DRAFT April 10, 2026

PRELIMINARY ENVIRONMENTAL NOISE REPORT

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

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

Updated April 10, 2026
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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 (Retail Blocks A to H) supported by parking areas, access routes, and one (1) gas station, which are Phase 1 of the development. The proposed development will also include a future employment area and an existing heritage building to be relocated, which are Phase 2 of the development.

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 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.

This updated Preliminary Environmental Noise Report addresses the updated development plans (i.e. latest site plan) and comments provided by reviewers.

1.0 INTRODUCTION

1.1 Site Description

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

A Preliminary Environmental Noise report dated November 12, 2025, was prepared by Jade Acoustics Inc. for the subject site development. It was reviewed and review comments were provided by the Town of Halton Hills and the Town of Milton. This updated report addresses these review comments as well as incorporated the latest information (i.e. the latest site plan) which is documented below.

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 to H) supported by parking areas, access routes, and one (1) gas station, which are Phase 1 of the development. The proposed development will also include a future employment area and an existing heritage building to be relocated, which are Phase 2 of the development. The development layout associated with the future employment area is not available at the time of completion of this noise report. Therefore, noise analysis associated with employment area was not conducted at this time and will be evaluated at a later stage when information becomes available.

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 8 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 March 31, 2026, prepared by Turner Fleischer Architects Inc. provided on April 1, 2026;
- Preliminary elevation drawings dated August 21, 2025, prepared by Turner Fleischer Architects Inc. provided on September 16, 2025;
- Preliminary grading plan prepared by Crozier Consulting Engineers provided on March 30, 2026;

- Preliminary information on truck routes and volumes associated with the proposed development provided by Crozier Consulting Engineers on September 30, 2025, October 7, 2025, and March 19, 2026; 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.

1.2 Response to Review Comments

For consistency and completeness, we have reiterated the Town's Review Comments along with our response.

Comment #18 from Town of Halton Hills:

"The submitted Noise Impact Study prepared by Jade Acoustics, dated November 12, 2025, is considered preliminary and will be subject to revision based on the final Site Plan design. Development Engineering staff note that a more detailed review will be undertaken at the Site Plan stage to assess potential impacts of the development on surrounding properties. One key concern in the preliminary report is the absence of proposed mitigation measures in the area adjacent to the trailer and truck parking at Building D and the nearby residential properties. Given the proximity of these homes, it is unclear why truck idling was not anticipated or evaluated for this location. Development Engineering staff expect that this matter will be examined in greater detail at the Site Plan stage once the development layout is further refined, and that appropriate mitigation measures will be implemented as part of the Development."

Response:

Acknowledged. A Detailed Environmental Noise Report will be prepared during the site plan stage once the final grading plan, architectural plans and site plan become available.

Appropriate mitigation measures (if required) to address the potential noise impacts of the employment use will be determined once the development layout of the employment area is available.

Comment #19 from Town of Halton Hills:

"Section 2.0 Noise Sources of the Noise Study noted that Retail Block A is assumed to be a food store with vehicle repair operations. However, the submitted concept plan did not note down any repair operation/station for Retail Block A. All proposals and reports should be coordinated accordingly."

Response:

Retail Block A is assumed to be a food/grocery store only and has been updated in this Updated Preliminary Environmental Noise Report. Please see Section 2.0 of this report for details.

Comment #20 from Town of Halton Hills:

"The MECP guideline NPC-300 permits higher maximum sound levels for stationary sources compared to Table 3 of the Town's Noise By-law 2010-0030. The evaluation should apply the Town's lower Class 2 rural limits to ensure a more conservative assessment. In addition, because the future tenants and operating characteristics of the warehouse and commercial buildings are not yet confirmed, hours of operation remain uncertain. To maintain a conservative approach, noise should be evaluated across all time-of-day periods: 07:00–19:00, 19:00–23:00, and 23:00–07:00."

Response:

We would like to note that the Town's lower Class 2 rural sound level limits are equivalent to MECP Class 3 sound level limits which represent a small community or agricultural lands.

Based on our review of the surrounding area, the subject site appears more consistent with a MECP Class 2 area, characterized by a mix of urban activities during the daytime and evening and a quieter environment at night, or potentially even a MECP Class 1 area, which represents a fully urban environment. This is due to the presence of significant existing industrial uses in close proximity.

Given that the Town's noise by-law was established in 2010, we respectfully request that the Town revisit the applicability of the current classification, particularly whether the subject site should continue to be considered a rural area. The existing acoustic environment is now dominated by industrial uses and influenced by a major arterial roadway with high truck volumes.

Accordingly, MECP Class 2 sound level limits were used for the analysis.

Warehouses within the employment area will be assessed in the Detailed Environmental Noise Report once the development layout of the employment area becomes available or in a separate stand alone preliminary environmental noise report.

All time periods were analyzed in the noise analysis. However, administrative controls are required at some of the buildings such that operations during certain periods will not be permitted. See further details and clarifications regarding permitted hours of operation for the commercial buildings in Section 5.0.

Comments #5a and 5b from Town of Milton:

"a.Please confirm that the sound levels due to increased traffic on No. 5 Side Road to/from Subject Development were considered to determine the appropriate noise mitigation measures so as not to cause adverse noise impacts to those Residents on No. 5 Side Road."

"b. The Appendix should include the traffic data for No. 5 Side Road."

Response:

Based on NPC-300, the proposed development is assessed as a stationary noise source, which includes all activities occurring within the property boundary, such as on-site truck movements. These sources have been assessed as part of the noise analysis.

Traffic associated with the development on public roadways, including No. 5 Side Road, is not considered a stationary source under NPC-300 and is therefore not included in the stationary noise assessment. As such, potential noise impacts from off-site traffic are outside the scope of this assessment. Due to the above, traffic data for No. 5 Side Road is not required and not provided.

Additionally, truck traffic is only expected to use the full moves access off Regional Road 25, the incremental increase in traffic volumes along No. 5 Side Road associated with the development is expected to be minor and is not anticipated to result in adverse noise impacts to existing residents along No. 5 Side Road.

2.0 NOISE SOURCES

The proposed development includes eight (8) commercial retail buildings with parking areas, access routes, one (1) gas station, and one (1) future employment area.

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 commercial retail buildings are not yet known. For Retail Block A, it is assumed to be a food/grocery store, 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 north 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, refrigeration truck deliveries and loading/unloading operations during daytime and evening, and garbage compactor operation. Note that refrigeration truck deliveries and loading/unloading operations during nighttime period were analyzed and are determined to be prohibited. See Section 6.0 for details.

For Retail Blocks B and C, there are loading areas at each building. The potential sources of noise include rooftop mechanical units (heat/cool units and exhaust fans), tractor-trailer truck deliveries and loading/unloading operations during daytime and evening. Note that truck deliveries and loading/unloading operations during nighttime period were analyzed and are determined to be prohibited. See Section 6.0 for details.

For Retail Blocks G and H, 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 the future employment area, detailed analysis will be conducted when the development layout of the employment area becomes available.

For all of the retail blocks except for Retail Blocks A to C, 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 Blocks A to C.

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 Noise By-law (Consolidated By-law No. 2010-0030, as amended by By-law No. 2023-0067) establishes sound level limits, enforcement provisions, and restrictions based on time and location. Under this By-law, the proposed development is classified as a Rural Class 2 area.

It is noted that the Rural Class 2 sound level limits defined in the By-law are equivalent to Ministry of the Environment, Conservation and Parks (MECP) Class 3 limits, rather than MECP Class 2 limits.

Based on our review of the surrounding land use context, the subject site appears more consistent with a MECP Class 2 area, characterized by a mix of urban activities during the daytime and evening and a quieter environment at night, or potentially even a MECP Class 1 area, representing a fully urban environment. This is due to the presence of significant existing industrial uses in close proximity, as well as a major arterial roadway with high truck volumes.

Given that the Town's noise by-law was established in 2010, it is considered appropriate to revisit the applicability of the current classification, particularly whether the subject site should continue to be considered a rural area. Accordingly, MECP Class 2 sound level limits were used for the analysis and are presented in Appendix A.

With respect to stationary sources of noise in the MECP 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 07:00 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 LIm, 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 west of proposed Retail Block G) 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 m²), the area of the vacant lot for noise assessment purposes should be confined to 1 hectare (10,000 m²). 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 development includes eight (8) retail/commercial blocks with one (1) gas station, and a future employment area. The development layout for the employment area is not available at the time of completion of this noise report. Therefore, assessment of the future employment area was not conducted at this time, and it should be evaluated when information becomes available. All other retail/commercial 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.).

<u>Retail Block A – hours of operation anticipated to be 9:00 a.m. to 8:30 p.m.</u>

- 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;
- 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.

Retail Blocks B and C – hours of operation anticipated to be 7:00 a.m. to 11:00 p.m. (daytime and evening)

- A total of two (2) non-refrigerated tractor-trailer truck pass-bys per hour are expected during the daytime and evening, along the northeastern entrance of the subject site to the loading bay;
- Two (2) 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 and evening;
- Several rooftop HVAC units (RTUs) with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime);
- Several rooftop exhaust fans with a duty cycle of 100% (daytime and evening); and
- Loading/unloading operations (impulsive noise) at the loading areas during daytime and evening. 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 G & H – hours of operation anticipated to be during all time periods

- One (1) rooftop HVAC unit (RTU) per building with duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime);

- One (1) rooftop exhaust fan per building with a duty cycle of 100% at all time periods;
- One (1) drive-thru speaker per building 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 LIm (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, Retail blocks A to C operate during both the daytime and evening periods. Accordingly, the daytime and evening impulsive noise analysis included loading and unloading operations at Retail Blocks A to C.

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 6, unmitigated sound levels due to impulsive noise sources are predicted to be above the MECP guidelines at the critical residential receptors. Therefore, noise mitigation measures are also 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 and impulsive 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:

- All proposed rooftop and at-grade mechanical equipment will be required to not exceed the sound power levels assumed in this noise report. A detailed assessment will be completed once final mechanical equipment details are available;
- No nighttime truck deliveries and/or loading/unloading are permitted at Retail Blocks A, B and C within the proposed development;
- No idling of tractor trailers in parking stalls;
- No coupling/uncoupling of tractor trailers within the proposed development;
- Installation of 1.5 m high roof parapets at some of the retail blocks (see Figure 2 for details); and
- A 2.0 m high acoustic barrier is to be installed west of Retail Block G and south of future employment area. The acoustic barrier should be installed along the entire rear property lines of the five (5) existing residential dwellings located on the north side of No. 5 Side Road in Milton. The barrier should continue along the rear property line of the heritage building and extend along the side property line. See figure 2 for details.

Figures 2, 7 and 8 show the location of the required at-grade and rooftop acoustic barriers as well as the administrative control. Tables 3 and 4 and Figures 7 and 8 show the predicted mitigated sound levels due to continuous and impulsive noise sources with the mitigation measures needed to achieve sound level limit.

On-site administrative control measures noted above and/or in this report such as no nighttime deliveries and/or loading/unloading at Retail Blocks A, B and C, no idling in parking stalls and coupling/uncoupling 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 2.

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,

JADE ACOUSTICS INC.

Per: _____
Wai Lung (Jake) Chong, P.Eng.

Per: _____
Chris B. Kellar, P.Eng.

JC/CK/jg
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8.0 STATEMENT OF LIMITATIONS

This document has been prepared by Jade Acoustics Inc. (Jade) for the client identified on the cover page, exclusively for the agreed-upon purpose set out in the report. The information used in the preparation of this report should not be used in whole or in part for any other project without written authorization from Jade. Copying or distribution of this document (or excerpts of this document), except by the intended client, is not permitted without the express written consent of Jade.

Jade accepts no responsibility for any liability, loss, or damages suffered by any third party which uses the information, results or conclusions in this report. Jade acknowledges that this report may be provided to the relevant regulatory authorities as part of the approvals process.

The material in this report reflects Jade's professional judgment based on the information available to Jade at the time of preparing this report. The recommendations and conclusions in this report are based on the information provided at the time of the preparation of this report, as detailed within the report. The client should review the information used in the preparation of the report to ensure that it is accurate.

Jade assumes that information provided by third parties is accurate and without error unless it is manifestly incorrect. Jade is not responsible for updating the report to reflect changes to information subsequent to the production of this report which may affect the conclusions and recommendations in the report unless explicitly instructed by the client.

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	37	50	No	36	50	No	34	45	No
R2 – 1ST Receptor	41	50	No	40	50	No	37	45	No
R3 – 1ST Receptor	44	50	No	43	50	No	40	45	No
R4 – 1ST Receptor	45	50	No	44	50	No	41	45	No
R5 – 1ST Receptor	46	50	No	45	50	No	42	45	No
R6 – 1ST Receptor	47	50	No	46	50	No	43	45	No
R7 – 1ST Receptor	48	50	No	46	50	No	43	45	No
R8 – 2ST Receptor	49	50	No	48	50	No	44	45	No
R9 – 1ST Receptor	51	50	Yes	50	50	No	46	45	Yes
R10 – 1ST Receptor	50	50	No	49	50	No	45	45	No
R11– 2ST 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 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
R12 – 2ST Receptor	47	50	No	46	50	No	42	45	No
R13 – 2ST Receptor	49	50	No	48	50	No	44	45	No
R14 – 1ST Receptor	43	50	No	41	50	No	39	45	No
R14 – OLA Receptor	45	50	No	43	45	No	--	--	--
R15 – 1ST Receptor	44	50	No	43	50	No	41	45	No
R15 – OLA Receptor	46	50	No	45	45	No	--	--	--
R16 – 1ST Receptor	45	50	No	44	50	No	41	45	No
R16 – OLA Receptor	47	50	No	46	45	Yes	--	--	--
R17 – 1ST Receptor	46	50	No	45	50	No	42	45	No
R17 – OLA Receptor	49	50	No	47	45	Yes	--	--	--
R18 – 1ST Receptor	48	50	No	46	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 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 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
R18 – OLA Receptor	49	50	No	48	45	Yes	--	--	--
R18 – OLA Receptor 2	51	50	Yes	50	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	43	50	No	42	45	No	--	--	--
R20 – 1ST Receptor	47	50	No	46	50	No	41	45	No
R20 – OLA Receptor	48	50	No	47	45	Yes	--	--	--
R21 – 2ST Receptor (Heritage House)	53	50	Yes	52	50	Yes	49	45	Yes
R21 – OLA Receptor (Heritage House)	53	50	Yes	51	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 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
R22 – 2ST Receptor	49	50	No	48	50	No	41	45	No
R23 – 2ST Receptor	43	50	No	42	50	No	38	45	No
R24 – 2ST Receptor	43	50	No	42	50	No	39	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 WITHOUT 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	41	50	No	--	--	--
R2 – 1ST Receptor	45	50	No	45	50	No	--	--	--
R3 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R4 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R5 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R6 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R7 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R8 – 2ST Receptor	39	50	No	39	50	No	--	--	--
R9 – 1ST Receptor	49	50	No	49	50	No	--	--	--
R10 – 1ST Receptor	50	50	No	50	50	No	--	--	--
R11 – 2ST Receptor	41	50	No	41	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 WITHOUT 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	39	50	No	39	50	No	--	--	--
R13 – 2ST Receptor	39	50	No	39	50	No	--	--	--
R14 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R14 – OLA Receptor	49	50	No	49	50	No	--	--	--
R15 – 1ST Receptor	48	50	No	48	50	No	--	--	--
R15 – OLA Receptor	50	50	No	50	50	No	--	--	--
R16 – 1ST Receptor	49	50	No	49	50	No	--	--	--
R16 – OLA Receptor	51	50	Yes	51	50	Yes	--	--	--
R17 – 1ST Receptor	49	50	No	49	50	No	--	--	--
R17 – OLA Receptor	51	50	Yes	51	50	Yes	--	--	--
R18 – 1ST Receptor	48	50	No	48	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 WITHOUT 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	49	50	No	49	50	No	--	--	--
R18 – OLA Receptor 2	50	50	No	50	50	No	--	--	--
R19 – 1ST Receptor	32	50	No	32	50	No	--	--	--
R19 – OLA Receptor	33	50	No	33	50	No	--	--	--
R19 – OLA Receptor 2	33	50	No	33	50	No	--	--	--
R20 – 1ST Receptor	30	50	No	30	50	No	--	--	--
R20 – OLA Receptor	32	50	No	32	50	No	--	--	--
R21 – 2ST Receptor (Heritage House)	49	50	No	49	50	No	--	--	--
R21 – OLA Receptor (Heritage House)	51	50	Yes	51	50	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 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 WITHOUT 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	34	50	No	34	50	No	--	--	--
R23 – 2ST Receptor	33	50	No	33	50	No	--	--	--
R24 – 2ST Receptor	31	50	No	31	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 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
R1 – 2ST Receptor	36	50	No	35	50	No	32	45	No
R2 – 1ST Receptor	39	50	No	38	50	No	36	45	No
R3 – 1ST Receptor	41	50	No	40	50	No	37	45	No
R4 – 1ST Receptor	42	50	No	41	50	No	38	45	No
R5 – 1ST Receptor	43	50	No	41	50	No	38	45	No
R6 – 1ST Receptor	44	50	No	42	50	No	39	45	No
R7 – 1ST Receptor	44	50	No	43	50	No	40	45	No
R8 – 2ST Receptor	45	50	No	44	50	No	39	45	No
R9 – 1ST Receptor	47	50	No	46	50	No	41	45	No
R10 – 1ST Receptor	47	50	No	46	50	No	41	45	No
R11– 2ST Receptor	47	50	No	46	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 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	43	50	No	42	50	No	38	45	No
R13 – 2ST Receptor	46	50	No	45	50	No	40	45	No
R14 – 1ST Receptor	39	50	No	38	50	No	35	45	No
R14 – OLA Receptor	38	50	No	37	45	No	--	--	--
R15 – 1ST Receptor	40	50	No	39	50	No	37	45	No
R15 – OLA Receptor	39	50	No	37	45	No	--	--	--
R16 – 1ST Receptor	41	50	No	40	50	No	37	45	No
R16 – OLA Receptor	40	50	No	39	45	No	--	--	--
R17 – 1ST Receptor	42	50	No	40	50	No	38	45	No
R17 – OLA Receptor	41	50	No	40	45	No	--	--	--
R18 – 1ST Receptor	43	50	No	41	50	No	39	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	43	50	No	42	45	No	--	--	--
R18 – OLA Receptor 2	42	50	No	41	45	No	--	--	--
R19 – 1ST Receptor	45	50	No	44	50	No	41	45	No
R19 – OLA Receptor	46	50	No	44	45	No	--	--	--
R19 – OLA Receptor 2	44	50	No	43	45	No	--	--	--
R20 – 1ST Receptor	45	50	No	44	50	No	39	45	No
R20 – OLA Receptor	45	50	No	43	45	No	--	--	--
R21 – 2ST Receptor (Heritage House)	48	50	No	47	50	No	44	45	No
R21 – OLA Receptor (Heritage House)	43	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
R22 – 2ST Receptor	49	50	No	48	50	No	42	45	No
R23 – 2ST Receptor	44	50	No	43	50	No	39	45	No
R24 – 2ST Receptor	43	50	No	43	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.)

TABLE 4

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 WITH 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	41	50	No	--	--	--
R2 – 1ST Receptor	45	50	No	45	50	No	--	--	--
R3 – 1ST Receptor	39	50	No	39	50	No	--	--	--
R4 – 1ST Receptor	39	50	No	39	50	No	--	--	--
R5 – 1ST Receptor	40	50	No	40	50	No	--	--	--
R6 – 1ST Receptor	39	50	No	39	50	No	--	--	--
R7 – 1ST Receptor	39	50	No	39	50	No	--	--	--
R8 – 2ST Receptor	37	50	No	37	50	No	--	--	--
R9 – 1ST Receptor	49	50	No	49	50	No	--	--	--
R10 – 1ST Receptor	50	50	No	50	50	No	--	--	--
R11 – 2ST Receptor	39	50	No	39	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 4 - 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 WITH 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	39	50	No	39	50	No	--	--	--
R13 – 2ST Receptor	39	50	No	39	50	No	--	--	--
R14 – 1ST Receptor	40	50	No	40	50	No	--	--	--
R14 – OLA Receptor	38	50	No	38	50	No	--	--	--
R15 – 1ST Receptor	40	50	No	40	50	No	--	--	--
R15 – OLA Receptor	38	50	No	38	50	No	--	--	--
R16 – 1ST Receptor	41	50	No	41	50	No	--	--	--
R16 – OLA Receptor	40	50	No	40	50	No	--	--	--
R17 – 1ST Receptor	41	50	No	41	50	No	--	--	--
R17 – OLA Receptor	40	50	No	40	50	No	--	--	--
R18 – 1ST Receptor	40	50	No	40	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 4 - 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 WITH 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	41	50	No	41	50	No	--	--	--
R18 – OLA Receptor 2	39	50	No	39	50	No	--	--	--
R19 – 1ST Receptor	31	50	No	31	50	No	--	--	--
R19 – OLA Receptor	33	50	No	33	50	No	--	--	--
R19 – OLA Receptor 2	33	50	No	33	50	No	--	--	--
R20 – 1ST Receptor	29	50	No	29	50	No	--	--	--
R20 – OLA Receptor	31	50	No	31	50	No	--	--	--
R21 – 2ST Receptor (Heritage House)	49	50	No	49	50	No	--	--	--
R21 – OLA Receptor (Heritage House)	40	50	No	40	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 4 - CONTINUED

PROPOSED INDUSTRIAL COMMERCIAL DEVELOPMENT

9094 REGIONAL ROAD 25

TOWN OF HALTON HILLS

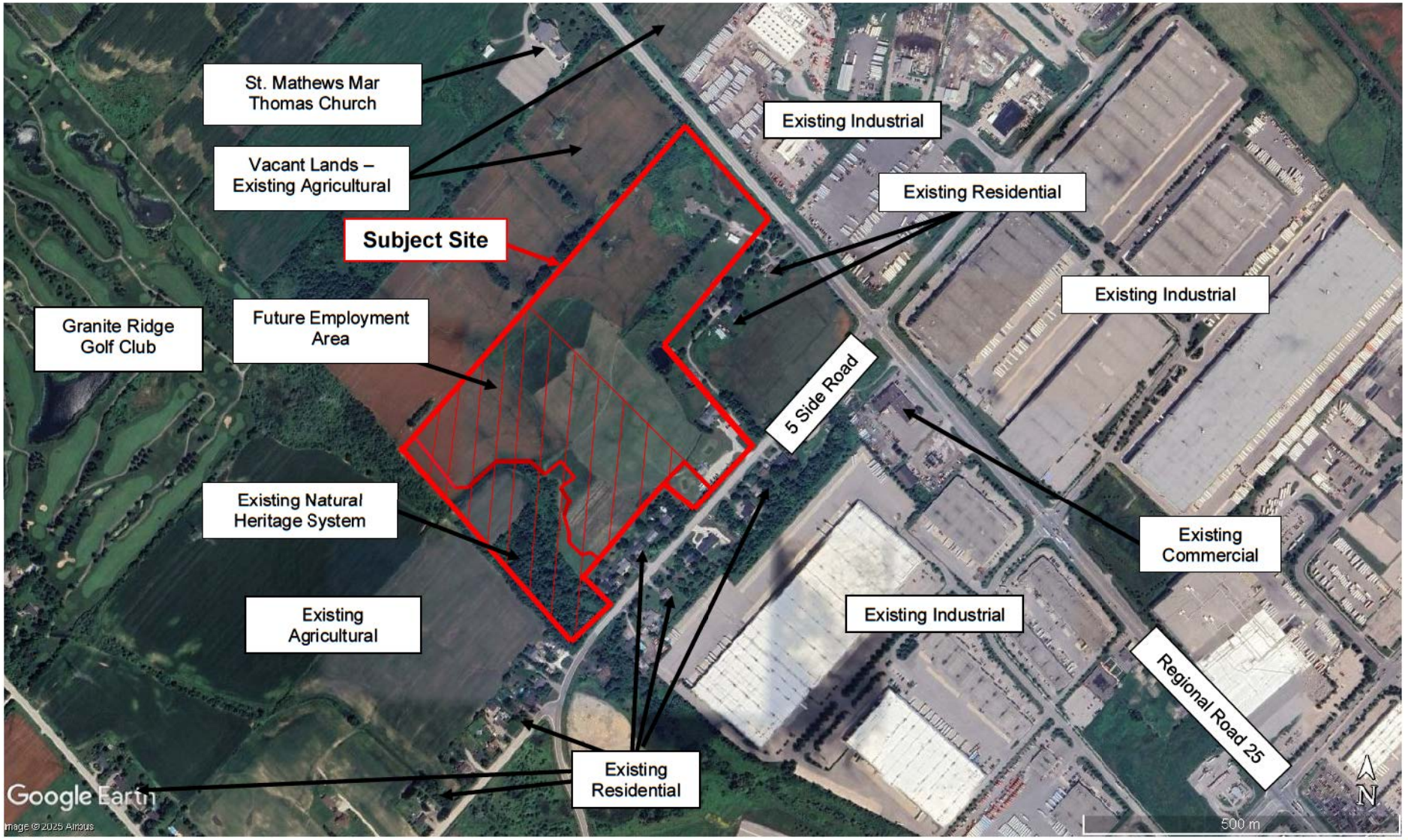
SUMMARY OF PREDICTED SOUND LEVELS DUE TO IMPLUSIVE NOISE SOURCES AT THE CLOSEST RECEPTOR LOCATIONS WITH MITIGATION MEASURES

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	34	50	No	34	50	No	--	--	--
R23 – 2ST Receptor	33	50	No	33	50	No	--	--	--
R24 – 2ST Receptor	31	50	No	31	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.)



N.T.S

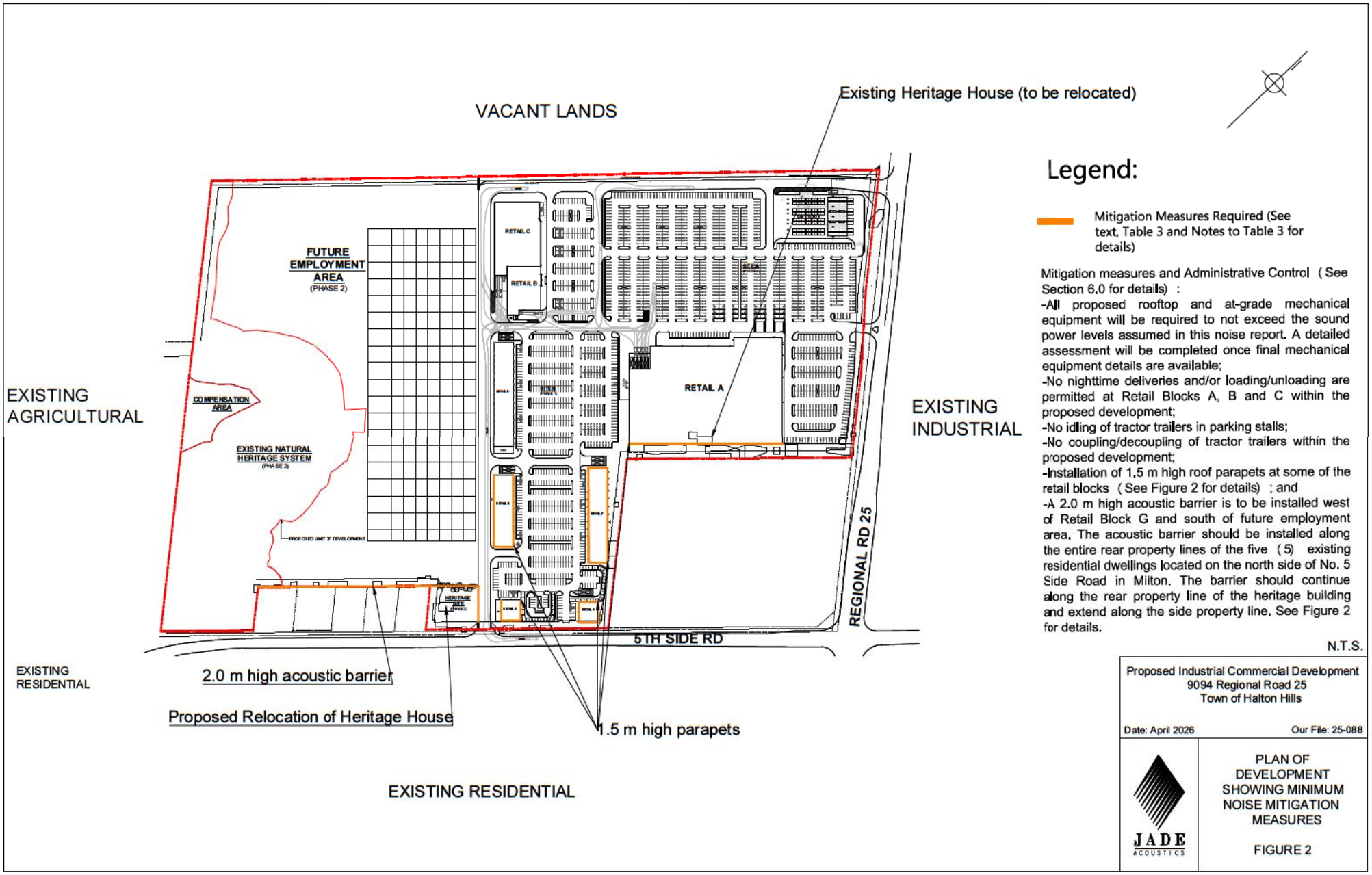
Proposed Industrial Commercial Development
9094 Regional Road 25
Town of Halton Hills

Date: April 2026 **File: 25-088**

KEY PLAN

FIGURE 1

JADE ACOUSTICS



Legend:

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

Mitigation measures and Administrative Control (See Section 6.0 for details) :

-All proposed rooftop and at-grade mechanical equipment will be required to not exceed the sound power levels assumed in this noise report. A detailed assessment will be completed once final mechanical equipment details are available;

-No nighttime deliveries and/or loading/unloading are permitted at Retail Blocks A, B and C within the proposed development;

-No idling of tractor trailers in parking stalls;

-No coupling/decoupling of tractor trailers within the proposed development;

-Installation of 1.5 m high roof parapets at some of the retail blocks (See Figure 2 for details) ; and

-A 2.0 m high acoustic barrier is to be installed west of Retail Block G and south of future employment area. The acoustic barrier should be installed along the entire rear property lines of the five (5) existing residential dwellings located on the north side of No. 5 Side Road in Milton. The barrier should continue along the rear property line of the heritage building and extend along the side property line. See Figure 2 for details.

N.T.S.

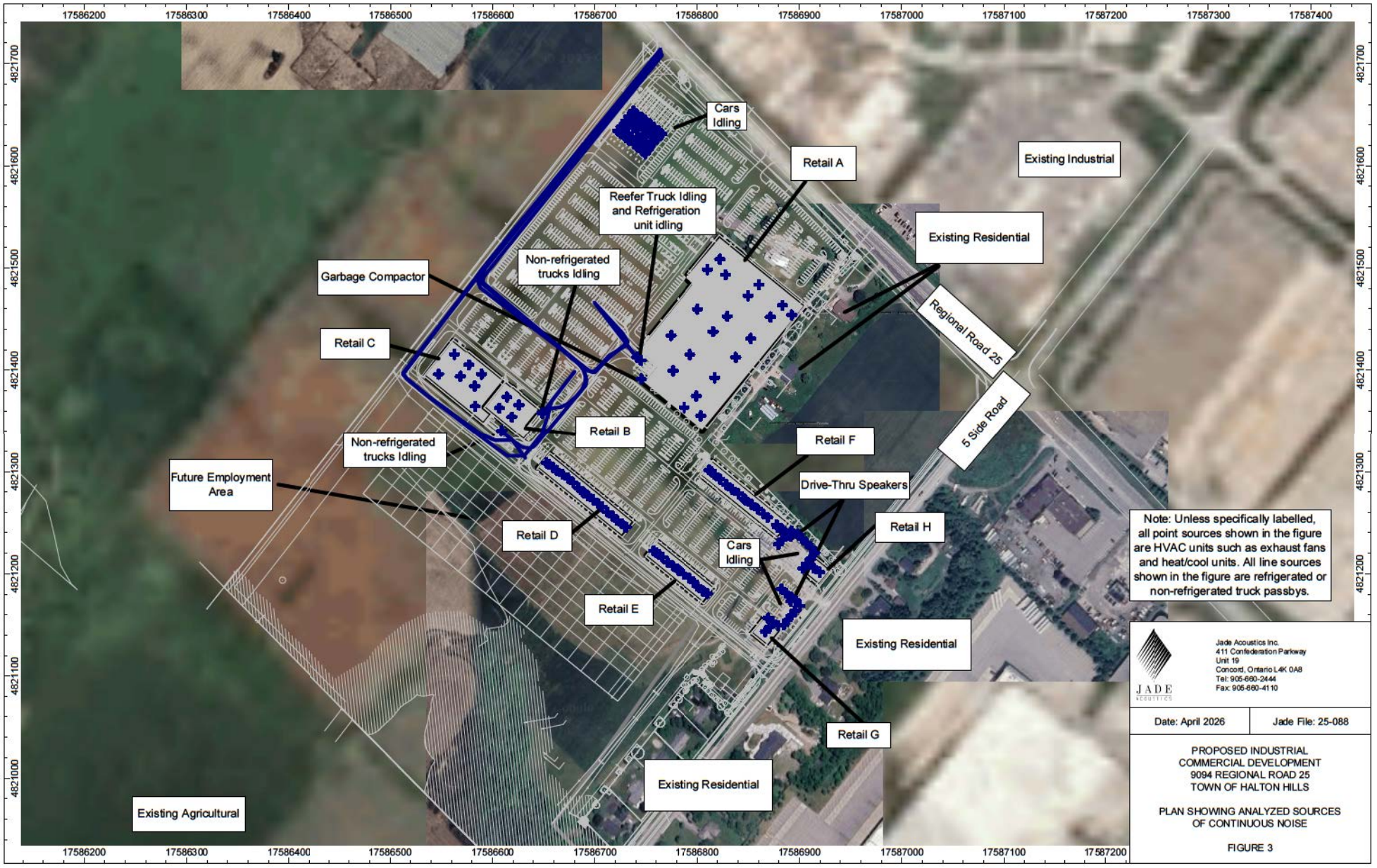
Proposed Industrial Commercial Development
9094 Regional Road 25
Town of Halton Hills

Date: April 2026 Our File: 25-088

JADE ACOUSTICS

PLAN OF DEVELOPMENT SHOWING MINIMUM NOISE MITIGATION MEASURES

FIGURE 2



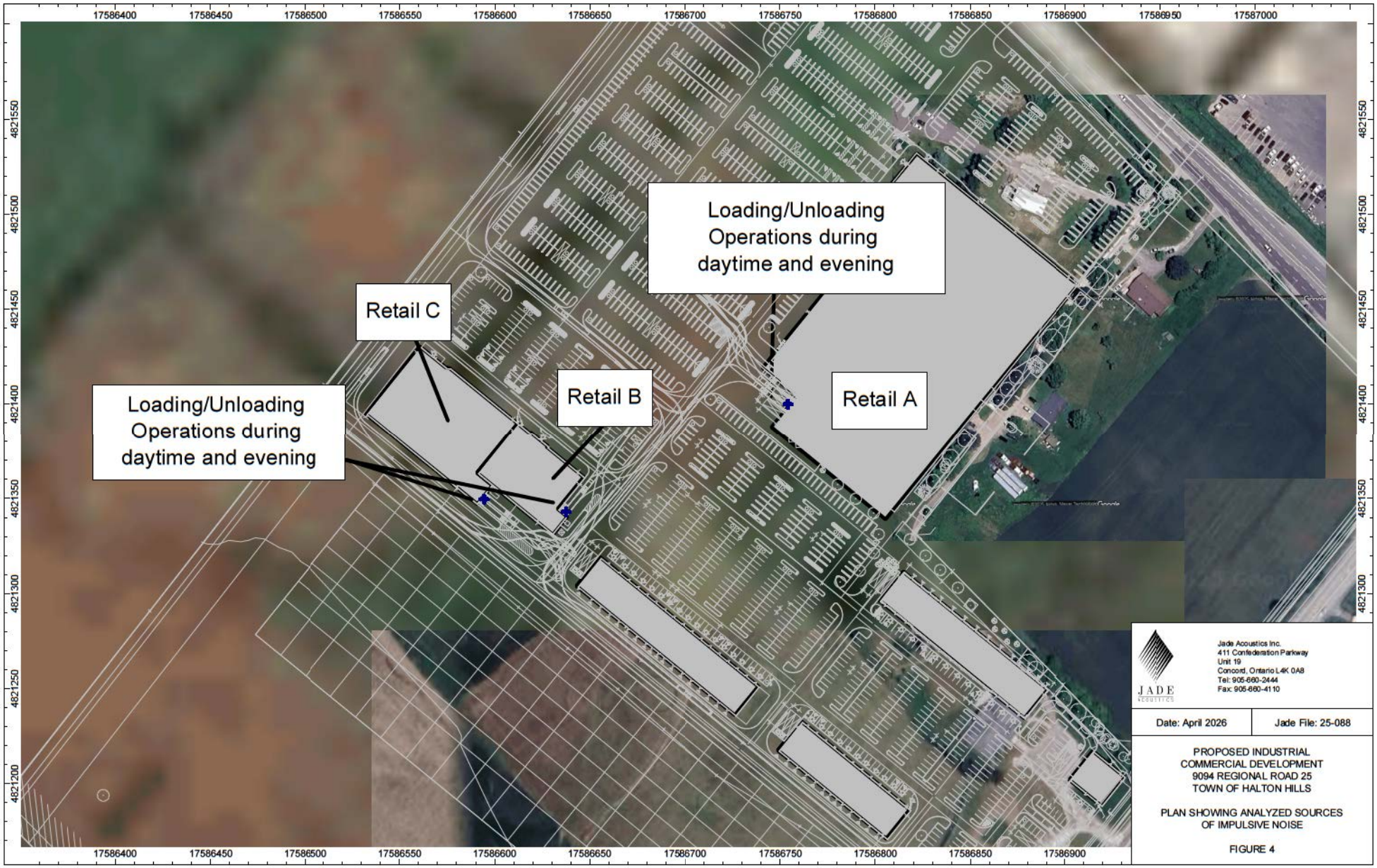
Jade Acoustics Inc.
411 Confederation Parkway
Unit 19
Concord, Ontario L4K 0A8
Tel: 905-660-2444
Fax: 905-660-4110

Date: April 2026 | 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



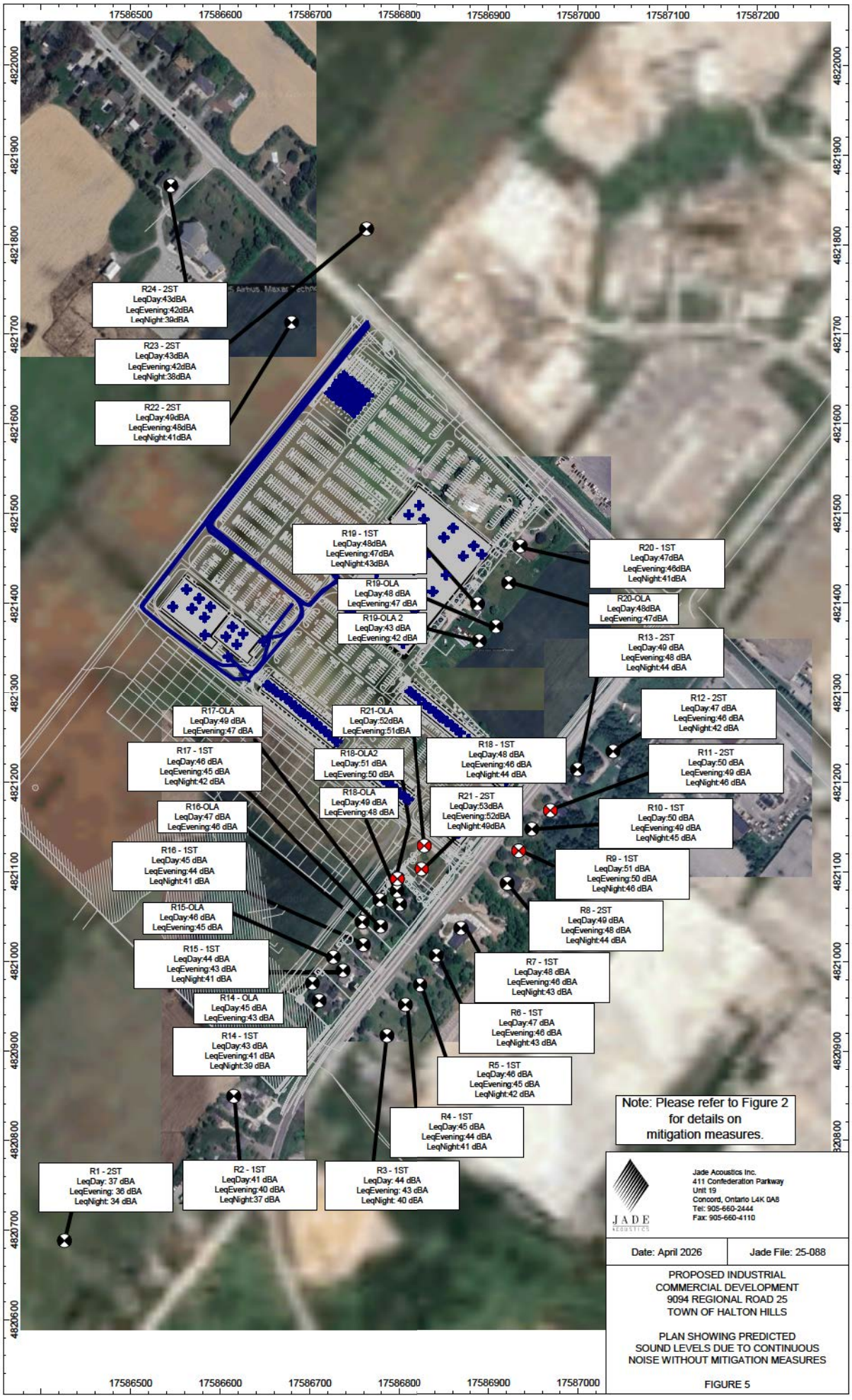
Jade Acoustics Inc.
411 Confederation Parkway
Unit 19
Concord, Ontario L4K 0A8
Tel: 905-660-2444
Fax: 905-660-4110

Date: April 2026 | 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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4820600
R24 - 2ST
LeqDay:43dBA
LeqEvening:42dBA
LeqNight:39dBA
R23 - 2ST
LeqDay:43dBA
LeqEvening:42dBA
LeqNight:38dBA
R22 - 2ST
LeqDay:49dBA
LeqEvening:48dBA
LeqNight:41dBA
R19 - 1ST
LeqDay:48dBA
LeqEvening:47dBA
LeqNight:43dBA
R19-OLA
LeqDay:48 dBA
LeqEvening:47 dBA
R19-OLA 2
LeqDay:43 dBA
LeqEvening:42 dBA
R20 - 1ST
LeqDay:47dBA
LeqEvening:46dBA
LeqNight:41dBA
R20-OLA
LeqDay:48dBA
LeqEvening:47dBA
R13 - 2ST
LeqDay:49 dBA
LeqEvening:48 dBA
LeqNight:44 dBA
R12 - 2ST
LeqDay:47 dBA
LeqEvening:46 dBA
LeqNight:42 dBA
R11 - 2ST
LeqDay:50 dBA
LeqEvening:49 dBA
LeqNight:46 dBA
R10 - 1ST
LeqDay:50 dBA
LeqEvening:49 dBA
LeqNight:45 dBA
R9 - 1ST
LeqDay:51 dBA
LeqEvening:50 dBA
LeqNight:46 dBA
R8 - 2ST
LeqDay:49 dBA
LeqEvening:48 dBA
LeqNight:44 dBA
R7 - 1ST
LeqDay:48 dBA
LeqEvening:46 dBA
LeqNight:43 dBA
R6 - 1ST
LeqDay:47 dBA
LeqEvening:46 dBA
LeqNight:43 dBA
R5 - 1ST
LeqDay:46 dBA
LeqEvening:45 dBA
LeqNight:42 dBA
R4 - 1ST
LeqDay:45 dBA
LeqEvening:44 dBA
LeqNight:41 dBA
R3 - 1ST
LeqDay: 44 dBA
LeqEvening: 43 dBA
LeqNight: 40 dBA
R2 - 1ST
LeqDay:41 dBA
LeqEvening:40 dBA
LeqNight:37 dBA
R1 - 2ST
LeqDay: 37 dBA
LeqEvening: 36 dBA
LeqNight: 34 dBA
R21-OLA
LeqDay:52dBA
LeqEvening:51dBA
R18 - 1ST
LeqDay:48 dBA
LeqEvening:46 dBA
LeqNight:44 dBA
R18-OLA2
LeqDay:51 dBA
LeqEvening:50 dBA
R18-OLA
LeqDay:49 dBA
LeqEvening:48 dBA
R21 - 2ST
LeqDay:53dBA
LeqEvening:52dBA
LeqNight:49dBA
R17-OLA
LeqDay:49 dBA
LeqEvening:47 dBA
R17 - 1ST
LeqDay:46 dBA
LeqEvening:45 dBA
LeqNight:42 dBA
R16-OLA
LeqDay:47 dBA
LeqEvening:46 dBA
R16 - 1ST
LeqDay:45 dBA
LeqEvening:44 dBA
LeqNight:41 dBA
R15-OLA
LeqDay:46 dBA
LeqEvening:45 dBA
R15 - 1ST
LeqDay:44 dBA
LeqEvening:43 dBA
LeqNight:41 dBA
R14 - OLA
LeqDay:45 dBA
LeqEvening:43 dBA
R14 - 1ST
LeqDay:43 dBA
LeqEvening:41 dBA
LeqNight:39 dBA
Note: Please refer to Figure 2 for details on mitigation measures.
JADE ACOUSTICS
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Fax: 905-660-4110
Date: April 2026
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 WITHOUT MITIGATION MEASURES
FIGURE 5

Jade Acoustics Inc.
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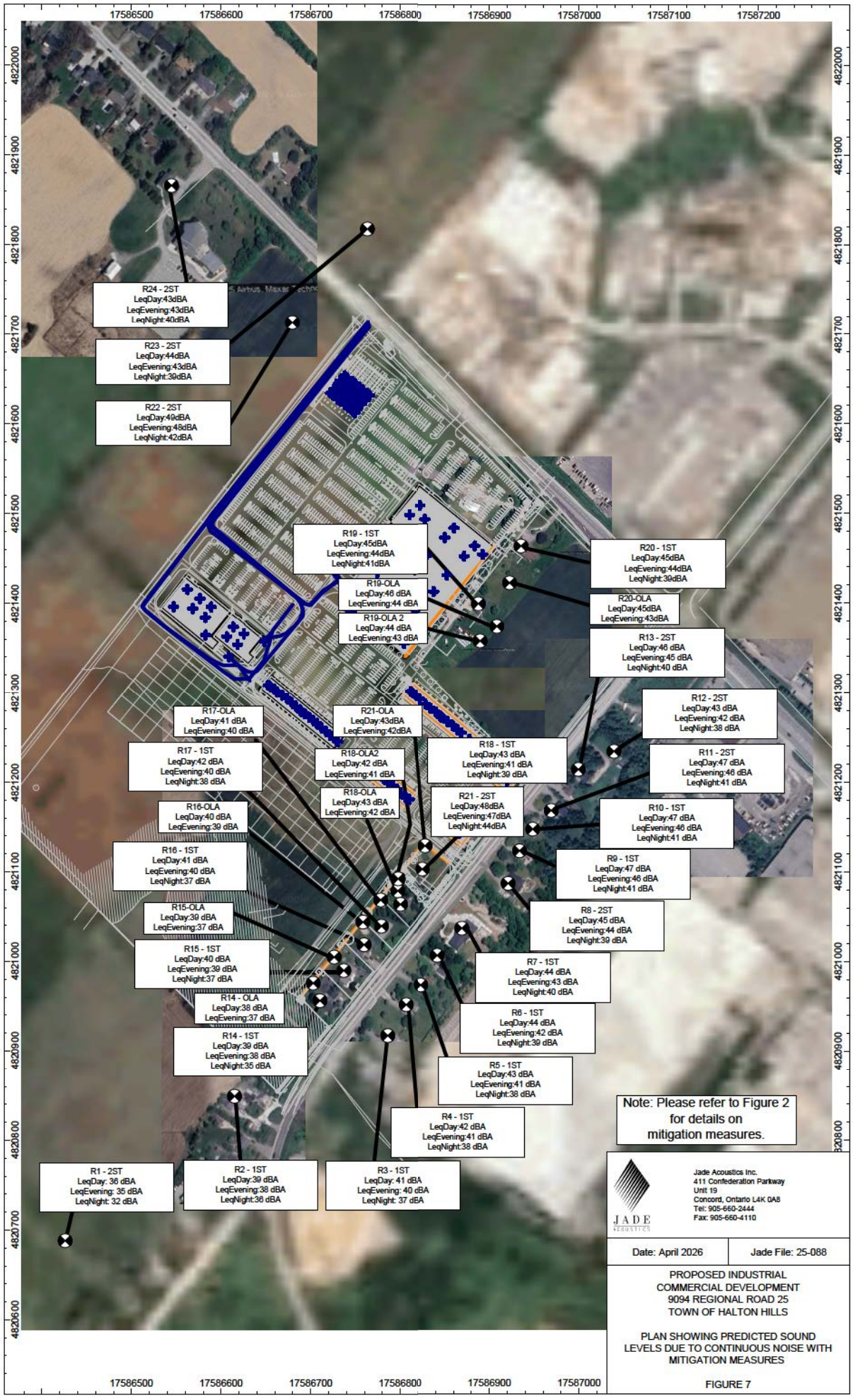
PROPOSED INDUSTRIAL
COMMERCIAL DEVELOPMENT
9094 REGIONAL ROAD 25
TOWN OF HALTON HILLS

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

FIGURE 6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17586800
17586900
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17587100
17587200
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4821600
4821500
4821400
4821300
4821200
4821100
4821000
4820900
4820800
4820700
4820600
R24 - 2ST
LeqDay:43dBA
LeqEvening:43dBA
LeqNight:40dBA
R23 - 2ST
LeqDay:44dBA
LeqEvening:43dBA
LeqNight:39dBA
R22 - 2ST
LeqDay:49dBA
LeqEvening:48dBA
LeqNight:42dBA
R19 - 1ST
LeqDay:45dBA
LeqEvening:44dBA
LeqNight:41dBA
R19-OLA
LeqDay:46 dBA
LeqEvening:44 dBA
R19-OLA 2
LeqDay:44 dBA
LeqEvening:43 dBA
R20 - 1ST
LeqDay:45dBA
LeqEvening:44dBA
LeqNight:39dBA
R20-OLA
LeqDay:45dBA
LeqEvening:43dBA
R13 - 2ST
LeqDay:46 dBA
LeqEvening:45 dBA
LeqNight:40 dBA
R12 - 2ST
LeqDay:43 dBA
LeqEvening:42 dBA
LeqNight:38 dBA
R11 - 2ST
LeqDay:47 dBA
LeqEvening:46 dBA
LeqNight:41 dBA
R10 - 1ST
LeqDay:47 dBA
LeqEvening:46 dBA
LeqNight:41 dBA
R9 - 1ST
LeqDay:47 dBA
LeqEvening:46 dBA
LeqNight:41 dBA
R8 - 2ST
LeqDay:45 dBA
LeqEvening:44 dBA
LeqNight:39 dBA
R7 - 1ST
LeqDay:44 dBA
LeqEvening:43 dBA
LeqNight:40 dBA
R6 - 1ST
LeqDay:44 dBA
LeqEvening:42 dBA
LeqNight:39 dBA
R5 - 1ST
LeqDay:43 dBA
LeqEvening:41 dBA
LeqNight:38 dBA
R4 - 1ST
LeqDay:42 dBA
LeqEvening:41 dBA
LeqNight:38 dBA
R3 - 1ST
LeqDay: 41 dBA
LeqEvening: 40 dBA
LeqNight: 37 dBA
R2 - 1ST
LeqDay:39 dBA
LeqEvening:38 dBA
LeqNight:36 dBA
R1 - 2ST
LeqDay: 36 dBA
LeqEvening: 35 dBA
LeqNight: 32 dBA
R14 - 1ST
LeqDay:39 dBA
LeqEvening:38 dBA
LeqNight:35 dBA
R14 - OLA
LeqDay:38 dBA
LeqEvening:37 dBA
R15 - 1ST
LeqDay:40 dBA
LeqEvening:39 dBA
LeqNight:37 dBA
R15-OLA
LeqDay:39 dBA
LeqEvening:37 dBA
R16 - 1ST
LeqDay:41 dBA
LeqEvening:40 dBA
LeqNight:37 dBA
R16-OLA
LeqDay:40 dBA
LeqEvening:39 dBA
R17 - 1ST
LeqDay:42 dBA
LeqEvening:40 dBA
LeqNight:38 dBA
R17-OLA
LeqDay:41 dBA
LeqEvening:40 dBA
R18-OLA2
LeqDay:42 dBA
LeqEvening:41 dBA
R18-OLA
LeqDay:43 dBA
LeqEvening:42 dBA
R18 - 1ST
LeqDay:43 dBA
LeqEvening:41 dBA
LeqNight:39 dBA
R21-OLA
LeqDay:43dBA
LeqEvening:42dBA
R21 - 2ST
LeqDay:48dBA
LeqEvening:47dBA
LeqNight:44dBA
Note: Please refer to Figure 2 for details on mitigation measures.
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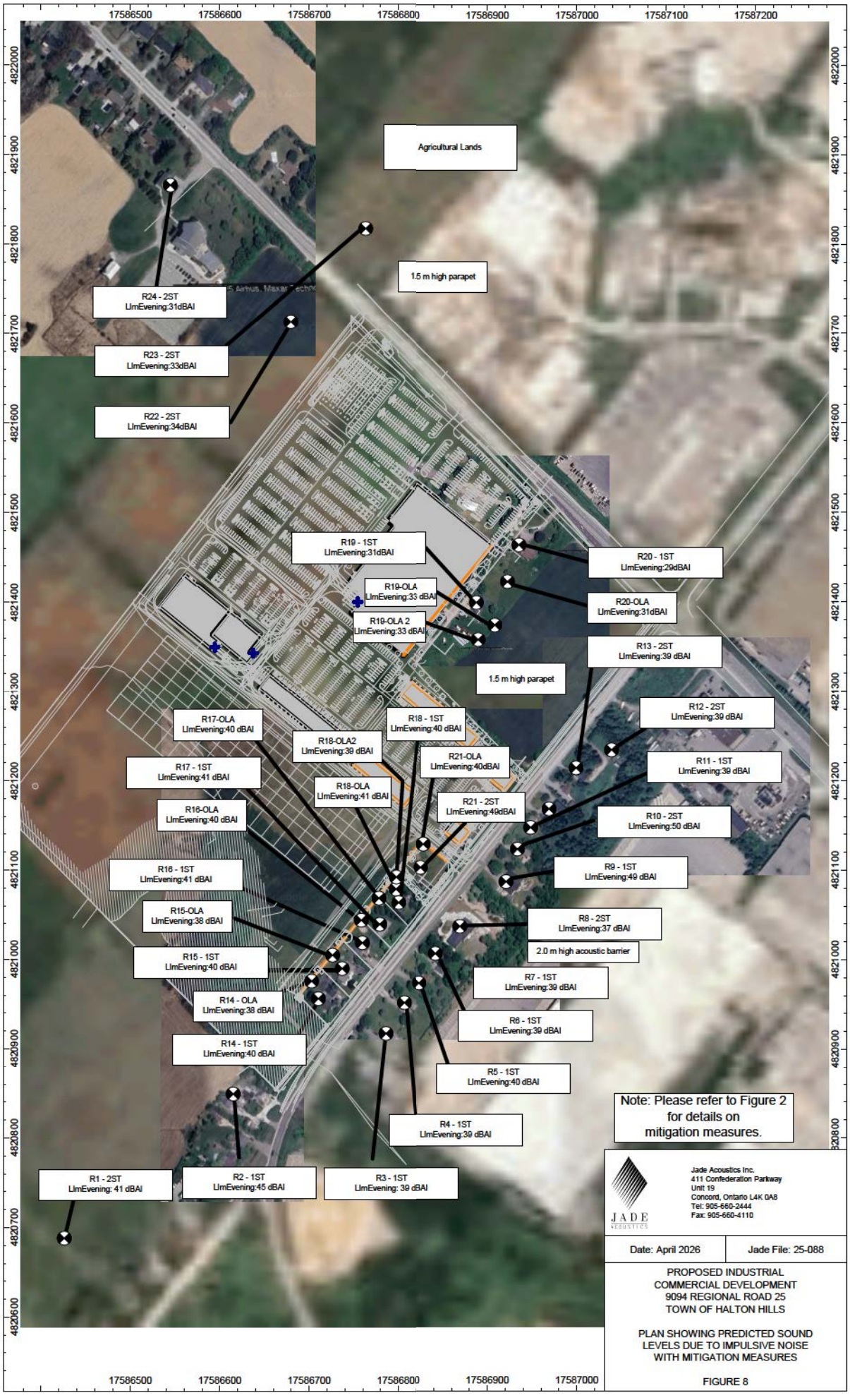
TOWN OF HALTON HILLS
PLAN SHOWING PREDICTED SOUND
LEVELS DUE TO CONTINUOUS NOISE WITH
MITIGATION MEASURES
FIGURE 7



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TOWN OF HALTON HILLS

PLAN SHOWING PREDICTED SOUND
LEVELS DUE TO IMPULSIVE 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

Point Sources

Name	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)
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586883	4821233	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586887	4821238	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586892	4821242	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586898	4821239	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586903	4821235	229.53
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586907	4821230	229.57
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586911	4821226	229.6
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586915	4821221	229.54
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586911	4821215	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586907	4821210	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586903	4821205	229.5
Retail H Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586879	4821229	229.4
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586887	4821181	228.09
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586892	4821177	228.1
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586896	4821174	228.12
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586900	4821169	228
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586896	4821164	228.09
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586892	4821159	228.19
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586888	4821155	228.29
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586885	4821150	228.39
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586879	4821149	228.46
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586874	4821153	228.46
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586869	4821157	228.47
Retail G Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586882	4821185	228.1
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586738	4821653	236.19
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586740	4821651	236.11
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586746	4821647	236.04
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586749	4821645	235.99
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586754	4821640	235.68
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586757	4821638	235.47
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586763	4821634	235.1
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586766	4821631	234.96
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586730	4821644	235.4
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586733	4821642	235.34
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586739	4821637	235.21
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586741	4821636	235.16
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586747	4821630	234.88
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586749	4821629	234.76
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586755	4821624	234.34
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586757	4821622	234.32
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586722	4821634	234.53
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586725	4821632	234.46
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586730	4821627	234.34
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586733	4821625	234.29
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586738	4821621	234.18
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586742	4821619	233.95
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586747	4821614	233.7
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586749	4821612	233.65
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586725	4821638	234.88
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586733	4821648	235.72
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586736	4821646	235.66
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586728	4821635	234.78
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586733	4821631	234.64
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586742	4821642	235.58
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586745	4821639	235.53

Stationary noise sources - Point Sources

Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586736	4821628	234.55
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586742	4821625	234.44
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586745	4821622	234.23
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586749	4821618	233.94
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586752	4821616	233.9
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586761	4821626	234.59
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586758	4821628	234.67
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586752	4821632	235.01
Gas Station Car Idling		!010000!	77.6	77.6	77.6	Lw	CAR		0	0	0				60	60	0	0		(none)	1	r	17586749	4821635	235.29
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 H EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586920	4821201	235.7
Retail G EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	0.8	g	17586867	4821143	234.7
Retail F EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586847	4821272	237.3
Retail F EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586879	4821245	237.3
Retail F EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586812	4821302	237.3
Retail E EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586806	4821184	236.8
Retail E EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586760	4821220	236.8
Retail E EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586783	4821203	236.8
Retail D EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586729	4821246	236.8
Retail D EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586689	4821279	236.8
Retail D EF		!010000!	75	75	75	Lw	DX11Q		0	0	0							0		(none)	2.4	g	17586653	4821309	236.8
Retail C EF		!010000!	75	75	75	Lw	DX11Q		0	0	0				60	60	0	0		(none)	1.4	g	17586547	4821396	236.3
Retail C EF		!010000!	75	75	75	Lw	DX11Q		0	0	0				60	60	0	0		(none)	1.4	g	17586583	4821364	236.3
Retail B EF		!010000!	75	75	75	Lw	DX11Q		0	0	0				60	60	0	0		(none)	1.4	g	17586619	4821354	236.3
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	232.36
Retail C Truck Idling		!010000!	95	95	95	Lw	IDLE		0	0	0				3	3	0	0		(none)	2.4	r	17586609	4821340	230.9
Retail B Truck Idling		!010000!	95	95	95	Lw	idle		0	0	0				3	3	0	0		(none)	2.4	r	17586648	4821358	230.85
Retail C - loading/unloading -eve	~	!01010001	111	111	111	Lw	IMP111		0	0	0				0	60	0	0		(none)	2.4	r	17586644	4821352	231.1
Retail B - loading/unloading -eve	~	!01010001	111	111	111	Lw	IMP111		0	0	0				0	60	0	0		(none)	2.4	r	17586605	4821344	231.65
Retail A - loading/unloading -eve	~	!01010001	111	111	111	Lw	IMP111		0	0	0				0	60	0	0		(none)	2.4	r	17586745	4821403	233.05
Retail C - loading/unloading	~	!01010000	106.2	106.2	106.2	Lw	IMP111-10*log10(3)		0	0	0				60	60	0	0		(none)	2.4	r	17586594	4821350	230.9
Retail B - loading/unloading	~	!01010000	106.2	106.2	106.2	Lw	IMP111-10*log10(3)		0	0	0				60	60	0	0		(none)	2.4	r	17586637	4821343	230.9
Retail A - loading/unloading -day	~	!01010000	106.2	106.2	106.2	Lw	IMP111-10*log10(3)		0	0	0				60	60	0	0		(none)	2.4	r	17586754	4821400	232.9
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	17586745	4821410	233.95
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 truck idling		!010000!	102.7	102.7	102.7	Lw	RTP		0	0	0				3	3	0	0		(none)	3.5	r	17586741	4821412	233.88
Retail H Drive Thru Speaker		!010000!	84.4	84.4	84.4	Lw	SP		0	0	0				10	10	5	0		(none)	1.5	r	17586891	4821236	230
Retail G Drive Thru Speaker		!010000!	84.4	84.4	84.4	Lw	SP		0	0	0				10	10	5	0		(none)	1.5	r	17586892	4821173	228.51
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 H RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586914	4821206	236.4
Retail G RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586871	4821148	235.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586865	4821259	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586859	4821263	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586853	4821268	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586846	4821273	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586840	4821278	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586834	4821283	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586829	4821287	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586814	4821300	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586817	4821297	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586869	4821255	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586878	4821248	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586883	4821244	236.4
Retail F RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586822	4821293	236.4
Retail E RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586807	4821183	235.9
Retail E RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586757	4821222	235.9
Retail E RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586766	4821216	235.9
Retail E RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586771	4821212	235.9
Retail E RTU		!010000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586776	4821208	235.9

Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586787	4821200	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586792	4821196	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586797	4821192	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586763	4821219	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586781	4821204	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586800	4821188	235.9
Retail E RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586810	4821181	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586717	4821256	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586712	4821260	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586703	4821269	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586698	4821272	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586688	4821281	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586684	4821284	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586674	4821294	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586668	4821297	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586663	4821301	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586655	4821307	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586659	4821304	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586679	4821289	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586693	4821276	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586707	4821265	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586722	4821252	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586727	4821249	235.9
Retail D RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586731	4821245	235.9
Retail C RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586563	4821415	236.4
Retail C RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586589	4821396	236.4
Retail C RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586577	4821405	236.4
Retail C RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586582	4821384	236.4
Retail C RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586568	4821394	236.4
Retail B RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586614	4821374	236.4
Retail B RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586626	4821366	236.4
Retail B RTU		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586606	4821363	236.4
Retail A RTU		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	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		!0100000!	87.6	87.6	87.6	Lw	ZF150		0	0	0				60	42	24	0		(none)	1.5	g	17586850	4821473	242.15

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuatio	Operating Time			KO	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)		(m^2)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(km/h)	
Reefer Truck route - going in from RR25 Retail A			I0100011	88.7	88.7	-11.3	60.9	60.9	-39.1	PWL-Pt	RTP		0	0	0							0		(none)	1	1	0	15	
Reefer Truck route - going out to RR25 - Retail A			I0100011	87.7	87.7	-12.3	60.9	60.9	-39.1	PWL-Pt	RTP		0	0	0							0		(none)	1	1	0	15	
Truck route - going in from RR25 Retail C			I0100011	84.8	84.8	-15.2	57.1	57.1	-42.9	PWL-Pt	TP		0	0	0							0		(none)	1	1	0	15	
Truck route - going in from RR25 Retail B			I0100011	85.6	85.6	-14.4	57.1	57.1	-42.9	PWL-Pt	TP		0	0	0							0		(none)	1	1	0	15	
Truck route - going out to RR25 from Retail B			I0100011	84	84	-16	57.1	57.1	-42.9	PWL-Pt	TP		0	0	0							0		(none)	1	1	0	15	
Truck route - going out to RR25 from Retail C			I0100011	84.5	84.5	-15.5	57.1	57.1	-42.9	PWL-Pt	TP		0	0	0							0		(none)	1	1	0	15	

Mitigated predicted sound levels - continuous noise

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!	36	32.1	34.9	50	45	50				4.5	r	17586426	4820688	225.13	
R10 - 1ST			!02!	46.8	41.3	45.8	50.5	45	50.5				1.5	r	17586948	4821148	229.93	
R11 - 2ST			!02!	46.9	40.9	46.1	50	45	50				4.5	r	17586969	4821169	232.6	
R12 - 2ST			!02!	43.2	38	42.2	50	45	50				4.5	r	17587039	4821234	233.54	
R13 - 2ST			!02!	45.6	40	44.7	50	45	50				4.5	r	17586999	4821214	233.15	
R14 - 1ST			!02!	39.1	35.4	37.9	50	45	50				1.5	r	17586710	4820956	224	
R14 - OLA			!02!	37.8	34	36.6	50	0	45				1.5	r	17586703	4820976	224.62	
R15 - 1ST			!02!	40.4	36.9	39.2	50	45	50				1.5	r	17586737	4820990	225.58	
R15 - OLA			!02!	38.6	34.8	37.3	50	0	45				1.5	r	17586726	4821005	225.85	
R16 - 1ST			!02!	41.1	37.3	39.8	50	45	50				1.5	r	17586759	4821019	226.17	
R16 - OLA			!02!	40.3	36.4	39	50	0	45				1.5	r	17586758	4821044	227.04	
R17 - 1ST			!02!	41.8	37.8	40.4	50	45	50				1.5	r	17586779	4821039	226.62	
R17 - OLA			!02!	41.1	37	39.7	50	0	45				1.5	r	17586778	4821069	227.8	
R18 - 1ST			!02!	42.8	38.8	41.4	50	45	50				1.5	r	17586800	4821064	227.23	
R18 - OLA			!02!	43.2	39.2	41.8	50	0	45.4				1.5	r	17586797	4821079	227.93	
R18 - OLA2			!02!	42.4	38.4	41.1	50	0	45				1.5	r	17586798	4821092	228.51	
R19 - 1ST			!02!	45.3	40.8	44	50	45	50				1.5	r	17586888	4821399	231.63	
R19 - OLA			!02!	46.5	42.1	45.2	50	0	45.5				1.5	r	17586890	4821358	231.26	
R19 - OLA			!02!	45.7	41.2	44.5	50	0	45.4				1.5	r	17586908	4821374	232.12	
R2 - 1ST			!02!	39.5	35.8	38.4	50	45	50				1.5	r	17586615	4820849	223.15	
R20 - 1ST			!02!	44.9	39	44.1	50	45	50				1.5	r	17586935	4821463	233.71	
R20 - OLA			!02!	44.6	39.7	43.4	50	0	45				1.5	r	17586923	4821422	232.97	
R21 - 2ST			!02!	48.2	44	46.8	50	45	50				4.5	r	17586825	4821103	231.46	
R21 - OLA			!02!	43.3	39.2	41.9	50	0	45				1.5	r	17586828	4821129	228.51	
R22 - 2ST			!02!	48.9	41.6	48.5	50	45	50				4.5	r	17586680	4821713	239.99	
R23 - 2ST			!02!	44.1	39.1	43.1	50	45	50				4.5	r	17586763	4821817	238.72	
R24 - 2ST			!02!	43.4	39.8	42.7	50	45	50				4.5	r	17586545	4821866	236.92	
R3 - 1ST			!02!	41.1	37	39.8	50	45	50				1.5	r	17586786	4820917	223.58	
R4 - 1ST			!02!	42.2	38.1	40.9	50	45	50				1.5	r	17586807	4820952	225.11	
R5 - 1ST			!02!	42.7	38.5	41.3	50	45	50				1.5	r	17586823	4820974	225.63	
R6 - 1ST			!02!	43.6	39.3	42.3	50	45	50				1.5	r	17586842	4821007	226.29	
R7 - 1ST			!02!	44.3	39.8	43.1	50	45	50				1.5	r	17586869	4821037	226.93	
R8 - 2ST			!02!	44.8	38.9	44.1	50	45.4	50				4.5	r	17586921	4821087	231.31	
R9 - 1ST			!02!	47	41	46.2	50	45.4	50				1.5	r	17586934	4821124	229.71	

Mitigated predicted sound levels - impulsive noise

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!	41.2	-80.2	41.2	50	45	50				4.5	r	17586426	4820688	225.13
R10 - 1ST			!02!	50.4	-80.2	50.4	50.5	45	50.5				1.5	r	17586948	4821148	229.93
R11 - 2ST			!02!	39	-80.2	39	50	45	50				4.5	r	17586969	4821169	232.6
R12 - 2ST			!02!	38.5	-80.2	38.5	50	45	50				4.5	r	17587039	4821234	233.54
R13 - 2ST			!02!	38.9	-80.2	38.9	50	45	50				4.5	r	17586999	4821214	233.15

R14 - 1ST			!02!	39.7	-80.2	39.7	50	45	50				1.5	r	17586710	4820956	224
R14 - OLA			!02!	38.1	-80.2	38.1	50	0	45				1.5	r	17586703	4820976	224.62
R15 - 1ST			!02!	40.3	-80.2	40.3	50	45	50				1.5	r	17586737	4820990	225.58
R15 - OLA			!02!	38.2	-80.2	38.2	50	0	45				1.5	r	17586726	4821005	225.85
R16 - 1ST			!02!	40.9	-80.2	40.9	50	45	50				1.5	r	17586759	4821019	226.17
R16 - OLA			!02!	39.6	-80.2	39.6	50	0	45				1.5	r	17586758	4821044	227.04
R17 - 1ST			!02!	41.2	-80.2	41.2	50	45	50				1.5	r	17586779	4821039	226.62
R17 - OLA			!02!	39.8	-80.2	39.8	50	0	45				1.5	r	17586778	4821069	227.8
R18 - 1ST			!02!	40.3	-80.2	40.3	50	45	50				1.5	r	17586800	4821064	227.23
R18 - OLA			!02!	40.5	-80.2	40.5	50	0	45.4				1.5	r	17586797	4821079	227.93
R18 - OLA2			!02!	39.2	-80.2	39.2	50	0	45				1.5	r	17586798	4821092	228.51
R19 - 1ST			!02!	31.2	-80.2	31.2	50	45	50				1.5	r	17586888	4821399	231.63
R19 - OLA			!02!	33.5	-80.2	33.5	50	0	45.5				1.5	r	17586890	4821358	231.26
R19 - OLA			!02!	32.7	-80.2	32.7	50	0	45.4				1.5	r	17586908	4821374	232.12
R2 - 1ST			!02!	44.6	-80.2	44.6	50	45	50				1.5	r	17586615	4820849	223.15
R20 - 1ST			!02!	29.4	-80.2	29.4	50	45	50				1.5	r	17586935	4821463	233.71
R20 - OLA			!02!	31	-80.2	31	50	0	45				1.5	r	17586923	4821422	232.97
R21 - 2ST			!02!	49.4	-80.2	49.4	50	45	50				4.5	r	17586825	4821103	231.46
R21 - OLA			!02!	40.1	-80.2	40.1	50	0	45				1.5	r	17586828	4821129	228.51
R22 - 2ST			!02!	33.8	-80.2	33.8	50	45	50				4.5	r	17586680	4821713	239.99
R23 - 2ST			!02!	32.9	-80.2	32.9	50	45	50				4.5	r	17586763	4821817	238.72
R24 - 2ST			!02!	31.3	-80.2	31.3	50	45	50				4.5	r	17586545	4821866	236.92
R3 - 1ST			!02!	38.6	-80.2	38.6	50	45	50				1.5	r	17586786	4820917	223.58
R4 - 1ST			!02!	39.3	-80.2	39.3	50	45	50				1.5	r	17586807	4820952	225.11
R5 - 1ST			!02!	39.5	-80.2	39.5	50	45	50				1.5	r	17586823	4820974	225.63
R6 - 1ST			!02!	38.9	-80.2	38.9	50	45	50				1.5	r	17586842	4821007	226.29
R7 - 1ST			!02!	38.8	-80.2	38.8	50	45	50				1.5	r	17586869	4821037	226.93
R8 - 2ST			!02!	37.5	-80.2	37.5	50	45.4	50				4.5	r	17586921	4821087	231.31
R9 - 1ST			!02!	49.3	-80.2	49.3	50	45.4	50				1.5	r	17586934	4821124	229.71