	Lw	REEFER		0	0	0				60	60	60	0		(none)	3.5	r	17586742	4821406	234.12
Retail A Reefer Truck Idling		~	!010000!	102.7	102.7	102.7	Lw	RTP		0	0	0				3	3	0	0		(none)	3.5	r	17586738	4821410	233.96
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586787	4821363	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586818	4821392	242.15

Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586838	4821413	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586872	4821452	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586830	4821453	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586816	4821438	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586793	4821415	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586774	4821434	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586801	4821460	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586828	4821493	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586823	4821509	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586800	4821375	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586861	4821484	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586884	4821463	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586853	4821431	242.15
Retail A RTU		~	!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586850	4821473	242.15
Retail E EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586864	4821185	234.8
Retail E RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586859	4821189	235.5
Retail F EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586867	4821137	234.14
Retail F EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586880	4821155	234.14
Retail F EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586847	4821113	234.14
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586836	4821099	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586859	4821128	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586864	4821133	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586868	4821140	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586877	4821151	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586886	4821162	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586840	4821104	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586844	4821111	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586849	4821117	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586853	4821121	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586872	4821145	234.84
Retail F RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586883	4821157	234.84
Retail G EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586918	4821203	234.67
Retail G RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586914	4821198	235.37
Retail G RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586921	4821208	235.37
Retail H EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586867	4821259	235.3
Retail H RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586861	4821263	236
Retail I - EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586804	4821313	234.63
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586825	4821307	228.88
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586821	4821312	228.84
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586815	4821315	228.82
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586811	4821319	228.71
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586806	4821323	229.07
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586798	4821323	229.72
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586794	4821318	229.29
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586790	4821313	228.87
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586786	4821308	228.42
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586784	4821302	228.35
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586788	4821296	228.53
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586794	4821293	228.72
Retail I Car Idling		~	!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	60	0		(none)	1	r	17586799	4821290	228.89
Retail I Drive Thru Speaker		~	!010000!	84.4	84.4	84.4	Lw	SP		0	0	0				10	10	5	0		(none)	1.5	r	17586806	4821318	229.11
Retail I RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586800	4821307	235.33
Retail I RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586796	4821302	235.33
Retail J RTU		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586601	4821469	236.3
Retail J RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586592	4821466	237
Retail J RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586602	4821477	237
Retail J RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586597	4821473	237
Retail J RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586588	4821462	237
Retail K EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586734	4821641	241.74
Retail K EF		~	!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586749	4821658	241.74
Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586725	4821637	242.44
Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586736	4821650	242.44

Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586745	4821661	242.44
Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586730	4821644	242.44
Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586740	4821654	242.44
Retail K RTU		~	!010000!	88.5	88.5	88.5	Lw	LGH120		0	0	0				60	42	24	0		(none)	1.5	g	17586750	4821666	242.44

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuatio	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number			Speed
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(km/h)
Reefer Truck route - going in from RR25			!010001!	89.3	89.3	0	60.9	60.9	0	PWL-Pt	RTP		0	0	0							0		(none)	1	1	0	15
Reefer Truck route - going out to RR25			!010001!	88.1	88.1	0	60.9	60.9	0	PWL-Pt	RTP		0	0	0							0		(none)	1	1	0	15
Truck route Block B - coming in from RR25			!010001!	92.3	0	0	64.1	0	0	PWL-Pt	TP		0	0	0							0		(none)	5	0	0	15
Truck route Block B - going out to RR25			!010001!	91.3	0	0	63.1	0	0	PWL-Pt	TP		0	0	0							0		(none)	4	0	0	15
Truck route Blocks C & D - coming into site			!010001!	92.9	0	0	63.1	0	0	PWL-Pt	TP		0	0	0							0		(none)	4	0	0	15
Truck route Blocks C & D - going out			!010001!	92.8	0	0	63.1	0	0	PWL-Pt	TP		0	0	0							0		(none)	4	0	0	15

Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Correction			Sound Reduction		Attenuatio	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number			
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	69.1	69.1	69.1	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	68.5	68.5	68.5	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	72.5	72.5	72.5	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	73.5	73.5	73.5	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	69.1	69.1	69.1	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B Loading/Unloading			!010102!	99.2	99.2	99.2	69	69	69	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial B truck idling		~	!010002!	102	102	102	67.9	67.9	67.9	Lw	IDLE+10*LOG10(5)		0	0	0				3	0	0	0		(none)				
Industrial C Loading/Unloading			!010102!	99.2	99.2	99.2	72.6	72.6	72.6	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial C Loading/Unloading			!010102!	99.2	99.2	99.2	68.3	68.3	68.3	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial C Loading/Unloading			!010102!	99.2	99.2	99.2	68.7	68.7	68.7	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial C Loading/Unloading			!010102!	99.2	99.2	99.2	75.1	75.1	75.1	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial C truck idling		~	!010002!	98	98	98	66.6	66.6	66.6	Lw	IDLE+10*LOG10(2)		0	0	0				3	0	0	0		(none)				
Industrial D Loading/Unloading			!010102!	99.2	99.2	99.2	70.5	70.5	70.5	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial D Loading/Unloading			!010102!	99.2	99.2	99.2	70.9	70.9	70.9	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial D Loading/Unloading			!010102!	99.2	99.2	99.2	68	68	68	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial D Loading/Unloading			!010102!	99.2	99.2	99.2	68.4	68.4	68.4	Lw	IMP111-10*log10(15)		0	0	0				60	0	0	0		(none)				
Industrial D truck idling		~	!010002!	98	98	98	65.6	65.6	65.6	Lw	IDLE+10*LOG10(2)		0	0	0				3	0	0	0		(none)				

Vertical Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Correction			Sound Reduction		Attenuatio	Operating Time			K0	Freq.	Direct.	
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		
Retail A Auto repair bay Door			!010003!	82	82	82	71	71	71	Lw	ARS		0	0	0				30	30	0	0		Opening (ÖAL28)	
Retail A Auto repair bay Door			!010003!	82	82	82	71	71	71	Lw	ARS		0	0	0				30	30	0	0		Opening (ÖAL28)	
Retail A Auto repair bay Door			!010003!	82	82	82	71	71	71	Lw	ARS		0	0	0				30	30	0	0		Opening (ÖAL28)	
Retail A Auto repair bay Door			!010003!	82	82	82	71	71	71	Lw	ARS		0	0	0				30	30	0	0		Opening (ÖAL28)	

Name	Sel.	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
				Day	Night	Evening	Day	Night	Evening	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(m)		(m)	(m)	(m)
R1 - 2ST			!02!	38.1	33.8	36.3	50	45	50				4.5	r	17586426	4820688	225.23
R2 - 1ST			!02!	40.9	36.5	38.9	50	45	50				1.5	r	17586615	4820849	223.39
R3 - 1ST			!02!	42.1	37.9	40.3	50	45	50				1.5	r	17586786	4820917	223.9
R4 - 1ST			!02!	42.9	38.7	41.1	50	45	50				1.5	r	17586807	4820952	224.94
R5 - 1ST			!02!	43.5	39.3	41.7	50	45	50				1.5	r	17586823	4820974	225.65
R6 - 1ST			!02!	44.5	40.4	42.8	50	45	50				1.5	r	17586842	4821007	226.64
R7 - 1ST			!02!	45.8	41.8	44.2	50	45	50				1.5	r	17586869	4821037	227.61
R8 - 2ST			!02!	48.8	44.9	47.3	50	45	50				4.5	r	17586921	4821087	231.11
R9 - 1ST			!02!	47.3	43.4	45.9	50	45	50				1.5	r	17586934	4821124	228.5
R10 - 1ST			!02!	47.3	43.3	45.8	50	45	50				1.5	r	17586947	4821148	228.67
R11 - 2ST			!02!	48	44	46.6	50	45	50				4.5	r	17586969	4821169	231.82
R12 - 2ST			!02!	45.5	41.5	44.2	50	45	50				4.5	r	17587039	4821234	232.83
R13 - 2ST			!02!	47.1	43.1	45.7	50	45	50				4.5	r	17586999	4821214	232.46
R14 - 1ST			!02!	42.9	38.4	40.8	50	45	50				1.5	r	17586710	4820956	224.29
R14 - OLA			!02!	44.1	38.6	41	50	0	45				1.5	r	17586702	4820976	224.93
R15 - 1ST			!02!	43.8	39.2	41.6	50	45	50				1.5	r	17586737	4820990	225.36
R15 - OLA			!02!	45.2	39.5	41.9	50	0	45				1.5	r	17586726	4821005	226.34
R16 - 1ST			!02!	44.2	39.8	42.2	50	45	50				1.5	r	17586759	4821019	226.52
R16 - OLA			!02!	45.3	40.9	43.3	50	0	45				1.5	r	17586758	4821044	228.16
R17 - 1ST			!02!	45.1	41	43.4	50	45	50				1.5	r	17586779	4821039	227.45
R17 - OLA			!02!	46.3	42.2	44.6	50	0	45				1.5	r	17586778	4821069	228.49
R18 - 1ST			!02!	46.3	42.3	44.7	50	45	50				1.5	r	17586800	4821064	228.24
R18 - OLA			!02!	46.5	42.5	44.9	50	0	45				1.5	r	17586797	4821079	228.36
R18 - OLA2			!02!	45.3	41.3	43.7	50	0	45				1.5	r	17586798	4821092	228.43
R19 - 1ST			!02!	45.6	41.6	44.4	50	45	50				1.5	r	17586888	4821399	232.21
R19 - OLA			!02!	46.3	42.6	45.2	50	0	45				1.5	r	17586890	4821358	231.22
R19 - OLA			!02!	46	42.1	44.8	50	0	45				1.5	r	17586908	4821374	231.76
R20 - 1ST			!02!	46	41.5	44.6	50	45	50				1.5	r	17586935	4821463	233.57
R20 - OLA			!02!	45.5	41.1	44.4	50	0	45				1.5	r	17586923	4821422	233.19
R21 - 2ST			!02!	47.1	42.6	45.7	50	45	50				4.5	r	17586915	4821484	235.84
R21 - OLA			!02!	45	40.3	43.5	50	0	45				1.5	r	17586908	4821476	232.6
R22 - 2ST			!02!	49.8	44.4	47.1	50	45	50				4.5	r	17586680	4821713	240.59
R23 - 2ST			!02!	44.3	39.3	42.3	50	45	50				4.5	r	17586763	4821817	238.79
R24 - 2ST			!02!	43.5	39.6	41.7	50	45	50				4.5	r	17586545	4821866	237.02