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TRANSMITTAL RECORD

Date: May 15, 2018

To: Pinnacle International (Ontario) Limited

Enclosing Herewith: Report

Via: E-mail

**Title: Noise Impact Study
Uptown Mississauga (Phase 4 Part 2 & Phase 5)
Perla Condominium
City of Mississauga**

Comments:

Distribution: Alex Marshall

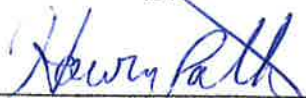
Per: Daniela Filiberto

NOISE IMPACT STUDY
UPTOWN MISSISSAUGA (PHASE 4 PART 2 & PHASE 5)
PERLA CONDOMINIUM
CITY OF MISSISSAUGA

FOR

PINNACLE INTERNATIONAL (ONTARIO) LIMITED

BY


HOWARD R. PATLIK, C.E.T.



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MAY 15, 2018

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	SITE DESCRIPTION	1
3.0	TRANSPORTATION SOURCES	1
3.1	Eglinton Avenue West	1
3.2	Hurontario Street	2
3.3	Highway 403.....	2
3.4	Light Rail Transit (LRT)	2
3.5	Pearson International Airport	3
4.0	NOISE CRITERIA	3
4.1	Transportation Sources	3
4.2	Aircraft Sources	4
4.3	Stationary Sources	5
5.0	PROJECTED SOUND LEVELS	5
6.0	NOISE CONTROL MEASURES	9
7.0	VENTILATION AND WARNING CLAUSE REQUIREMENTS	9
8.0	FAÇADE REQUIREMENTS	10
9.0	EXTERNAL STATIONARY NOISE SOURCES	11
9.1	Retail Plaza – N/E Corner of Hurontario Street and Eglinton Avenue West	11
9.2	Retail Plaza – S/W Corner of Hurontario Street and Eglinton Avenue West.....	11
10.0	SITE STATIONARY NOISE SOURCES	12
11.0	GROUND-BORNE VIBRATION FROM RAPID TRANSIT SYSTEM	12
12.0	SUMMARY	12
13.0	RECOMMENDATIONS	13

TABLE OF CONTENTS (Continued)

LIST OF TABLES

Table 1: Traffic Volume Projections	3
Table 2: Noise Exposure Forecast Requirements	4
Table 3: Traffic L_{eq} Sound Levels – Eglinton/Hurontario – Phase 4	6, 7, 8
Table 4: Bedroom Window Requirements – Phase 4 Part 2 & Phase 5	10
Table 5: Living/Dining Room Window Requirements – Phase 4 Part 2 & Phase 5	10
Table 6: Stationary Source Sound Level Summary	11

APPENDICES

APPENDIX A: FIGURES

APPENDIX B: SOUND LEVEL CALCULATIONS

APPENDIX C: WARNING CLAUSE

APPENDIX D: NOISE CRITERIA

APPENDIX E: REFERENCES

1.0 INTRODUCTION

At the request of Pinnacle International (Ontario) Limited and in accordance with the requirements of the City of Mississauga, J.E. COULTER ASSOCIATES LIMITED has prepared a Noise Impact Report for the Uptown Mississauga – Phase 4, Part 2 and Phase 5 development (see Appendix A, Figure 1). The purpose of this review is to outline the noise control measures that are necessary in order to satisfy the noise requirements of the Region of Peel, City of Mississauga, and MOECC.

2.0 SITE DESCRIPTION

This phase of the development (Phase 4, Part 2, north of Watergarden Avenue) and Phase 5, south of Watergarden Avenue, include the following:

Phase 4, Part 2: Building 3 (50 storeys)
 Building 4 (38 storeys)

There is a five-storey podium connecting the two buildings.

Phase 5: Building 1 (30 storeys)
 Building 2 (35 storeys)
 Building 3 (50 storeys)

There are five- and ten-storey podiums connecting the three buildings.

The overall Site Plan showing the configuration of the development is provided in Appendix A, Figure 2).

3.0 TRANSPORTATION SOURCES

The potential noise concerns for this proposed development are traffic sound levels generated by Eglinton Avenue West, Hurontario Street, Highway 403, the proposed LRT, and aircraft to and from Pearson International Airport. This site is situated within the Pearson International Airport NEF 28 noise contour based on the 1996/2000 NEF Composite Mapping. Therefore, the possible need for noise mitigation measures for the façades of the development have been included and considered due to airport traffic.

The potential noise concerns for this proposed development are related to the traffic sound levels generated by the following sources:

3.1 Eglinton Avenue West

Eglinton Avenue West runs in an east-west orientation south of the site. This roadway is a six-lane arterial roadway.

3.2 Hurontario Street

Hurontario Street runs in a north-south orientation east of the site. This roadway is a six-lane arterial roadway. A proposed Light Rail Transit (LRT) system on Hurontario Street may be located on the centre of the R-O-W.

3.3 Highway 403

Highway 403 is approximately 1km from the south façade of Phase 5, Building 3. The sound levels generated by Highway 403 have been extrapolated to the site from the basic calculation procedure.

3.4 Light Rail Transit (LRT)

This report also examines the potential noise impacts from the proposed rapid transit system. This includes a Light Rail Transit (LRT) system operating along Hurontario Street between Port Credit and downtown Brampton. The proposed LRT system (north and south lanes or tracks) would straddle the centreline of Hurontario Street. This system would require the removal of one northbound and one southbound road traffic lane on Hurontario Street, reducing the number of road traffic lanes from 6 to 4. This will reduce the potential total daily vehicular traffic volume on Hurontario Street projected in Table 1.

Preliminary estimates provided by the City of Mississauga's Transportation and Works Department of the LRT vehicle movements are based on a 2031 projection. It is estimated that the vehicle headway between each LRT will be approximately 7 minutes. Thus, over an hour, 8 to 10 LRT passbys in each direction are possible. The potential sound levels generated by the LRT system are added to the road traffic for a combined total sound level at the various points of reception. For this report in terms of noise impact, it was assumed that a total of 20 passbys occur at any hour of the day (0700 to 2300 hours). After 2300 hours, it was assumed that the overall nighttime traffic would be 10% (32 passbys) of the daytime levels (same day/night split used for local roadways). Thus, a total of 320 and 32 passbys are projected for the daytime and nighttime, respectively.

It is noted that the projected road traffic volume on Hurontario Street, without the LRT in place, would be steady flowing traffic with minimal interruptions while maintaining the speed limit. With a 6-lane configuration at 60kph, the projection of 72,000 vehicles AADT along Hurontario Street would lead to stop-and-go traffic and hence lower sound levels, because the speed limit cannot be maintained, compared with a steady flow of traffic upon which the noise models are based. With the LRT in place and Hurontario Street reduced to 4 lanes, this report assumed an ultimate design volume of 27,000 vehicles AADT (Level of Service "C").

This report will also comment on the potential vibration impact from a rail-based LRT system on Phase 4 of the proposed development.

Based on the traffic projections provided by the Regional Municipality of Peel and the Ministry of Transportation respectively, Eglinton Avenue West, Hurontario Street, and Highway 403 are expected to carry the following traffic volumes:

Table 1: Traffic Volume Projections					
Roadway	Ultimate AADT (Veh/Day)	Truck Percentage		# of Lanes	Speed Limit (kph)
		Medium	Heavy		
Eglinton Avenue West	46,000	5.5%	4.5%	6	60
Hurontario Street (without LRT in place)	72,000	5.5%	4.5%	6	60
Hurontario Street (with LRT in place)	27,000	5.5%	4.5%	4	60
Highway 403 (2016 AADT)	170,000	5.0%	15.0%	6	100
Highway 403 (2028 AADT)	211,578	5.0%	15.0%	6	100

Notes:

1. The traffic projections along Hurontario Street with and without the LRT in place are currently under review by the City.
2. The final projections noted in this report may need to be adjusted slightly based on the outcome of the LRT review.
3. The Highway 403 traffic has been projected based on the Summer Average Weekday Traffic (SAWDT) as it presents the highest volume. Based on the historical volumes from 1988 to 2016 (see Appendix B), the Highway 403 traffic volume increased at an effective rate of 1.84% per annum, compounded. The 2028 volume has been projected using the same growth. It is noted that the traffic volume on Highway 403 from 2012 to 2016 has been decreasing 3.5% per year.

3.5 Pearson International Airport

This site is situated within the Pearson International Airport NEF 28 noise contour (see Appendix A, Figure 7). Therefore, potential noise mitigation measures for the façades (windows, walls, and ceilings) have been considered to account for airport traffic.

4.0 NOISE CRITERIA

4.1 Transportation Sources

The Regional noise guidelines recommend achieving MOECC's 55 dB L_{eq} daytime criterion in the outdoor living areas where it is technically feasible to do so (i.e., sufficient land to accommodate earth berm and acoustic fencing). Where this level cannot be achieved, the allowable sound level limit may be increased up to 60 dB L_{eq} daytime (5 dB above the criterion level of 55 dB L_{eq}).

The criterion level due to roadway noise for a dwelling unit is 55 dB L_{eq} at the exterior of the living room window during the daytime and 50 dB L_{eq} nighttime at the exterior of the bedroom window (typically, the second-storey window). Excesses up to 10 dB above these limits (i.e., greater than 65 and greater than or equal to 60 dB L_{eq} day and night, respectively) are

permissible, provided the dwelling unit is furnished with a warning clause and a forced air heating system sized to accommodate air conditioning (which can be installed at the owner's option). Where the sound levels exceed the limits noted above by more than 10 dB, air conditioning must be incorporated into the building design prior to occupancy. The affected lots would also require warning clauses to be incorporated into the *Agreements of Purchase and Sale*.

The interior noise criterion is 45 dB L_{eq} daytime in the living/dining rooms for roadway noise. During the nighttime, bedrooms should be designed to meet 40 dB L_{eq} .

4.2 Aircraft Sources

For residential uses exposed to aircraft noise, the following table summarizes the various NEF zones and their requirements:

Table 2: Noise Exposure Forecast Requirements	
NEF Range	Requirements
Less than NEF 25 (info only)	Meets all MOECC requirements. Mitigation measures are not required.
25 - 27 (info only)	Warning Clauses only. Upgraded exterior building components are usually not required.
28, 29 (applicable to this site)	Forced air ventilation and a check of the exterior building façades to ensure interior noise guidelines are satisfied. Acoustic consultant to verify required building façade for noise control purposes.
30+ (info only)	Air conditioning is required prior to occupancy. Upgraded building components may be required. Acoustic consultant to verify required building façade for noise control purposes.
Sleeping Quarters (info only)	Interior sound levels must be designed to meet NEF 0 (31 dB L_{eq}) or less.

4.3 Stationary Sources

MOECC Publication *NPC-300* states that for urban areas, the predicted 1-hour equivalent sound level (L_{eq}) of the source at the point of reception should not, in any hour of the day, exceed the L_{eq} sound level of the road traffic noise. The estimated sound level was calculated at the closest receiver for a time when the road traffic is at its minimum.

An analysis of the existing commercial uses in the area was undertaken to determine if a noise impact was present and if any additional noise control measures are required to meet MOECC's *NPC-300* noise criteria. This report also addresses, in general comments, the potential noise impacts of the mechanical systems at Phase 4 on the building itself.

5.0 PROJECTED SOUND LEVELS

The sound levels were calculated at various locations throughout the development using the MOECC's *STAMSON* computer programme (*Version 5.03*). The rapid transit sound levels were calculated using a Canadian Light Rail Vehicle (CLRV) operated at 50 kph (maximum speed allowed by *STAMSON*). The sound level calculations for all podium level outdoor amenity areas assume that the perimeter incorporates a standard 1.1m high solid railing or parapet.

Based on the traffic volumes noted above for Eglinton Avenue West, Hurontario Street, and Highway 403, Table 3 summarizes the unmitigated sound levels. Appendix A, Figure 3 illustrates all point of reception and OLA's).

Table 3: Traffic L_{eq} Sound Levels – Eglinton/Hurontario – Phase 4 Part 2 & Phase 5

		Daytime Sound Level				Nighttime Sound Level				
Location	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total
PHASE 4 – BUILDING 3										
R1 – SE Corner – Highrise – Top floor	62	73	67	60	74	55	66	67	53	70
R2 – SW Corner – Highrise – Top floor	62	67	67	54	71	55	60	67	47	68
R3 – NW Corner – Highrise – Top floor	58	68	61	56	70	52	62	61	49	65
R4 – NE Corner – Highrise – Top floor	59	73	65	61	74	52	67	65	54	69
ROOFTOP OUTDOOR LIVING AREAS (OLA'S) – BUILDINGS 3 & 4										
OLA – East 3 rd Floor Rooftop	54	64	51	51	65	--	--	--	--	--
OLA – East 5 th Floor Rooftop	50	56	53	43	59	--	--	--	--	--
OLA – SW 5 th Floor Rooftop	51	49	53	36	56	--	--	--	--	--
PHASE 4 – BUILDING 4										
R1 – SE Corner – Highrise – Top floor	61	69	66	58	71	54	63	66	51	68
R2 – SW Corner – Highrise – Top floor	61	66	67	53	70	54	59	67	46	68
R3 – NW Corner – Highrise – Top floor	57	65	64	53	68	51	59	64	46	65
R4 – NE Corner – Highrise – Top floor	56	70	62	58	71	49	64	62	51	66

Table 3: Traffic L_{eq} Sound Levels – Eglinton/Hurontario – Phase 4 Part 2 & Phase 5

Location	Daytime Sound Level				Nighttime Sound Level					
	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total
PHASE 5 – BUILDING 1										
R1 – SE Corner – Highrise – Top floor	64	66	68	51	71	57	60	68	44	69
R2 – SW Corner – Highrise – Top floor	64	64	68	52	71	58	57	68	45	69
R3 – NW Corner – Highrise – Top floor	61	67	65	50	70	54	60	65	43	66
R4 – NE Corner – Highrise – Top floor	61	67	65	54	70	54	60	65	47	67
PHASE 5 – BUILDING 2										
R1 – SE Corner – Highrise – Top floor	63	74	67	50	75	57	67	67	43	70
R2 – SW Corner – Highrise – Top floor	64	71	68	50	74	58	65	68	43	70
R3 – NW Corner – Highrise – Top floor	57	67	62	50	69	50	61	62	43	64
R4 – NE Corner – Highrise – Top floor	61	74	65	53	75	54	67	65	46	70
PHASE 5 – BUILDING 3										
R1 – SE Corner – Highrise – Top floor	67	73	68	61	75	60	67	68	54	71
R2 – SW Corner – Highrise – Top floor	66	63	69	54	71	56	57	69	47	69
R3 – NW Corner – Highrise – Top floor	60	67	62	54	69	53	60	62	47	65

Table 3: Traffic L_{eq} Sound Levels – Eglinton/Hurontario – Phase 4 Part 2 & Phase 5

Table 3: Traffic L _{eq} Sound Levels – Eglinton/Hurontario – Phase 4 Part 2 & Phase 5										
	Daytime Sound Level					Nighttime Sound Level				
Location	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total	Eglinton Avenue	Hurontario Street	Hwy 403	LRT	Total
R4 – NE Corner – Highrise – Top floor	63	72	66	60	74	56	66	66	53	69
ROOFTOP OUTDOOR LIVING AREAS (OLA'S) – BUILDINGS 1, 2 & 3										
OLA – North 3 rd Floor Rooftop	--	55	--	42	55	--	--	--	--	--
OLA – East 3 rd Floor Rooftop	54	64	51	51	65	--	--	--	--	--
OLA – East 10 th Floor Rooftop	46	50	46	40	53	--	--	--	--	--
OLA – South 3 rd Floor Rooftop	55	52	55	39	59	--	--	--	--	--
OLA – West 3 rd Floor Rooftop	51	--	48	--	53	--	--	--	--	--

From the results noted above, the sound levels at most building façades are above the guidelines and, therefore, noise mitigation measures are required. The noise impacts are generated by road traffic, not the proposed rapid transit system. The rapid transit system is acoustically insignificant relative to the other transportation sources. These noise mitigation measures will include air conditioning, upgrades to the exterior façade (doors, windows, walls and ceilings), exterior barriers for the OLA's and a warning clause as described below.

For most rooftop outdoor amenity areas, additional noise control measures are not required. A standard 1.1m high solid parapet or railing at the outdoor amenity areas will be adequate. The sound levels are expected to range from 53 to 59 dB L_{eq} daytime. The 3rd floor rooftop OLAs along the east side of Parts 4 and 5, exceed 60 dB L_{eq} daytime and require an increase parapet height to achieve 60 dB L_{eq} daytime or less. Meeting 55 dB L_{eq} daytime is not feasible because of the excess height of barrier required. The 3rd floor rooftop OLAs along the east side of Phase 4 (Part 2) and Phase 5 require a parapet height of 2.4m (minimum). Details are shown in Appendix A, Figures 4 and 5). The parapet can include a glass portion.

Reducing the number of lanes from 6 to 4 on Hurontario Street will have a minor effect on the overall sound levels at Phase 4. While the sound level from Hurontario Street itself would drop by approximately 4 dB, the overall decreases in the sound levels at the exterior façades are less than 1 dB, because of the additional nearby transportation sources. In addition, when phases of the development to the east of this phase are constructed in the future, the sound levels will be reduced further.

6.0 NOISE CONTROL MEASURES

Based on the projected sound levels noted above, the sound levels at the building façade and outdoor amenity areas are above MOECC's noise criteria. Noise control measures in the form of building façade requirements, including potential upgrades to the exterior glazing and wall treatments, may be required for those residential units closest to Hurontario Street and/or Eglinton Avenue West.

7.0 VENTILATION AND WARNING CLAUSE REQUIREMENTS

The daytime and nighttime sound levels are above MOECC's noise criteria of 65 dB L_{eq} daytime and 60 dB L_{eq} nighttime at those buildings closest to Hurontario and Eglinton Avenue West. MOECC requires the installation of central air conditioning prior to occupancy. Most high-rise developments normally incorporate central air conditioning in any case and thus it is not an onerous requirement.

In addition, a warning clause is required because of the aircraft and roadway noise present at the site. The warning clause is to be inserted into each *Agreement of Purchase and Sale* as required by the MOECC; this applies to the entire development. The warning clause is provided in Appendix C. The entire development will require this warning clause.

8.0 FAÇADE REQUIREMENTS

Detailed architectural plans of the suite layouts and glazing areas were reviewed to determine the requirements to meet MOECC's interior noise criteria in the bedrooms and living/dining rooms.

Based on the suite layouts, the following minimum glazing requirements are needed for the façades with the highest sound levels.

Table 4: Bedroom Window Requirements – Phase 4 Part 2 & Part 5				
Location	Window Style			
	Operable Portion (Sliding Windows)		Fixed Portion	
	Glazing	STC	Glazing	STC
Phase 4 Part 2 and Phase 5	4(13)4	31	4(13)4	34

Table 5: Living/Dining Room Window Requirements – Phase Part 2 & Phase 5				
Location	Window Style			
	Operable Portion		Fixed Portion	
	Glazing	STC	Glazing	STC
Phase 4 Part 2 and Phase 5	4(13)4	31	3(13)3	34

Note: 4(13)4 denotes 4mm glass, 13mm air space and 4mm glass. For high-rise buildings, because of wind load requirements, 4 or 6mm glazing may be required as a minimum in any case, providing increased sound insulation.

These glazing requirements are not onerous. Heavier glazing is likely to be needed for wind load in any case. Sliding doors are to be rated at STC 32.

All dwellings in this development will require a warning clause notifying owners of the presence of the airport (see Appendix C, Warning Clause).

An internal acoustic review will be undertaken once the detailed architectural plans are available. Based on the preliminary architectural drawings, the poured concrete floor (200mm, minimum) separating suites starts at STC 58. This is well above the minimum OBC requirement of STC 50. Dropped ceilings will also increase the STC rating (i.e., those under mechanical rooms) by 5 to 10 STC points. These proposed assemblies are well above the Minimum OBC requirements.

9.0 EXTERNAL STATIONARY NOISE SOURCES

A site review of the area was conducted to create an inventory of the existing commercial uses (i.e., mechanical equipment) that may impact Phase 4, Part 2 and Phase 5 of this development. The main commercial and retail uses in the area are:

- a) Retail Plaza – N/E corner of Hurontario Street and Eglinton Avenue West
- b) Retail Plaza – S/W corner of Hurontario Street and Eglinton Avenue West
- c) Retail Plaza – S/E corner of Hurontario Street and Eglinton Avenue West.

9.1 Retail Plaza – N/E Corner of Hurontario Street and Eglinton Avenue West

This plaza includes a number of retail units and restaurants. The closest retail units are located approximately 65m from the east façade of Building 1 in Phase 5. Main sources of potential noise are the rooftop mechanical equipment (HVAC and exhaust fans).

9.2 Retail Plaza – S/W Corner of Hurontario Street and Eglinton Avenue West

This development includes offices and grade-level retail uses. The main HVAC equipment is located on the rooftop. The closest mechanical units are located approximately 130m from the south façade of Building 1 in Phase 5.

Sound level calculations were conducted assuming continuous operation of the rooftop HVAC system during the daytime. During the nighttime, it was assumed that because of the lower cooling load requirements, the HVAC systems were operating at a 50% duty cycle (-3 dB correction from continuous operation).

The points of reception are as follows (see Appendix A, Figure 6):

- R1: East Façade (Phase 5 – Building 1)
- R2: South Façade (Phase 5 – Building 1)
- R3: East Façade (Phase 5 – Building 2)

Table 6: Stationary Source Sound Level Summary						
	Daytime (dB L _{eq})			Nighttime (dB L _{eq})		
	R1	R2	R3	R1	R2	R3
Total Sound Level from all commercial uses at Phase 5	52	51	52	49	48	49
Quietest Hourly Sound Level (dB L _{eq} , 1 hour)	60	60	60	55	55	55
Noise Excess (dB)	- 8	- 9	- 8	- 6	- 7	- 6

Note: Detailed calculations are provided in Appendix B. Calculations were performed using Cadna 2018.

The commercial uses in the area are expected to generate sound levels well below the quietest times of the day or night and noise control measures are not required as a result of these sources.

10.0 SITE STATIONARY NOISE SOURCES

The following requirements are presented in order to ensure that the sound levels experienced by the residents of the proposed buildings and surrounding residences will meet the applicable noise guideline. The guideline levels for external noise are based on the ambient traffic sound levels provided in Noise Impact Study. Based on the surrounding land uses, the most sensitive receptors to the proposed buildings' mechanical equipment are the buildings' own residents.

11.0 GROUND-BORNE VIBRATION FROM RAPID TRANSIT SYSTEM

Potential ground-borne vibration generated by an LRT will not impact Phases 4 Part 2 or 5 of this proposed residential development. The closest building is approximately 30m from the centreline of the transit system. At this setback, it is beyond the influence of perceptible ground-borne vibration.

12.0 SUMMARY

In summary, it is feasible to meet the City's and Region's noise guidelines with noise mitigation measures (central air conditioning, upgrades to the façade requirements, and warning clauses). These measures are typical for a residential development affected by major arterial roadways and air traffic to and from Pearson International Airport.

The airport noise was found to be modest in terms of the noise impact on this development. The requirements for all building façades are not expected to be onerous, as the aircraft noise has a lesser influence on the façade requirements than the road traffic. Exterior façade upgrades (including thicker glazing) to the building as a result of the road and aircraft noise may be expected.

The proposed rapid transit system (LRT) will generate neither a noise nor a vibration impact at Phase 4 of this development, because of the large setback to the transit corridor, and thus no additional noise or vibration control measures are required.

The existing commercial uses in the area (Esso bar, restaurants, and retail uses to the south and east) will not generate any noise impact as a result of the operation of the rooftop mechanical systems. No noise mitigation measures are needed.

13.0 RECOMMENDATIONS

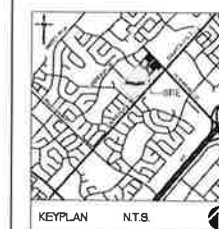
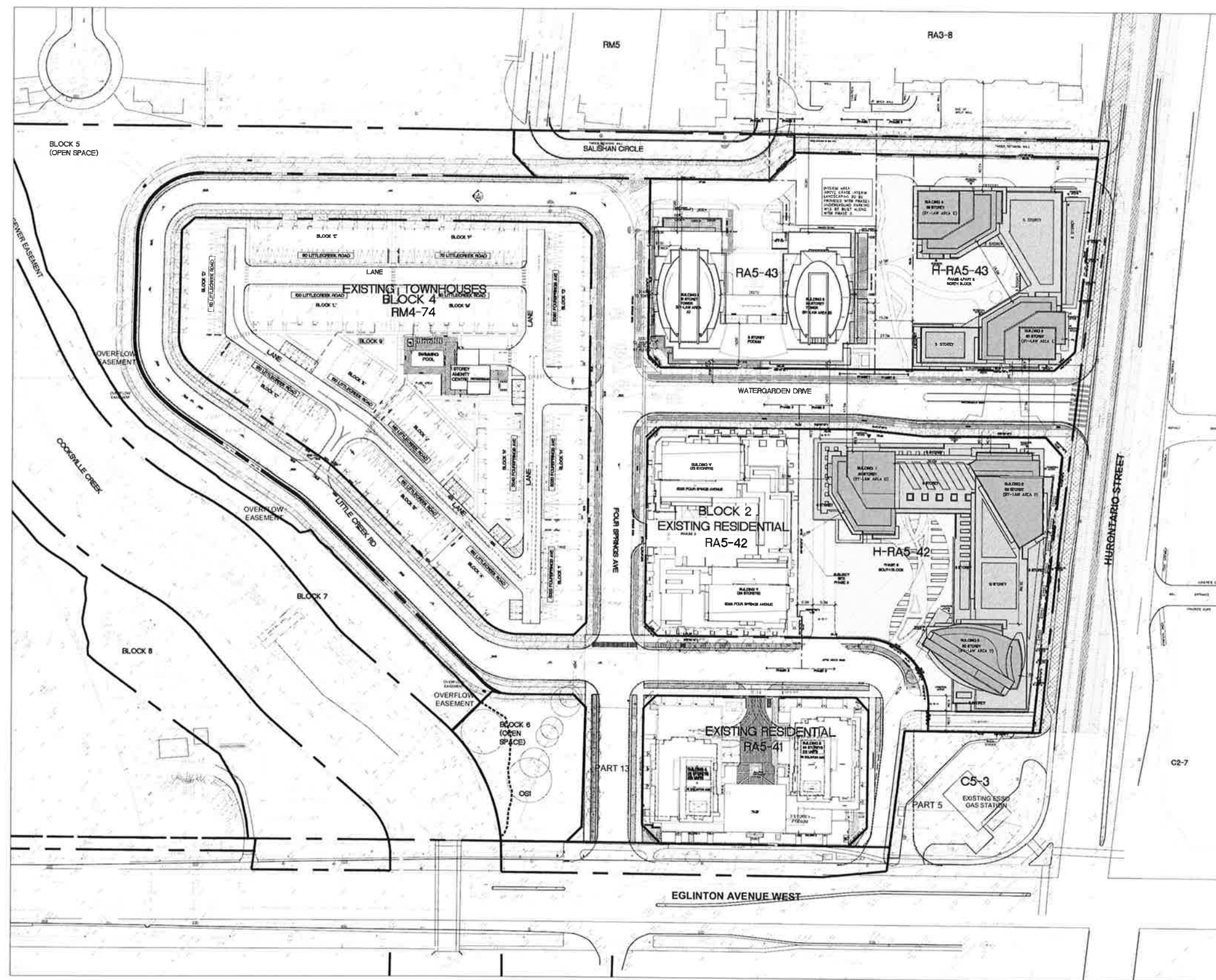
To meet the current noise guidelines of the Ministry of the Environment and Climate Change, the Region of Peel, and the City of Mississauga, the following recommendations are proposed:

1. It is recommended that central air conditioning be installed prior to occupancy. This is applicable to all units in buildings in Phase 4, Part 2 and Phase 5. These units will also require a warning clause inserted into each *Agreement of Purchase and Sale* indicating the sound levels will exceed the noise criteria (see Appendix C, Warning Clause).
2. To meet the MOECC's interior sound level criterion due to aircraft and roadway noise, upgrades to the exterior façades are expected for those buildings closest to Hurontario Street and Eglinton Avenue West. Fixed windows rated at STC 34 (minimum) are recommended. Operable windows are to be rated at STC 27, minimum. Sliding doors are to be rated at STC 32. Tables 4 and 5 summarize the general requirements. A final review is required once detailed architectural drawings are available.
3. It is recommended that the 3rd floor rooftop outdoor amenity areas at Phase 4, Part 2 and Phase 5 closest to Hurontario Street incorporate a solid 2.4m high railing or parapet, perhaps partially glass, to meet 60 dB L_{eq} daytime or less (see Appendix A., Figures 4 and 5). All other OLAs can use a solid 1.1m high railing or parapet.

APPENDIX A: FIGURES



FIGURE 1



1. FOAM DESCRIPTION AND BULKY MIGRATION

PLAN OF SURVEY OF
BLOCKS 1, 2 AND 16
REGISTERED PLAN 43M-195

SURVEY INFORMATION PROVIDED BY:
R. AMIS SURVEYING INC.
285 WYNDHAM BOULEVARD SUITE 203
TORONTO, ONTARIO
M2J 1P8
TEL: (416) 495-8888 FAX: (416) 495-8200
WWW.RAMIS-SURVEYING.COM
DATE:
CIRCULE 400-363-3636

NO	DATE	REMARKS
REVISIONS		
1. IN ATTRACTION PLAN, ADD ALL DIMENSIONS AND BE SUBMITTING 1 FOR SAME REPRESENTING ALL DIMENSIONS AND TO THE ARCHITECT BEFORE POLICE DRAWING FOR APPROVAL.		
DRAWING NO. 1011 TO 1012		

RICHMOND Architects Ltd.

243 COLLEGE STREET
SECOND FLOOR
TORONTO, ONTARIO M5T 1R6

T: 416 961 156
F: 416 961 132
RICHMONDARCH.COM

PROPOSED CONDOMINIUM DEVELOPMENT
WATERGARDEN (PHASE 4, PART 2) (H-RA5-43)
(PHASE 5) (H-RA5-42)
WATERGARDEN DRIVE
MISSISSAUGA, ONTARIO
Mississauga International (Ontario) Limited
Suite 300-911 Horner Street
Vancouver, B.C. V6B 2W6
PH (604) 662 7747 Fx (604) 660 7749

CONTEXT MAP



Can/Project	03 MAY 2018	Date	4 MAY 2018
Created by	AA	Time	1:500
Created by	AA	Version/History	
Year	2017-	Sheet No.	SP A100

FIGURE 2

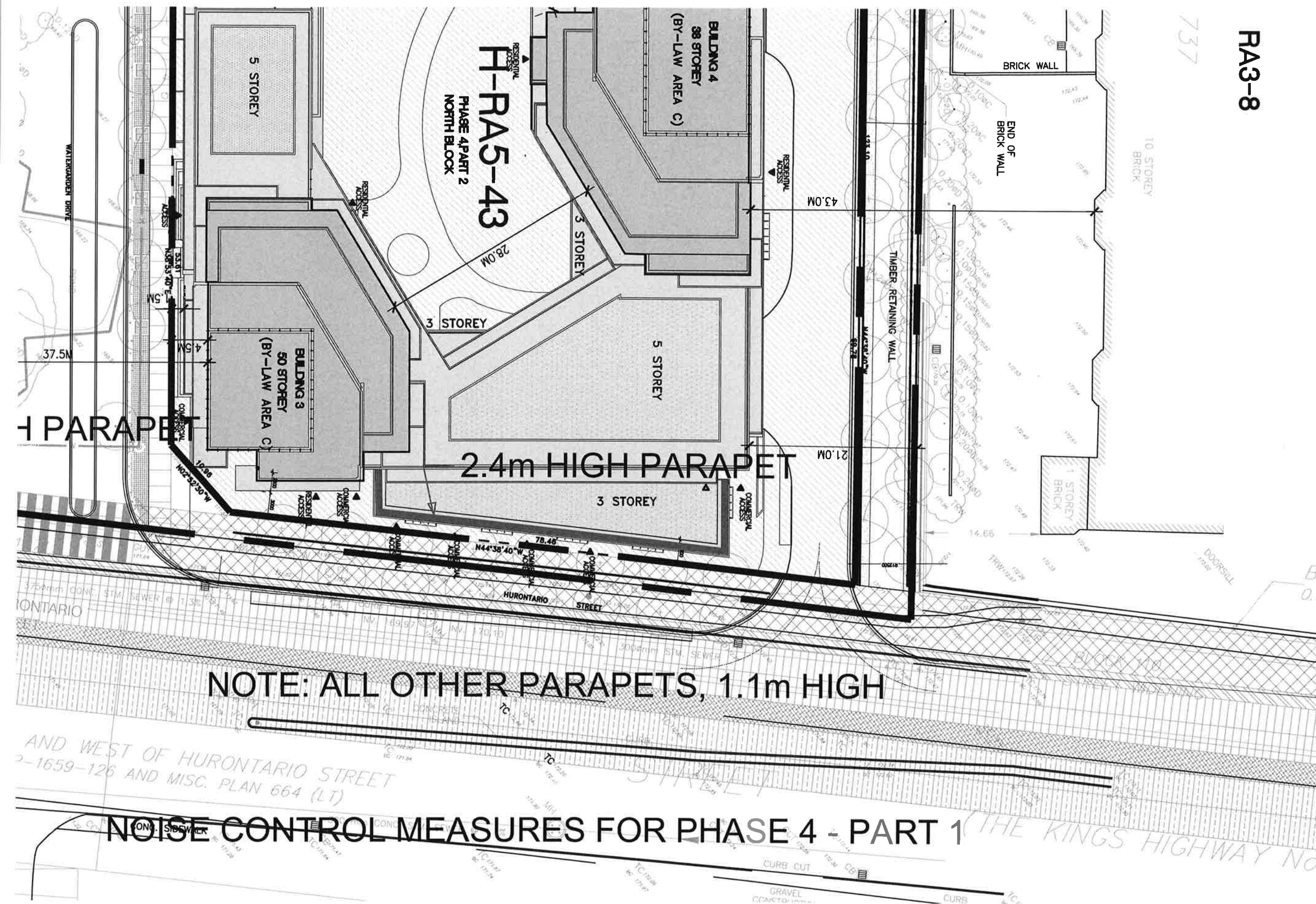


FIGURE 5

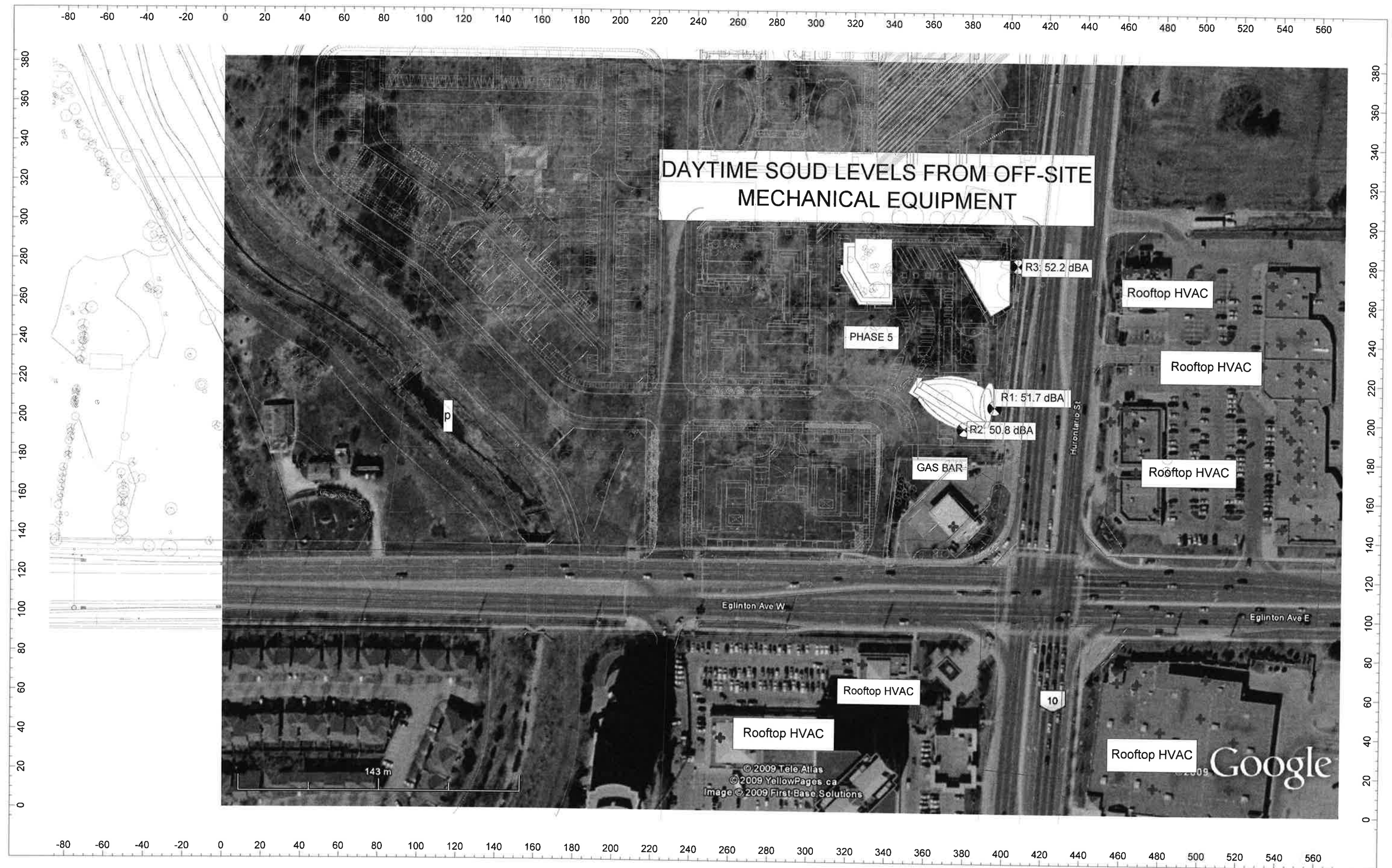


FIGURE 6

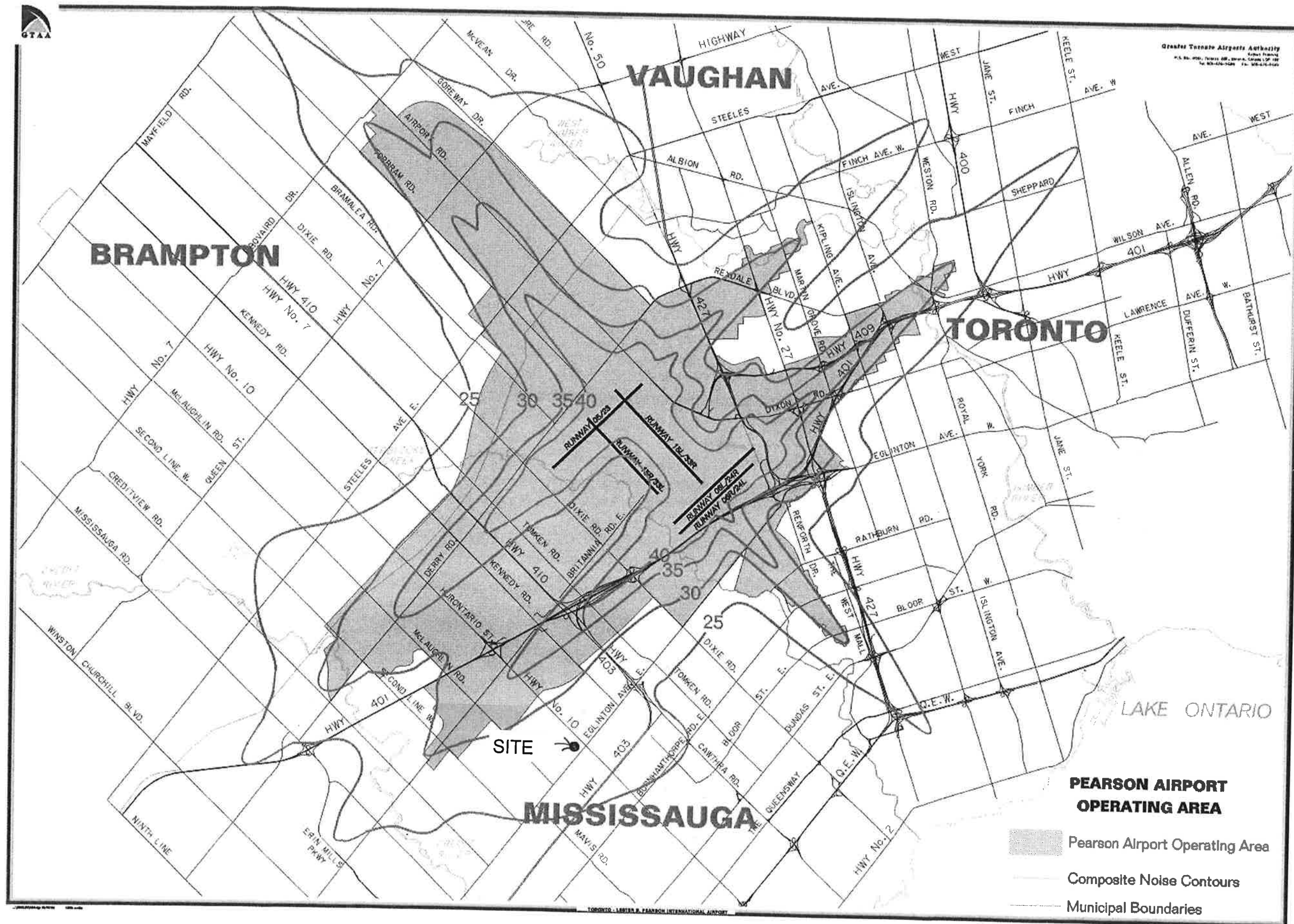


FIGURE 7

APPENDIX B: SOUND LEVEL CALCULATIONS

PHASE 4 PART 2 – BUILDING 3

Highway	Location Description	Dist. (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT	AR
			2002	UC	155,100	165,300	182,500	145,200	0.6
			2003	UC	161,300	171,000	190,300	151,600	0.7
			2004	UC	167,600	177,100	196,300	158,300	0.7
			2005	UC	173,800	183,900	203,300	163,000	0.6
			2006	UC	180,100	190,500	210,500	169,500	0.6
			2007	UC	186,300	197,600	215,600	174,800	0.9
			2008	UC	192,600	203,400	191,000	180,200	0.8
			2009	UC	198,800	209,900	231,600	187,000	0.7
			2010	UC	205,100	216,800	238,700	192,900	0.6
			2011	UC	211,300	211,300	217,700	200,800	N/A
			2012	UC	217,600	217,600	232,800	206,700	N/A
			2013	UC	210,000	210,000	212,100	199,500	N/A
			2014	UC	200,000	200,000	192,000	190,000	N/A
			2015	UC	190,000	190,000	182,400	180,500	N/A
			2016	UC	180,000	180,000	172,800	171,000	N/A
403	HURONTARIO ST IC-MISSISSAUGA	2.0	1988	UC	83,100	89,600	97,900	74,700	0.6
			1989	UC	89,600	98,500	107,500	79,700	0.8
			1990	UC	95,900	105,400	115,000	85,300	0.4
			1991	UC	94,000	103,400	113,700	83,600	0.5
			1992	UC	97,800	103,600	110,500	89,900	0.5
			1993	UC	99,800	105,700	114,700	95,800	0.8
			1994	UC	101,800	107,900	114,000	93,700	0.7
			1995	UC	103,800	110,000	115,200	95,500	0.8
			1996	UC	109,300	116,300	127,900	103,800	0.7
			1997	UC	114,700	120,400	134,200	107,800	0.8
			1998	UC	123,200	131,100	144,100	117,000	0.6
			1999	UC	127,400	135,600	149,100	121,000	0.6
			2000	UC	137,000	145,800	161,400	128,800	0.5
			2001	UC	140,000	149,800	165,200	131,600	0.7
			2002	UC	143,800	153,200	169,200	134,600	0.5
			2003	UC	145,900	154,700	172,200	137,100	0.6
			2004	UC	154,700	163,500	181,200	146,100	0.5
			2005	UC	146,700	155,200	171,600	137,600	0.7

1988- 2016 Traffic Volumes Publication

Page 1138 of 1509

Highway	Location Description	Dist. (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT	AR
			2006	UC	149,900	158,500	175,200	141,100	0.7
			2007	UC	153,100	162,400	177,200	143,600	0.9
			2008	UC	156,200	165,000	154,900	146,100	0.8
			2009	UC	159,400	168,300	185,700	150,000	0.8
			2010	UC	162,600	171,900	189,200	152,900	0.6
			2011	UC	171,300	171,300	176,500	162,800	N/A
			2012	UC	175,100	175,100	187,400	166,400	N/A
			2013	UC	178,900	178,900	180,700	170,000	N/A
			2014	UC	173,000	173,000	166,100	164,400	N/A
			2015	UC	172,000	172,000	165,100	163,400	N/A
		X	2016	UC	170,000	170,000	163,200	161,500	N/A
403	MAVIS RD IC-MISSISSAUGA	4.5	1988	C	76,700	82,800	90,500	69,000	0.5
			1989	C	87,400	96,000	104,800	77,700	0.7
			1990	C	95,200	104,700	114,200	84,700	0.6
			1991	C	93,300	102,600	112,800	83,000	0.5
			1992	C	96,600	102,300	109,100	88,800	0.6
			1993	C	98,600	104,500	113,300	94,600	0.7
			1994	C	101,500	107,600	113,700	93,400	0.7
			1995	C	104,400	110,700	115,900	96,000	0.4
			1996	C	107,300	114,200	125,500	101,900	0.4
			1997	C	110,200	115,700	128,900	103,600	0.5
			1998	C	116,800	124,300	136,700	111,000	0.4
			1999	C	120,700	128,400	141,200	114,700	0.3
			2000	C	129,900	138,200	153,000	122,100	0.3
			2001	C	128,800	137,800	152,000	121,100	0.3
			2002	C	132,900	141,600	156,300	124,400	0.3
			2003	C	134,500	142,600	158,700	126,400	0.4
			2004	C	140,900	148,900	165,100	133,100	0.4
			2005	C	143,700	152,100	168,100	134,800	0.5
			2006	C	147,500	156,000	172,400	138,800	0.7
			2007	C	153,100	162,400	177,200	143,600	0.6
			2008	C	157,100	173,400	171,000	141,000	0.6
			2009	C	153,800	169,700	171,400	138,400	0.4

1988- 2016 Traffic Volumes Publication

Page 1139 of 1509

Filename: b3_ne.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - NE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.00 / 257.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 29.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1198.00 / 1198.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-12.34	-3.01	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 73.39 + 0.00) = 73.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-2.86	0.00	0.00	0.00	0.00	73.39

Segment Leq : 73.39 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.00 + 0.00) = 65.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-19.02	-3.01	0.00	0.00	0.00	65.00

Segment Leq : 65.00 dBA

Total Leq All Segments: 74.11 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 52.43 + 0.00) = 52.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-12.34	-3.01	0.00	0.00	0.00	52.43

Segment Leq : 52.43 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 66.86 + 0.00) = 66.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-2.86	0.00	0.00	0.00	0.00	66.86

Segment Leq : 66.86 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 64.20 + 0.00) = 64.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-19.02	-3.01	0.00	-0.80	0.00	64.20

Segment Leq : 64.20 dBA

Total Leq All Segments: 68.84 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 29.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 60.81 + 0.00) = 60.81 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-2.86	0.00	0.00	0.00	0.00	60.81

Segment Leq : 60.81 dBA

Total Leq All Segments: 60.81 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-2.86	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Total Leq All Segments: 53.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.31
(NIGHT): 68.98

Filename: b3_nw.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - NW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume	:	37260/4140	veh/TimePeriod	*
Medium truck volume	:	2277/253	veh/TimePeriod	*
Heavy truck volume	:	1863/207	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	46000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1	Angle2	:	50.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	141.00 / 141.00 m		
Receiver height	:	150.00 / 150.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 2: Hurontario (day/night)

Car traffic volume	:	58320/6480	veh/TimePeriod	*
Medium truck volume	:	3564/396	veh/TimePeriod	*
Heavy truck volume	:	2916/324	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	72000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1	Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	47.00 / 47.00 m		
Receiver height	:	150.00 / 150.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1 Angle2 : 50.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1198.00 / 1198.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 58.05 + 0.00) = 58.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
50	90	0.00	74.31	0.00	-9.73	-6.53	0.00	0.00	0.00	58.05

Segment Leq : 58.05 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 68.28 + 0.00) = 68.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	76.25	0.00	-4.96	-3.01	0.00	0.00	0.00	68.28

Segment Leq : 68.28 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 61.47 + 0.00) = 61.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
50	90	0.00	87.03	0.00	-19.02	-6.53	0.00	0.00	0.00	61.47

Segment Leq : 61.47 dBA

Total Leq All Segments: 69.43 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
50	90	0.00	67.78	0.00	-9.73	-6.53	0.00	0.00	0.00	51.51

Segment Leq : 51.51 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 61.75 + 0.00) = 61.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.72	0.00	-4.96	-3.01	0.00	0.00	0.00	61.75

Segment Leq : 61.75 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 61.47 + 0.00) = 61.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
50	90	0.00	87.03	0.00	-19.02	-6.53	0.00	0.00	0.00	61.47

Segment Leq : 61.47 dBA

Total Leq All Segments: 64.83 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 47.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.68	-4.96	-3.01	0.00	0.00	0.00	55.71

Segment Leq : 55.71 dBA

Total Leq All Segments: 55.71 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.72 + 0.00) = 48.72 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.69	-4.96	-3.01	0.00	0.00	0.00	48.72

Segment Leq : 48.72 dBA

Total Leq All Segments: 48.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.61
(NIGHT): 64.93

Filename: b3_se.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - SE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 214.00 / 214.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.50 / 32.50 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1171.00 / 1171.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 61.67 + 0.00) = 61.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-11.54	0.00	0.00	-1.10	0.00	61.67

Segment Leq : 61.67 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 72.90 + 0.00) = 72.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-3.36	0.00	0.00	0.00	0.00	72.90

Segment Leq : 72.90 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 67.11 + 0.00) = 67.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.92	0.00	0.00	-1.00	0.00	67.11

Segment Leq : 67.11 dBA

Total Leq All Segments: 74.17 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 55.13 + 0.00) = 55.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-11.54	0.00	0.00	-1.10	0.00	55.13

Segment Leq : 55.13 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 66.36 + 0.00) = 66.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-3.36	0.00	0.00	0.00	0.00	66.36

Segment Leq : 66.36 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 67.10 + 0.00) = 67.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.92	0.00	0.00	-1.00	0.00	67.10

Segment Leq : 67.10 dBA

Total Leq All Segments: 69.90 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.50 / 32.50 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-3.36	0.00	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Total Leq All Segments: 60.32 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-3.36	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Total Leq All Segments: 53.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.34

(NIGHT): 70.00

Filename: b3_sw.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - SW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume	: 37260/4140	veh/TimePeriod	*
Medium truck volume	: 2277/253	veh/TimePeriod	*
Heavy truck volume	: 1863/207	veh/TimePeriod	*
Posted speed limit	: 60 km/h		
Road gradient	: 0 %		
Road pavement	: 1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	46000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	1 / 1	
House density	:	25 %	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	214.00 / 214.00 m	
Receiver height	:	150.00 / 150.00 m	
Topography	:	1	(Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume	: 58320/6480	veh/TimePeriod	*
Medium truck volume	: 3564/396	veh/TimePeriod	*
Heavy truck volume	: 2916/324	veh/TimePeriod	*
Posted speed limit	: 60 km/h		
Road gradient	: 0 %		
Road pavement	: 1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	72000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1	Angle2	: 0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	65.00 / 65.00 m	
Receiver height	:	150.00 / 150.00 m	
Topography	:	1	(Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1171.00 / 1171.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 61.67 + 0.00) = 61.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-11.54	0.00	0.00	-1.10	0.00	61.67

Segment Leq : 61.67 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 66.88 + 0.00) = 66.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	76.25	0.00	-6.37	-3.01	0.00	0.00	0.00	66.88

Segment Leq : 66.88 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 67.11 + 0.00) = 67.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.92	0.00	0.00	-1.00	0.00	67.11

Segment Leq : 67.11 dBA

Total Leq All Segments: 70.60 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 55.13 + 0.00) = 55.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-11.54	0.00	0.00	-1.10	0.00	55.13

Segment Leq : 55.13 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.72	0.00	-6.37	-3.01	0.00	0.00	0.00	60.34

Segment Leq : 60.34 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 67.10 + 0.00) = 67.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.92	0.00	0.00	-1.00	0.00	67.10

Segment Leq : 67.10 dBA

Total Leq All Segments: 68.15 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 65.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-6.37	-3.01	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Total Leq All Segments: 54.30 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 47.31 + 0.00) = 47.31 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-6.37	-3.01	0.00	0.00	0.00	47.31

Segment Leq : 47.31 dBA

Total Leq All Segments: 47.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.70
(NIGHT): 68.19

Filename: ola_e_3.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - OLA - East - 3rd Floor 1.1m parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 0.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 0
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 32.50 / 25.00 m
Receiver height       : 1.50 / 75.00 m
Topography           :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 90.00 deg
Barrier height        : 1.10 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation       : 0.00 m
Receiver elevation     : 9.00 m
Barrier elevation      : 9.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth       : 1.84
Number of Years of Growth         : 12.00
Medium Truck % of Total Volume    : 5.00
Heavy Truck % of Total Volume     : 15.00
Day (16 hrs) % of Total Volume    : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 1
House density        : 20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 1200.00 / 1200.00 m
Receiver height       : 1.50 / 75.00 m
Topography           :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 0.00 deg
Barrier height        : 1.10 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation       : 0.00 m
Receiver elevation     : 9.00 m
Barrier elevation      : 9.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.29	10.29

ROAD (0.00 + 54.44 + 0.00) = 54.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.60	74.31	0.00	-14.80	-4.36	0.00	0.00	-4.80	50.35*
-90	0	0.66	74.31	0.00	-15.40	-4.47	0.00	0.00	0.00	54.44

* Bright Zone !

Segment Leq : 54.44 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	0.67	9.67

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	76.25	0.00	-5.36	-1.35	0.00	0.00	-5.95	63.60

Segment Leq : 63.60 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.97	!	1.50	!
		1.48	!
			10.48

ROAD (0.00 + 51.26 + 0.00) = 51.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.58	87.03	0.00	-30.07	-4.33	0.00	0.00	-4.10	48.53*
-90	0	0.65	87.03	0.00	-31.32	-4.44	0.00	0.00	0.00	51.26

* Bright Zone !

Segment Leq : 51.26 dBA

Total Leq All Segments: 64.32 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	32.50 / 139.00	m	
Receiver height	:	1.50 / 75.00	m	
Topography	:	2	(Flat/gentle slope; with barrier)	
Barrier angle1	:	-90.00 deg	Angle2 :	90.00 deg
Barrier height	:	1.10	m	
Barrier receiver distance	:	3.00 / 10.00	m	
Source elevation	:	0.00	m	
Receiver elevation	:	9.00	m	
Barrier elevation	:	9.00	m	

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50	!	1.50	!
		0.58	!
			9.58

RT/Custom (0.00 + 50.53 + 0.00) = 50.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	63.68	-5.45	-1.40	0.00	0.00	-6.30	50.53

Segment Leq : 50.53 dBA

Total Leq All Segments: 50.53 dBA

TOTAL Leg FROM ALL SOURCES (DAY): 64.50
STAMSON 5.0 NORMAL REPORT Date: 08-05-2018 11:40:36
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola_e 3b.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - OLA - East - 3rd Floor 2.4m parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 0.00 deg
Barrier height : 2.40 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 32.50 / 25.00 m
Receiver height       :    1.50 / 75.00 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 90.00 deg
Barrier height        :    2.40 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation      :    0.00 m
Receiver elevation     :    9.00 m
Barrier elevation      :    9.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume   : 112847/56415 veh/TimePeriod *
Medium truck volume  : 7053/3526 veh/TimePeriod *
Heavy truck volume   : 21159/10578 veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient         : 0 %
Road pavement        : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth         : 1.84
Number of Years of Growth           : 12.00
Medium Truck % of Total Volume      : 5.00
Heavy Truck % of Total Volume       : 15.00
Day (16 hrs) % of Total Volume      : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 1
House density        :    20 %
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 1200.00 / 1200.00 m
Receiver height       :    1.50 / 75.00 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 0.00 deg
Barrier height        :    2.40 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation      :    0.00 m
Receiver elevation     :    9.00 m
Barrier elevation      :    9.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	1.29	!	10.29

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.52	74.31	0.00	-14.08	-4.22	0.00	0.00	-8.99	47.03

Segment Leq : 47.03 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	0.67	!	9.67

ROAD (0.00 + 58.40 + 0.00) = 58.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	76.25	0.00	-5.09	-1.21	0.00	0.00	-11.55	58.40

Segment Leq : 58.40 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.97	!	1.50	!	1.48	!	10.48

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.50	87.03	0.00	-28.58	-4.19	0.00	0.00	-8.06	46.19

Segment Leq : 46.19 dBA

Total Leq All Segments: 58.94 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.50 / 139.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.40 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m
Reference angle : 0.00

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)
0.50 !	1.50 !	0.58 !	9.58

RT/Custom (0.00 + 45.40 + 0.00) = 45.40 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.68	-5.19	-1.26	0.00	0.00	-11.82	45.40

Segment Leq : 45.40 dBA

Total Leq All Segments: 45.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.13

Filename: ola_e_5.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 3 - OLA - East - 5th Floor 1.1m parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 267.00 / 267.00 m
Receiver height : 1.50 / 45.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -15.00 deg Angle2 : 45.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 15.00 m
Barrier elevation : 15.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0           (No woods.)
No of house rows     :      0 / 0
Surface              :      1           (Absorptive ground surface)
Receiver source distance : 47.00 / 47.00 m
Receiver height      : 1.50 / 45.00 m
Topography           :      2           (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 90.00 deg
Barrier height       : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation     : 0.00 m
Receiver elevation   : 15.00 m
Barrier elevation    : 15.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      : 0 %
Road pavement      : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth      : 1.84
Number of Years of Growth       : 12.00
Medium Truck % of Total Volume   : 5.00
Heavy Truck % of Total Volume    : 15.00
Day (16 hrs) % of Total Volume   : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0           (No woods.)
No of house rows     :      1 / 1
House density        : 25 %
Surface              :      1           (Absorptive ground surface)
Receiver source distance : 1220.00 / 1220.00 m
Receiver height      : 1.50 / 45.00 m
Topography           :      2           (Flat/gentle slope; with barrier)
Barrier angle1       : -15.00 deg   Angle2 : 45.00 deg
Barrier height       : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation     : 0.00 m
Receiver elevation   : 15.00 m
Barrier elevation    : 15.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	0.94	!	15.94

ROAD (46.85 + 44.31 + 43.41) = 49.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.66	74.31	0.00	-20.76	-5.61	0.00	-1.09	0.00	46.85
-15	45	0.66	74.31	0.00	-20.76	-5.01	0.00	-1.09	0.00	47.46
-15	45	0.60	74.31	0.00	-19.95	-4.98	0.00	0.00	-5.07	44.31
45	90	0.66	74.31	0.00	-20.76	-9.05	0.00	-1.09	0.00	43.41

Segment Leq : 49.88 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	-1.70	!	13.30

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	76.25	0.00	-7.91	-1.35	0.00	0.00	-11.08	55.91

Segment Leq : 55.91 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.38	16.38

ROAD (49.01 + 49.59 + 45.59) = 53.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.65	87.03	0.00	-31.44	-5.58	0.00	-1.00	0.00	49.01
-15	45	0.65	87.03	0.00	-31.44	-5.00	0.00	-1.00	0.00	49.59
-15	45	0.58	87.03	0.00	-30.18	-4.98	0.00	0.00	-4.80	47.07*
-15	45	0.65	87.03	0.00	-31.44	-5.00	0.00	0.00	0.00	50.59
45	90	0.65	87.03	0.00	-31.44	-8.99	0.00	-1.00	0.00	45.59

* Bright Zone !

Segment Leq : 53.15 dBA

Total Leq All Segments: 58.41 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	47.00 / 47.00	m
Receiver height	:	1.50 / 45.00	m
Topography	:	2	(Flat/gentle slope; with barrier)
Barrier angle1	:	-90.00 deg	Angle2 : 90.00 deg
Barrier height	:	1.10	m
Barrier receiver distance	:	10.00 / 10.00	m
Source elevation	:	0.00	m
Receiver elevation	:	15.00	m
Barrier elevation	:	15.00	m

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.50 ! 1.50 ! -1.90 ! 13.10

RT/Custom (0.00 + 42.76 + 0.00) = 42.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	63.68	-8.06	-1.40	0.00	0.00	-11.46	42.76

Segment Leq : 42.76 dBA

Total Leq All Segments: 42.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.53

PHASE 4 PART 2 – BUILDING 4

Filename: b4_ne.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 4 - NE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg -45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 282.00 / 282.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 59.00 / 59.00 m
Receiver height       : 115.00 / 115.00 m
Topography           :           1       (Flat/gentle slope; no barrier)

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth         : 1.84
Number of Years of Growth           : 12.00
Medium Truck % of Total Volume      : 5.00
Heavy Truck % of Total Volume       : 15.00
Day (16 hrs) % of Total Volume      : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   -45.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 1239.00 / 1239.00 m
Receiver height       : 115.00 / 115.00 m
Topography           :           1       (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-45	0.00	74.31	0.00	-12.74	-6.02	0.00	0.00	0.00	55.55

Segment Leq : 55.55 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 70.31 + 0.00) = 70.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-5.95	0.00	0.00	0.00	0.00	70.31

Segment Leq : 70.31 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 61.84 + 0.00) = 61.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-45	0.00	87.03	0.00	-19.17	-6.02	0.00	0.00	0.00	61.84

Segment Leq : 61.84 dBA

Total Leq All Segments: 71.01 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-45	0.00	67.78	0.00	-12.74	-6.02	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 63.78 + 0.00) = 63.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-5.95	0.00	0.00	0.00	0.00	63.78

Segment Leq : 63.78 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 61.84 + 0.00) = 61.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-45	0.00	87.03	0.00	-19.17	-6.02	0.00	0.00	0.00	61.84

Segment Leq : 61.84 dBA

Total Leq All Segments: 66.02 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 59.00 / 59.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 57.73 + 0.00) = 57.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-5.95	0.00	0.00	0.00	0.00	57.73

Segment Leq : 57.73 dBA

Total Leq All Segments: 57.73 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-5.95	0.00	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 50.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.21
(NIGHT): 66.14

Filename: b4_nw.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 4 - NW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 282.00 / 282.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 97.00 / 97.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1239.00 / 1239.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-12.74	-3.01	0.00	-1.08	0.00	57.47

Segment Leq : 57.47 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 65.14 + 0.00) = 65.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	76.25	0.00	-8.11	-3.01	0.00	0.00	0.00	65.14

Segment Leq : 65.14 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-19.17	-3.01	0.00	-1.00	0.00	63.85

Segment Leq : 63.85 dBA

Total Leq All Segments: 67.96 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-12.74	-3.01	0.00	-1.08	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	69.72	0.00	-8.11	-3.01	0.00	0.00	0.00	58.61

Segment Leq : 58.61 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-19.17	-3.01	0.00	-1.00	0.00	63.85

Segment Leq : 63.85 dBA

Total Leq All Segments: 65.15 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 97.00 / 97.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.56 + 0.00) = 52.56 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.68	-8.11	-3.01	0.00	0.00	0.00	52.56

Segment Leq : 52.56 dBA

Total Leq All Segments: 52.56 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.69	-8.11	-3.01	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Total Leq All Segments: 45.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.08
(NIGHT): 65.20

Filename: b4_se.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 4 - SE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 267.00 / 267.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 50.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 59.00 / 59.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1224.00 / 1224.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-12.50	0.00	0.00	-1.09	0.00	60.72

Segment Leq : 60.72 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 69.22 + 0.00) = 69.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	50	0.00	76.25	0.00	-5.95	-1.09	0.00	0.00	0.00	69.22

Segment Leq : 69.22 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.66 + 0.00) = 65.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	87.03	0.00	-19.12	-1.25	0.00	-1.00	0.00	65.66

Segment Leq : 65.66 dBA

Total Leq All Segments: 71.21 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-12.50	0.00	0.00	-1.09	0.00	54.18

Segment Leq : 54.18 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	50	0.00	69.72	0.00	-5.95	-1.09	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 65.66 + 0.00) = 65.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	87.03	0.00	-19.12	-1.25	0.00	-1.00	0.00	65.66

Segment Leq : 65.66 dBA

Total Leq All Segments: 67.63 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 59.00 / 59.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 57.73 + 0.00) = 57.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-5.95	0.00	0.00	0.00	0.00	57.73

Segment Leq : 57.73 dBA

Total Leq All Segments: 57.73 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-5.95	0.00	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 50.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.40
(NIGHT): 67.72

Filename: b4_sw.te Time Period: Day/Night 16/8 hours
Description: Ph4 Bldg 4 - SW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 25 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 256.00 / 256.00 m
Receiver height : 115.00 / 115.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1  Angle2      :   0.00 deg   90.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           0 / 0
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 89.00 / 89.00 m
Receiver height : 115.00 / 115.00 m
Topography      :           2   (Flat/gentle slope; with barrier)
Barrier angle1   :   15.00 deg   Angle2 : 60.00 deg
Barrier height   : 150.00 m
Barrier receiver distance : 25.00 / 25.00 m
Source elevation :   0.00 m
Receiver elevation :   0.00 m
Barrier elevation :   0.00 m
Reference angle  :   0.00

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      :   0 %
Road pavement      :   1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth      :   1.84
Number of Years of Growth        :  12.00
Medium Truck % of Total Volume   :   5.00
Heavy Truck % of Total Volume    :  15.00
Day (16 hrs) % of Total Volume   :  66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           1 / 1
House density    :          25 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 1213.00 / 1213.00 m
Receiver height : 115.00 / 115.00 m
Topography      :           1   (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 60.89 + 0.00) = 60.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-12.32	0.00	0.00	-1.09	0.00	60.89

Segment Leq : 60.89 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	115.00	!	83.11	!	83.11

ROAD (57.73 + 42.50 + 60.74) = 62.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	15	0.00	76.25	0.00	-7.73	-10.79	0.00	0.00	0.00	57.73
15	60	0.00	76.25	0.00	-7.73	-6.02	0.00	0.00	-20.00	42.50
60	90	0.00	76.25	0.00	-7.73	-7.78	0.00	0.00	0.00	60.74

Segment Leq : 62.54 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 66.95 + 0.00) = 66.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-19.08	0.00	0.00	-1.00	0.00	66.95

Segment Leq : 66.95 dBA

Total Leq All Segments: 69.02 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-12.32	0.00	0.00	-1.09	0.00	54.36

Segment Leq : 54.36 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	115.00	!	83.11	!	83.11

ROAD (51.20 + 35.97 + 54.21) = 56.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	15	0.00	69.72	0.00	-7.73	-10.79	0.00	0.00	0.00	51.20
15	60	0.00	69.72	0.00	-7.73	-6.02	0.00	0.00	-20.00	35.97
60	90	0.00	69.72	0.00	-7.73	-7.78	0.00	0.00	0.00	54.21

Segment Leq : 56.01 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 66.95 + 0.00) = 66.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-19.08	0.00	0.00	-1.00	0.00	66.95

Segment Leq : 66.95 dBA

Total Leq All Segments: 67.50 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	89.00 / 89.00	m	
Receiver height	:	115.00 / 115.00	m	
Topography	:	1	(Flat/gentle slope; no barrier)	

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-7.73	-3.01	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 52.93 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-7.73	-3.01	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Total Leq All Segments: 45.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.12
(NIGHT): 67.53

PHASE 5 – BUILDING 1

Filename: bl_ne.te Time Period: Day/Night 16/8 hours
Description: Ph5 Bldg 1 - NE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 177.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 35 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 90.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1134.00 / 1134.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 60.58 + 0.00) = 60.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-10.72	-3.01	0.00	0.00	0.00	60.58

Segment Leq : 60.58 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 66.77 + 0.00) = 66.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-7.78	0.00	0.00	-1.70	0.00	66.77

Segment Leq : 66.77 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.79	-3.01	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 69.65 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 54.05 + 0.00) = 54.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-10.72	-3.01	0.00	0.00	0.00	54.05

Segment Leq : 54.05 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-7.78	0.00	0.00	-1.70	0.00	60.24

Segment Leq : 60.24 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.79	-3.01	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 66.67 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 35 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 90.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-7.78	0.00	0.00	-1.70	0.00	54.19

Segment Leq : 54.19 dBA

Total Leq All Segments: 54.19 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-7.78	0.00	0.00	-1.70	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 47.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.77
(NIGHT): 66.72

Filename: b1_nw.te Time Period: Day/Night 16/8 hours
Description: Ph5 Bldg 1 - NW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 177.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 35 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 90.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume   : 112847/56415 veh/TimePeriod *
Medium truck volume  : 7053/3526  veh/TimePeriod *
Heavy truck volume   : 21159/10578 veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %
Road pavement        : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth         : 1.84
Number of Years of Growth           : 12.00
Medium Truck % of Total Volume      : 5.00
Heavy Truck % of Total Volume       : 15.00
Day (16 hrs) % of Total Volume      : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1  Angle2      : 0.00 deg  90.00 deg
Wood depth          : 0        (No woods.)
No of house rows    : 0 / 1
House density       : 20 %
Surface             : 1        (Absorptive ground surface)
Receiver source distance : 1134.00 / 1134.00 m
Receiver height     : 90.00 / 90.00 m
Topography          : 1        (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 60.58 + 0.00) = 60.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-10.72	-3.01	0.00	0.00	0.00	60.58

Segment Leq : 60.58 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 66.77 + 0.00) = 66.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-7.78	0.00	0.00	-1.70	0.00	66.77

Segment Leq : 66.77 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.79	-3.01	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 69.65 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 54.05 + 0.00) = 54.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-10.72	-3.01	0.00	0.00	0.00	54.05

Segment Leq : 54.05 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-7.78	0.00	0.00	-1.70	0.00	60.24

Segment Leq : 60.24 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.79	-3.01	0.00	-0.80	0.00	64.43

Segment Leq : 64.43 dBA

Total Leq All Segments: 66.11 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 190.00 / 190.00 m
Receiver height : 90.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.68	-11.03	-3.01	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Total Leq All Segments: 49.64 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.69	-11.03	-3.01	0.00	0.00	0.00	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 42.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.70
(NIGHT): 66.13

Filename: b1_se.te Time Period: Day/Night 16/8 hours
Description: Ph5 Bldg 1 - SE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 144.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 45 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 87.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

 Car traffic volume : 112847/56415 veh/TimePeriod *
 Medium truck volume : 7053/3526 veh/TimePeriod *
 Heavy truck volume : 21159/10578 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
 Percentage of Annual Growth : 1.84
 Number of Years of Growth : 12.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 15.00
 Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 1100.00 / 1100.00 m
 Receiver height : 90.00 / 90.00 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

 Source height = 1.46 m

ROAD (0.00 + 63.61 + 0.00) = 63.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-9.82	0.00	0.00	-0.88	0.00	63.61

Segment Leq : 63.61 dBA

Results segment # 2: Hurontario (day)

 Source height = 1.46 m

ROAD (0.00 + 66.27 + 0.00) = 66.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-7.63	0.00	0.00	-2.36	0.00	66.27

Segment Leq : 66.27 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 67.58 + 0.00) = 67.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.65	0.00	0.00	-0.80	0.00	67.58

Segment Leq : 67.58 dBA

Total Leq All Segments: 70.89 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 57.07 + 0.00) = 57.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-9.82	0.00	0.00	-0.88	0.00	57.07

Segment Leq : 57.07 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-7.63	0.00	0.00	-2.36	0.00	59.73

Segment Leq : 59.73 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 67.58 + 0.00) = 67.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.65	0.00	0.00	-0.80	0.00	67.58

Segment Leq : 67.58 dBA

Total Leq All Segments: 68.56 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 175.00 m
Receiver height : 45.00 / 45.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -56.00 deg Angle2 : 0.00 deg
Barrier height : 57.00 m
Barrier receiver distance : 45.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	45.00	33.56	33.56

RT/Custom (45.77 + 27.94 + 50.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-56	0.00	63.68	-10.67	-7.24	0.00	0.00	0.00	45.77
-56	0	0.00	63.68	-10.67	-5.07	0.00	0.00	-20.00	27.94
0	90	0.00	63.68	-10.67	-3.01	0.00	0.00	0.00	50.00

Segment Leq : 51.41 dBA

Total Leq All Segments: 51.41 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
0.50	!	45.00	!	33.56	!	33.56

RT/Custom (38.78 + 20.95 + 43.01) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-56	0.00	56.69	-10.67	-7.24	0.00	0.00	0.00	38.78
-56	0	0.00	56.69	-10.67	-5.07	0.00	0.00	-20.00	20.95
0	90	0.00	56.69	-10.67	-3.01	0.00	0.00	0.00	43.01

Segment Leq : 44.42 dBA

Total Leq All Segments: 44.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.93
(NIGHT): 68.58

Filename: bl_sw.te Time Period: Day/Night 16/8 hours
Description: Ph5 Bldg 1 - SW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 144.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.00 / 103.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

 Car traffic volume : 112847/56415 veh/TimePeriod *
 Medium truck volume : 7053/3526 veh/TimePeriod *
 Heavy truck volume : 21159/10578 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
 Percentage of Annual Growth : 1.84
 Number of Years of Growth : 12.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 15.00
 Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 1100.00 / 1100.00 m
 Receiver height : 90.00 / 90.00 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

 Source height = 1.46 m

ROAD (0.00 + 64.49 + 0.00) = 64.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-9.82	0.00	0.00	0.00	0.00	64.49

Segment Leq : 64.49 dBA

Results segment # 2: Hurontario (day)

 Source height = 1.46 m

ROAD (0.00 + 63.98 + 0.00) = 63.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	76.25	0.00	-8.37	-3.01	0.00	-0.90	0.00	63.98

Segment Leq : 63.98 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 68.38 + 0.00) = 68.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.65	0.00	0.00	0.00	0.00	68.38

Segment Leq : 68.38 dBA

Total Leq All Segments: 70.86 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-9.82	0.00	0.00	0.00	0.00	57.95

Segment Leq : 57.95 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 57.44 + 0.00) = 57.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.72	0.00	-8.37	-3.01	0.00	-0.90	0.00	57.44

Segment Leq : 57.44 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 68.38 + 0.00) = 68.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.65	0.00	0.00	0.00	0.00	68.38

Segment Leq : 68.38 dBA

Total Leq All Segments: 69.07 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.00 / 103.00 m
Receiver height : 90.00 / 90.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-8.37	-3.01	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 52.30 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-8.37	-3.01	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Total Leq All Segments: 45.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.92
(NIGHT): 69.08

Filename: ola_e_10.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 10th Floor - East

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg -15.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -15.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 7.50 / 7.50 m
Source elevation : 0.00 m
Receiver elevation : 30.00 m
Barrier elevation : 30.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -60.00 deg   75.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 42.00 / 42.00 m
Receiver height       : 1.50 / 75.00 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1        : -60.00 deg   Angle2 : 75.00 deg
Barrier height        : 1.10 m
Barrier receiver distance : 7.50 / 7.50 m
Source elevation      : 0.00 m
Receiver elevation     : 30.00 m
Barrier elevation      : 30.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth       : 1.84
Number of Years of Growth         : 12.00
Medium Truck % of Total Volume    : 5.00
Heavy Truck % of Total Volume     : 15.00
Day (16 hrs) % of Total Volume    : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   -15.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           1 / 1
House density        : 77 %
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 1084.00 / 1084.00 m
Receiver height       : 1.50 / 75.00 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : -15.00 deg
Barrier height        : 1.10 m
Barrier receiver distance : 7.50 / 7.50 m
Source elevation      : 0.00 m
Receiver elevation     : 30.00 m
Barrier elevation      : 30.00 m

```


Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	-0.27	!	29.73

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.60	74.31	0.00	-14.80	-5.47	0.00	0.00	-7.63	46.41

Segment Leq : 46.41 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	-3.86	!	26.14

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-60	75	0.60	76.25	0.00	-7.13	-1.94	0.00	0.00	-17.45	49.73

Segment Leq : 49.73 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.30	31.30

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.65	87.03	0.00	-30.60	-5.58	0.00	-4.50	0.00	46.35
-90	-15	0.58	87.03	0.00	-29.37	-5.43	0.00	0.00	-4.92	47.30*
-90	-15	0.65	87.03	0.00	-30.60	-5.58	0.00	0.00	0.00	50.85

* Bright Zone !

Segment Leq : 46.35 dBA

Total Leq All Segments: 52.57 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	75.00	68.89	98.89

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.00	67.78	0.00	-9.28	-3.80	0.00	0.00	-0.00	54.69*
-90	-15	0.00	67.78	0.00	-9.28	-3.80	0.00	0.00	0.00	54.70

* Bright Zone !

Segment Leq : 54.70 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	75.00	56.51	86.51

ROAD (0.00 + 64.00 + 0.00) = 64.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-60	75	0.00	69.72	0.00	-4.47	-1.25	0.00	0.00	0.00	64.00*
-60	75	0.00	69.72	0.00	-4.47	-1.25	0.00	0.00	0.00	64.00

* Bright Zone !

Segment Leq : 64.00 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	75.00	74.29	104.29

ROAD (0.00 + 60.14 + 0.00) = 60.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-15	0.00	87.03	0.00	-18.59	-3.80	0.00	-4.50	0.00	60.14
-90	-15	0.00	87.03	0.00	-18.59	-3.80	0.00	0.00	-0.00	64.64*
-90	-15	0.00	87.03	0.00	-18.59	-3.80	0.00	0.00	0.00	64.64

* Bright Zone !

Segment Leq : 60.14 dBA

Total Leq All Segments: 65.84 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 0
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 42.00 / 139.00 m
Receiver height       : 1.50 / 75.00 m
Topography           :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 90.00 deg
Barrier height        : 1.10 m
Barrier receiver distance : 7.50 / 10.00 m
Source elevation      : 0.00 m
Receiver elevation    : 30.00 m
Barrier elevation     : 30.00 m

```

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 !      1.50 !    -4.04 !      25.96

```

RT/Custom (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	63.68	-7.26	-1.40	0.00	0.00	-14.81	40.21

Segment Leq : 40.21 dBA

Total Leq All Segments: 40.21 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 !      75.00 !    67.48 !    97.48

```

RT/Custom (0.00 + 47.02 + 0.00) = 47.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-9.67	0.00	0.00	0.00	-0.00	47.01*
-90	90	0.00	56.69	-9.67	0.00	0.00	0.00	0.00	47.02

* Bright Zone !

Segment Leq : 47.02 dBA

Total Leq All Segments: 47.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.82

(NIGHT): 65.90
STAMSON 5.0 NORMAL REPORT Date: 08-05-2018 13:07:43
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola_e 3.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 3rd Floor - East - 1.1m Parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume	:	37260/4140	veh/TimePeriod	*
Medium truck volume	:	2277/253	veh/TimePeriod	*
Heavy truck volume	:	1863/207	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	46000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1	Angle2	:	-90.00 deg	0.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	127.00 / 127.00 m		
Receiver height	:	1.50 / 75.00 m		
Topography	:	2	(Flat/gentle slope; with barrier)	
Barrier angle1	:	-90.00 deg	Angle2 : 0.00 deg	
Barrier height	:	1.10 m		
Barrier receiver distance	:	3.00 / 3.00 m		
Source elevation	:	0.00 m		
Receiver elevation	:	9.00 m		
Barrier elevation	:	9.00 m		

Road data, segment # 2: Hurontario (day/night)

Car traffic volume	:	58320/6480	veh/TimePeriod	*
Medium truck volume	:	3564/396	veh/TimePeriod	*
Heavy truck volume	:	2916/324	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	72000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 0
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 29.00 / 161.00 m
Receiver height       :  1.50 / 75.00 m
Topography           :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 90.00 deg
Barrier height        :  1.10 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation       :  0.00 m
Receiver elevation     :  9.00 m
Barrier elevation      :  9.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume   : 112847/56415 veh/TimePeriod *
Medium truck volume  : 7053/3526  veh/TimePeriod *
Heavy truck volume   : 21159/10578 veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient         : 0 %
Road pavement        : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth         : 1.84
Number of Years of Growth           : 12.00
Medium Truck % of Total Volume      : 5.00
Heavy Truck % of Total Volume       : 15.00
Day (16 hrs) % of Total Volume      : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth           :      0      (No woods.)
No of house rows     :      0 / 1
House density        :     20 %
Surface              :      1      (Absorptive ground surface)
Receiver source distance : 1084.00 / 1084.00 m
Receiver height       :  1.50 / 75.00 m
Topography           :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 0.00 deg
Barrier height        :  1.10 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation       :  0.00 m
Receiver elevation     :  9.00 m
Barrier elevation      :  9.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.29	10.29

ROAD (0.00 + 54.44 + 0.00) = 54.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.60	74.31	0.00	-14.80	-4.36	0.00	0.00	-4.80	50.35*
-90	0	0.66	74.31	0.00	-15.40	-4.47	0.00	0.00	0.00	54.44

* Bright Zone !

Segment Leq : 54.44 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	0.56	9.56

ROAD (0.00 + 63.98 + 0.00) = 63.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	76.25	0.00	-4.57	-1.35	0.00	0.00	-6.36	63.98

Segment Leq : 63.98 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.48	10.48

ROAD (0.00 + 51.99 + 0.00) = 51.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.58	87.03	0.00	-29.37	-4.33	0.00	0.00	-4.11	49.22*
-90	0	0.65	87.03	0.00	-30.60	-4.44	0.00	0.00	0.00	51.99

* Bright Zone !

Segment Leq : 51.99 dBA

Total Leq All Segments: 64.68 dBA
 Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	75.00	!	73.05	!	82.05

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	67.78	0.00	-9.28	-3.01	0.00	0.00	-0.00	55.49*
-90	0	0.00	67.78	0.00	-9.28	-3.01	0.00	0.00	0.00	55.49

* Bright Zone !

Segment Leq : 55.49 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	75.00	!	69.87	!	78.87

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-10.31	0.00	0.00	0.00	-0.00	59.41*
-90	90	0.00	69.72	0.00	-10.31	0.00	0.00	0.00	0.00	59.42

* Bright Zone !

Segment Leq : 59.42 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.97 !	75.00 !	74.77 !	83.77

ROAD (0.00 + 64.63 + 0.00) = 64.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	87.03	0.00	-18.59	-3.01	0.00	-0.80	0.00	64.63
-90	0	0.00	87.03	0.00	-18.59	-3.01	0.00	0.00	-0.00	65.43*
-90	0	0.00	87.03	0.00	-18.59	-3.01	0.00	0.00	0.00	65.43

* Bright Zone !

Segment Leq : 64.63 dBA

Total Leq All Segments: 66.16 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	29.00 / 139.00 m	
Receiver height	:	1.50 / 75.00 m	
Topography	:	2	(Flat/gentle slope; with barrier)
Barrier angle1	:	-90.00 deg	Angle2 : 90.00 deg
Barrier height	:	1.10 m	
Barrier receiver distance	:	3.00 / 10.00 m	
Source elevation	:	0.00 m	
Receiver elevation	:	9.00 m	
Barrier elevation	:	9.00 m	

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
0.50 !	1.50 !	0.47 !	9.47

RT/Custom (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	63.68	-4.65	-1.40	0.00	0.00	-6.77	50.86

Segment Leq : 50.86 dBA

Total Leq All Segments: 50.86 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
0.50 !	75.00 !	68.99 !	77.99

RT/Custom (0.00 + 47.02 + 0.00) = 47.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-9.67	0.00	0.00	0.00	-0.00	47.01*
-90	90	0.00	56.69	-9.67	0.00	0.00	0.00	0.00	47.02

* Bright Zone !

Segment Leq : 47.02 dBA

Total Leq All Segments: 47.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.85
(NIGHT): 66.22

Filename: ola_e_3b.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 3rd Floor - East - 2.4m Parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 0.00 deg
Barrier height : 2.40 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface         :          1       (Absorptive ground surface)
Receiver source distance : 29.00 / 161.00 m
Receiver height  :    1.50 / 75.00 m
Topography      :          2       (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   :    2.40 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation :    0.00 m
Receiver elevation :    9.00 m
Barrier elevation :    9.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT) : 170000
Percentage of Annual Growth          :    1.84
Number of Years of Growth            :   12.00
Medium Truck % of Total Volume       :    5.00
Heavy Truck % of Total Volume        :   15.00
Day (16 hrs) % of Total Volume       :   66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   0.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 1
House density    :    20 %
Surface         :          1       (Absorptive ground surface)
Receiver source distance : 1084.00 / 1084.00 m
Receiver height   :    1.50 / 75.00 m
Topography      :          2       (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 0.00 deg
Barrier height   :    2.40 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation :    0.00 m
Receiver elevation :    9.00 m
Barrier elevation :    9.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.29	10.29

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.52	74.31	0.00	-14.08	-4.22	0.00	0.00	-8.99	47.03

Segment Leq : 47.03 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	0.56	9.56

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	76.25	0.00	-4.34	-1.21	0.00	0.00	-11.90	58.81

Segment Leq : 58.81 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.48	10.48

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.50	87.03	0.00	-27.92	-4.19	0.00	0.00	-8.08	46.84

Segment Leq : 46.84 dBA

Total Leq All Segments: 59.34 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 139.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.40 m
Barrier receiver distance : 3.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)
0.50 !	1.50 !	0.47 !	9.47

RT/Custom (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.55	63.68	-4.43	-1.26	0.00	0.00	-12.18	45.80
-----	----	------	-------	-------	-------	------	------	--------	-------

Segment Leq : 45.80 dBA

Total Leq All Segments: 45.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.53

Filename: ola_n_3.te Time Period: Day/Night 16/8 hours
 Description: Ph5 OLA - 3rd Floor - North - 1.1m Parapet

Road data, segment # 1: Hurontario (day/night)

 Car traffic volume : 58320/6480 veh/TimePeriod *
 Medium truck volume : 3564/396 veh/TimePeriod *
 Heavy truck volume : 2916/324 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 5.50
 Heavy Truck % of Total Volume : 4.50
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Hurontario (day/night)

 Angle1 Angle2 : -45.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 63.00 / 63.00 m
 Receiver height : 1.50 / 75.00 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -45.00 deg Angle2 : 0.00 deg
 Barrier height : 1.10 m
 Barrier receiver distance : 3.00 / 3.00 m
 Source elevation : 0.00 m
 Receiver elevation : 9.00 m
 Barrier elevation : 9.00 m

Results segment # 1: Hurontario (day)

 Source height = 1.46 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)
-----	-----	-----	-----
1.46 !	1.50 !	1.07 !	10.07

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
-45	0	0.60	76.25	0.00	-9.94	-6.30	0.00	0.00	-5.01	55.01
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Segment Leq : 55.01 dBA

Total Leq All Segments: 55.01 dBA

Results segment # 1: Hurontario (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	75.00	71.07	80.07

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	0	0.00	69.72	0.00	-6.23	-6.02	0.00	0.00	0.00	57.47*
-45	0	0.00	69.72	0.00	-6.23	-6.02	0.00	0.00	0.00	57.47

* Bright Zone !

Segment Leq : 57.47 dBA

Total Leq All Segments: 57.47 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	: -45.00 deg	0.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	63.00 / 63.00 m	
Receiver height	:	1.50 / 75.00 m	
Topography	:	2	(Flat/gentle slope; with barrier)
Barrier angle1	:	-45.00 deg	Angle2 : 0.00 deg
Barrier height	:	1.10 m	
Barrier receiver distance	:	3.00 / 3.00 m	
Source elevation	:	0.00 m	
Receiver elevation	:	9.00 m	
Barrier elevation	:	9.00 m	

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
0.50	!	1.50	!	1.02	!	10.02

RT/Custom (0.00 + 42.20 + 0.00) = 42.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	0	0.62	63.68	-10.12	-6.31	0.00	0.00	-5.05	42.20

Segment Leq : 42.20 dBA

Total Leq All Segments: 42.20 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
0.50	!	75.00	!	71.02	!	80.02

RT/Custom (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	0	0.00	56.69	-6.23	-6.02	0.00	0.00	0.00	44.43*
-45	0	0.00	56.69	-6.23	-6.02	0.00	0.00	0.00	44.43

* Bright Zone !

Segment Leq : 44.43 dBA

Total Leq All Segments: 44.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.23
(NIGHT): 57.68

Filename: ola_n 5.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 5th Floor - North - 1.1m Parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 5.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 5.00 deg Angle2 : 60.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 15.00 m
Barrier elevation : 15.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2       : -45.00 deg   -15.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 74.00 / 74.00 m
Receiver height  :      1.50 / 75.00 m
Topography      :      2           (Flat/gentle slope; with barrier)
Barrier angle1   : -45.00 deg   Angle2 : -15.00 deg
Barrier height   :      1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :      0.00 m
Receiver elevation : 15.00 m
Barrier elevation : 15.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      :      0 %
Road pavement     :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth      : 1.84
Number of Years of Growth        : 12.00
Medium Truck % of Total Volume   : 5.00
Heavy Truck % of Total Volume    : 15.00
Day (16 hrs) % of Total Volume   : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2       : 5.00 deg   60.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      1 / 1
House density    :      20 %
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 1121.00 / 1121.00 m
Receiver height  :      1.50 / 75.00 m
Topography      :      2           (Flat/gentle slope; with barrier)
Barrier angle1   : 5.00 deg   Angle2 : 60.00 deg
Barrier height   :      1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :      0.00 m
Receiver elevation : 15.00 m
Barrier elevation : 15.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	0.32	15.32

ROAD (0.00 + 47.54 + 0.00) = 47.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	60	0.66	74.31	0.00	-15.40	-5.77	0.00	-0.89	0.00	52.25
5	60	0.60	74.31	0.00	-14.80	-5.71	0.00	0.00	-6.27	47.54

Segment Leq : 47.54 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	-0.53	14.47

ROAD (0.00 + 47.54 + 0.00) = 47.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-15	0.60	76.25	0.00	-11.06	-8.19	0.00	0.00	-9.47	47.54

Segment Leq : 47.54 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.37	16.37

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	60	0.65	87.03	0.00	-30.84	-5.75	0.00	-0.80	0.00	49.64
5	60	0.58	87.03	0.00	-29.60	-5.69	0.00	0.00	-4.84	46.89*
5	60	0.65	87.03	0.00	-30.84	-5.75	0.00	0.00	0.00	50.44

* Bright Zone !

Segment Leq : 49.64 dBA

Total Leq All Segments: 53.13 dBA
 RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
 Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -45.00 deg -15.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 74.00 / 74.00 m
 Receiver height : 1.50 / 75.00 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle : -45.00 deg Angle2 : -15.00 deg
 Barrier height : 1.10 m
 Barrier receiver distance : 10.00 / 10.00 m
 Source elevation : 0.00 m
 Receiver elevation : 15.00 m
 Barrier elevation : 15.00 m

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.66	14.34

RT/Custom (0.00 + 34.27 + 0.00) = 34.27 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-15	0.62	63.68	-11.26	-8.21	0.00	0.00	-9.94	34.27

Segment Leq : 34.27 dBA

Total Leq All Segments: 34.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.19

Filename: ola_s_10.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 10th Floor - South - 1.1m Parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 80.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 30.00 m
Barrier elevation : 30.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2       : 45.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height  : 1.50 / 75.00 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : 45.00 deg   Angle2 : 90.00 deg
Barrier height    : 1.10 m
Barrier receiver distance : 7.00 / 7.00 m
Source elevation  : 0.00 m
Receiver elevation : 30.00 m
Barrier elevation  : 30.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth       : 1.84
Number of Years of Growth         : 12.00
Medium Truck % of Total Volume    : 5.00
Heavy Truck % of Total Volume     : 15.00
Day (16 hrs) % of Total Volume    : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 1 / 1
House density    : 20 %
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 1037.00 / 1037.00 m
Receiver height  : 1.50 / 75.00 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height    : 1.10 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation  : 0.00 m
Receiver elevation : 30.00 m
Barrier elevation  : 30.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	-0.38	29.62

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.31	0.00	-12.07	-1.46	0.00	-0.90	0.00	59.88
-90	90	0.60	74.31	0.00	-11.60	-1.35	0.00	0.00	-8.96	52.40

Segment Leq : 52.40 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	-5.51	24.49

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.60	76.25	0.00	-4.80	-8.79	0.00	0.00	-13.88	48.78

Segment Leq : 48.78 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.97	1.50	1.36	31.36

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	87.03	0.00	-30.28	-1.43	0.00	-0.80	0.00	54.52
-90	90	0.58	87.03	0.00	-29.07	-1.32	0.00	0.00	-4.77	51.88*
-90	90	0.65	87.03	0.00	-30.28	-1.43	0.00	0.00	0.00	55.32

* Bright Zone !

Segment Leq : 54.52 dBA

Total Leq All Segments: 57.26 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1	Angle2	: 45.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	30.00 / 30.00	m
Receiver height	:	1.50 / 75.00	m
Topography	:	2	(Flat/gentle slope; with barrier)
Barrier angle1	:	45.00 deg	Angle2 : 90.00 deg
Barrier height	:	1.10	m
Barrier receiver distance	:	7.00 / 7.00	m
Source elevation	:	0.00	m
Receiver elevation	:	30.00	m
Barrier elevation	:	30.00	m
Reference angle	:	0.00	

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-5.73	24.27

RT/Custom (0.00 + 35.88 + 0.00) = 35.88 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.62	63.68	-4.89	-8.91	0.00	0.00	-14.00	35.88

Segment Leq : 35.88 dBA

Total Leq All Segments: 35.88 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	75.00 !	50.62 !	80.62

RT/Custom (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	56.69	-3.01	-6.02	0.00	0.00	-0.04	47.61*
45	90	0.00	56.69	-3.01	-6.02	0.00	0.00	0.00	47.65

* Bright Zone !

Segment Leq : 47.65 dBA

Total Leq All Segments: 47.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.29

Filename: ola_s_3.te Time Period: Day/Night 16/8 hours
Description: Ph5 OLA - 3rd Floor - South - 1.1m Parapet

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 80.00 / 127.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

```

-----
Angle1   Angle2       : 45.00 deg  90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 52.00 / 52.00 m
Receiver height  :  1.50 / 75.00 m
Topography      :      2      (Flat/gentle slope; with barrier)
Barrier angle1   : 45.00 deg  Angle2 : 90.00 deg
Barrier height   :  1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :  0.00 m
Receiver elevation :  9.00 m
Barrier elevation :  9.00 m

```

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      : 0 %
Road pavement      : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth      : 1.84
Number of Years of Growth        : 12.00
Medium Truck % of Total Volume   : 5.00
Heavy Truck % of Total Volume    : 15.00
Day (16 hrs) % of Total Volume   : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1   Angle2       : -90.00 deg  90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      1 / 1
House density    :     20 %
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 1037.00 / 1037.00 m
Receiver height   :  1.50 / 75.00 m
Topography      :      2      (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg  Angle2 : 90.00 deg
Barrier height   :  1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :  0.00 m
Receiver elevation :  9.00 m
Barrier elevation :  9.00 m

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	0.37	!	9.37

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.31	0.00	-12.07	-1.46	0.00	-0.90	0.00	59.88
-90	90	0.60	74.31	0.00	-11.60	-1.35	0.00	0.00	-5.90	55.46

Segment Leq : 55.46 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.46	!	1.50	!	-0.24	!	8.76

ROAD (0.00 + 52.18 + 0.00) = 52.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.60	76.25	0.00	-8.61	-8.79	0.00	0.00	-6.67	52.18

Segment Leq : 52.18 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.97	!	1.50	!	1.42	!	10.42

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	87.03	0.00	-30.28	-1.43	0.00	-0.80	0.00	54.52
-90	90	0.58	87.03	0.00	-29.07	-1.32	0.00	0.00	-4.83	51.82*
-90	90	0.65	87.03	0.00	-30.28	-1.43	0.00	0.00	0.00	55.32

* Bright Zone !

Segment Leq : 54.52 dBA

Total Leq All Segments: 59.03 dBA
RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 52.00 m
Receiver height : 1.50 / 75.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 45.00 deg Angle2 : 90.00 deg
Barrier height : 1.10 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 9.00 m

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.42 ! 8.58

RT/Custom (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.62	63.68	-8.77	-8.91	0.00	0.00	-7.03	38.98

Segment Leq : 38.98 dBA

Total Leq All Segments: 38.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.07

PHASE 5 – BUILDING 2

Filename: b2_ne.te Time Period: Day/Night 16/8 hours
Description: Ph5 Bldg 2 - NE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 173.00 / 173.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 26.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1130.00 / 1130.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-10.62	-3.01	0.00	0.00	0.00	60.68

Segment Leq : 60.68 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 73.87 + 0.00) = 73.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-2.39	0.00	0.00	0.00	0.00	73.87

Segment Leq : 73.87 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.25 + 0.00) = 65.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.77	-3.01	0.00	0.00	0.00	65.25

Segment Leq : 65.25 dBA

Total Leq All Segments: 74.61 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 54.15 + 0.00) = 54.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-10.62	-3.01	0.00	0.00	0.00	54.15

Segment Leq : 54.15 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 67.33 + 0.00) = 67.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-2.39	0.00	0.00	0.00	0.00	67.33

Segment Leq : 67.33 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 65.25 + 0.00) = 65.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.77	-3.01	0.00	0.00	0.00	65.25

Segment Leq : 65.25 dBA

Total Leq All Segments: 69.55 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 175.00 m
Receiver height : 45.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-10.67	0.00	0.00	0.00	0.00	53.01

Segment Leq : 53.01 dBA

Total Leq All Segments: 53.01 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-10.67	0.00	0.00	0.00	0.00	46.02

Segment Leq : 46.02 dBA

Total Leq All Segments: 46.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.64
(NIGHT): 69.57

Filename: b2_nw.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 2 - NW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 22.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 173.00 / 173.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.00 / 57.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1 Angle2 : 22.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1130.00 / 1130.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
22	60	0.00	74.31	0.00	-10.62	-6.75	0.00	0.00	0.00	56.93

Segment Leq : 56.93 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 67.45 + 0.00) = 67.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	76.25	0.00	-5.80	-3.01	0.00	0.00	0.00	67.45

Segment Leq : 67.45 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
22	60	0.00	87.03	0.00	-18.77	-6.75	0.00	0.00	0.00	61.50

Segment Leq : 61.50 dBA

Total Leq All Segments: 68.73 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
22	60	0.00	67.78	0.00	-10.62	-6.75	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 60.91 + 0.00) = 60.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.72	0.00	-5.80	-3.01	0.00	0.00	0.00	60.91

Segment Leq : 60.91 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
22	60	0.00	87.03	0.00	-18.77	-6.75	0.00	-0.80	0.00	60.70

Segment Leq : 60.70 dBA

Total Leq All Segments: 64.01 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h
Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 190.00 / 190.00 m
Receiver height : 45.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.68	-11.03	-3.01	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Total Leq All Segments: 49.64 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.69	-11.03	-3.01	0.00	0.00	0.00	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 42.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.78
(NIGHT): 64.04

Filename: b2_se.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 2 - SE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 145.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 26.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT) : 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1102.00 / 1102.00 m
Receiver height : 105.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 63.21 + 0.00) = 63.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	74.31	0.00	-9.85	-1.25	0.00	0.00	0.00	63.21

Segment Leq : 63.21 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 73.87 + 0.00) = 73.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-2.39	0.00	0.00	0.00	0.00	73.87

Segment Leq : 73.87 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 67.12 + 0.00) = 67.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	87.03	0.00	-18.66	-1.25	0.00	0.00	0.00	67.12

Segment Leq : 67.12 dBA

Total Leq All Segments: 75.00 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	67.78	0.00	-9.85	-1.25	0.00	0.00	0.00	56.67

Segment Leq : 56.67 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 67.33 + 0.00) = 67.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-2.39	0.00	0.00	0.00	0.00	67.33

Segment Leq : 67.33 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 66.32 + 0.00) = 66.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	45	0.00	87.03	0.00	-18.66	-1.25	0.00	-0.80	0.00	66.32

Segment Leq : 66.32 dBA

Total Leq All Segments: 70.07 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod

Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 190.00 / 190.00 m
Receiver height : 45.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-11.03	-3.01	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Total Leq All Segments: 49.64 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-11.03	-3.01	0.00	0.00	0.00	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 42.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.01
(NIGHT): 70.08

Filename: b2_sw.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 2 - SW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume	:	37260/4140	veh/TimePeriod	*
Medium truck volume	:	2277/253	veh/TimePeriod	*
Heavy truck volume	:	1863/207	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	46000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	145.00 / 145.00 m		
Receiver height	:	105.00 / 105.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 2: Hurontario (day/night)

Car traffic volume	:	58320/6480	veh/TimePeriod	*
Medium truck volume	:	3564/396	veh/TimePeriod	*
Heavy truck volume	:	2916/324	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	72000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1	Angle2	:	-45.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	35.00 / 35.00 m		
Receiver height	:	105.00 / 105.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 3: Hwy 403 (day/night)

```

-----
Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

```

Data for Segment # 3: Hwy 403 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1102.00 / 1102.00 m
Receiver height : 105.00 / 105.00 m
Topography : 1 (Flat/gentle slope; no barrier)

```

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 64.46 + 0.00) = 64.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-9.85	0.00	0.00	0.00	0.00	64.46

Segment Leq : 64.46 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 71.33 + 0.00) = 71.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	90	0.00	76.25	0.00	-3.68	-1.25	0.00	0.00	0.00	71.33

Segment Leq : 71.33 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 68.37 + 0.00) = 68.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.66	0.00	0.00	0.00	0.00	68.37

Segment Leq : 68.37 dBA

Total Leq All Segments: 73.66 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 57.92 + 0.00) = 57.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-9.85	0.00	0.00	0.00	0.00	57.92

Segment Leq : 57.92 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 64.79 + 0.00) = 64.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	90	0.00	69.72	0.00	-3.68	-1.25	0.00	0.00	0.00	64.79

Segment Leq : 64.79 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 67.57 + 0.00) = 67.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.66	0.00	0.00	-0.80	0.00	67.57

Segment Leq : 67.57 dBA

Total Leq All Segments: 69.71 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 190.00 / 190.00 m
Receiver height : 45.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-11.03	-3.01	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Total Leq All Segments: 49.64 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-11.03	-3.01	0.00	0.00	0.00	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 42.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.68
(NIGHT): 69.72

PHASE 5 – BUILDING 3

Filename: b3_ne.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 3 - NE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume	:	37260/4140	veh/TimePeriod	*
Medium truck volume	:	2277/253	veh/TimePeriod	*
Heavy truck volume	:	1863/207	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1 (Typical asphalt or concrete)		

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	46000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1	Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	102.00 / 102.00 m		
Receiver height	:	150.00 / 150.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 2: Hurontario (day/night)

Car traffic volume	:	58320/6480	veh/TimePeriod	*
Medium truck volume	:	3564/396	veh/TimePeriod	*
Heavy truck volume	:	2916/324	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1 (Typical asphalt or concrete)		

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	72000
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 10.00
Medium Truck % of Total Volume	: 5.50
Heavy Truck % of Total Volume	: 4.50
Day (16 hrs) % of Total Volume	: 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	1	(Absorptive ground surface)	
Receiver source distance	:	39.00 / 39.00 m		
Receiver height	:	150.00 / 150.00 m		
Topography	:	1	(Flat/gentle slope; no barrier)	

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1060.00 / 1060.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 62.97 + 0.00) = 62.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	74.31	0.00	-8.33	-3.01	0.00	0.00	0.00	62.97

Segment Leq : 62.97 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 72.11 + 0.00) = 72.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-4.15	0.00	0.00	0.00	0.00	72.11

Segment Leq : 72.11 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 65.53 + 0.00) = 65.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.49	-3.01	0.00	0.00	0.00	65.53

Segment Leq : 65.53 dBA

Total Leq All Segments: 73.39 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 56.44 + 0.00) = 56.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	67.78	0.00	-8.33	-3.01	0.00	0.00	0.00	56.44

Segment Leq : 56.44 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 65.57 + 0.00) = 65.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-4.15	0.00	0.00	0.00	0.00	65.57

Segment Leq : 65.57 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 64.73 + 0.00) = 64.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	87.03	0.00	-18.49	-3.01	0.00	-0.80	0.00	64.73

Segment Leq : 64.73 dBA

Total Leq All Segments: 68.46 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 39.00 / 39.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 59.53 + 0.00) = 59.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-4.15	0.00	0.00	0.00	0.00	59.53

Segment Leq : 59.53 dBA

Total Leq All Segments: 59.53 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 52.54 + 0.00) = 52.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-4.15	0.00	0.00	0.00	0.00	52.54

Segment Leq : 52.54 dBA

Total Leq All Segments: 52.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.56
(NIGHT): 68.57

Filename: b3_nw.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 3 - NW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 108.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 67.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1066.00 / 1066.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 59.72 + 0.00) = 59.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	74.31	0.00	-8.57	-6.02	0.00	0.00	0.00	59.72

Segment Leq : 59.72 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 66.74 + 0.00) = 66.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	76.25	0.00	-6.50	-3.01	0.00	0.00	0.00	66.74

Segment Leq : 66.74 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 62.49 + 0.00) = 62.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	87.03	0.00	-18.52	-6.02	0.00	0.00	0.00	62.49

Segment Leq : 62.49 dBA

Total Leq All Segments: 68.71 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	67.78	0.00	-8.57	-6.02	0.00	0.00	0.00	53.18

Segment Leq : 53.18 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.72	0.00	-6.50	-3.01	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 62.49 + 0.00) = 62.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	87.03	0.00	-18.52	-6.02	0.00	0.00	0.00	62.49

Segment Leq : 62.49 dBA

Total Leq All Segments: 64.82 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 67.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 54.17 + 0.00) = 54.17 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.68	-6.50	-3.01	0.00	0.00	0.00	54.17

Segment Leq : 54.17 dBA

Total Leq All Segments: 54.17 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.69	-6.50	-3.01	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Total Leq All Segments: 47.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.86
(NIGHT): 64.89

Filename: b3_se.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 3 - SE

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 / 82.00 m
Receiver height : 150.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT) : 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1039.00 / 1039.00 m
Receiver height : 150.00 / 45.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 66.93 + 0.00) = 66.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-7.38	0.00	0.00	0.00	0.00	66.93

Segment Leq : 66.93 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 73.24 + 0.00) = 73.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.25	0.00	-3.01	0.00	0.00	0.00	0.00	73.24

Segment Leq : 73.24 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 67.82 + 0.00) = 67.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.41	0.00	0.00	-0.80	0.00	67.82

Segment Leq : 67.82 dBA

Total Leq All Segments: 75.06 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-7.38	0.00	0.00	0.00	0.00	60.40

Segment Leq : 60.40 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 66.71 + 0.00) = 66.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.72	0.00	-3.01	0.00	0.00	0.00	0.00	66.71

Segment Leq : 66.71 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 67.82 + 0.00) = 67.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.41	0.00	0.00	-0.80	0.00	67.82

Segment Leq : 67.82 dBA

Total Leq All Segments: 70.73 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume : 320/32 veh/TimePeriod
Speed : 50 km/h

Data for Segment # 1: LRT (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 60.67 + 0.00) = 60.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.68	-3.01	0.00	0.00	0.00	0.00	60.67

Segment Leq : 60.67 dBA

Total Leq All Segments: 60.67 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.69	-3.01	0.00	0.00	0.00	0.00	53.68

Segment Leq : 53.68 dBA

Total Leq All Segments: 53.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.22
(NIGHT): 70.82

Filename: b3_sw.te Time Period: Day/Night 16/8 hours
Description: Ph 5 Bldg 3 - SW

Road data, segment # 1: Eglinton Ave (day/night)

Car traffic volume : 37260/4140 veh/TimePeriod *
Medium truck volume : 2277/253 veh/TimePeriod *
Heavy truck volume : 1863/207 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 46000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eglinton Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 220.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 2: Hurontario (day/night)

Car traffic volume : 58320/6480 veh/TimePeriod *
Medium truck volume : 3564/396 veh/TimePeriod *
Heavy truck volume : 2916/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 72000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 4.50
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Hurontario (day/night)

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.00 / 73.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Road data, segment # 3: Hwy 403 (day/night)

Car traffic volume : 112847/56415 veh/TimePeriod *
Medium truck volume : 7053/3526 veh/TimePeriod *
Heavy truck volume : 21159/10578 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 170000
Percentage of Annual Growth : 1.84
Number of Years of Growth : 12.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 15.00
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 3: Hwy 403 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 1057.00 / 1057.00 m
Receiver height : 150.00 / 150.00 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Eglinton Ave (day)

Source height = 1.46 m

ROAD (0.00 + 66.07 + 0.00) = 66.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.31	0.00	-8.24	0.00	0.00	0.00	0.00	66.07

Segment Leq : 66.07 dBA

Results segment # 2: Hurontario (day)

Source height = 1.46 m

ROAD (0.00 + 63.36 + 0.00) = 63.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	76.25	0.00	-6.87	-6.02	0.00	0.00	0.00	63.36

Segment Leq : 63.36 dBA

Results segment # 3: Hwy 403 (day)

Source height = 1.97 m

ROAD (0.00 + 68.55 + 0.00) = 68.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.48	0.00	0.00	0.00	0.00	68.55

Segment Leq : 68.55 dBA

Total Leq All Segments: 71.26 dBA

Results segment # 1: Eglinton Ave (night)

Source height = 1.46 m

ROAD (0.00 + 56.11 + 0.00) = 56.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.78	0.00	-11.66	0.00	0.00	0.00	0.00	56.11

Segment Leq : 56.11 dBA

Results segment # 2: Hurontario (night)

Source height = 1.46 m

ROAD (0.00 + 56.83 + 0.00) = 56.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	90	0.00	69.72	0.00	-6.87	-6.02	0.00	0.00	0.00	56.83

Segment Leq : 56.83 dBA

Results segment # 3: Hwy 403 (night)

Source height = 1.97 m

ROAD (0.00 + 68.55 + 0.00) = 68.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	87.03	0.00	-18.48	0.00	0.00	0.00	0.00	68.55

Segment Leq : 68.55 dBA

Total Leq All Segments: 69.06 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - CLRV:

Traffic volume	:	320/32	veh/TimePeriod
Speed	:	50 km/h	

Data for Segment # 1: LRT (day/night)

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Angle1   Angle2           :    0.00 deg    90.00 deg
Wood depth           :          0      (No woods.)
No of house rows     :          0 / 0
Surface              :          1      (Absorptive ground surface)
Receiver source distance : 73.00 / 73.00 m
Receiver height       : 150.00 / 150.00 m
Topography           :          1      (Flat/gentle slope; no barrier)

```

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.68	-6.87	-3.01	0.00	0.00	0.00	53.79

Segment Leq : 53.79 dBA

Total Leq All Segments: 53.79 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.80 + 0.00) = 46.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.69	-6.87	-3.01	0.00	0.00	0.00	46.80

Segment Leq : 46.80 dBA

Total Leq All Segments: 46.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.34
(NIGHT): 69.08

CADNAA OUTPUT (STATIONARY SOURCES)

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Receiver

Name: R1 - East

ID: R1

X: 393.68 m

Y: 207.14 m

Z: 4.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "U-29"

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(A)
1	459.40	276.89	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	50.6	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	40.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-30"

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(A)
3	462.80	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	50.9	0.2	-1.6	0.0	0.0	0.0	0.0	0.0	40.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-31"

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(A)
5	468.34	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	51.2	0.2	-1.5	0.0	0.0	0.0	0.0	0.0	40.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-27"

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(A)
7	453.44	201.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	46.6	0.1	-1.7	0.0	0.0	0.0	0.0	0.0	40.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-28"

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(A)
9	456.85	209.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.0	0.1	-1.7	0.0	0.0	0.0	0.0	0.0	39.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-32"

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(A)
11	373.44	146.67	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.1	0.1	-2.0	0.0	0.0	0.0	0.0	0.0	39.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-26"

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(A)
13	461.53	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.6	0.1	-1.5	0.0	0.0	0.0	0.0	0.0	38.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-25"

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(A)
15	461.10	196.03	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.7	0.1	-1.5	0.0	0.0	0.0	0.0	0.0	38.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-33"

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(A)
17	255.56	37.30	25.00	0	DEN	500	95.0	0.0	0.0	0.0	0.0	57.8	0.4	-2.0	0.0	0.0	0.0	0.0	0.0	38.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-24"

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(A)
19	460.68	188.37	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.9	0.1	-1.5	0.0	0.0	0.0	0.0	0.0	38.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-23"

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(A)
21	454.72	172.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	47.9	0.1	-1.6	0.0	0.0	0.0	0.0	0.0	38.6

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-21"																				
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(A)
23	456.00	166.24	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	48.4	0.1	-1.6	0.0	0.0	0.0	0.0	0.0	38.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-22"																				
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(A)
25	466.63	175.18	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.0	0.2	-1.4	0.0	0.0	0.0	0.0	0.0	37.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-6"																				
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(A)
27	530.89	229.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.9	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	31.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-34"																				
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(A)
29	327.90	75.60	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.4	0.3	-2.0	0.0	0.0	0.0	0.0	0.0	32.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-47"																				
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(A)
36	464.23	77.52	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.4	0.3	-2.4	0.0	0.0	0.0	0.0	0.0	32.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-13"																				
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(A)
38	542.38	196.88	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.5	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	31.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-5"																				
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(A)
40	540.26	241.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.5	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-14"																				
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(A)
42	545.79	192.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.7	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-11"																				
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(A)
45	547.92	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.8	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-46"																				
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(A)
48	458.38	67.92	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.8	0.3	-2.2	0.0	0.0	0.0	0.0	0.0	32.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-2"																				
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(A)
51	535.57	270.93	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.8	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-3"																				
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(A)
54	539.83	261.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-10"																				
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(A)
57	550.04	213.05	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.5

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
59	550.47	202.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
62	550.04	221.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-9"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
65	549.19	230.08	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-15"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
68	550.04	187.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.0	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-16"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
71	549.62	182.41	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.0	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-45"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
73	468.41	67.08	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-2.3	0.0	0.0	0.0	0.0	0.0	31.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-17"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
76	550.04	173.90	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-19"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
79	541.96	147.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-18"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
82	547.92	162.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
85	550.47	247.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.2	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
87	539.83	278.16	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.2	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
90	555.58	227.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.3	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-35"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A))
93	447.10	51.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.4	0.3	-2.0	0.0	0.0	0.0	0.0	0.0	31.3

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-40"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
96	464.23	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	31.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-20"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
99	559.41	152.62	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	29.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-44"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
102	503.92	70.00	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.9	0.3	-1.8	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-39"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
105	480.52	42.85	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.4	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-41"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
108	501.41	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.6	0.4	-2.3	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-36"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
111	444.59	23.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.6	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-37"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
114	460.47	21.13	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.9	0.4	-1.9	0.0	0.0	0.0	0.0	0.0	29.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-42"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
117	518.54	38.25	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.5	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	29.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-38"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
120	477.18	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.5	0.4	-1.9	0.0	0.0	0.0	0.0	0.0	29.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-43"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
123	516.45	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.2	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	28.4

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Receiver
Name: R2 - South
ID: R2
X: 378.20 m
Y: 196.02 m
Z: 4.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "U-32"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
10	373.44	146.67	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	44.9	0.1	-2.1	0.0	0.0	0.0	0.0	0.0	42.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-33"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
12	255.56	37.30	25.00	0	DEN	500	95.0	0.0	0.0	0.0	0.0	57.1	0.4	-1.6	0.0	0.0	0.0	0.0	0.0	39.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-29"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
14	459.40	276.89	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	52.2	0.2	-2.0	0.0	0.0	0.0	0.0	0.0	39.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-30"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
16	462.80	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	52.4	0.2	-1.9	0.0	0.0	0.0	0.0	0.0	39.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-31"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
18	468.34	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	52.7	0.2	-1.8	0.0	0.0	0.0	0.0	0.0	38.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-27"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
20	453.44	201.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	48.6	0.1	-1.8	0.0	0.0	0.0	0.0	0.0	38.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-28"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
22	456.85	209.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.0	0.2	-1.8	0.0	0.0	0.0	0.0	0.0	37.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-23"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
24	454.72	172.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.1	0.2	-1.4	0.0	0.0	0.0	0.0	0.0	37.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-24"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
26	460.68	188.37	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.4	0.2	-1.5	0.0	0.0	0.0	0.0	0.0	37.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-25"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
28	461.10	196.03	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.4	0.2	-1.6	0.0	0.0	0.0	0.0	0.0	37.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-21"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
31	456.00	166.24	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.4	0.2	-1.3	0.0	0.0	0.0	0.0	0.0	36.8

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-26"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
33	461.53	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.5	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	37.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-22"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
35	466.63	175.18	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	50.2	0.2	-1.3	0.0	0.0	0.0	0.0	0.0	35.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-34"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
37	327.90	75.60	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.4	0.3	-1.8	0.0	0.0	0.0	0.0	0.0	33.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-47"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
43	464.23	77.52	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.4	0.3	-2.2	0.0	0.0	0.0	0.0	0.0	32.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-46"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
46	458.38	67.92	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.6	0.3	-2.0	0.0	0.0	0.0	0.0	0.0	32.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
49	530.89	229.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-1.0	0.0	0.0	0.0	0.0	0.0	30.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-45"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
52	468.41	67.08	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.0	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-35"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
55	447.10	51.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-1.8	0.0	0.0	0.0	0.0	0.0	31.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
58	542.38	196.88	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.3	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-14"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
61	545.79	192.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.5	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	30.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
64	540.26	241.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.5	0.3	-1.0	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-40"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
67	464.23	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.6	0.3	-1.8	0.0	0.0	0.0	0.0	0.0	30.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
70	547.92	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.6	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	29.9

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-19"																				
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(A)
74	541.96	147.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-16"																				
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(A)
77	549.62	182.41	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-15"																				
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(A)
80	550.04	187.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-12"																				
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(A)
83	550.47	202.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-10"																				
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(A)
86	550.04	213.05	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-18"																				
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(A)
89	547.92	162.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-17"																				
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(A)
92	550.04	173.90	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-7"																				
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(A)
95	550.04	221.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-1.0	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-2"																				
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(A)
98	535.57	270.93	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-1.1	0.0	0.0	0.0	0.0	0.0	29.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-9"																				
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(A)
101	549.19	230.08	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-1.0	0.0	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-3"																				
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(A)
103	539.83	261.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-1.1	0.0	0.0	0.0	0.0	0.0	29.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-44"																				
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(A)
106	503.92	70.00	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.0	0.3	-2.2	0.0	0.0	0.0	0.0	0.0	30.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-4"																				
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(A)
109	550.47	247.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.1	0.3	-1.0	0.0	0.0	0.0	0.0	0.0	29.5

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
112	555.58	227.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.1	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	29.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
115	539.83	278.16	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.2	0.3	-1.1	0.0	0.0	0.0	0.0	0.0	29.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-39"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
118	480.52	42.85	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.3	0.4	-1.9	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-36"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
121	444.59	23.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.4	0.4	-2.0	0.0	0.0	0.0	0.0	0.0	30.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-20"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
124	559.41	152.62	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.4	0.4	-0.7	0.0	0.0	0.0	0.0	0.0	29.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-41"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
127	501.41	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.6	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	30.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-37"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
131	460.47	21.13	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.8	0.4	-1.7	0.0	0.0	0.0	0.0	0.0	29.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-38"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
134	477.18	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.4	0.4	-1.6	0.0	0.0	0.0	0.0	0.0	28.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-42"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
136	518.54	38.25	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.5	0.4	-2.0	0.0	0.0	0.0	0.0	0.0	29.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-43"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
138	516.45	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.2	0.4	-1.8	0.0	0.0	0.0	0.0	0.0	28.2

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Receiver

Name: R3 - East

ID: R3

X: 404.94 m

Y: 279.37 m

Z: 4.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "U-29"

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(A)
2	459.40	276.89	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	45.7	0.1	-1.9	0.0	0.0	0.0	0.0	0.0	46.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-30"

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(A)
4	462.80	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	46.3	0.1	-1.8	0.0	0.0	0.0	0.0	0.0	45.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-31"

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(A)
6	468.34	277.74	6.20	0	DEN	500	90.0	0.0	0.0	0.0	0.0	47.0	0.1	-1.6	0.0	0.0	0.0	0.0	0.0	44.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-28"

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(A)
8	456.85	209.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	49.8	0.2	-1.8	0.0	0.0	0.0	0.0	0.0	36.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-33"

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(A)
30	255.56	37.30	25.00	0	DEN	500	95.0	0.0	0.0	0.0	0.0	60.1	0.5	-0.9	0.0	0.0	0.0	0.0	0.0	35.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-26"

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(A)
32	461.53	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	50.3	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	36.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-27"

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(A)
34	453.44	201.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	50.3	0.2	-1.9	0.0	0.0	0.0	0.0	0.0	36.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-25"

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(A)
39	461.10	196.03	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	51.0	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	35.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-24"

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(A)
41	460.68	188.37	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	51.6	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	34.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-23"

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(A)
44	454.72	172.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	52.4	0.2	-1.8	0.0	0.0	0.0	0.0	0.0	34.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-22"

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(A)
47	466.63	175.18	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	52.7	0.2	-1.5	0.0	0.0	0.0	0.0	0.0	33.6

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-21"																				
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(A)
50	456.00	166.24	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	52.9	0.2	-1.8	0.0	0.0	0.0	0.0	0.0	33.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-2"																				
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(A)
53	535.57	270.93	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.3	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	32.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-1"																				
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(A)
56	539.83	278.16	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.6	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	31.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-6"																				
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(A)
60	530.89	229.65	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.6	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	31.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-3"																				
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(A)
63	539.83	261.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.7	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-32"																				
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(A)
66	373.44	146.67	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	53.7	0.3	-1.4	0.0	0.0	0.0	0.0	0.0	32.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-5"																				
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(A)
69	540.26	241.14	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.0	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	31.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-4"																				
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(A)
72	550.47	247.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.5	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	31.0

Point Source, ISO 9613, Name: "HVAC", ID: "U-9"																				
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(A)
75	549.19	230.08	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.7	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.8

Point Source, ISO 9613, Name: "HVAC", ID: "U-7"																				
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(A)
78	550.04	221.99	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	54.9	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-8"																				
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(A)
81	555.58	227.52	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.0	0.3	-0.7	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-10"																				
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(A)
84	550.04	213.05	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-11"																				
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(A)
88	547.92	207.10	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.4

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-13"																				
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(A)
91	542.38	196.88	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.1	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-12"																				
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(A)
94	550.47	202.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.3	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-14"																				
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(A)
97	545.79	192.63	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.4	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	30.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-15"																				
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(A)
100	550.04	187.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.7	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-16"																				
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(A)
104	549.62	182.41	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	55.8	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.6

Point Source, ISO 9613, Name: "HVAC", ID: "U-17"																				
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(A)
107	550.04	173.90	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.1	0.3	-0.8	0.0	0.0	0.0	0.0	0.0	29.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-18"																				
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(A)
110	547.92	162.84	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.3	0.4	-0.8	0.0	0.0	0.0	0.0	0.0	29.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-19"																				
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(A)
113	541.96	147.09	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	56.6	0.4	-0.8	0.0	0.0	0.0	0.0	0.0	28.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-20"																				
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(A)
116	559.41	152.62	6.20	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.0	0.4	-0.7	0.0	0.0	0.0	0.0	0.0	28.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-47"																				
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(A)
119	464.23	77.52	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.5	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	29.2

Point Source, ISO 9613, Name: "HVAC", ID: "U-34"																				
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(A)
122	327.90	75.60	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.8	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	28.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-46"																				
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(A)
125	458.38	67.92	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.8	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	29.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-45"																				
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(A)
126	468.41	67.08	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	57.9	0.4	-2.0	0.0	0.0	0.0	0.0	0.0	28.7

DAYTIME OFF-SITE SOUND LEVELS FROM ROOFTOP MECHANICAL

Point Source, ISO 9613, Name: "HVAC", ID: "U-44"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
128	503.92	70.00	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.3	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	27.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-35"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
129	447.10	51.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.3	0.4	-2.6	0.0	0.0	0.0	0.0	0.0	28.9

Point Source, ISO 9613, Name: "HVAC", ID: "U-40"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
130	464.23	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	28.3

Point Source, ISO 9613, Name: "HVAC", ID: "U-39"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
132	480.52	42.85	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.9	0.5	-1.8	0.0	0.0	0.0	0.0	0.0	27.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-41"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
133	501.41	50.37	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	58.9	0.5	-1.5	0.0	0.0	0.0	0.0	0.0	27.1

Point Source, ISO 9613, Name: "HVAC", ID: "U-36"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
135	444.59	23.21	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	59.3	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	27.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-37"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
137	460.47	21.13	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	59.5	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	27.5

Point Source, ISO 9613, Name: "HVAC", ID: "U-42"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
139	518.54	38.25	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	59.5	0.5	-1.4	0.0	0.0	0.0	0.0	0.0	26.4

Point Source, ISO 9613, Name: "HVAC", ID: "U-38"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
140	477.18	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	59.8	0.5	-2.0	0.0	0.0	0.0	0.0	0.0	26.7

Point Source, ISO 9613, Name: "HVAC", ID: "U-43"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/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(A)
141	516.45	14.02	21.00	0	DEN	500	85.0	0.0	0.0	0.0	0.0	60.2	0.6	-1.5	0.0	0.0	0.0	0.0	0.0	25.7

APPENDIX C: WARNING CLAUSE

“Purchasers are advised that despite the inclusion of noise control features in this development area and within the building units, sound levels from increasing road and aircraft traffic will continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the sound level exceeds the Municipality’s and the Ministry of the Environment and Climate Change’s noise criteria.

“This building is to be fitted with central air conditioning. (Note: locate air-cooled condenser unit in a noise-insensitive area.)”

APPENDIX D: NOISE CRITERIA

The noise study will be based on the following criteria for residential units, as required by the Ministry of the Environment and Climate Change (roadway noise only):

Time Periods	Receiver Locations	Sound Level Criteria dB L _{eq}
(0700 – 2300)	Outdoor Living Areas (OLAs), Living room window (outside)	55
(2300 – 0700)	Bedroom windows (outside)	50
(2300 – 0700)	Bedroom (indoor)	40
(2300 – 0700)	Living and dining rooms (indoor)	45

All sound level calculations are based on the Site Plan and Architectural Drawings dated May 3, 2018, prepared by Richmond Architect Inc.

L_{eq} (Definition)

The L_{eq} is defined as the mean energy of the sound level averaged over the measurement period. It can be considered as the continuous steady sound level which would have the same acoustic energy as the real fluctuating noise measured over the same period of time.

APPENDIX E: REFERENCES

1. Quirt, D.J., "Controlling Sound Transmission into Buildings," National Research Council, *Building Practice Note 56*.
2. Ministry of the Environment *STAMSON* Computer Programme (*Version 5.03*) for the IBM PC.
3. Ministry of the Environment, *ORNAMENT*, Ontario Road Noise Analysis Method for Environment and Transportation, November 1988.
4. Ministry of the Environment, "Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning," August 2013.