

NOISE IMPACT STUDY – Project: 22386.00

5210 Innes Road
Orléans, ON

Prepared for:

Dymon Storage
2 – 1830 Walkley Road
Ottawa, ON K1H 8K3

Prepared by:



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December 14, 2022



Revision History

Version	Description	Author	Reviewed	Date
--	Initial Report	AS	DF	December 14, 2022

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1 Introduction

Dymon Storage has retained Aeroustics Engineering Limited (AEL) to prepare a Noise Impact Study (NIS) to support the construction of a storage facility located at 5210 Innes Road, Orléans; a non noise sensitive commercial purpose building.

The purpose of this study was to examine the noise environment of the proposed development and evaluate its impact on the surrounding noise sensitive receptors. This study also investigates the noise controls required in order to abide by the noise guidelines of Ontario's Ministry of the Environment, Conservation and Parks (MECP) and to satisfy the requirements of the City of Ottawa. This report considered the MECP guideline NPC-300 "Stationary and Transportation Sources – Approval and Planning" (August 2013), the City of Ottawa's Environmental Noise Control Guidelines (ENCG) and the City of Ottawa's Noise by-laws.

Figure 1 provides a key plan showing the building locations and surrounding area. Figure 2 shows the plan of the site, including the critical noise sensitive receptors. Figure 3 shows the plan of the site, including stationary noise sources, emergency noise sources, and impulsive noise sources.

The proposed site is located on the southeast corner of Innes Road and Trim Road in the suburb of Orléans within the City of Ottawa. The adjacent land-uses include existing residential areas neighbouring the site to the north and southwest. Other land uses surrounding the site are commercial, and retail buildings none of which are noise sensitive. The surrounding land uses include residential (R), rural countryside (RU), rural industrial (RI), rural residential (RR), and general mixed use (GM). A zoning map (Figure A – 1) can be found in Appendix A. There is no planned noise sensitive development in the rural countryside, industrial, and residential plots surrounding the site.

This report is based on the following information:

- Site plan prepared by Architects DCA, dated July 13, 2022 found in Appendix B
- Information provided by Dymon Storage
- Noise sources based on information from AEL database

2 Guidelines and Criteria

The noise level limits pertaining to all noise sources have been established based on the MECP publication NPC-300. The building is located in a Class 1 (urban) area where the acoustical environment is typical of a major population centre. The background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum".

Critical points of reception have been identified and are presented in Figure 2. The points of reception include plane of window of a noise sensitive space (prefix R), outdoor points of reception (suffix G), and a vacant lot receptor (prefix VL).

2.1 Stationary Noise Sources

The Class 1 exclusion limits for sound from a stationary source are presented in Table 1. The sound level limit at a point of reception, expressed in terms of the one-hour equivalent sound level (L_{eq-1hr}), is the higher of the applicable exclusion limit value given in Table 1, or the background sound level for that point of reception.

Table 1: Noise Exclusion Limits – Stationary Noise Sources – Class 1

Time of Day	Sound Level Exclusion Limit* Class 1 Area
Outdoor Points of Reception	
Day (07:00 to 19:00)	50 dBA
Evening (19:00 to 23:00)	50 dBA
Plane of Window of Noise Sensitive Spaces	
Day (07:00 to 19:00)	50 dBA
Evening (19:00 to 23:00)	50 dBA
Night (23:00 to 07:00)	45 dBA

*or the minimum existing hourly background sound level L_{eq} , whichever is higher

The background sound level may increase the sound level limit for some of the receptors in this study, particularly those along Innes Road. For conservatism and simplicity, the exclusion limit was used for all receptors in this study.

The outdoor sound level limits for stationary sources apply only to daytime and evening hours while sound level limits apply at all times for the plane of window of a noise sensitive space. In general, outdoor points of reception will be protected during the nighttime as a consequence of meeting the sound level limits at the adjacent plane of window of noise sensitive spaces.

2.2 Emergency Noise sources

The noise level limits for emergency noise sources are established in the MECP Publication NPC-300. For sound from emergency noise sources, the sound level limit at a point of reception is 5 dB greater than the sound level limits otherwise applicable to stationary sources. Emergency noise sources are assessed during the daytime only and are assessed independently of stationary and impulsive sources of noise

2.3 Impulsive Noise Sources

The noise level limits for impulsive sound are established in the MECP Publication NPC-300. For sound from an impulsive source, the sound level limit at a point of reception,

expressed in terms of the logarithmic mean impulse sound level (L_{LM}) is the higher of the applicable exclusion limit value given in Table 2 or the background sound level for that point of reception. The applicable sound limit for impulsive noise is determined by the number of impulses in a one-hour period as outlined in Table 2.

Table 2 MECP Exclusion Limits for Impulsive Sources

Actual Number of Impulses in Period of One-Hour	Sound Level Exclusion Limit* Class 1 Area		
	Plane of Window of Noise Sensitive Spaces Day (07:00 – 23:00)	Night (23:00 – 07:00)	Outdoor Living Areas Day (07:00 – 23:00)
9 or more	50 dBAI	45 dBAI	50 dBAI
7 to 8	55 dBAI	50 dBAI	55 dBAI
5 to 6	60 dBAI	55 dBAI	60 dBAI
4	65 dBAI	60 dBAI	65 dBAI
3	70 dBAI	65 dBAI	70 dBAI
2	75 dBAI	70 dBAI	75 dBAI
1	80 dBAI	75 dBAI	80 dBAI

* or the minimum existing hourly background level L_{eq} , whichever is higher.

3 Noise Level Predictions

Noise sources were identified and modelled based on the site plan and additional information provided by Dymon Storage. The source sound levels used in this analysis were based on similar equipment from Aercoustics' database. The acoustically significant noise sources considered in the analysis are listed in Table 3 below, including their maximum hourly operation for each time period.

Table 3: List of Noise Sources and Maximum Hourly Operation at the Proposed Development

Source	Type	Daytime & Evening (7:00 to 23:00) Maximum Hourly Operation	Nighttime (23:00 to 7:00) Maximum Hourly Operation
Rooftop HVAC units S03 – S11	Stationary	100% Capacity	50% Capacity
Truck Movements	Stationary	10 Trucks per Hour	0 Trucks Per Hour
Emergency Generator	Emergency	100% Capacity	0% Capacity
Truck Unloading	Impulsive	9 or More Impulses Per Hour	0 Impulses Per Hour

The spectrum and sound power level of the noise sources are provided in Table 4 below. A Noise Source Summary Table listing the noise sources of the facility can be found in Appendix C.

Table 4: Sound Power Levels of Noise Sources

Noise Source	Sound Power (dBA)							Total
	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	
10 Ton Rooftop Unit	85	81	80	76	70	65	62	81
Truck Movements	101	100	97	93	90	83	76	99
Emergency Generator	99	91	90	90	89	83	76	95
Truck Unloading	99	95	100	102	96	91	81	104

3.1 Stationary Noise Sources

It has been assumed that the storage facility will be serviced by ten HVAC units. The sizes of these HVAC units were estimated based on the square footage of the facility. The amount trucks predicted to enter and leave the site during the predictable worst-case hour has been calculated based on the truck activity from similar facilities.

3.2 Emergency Noise Sources

An emergency generator is provided for emergency uses and is located in the northwest corner of the site at ground level. The generator is 300 kW and has a sound pressure level of 70 dBA at 7 m. Emergency noise sources are assessed independently and are based on measurements of similar equipment from the AEL database.

3.3 Impulsive Noise Sources

Impulsive noise of trucks unloading at the loading bay at the south of the site was assessed independently and are based on measurements performed of truck unloading at a similar facility.

4 Results

4.1 Stationary Noise Sources

The stationary noise source prediction model was generated using Datakustik's CadnaA Noise Prediction Software. This model is based on established noise prediction methods outlined in the ISO 9613-2 standard "Acoustic – Attenuation of sound during propagation outdoors – Part 2: General method and calculation". Noise levels were predicted using conditions of downwind propagation, generally with hard ground in paved areas.

Table 5 below shows the results of the maximum noise predictions for stationary noise sources at the worst noise sensitive receptors identified in Figure 2. Sample Calculations can be found in Appendix C.

Table 5: Maximum Predicted Sound Levels at Critical Receptor Locations - Stationary Noise Sources

Receptor	Height	Daytime Sound Level (dBA)			Nighttime Sound Level (dBA)		
		Predicted	Limit	Compliance	Predicted	Limit	Compliance
R01	4.5 m	41	50	Yes	35	45	Yes
R01G	1.5 m	38	50	Yes	32	-	N/A
R02	4.5 m	42	50	Yes	35	45	Yes
R02G	1.5 m	39	50	Yes	32	-	N/A
R03	4.5 m	42	50	Yes	36	45	Yes
R03G	1.5 m	39	50	Yes	32	-	N/A
R04	18.5 m	40	50	Yes	36	45	Yes
R05	4.5 m	37	50	Yes	32	45	Yes
R05G	1.5 m	37	50	Yes	31	-	N/A
VL06	4.5 m	43	50	Yes	33	45	Yes

As shown, the MECP sound level limits are not exceeded at any of the points of reception. Therefore, no noise mitigation measures are required to address stationary noise sources. Figure 4 shows the predicted unmitigated noise impact of the stationary sources.

4.2 Emergency Noise Sources

Table 6 below shows the results of the maximum noise predictions for emergency noise sources at worst noise sensitive receptors identified in Figure 2. Sample Calculations can be found in Appendix C.

Table 6: Maximum Predicted Sound Levels at Critical Receptor Locations - Emergency Noise Sources

Receptor	Height	Daytime Sound Level (dBA)		
		Predicted	Limit	Compliance
R01	4.5 m	49	55	Yes
R01G	1.5 m	45	55	Yes
R02	4.5 m	50	55	Yes
R02G	1.5 m	46	55	Yes
R03	4.5 m	50	55	Yes
R03G	1.5 m	46	55	Yes
R04	18.5 m	32	55	Yes
R05	4.5 m	14	55	Yes
R05G	1.5 m	16	55	Yes
VL06	4.5 m	50	55	Yes

As shown, the MECP sound level limits are not exceeded at any of the points of reception. Therefore, no noise mitigation measures are required to address stationary noise sources. Figure 5 shows the predicted unmitigated noise impact of the emergency noise sources.

4.3 Impulsive Noise Sources

Table 7 below shows the results of the maximum noise predictions for emergency noise sources at worst noise sensitive receptors identified in Figure 2. Sample Calculations can be found in Appendix C.

Table 7: Maximum Predicted Sound Levels at Critical Receptor Locations - Impulsive Noise Sources

Receptor	Height	Daytime Sound Level			Nighttime Sound Level		
		Predicted (dBA)	Limit (dBA)	Compliance	Predicted (dBA)	Limit (dBA)	Compliance
R01	4.5 m	27	50	Yes	0	45	Yes
R01G	1.5 m	28	50	Yes	0	-	Yes
R02	4.5 m	27	50	Yes	0	45	Yes
R02G	1.5 m	29	50	Yes	0	-	Yes
R03	4.5 m	27	50	Yes	0	45	Yes
R03G	1.5 m	29	50	Yes	0	-	Yes
R04	18.5 m	30	50	Yes	0	45	Yes
R05	4.5 m	42	50	Yes	0	45	Yes
R05G	1.5 m	39	50	Yes	0	-	Yes
VL06	4.5 m	33	50	Yes	0	45	Yes

As shown, the unmitigated impulsive noise is in compliance with the MECP sound level limits. Figure 6 shows the predicted unmitigated noise impact of the impulsive noise sources.

It should be noted that if the surrounding lots – specifically those directly south and east of the site, are developed to be a noise sensitive development within the permitted zoning laws – noise controls may be required. These noise controls will generally be the responsibility of the development proponent but may impact operations on the Dymon site.

5 Conclusions

Aercoustics has conducted a Noise Impact Study for the proposed storage facility at 5210 Innes Road in Orleans Ontario. The purpose of this study was to evaluate the noise impact of the proposed development in order to satisfy the MECP guidelines at the surrounding noise sensitive receptors. Based on the analysis the proposed development was predicted to meet the applicable Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa sound level limits.



Project ID: 22386.00

Project Name

5210 Innes Road Noise Impact Study



Scale: NTS
 Drawn by: AS
 Reviewed by: DF
 Date: Dec. 2022
 Revision: 1

Figure Title

Key Plan Showing Site Location and Surrounding Area

Figure 1



Project ID: 22386.00

Project Name

5210 Innes Road Noise Impact Study




Scale: NTS
 Drawn by: AS
 Reviewed by: DF
 Date: Dec. 2022
 Revision: 1

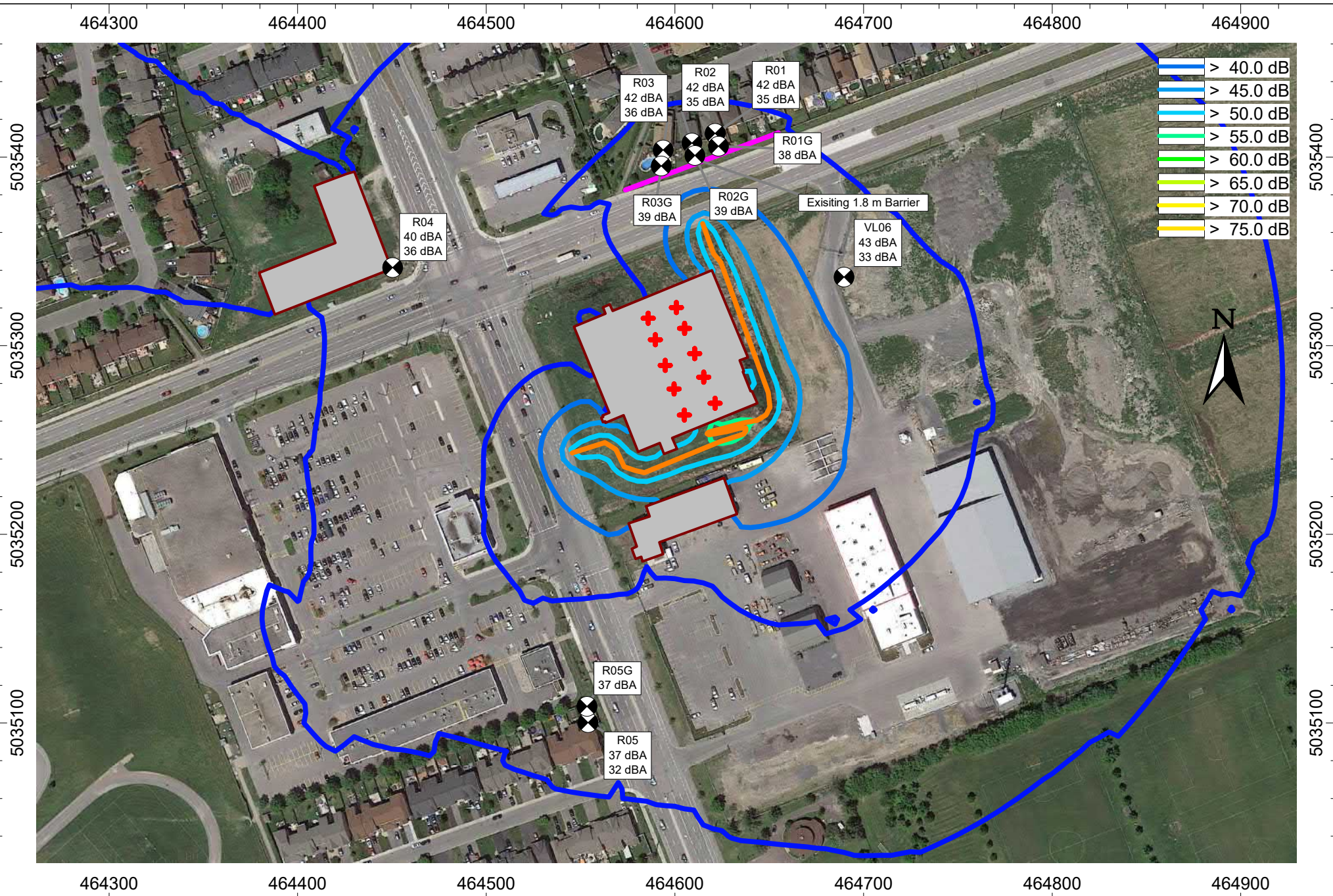
Figure Title

Noise Sensitive Receptor Locations

Figure 2



	Project ID: 22386.00	Project Name 5210 Innes Road Noise Impact Study	Figure 3 Noise Source Locations
	Scale: NTS Drawn by: AS Reviewed by: DF Date: Dec. 2022 Revision: 1	Figure Title Noise Source Locations	



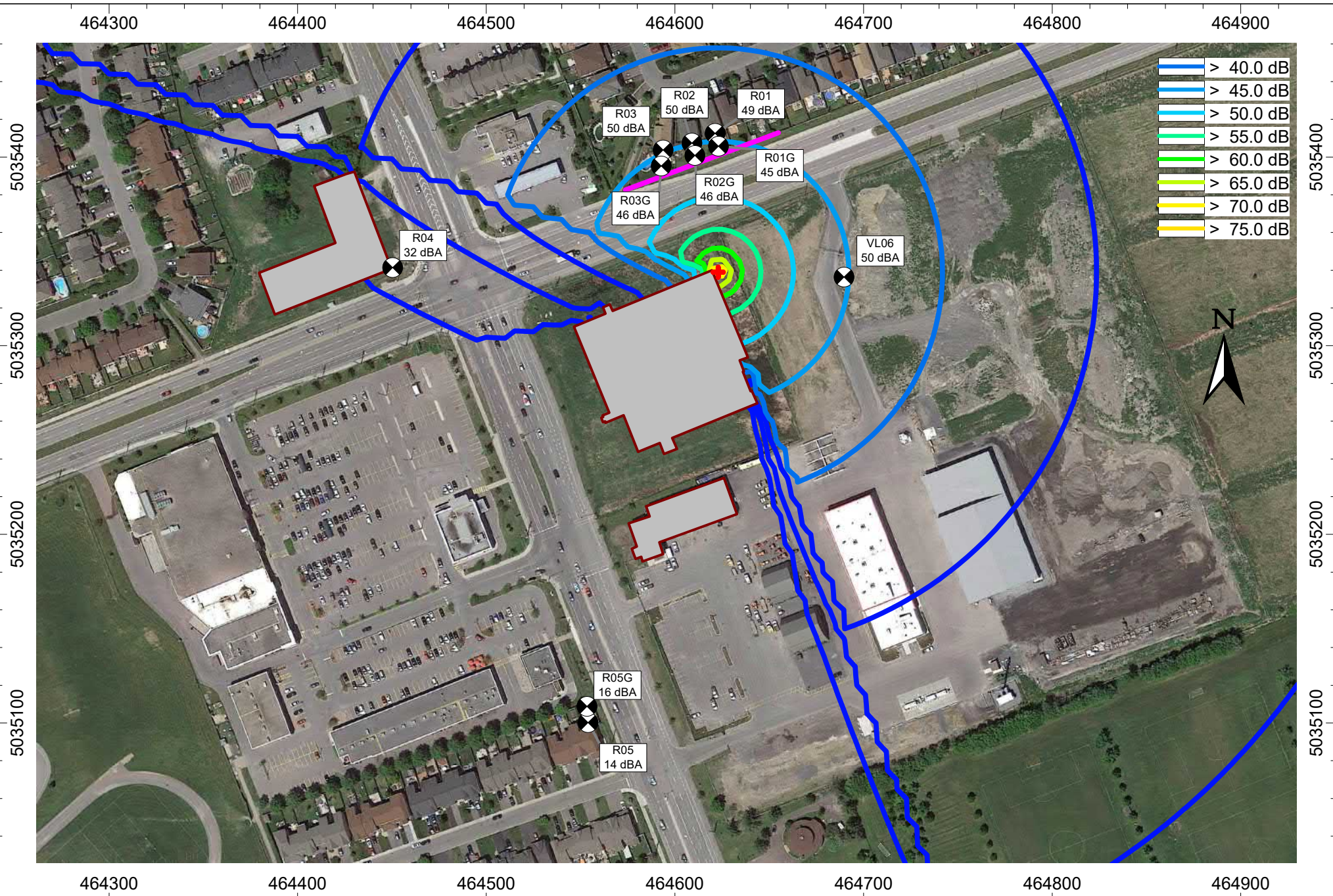
Project ID: 22386.00
 Scale: NTS
 Drawn by: AS
 Reviewed by: DF
 Date: Dec. 2022
 Revision: 1

Project Name
 5210 Innes Road Noise Impact Study

Figure Title
 Stationary Noise Sources - Contours of Sound Pressure Level at 4.5 m



Figure 4



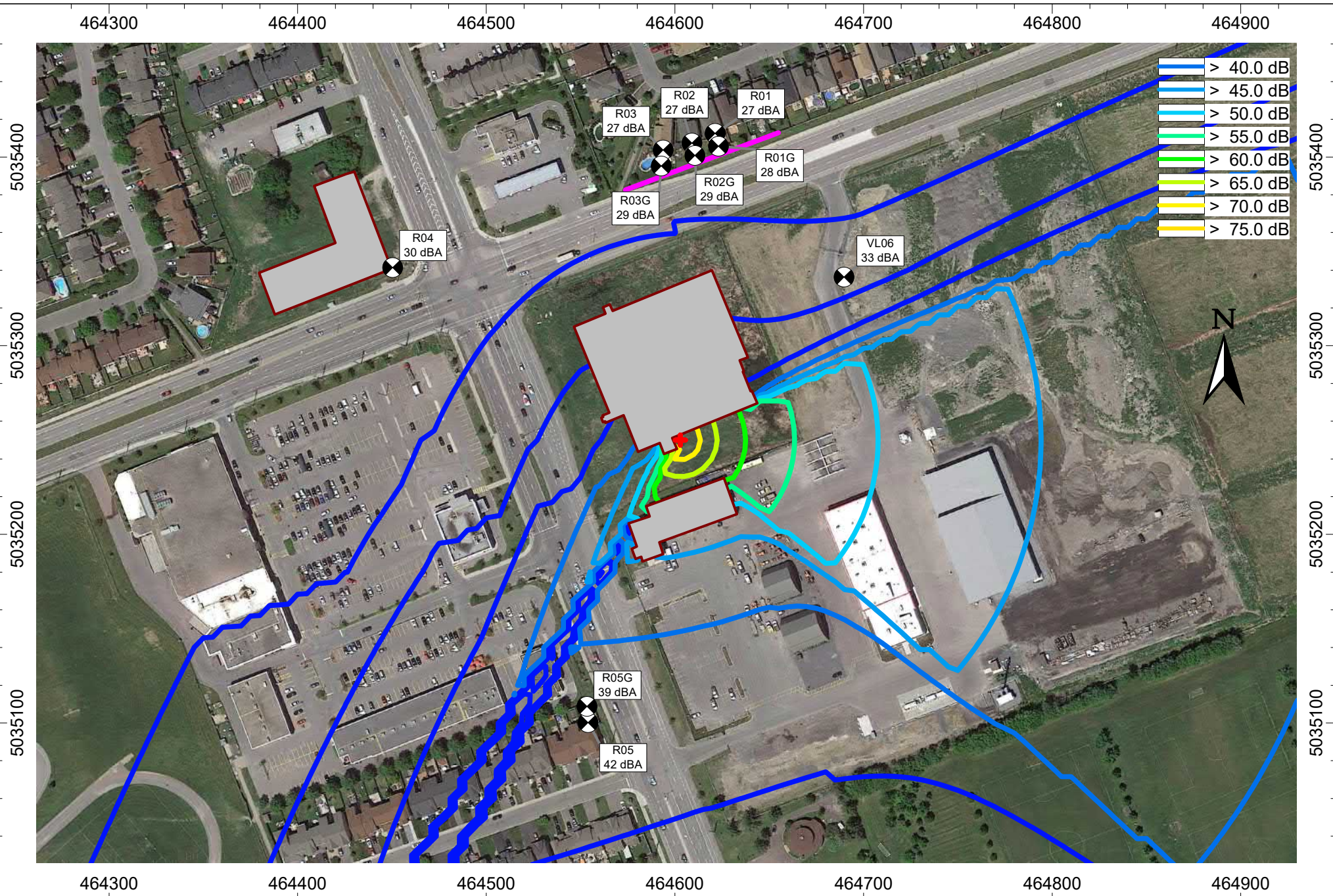
Project ID: 22386.00
 Scale: NTS
 Drawn by: AS
 Reviewed by: DF
 Date: Dec. 2022
 Revision: 1

Project Name
 5210 Innes Road Noise Impact Study

Figure Title
 Emergency Generator Noise Source - Contours of Sound Pressure Level at 4.5 m



Figure 5



Project ID: 22386.00
 Scale: NTS
 Drawn by: AS
 Reviewed by: DF
 Date: Dec. 2022
 Revision: 1

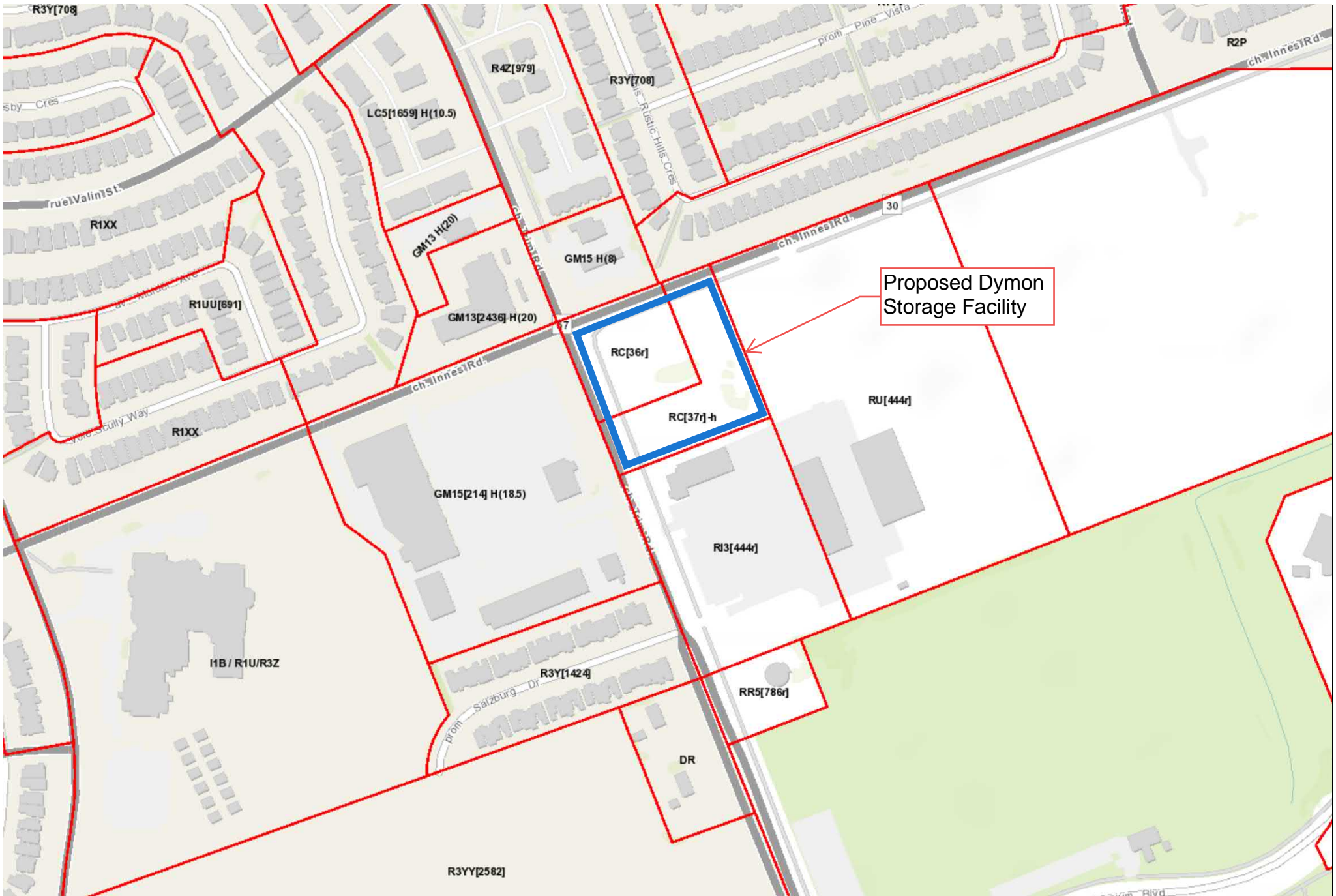
Project Name
 5210 Innes Road Noise Impact Study


Figure Title
 Unmitigated Impulsive Noise Source - Contours of Sound Pressure Level at 4.5 m

Figure 6

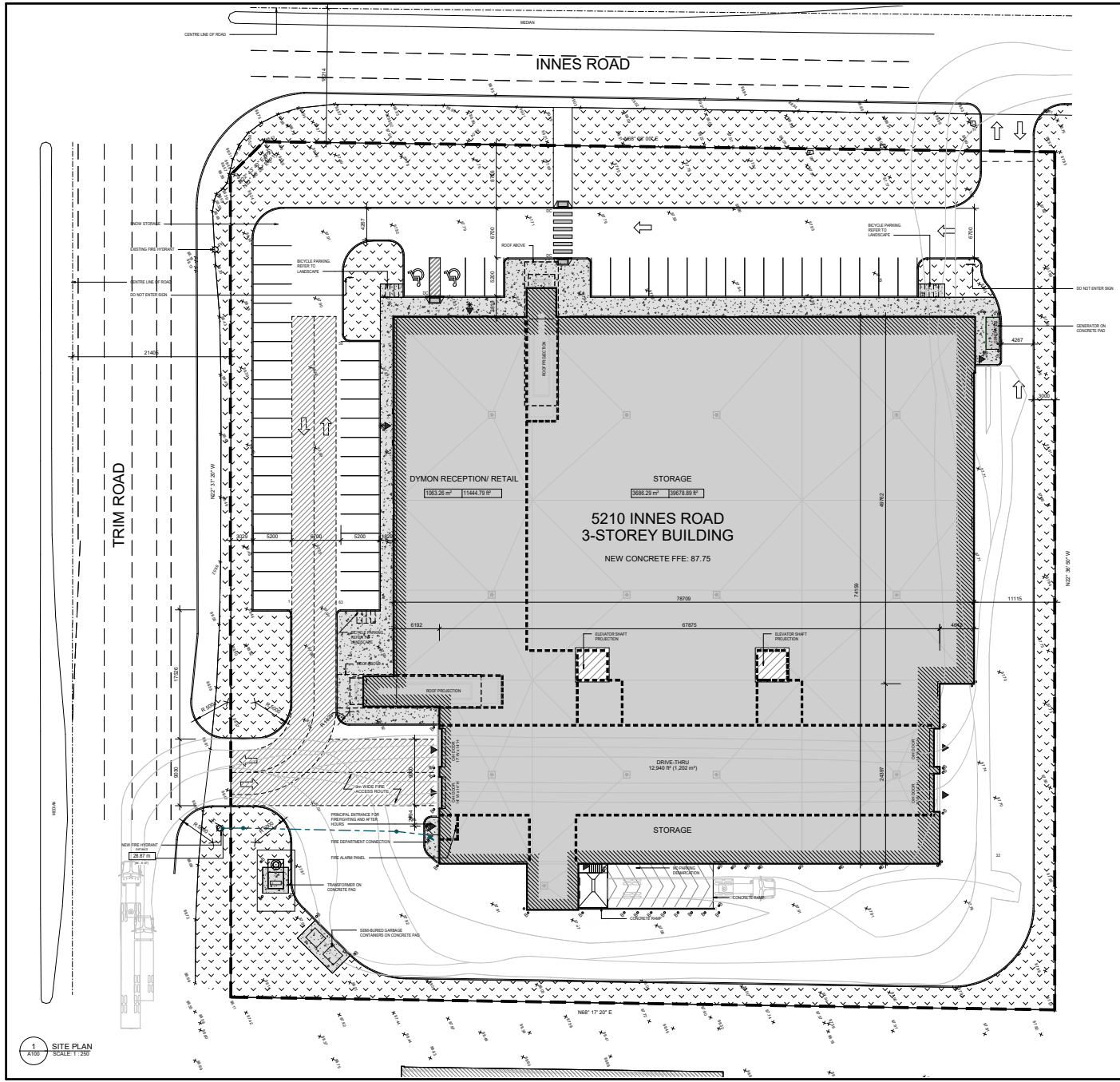


Appendix A
Zoning Map

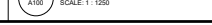
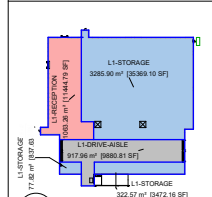
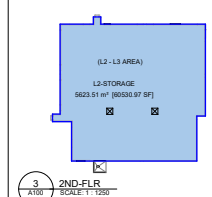
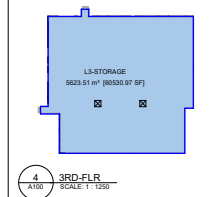
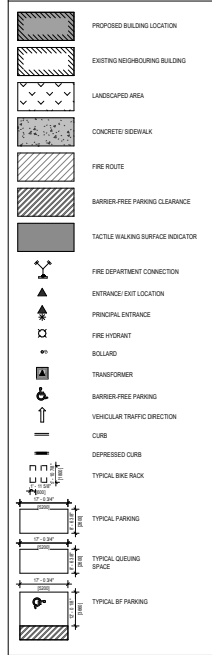


	Project ID: 22386.00	Project Name 5210 Innes Road Noise Impact Study	Figure Title Zoning Map	Figure A - 1
	Scale: NTS Drawn by: AS Reviewed by: DF Date: Sept. 2022 Revision: 1	Figure Title Zoning Map		

Appendix B
Site Plan



LEGEND



GENERAL SITE PLAN NOTES:

TOPOGRAPHICAL INFORMATION:
PART OF LOT 1 CONVESSION 8 GEOGRAPHIC TOWNSHIP OF CUMBERLAND CITY OF OTTAWA

SURVEY BY:

SITE AND BUILDING DATA:
SITE AREA: 12,986 m²
NEW BUILDING AREA: 5,668 m²
NEW BUILDING HEIGHT: ---
GROSS BUILDING AREA: 17,012 m²
GROSS BUILDING AREA*: 17,012 m²

GENERAL NOTES:

- FOR PAVED SURFACES, GRADING, SITE SERVING, DRAINAGE EROSION SEDIMENT CONTROL, REFER TO CIVIL DRAWINGS.
- FOR PLANTING DETAILS, REFER TO LANDSCAPE DRAWINGS.

GROSS BUILDING AREA:

- INWARDS BUILDING CODE DEFINITION: THE TOTAL AREA OF ALL FLOORS ABOVE GRADE MEASURED BETWEEN THE OUTSIDE SURFACES OF EXTERIOR WALLS.
- GROSS FLOOR AREA (CTY OF OTTAWA ZONING BY-LAW DEFINITION FOR THE PURPOSE OF DETERMINING PARKING REQUIREMENTS): GROSS LEASABLE FLOOR AREA MEANS THE TOTAL FLOOR AREA DESIGNATED FOR TENANT OCCUPANCY AND EXCLUSIVE USE, MEASURED FROM THE INTERIORS OF OUTSIDE WALLS EXCLUDING FLOOR AREA OCCUPIED BY PARTY WALLS AND EXCLUDING:
- FLOOR AREA OCCUPIED BY SHARED MECHANICAL SERVICE AND ELECTRICAL EQUIPMENT THAT SERVE THE BUILDING, (BY-LAW 2008-326)
- COMMON WALLWAYS, CORRIDORS, STAIRWELLS, ELEVATOR SHAFTS AND OTHER VOIDS, STEPS AND LANDINGS, (BY-LAW 2008-326)
- BICYCLE PARKING, MOTOR VEHICLE PARKING OR LOADING FACILITIES, COMMON LAUNDRY STORAGE AND WASHROOM FACILITIES THAT SERVE THE BUILDING OR TENANTS.
- COMMON STORAGE AREAS THAT ARE ACCESSORY TO THE PRINCIPAL USE OF THE BUILDING, (BY-LAW 2008-326)
- COMMON AMENITY AREA AND PLAY AREAS ACCESSORY TO A PRINCIPAL USE ON THE LOT, AND (BY-LAW 2008-326) LIVING QUARTERS FOR A CARETAKER OF THE BUILDING.

GENERAL NOTES:

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- FOR PLANTING DETAILS, REFER TO LANDSCAPE DRAWINGS.

ISSUE RECORD

NO.	DESCRIPTION	DATE
1	ISSUE FOR REVIEW	2022-05-19
2	ISSUE FOR REVIEW	2022-07-13

ZONING:

ZONING DESIGNATIONS (PART 10) RC36(1) - LIGHT COMMERCIAL ZONE

ZONING PROVISIONS

MINIMUM LOT WIDTH (m)	30 m
MINIMUM LOT AREA (m²)	4,000 m²
MINIMUM FRONT YARD SETBACK	10 m
MINIMUM SIDE YARD SETBACK	3 m
MINIMUM INTERIOR SIDE YARD SETBACK	3 m
MINIMUM CORNER SIDE YARD SETBACK	6 m

BUILDING HEIGHT:

MAXIMUM (WITHIN 12 m OF R1, R2, R3 ZONES): 11 m PROPOSED:

LANDSCAPING (SECTION 110):

REQUIRED FRONT AND CORNER SIDE YARDS TO BE LANDSCAPED, EXCEPT FOR DRIVEWAYS CROSSING THE FRONT OR CORNER SIDE YARD LEADING TO PARKING AREA

VEHICLE PARKING (SECTION 101):

WAREHOUSE (0.8100m) FIRST 5000m: (5,000/100m²) x 0.8 = 40
WAREHOUSE (0.4100m) AFTER 5000m: (13,910.60/100m²) x 0.4 = 56

PARKING FOR THE PHYSICALLY DISABLED (PARKING BY-LAW 2008.50, SECTION 122):

MINIMUM REQUIRED:	1 TYPE 'A'
NUMBER PROVIDED:	0 TYPE 'B'

PARKING SUMMARY

Type	Count
PARKS 2X2.6	52
DRIVE THRU 2X3.4	12
Grand Total	64

BICYCLE PARKING (SECTION 111):

MINIMUM REQUIRED:	10
NUMBER PROVIDED:	12

LOADING ZONE (SECTION 113):

MINIMUM REQUIRED:	
NUMBER PROVIDED:	

AREA BY LEVEL

Name	Area	SF
L-DRIVE-ABLE	917.96 m²	9880.81 SF
L-RECEPTION	1063.26 m²	11444.79 SF
L1-STORAGE	3086.59 m²	33376.89 SF
L2-STORAGE	9623.81 m²	10350.97 SF
L3-STORAGE	9623.81 m²	10350.97 SF

GROSS AREA

SM	SF
16914.53 m²	182066.44 SF

GENERAL NOTES:

- DO NOT SCALE DRAWINGS. ONLY FIGURED DIMENSIONS ARE TO BE USED. WHERE DOUBT EXISTS, FILE REQUEST FOR INTERPRETATION AND REQUEST CLARITY.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY DIMENSIONS ON SITE. REPORT DISCREPANCIES TO THE ARCHITECT IMMEDIATELY.
- GENERAL CONTRACTOR TO TAKE INTO ACCOUNT CONSTRUCTION TOLERANCE. GENERAL CONTRACTOR TO CONSIDER THE WORK OF DIFFERENT TRADES TO COMPLY WITH DESIGN INTENT.
- ALL WORK DESIGNED IN THESE DRAWINGS AND SPECIFICATIONS ARE TO COMPLY WITH THE CURRENT EDITION OF THE CANADIAN BUILDING CODE (CBC) INCLUDING MOST RECENT AMENDMENTS. DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY AND ARE TO BE READ TOGETHER.

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ARCHITECTURAL



PROJECT TITLE:
DYMON 5210 INNES ROAD

DRAWING TITLE:
SITE PLAN

DATE	DRAWN	JOE NO.	DRAWING NO.
APRIL 2022	SD	3465	A100
SCALE:	REVERSED TO		
As indicated			

Appendix C
Noise Source Summary & Sample Calculations

Noise Source Summary Table

Source ID	Source Description	Sound Power Level (dBA)	Source Location ¹	Sound Characteristic ²	Noise Control Measure ³
S01	Emergency Generator	95	O	S	E
S02	Truck Loading / Unloading	104	O	I	U
S03	10 Ton Rooftop Unit	79	O	S	U
S04	10 Ton Rooftop Unit	79	O	S	U
S05	10 Ton Rooftop Unit	79	O	S	U
S06	10 Ton Rooftop Unit	79	O	S	U
S07	10 Ton Rooftop Unit	79	O	S	U
S08	10 Ton Rooftop Unit	79	O	S	U
S09	10 Ton Rooftop Unit	79	O	S	U
S10	10 Ton Rooftop Unit	79	O	S	U
S11	10 Ton Rooftop Unit	79	O	S	U
S12	10 Ton Rooftop Unit	79	O	S	U
S13	Truck Movements	90	O	S	U

*Includes attenuation due to silencing and/or penalty adjustment.

1. O: located/installed outside the building, including on the roof, I: located/installed inside the building

2. S: Steady; Q: Quasi Steady Impulsive; I: Impulsive; B: Buzzing; T: Tonal; C: Cyclic

3. S: Silencer, Acoustic Louvre, Muffler; A: Acoustics lining, Plenum; B: Barrier, Berm, Screening;

E: Acoustic Enclosure; O: Other; U: Uncontrolled R: Removed from Service

Receiver: R_R01
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	41

Receiver Name	Receiver ID	X	Y	Z
R01	R_R01	464621.27 m	5035412.60 m	4.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	50.6	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	33
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	51.5	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	32
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	51.5	0.0	-3.0	6.1	0.4	0.0	0.0	0.0	0.0	0.0	26
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	52.2	0.0	-3.0	5.8	0.5	0.0	0.0	0.0	0.0	0.0	26
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	52.5	0.0	-3.0	8.0	0.5	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	53.1	0.0	-3.0	7.8	0.5	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	53.3	0.0	-3.0	9.1	0.5	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	53.8	0.0	-3.0	8.9	0.5	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	54.2	0.0	-3.0	9.2	0.5	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	54.6	0.0	-3.0	9.7	0.6	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	52.9	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30
S_Truck_Movements	S13	464633.3	5035319.6	2.4	0	66	15.0	A	50.4	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	33
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	46.0	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	35
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	48.3	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	30
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	47.4	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	54.2	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464646.6	5035262.3	2.4	0	66	5.9	A	54.7	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464649.3	5035265.3	2.4	0	66	6.6	A	54.5	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	20

Receiver: R_R01G
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	38

Receiver Name	Receiver ID	X	Y	Z
R01G	R_R01G	464623.11 m	5035405.75 m	1.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	50.1	0.0	-3.0	4.0	0.4	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	51.0	0.0	-3.0	3.4	0.4	0.0	0.0	0.0	0.0	0.0	29
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	51.0	0.0	-3.0	8.4	0.4	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	51.8	0.0	-3.0	7.9	0.4	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	52.0	0.0	-3.0	10.6	0.4	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	52.7	0.0	-3.0	10.3	0.5	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	52.9	0.0	-3.0	11.6	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	53.4	0.0	-3.0	11.4	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	53.8	0.0	-3.0	11.3	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	54.2	0.0	-3.0	12.2	0.6	0.0	0.0	0.0	0.0	0.0	17
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	52.4	0.0	-3.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464633.3	5035319.6	2.4	0	66	15.0	A	49.8	0.0	-3.0	5.0	0.4	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	44.9	0.0	-3.0	5.0	0.2	0.0	0.0	0.0	0.0	0.0	31
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	47.5	0.0	-3.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	46.5	0.0	-3.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	25
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	53.7	0.0	-3.4	5.0	0.6	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464646.6	5035262.3	2.4	0	66	5.9	A	54.3	0.0	-3.6	4.9	0.6	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464649.3	5035265.3	2.4	0	66	6.6	A	54.1	0.0	-3.5	5.0	0.6	0.0	0.0	0.0	0.0	0.0	16

Receiver: R_R02
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	42

Receiver Name	Receiver ID	X	Y	Z
R02	R_R02	464609.08 m	5035407.45 m	4.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	50.0	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	34
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	50.7	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	33
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	51.0	0.0	-3.0	6.2	0.4	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	51.6	0.0	-3.0	6.0	0.4	0.0	0.0	0.0	0.0	0.0	26
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	52.0	0.0	-3.0	8.2	0.4	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	52.6	0.0	-3.0	8.1	0.5	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	53.0	0.0	-3.0	9.3	0.5	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	53.4	0.0	-3.0	9.2	0.5	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	53.9	0.0	-3.0	10.0	0.5	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	54.2	0.0	-3.0	9.9	0.6	0.0	0.0	0.0	0.0	0.0	20
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	52.8	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	31
S_Truck_Movements	S13	464633.3	5035319.6	2.4	0	66	15.0	A	50.2	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	33
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	45.2	0.0	-3.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	36
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	47.9	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	31
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	46.9	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	54.1	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464647.5	5035262.9	2.4	0	66	2.2	A	54.5	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464649.3	5035265.3	2.4	0	66	6.6	A	54.4	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	21

Receiver: R_R02G
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	38

Receiver Name	Receiver ID	X	Y	Z
R02G	R_R02G	464610.56 m	5035400.91 m	1.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	49.4	0.0	-3.0	4.9	0.3	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	50.3	0.0	-3.0	3.6	0.4	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	50.4	0.0	-3.0	8.7	0.4	0.0	0.0	0.0	0.0	0.0	25
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	51.1	0.0	-3.0	8.3	0.4	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	51.6	0.0	-3.0	10.8	0.4	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	52.1	0.0	-3.0	10.6	0.4	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	52.5	0.0	-3.0	11.8	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	53.0	0.0	-3.0	11.7	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	53.5	0.0	-3.0	12.5	0.5	0.0	0.0	0.0	0.0	0.0	18
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	53.9	0.0	-3.0	12.4	0.5	0.0	0.0	0.0	0.0	0.0	17
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	52.3	0.0	-3.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464633.3	5035319.6	2.4	0	66	15.0	A	49.5	0.0	-3.0	5.0	0.4	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	44.0	0.0	-3.0	5.0	0.2	0.0	0.0	0.0	0.0	0.0	32
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	47.1	0.0	-3.0	5.1	0.3	0.0	0.0	0.0	0.0	0.0	27
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	45.9	0.0	-3.0	5.1	0.3	0.0	0.0	0.0	0.0	0.0	25
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	53.6	0.0	-3.4	5.0	0.6	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464649.3	5035265.3	2.4	0	66	6.6	A	54.0	0.0	-3.5	5.0	0.6	0.0	0.0	0.0	0.0	0.0	16

Receiver: R_R03
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	42

Receiver Name	Receiver ID	X	Y	Z
R03	R_R03	464593.74 m	5035403.74 m	4.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	49.6	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	34
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	50.2	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	34
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	50.7	0.0	-3.0	6.1	0.4	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	51.2	0.0	-3.0	6.0	0.4	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	51.9	0.0	-3.0	8.2	0.4	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	52.2	0.0	-3.0	8.0	0.5	0.0	0.0	0.0	0.0	0.0	24
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	52.8	0.0	-3.0	9.2	0.5	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	53.1	0.0	-3.0	9.1	0.5	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	53.8	0.0	-3.0	9.9	0.5	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	54.0	0.0	-3.0	9.8	0.5	0.0	0.0	0.0	0.0	0.0	20
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	52.9	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30
S_Truck_Movements	S13	464633.3	5035319.6	2.4	0	66	15.0	A	50.4	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	33
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	45.4	0.0	-3.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	35
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	48.2	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	31
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	47.1	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	54.2	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23

Receiver: R_R03G
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	38

Receiver Name	Receiver ID	X	Y	Z
R03G	R_R03G	464592.72 m	5035395.32 m	1.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	48.8	0.0	-3.0	4.9	0.3	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	49.4	0.0	-3.0	4.8	0.3	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	50.0	0.0	-3.0	8.7	0.4	0.0	0.0	0.0	0.0	0.0	25
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	50.5	0.0	-3.0	8.4	0.4	0.0	0.0	0.0	0.0	0.0	25
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	51.2	0.0	-3.0	10.9	0.4	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	51.6	0.0	-3.0	10.7	0.4	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	52.3	0.0	-3.0	12.0	0.5	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	52.6	0.0	-3.0	11.8	0.5	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	53.3	0.0	-3.0	12.7	0.5	0.0	0.0	0.0	0.0	0.0	18
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	53.5	0.0	-3.0	12.5	0.5	0.0	0.0	0.0	0.0	0.0	18
S_Truck_Movements	S13	464640.2	5035300.7	2.4	0	66	13.8	A	51.5	0.0	-3.0	4.9	0.5	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464632.0	5035323.2	2.4	0	66	13.8	A	49.3	0.0	-3.0	4.9	0.4	0.0	0.0	0.0	0.0	0.0	28
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	44.2	0.0	-3.0	4.9	0.2	0.0	0.0	0.0	0.0	0.0	32
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	47.3	0.0	-3.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	27
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	46.1	0.0	-3.0	4.9	0.3	0.0	0.0	0.0	0.0	0.0	25

Receiver: R_R04
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	39

Receiver Name	Receiver ID	X	Y	Z
R04	R_R04	464450.34 m	5035341.43 m	18.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Crmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	54.6	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	29
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	53.8	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	55.0	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	29
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	54.2	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	30
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	55.4	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	54.7	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	29
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	55.9	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	55.2	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	56.4	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	55.8	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_Truck_Movements	S13	464587.5	5035234.2	2.4	0	66	8.9	A	55.9	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	21
S_Truck_Movements	S13	464554.2	5035245.9	2.4	0	66	12.6	A	54.0	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	27
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	55.5	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	25
S_Truck_Movements	S13	464570.9	5035240.4	2.4	0	66	10.1	A	55.0	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464625.1	5035342.1	2.4	0	66	6.6	A	55.9	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464565.8	5035246.8	2.4	0	66	8.4	A	54.5	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	22
S_Truck_Movements	S13	464576.1	5035234.8	2.4	0	66	7.9	A	55.4	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	21
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	55.8	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	20
S_Truck_Movements	S13	464581.4	5035233.3	2.4	0	66	6.9	A	55.6	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	20

Receiver: R_R05
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	36

Receiver Name	Receiver ID	X	Y	Z
R05	R_R05	464554.00 m	5035100.22 n	4.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	58.1	0.0	-3.0	5.3	0.8	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	57.7	0.0	-3.0	5.0	0.8	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	57.7	0.0	-3.0	5.0	0.8	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	57.3	0.0	-3.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	57.2	0.0	-3.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	56.8	0.0	-3.0	4.8	0.7	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	56.7	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	56.3	0.0	-3.0	4.8	0.7	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	56.2	0.0	-3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	55.7	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_Truck_Movements	S13	464604.0	5035241.0	2.4	0	66	16.4	A	54.5	0.0	-3.0	6.4	0.6	0.0	0.0	0.0	0.0	0.0	24
S_Truck_Movements	S13	464547.2	5035243.7	2.4	0	66	5.3	A	54.1	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	19
S_Truck_Movements	S13	464555.8	5035246.4	2.4	0	66	11.7	A	54.3	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464570.9	5035240.4	2.4	0	66	10.1	A	54.0	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	24
S_Truck_Movements	S13	464630.2	5035251.2	2.4	0	66	11.1	A	55.6	0.0	-3.0	6.0	0.7	0.0	0.0	0.0	0.0	0.0	18
S_Truck_Movements	S13	464630.1	5035257.4	2.4	0	66	11.0	A	55.8	0.0	-3.0	5.4	0.7	0.0	0.0	0.0	0.0	0.0	18
S_Truck_Movements	S13	464576.1	5035234.8	2.4	0	66	7.9	A	53.7	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464565.8	5035246.8	2.4	0	66	8.4	A	54.4	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	22
S_Truck_Movements	S13	464623.9	5035253.8	2.4	0	66	9.0	A	55.5	0.0	-3.0	5.6	0.7	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464580.0	5035233.6	2.4	0	66	3.3	A	53.7	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	18
S_Truck_Movements	S13	464582.5	5035233.1	2.4	0	66	4.5	A	53.7	0.0	-3.0	3.1	0.6	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464631.2	5035255.5	2.4	0	66	8.4	A	55.8	0.0	-3.0	5.6	0.7	0.0	0.0	0.0	0.0	0.0	15
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	56.8	0.0	-3.0	5.0	0.8	0.0	0.0	0.0	0.0	0.0	15

Receiver: R_R05G
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	36

Receiver Name	Receiver ID	X	Y	Z
R05G	R_R05G	464553.39 m	5035108.82 m	1.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	57.7	0.0	-3.0	6.6	0.8	0.0	0.0	0.0	0.0	0.0	19
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	57.4	0.0	-3.0	5.8	0.8	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	57.4	0.0	-3.0	6.1	0.7	0.0	0.0	0.0	0.0	0.0	20
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	57.0	0.0	-3.0	5.9	0.7	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	56.9	0.0	-3.0	5.9	0.7	0.0	0.0	0.0	0.0	0.0	21
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	56.4	0.0	-3.0	5.4	0.7	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	56.4	0.0	-3.0	4.8	0.7	0.0	0.0	0.0	0.0	0.0	22
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	55.9	0.0	-3.0	4.8	0.6	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	55.9	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	55.3	0.0	-3.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
S_Truck_Movements	S13	464604.0	5035241.0	2.4	0	66	16.4	A	54.0	0.0	-3.5	9.9	0.6	0.0	0.0	0.0	0.0	0.0	21
S_Truck_Movements	S13	464547.2	5035243.7	2.4	0	66	5.2	A	53.6	0.0	-3.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	20
S_Truck_Movements	S13	464555.8	5035246.4	2.4	0	66	11.7	A	53.8	0.0	-3.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	27
S_Truck_Movements	S13	464570.9	5035240.4	2.4	0	66	10.1	A	53.5	0.0	-3.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	25
S_Truck_Movements	S13	464630.2	5035251.2	2.4	0	66	11.1	A	55.2	0.0	-3.8	9.4	0.7	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464630.1	5035257.4	2.4	0	66	11.0	A	55.5	0.0	-3.9	8.6	0.7	0.0	0.0	0.0	0.0	0.0	16
S_Truck_Movements	S13	464576.1	5035234.8	2.4	0	66	7.9	A	53.1	0.0	-3.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464565.8	5035246.8	2.4	0	66	8.4	A	53.8	0.0	-3.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	23
S_Truck_Movements	S13	464580.4	5035233.5	2.4	0	66	4.4	A	53.1	0.0	-3.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	20
S_Truck_Movements	S13	464582.8	5035233.0	2.4	0	66	3.4	A	53.1	0.0	-3.2	3.7	0.5	0.0	0.0	0.0	0.0	0.0	15

Receiver: R_VL06
 Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Time Period	Total (dBA)
Day	43

Receiver Name	Receiver ID	X	Y	Z
VL06	R_VL06	464689.62 m	5035336.45 m	4.50 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahou	Cmet	Dc	RL	Lr
S_10_ton_rooftop_unit	S03	464600.8	5035320.2	20.0	0	81	0.0	A	50.2	0.0	-3.0	7.1	0.4	0.0	0.0	0.0	0.0	0.0	26
S_10_ton_rooftop_unit	S04	464585.9	5035314.5	20.0	0	81	0.0	A	51.6	0.0	-3.0	9.2	0.4	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S05	464605.2	5035309.2	20.0	0	81	0.0	A	50.1	0.0	-3.0	7.2	0.4	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S06	464589.7	5035303.1	20.0	0	81	0.0	A	51.5	0.0	-3.0	9.4	0.4	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S07	464610.5	5035295.8	20.0	0	81	0.0	A	50.1	0.0	-3.0	7.3	0.4	0.0	0.0	0.0	0.0	0.0	27
S_10_ton_rooftop_unit	S08	464594.8	5035289.6	20.0	0	81	0.0	A	51.6	0.0	-3.0	9.4	0.4	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S09	464615.3	5035283.4	20.0	0	81	0.0	A	50.3	0.0	-3.0	7.2	0.4	0.0	0.0	0.0	0.0	0.0	26
S_10_ton_rooftop_unit	S10	464599.5	5035277.1	20.0	0	81	0.0	A	51.7	0.0	-3.0	9.4	0.4	0.0	0.0	0.0	0.0	0.0	23
S_10_ton_rooftop_unit	S11	464621.3	5035269.5	20.0	0	81	0.0	A	50.7	0.0	-3.0	5.5	0.4	0.0	0.0	0.0	0.0	0.0	28
S_10_ton_rooftop_unit	S12	464605.0	5035263.3	20.0	0	81	0.0	A	52.1	0.0	-3.0	8.2	0.4	0.0	0.0	0.0	0.0	0.0	24
S_Truck_Movements	S13	464644.1	5035289.9	2.4	0	66	15.0	A	47.3	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	36
S_Truck_Movements	S13	464636.0	5035312.2	2.4	0	66	12.0	A	46.4	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	34
S_Truck_Movements	S13	464630.6	5035327.1	2.4	0	66	12.0	A	46.5	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	34
S_Truck_Movements	S13	464604.0	5035241.0	2.4	0	66	16.4	A	53.2	0.0	-3.0	16.5	0.5	0.0	0.0	0.0	0.0	0.0	15
S_Truck_Movements	S13	464617.6	5035356.8	2.4	0	66	12.3	A	48.5	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	32
S_Truck_Movements	S13	464626.1	5035339.4	2.4	0	66	10.2	A	47.1	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	32
S_Truck_Movements	S13	464650.0	5035271.2	2.4	0	66	8.9	A	48.7	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464630.1	5035257.4	2.4	0	66	11.0	A	50.9	0.0	-3.0	11.9	0.4	0.0	0.0	0.0	0.0	0.0	17
S_Truck_Movements	S13	464622.4	5035346.5	2.4	0	66	7.7	A	47.7	0.0	-3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
S_Truck_Movements	S13	464627.7	5035250.4	2.4	0	66	8.8	A	51.5	0.0	-3.0	7.7	0.5	0.0	0.0	0.0	0.0	0.0	18
S_Truck_Movements	S13	464633.8	5035252.3	2.4	0	66	7.1	A	51.1	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	25
S_Truck_Movements	S13	464639.9	5035259.7	2.4	0	66	8.8	A	50.2	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	27
S_Truck_Movements	S13	464645.9	5035261.9	2.4	0	66	7.4	A	49.7	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464631.2	5035255.5	2.4	0	66	8.4	A	51.0	0.0	-3.0	8.5	0.4	0.0	0.0	0.0	0.0	0.0	17
S_Truck_Movements	S13	464649.3	5035265.3	2.4	0	66	6.6	A	49.3	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	26
S_Truck_Movements	S13	464636.1	5035256.4	2.4	0	66	4.5	A	50.7	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	22
S_Truck_Movements	S13	464637.0	5035254.0	2.4	0	66	3.5	A	50.8	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	21
S_Truck_Movements	S13	464637.6	5035255.6	2.4	0	66	1.6	A	50.7	0.0	-3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	19

Project: 5210 Innes Road Storage NIS
 Project Number: 22386

Source ID	Source Name	Point of Reception R_R01		Point of Reception R_R01G		Point of Reception R_R02		Point of Reception R_R02G		Point of Reception R_R03		Point of Reception R_R03G		Point of Reception R_R04		Point of Reception R_R05		Point of Reception R_R05G		Point of Reception R_VL06	
		Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day	Distance to POR (m)	Sound Level at POR (dBA) Day
S_10_ton_rooftop_unit	S03	96	33	90	30	89	34	83	30	85	34	78	30	152	29	225	20	217	19	92	26
S_10_ton_rooftop_unit	S04	106	32	100	29	97	33	92	30	91	34	83	30	138	30	217	21	209	20	107	23
S_10_ton_rooftop_unit	S05	106	26	100	24	100	27	94	25	97	27	89	25	158	29	216	21	208	20	90	27
S_10_ton_rooftop_unit	S06	115	26	110	24	107	26	102	24	102	27	94	25	144	30	207	21	199	21	107	23
S_10_ton_rooftop_unit	S07	118	23	112	21	113	24	107	21	110	24	103	22	166	28	204	21	196	21	90	27
S_10_ton_rooftop_unit	S08	127	23	121	21	120	23	114	21	115	24	107	21	154	29	194	22	186	22	107	23
S_10_ton_rooftop_unit	S09	130	21	124	19	125	22	119	19	123	22	116	20	175	28	194	27	186	22	93	26
S_10_ton_rooftop_unit	S10	138	21	132	19	132	21	126	19	128	21	120	19	162	28	183	23	175	23	109	23
S_10_ton_rooftop_unit	S11	144	20	138	19	139	20	133	18	138	20	130	18	185	27	183	27	175	28	97	28
S_10_ton_rooftop_unit	S12	151	19	145	17	145	20	138	17	142	20	134	18	173	28	172	28	164	28	113	24
S_Truck_Movements	S13	147	39	140	35	142	40	136	36	140	39	131	35	183	32	177	33	169	33	98	42
Total Level [dBA]			41		38		42		38		42		38		40		36		36		43

End of Report
