

## **Noise Study**

**2155 Leanne Boulevard,  
Mississauga ON  
26022070**

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**April 17, 2026**

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## 1.0 Introduction

At the request of 1000293648 Ontario Inc. (Client), Thornton Tomasetti (TT) presents this Noise Study (NS) regarding the 2155 Leanne Boulevard development located in Mississauga Ontario (the Project).

The purpose of this study is to assess the noise impact on the Project from surrounding noise sources and the noise impact of the Project on surrounding noise sensitive areas and itself. This report is intended to support the Zoning By-law Amendment application for the Project.

Where applicable, this report will provide noise control recommendations to meet the requirements of the applicable to the City of Mississauga Terms of Reference, Peel Region guidelines and noise criteria outlined in the Ontario Ministry of the Environment, Conservation and Parks (MECP).

## 2.0 Site and Surrounding Area

### 2.1 Planned Development

The proposed development includes an 8-storey (plus mechanical penthouse) residential building and 9 townhouse blocks (4 storey+rooftop terrace). 1 level of underground parking is included with each of the townhouse blocks. The proposed site plan is provided in Figure 1, included in Appendix A, with development drawings included in Appendix B.

### 2.2 Project Location and Surroundings

The Project is located at 2155 Leanne Boulevard, with Erin Mills Parkway bounding the site to the east. North Sheridan Way (approx. 130 m distance) and the QEW (approx. 300 m distance) are located to the south of the project lands.

North of the development site is an Esso gas station with a convenience store and roll-over car wash. To the south is a long term care facility. On the opposite side of Leanne boulevard are residential neighborhoods, with commercial buildings located to the east on the opposite side of Erin Mills Parkway. Beyond the Erin Mills Parkway commercial buildings are residential high-rise and mid-rise buildings.

An illustration of the project location and surrounding area is provided in Figure 2 of Appendix A.

### 2.3 Topography

The topography is considered to be generally flat based on site observations by TT personnel, with the exception of a downward grade for Erin Mills Parkway approaching the QEW overpass. Beyond the QEW, the lands are considered to be essentially flat.

## 3.0 Applicable Guidelines

### 3.1 MECP NPC-300

The MECP's *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300) provides province wide assessment standards and criteria for evaluating noise impacts from transportation sources such as roads, railways and aircraft, as well as stationary sources

such as mechanical equipment, and industrial facilities. In preparing this NIS report, TT has referred to *Part A Background and Part C Land Use Planning* of NPC-300.

This NIS report has been prepared to support land use planning decisions, and is not intended to support an application for an Environmental Compliance Approval (ECA) in accordance with *Part B Stationary Sources* of NPC-300, and Section 9 of the Environmental Protection Act.

### 3.2 Region of Peel

The Peel Region General Guidelines For The Preparation Of Acoustical Reports in the Region of Peel (Peel Region Guidelines) generally align with the requirements of NPC-300, with the following exceptions:

- Ultimate Traffic data volumes are to be applied to regional roads, which are provided in the Peel Region Guidelines;
- Outdoor Living Area target objective is 55 dBA, where acoustic barrier recommendations are to be provided in 1 dBA impact increments.

### 3.3 City of Mississauga

The City of Mississauga's Noise Study Terms of Reference generally align with the requirements of NPC-300. The primary exception is the requirement to obtain ultimate traffic data from the City of Mississauga when analyzing transportation noise from City roads.

## 4.0 Transportation Noise Assessment

### 4.1 Critical Transportation Noise Receptors

NPC-300 defines a point of reception for the assessment of transportation noise sources as either the Plane of Window (POW) of a noise sensitive indoor space or an Outdoor Living Area (OLA) representing an area of a noise sensitive land use intended for quiet enjoyment of the outdoor environment.

#### 4.1.1 Outdoor Amenity Areas

As the midrise building private terraces/balconies and townhouse rooftop terraces are less than 4 m in depth, the minimum requirements outlined in NPC-300 are not met and an assessment was not completed for these amenity areas.

#### 4.1.2 Building Façades

The POW receptor(s) most likely to be affected by transportation noise are those representing the residential units of the Project, which includes all floors and all façades of the midrise building and townhouse blocks.

## 4.2 Transportation Noise Sources

### 4.2.1 Road Noise Sources

Roadway noise sources included in the assessment are Erin Mills Parkway, Leanne Boulevard and the QEW. Ultimate road traffic data from Erin Mills Parkway was obtained from the Peel Region. Municipal roadway ultimate volume data was provided by City of Mississauga, and QEW road traffic data was obtained from the MTO iCorridor website. QEW traffic volumes were grown to a 2041 future year, based on a 1.1% annual growth rate calculated from the volume increases over the most recent years. A copy of the traffic data is included in Appendix C.

The future traffic data applied in the assessment is summarized in Table 1.

Table 1: Future Traffic Data Summary

Street	AADT	% Med	% Hvy	Day/Night	Speed Limit
Erin Mills Parkway	48,000	D: 1.3% N: 1.3%	D: 5.6% N: 4.1%	90/10	70 km/h (N of N Sheridan Way) 60 km/h (S of N Sheridan Way)
Leanne Boulevard	4,400	0.8%	1.2%	90/10	50 km/h
QEW	154,409	2.5%	7.5%	85/15	100 km/h

### 4.2.2 Rail Noise Sources

The closest railway is located greater than 2,000 m from the Project lands and are outside of the minimum separation distances required for inclusion. Therefore, an assessment of railway impacts is not considered necessary.

## 4.3 Transportation Sound Level Limits

### 4.3.1 Outdoor Amenity Areas

Impacts to OLAs from combined road and rail traffic are assessed against a 16-hour daytime (07:00 – 23:00) equivalent sound pressure level ( $L_{eq}$ ) reported in dBA. The MECP outdoor sound level limits and the sliding scale of required noise reduction measures for road and rail noise at OLAs are listed in Table 2

Table 2: MECP Outdoor Sound Level Limit & Mitigation for OLAs – Combined Road & Rail Traffic

Category	Sound Level $L_{eq,16hr}$ (dBA)	Mitigation Measures	NPC-300 Warning Clause Required
Outdoor Limit	55	None	None
OLA Mitigation Threshold	56 - 60	Optional	Type A unless sound level brought below 55 dBA
OLA Mitigation Threshold	>60	Required to achieve sound level below 60 dBA	Type B unless sound level brought below 55 dBA

### 4.3.2 Indoor Living Areas

Impacts to POWs from combined road and rail (if applicable) traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level ( $L_{eq}$ ) reported in dBA. The combined impact is used to determine the requirement for ventilation and warning clauses. The MECP POW sound level limits and the sliding scale of required noise reduction measures for combined road and rail noise at POWs are listed in Table 3. Note that whistle noise is not included in the assessment of rail noise for this purpose.

Table 3: MECP POW Sound Level Limit: Ventilation & Warning Clauses – Combined Road & Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Mitigation Measures	NPC-300 Warning Clause Required
POW Limit	55	50	None	None
POW Mitigation Threshold Living & Bedrooms	56 - 65	51 – 60	Include forced air heating and provision for central air conditioning	Type C
POW Mitigation Threshold Living & Bedrooms	>65	>60	Include central air conditioning	Type D

Impacts to indoor noise levels from road and rail (if applicable) traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level ( $L_{eq}$ ) reported in dBA at the POW receptor. The requirements for building construction to address transportation noise impacts to indoor sound levels are determined independently for road and rail noise, with the resulting requirements then being combined logarithmically. The MECP indoor sound level limits and the required noise reduction measures for road and rail noise at POWs are listed in Table 4. Note that whistle noise is included in the assessment of rail noise for this purpose.

Table 4: MECP Indoor Sound Level Limit & Construction Requirements – Road & Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Total $L_{eq,24hr}$ (dBA)	Mitigation Measures
Road Indoor Limit Living Rooms / Bedrooms	45 / 45	45 / 40	-	Not Applicable
Road POW Mitigation Threshold Living & Bedrooms	>65	>60	-	Design building components to achieve indoor sound level limit
Rail Indoor Limit Living Rooms / Bedrooms	40 / 40	40 / 35	-	Not Applicable
Rail POW Mitigation Threshold Living & Bedrooms	>60	>55	-	Design building components to achieve indoor sound level limit
Rail POW Mitigation Threshold Bedrooms	-	-	>60	Minimum of brick veneer or masonry equivalent construction from foundation to rafters in first row of dwellings if within 100m of tracks

#### 4.4 Transportation Sound Level Predictions

Road traffic noise modelling was calculated using the ORNAMENT algorithms (the MECP road traffic noise model) within the Cadna/A noise propagation software, using line sources and sound emission. The following is noted:

- Roadway noise impacts were conservatively assessed based on reflective intermediary ground between Erin Mills Parkway/Leanne Boulevard and the project. As a mix of reflective and absorptive ground is located between the QEW and the development, a ground absorption of 0.7 was applied in the noise modelling.
- The screening effect of the surrounding single-family homes and existing roadway noise barriers were excluded from the noise modelling, as a conservative assessment of impacts.
- As Erin Mills Parkway and the QEW include more than 4 lanes, noise impacts were predicted with 2 separate roads representing each direction of flow.
- A 3.4% grade is applicable to the segment of Erin Mills Parkway from north of North Sheridan Way to the QEW overpass, therefore, the ORNAMENT gradient adjustment for trucks was applied in the noise modelling
- Topography from Ontario Geohub was included in the noise modelling to account for the grade change and varying topography between the QEW and the development lands.

As STAMSON does not readily account for complex topography, a simplified validation file was provided. A comparison of the Cadna/A and MECP STAMSON 5.04 road traffic noise model is shown in 18 for the east façade of the mid-rise building.

Noise impacts were assessed using the “building evaluation” feature in Cadna/A, allowing for predicted noise levels along the entire façade of the development. Facades considered to be non-noise sensitive (blank walls, etc.) were excluded from the assessment. This includes the North Façade of Block H, which is understood to exclude windows.

##### 4.4.1 Outdoor Amenity Area Impacts

As the private balconies and townhouse rooftop terraces do not meet the minimum requirements outlined in NPC-300, an assessment was not completed for these amenity areas.

##### 4.4.2 Façade Impacts

A summary of the worst-case calculated sound levels for each building are presented in Table 5 and shown in Figure 3a/b for the daytime and night-time periods, respectively.

As shown in Table 5, the predicted sound levels are above 65 dBA during the daytime and above 60 dBA during the night-time for the Mid-rise building and Townhouse Blocks A, B, D and I. Therefore, an assessment of building façade components is required.

Table 5: Worst-case Façade Sound Levels due to Road Sources

Building	Predicted Transportation Sound Levels (dBA)	
	Daytime (07:00–23:00)	Nighttime (23:00–07:00)
	L <sub>eq,16hr</sub>	L <sub>eq,8hr</sub>
Midrise	73	66
Block A	67	62
Block B	67	62
Block C	62	57
Block D	66	60
Block E	62	56
Block F	63	58
Block G	65	58
Block H	65	59
Block I	68	63

#### 4.5 Transportation Noise Control Recommendations

Noise control recommendations for the identified critical receptors and the corresponding noise sensitive land uses that they represent in the proposed redevelopment are summarized in Table 6 and discussed in the subsequent sections.

Table 6: Transportation Noise Control Measures Summary

Building	Barrier	Building Components	Ventilation	Warning Clause
Midrise	n/a	Designed to achieve indoor req'ts	Central AC	Type D
Blocks A, B, D and I	n/a	Designed to achieve indoor req'ts	Central AC	Type D
Blocks C, E F, G and H	n/a	Meet OBC Requirements	Forced air heating and provision for central AC	Type C

##### 4.5.1 Outdoor Living Areas – Barriers

Acoustic barriers are not required for the development.

##### 4.5.2 Indoor Living Areas - Ventilation

Roadway noise levels are predicted to be above 65 dBA during the 16-hour day (07:00 – 23:00) and/or 60 dBA during the 8-hour night (23:00 – 07:00) for the Mid-rise building, and Townhouse Blocks A, B, D and I, therefore central air conditioning will be required for these buildings.

Townhouse Blocks C, E to G have roadway sound levels predicted to be between 55 dBA and 65 dBA during the 16-hour day (07:00 – 23:00), therefore, the installation of a central heating system with the provisions for future installation central air conditioning would be required.

### 4.5.3 Indoor Living Areas - Building Components

The predicted roadway noise levels are above 65 dBA during the 16-hour day (07:00 – 23:00) and/or 60 dBA during the 8-hour night (23:00 – 07:00). Therefore building components on these façades must be designed to achieve the indoor sound level limit. This includes the Mid-rise building, and Townhouse Blocks A, B, D and I.

The building component requirements were determined using the National Research Council Building Practice Note BPN-56. At the time of the assessment, suite layouts showing room types and dimensions were not available.

The following assumptions were applied for the Mid-rise Building:

- Worst-case 55% glazing for the wall component of living room facades
- Worst-case 60% glazing for the wall component of bedroom facades
- Bedroom façade-to-floor area ratio of 100%
- Living/Dining room façade-to-floor area ratio of 50%
- Non-glazing wall component to have an STC 54 rating for all facades, based on a brick or pre-cast concrete facade.

The following assumptions were applied for the townhouse units:

- Approx. 30% glazing for the wall component of living room facades;
- Approx. 20% glazing for the wall component of typical bedroom facades;
- Approx. 30% glazing for the wall component of master bedroom facades;
- Bedroom façade-to-floor area ratio of 100%
- Living/Dining room façade-to-floor area ratio of 50%
- Non-glazing wall component to have an STC 54 for floors 1 to 3 based on a brick façade (or equivalent), and STC 37 for the 4<sup>th</sup> floor based on a mansard roof.

A summary of the building component requirements is included in Table 7 for the Mid-rise building and Townhouse blocks A, B, D and I.

Table 7: Building Envelope Requirements

Building	Room	Non-Glazing	Living/Dining Glazing	Bedroom Glazing
Midrise	Worst-case	STC54	OBC	STC31
Block A	Floors 2 and 3	STC54	OBC	OBC
	Floor 5	STC37	-	OBC
Block B	Floors 2 and 3	STC54	OBC	OBC
	Floor 5	STC37	-	OBC
Block D	Floors 2 and 3	STC54	OBC	OBC
	Floor 5	STC37	-	OBC
Block I	Floors 2 and 3	STC54	OBC	OBC
	Floor 5	STC37	-	OBC

Note: Corner rooms are likely to require an increase of 3 STC points to address noise entering from 2 facades.

The predicted roadway noise levels for Townhouse Blocks C, E to G are less than 65 dBA during the daytime and less than 60 dBA during the night-time on all facades of the development. Therefore, façade construction meeting the minimum requirements of the Ontario Building Code (OBC) are considered sufficient for these buildings to meet the indoor noise criteria.

#### 4.5.4 Warning Clauses

The following examples of warning clause wordings are based on applicable guidance documents and TT's experience regarding common requests from stakeholders. Precise wordings may be modified by the Client with input from the relevant LUPA(s), stakeholders, and/or legal counsel if required.

The **Type C** warning clause is required to be included where predicted transportation sound levels between 55 dBA and 65 dBA during the 16-hour day (07:00 – 23:00) or between 50 dBA and 60 dBA during the 8-hour night (23:00 – 07:00). An example **Type C** warning clause is presented below, and is applicable to Townhouse Blocks C, E to G:

*"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*

The **Type D** warning clause is required to be included where predicted transportation sound pressure levels greater than 65 dBA during the 16-hour day (07:00 – 23:00) or 60 dBA during the 8-hour night (23:00 – 07:00), and the Project includes central air conditioning. An example of a **Type D** warning clause is presented below, and is applicable to the Mid-rise building and Townhouse Blocks A, B, D, H and I.:

*"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*

Warning clauses are to be included in all agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations. A summary of the warning clause requirements is shown in Table 6 above.

## 5.0 Surrounding Stationary Noise Assessment

### 5.1 Critical Stationary Noise Receptors

NPC-300 defines a point of reception for the assessment of stationary noise sources as any location on a noise sensitive land use where noise from a stationary source is received. This typically includes both points of reception on building façades, representing the plane-of-window of noise sensitive spaces (POR) and outdoor points of reception representing areas such as balconies, gardens, patios, and terraces (OPOR). These locations may be the same or different from the POW and OLA receptors identified as part of a transportation noise assessment.

The development noise sensitive receptors were applied consistent with the roadway noise assessment. This includes all facades of the Mid-rise Building and Townhouse blocks. The private terraces/balconies and townhouse rooftop terraces do not meet the minimum requirements outlined in NPC-300 and were excluded from the assessment.

**5.2 Stationary Noise Sources**

**5.2.1 Noise Source Review**

A site visit was completed by TT personnel on March 9, 2026 to review the surrounding area, and complete measurements of significant stationary noise sources within the surrounding area.

Based on a review of the surrounding area, the adjacent commercial buildings and long-term care facility have the potential to impact the proposed development due to the proximity. This includes the adjacent car wash.

The car wash is a roll-over soft-cloth car wash, where 1 car is washed at a time. The approximate duration of a wash is 5 min, where a max throughput of 12 cars per hour are expected to be washed. The car wash doors are closed for the duration of the wash, in which no significant noise was audible. The exit doors open first allowing the car to pass through the dryer fans, which operation for approximately 1 min per car. Opening of the entry door occurs once the vehicle has partially exited. The dryer fan noise is audible for approximately 30 sec through the entry door. Once the entering vehicle is in place, a horn is sounded and the car wash doors are closed. The wash cycles starts, and the process is repeated.

Sound level measurements were completed of the Car Wash in operation. A Larson Davis LxT sound level meter was used to complete the sound level measurements. Calibration was checked using a Brüel & Kjaer Type 4230 calibrator. Measurement weather conditions consisted of sunny breaks, temperature of 16 °C, relative humidity of 43%, and winds less than 25 km/h.

Historical sound level data on file at TT was applied for all other noise sources, such as HVAC units, kitchen exhaust fans, etc.

Table 8 provides a summary of the surrounding stationary source data, with locations shown in Figure 4.

Table 8: Surrounding Stationary Noise Sources

Source Description	Source Sound Power (dBA)	Source Type	Notes & Assumptions
Car Wash Entry – dryer fan	100	Steady	<ul style="list-style-type: none"> <li>- Measured sound data applied</li> <li>- observed 30 sec audibility per car</li> <li>- 6 min/hr operation during daytime/evening (12 cars/hr), and 1 min/hr operation during overnight period (2 cars/hr)</li> <li>- No audible tone at property line</li> </ul>
Car Wash Exit – Dryer fan	103	Steady	<ul style="list-style-type: none"> <li>- Measured sound data applied</li> <li>- observed 60 sec audibility per car</li> </ul>

Source Description	Source Sound Power (dBA)	Source Type	Notes & Assumptions
			<ul style="list-style-type: none"> <li>- 12 min/hr operation during daytime/evening (12 cars/hr), and 2 min/hr operation during overnight period (2 cars/hr)</li> <li>- No audible tone at property line</li> </ul>
Car Wash "horn" indicator	95	Impulsive	<ul style="list-style-type: none"> <li>- Measured sound data applied</li> <li>- Sounded once for each car entering</li> <li>- Assessed as &gt;9 impulses/hr (frequent) during daytime and evening, and 2 impulses/hr during overnight.</li> </ul>
Car Wash Vacuum	95	Steady	<ul style="list-style-type: none"> <li>- Based on typical unit</li> <li>- No tonality at approx. 40 m distance</li> <li>- 4 min per use duration applied</li> <li>- Assessed based on 4 uses during day/eve (16 min/hr) and 1 use during over-night (4 min/hr). This is considered a conservatively high assumption given the infrequent use of vacuums at gas stations.</li> </ul>
Idling car	76	Steady	<ul style="list-style-type: none"> <li>- Based on TT historical data</li> <li>- Representative of average 2010+ model year vehicle, including pick-up trucks and excluding modern start-stop vehicles.</li> <li>- Assumed to idle for full hour</li> <li>- Queue of 13 cars assumed for daytime/evening period</li> <li>- 1 queued car assumed for night-time period</li> </ul>
1 fan HVAC unit	82	Steady	<ul style="list-style-type: none"> <li>- Based on TT historical data for typical unit</li> <li>- 30 min/hr duty cycling applied during the night-time as most surrounding buildings are either for open businesses or occupied (ie. LTC facility)</li> <li>- 60 min/hr operation assumed for daytime/evening.</li> </ul>
2 fan HVAC unit	85	Steady	<ul style="list-style-type: none"> <li>- Based on TT historical data for typical unit</li> <li>- 30 min/hr duty cycling applied during the night-time as most surrounding buildings are either for open businesses or occupied (ie. LTC facility)</li> <li>- 60 min/hr operation assumed for daytime/evening.</li> </ul>
4 fan HVAC unit	94	Steady	<ul style="list-style-type: none"> <li>- Based on TT historical data for typical unit</li> <li>- 30 min/hr duty cycling applied during the night-time as most surrounding buildings are either for open businesses or occupied (ie. LTC facility)</li> <li>- 60 min/hr operation assumed for daytime/evening.</li> </ul>
6 fan HVAC unit	96	Steady	<ul style="list-style-type: none"> <li>- Based on TT historical data for typical unit</li> <li>- 30 min/hr duty cycling applied during the night-time as most surrounding buildings are either for open businesses or occupied (ie. LTC facility)</li> <li>- 60 min/hr operation assumed for daytime/evening.</li> </ul>
Kitchen Exhaust Fan	86	Steady	<ul style="list-style-type: none"> <li>- Based on historical data on file</li> </ul>

Source Description	Source Sound Power (dBA)	Source Type	Notes & Assumptions
			<ul style="list-style-type: none"> <li>- No duty cycling applied</li> <li>- Night-time operation assumed as most restaurants were assumed to be open past 11 pm.</li> </ul>

**5.2.2 Operating Scenario**

For this assessment, noise sources were grouped into daytime/evening and night-time operations, where daytime and evening noise impacts were assumed to be the same as a worst-case assessment.

**5.3 Applicable Guideline Limits**

The applicable guideline limits are the higher of the NPC-300 Class 1 exclusionary limits or the existing ambient sound environment from roadway noise. As Erin Mills Parkway and the QEW are audible during all hours of the day, an assessment of ambient roadway noise was completed. Fowler Road was excluded from the ambient roadway noise assessment, given the low volumes.

An assessment of background sound levels was completed using ORNAMENT algorithms, modelled within CadnaA as outlined in the transportation assessment. The exception is the inclusion of the screening effect from the existing 2 m tall roadway noise barrier along Erin Mills Parkway, north of Leanne Boulevard.

The existing Erin Mills Parkway traffic volumes (42,588) and truck percentages were provided by the Region of Peel as part of the Transportation assessment data set. Hourly minimum percentages were applied based on typical data on file at TT, as 5.2.%/2.4%/0.3% for daytime/evening/night-time worst-case hours.

Leanne Boulevard existing traffic volumes (4,160) was determined based on WSP Traffic Impact Study, dated May 29, 2023, completed for the 2225 Erin Mills Parkway development (also owned by Dunpar Homes/1000293648 Ontario Inc.). Hourly minimum percentages were applied based on typical data on file at TT, as 5.2.%/2.4%/0.3% for daytime/evening/night-time worst-case hours. Truck percentages were provided by the City of Mississauga, as outlined in the transportation assessment.

The 2019 QEW traffic volumes (259,300 vehicles) was obtained from the MTO iCorridor website was applied as the existing traffic volumes. The hourly traffic volumes for this highway segment were also obtained from the MTO iCorridor website, with the hourly minimum percentages determined to be 5.4%/1.8%/0.6% for daytime/evening/night-time worst-case hours. Truck percentages were applied as outlined in the transportation assessment.

Steady stationary noise sources are assessed against a 1-hour equivalent sound pressure level ( $L_{eq}$ ) expressed in A-weighted decibels (dBA). Table 9 provides a comparison of the applicable exclusionary sound level limits for steady and frequent impulsive noise sources (>9/hr) for receptors in a Class 1 area, and shown in Figure 5 for the development.

Table 9: Applied Sound Level Limits – Steady and Frequent Impulsive Noise (Class 1)

Building	Time Period	Exclusionary Guideline Limits (dBA/dBAI)	Predicted Ambient Sound Levels (dBA/dBAI)	Applicable Guideline Limits (dBA/dBAI)
Midrise	Day/Eve (07:00 – 22:00)	50	up to 69	up to 69
	Night (22:00 – 07:00)	45	up to 59	up to 59
Blocks A to I	Day/Eve (07:00 – 22:00)	50	up to 63	up to 63
	Night (22:00 – 07:00)	45	up to 56	up to 56

Notes: \* As ambient levels vary within the area, the highest predicted ambient sound levels are shown.

Table 10 provides a summary of the applicable exclusionary sound level limits for impulse noise sources impacting receptors in a Class 1 area. These limits are based on the number of impulses generated by stationary sources in a one-hour period. Impulse noise sources are assessed against a Logarithmic Mean Impulse Sound Level, ( $L_{LM}$ ) expressed in A-weighted impulsive decibels, dBAI. Impulse noise sources are assessed separately from steady noise sources.

Table 10: Exclusionary Sound Level Limits – Impulsive Noise (Class 1)

Actual Number of Impulses in One Hour	Impulsive Sound Level Limits, Class 2 Area (dBAI)
	POR (dBAI) Daytime (07:00 – 23:00) / Nighttime (23:00 – 07:00)
9 or more	50 / 45
7 to 8	55 / 50
5 to 6	60 / 55
4	65 / 60
3	70 / 65
2	75 / 70
1	80 / 75

For this assessment Steady and Frequent Impulsive noise sources were assessed against the relaxed guideline limits, based on surrounding roadway noise. Infrequent impulsive noise sources were compared to the exclusionary limits, as a conservative assessment of impacts.

#### 5.4 Stationary Sound Level Predictions

Sound levels at the PORs due to the nearby stationary sources were calculated using the software CadnaA in accordance with the methods described in ISO 9613-2, with the following noted:

- Reflective ground was applied in the noise modelling to represent hard surfaces such as asphalt and concrete, with localized absorptive ground applied to grass covered lands.
- 2 orders of reflection were included to account for the effect of surrounding buildings.

Façade noise impacts on the townhouse buildings were assessed using the “building evaluation” feature in CadnaA, allowing for predicted noise levels along the entire façade of the development. As with the Transportation assessment, blank facades were excluded from the analysis. This includes the north façade of Block H, which is understood to exclude windows.

As the façade sound levels and ambient sound levels differ to varying degrees across the entire façade of the development, the difference between impacts and ambient levels were calculated within CadnaA and presented as a comparison to the guideline limits.

A sample modelling output file for all stationary noise sources modelling on Block G is included in Appendix D.

## 5.5 Impacts on the Development

### 5.5.1 Outdoor Amenity Area Impacts

As the private balconies and townhouse rooftop terraces do not meet the minimum requirements outlined in NPC-300, an assessment was not completed for these amenity areas.

### 5.5.2 Façade Levels

#### **Steady Sound Levels**

Predicted facade sound levels are shown in Figure 6 and shown in comparison to the guideline limits in Figure 7. Table 11 summarizes stationary noise impacts on the Mid-rise building and townhouse blocks.

Table 11: Summary of Steady Noise Impacts

Building	Time Period	Steady Sound Level L <sub>eq,1hr</sub> (dBA)	Steady Sound Level Limit <sup>[1]</sup> L <sub>eq,1hr</sub> (dBA)	Comparison to Sound Level Limit <sup>[2]</sup> L <sub>eq,1hr</sub> (dBA)	Compliance
Midrise	Day/Eve	up to 55	up to 69	-1	Yes
	Night	up to 49	up to 59	-1	Yes
Blocks A to I	Day/Eve	up to 56	up to 63	-3	Yes
	Night	up to 52	up to 56	0	Yes

Notes: [1] As ambient levels vary across the entire façade, the highest predicted ambient sound levels are shown.  
 [2] A comparison was completed across the entire façade of the development, with highest excesses shown. Results are not typically at the same location for the highest impact and highest ambient sound levels.

As shown in Table 11, the applicable guideline limits are predicted to be met for steady noise.

#### **Impulsive Noise**

Predicted facade sound levels are shown in Figure 8, with a comparison to the guideline limits in Figure 9. Table 12 summarizes stationary noise impacts on the Mid-rise building and townhouse blocks.

Table 12: Summary of Impulsive Noise Impacts

Building	Time Period	Steady Sound Level L <sub>LM</sub> (dBAI)	Steady Sound Level Limit <sup>[1]</sup> L <sub>LM</sub> (dBAI)	Comparison to Sound Level Limit <sup>[2]</sup> L <sub>LM</sub> (dBAI)	Compliance
Midrise	Day/Eve	up to 54	up to 69	-1	Yes
	Night	up to 54	up to 59	-16	Yes
Blocks A to I	Day/Eve	up to 58	up to 63	0	Yes
	Night	up to 58	70 <sup>[3]</sup>	-12	Yes

Notes: [1] As ambient levels vary across the entire façade, the highest predicted ambient sound levels are shown.  
 [2] A comparison was completed across the entire façade of the development, with highest excesses shown. Results are not typically at the same location for the highest impact and highest ambient sound levels.  
 [3] The criteria for 2 impulses per hour were applied during the night-time period, based on 2 cars washed per hour.

As shown in Table 12, the applicable guideline limits are predicted to be met for impulsive noise.

### 6.0 Development Mechanical Equipment Stationary Noise Assessment

At the time of the assessment, insufficient information was available to complete an assessment of development mechanical system noise impacts.

Development mechanical systems are expected to include make-up air units, cooling units, parking garage exhaust fans, and potentially an emergency generator. With the appropriate selection of equipment, locating equipment to minimize noise impacts, and including noise controls in the design (barriers, low noise units, silencers/louvres), the applicable guideline limits are expected to be met.

Once sufficient information is available, an assessment of stationary noise impacts from the development mechanical systems should be completed to confirm the applicable guideline limits are met.

### 7.0 Concluding Comments

Transportation noise impacts on the Project are expected to meet all applicable MECP noise limits with inclusion of upgraded glazing for the midrise building, without upgraded façade construction for the townhouse blocks, and with the inclusion of air conditioning/warning clauses, as presented in Section 4.0 of this report.

Surrounding stationary noise impacts were assessed for the significant stationary noise sources identified in the surrounding area. The applicable guideline limits are predicted to be met on the Project. No additional noise controls are considered necessary for the surrounding stationary noise sources.

The Project mechanical systems have not been sufficiently designed to assess stationary noise impacts. The applicable stationary noise guideline limits are expected to be met with the appropriate selection of equipment, locating equipment to minimize noise impacts, and including noise controls in the design (barriers, low noise units, silencers/louvres), as presented in Section 6.0.

Based on the above, the proposed development is considered feasible regarding noise.

Yours Truly,

Thornton Tomasetti



Marcus Li, P.Eng.  
Vice President

Reviewed by:  
Robert Fuller, P.Eng.  
Project Engineer

**Disclaimer**

This report is provided in accordance with the contractual agreement between TT and the Client. In addition to our contractual obligations TT notes the following general disclaimers and qualifications regarding the content of this report.

In preparing this report, TT has relied upon the accuracy and completeness of information provided by the Client and other third parties (manufacturers, other consultants, etc.) and accepts no responsibility for errors or omissions by other parties in the information provided to TT.

This report has been prepared solely for the benefit of the Client and the content of this report is intended for informational purposes only. This report shall not be relied upon by any other parties, including but not limited to other consultants retained by the Client, or utilized for any other purposes.

Ultimate responsibility for the design and construction remains solely with the architect/engineer of record and/or the contractor(s). Achieving the required mitigation requirements relies on correct incorporation of mitigation recommendations into Architectural and Mechanical drawings and specifications, as well as correct installation during construction. It is recommended that the implementation of mitigation measures be reviewed by a qualified consultant.

On request, TT will provide a proposal for additional work such as to peer review mitigation measures or observe on-site conditions as appropriate; however, notwithstanding the foregoing, it is expressly understood and agreed that TT shall not have control or charge of, and shall not be responsible for the acts or omissions, including but not limited to means, methods, techniques, sequences and procedures, of the Design Professionals and/or Contractors performing design and/or construction on-. Accordingly, TT shall not be held responsible for the failure of any party to properly incorporate the mitigation measures stated in this report.

## **Appendix A: Figures**

Figure 1: Project Site Plan

Figure 2: Project Location & Surroundings

Figure 3: Façade Levels – Roadway

Figure 4: Surrounding Stationary Noise Source Locations

Figure 5: Ambient Levels Surrounding Stationary Noise Source Locations

Figure 6: Façade Levels – Steady Noise

Figure 7: Excess Levels – Steady Noise

Figure 8: Façade Levels – Impulsive Noise

Figure 9: Excess Levels – Impulsive Noise

**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**  
1) Not to Scale

**Figure Title**  
Project Site Plan

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 15, 2026



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Figure Title**  
Project Location and Surroundings

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 15, 2026



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

— Line Source

**Sound Pressure Levels**

- 0 to 30 dBA
- 31 to 40 dBA
- 41 to 45 dBA
- 46 to 50 dBA
- 51 to 55 dBA
- 56 to 60 dBA
- 61 to 65 dBA
- 66 to 70 dBA
- 71 to 75 dBA
- 76 + dBA

**Figure Title**  
Façade Levels – Road, Day

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

3a



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

— Line Source

**Sound Pressure Levels**

- 0 to 30 dBA
- 31 to 40 dBA
- 41 to 45 dBA
- 46 to 50 dBA
- 51 to 55 dBA
- 56 to 60 dBA
- 61 to 65 dBA
- 66 to 70 dBA
- 71 to 75 dBA
- 76 + dBA

**Figure Title**  
Façade Levels – Road, Ngt

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

3b



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Figure Title**  
Surrounding Stationary  
Noise Source Locations

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 15, 2026




**Client Name**  
1000293648 Ontario Inc


**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

 Noise Source

**Sound Pressure Levels**

-  0 to 30 dBA
-  31 to 40 dBA
-  41 to 45 dBA
-  46 to 50 dBA
-  51 to 55 dBA
-  56 to 60 dBA
-  61 to 65 dBA
-  66 to 70 dBA
-  71 to 75 dBA
-  76 + dBA

**Figure Title**  
Façade Levels – Ambient, Day/Eve

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

5a




**Client Name**  
1000293648 Ontario Inc










**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

 Noise Source

**Sound Pressure Levels**

-  0 to 30 dBA
-  31 to 40 dBA
-  41 to 45 dBA
-  46 to 50 dBA
-  51 to 55 dBA
-  56 to 60 dBA
-  61 to 65 dBA
-  66 to 70 dBA
-  71 to 75 dBA
-  76 + dBA

**Figure Title**  
Façade Levels – Ambient, Ngt

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

5b



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Sound Pressure Levels**

- 0 to 30 dBA
- 31 to 40 dBA
- 41 to 45 dBA
- 46 to 50 dBA
- 51 to 55 dBA
- 56 to 60 dBA
- 61 to 65 dBA
- 66 to 70 dBA
- 71 to 75 dBA
- 76 + dBA

**Figure Title**

Façade Levels – Steady Noise, Day/Even

**Produced By**

MTL

**TT Project #**

26022070

**Date**

Apr 17, 2026

6a



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Sound Pressure Levels**

- 0 to 30 dBA
- 31 to 40 dBA
- 41 to 45 dBA
- 46 to 50 dBA
- 51 to 55 dBA
- 56 to 60 dBA
- 61 to 65 dBA
- 66 to 70 dBA
- 71 to 75 dBA
- 76 + dBA

**Figure Title**  
Façade Levels – Steady Noise, NgT

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

6b



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Sound Level Difference**



**Figure Title**  
Excess Levels – Steady Noise, Day/Even

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

7a




**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

 Noise Source

**Sound Level Difference**

-  0 dBA
-  1 dBA
-  2 dBA
-  3 dBA
-  4 dBA
-  5 dBA
-  6 dBA
-  7 dBA
-  8 dBA
-  9 dBA
-  10+ dBA

**Figure Title**  
Excess Levels – Steady Noise, Ngt

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Sound Pressure Levels**

- 0 to 30 dBAI
- 31 to 40 dBAI
- 41 to 45 dBAI
- 46 to 50 dBAI
- 51 to 55 dBAI
- 56 to 60 dBAI
- 61 to 65 dBAI
- 66 to 70 dBAI
- 71 to 75 dBAI
- 76 + dBAI

**Figure Title**  
Façade Levels – Impulsive Noise, Day/Eve/Ngt

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026



**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Sound Level Difference**

- 0 dBAI
- 1 dBAI
- 2 dBAI
- 3 dBAI
- 4 dBAI
- 5 dBAI
- 6 dBAI
- 7 dBAI
- 8 dBAI
- 9 dBAI
- 10+ dBAI

**Figure Title**  
Excess Levels – Impulsive Noise, Day/Eve

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

9a




**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

 Noise Source

**Sound Level Difference**

-  0 dBAI
-  1 dBAI
-  2 dBAI
-  3 dBAI
-  4 dBAI
-  5 dBAI
-  6 dBAI
-  7 dBAI
-  8 dBAI
-  9 dBAI
-  10+ dBAI

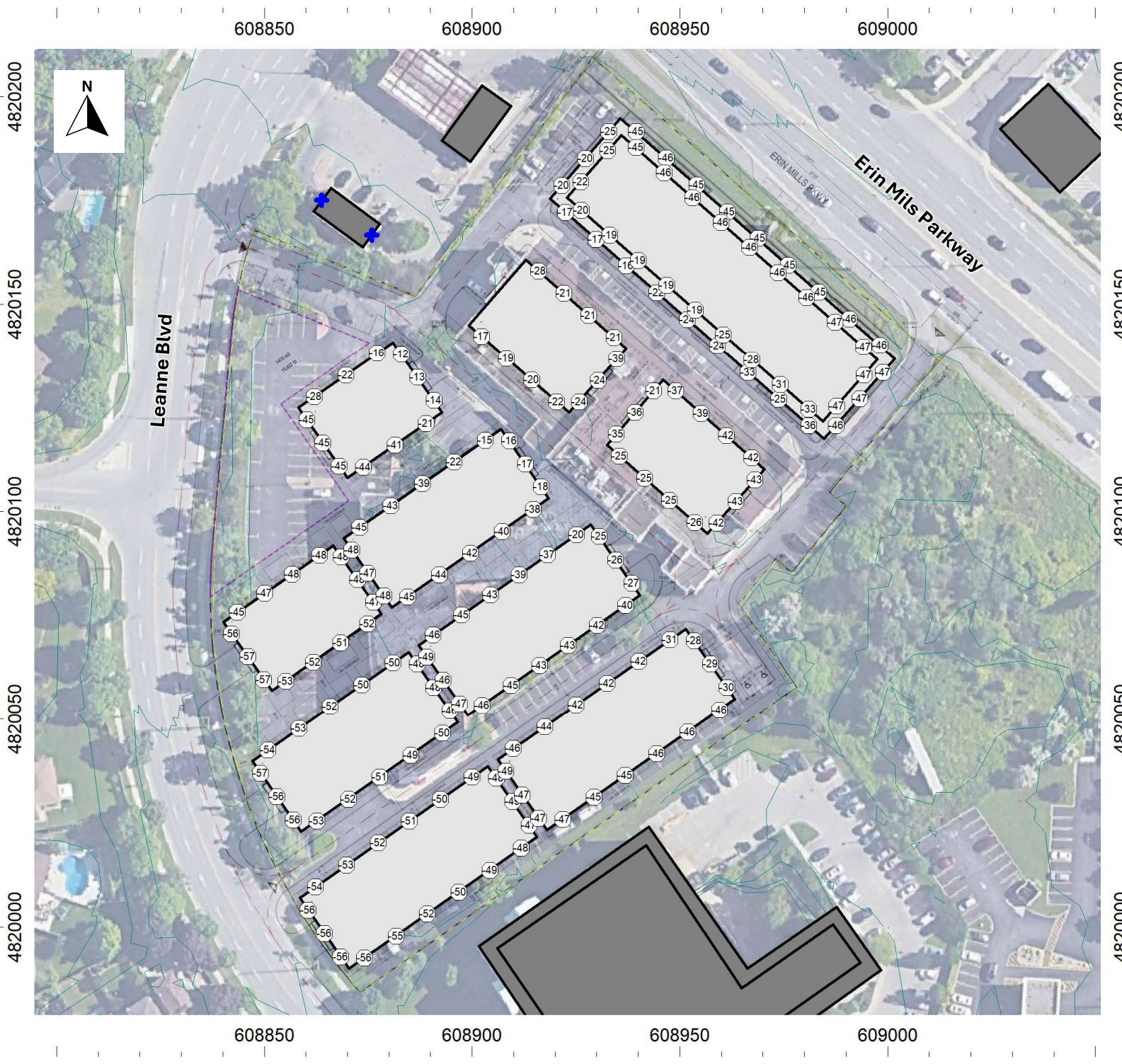
**Figure Title**  
Excess Levels – Impulsive Noise, NgT

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 17, 2026

9b



## **Appendix B: Development Drawings**

PROJECT STATISTICS - 2155 Leanne - Midrise Project

Proposed Residential Development  
Mississauga, Ontario  
New 8 Storey Mid Rise & Townhouses  
2024-03-30

1.0	Site Area	sq.m	sq.ft
Total	1.68	22,986.18	247,421.62

1.1	Parkland Area	sq.m	sq.ft
Total	0.36	1,470.00	15,827.96

2.0 MIDRISE

2.1 Proposed Midrise Residential Above Grade GFA (BUILDING G1)	Total GFA	sq.m	sq.ft
Level 1	1	1,934	20,817
Level 2	1	1,983	21,346
Level 3 to 6	4	8,496	91,450
Level 7 to 8	2	3,120	33,583
Roof	1	0	0
<b>Total</b>	<b>9</b>	<b>15,533.00</b>	<b>167,195.87</b>

3.0

3.1 Proposed Midrise Unit Count	Levels	Studio	1BR	1BR+D	2BR	2BR+D	3B	3B+D	Units
Level 1	1	0	2	0	17	1	0	0	20
Level 2	1	0	3	1	19	2	2	0	27
Level 3 to Level 6	4	0	2	2	20	2	2	0	112
Level 7	1	0	18	0	0	3	1	0	22
Level 8	1	0	15	0	0	3	1	0	22
Level Roof	1	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9</b>	<b>0</b>	<b>40</b>	<b>9</b>	<b>116</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>234</b>

3.2 Proposed Total Midrise GFA	sq.m	sq.ft
Total Residential GFA	15,565.00	167,549.27

3.3 Proposed Floor Space Index (FSI) for Midrise	Total
	0.68

4.0 Lowrise

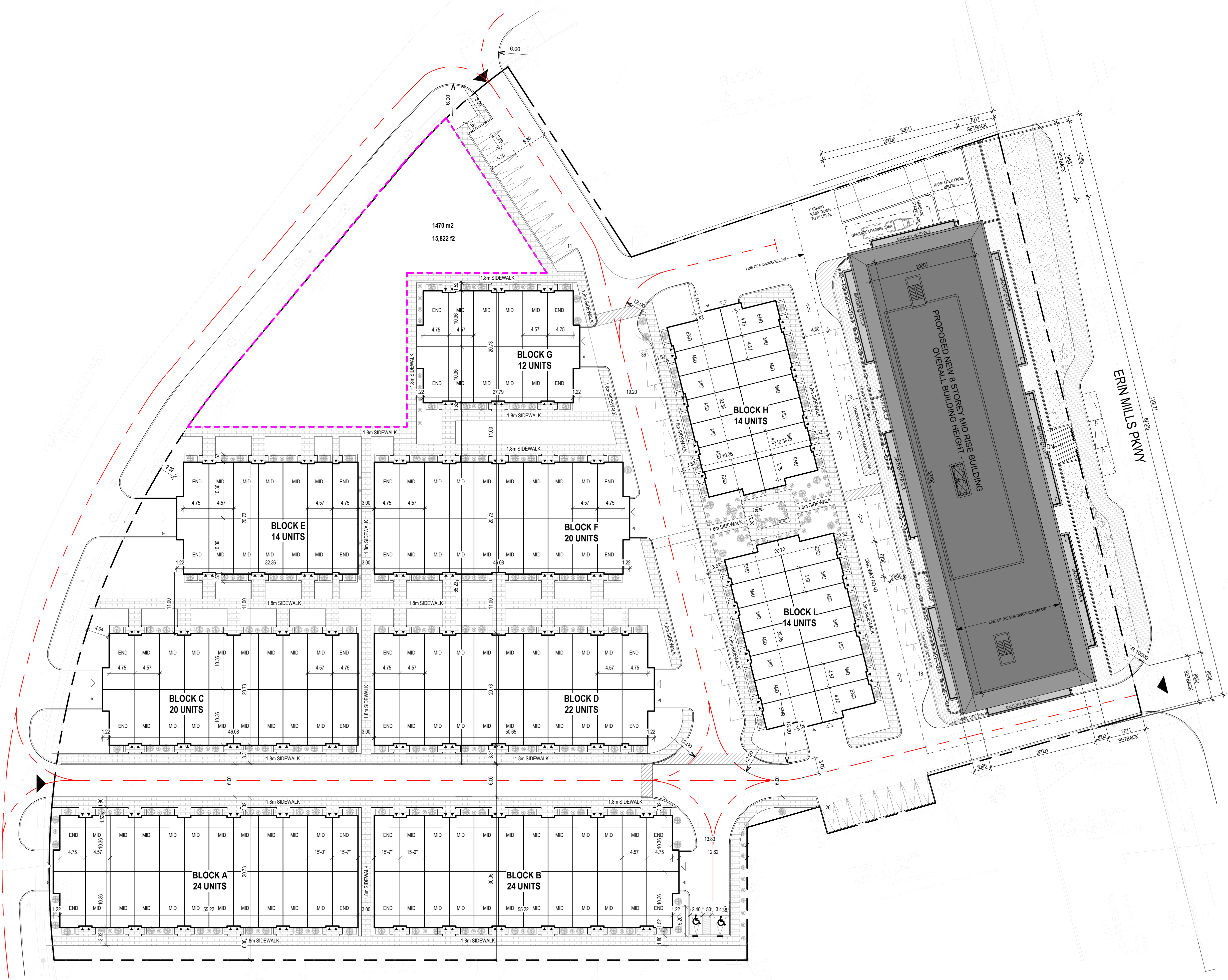
4.1 Proposed Lowrise GFA	Total GFA	sq.m	sq.ft
Block A	3,506	37,738	
Block B	3,506	37,738	
Block C	2,932	31,560	
Block D	3,219	34,649	
Block E	2,072	22,301	
Block F	2,932	31,560	
Block G	1,786	19,224	
Block H	2,072	22,301	
Block I	2,072	22,301	
<b>Total</b>	<b>24,097.00</b>	<b>256,177.95</b>	

4.2 Proposed Lowrise Unit Count	Units
Block A	24
Block B	24
Block C	20
Block D	22
Block E	14
Block F	20
Block G	12
Block H	14
Block I	14
<b>Total</b>	<b>164</b>

4.3 Proposed Total GFA	sq.m	sq.ft
Total Residential GFA	24,097.00	259,177.95

4.4 Proposed Floor Space Index (FSI) for Lowrise	Total
	1.05

5 Parking Space Requirements	Provided spaces
Residential Parking Spaces	328
Visitor Parking	36
Visitor Barrier Free	2
<b>Total Parking Spaces</b>	<b>366</b>



2155 LEANNE BLVD., MISSISSAUGA ON

Drawing Title

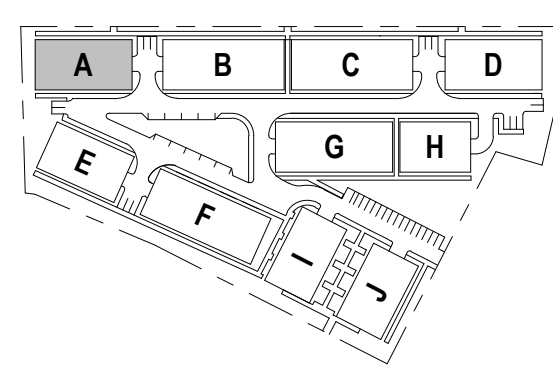
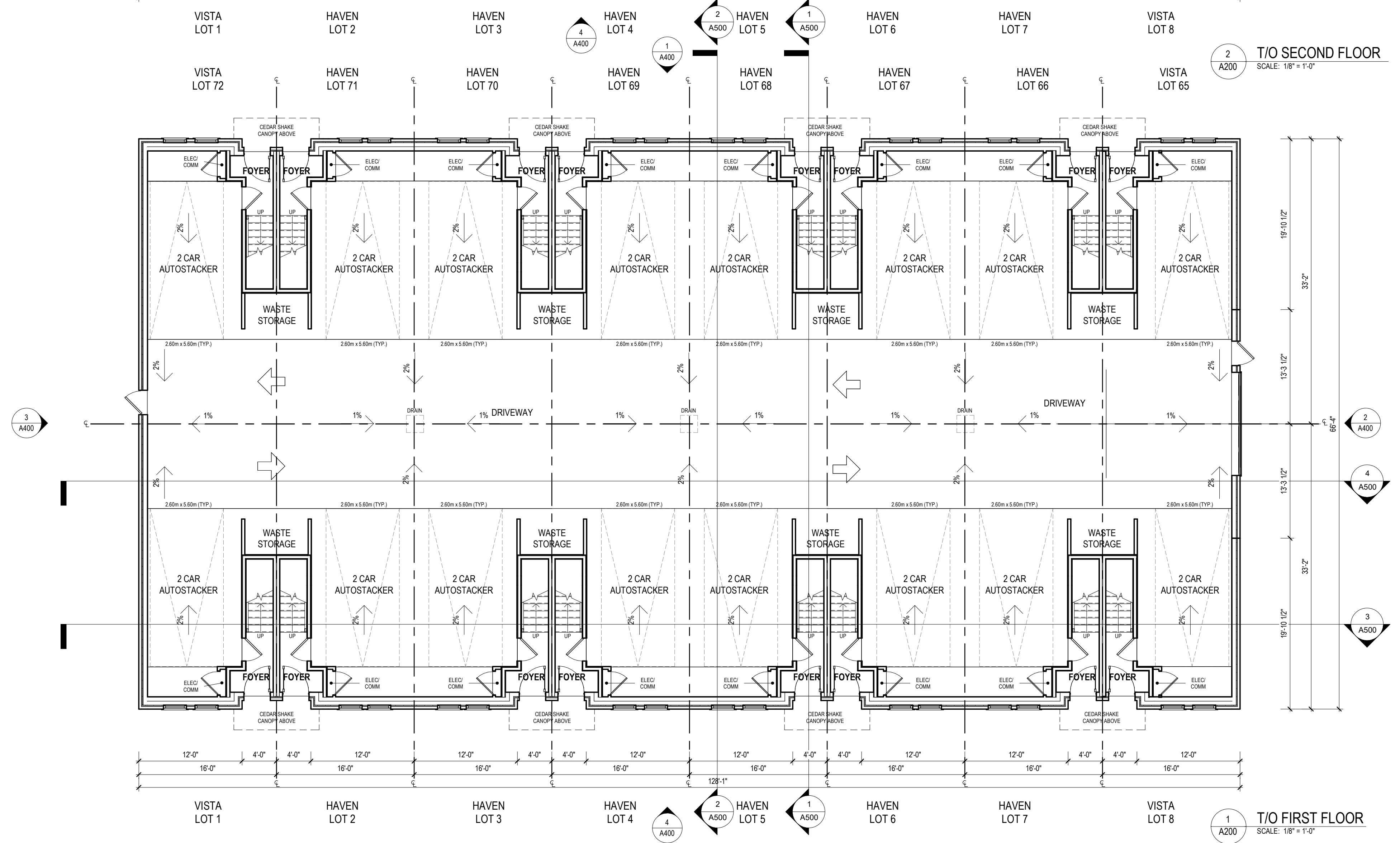
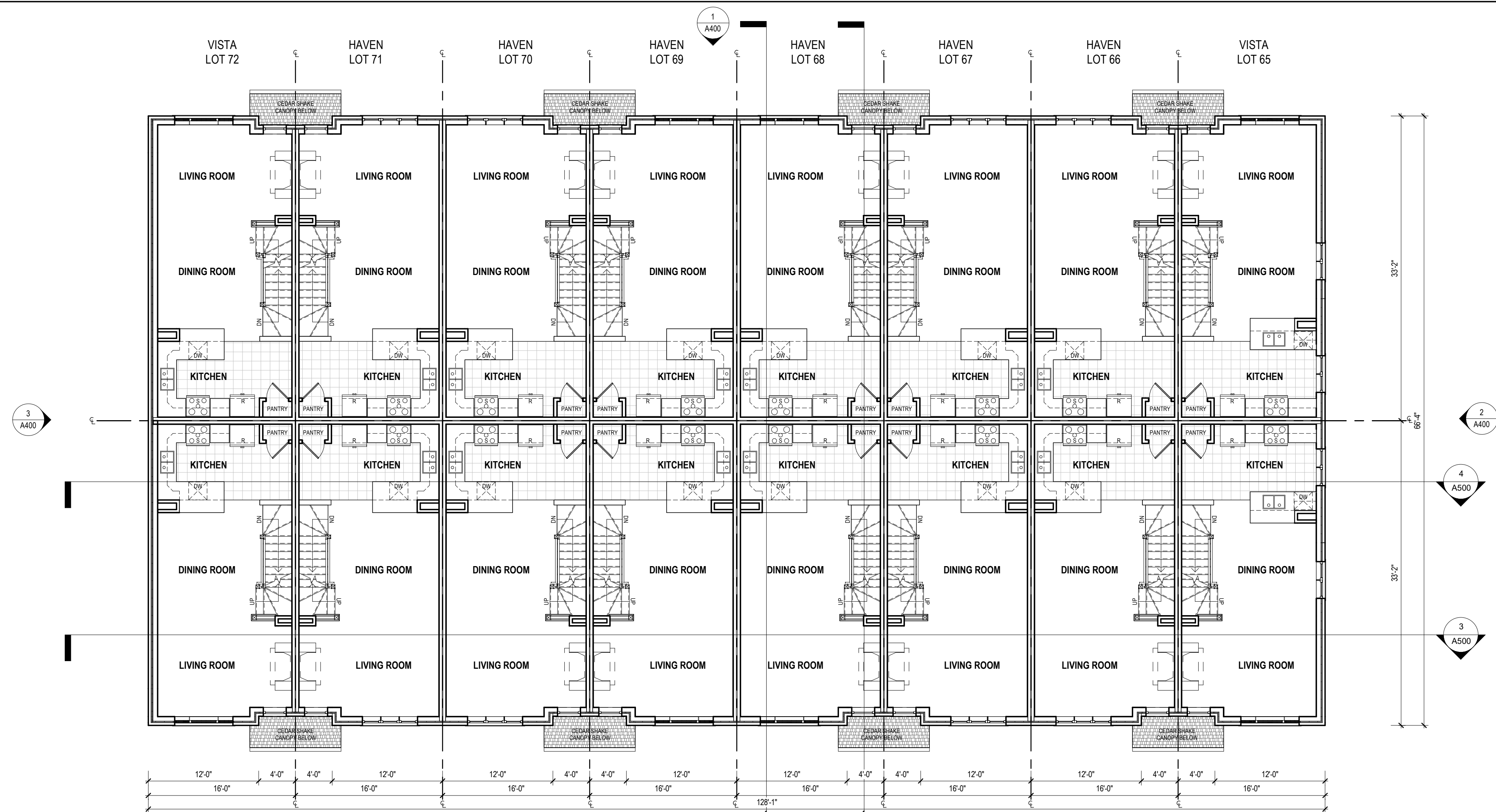
SITE PLAN











5	ISSUED FOR PERMIT 1	2026-03-19
4	AS PERMIT	2025-12-08
3	SPA 3	2025-09-23
2	SPA 2	2025-05-16
1	SPA 1	2025-02-21

No.	DESCRIPTION	DATE
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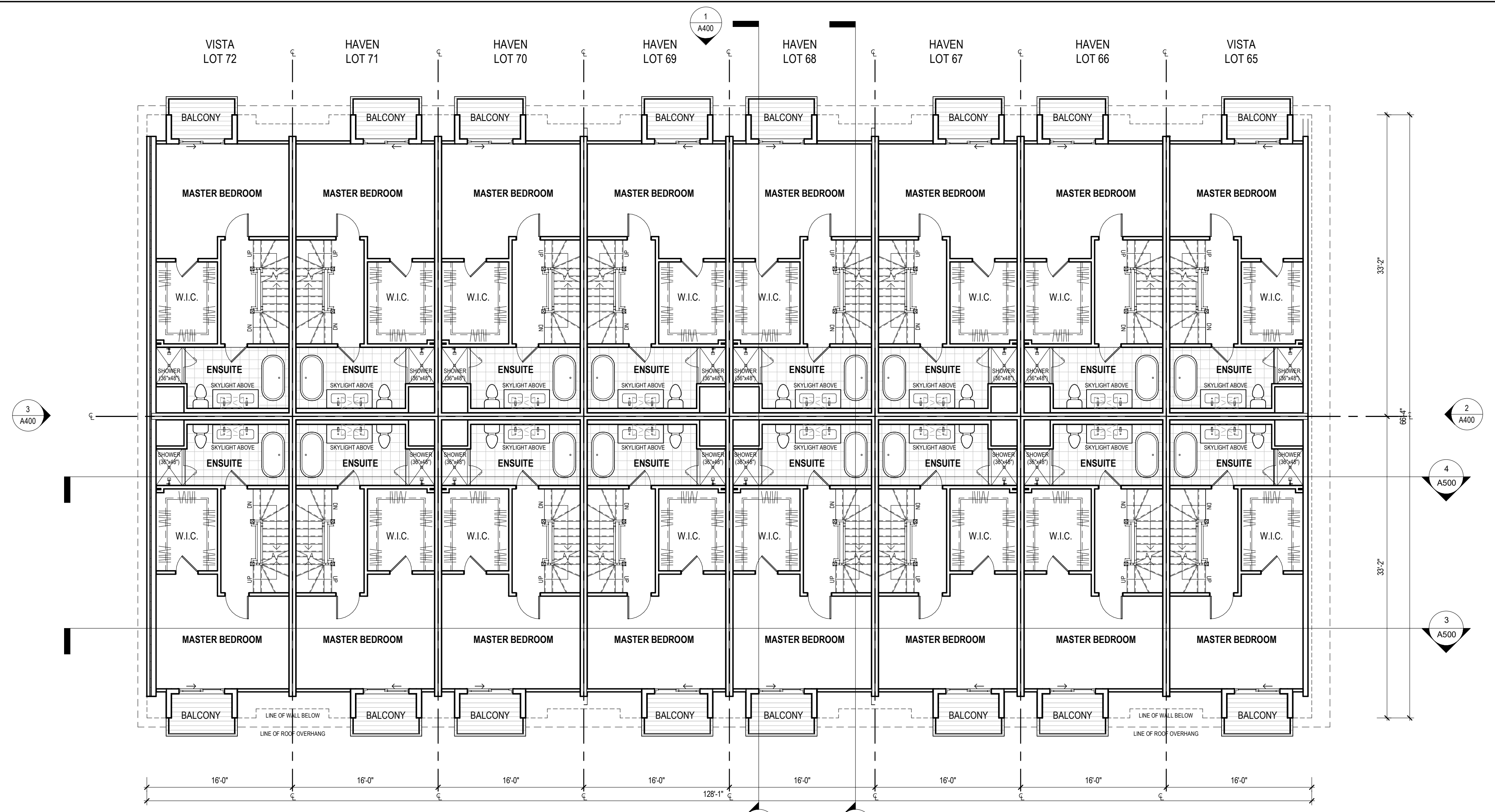
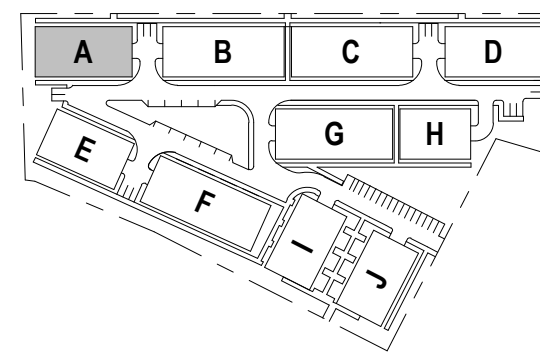
2670 VENITO WAY  
MISSISSAUGA, ON

SCALE: 1/8" = 1'-0" NORTH

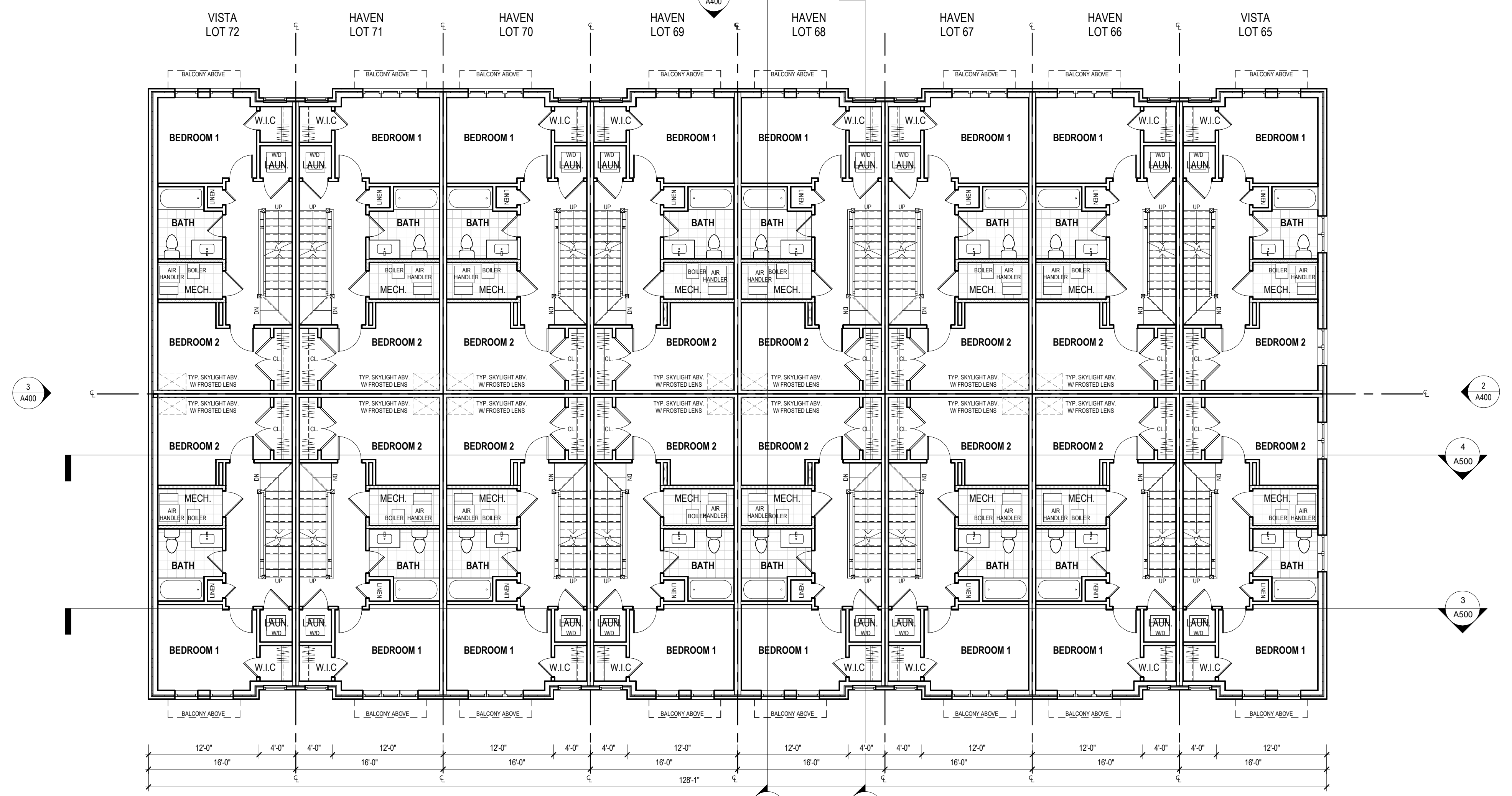
DRAWING TITLE  
**BLOCK A  
FIRST & SECOND  
FLOOR PLANS**

CLIENT  
**1672735 ONTARIO INC.**  
105 SIX POINT ROAD, ETOBICOKE ON M9Z 2X3 TEL:  
416.236.9800 | FAX: 416.236.9080

DRAWN	DS	PAGE NO.
CHECKED	AS	<b>A200</b>
DATE	2026-03-19	



T/O FOURTH FLOOR  
SCALE: 1/8" = 1'-0"



T/O THIRD FLOOR  
SCALE: 1/8" = 1'-0"

4	ISSUED FOR PERMIT 1	2026-03-19
3	AS PERMIT	2025-12-08
2	SPA 2	2025-05-16
1	SPA 1	2025-02-21

No.	DESCRIPTION	DATE
-----	-------------	------

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DUNPAR

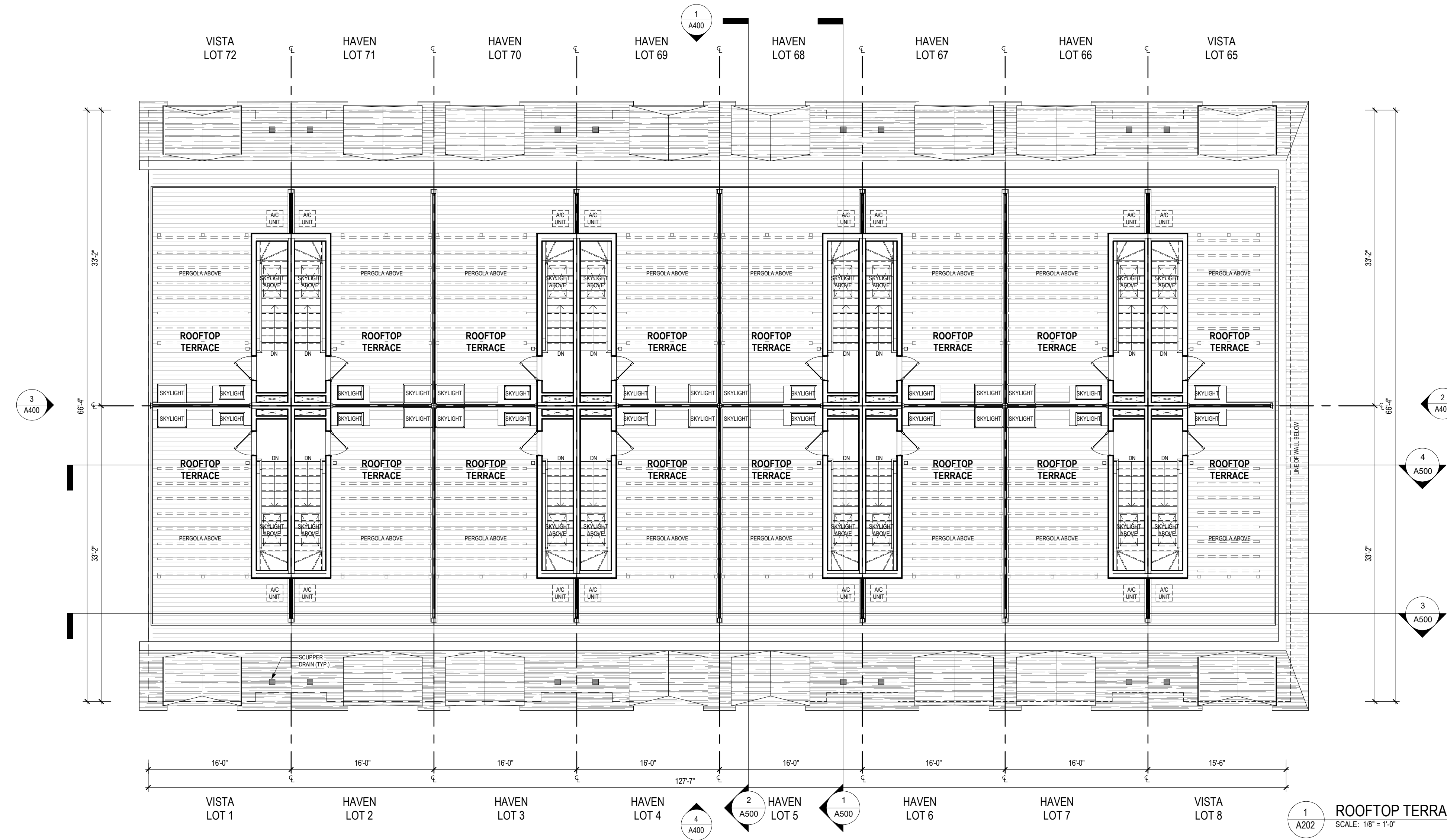
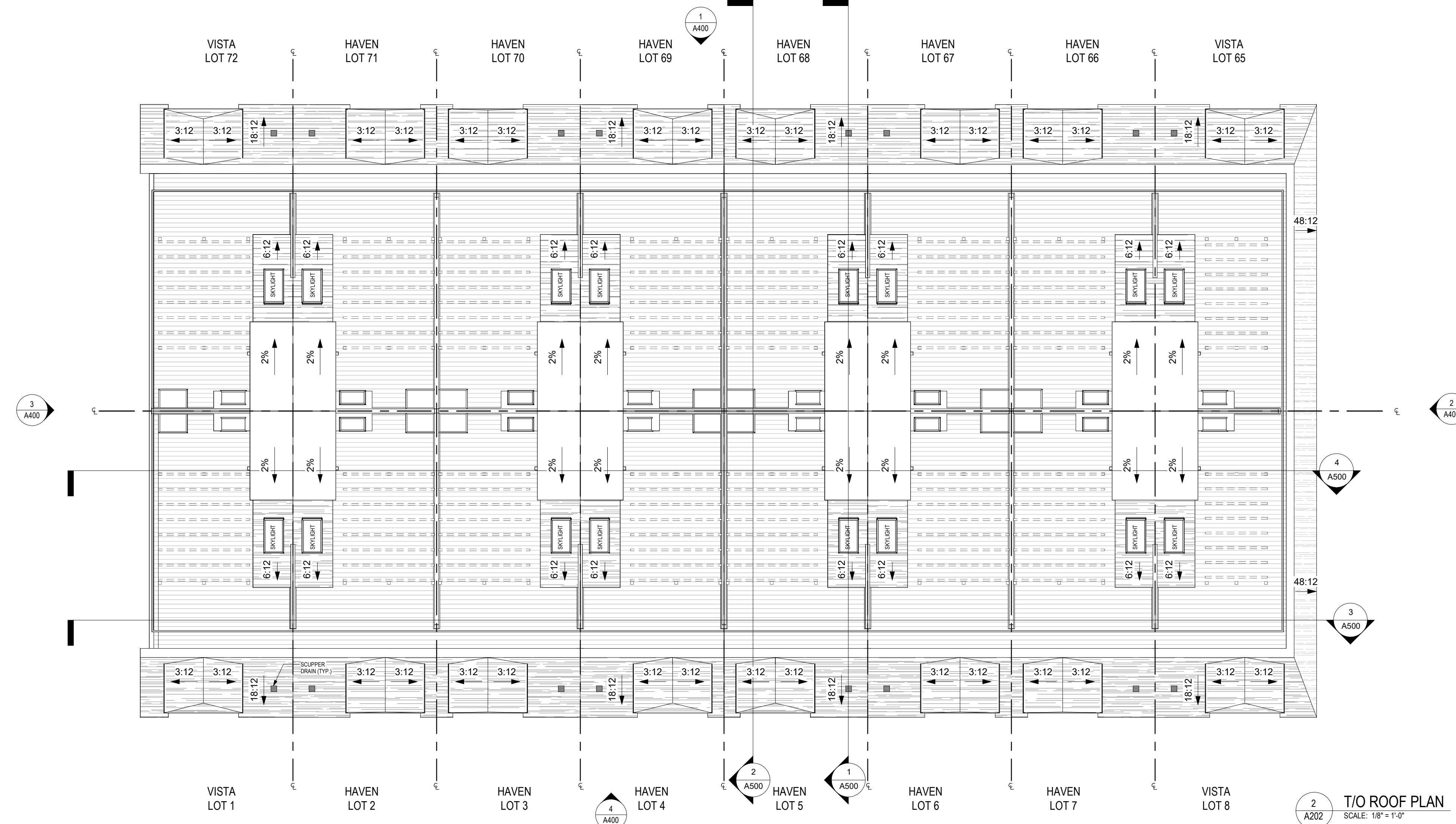
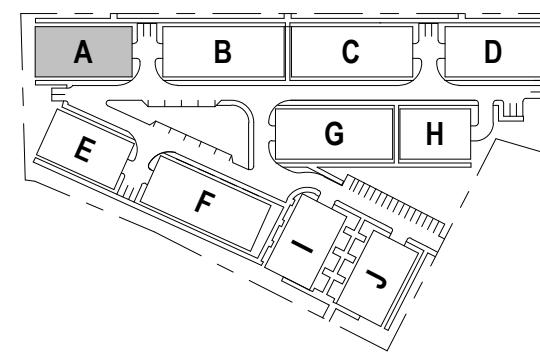
2670 VENITO WAY  
MISSISSAUGA, ON

SCALE: 1/8" = 1'-0" NORTH

DRAWING TITLE  
**BLOCK A  
THIRD & FOURTH  
FLOOR PLANS**

CLIENT  
**1672735 ONTARIO INC.**  
105 SIX POINT ROAD, ETOBICOKE ON M9Z 2X3 TEL:  
416.236.9800 | FAX: 416.236.9080

DRAWN	DS	PAGE NO.
CHECKED	AS	<b>A201</b>
DATE	2026-03-19	



4	ISSUED FOR PERMIT 1	2026-03-19
3	AS PERMIT	2025-12-08
2	SPA 2	2025-05-16
1	SPA 1	2025-02-21

No.	DESCRIPTION	DATE
-----	-------------	------

D

DUNPAR

2670 VENITO WAY  
MISSISSAUGA, ON

SCALE: 1/8" = 1'-0"      NORTH

DRAWING TITLE  
**BLOCK A  
ROOFTOP TERRACE**

CLIENT  
**1672735 ONTARIO INC.**  
105 SIX POINT ROAD, ETOBICOKE ON M9Z 2X3 TEL:  
416.236.9600 | FAX: 416.236.9600

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DATE	2026-03-19	

2026/03/19 9:40:22 AM

## **Appendix C: Traffic Data**

Date: February 23, 2023  
 From: Zane Charran  
 Re: Traffic Data Request – Erin Mills Parkway – 275m North of Sheridan Park  
 Drive/Lincoln Green Way

Zane,  
 As per your request, we are providing the following 2019 traffic data:

	Existing	Ultimate
24 Hour Traffic Volume	42,588	48,600
# of Lanes	6	6
Day/Night Split	89/11	89/11
Day Trucks (% of Total Volume)	1.31% Medium 5.61% Heavy	1.31% Medium 5.61% Heavy
Night Trucks (% of Total Volume)	1.26% Medium 4.13% Heavy	1.26% Medium 4.13% Heavy
Right-of-Way Width	45 metres	
Posted Speed Limit	70 km/h	

Please note:

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. If you need the Annual Average Traffic Volume, please visit the Peel Open Data website below:  
<http://opendata.peelregion.ca/data-categories/transportation/traffic-count-stations.aspx>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at [yiyang.hu@peelregion.ca](mailto:yiyang.hu@peelregion.ca).

Thank you,

Aaron Hu  
 Co-op Transportation Analyst  
 Transportation System Planning  
 Region of Peel  
[yiyang.hu@peelregion.ca](mailto:yiyang.hu@peelregion.ca)



Date: 4/Mar/26

**NOISE REPORT FOR PROPOSED DEVELOPMENT**

**REQUESTED BY:**

Location: Leanne Blvd from Erin Mills Pkwy to North Sheridan Way

Name: Marcus Li

Company: Thornton Tomasetti

Fax#: 905-554-6222

**PREPARED BY:**

Name: Laura Archila

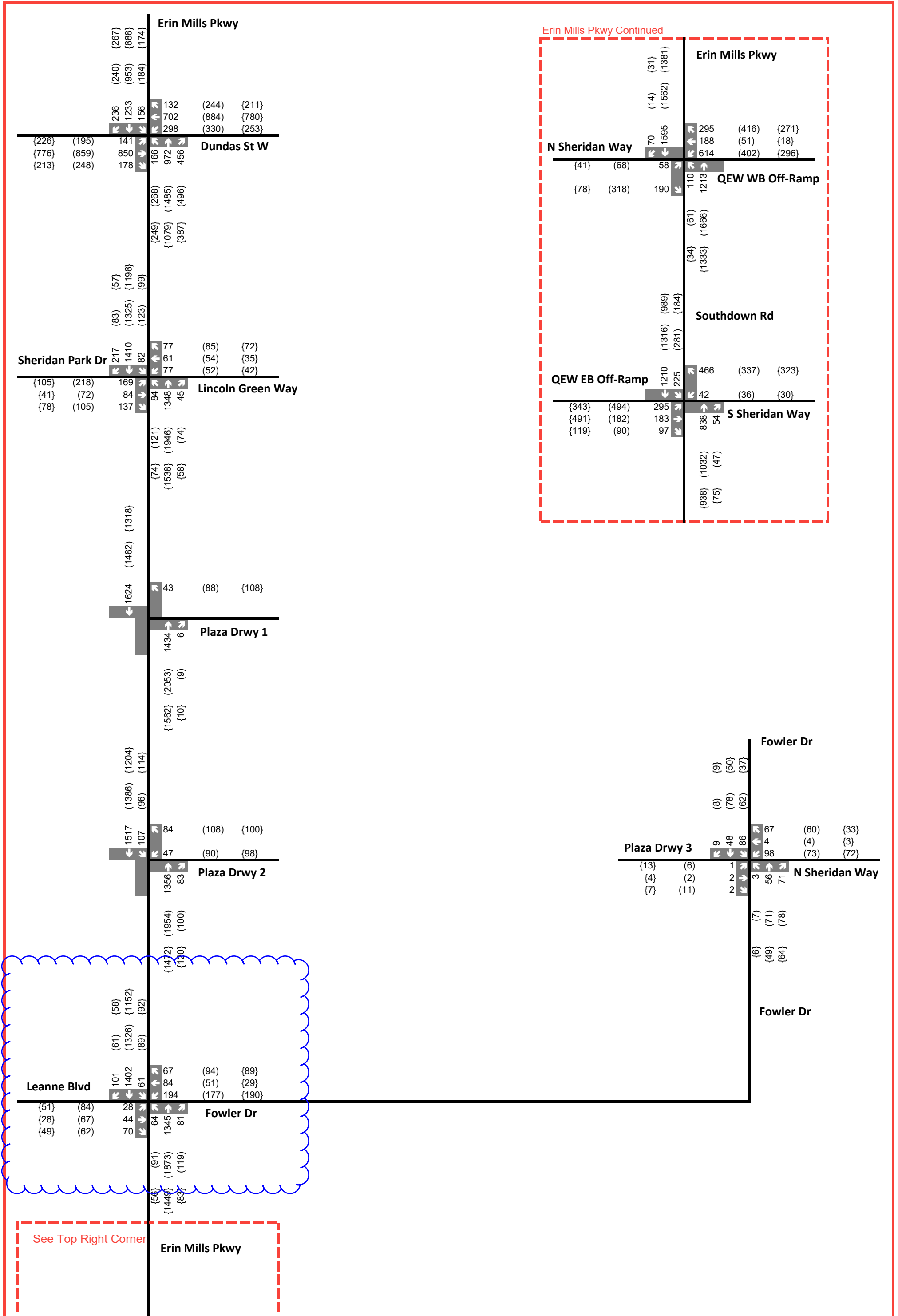
Tel#: 905-615-3200

ID#: 659

**ON SITE TRAFFIC DATA**

<i>Specific</i>	<i>Street Names</i>			
	Leanne Blvd			
<b>AADT:</b>	4,400			
<b># of Lanes:</b>	4			
<b>% Trucks:</b>	2%			
<b>Medium/Heavy Truck Ratio:</b>	55/45			
<b>Day/Night Split:</b>	90/10			
<b>Posted Speed Limit:</b>	50 km/hr			
<b>Gradient of Road:</b>	2%			
<b>Ultimate R.O.W.:</b>	26m			

**Comments:** Ultimate Traffic Data Only (2041)



xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes {xx} Weekend Peak Hour Traffic Volumes

Legend

Figure 2-4 Existing Traffic Volumes

**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**  
**Legend**  
— Line Source

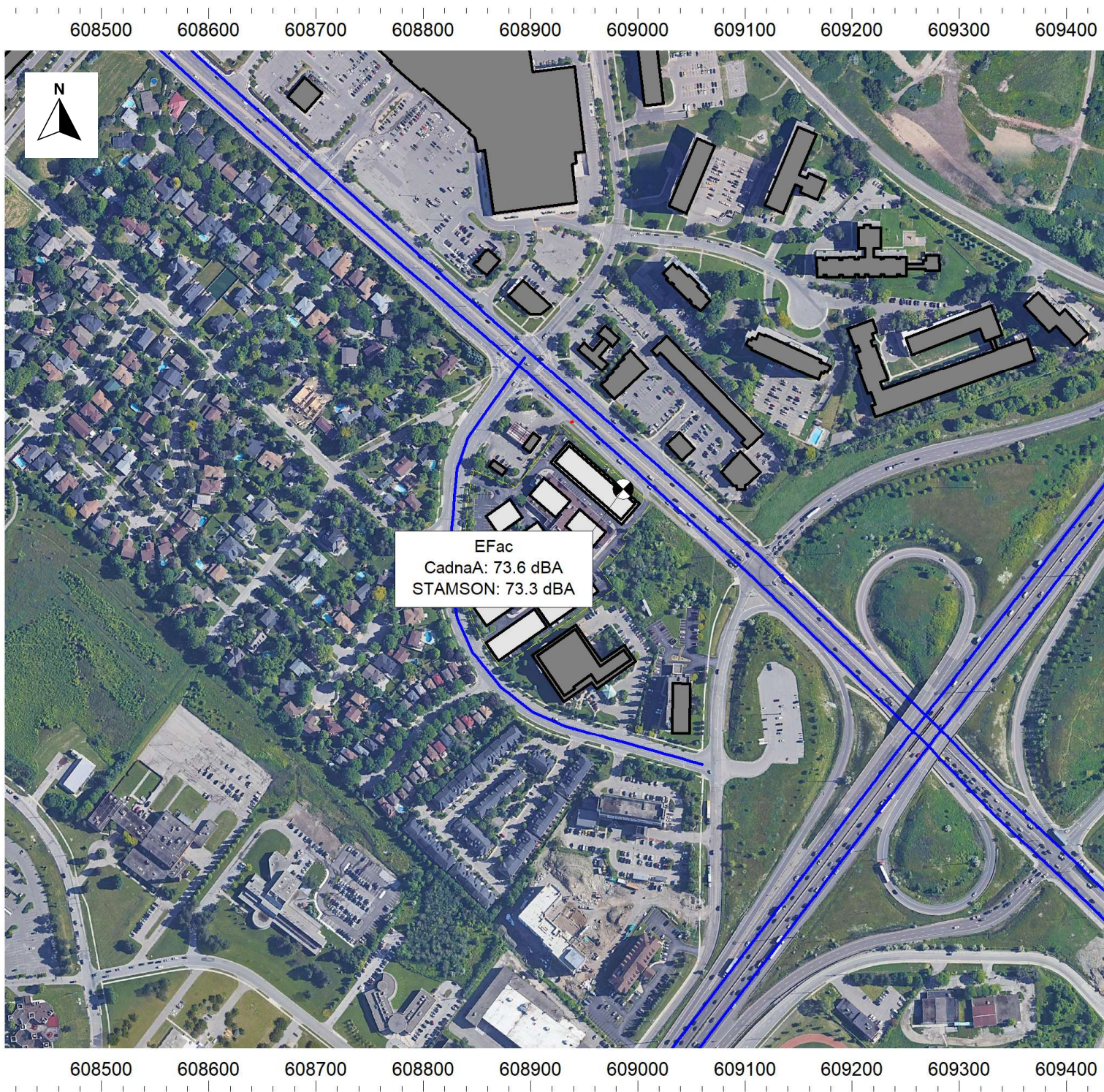
**Figure Title**  
STAMSON Validation File

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 15, 2026

C.1



Filename: efac\_gr.te                    Time Period: 16 hours  
Description: Midrise, East Facade, Grade

Road data, segment # 1: EMP\_70\_NB

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 70 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: EMP\_70\_NB

-----  
Angle1 Angle2 : -90.00 deg 67.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 38.00 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: EMP\_70\_SB

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 70 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: EMP\_70\_SB

-----  
Angle1 Angle2 : -90.00 deg 67.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 20.60 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: EMP\_60\_NB\_gr

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 60 km/h  
Road gradient : 3 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: EMP\_60\_NB\_gr

-----  
Angle1 Angle2 : 67.00 deg 87.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 38.00 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 4: EMP\_60\_SB\_gr

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 60 km/h  
Road gradient : 3 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: EMP\_60\_SB\_gr

-----  
Angle1 Angle2 : 67.00 deg 87.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 20.60 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 5: EMP\_60\_NB

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 60 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: EMP\_60\_NB

-----  
Angle1 Angle2 : 87.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 38.00 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 6: EMP\_60\_SB

-----  
Car traffic volume : 20105 veh/TimePeriod  
Medium truck volume : 283 veh/TimePeriod  
Heavy truck volume : 1212 veh/TimePeriod  
Posted speed limit : 60 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 6: EMP\_60\_SB

-----  
Angle1 Angle2 : 87.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 20.60 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 7: QEW\_EB

-----  
Car traffic volume : 69484 veh/TimePeriod  
Medium truck volume : 1930 veh/TimePeriod  
Heavy truck volume : 5790 veh/TimePeriod  
Posted speed limit : 100 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 7: QEW\_EB

-----  
Angle1 Angle2 : -90.00 deg 6.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 375.00 m  
Receiver height : 1.50 m  
Topography : 0 (Define your own alpha.)  
Barrier angle1 : -90.00 deg Angle2 : 6.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 10.00 m  
Source elevation : 0.00 m  
Receiver elevation : 0.00 m  
Barrier elevation : 0.00 m  
Alpha : 0.70  
Reference angle : 0.00

Road data, segment # 8: QEW\_WB

-----  
Car traffic volume : 69484 veh/TimePeriod  
Medium truck volume : 1930 veh/TimePeriod  
Heavy truck volume : 5790 veh/TimePeriod  
Posted speed limit : 100 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 8: QEW\_WB

```

-----
Angle1  Angle2      : -90.00 deg   6.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 352.00 m
Receiver height  :    1.50 m
Topography      :      0      (Define your own alpha.)
Barrier angle1   : -90.00 deg   Angle2 : 6.00 deg
Barrier height   :    0.00 m
Barrier receiver distance : 10.00 m
Source elevation :    0.00 m
Receiver elevation :    0.00 m
Barrier elevation :    0.00 m
Alpha           :    0.70
Reference angle  :    0.00
  
```

Segment # 1: EMP\_70\_NB

Source height = 1.54 m

```

ROAD (0.00 + 68.10 + 0.00) = 68.10 dBA
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    67    0.00  72.73   0.00  -4.04  -0.59   0.00   0.00   0.00  68.10
-----
  
```

Segment Leq : 68.10 dBA

Segment # 2: EMP\_70\_SB

Source height = 1.54 m

```

ROAD (0.00 + 70.76 + 0.00) = 70.76 dBA
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    67    0.00  72.73   0.00  -1.38  -0.59   0.00   0.00   0.00  70.76
-----
  
```

Segment Leq : 70.76 dBA

Segment # 3: EMP\_60\_NB\_gr

Source height = 1.54 m

```

ROAD (0.00 + 58.62 + 0.00) = 58.62 dBA
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   67    87    0.00  72.20   0.00  -4.04  -9.54   0.00   0.00   0.00  58.62
-----
  
```

Segment Leq : 58.62 dBA

Segment # 4: EMP\_60\_SB\_gr

Source height = 1.54 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
67	87	0.00	72.20	0.00	-1.38	-9.54	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Segment # 5: EMP\_60\_NB

Source height = 1.54 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
87	90	0.00	71.49	0.00	-4.04	-17.78	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Segment # 6: EMP\_60\_SB

Source height = 1.54 m

ROAD (0.00 + 52.33 + 0.00) = 52.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
87	90	0.00	71.49	0.00	-1.38	-17.78	0.00	0.00	0.00	52.33

Segment Leq : 52.33 dBA

Segment # 7: QEW\_EB

Source height = 1.65 m

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	6	0.70	82.19	0.00	-23.76	-4.14	0.00	0.00	0.00	54.28

Segment Leq : 54.28 dBA

Segment # 8: QEW\_WB

-----  
Source height = 1.65 m

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	6	0.70	82.19	0.00	-23.30	-4.14	0.00	0.00	0.00	54.75

-----

Segment Leq : 54.75 dBA

Total Leq All Segments: 73.28 dBA

TOTAL Leq FROM ALL SOURCES: 73.28

## **Appendix D: CadnaA Modelling Output**

**Client Name**  
1000293648 Ontario Inc

**Project Name**  
2155 Leanne Boulevard

**Notes:**

**Legend**

+ Noise Source

**Figure Title**  
CadnaA Output File  
Location

**Produced By**  
MTL

**TT Project #**  
26022070

**Date**  
Apr 15, 2026

D.1



Receiver  
Name: Output File Location  
ID: !091Output  
X: 608873.75 m  
Y: 4820135.82 m  
Z: 141.62 m

Point Source, ISO 9613, Name: "Esso, Car Wash Entrance (horn)", ID: "10402_CarWashEnt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
1	608875.86	4820166.65	132.60	0	DEN	1000	94.6	0.0	0.0	3.0	-7.7	41.2	0.1	-2.1	0.0	0.0	0.0	0.0	0.0	50.8
2	608875.86	4820166.65	132.60	1	DEN	1000	94.6	0.0	0.0	3.0	-0.4	50.2	0.3	-2.1	0.0	0.0	25.0	0.0	2.0	21.8
3	608875.86	4820166.65	132.60	2	DEN	1000	94.6	0.0	0.0	3.0	-0.0	55.3	0.6	-2.7	0.0	0.0	25.0	0.0	3.0	16.4

Point Source, ISO 9613, Name: "Esso, Car Wash Exit (horn)", ID: "10402_CarWashExt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
4	608863.76	4820175.07	132.77	0	DEN	1000	94.6	0.0	0.0	3.0	25.0	43.4	0.2	-1.8	0.0	0.0	16.1	0.0	0.0	14.8
5	608863.76	4820175.07	132.77	1	DEN	1000	94.6	0.0	0.0	3.0	25.0	51.3	0.4	-1.7	0.0	0.0	25.0	0.0	2.0	-4.4
6	608863.76	4820175.07	132.77	2	DEN	1000	94.6	0.0	0.0	3.0	25.0	55.9	0.6	-3.0	0.0	0.0	25.0	0.0	3.0	-9.0

Point Source, ISO 9613, Name: "Esso, Car Wash Exit", ID: "10400_CarWashExt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
7	608863.76	4820175.07	132.77	0	D	A	103.5	0.0	-7.0	3.0	50.0	43.4	0.3	-1.5	0.0	0.0	14.6	0.0	0.0	-7.2
7	608863.76	4820175.07	132.77	0	N	A	103.5	0.0	-14.8	3.0	50.0	43.4	0.3	-1.5	0.0	0.0	14.6	0.0	0.0	-15.0
7	608863.76	4820175.07	132.77	0	E	A	103.5	0.0	-7.0	3.0	50.0	43.4	0.3	-1.5	0.0	0.0	14.6	0.0	0.0	-7.2
8	608863.76	4820175.07	132.77	1	D	A	103.5	0.0	-7.0	3.0	50.0	51.3	0.7	-1.1	0.0	0.0	24.5	0.0	2.1	-28.0
8	608863.76	4820175.07	132.77	1	N	A	103.5	0.0	-14.8	3.0	50.0	51.3	0.7	-1.1	0.0	0.0	24.5	0.0	2.1	-35.8
8	608863.76	4820175.07	132.77	1	E	A	103.5	0.0	-7.0	3.0	50.0	51.3	0.7	-1.1	0.0	0.0	24.5	0.0	2.1	-28.0
9	608863.76	4820175.07	132.77	2	D	A	103.5	0.0	-7.0	3.0	50.0	55.9	1.1	-3.0	0.0	0.0	24.5	0.0	3.3	-40.2
9	608863.76	4820175.07	132.77	2	N	A	103.5	0.0	-14.8	3.0	50.0	55.9	1.1	-3.0	0.0	0.0	24.5	0.0	3.3	-40.2
9	608863.76	4820175.07	132.77	2	E	A	103.5	0.0	-7.0	3.0	50.0	55.9	1.1	-3.0	0.0	0.0	24.5	0.0	3.3	-32.4

Point Source, ISO 9613, Name: "Esso, Car Wash Entrance", ID: "10400_CarWashEnt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
10	608875.86	4820166.65	132.60	0	D	A	100.3	0.0	-10.0	3.0	-7.5	41.2	0.2	-1.9	0.0	0.0	0.0	0.0	0.0	46.3
10	608875.86	4820166.65	132.60	0	N	A	100.3	0.0	-17.8	3.0	-7.5	41.2	0.2	-1.9	0.0	0.0	0.0	0.0	0.0	38.6
10	608875.86	4820166.65	132.60	0	E	A	100.3	0.0	-10.0	3.0	-7.5	41.2	0.2	-1.9	0.0	0.0	0.0	0.0	0.0	46.3
11	608875.86	4820166.65	132.60	1	D	A	100.3	0.0	-10.0	3.0	-0.3	50.2	0.5	-1.6	0.0	0.0	22.4	0.0	2.6	18.8
11	608875.86	4820166.65	132.60	1	N	A	100.3	0.0	-17.8	3.0	-0.3	50.2	0.5	-1.6	0.0	0.0	22.4	0.0	2.6	11.0
11	608875.86	4820166.65	132.60	1	E	A	100.3	0.0	-10.0	3.0	-0.3	50.2	0.5	-1.6	0.0	0.0	22.4	0.0	2.6	18.8
12	608875.86	4820166.65	132.60	2	D	A	100.3	0.0	-10.0	3.0	-0.0	55.3	0.9	-2.4	0.0	0.0	22.7	0.0	4.4	12.6
12	608875.86	4820166.65	132.60	2	N	A	100.3	0.0	-17.8	3.0	-0.0	55.3	0.9	-2.4	0.0	0.0	22.7	0.0	4.4	4.8
12	608875.86	4820166.65	132.60	2	E	A	100.3	0.0	-10.0	3.0	-0.0	55.3	0.9	-2.4	0.0	0.0	22.7	0.0	4.4	12.6

Point Source, ISO 9613, Name: "Esso, Car Wash Vacuum", ID: "10400_Vacuum2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
13	608879.07	4820173.49	132.61	0	D	A	95.4	0.0	-5.7	0.0	0.0	42.8	1.1	-2.5	0.0	0.0	0.0	0.0	0.0	48.2
13	608879.07	4820173.49	132.61	0	N	A	95.4	0.0	-10.8	0.0	0.0	42.8	1.1	-2.5	0.0	0.0	0.0	0.0	0.0	43.2
13	608879.07	4820173.49	132.61	0	E	A	95.4	0.0	-5.7	0.0	0.0	42.8	1.1	-2.5	0.0	0.0	0.0	0.0	0.0	48.2
14	608879.07	4820173.49	132.61	1	D	A	95.4	0.0	-5.7	0.0	0.0	50.7	2.3	-2.7	0.0	0.0	24.9	0.0	2.0	12.5
14	608879.07	4820173.49	132.61	1	N	A	95.4	0.0	-10.8	0.0	0.0	50.7	2.3	-2.7	0.0	0.0	24.9	0.0	2.0	7.4
14	608879.07	4820173.49	132.61	1	E	A	95.4	0.0	-5.7	0.0	0.0	50.7	2.3	-2.7	0.0	0.0	24.9	0.0	2.0	12.5
15	608879.07	4820173.49	132.61	2	D	A	95.4	0.0	-5.7	0.0	0.0	55.1	3.5	-2.8	0.0	0.0	24.8	0.0	3.0	6.0
15	608879.07	4820173.49	132.61	2	N	A	95.4	0.0	-10.8	0.0	0.0	55.1	3.5	-2.8	0.0	0.0	24.8	0.0	3.0	1.0
15	608879.07	4820173.49	132.61	2	E	A	95.4	0.0	-5.7	0.0	0.0	55.1	3.5	-2.8	0.0	0.0	24.8	0.0	3.0	6.0

Point Source, ISO 9613, Name: "Agcare Weneigh LTC Residence - HVAC", ID: "10400_LTC_HVAC"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
16	608923.09	4820002.23	141.33	0	D	A	95.5	0.0	0.0	0.0	0.0	54.1	0.8	-2.7	0.0	0.0	23.4	0.0	0.0	20.0
16	608923.09	4820002.23	141.33	0	N	A	95.5	0.0	-3.0	0.0	0.0	54.1	0.8	-2.7	0.0	0.0	23.4	0.0	0.0	17.0
16	608923.09	4820002.23	141.33	0	E	A	95.5	0.0	0.0	0.0	0.0	54.1	0.8	-2.7	0.0	0.0	23.4	0.0	0.0	20.0
17	608923.09	4820002.23	141.33	1	D	A	95.5	0.0	0.0	0.0	0.0	58.0	1.1	-2.8	0.0	0.0	23.2	0.0	1.1	14.8
17	608923.09	4820002.23	141.33	1	N	A	95.5	0.0	-3.0	0.0	0.0	58.0	1.1	-2.8	0.0	0.0	23.2	0.0	1.1	11.8

Point Source, ISO 9613, Name: "Agcare Weneigh LTC Residence - HVAC", ID: "10400_LTC_HVAC"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
17	608923.09	4820002.23	141.33	1	E	A	95.5	0.0	0.0	0.0	0.0	58.0	1.1	-2.8	0.0	0.0	23.2	0.0	1.1	14.8
18	608923.09	4820002.23	141.33	2	D	A	95.5	0.0	0.0	0.0	0.0	54.2	0.8	-2.7	0.0	0.0	23.4	0.0	8.1	11.8
18	608923.09	4820002.23	141.33	2	N	A	95.5	0.0	-3.0	0.0	0.0	54.2	0.8	-2.7	0.0	0.0	23.4	0.0	8.1	8.8
18	608923.09	4820002.23	141.33	2	E	A	95.5	0.0	0.0	0.0	0.0	54.2	0.8	-2.7	0.0	0.0	23.4	0.0	8.1	11.8

Point Source, ISO 9613, Name: "Agcare Weneigh LTC Residence - HVAC", ID: "10400_LTC_HVAC"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
19	608909.05	4819993.92	141.33	0	D	A	94.5	0.0	0.0	0.0	0.0	54.3	0.8	-2.7	0.0	0.0	23.5	0.0	0.0	18.7
19	608909.05	4819993.92	141.33	0	N	A	94.5	0.0	-3.0	0.0	0.0	54.3	0.8	-2.7	0.0	0.0	23.5	0.0	0.0	15.7
19	608909.05	4819993.92	141.33	0	E	A	94.5	0.0	0.0	0.0	0.0	54.3	0.8	-2.7	0.0	0.0	23.5	0.0	0.0	18.7
20	608909.05	4819993.92	141.33	2	D	A	94.5	0.0	0.0	0.0	0.0	54.4	0.8	-2.7	0.0	0.0	23.5	0.0	5.6	12.9
20	608909.05	4819993.92	141.33	2	N	A														



Point Source, ISO 9613, Name: "Commercial, Kitchen Exhaust Fan", ID: "I0400_KEF"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
63	609073.68	4820237.47	128.62	0	D	A	85.9	0.0	0.0	0.0	58.0	1.0	-3.0	0.0	0.0	20.1	0.0	0.0	0.0	9.8		
63	609073.68	4820237.47	128.62	0	N	A	85.9	0.0	0.0	0.0	58.0	1.0	-3.0	0.0	0.0	20.1	0.0	0.0	0.0	9.8		
63	609073.68	4820237.47	128.62	0	E	A	85.9	0.0	0.0	0.0	58.0	1.0	-3.0	0.0	0.0	20.1	0.0	0.0	0.0	9.8		

Point Source, ISO 9613, Name: "Commercial, Kitchen Exhaust Fan", ID: "I0400_KEF"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
64	609084.47	4820224.83	128.68	0	D	A	85.9	0.0	0.0	0.0	58.2	1.0	-3.0	0.0	0.0	21.1	0.0	0.0	0.0	8.6		
64	609084.47	4820224.83	128.68	0	N	A	85.9	0.0	0.0	0.0	58.2	1.0	-3.0	0.0	0.0	21.1	0.0	0.0	0.0	8.6		
64	609084.47	4820224.83	128.68	0	E	A	85.9	0.0	0.0	0.0	58.2	1.0	-3.0	0.0	0.0	21.1	0.0	0.0	0.0	8.6		

Point Source, ISO 9613, Name: "Esso, CarWash Queue, idling car", ID: "I0400_CarWashIdle_08"																							
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr			
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)		
65	608901.95	4820181.11	131.54	0	D	A	76.0	0.0	0.0	0.0	45.7	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	32.7			
65	608901.95	4820181.11	131.54	0	N	A	76.0	0.0	-188.0	0.0	45.7	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-155.3		
65	608901.95	4820181.11	131.54	0	E	A	76.0	0.0	0.0	0.0	45.7	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	32.7			
66	608901.95	4820181.11	131.54	1	D	A	76.0	0.0	0.0	0.0	54.9	1.0	-2.0	0.0	0.0	23.5	0.0	3.7	-5.1				
66	608901.95	4820181.11	131.54	1	N	A	76.0	0.0	-188.0	0.0	54.9	1.0	-2.0	0.0	0.0	23.5	0.0	3.7	-193.1				
66	608901.95	4820181.11	131.54	1	E	A	76.0	0.0	0.0	0.0	54.9	1.0	-2.0	0.0	0.0	23.5	0.0	3.7	-5.1				

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
67	608976.79	4820241.60	129.71	0	D	A	82.5	0.0	0.0	0.0	54.4	0.8	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3		
67	608976.79	4820241.60	129.71	0	N	A	82.5	0.0	-3.0	0.0	54.4	0.8	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3		
67	608976.79	4820241.60	129.71	0	E	A	82.5	0.0	0.0	0.0	54.4	0.8	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3		
68	608976.79	4820241.60	129.71	1	D	A	82.5	0.0	0.0	0.0	59.1	1.3	-3.0	0.0	0.0	4.8	0.0	9.1	11.3			
68	608976.79	4820241.60	129.71	1	N	A	82.5	0.0	-3.0	0.0	59.1	1.3	-3.0	0.0	0.0	4.8	0.0	9.1	8.3			
68	608976.79	4820241.60	129.71	1	E	A	82.5	0.0	0.0	0.0	59.1	1.3	-3.0	0.0	0.0	4.8	0.0	9.1	11.3			

Point Source, ISO 9613, Name: "Esso, CarWash Queue, idling car", ID: "I0400_CarWashIdle_09"																							
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr			
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)		
69	608904.81	4820185.21	131.41	0	D	A	76.0	0.0	0.0	0.0	46.5	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	31.9			
69	608904.81	4820185.21	131.41	0	N	A	76.0	0.0	-188.0	0.0	46.5	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-156.1		
69	608904.81	4820185.21	131.41	0	E	A	76.0	0.0	0.0	0.0	46.5	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	31.9			
70	608904.81	4820185.21	131.41	2	D	A	76.0	0.0	0.0	0.0	55.4	1.0	-2.0	0.0	0.0	23.2	0.0	5.9	-7.5				
70	608904.81	4820185.21	131.41	2	N	A	76.0	0.0	-188.0	0.0	55.4	1.0	-2.0	0.0	0.0	23.2	0.0	5.9	-195.5				
70	608904.81	4820185.21	131.41	2	E	A	76.0	0.0	0.0	0.0	55.4	1.0	-2.0	0.0	0.0	23.2	0.0	5.9	-7.5				

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
71	609069.18	4820231.85	129.39	0	D	A	85.5	0.0	0.0	0.0	57.8	1.1	-3.0	0.0	0.0	21.0	0.0	0.0	0.0	8.7		
71	609069.18	4820231.85	129.39	0	N	A	85.5	0.0	-3.0	0.0	57.8	1.1	-3.0	0.0	0.0	21.0	0.0	0.0	0.0	5.7		
71	609069.18	4820231.85	129.39	0	E	A	85.5	0.0	0.0	0.0	57.8	1.1	-3.0	0.0	0.0	21.0	0.0	0.0	0.0	8.7		

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
72	608977.80	4820253.37	129.50	0	D	A	82.5	0.0	0.0	0.0	54.9	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7		
72	608977.80	4820253.37	129.50	0	N	A	82.5	0.0	-3.0	0.0	54.9	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7		
72	608977.80	4820253.37	129.50	0	E	A	82.5	0.0	0.0	0.0	54.9	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7		
73	608977.80	4820253.37	129.50	1	D	A	82.5	0.0	0.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	-8.6	
73	608977.80	4820253.37	129.50	1	N	A	82.5	0.0	-3.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	-11.6	
73	608977.80	4820253.37	129.50	1	E	A	82.5	0.0	0.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	-8.6	

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																						
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
74	608981.90	4820251.17	129.50	0	D	A	82.5	0.0	0.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7		
74	608981.90	4820251.17	129.50	0	N	A	82.5	0.0	-3.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7		
74	608981.90	4820251.17	129.50	0	E	A	82.5	0.0	0.0	0.0	55.0	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7		
75	608981.90	4820251.17	129.50	1	D	A	82.5	0.0	0.0	0.0	58.7	1.2	-3.0	0.0	0.0	4.8	0.0	3.7	17.1			
75	608981.90	4820251.17	129.50	1	N	A	82.5	0.0	-3.0	0.0	58.7	1.2	-3.0	0.0	0.0	4.8	0.0	3.7	14.1			
75	608981.90	4820251.17	129.50	1	E	A	82.5	0.0	0.0	0.0	58.7	1.2	-3.0	0.0	0.0	4.8	0.0	3.7	17.1			
76	608981.90	4820251.17	129.50	2	D	A	82.5	0.0	0.0	0.0	65.1	2.2	-3.9	0.0	0.0	4.8	0.0	28.9	-14.5			
76	608981.90	4820251.17	129.50	2	N	A	82.5	0.0	-3.0	0.0	65.1	2.2	-3.9	0.0	0.0	4.8	0.0	28.9	-17.5			

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	A

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
90	608994.13	4820261.30	129.50	0	N	A	82.5	0.0	-3.0	0.0	0.0	55.8	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8
90	608994.13	4820261.30	129.50	0	E	A	82.5	0.0	0.0	0.0	0.0	55.8	0.9	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	28.8
91	608994.13	4820261.30	129.50	1	D	A	82.5	0.0	0.0	0.0	0.0	58.1	1.2	-3.0	0.0	0.0	5.2	0.0	3.9	17.1	
91	608994.13	4820261.30	129.50	1	N	A	82.5	0.0	-3.0	0.0	0.0	58.1	1.2	-3.0	0.0	0.0	5.2	0.0	3.9	14.1	
91	608994.13	4820261.30	129.50	1	E	A	82.5	0.0	0.0	0.0	0.0	58.1	1.2	-3.0	0.0	0.0	5.2	0.0	3.9	17.1	
92	608994.13	4820261.30	129.50	1	D	A	82.5	0.0	0.0	0.0	0.0	61.7	1.6	-3.0	0.0	0.0	0.0	0.0	10.8	11.4	
92	608994.13	4820261.30	129.50	1	N	A	82.5	0.0	-3.0	0.0	0.0	61.7	1.6	-3.0	0.0	0.0	0.0	0.0	10.8	8.4	
92	608994.13	4820261.30	129.50	1	E	A	82.5	0.0	0.0	0.0	0.0	61.7	1.6	-3.0	0.0	0.0	0.0	0.0	10.8	11.4	
93	608994.13	4820261.30	129.50	2	D	A	82.5	0.0	0.0	0.0	0.0	65.3	2.2	-3.9	0.0	0.0	4.8	0.0	29.4	-15.2	
93	608994.13	4820261.30	129.50	2	N	A	82.5	0.0	-3.0	0.0	0.0	65.3	2.2	-3.9	0.0	0.0	4.8	0.0	29.4	-18.2	
93	608994.13	4820261.30	129.50	2	E	A	82.5	0.0	0.0	0.0	0.0	65.3	2.2	-3.9	0.0	0.0	4.8	0.0	29.4	-15.2	

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
94	609040.77	4820196.90	129.61	0	D	A	82.5	0.0	0.0	0.0	0.0	56.0	1.0	-3.0	0.0	0.0	22.6	0.0	0.0	6.0	
94	609040.77	4820196.90	129.61	0	N	A	82.5	0.0	-3.0	0.0	0.0	56.0	1.0	-3.0	0.0	0.0	22.6	0.0	0.0	3.0	
94	609040.77	4820196.90	129.61	0	E	A	82.5	0.0	0.0	0.0	0.0	56.0	1.0	-3.0	0.0	0.0	22.6	0.0	0.0	6.0	

Point Source, ISO 9613, Name: "Commercial, HVAC", ID: "I0400_HVAC"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
95	609044.86	4820193.19	129.56	0	D	A	82.5	0.0	0.0	0.0	0.0	56.1	1.0	-3.0	0.0	0.0	22.8	0.0	0.0	5.7	
95	609044.86	4820193.19	129.56	0	N	A	82.5	0.0	-3.0	0.0	0.0	56.1	1.0	-3.0	0.0	0.0	22.8	0.0	0.0	2.7	
95	609044.86	4820193.19	129.56	0	E	A	82.5	0.0	0.0	0.0	0.0	56.1	1.0	-3.0	0.0	0.0	22.8	0.0	0.0	5.7	

Point Source, ISO 9613, Name: "Agecare Wenleigh LTC Residence - HVAC", ID: "I0400_LTC_HVAC"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
96	608969.47	4819981.64	141.33	0	D	A	82.5	0.0	0.0	0.0	0.0	56.2	1.0	-2.8	0.0	0.0	23.3	0.0	0.0	4.9	
96	608969.47	4819981.64	141.33	0	N	A	82.5	0.0	-3.0	0.0	0.0	56.2	1.0	-2.8	0.0	0.0	23.3	0.0	0.0	1.9	
96	608969.47	4819981.64	141.33	0	E	A	82.5	0.0	0.0	0.0	0.0	56.2	1.0	-2.8	0.0	0.0	23.3	0.0	0.0	4.9	
97	608969.47	4819981.64	141.33	1	D	A	82.5	0.0	0.0	0.0	0.0	58.8	1.2	-2.9	0.0	0.0	23.2	0.0	1.1	1.2	
97	608969.47	4819981.64	141.33	1	N	A	82.5	0.0	-3.0	0.0	0.0	58.8	1.2	-2.9	0.0	0.0	23.2	0.0	1.1	-1.9	
97	608969.47	4819981.64	141.33	1	E	A	82.5	0.0	0.0	0.0	0.0	58.8	1.2	-2.9	0.0	0.0	23.2	0.0	1.1	1.2	

Point Source, ISO 9613, Name: "Esso, CarWash Queue, idling car", ID: "I0400_CarWashIdle_12"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
98	608913.65	4820197.19	131.04	0	D	A	76.0	0.0	0.0	0.0	0.0	48.4	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	29.9	
98	608913.65	4820197.19	131.04	0	N	A	76.0	0.0	-188.0	0.0	0.0	48.4	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	-158.1	
98	608913.65	4820197.19	131.04	0	E	A	76.0	0.0	0.0	0.0	0.0	48.4	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	29.9	
99	608913.65	4820197.19	131.04	1	D	A	76.0	0.0	0.0	0.0	0.0	49.3	0.6	-1.0	0.0	0.0	19.9	0.0	5.6	1.6	
99	608913.65	4820197.19	131.04	1	N	A	76.0	0.0	-188.0	0.0	0.0	49.3	0.6	-1.0	0.0	0.0	19.9	0.0	5.6	-186.4	
99	608913.65	4820197.19	131.04	1	E	A	76.0	0.0	0.0	0.0	0.0	49.3	0.6	-1.0	0.0	0.0	19.9	0.0	5.6	1.6	

Point Source, ISO 9613, Name: "Agecare Wenleigh LTC Residence - Cooling Units (x2)", ID: "I0400_LTC_HVAC"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
100	608932.63	4820017.72	131.76	0	D	A	80.0	0.0	0.0	0.0	0.0	53.4	1.4	-1.9	0.0	0.0	24.0	0.0	0.0	3.1	
100	608932.63	4820017.72	131.76	0	N	A	80.0	0.0	-7.8	0.0	0.0	53.4	1.4	-1.9	0.0	0.0	24.0	0.0	0.0	-4.7	
100	608932.63	4820017.72	131.76	0	E	A	80.0	0.0	0.0	0.0	0.0	53.4	1.4	-1.9	0.0	0.0	24.0	0.0	0.0	3.1	
101	608932.63	4820017.72	131.76	1	D	A	80.0	0.0	0.0	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	1.3	-3.3	
101	608932.63	4820017.72	131.76	1	N	A	80.0	0.0	-7.8	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	1.3	-11.1	
101	608932.63	4820017.72	131.76	1	E	A	80.0	0.0	0.0	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	1.3	-3.3	
102	608932.63	4820017.72	131.76	2	D	A	80.0	0.0	0.0	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	3.3	-5.3	
102	608932.63	4820017.72	131.76	2	N	A	80.0	0.0	-7.8	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	3.3	-13.1	
102	608932.63	4820017.72	131.76	2	E	A	80.0	0.0	0.0	0.0	0.0	57.4	2.0	-1.6	0.0	0.0	24.2	0.0	3.3	-5.3	
103	608932.63	4820017.72	131.76	1	D	A	80.0	0.0	0.0	0.0	0.0	53.5	1.4	-1.9	0.0	0.0	24.5	0.0	2.0	0.6	
103	608932.63	4820017.72	131.76	1	N	A	80.0	0.0	-7.8	0.0	0.0	53.5	1.4	-1.9	0.0	0.0	24.5	0.0	2.0	-7.2	
103	608932.63	4820017.72	131.76	1	E	A	80.0	0.0	0.0	0.0	0.0	53.5	1.4	-1.9	0.0	0.0	24.5	0.0	2.0	0.6	
104	608932.63	4820017.72	131.76	2	D	A	80.0	0.0	0.0	0.0	0.0	55.0	1.6	-0.2	0.0	0.0	23.1	0.0	5.3	-4.8	
104	608932.63	4820017.72	131.76	2	N	A	80.0	0.0	-7.8	0.0	0.0	55.0	1.6	-0.2	0.0	0.0	23.1	0.0	5.3	-12.6	
104	608932.63	4820017.72	131.76	2	E	A	80.0	0.0	0.0	0.0	0.0	55.0	1.6	-0.2	0.0	0.0	23.1	0.0	5.3	-4.8	

Point Source, ISO 9613, Name: "Esso, CarWash Queue, idling car", ID: "I0400_CarWashIdle_13"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
105	608915.28	4820201.55	130.92	0	D	A	76.0	0.0	0.0	0.0	0.0	48.9	0.5	-2.9	0.0	0.0	0.0	0.0	0.0	29.4	

Point Source, ISO 9613, Name: "Esso, CarWash Queue, idling car", ID: "I0400_CarWashIdle_13"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
105	608915.28	4820201.55	130.92	0	N	A	76.0	0.0	-188.0	0.0	0.0	48.9	0.5	-2.9	0.0	0.0	0.0	0.0	0.0	-158.6	
105	608915.28	4820201.55	130.92	0	E	A	76.0	0.0	0.0	0.0	0.0	48.9	0.5	-2.9	0.0	0.0	0.0	0.0	0.0	29.4	
106	608915.28	4820201.55	130.92	1	D	A	76.0	0.0	0.0	0.0	0.0	49.7	0.6	-1.0	0.0	0.0	19.8	0.0	5.6	1.2	
106	608915.28																				

