aercoustics

Aercoustics Engineering Ltd.
1004 Middlegate Road, Suite 1100
Mississauga, ON L4Y 0G1

Tel: 416-249-3361
Fax 416-249-3613
aercoustics.com

NOISE AND VIBRATION IMPACT STUDY – **Project: 16433.02**

Derry Heights Plaza Development

Milton, Ontario

Prepared for:

First Capital Asset Management LP
85 Hanna Ave Suite 400
Toronto, Ontario

Prepared by:

Harry Shalit

Kohl Clark, B.Eng., P.Eng.

September 29, 2025

Revision History

Version	Description	Author	Reviewed	Date
00	Initial Report	KC	DF	June 22, 2017
R1	Revised Report – Updated stationary noise assessment for proposed changes to commercial operations.	HS	KC	September 29, 2025

Important Notice and Disclaimer

Table of Contents

1 Introduction

First Capital Asset Management LP has retained the services of Aercoustics Engineering Limited to prepare an Environmental Noise and Vibration Report to support a Zoning Bylaw Amendment (ZBA) application for proposed changes to an existing commercial development located at 6901-6951 Derry Road West in the Town of Milton, Ontario.

The purpose of this study is to assess the noise impact of existing and proposed noise sources on the noise sensitive receptors in the area and to outline noise mitigation measures as required to satisfy the MECP sound level limits. These limits are described in the MECP publication entitled "Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning", dated August 2013 (NPC-300). Where the predicted levels were found to exceed the MECP sound level limits, noise control measures are proposed to satisfy these limits.

The purpose of this amendment is to address revisions to the site plan, which is included in Appendix A. These revisions include relocation and reorientation of the proposed Building A and Building F. Building F is also now proposed to comprise a grocery store on the main floor and a gym on the second floor.

A daycare is no longer proposed to be located within the plaza. As a result of this, an assessment of transportation noise impacts is no longer warranted and has been removed from this iteration of the report.

Figure 1 provides a key plan showing the location of the proposed development. Figure 2 shows the concept plan of the proposed development, including the critical noise sources of the plaza. Figure 3 shows the location of on-site noise sources and the predicted impact from the development on the surrounding noise sensitive receptors.

2 Proposed Development and Noise Sources

The proposed development is located within the existing Derry Heights Plaza ("the Plaza"), situated at the northwest corner of the intersection of Derry Road and Bronte Street South in the Town of Milton. The commercial plaza is bounded to the northwest by the CN rail line. Surrounding land uses include residential units to the east and to the west beyond the CN rail line, as well as a noise sensitive institutional purpose building (Milton Hospital) to the southeast.

2.1 Existing Facility Noise Sources

A site visit was conducted December 19, 2016, during which Aercoustics staff interviewed facility representatives and completed sound measurements. It was also found that the existing Tim Hortons receives refrigerated deliveries every other day, and Shoppers Drug Mart receives two deliveries, often at the same time, with one delivery truck refrigerated. A no-idling policy is in effect at the facility, both while unloading and while parked. Refrigerated trucks were assumed to idle for 30 minutes each while unloading. As such,

a reasonable worst case hour consists of two refrigerated and one non-refrigerated truck delivery, with 30 minutes of idling for each of the refrigerated deliveries, as well as 24 idling vehicles in queue for the proposed Tim Hortons restaurant.

The hours of operation for the existing facilities vary between the commercial operators, however the Tim Hortons drive-thru operates 24 hours a day. As such, both the daytime (07:00 – 23:00) and the nighttime (23:00 – 07:00) impact of the facility on the surroundings was assessed.

Access to the facility roof was not possible during the site visit. Therefore, rooftop mechanical equipment on the existing facilities was modeled using aerial photos of the facility, site plans for the proposed developments, and existing measurement data from similar units. It was assumed that rooftop equipment operates at a 50 % duty cycle during nighttime hours (23:00 – 07:00). A full duty cycle of 100 % was assumed for daytime operation.

2.2 Proposed Facility Noise Sources

At this stage in the planning process, prospective tenants have not yet been identified for units within proposed retail block (Building A) in the northwest portion of the site.

Proposed building F is anticipated to comprise a grocery store on the main floor with a gym on the second floor.

The sources of noise likely to be associated with these proposed uses include rooftop HVAC as well as heavy truck movements for the grocery storey. As detailed mechanical plans are not yet available, HVAC sources were modelled based on a standard engineering assumption of 1 ton of cooling per 400 square feet. Noise sources and sound levels were assumed based on Aercoustics' experience assessing similar facilities. As noted later in this report, this study should be revised at a later stage in the planning process when mechanical details become available.

Potential truck movements to the grocery store were based on the maximum capacity of the loading bays. A total of four refrigerated truck movements were modelled during the daytime, with a total of 60 minutes of idling in each loading bay.

At this time, nighttime refrigerated deliveries are not anticipated. Two non-refrigerated truck movements to the grocery store were modelled during the nighttime hours.

From review of the draft vehicle movement diagrams prepared by BA Group and dated September 19, 2025, heavy truck access and egress is anticipated to occur from Bronte Street South and has been modelled as such.

3 Guidelines and Criteria

3.1 Sensitive Receptors

The plaza is surrounded to the west and east by detached single-family dwellings, and to the south by a six-storey residential building. The most-affected points of reception are identified as Receptors R01 to R05, as detailed in Table 1 and illustrated in Figure 1.

Table 1: Summary of Points of Reception

Receptor	Description	Height	Distance
R01	Existing 3-storey dwelling	7.5 m	80 m W
R02	Existing 3-storey dwelling	7.5 m	100 m W
R03	Existing 6-storey dwelling	16.5 m	110 m SE
R04	Existing 6-storey dwelling	16.5 m	60 m SE
R05	Existing 3-storey dwelling	7.5 m	60 m E

The MECP's noise guidelines document NPC-300 requires consideration for potential receptors on noise sensitive zoned lots. These are defined as lots that have been zoned to permit a noise sensitive use and that are either vacant or have an existing land use that is not a noise sensitive land use.

The zoning surrounding the proposed development was reviewed and zoning maps are included in Appendix B. There are no noise-sensitive vacant lots surrounding the plaza with the potential to introduce a new worst-case receptor. Compliance with the MEPC sound level limits at the receptors detailed in this study can be extended to other noise-sensitive receptors further away.

3.2 Applicable Sound Level Limits

The noise level limits pertaining to the stationary noise sources under review have been established based on the MECP publication NPC-300. For sound from a stationary source, 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 2, or the background sound level for that point of reception.

Table 2: MECP Exclusion Sound Level Limits – Class 1 Area

Time Period	Sound Level Exclusion Limit – Plane of Window	Sound Level Exclusion Limit - Outdoors
Daytime (07:00 – 19:00)	50 dBA	50 dBA
Evening (19:00 – 23:00)	50 dBA	50 dBA
Nighttime (23:00 – 07:00)	45 dBA	-

A Class 1 area is described in NPC-300 as one in which the character of the background sound is dominated by human activity during the daytime, evening, and nighttime. Based

on the existing commercial operations in the area, and road traffic volumes on Bronte St. South and Derry Road, a Class 1 designation was deemed appropriate for all receptors in this study.

Receptors in the area may be subject to minimum hourly background sound levels due to road traffic which exceed the MECP exclusion limits during the daytime. For conservatism and simplicity, the exclusion limit was used for all receptors in this study.

4 Noise Level Predictions

The impact of the existing facility and proposed addition on surrounding land uses has been examined using Datakustik's Noise Prediction Software CadnaA (Version 4.6). This model is based on established noise prediction methods outlined in the ISO 9613-2 standard entitled "Acoustics – 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. Sample calculations are available in Appendix C.

4.1 Predicted Noise Impacts

The impact of the predictable worst-case hour of facility operation on the nearby noise sensitive receptors is outlined in Table 3 below. Daytime and nighttime noise impact contours calculated at 4.5 m height can be found in Figures 3a and 3b, respectively.

Table 3: Predicted Noise Impact Summary

Receptor	Predicted Sound Level (dBA)		MECP Sound Level Limit (dBA)	
	Daytime (07:00 – 23:00)	Nighttime (23:00 – 07:00)	Daytime (07:00 – 23:00)	Nighttime (23:00 – 07:00)
R01	49	41	50	45
R02	50	40	50	45
R03	50	41	50	45
R04	48	42	50	45
R05	49	43	50	45

The predicted noise impact on the surrounding environment from operations of the proposed and existing facilities was determined to be below the MECP exclusion limits with inclusion of the noise control recommendations included in Section5, below.

5 Noise Control Recommendations

During the noise modelling process, it was determined that potential exceedances of the MECP sound level limits could arise from facility operations as described below.

5.1 Building F Rooftop HVAC

Rooftop HVAC equipment was modelled according to standard engineering assumptions; it is recommended that an updated evaluation of potential noise impacts be carried out once sufficient mechanical information becomes available.

The HVAC design should avoid orientation of intakes toward the adjacent mid-rise building represented by Receptors R03 and R04. Doing so is expected to minimize the extent of other noise controls such as barriers or parapets.

Finally, the section of rooftop parapet adjacent to Derry Road shall be increased to a minimum height of 1.6 m above the roof deck in order to provide shielding from the upper-storey dwelling units of the 6-storey residential building represented by R03 and R04. This parapet shall achieve a minimum surface density of 20 kg/m^2 and be free of gaps and openings. This proposed barrier extent is illustrated in Figure 2.

5.2 Prohibition of Refrigerated Nighttime Deliveries to Grocery Store

Deliveries to grocery stores between 23:00 and 07:00 are not common but do occur in some cases. While refrigerated nighttime deliveries are not planned at this itme, exceedances of the nighttime sound level limits may occur if nighttime refrigerated occur. Accordingly, such deliveries shall be prohibited between 23:00 and 07:00.

If the future tenant desires to allow the flexibility for nighttime refrigerated deliveries, noise controls should be established and determined to be capable of satisfying the MECP sound level limits by a qualified acoustical consultant.

5.3 Noise Control Summary

The following noise controls are recommended:

- Potential mechanical noise impacts shall be evaluated at a later stage in the planning process once sufficient mechanical details become available for Building F.
- A minimum 1.6 m parapet relative to the roof deck shall be established along the east and southeast portion of Building F as shown in Figure 2.
- Where possible, intakes for RTU's atop Building F should be oriented 90 to 180 degrees away from Receptors R03 and R04.
- Nighttime refrigerated deliveries to Building F shall be prohibited unless suitable noise controls are implemented as recommended by a qualified acoustical consultant.

6 Conclusions

Based on the analysis, the impact on the environment of the existing facility and proposed facilities falls within the applicable MECP limits with incorporation of the noise controls identified in Section 5.

In order to reduce potential noise impacts on the surrounding receptors, nighttime refrigerated truck deliveries are proposed to be prohibited. Likewise, the section of parapet on the southeast of Building F is proposed to be increased to a minimum height of 1.6 m.

Should any of the plans or information used in the completion of this report change, a detailed review should be completed by an acoustical consultant to ensure the sound level limits are met at the residential receptors. Specifically, additional assessment should be carried out once sufficiently detailed mechanical equipment becomes available for Building F.

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Project ID: 16433.02

Scale: UTM As Indicated

Drawn by: HS

Reviewed by: KC

Date: Sep 26, 2025

Revision: 1

Project Name

Derry Heights ENVR Update

Figure Title

Scaled Area Location Plan with Location of Facility and Surrounding Receptors

Figure 1

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Reviewed by: KC
Date: Sep 26, 2025
Revision: 1

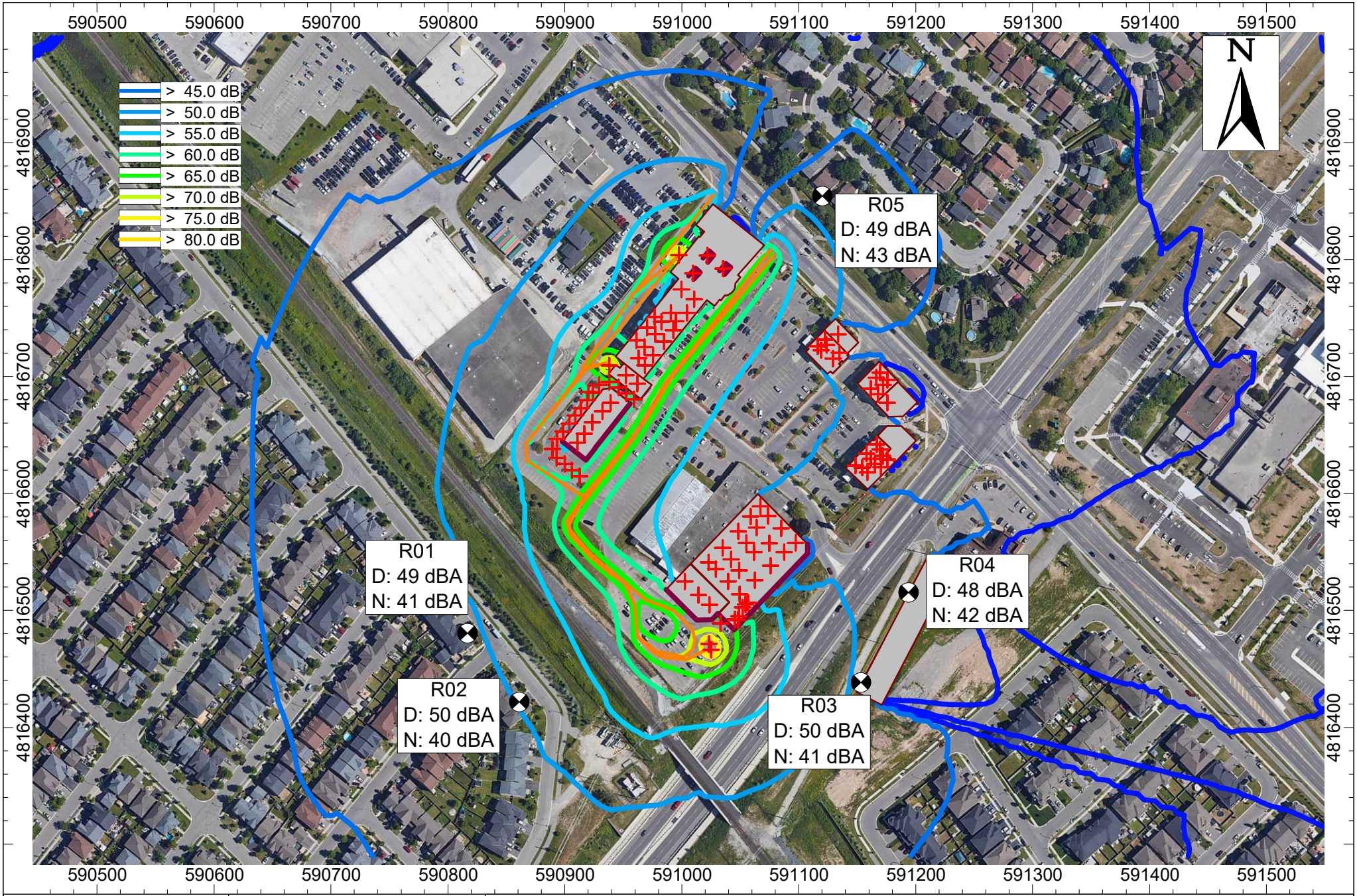
Project Name

Derry Heights ENVR Update

Figure Title

Stationary and Line Noise Source Locations

Figure 2



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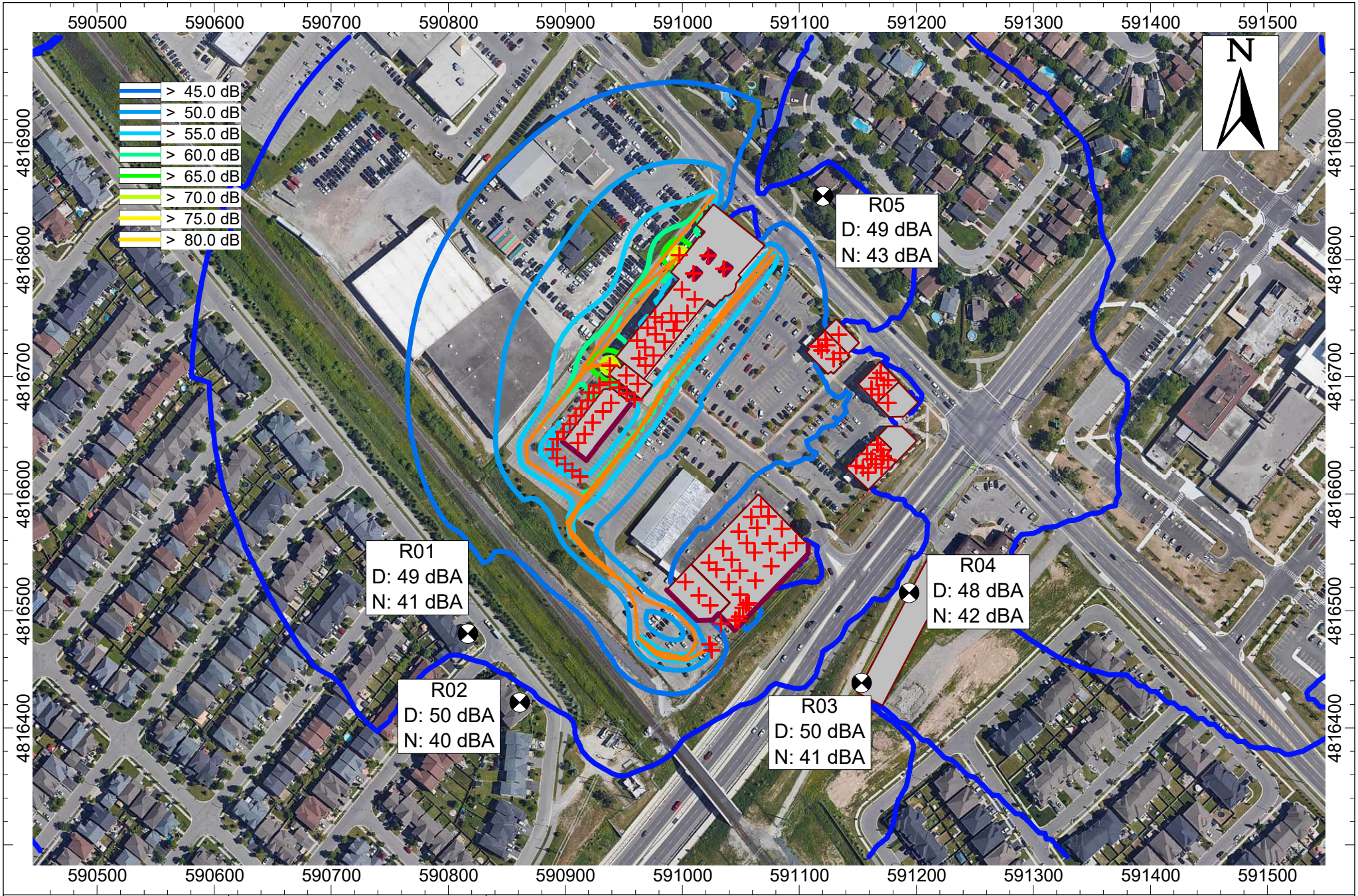
Derry Heights ENVR Update

Figure Title

Noise Impact Contours at 4.5m Height- Daytime

Figure 3a



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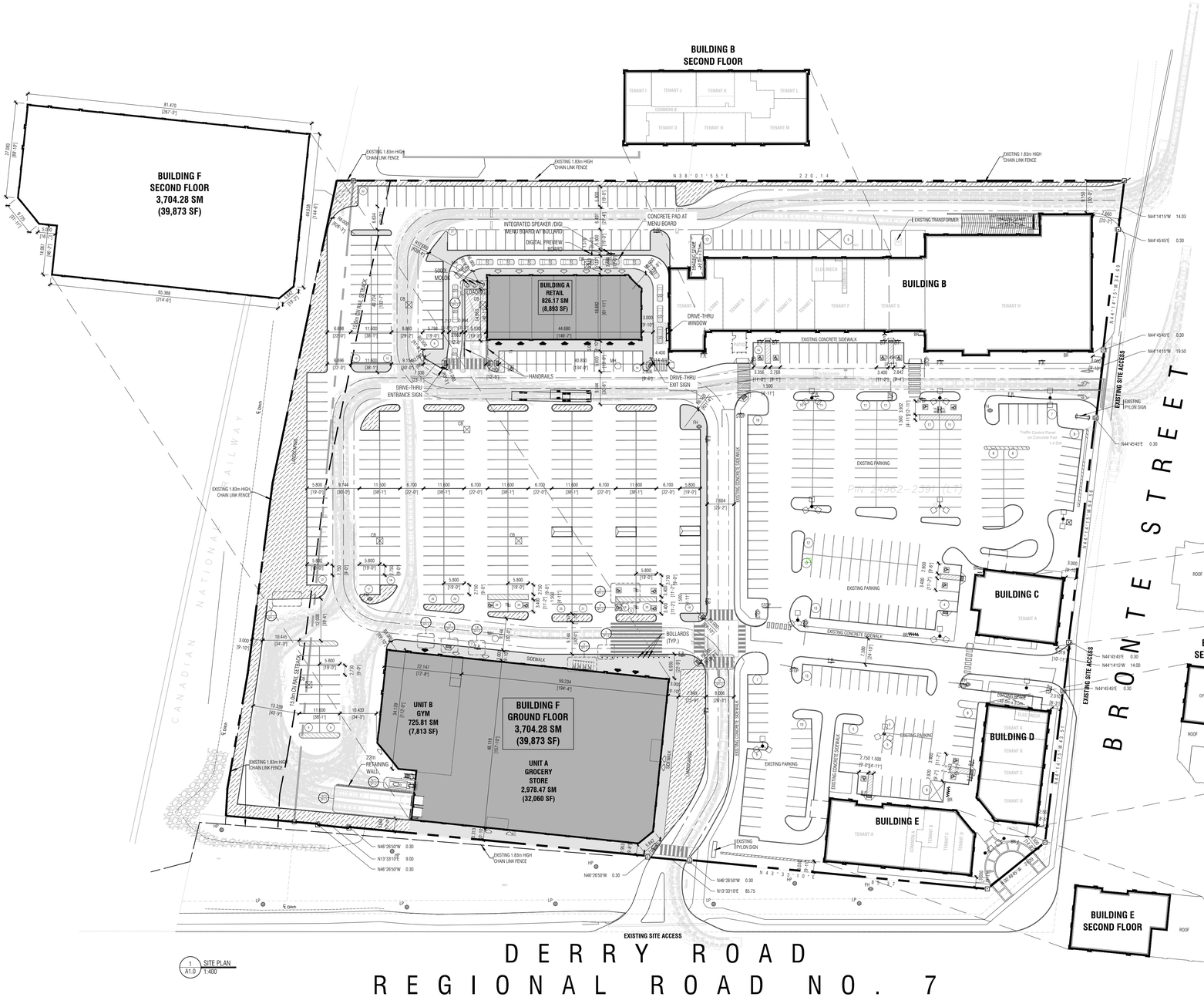
Derry Heights ENVR Update

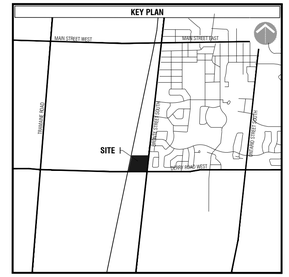
Figure Title

Noise Impact Contours at 4.5m Height- Nighttime

Figure 3b

Appendix A
Site Plan and Elevation Diagrams





SITE DATA

COMMERCIAL DISTRICT ZONE (C-2)	SF	SM	ACRES
TOTAL SITE	478,216	44,427.8	10.98
EXISTING BUILDING			COVERAGE
BUILDING A	8,893	826.17	1.9%
BUILDING B	47,715	4,432.8	7.4%
GROUND FLOOR	35,541	3,301.9	
SECOND FLOOR	12,173	1,131.0	
BUILDING C	6,957	646.4	1.1%
GROUND FLOOR	5,115	475.2	
SECOND FLOOR	1,843	171.2	
BUILDING D	9,660	897.5	1.3%
GROUND FLOOR	6,367	591.5	
SECOND FLOOR	3,293	305.9	
BUILDING E	13,195	1,225.8	1.7%
GROUND FLOOR	8,164	758.5	
SECOND FLOOR	5,031	467.4	
BUILDING F	79,746	7,408.56	
GROUND FLOOR	39,873	3,704.28	8.3%
GROCERY (UNIT A)	32,060	2,978.47	
GYM (UNIT B)	7,813	725.81	
SECOND FLOOR (GYM)	39,873	3,704.28	
TOTAL GROUND FLOOR	103,953	9,657.55	21.7%
TOTAL SECOND FLOOR	62,213	5,779.78	
GROSS FLOOR AREA	166,166	15,437.33	

PATIO AREAS:	SF	SM
BUILDING B	249.5	23.2
BUILDING D (AT GRADE)	359.2	33.4
BUILDING D (ON ROOFTOP)	1,990.6	184.9
TOTAL PATIO AREA	2,699.3	241.5

PARKING DATA	
PARKING SPACE: 2.75m x 5.80m, 6.70m AISLE	
REQUIRED PARKING	- SPACES
REQUIRED BARRIER FREE PARKING	- SPACES
TOTAL REQUIRED PARKING	- SPACES
PARKING DATA	
PARKING SPACE: 2.75m x 5.80m, 6.70m AISLE	
PROVIDED PARKING	542 SPACES
PROVIDED BARRIER FREE PARKING	18 SPACES
TOTAL PROVIDED PARKING	560 SPACES
LANDSCAPING	
LANDSCAPED AREA: 4,322.11	LANDSCAPING COVERAGE: 9.7%

LEGEND

- PROPERTY LINE
- SETBACKS
- EXISTING CONDITIONS
- FENCE
- FIRE ROUTE
- IRON BAR
- SIGNALIZED INTERSECTION
- GM GAS METER
- PARKING COUNT
- PRINCIPLE ENTRANCE
- SECONDARY ENTRANCE
- CB CATCH BASIN
- MH MANHOLE
- FH FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- BIKE RACK - 10 SPOTS
- BIKE RACK - 2 SPOTS
- PEDESTRIAN CROSSWALK
- 'NO PARK' ZONE
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE CURB
- CART CORRAL
- 3m x 6m CAR SPACE
- LIGHT STANDARD
- LP LIGHT POLE
- HP HYDRO POLE
- BOLLARD
- PYLON SIGN
- TRANSFORMER
- AODA TACTILE STRIP
- F.R. 'FIRE ROUTE' SIGN
- STOP 'STOP' SIGN
- D.N.E. 'DO NOT ENTER' SIGN
- ONE WAY 'ONE WAY' SIGN
- NEW SIDEWALK
- NEW ASPHALT AREA
- PLANTING BED
- GRASS AREA
- BARRIER FREE PARKING
- EARTHBIN ON CONC. PAD
- MOLOK GARBAGE SYSTEM
- B.F. 'BARRIER FREE' SIGN

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO:

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PROJECT NORTH

Greystone
CAMBRIDGE • TORONTO • EDMONTON
154 King Street East
Cambridge, Ontario N3H 3N4
T: (519) 896-1010 ext.100

ONTARIO ASSOCIATION OF ARCHITECTS
26 Sep, 2025
ROBERT R. HUOT
LICENCE
10009

REV.	DESCRIPTION	DATE
7	ISSUED FOR ZBA	2025.09.26
6	ISSUED FOR COORDINATION	2025.09.23
5	ISSUED FOR COORDINATION	2025.09.19
4	ISSUED FOR COORDINATION	2025.09.17
3	ISSUED FOR COORDINATION	2025.09.11
2	ISSUED FOR REVIEW	2025.09.03
1	ISSUED FOR REVIEW	2025.08.15

△ REVISION ☐ ISSUED ○ APPROVAL

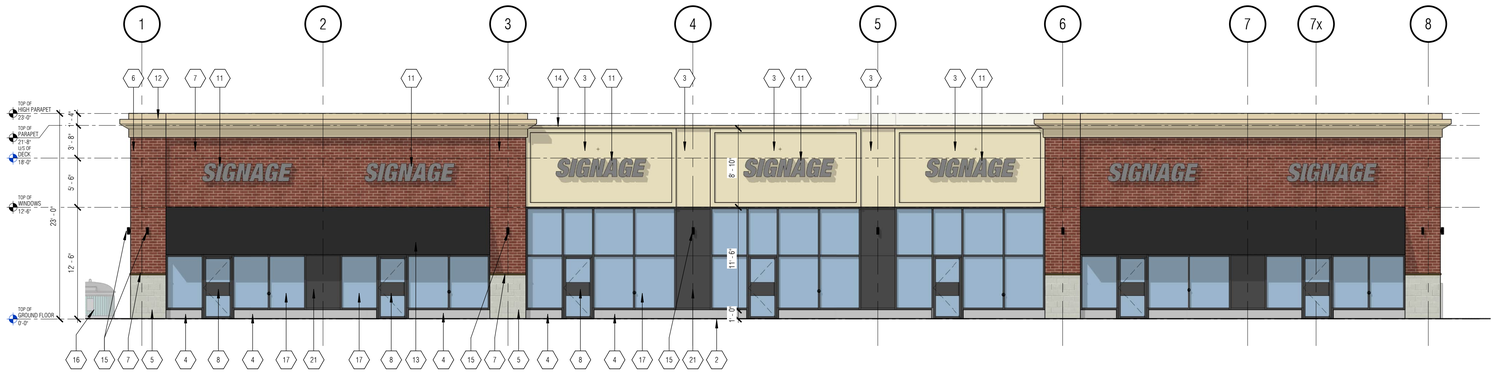
CLIENT: FIRST CAPITAL

PROJECT:
SITE PLAN

DERRY HEIGHTS
DERRY ROAD & BRONTE ST.
MILTON, ONTARIO

DRAWING:
OVERALL PROPOSED SITE PLAN

DATE YYYY/MM/DD: 2025.09.26
REVISION NUMBER: R7
SCALE: 1:400
DRAWING NUMBER: SP1.0
JOB NUMBER: 25201-E



1 AA3.0 SOUTH ELEVATION
1/8" = 1'-0"

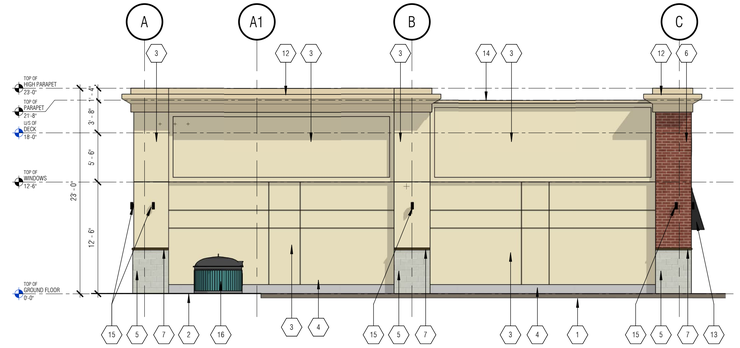
ELEVATION KEYED NOTES

1. FINISHED GRADE. REFER TO GEODETIC SURVEY
2. POURED CONCRETE SIDEWALK.
3. STO EIFS SYSTEM ON SHEATHING
   COLOUR TO MATCH (BLOCK COLOUR).
   MANUFACTURER: DRYVIT or TBD
4. 12" HIGH CONCRETE BASE CURB. COLOUR TBD
5. ARCHITECTURAL MASONRY BLOCK VENEER ON BOTTOM WALLS c/w MASONRY CONTROL JOINTS 20'-0" o.c.
   MANUFACTURER: BRAMPTON BRICK
   PROFILE: TBD
   SIZE: TBD
   COLOUR: POLAR WHITE, SUAVE FINISH
   MORTAR COLOUR: WHITE or APPROVED ALTERNATIVE
6. ARCHITECTURAL MASONRY BRICK VENEER PRIMARY WALLS c/w MASONRY CONTROL JOINTS 20'-0" o.c.
   MANUFACTURER: BRAMPTON BRICK
   PROFILE: TBD
   SIZE: TBD
   COLOUR: WINDSOR CONTEMPORARY
   MORTAR COLOUR: TBD or APPROVED ALTERNATIVE
7. PRE CAST STONE / BRICK HEAD & SILL CAP TYP.
8. BLACK ANODIZED ALUMINUM WINDOW & DOOR FRAMES c/w CLEAR GLAZING
9. BLACK ANODIZED ALUMINUM DOOR c/w CLEAR GLAZING
10. INSULATED HOLLOW METAL EXIT DOOR & FRAME TO MATCH EIFS "BEIGE" COLOUR.
11. EXTERIOR ILLUMINATED WALL MOUNTED SIGNAGE.
12. PREFINISHED (A.C.M.) METAL ROOF CORNICE c/w VERTICAL JOINTS TO MATCH "BEIGE" COLOUR SAMPLE
13. PREFINISHED (A.C.M.) METAL ROOF CANOPY c/w VERTICAL JOINTS TO MATCH "BLACK" COLOUR SAMPLE
14. PREFINISHED METAL CAP FLASHING TO MATCH CORNICE COLOUR.
15. WALL MOUNTED EXTERIOR DOWN-LIGHTING. FIXTURE SEE ELECTRICAL.
16. SITE WASTE BINS (SUPPLIER TO BE DETERMINED)
17. BLACK ANODIZED ALUMINUM WINDOW FRAMES c/w SPANDREL GLAZING.
18. GAS METER (SEE MECHANICAL)
19. GAS METER PROTECTION BOLLARDS (SEE STRUCTURAL).

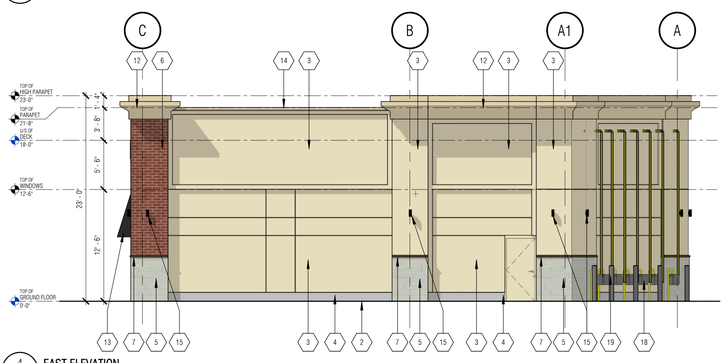
EXTERIOR ELEVATION GENERAL NOTES

1. GENERAL CONTRACTOR TO PROVIDE AND INSTALL ALL SCAFFOLDING. SCAFFOLDING SHALL NOT TO BLOCK CUSTOMER FROM ENTERING THE BUILDING. SCAFFOLDING DESIGN TO BE STAMPED BY A QUALIFIED ENGINEER TO MEET MINISTRY GUIDELINES. GENERAL CONTRACTOR TO PROVIDE SCAFFOLD LIGHTING IN CONFORMANCE WITH THE BUILDING CODE WHERE ACCESSIBLE TO THE PUBLIC.
2. PROVIDE AND MAINTAIN, ON A DAILY BASIS ALL EXTERIOR COVERING, FENCING, TARPING, HOARDING, SIGNAGE, AND OTHER SEPARATIONS REQUIRED TO MAINTAIN THE SAFETY OF PUBLIC AND STAFF. EXTERIOR HOARDING TO BE 8'-0" HIGH PLYWOOD PAINTED WHITE.
3. EXTERIOR SIGNAGE TO BE SUPPLIED AND INSTALLED BY CLIENTS SIGNAGE CONTRACTOR. ALL SIGNAGE IS SHOWN AS APPROXIMATE DIMENSIONS. FINAL SIGN TO BE COORDINATED WITH APPROVED SIGNAGE PACKAGE.
4. GENERAL CONTRACTOR TO DISCONNECT ELECTRICAL FROM THE EXISTING SIGNAGE TO BE REMOVED AND PROVIDE FINAL CONNECTION FOR ALL NEW EXTERIOR SIGNAGE.
5. GENERAL CONTRACTOR TO PROVIDE 1/2" EXTERIOR GRADE PLYWOOD SHEATHING BEHIND THE EXTERIOR CLADDING WHERE AN EXTERIOR SIGN IS TO BE INSTALLED. PLYWOOD IS TO BE INSTALLED OVER THE EXTERIOR GRADE GYPSUM SHEATHING.
6. ALL EXISTING GRADES ARE BE REVIEWED PRIOR TO CONSTRUCTION BY THE GENERAL CONTRACTOR. ALL DISCREPANCIES IN THE EXISTING GRADES ARE TO BE REPORTED TO GREYSTONE.
7. ALL SURFACES TO RECEIVE FINISHES ARE TO BE REVIEWED PRIOR TO CONSTRUCTION BY THE GENERAL CONTRACTOR. ALL DISCREPANCIES IN EXISTING MATERIALS AND DIMENSIONS ARE TO BE REPORTED TO GREYSTONE.
8. GENERAL CONTRACTOR TO PATCH AND REPAIR ALL FINISHES AS A RESULT OF THE INSTALLATION OF EXTERIOR LIGHTING.
9. GENERAL CONTRACTOR TO PATCH AND REPAIR ALL DAMAGED MATERIALS THAT ARE TO RECEIVE A NEW FINISH.
10. EXISTING ALUMINUM DOORS, WINDOWS AND FRAMES THAT ARE TO RECEIVE A PAINTED FINISH SHALL HAVE ALL SURFACES CLEANED WITH TSP AND STEEL WOOL. APPLY ONE LAYER OF BENJAMIN MOORE ALKYD BONDING PRIMER PRIOR TO PAINTING. CONTRACTOR TO PROVIDE A TEST PATCH AND COLOUR SAMPLE FOR APPROVAL.
11. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL EXTERIOR PAINT WORK.
12. ALL EXISTING BOLLARDS ON SITE ARE TO BE CLEANED, PRIMED AND REPAINTED WITH A CORROSION RESISTANT PAINT.
    COLOUR: TRAFFIC YELLOW
13. VERTICAL AND HORIZONTAL 'V' JOINTS REVEALS IN E.I.F.S SHALL HAVE SIDES ANGLED AT 45-DEGREES AND BE 1" IN WIDTH. REVEALS ARE DIMENSIONED TO THE CENTER LINE. (SEE WALL SECTIONS FOR DETAILING)

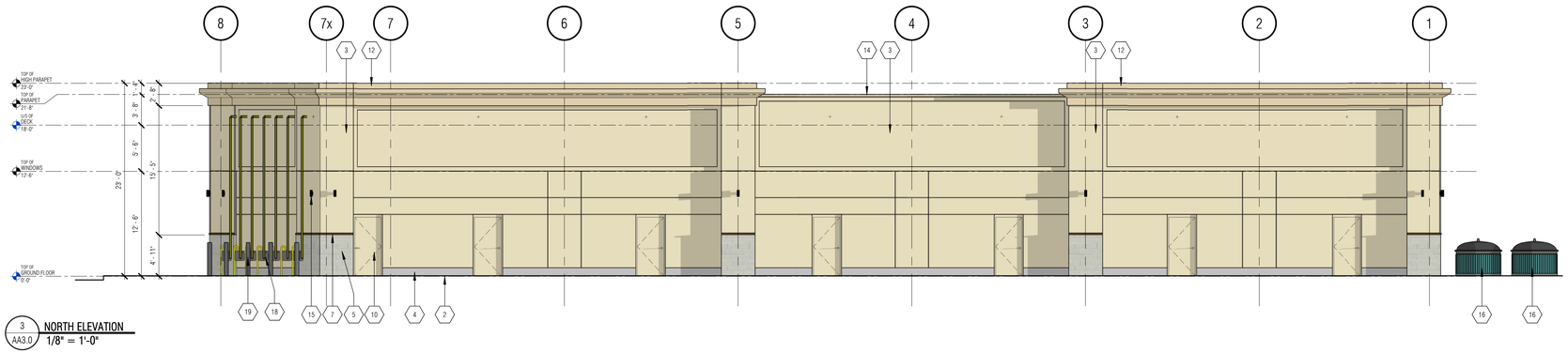
2 AA3.0 SOUTH WEST ISOMETRIC ELEVATION



5 AA3.0 WEST ELEVATION
1/8" = 1'-0"



4 AA3.0 EAST ELEVATION
1/8" = 1'-0"



3 AA3.0 NORTH ELEVATION
1/8" = 1'-0"

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3	ISSUED FOR ZBA	2025.09.26
2	ISSUED FOR REVIEW	2025.09.18
1	ISSUED FOR REVIEW	2025.09.05

CLIENT:
FIRST CAPITAL

PROJECT:
BUILDING A

DERRY HEIGHTS
DERRY ROAD & BRONTE ST.
MILTON, ONTARIO

DRAWING:
EXTERIOR ELEVATIONS

DRAWN BY: R.P.	REVISION NUMBER: 3
SCALE: As indicated	DRAWING NUMBER: AA3.0
JOB NUMBER: 25201-E	

2025-09-26 8:12:25 AM
C:\Users\RPickering\Documents\25201-E - Bldg A - Derry Road, Milton - R24 (2025.09.02)_RichardPickeringGSDI.rvt

1 AF3.1 BLDG F - WEST ELEVATION
3/32" = 1'-0"

2 AF3.1 NORTH WEST ISOMETRIC ELEVATION

2024 ONTARIO BUILDING CODE DATA MATRIX - PART 3

PROJECT TYPE:	☒ NEW ☐ ADDITION ☐ RENOVATION ☐ CHANGE OF USE ☐ ADDITION AND RENOVATION	
DESCRIPTION:	BUILDING F - NEW BUILDING SHELL AND SERVICES FOR FUTURE TENANTS	[A] 1.3.3.2.
MAJOR OCCUPANCY CLASSIFICATION:	GROUP E	3.1.2
SUPERIMPOSED MAJOR OCCUPANCIES:	☒ YES ☐ NO GROUP A1 OVER GROUP E	3.2.2.7

BUILDING AREA (m²): [A] 1.4.1.2.

DESCRIPTION:	EXISTING	NEW	TOTAL
TOTAL BUILDING AREA	0	3 704.28	3 704.28

GROSS AREA (m²): [A] 1.4.1.2.

DESCRIPTION:	EXISTING	NEW	TOTAL
GROUND FLOOR	0	3 704.28	3 704.28
SECOND FLOOR		3 704.28	3 704.28
TOTAL GROSS AREA (ALL FLOORS)	0	7 408.56	7 408.56

MEZZANINE AREA (m²): 3.2.1.1.

DESCRIPTION:	EXISTING	NEW	TOTAL
	0	0	0

BUILDING HEIGHT:	2 STOREYS ABOVE GRADE 0 STOREYS BELOW GRADE — 12.04 M ABOVE GRADE	[A]1.4.1.2. & 3.2.1.1
HIGH BUILDING:	☒ NO ☐ YES	3.2.6
NUMBER OF STREETS	2 STREET(S)	3.2.2.10. & 3.2.5.
BUILDING CLASSIFICATION:	GROUP A, DIVISION 1, ANY HEIGHT, ANY AREA, SPRINKLERED - 3.2.2.20 GROUP E, ANY HEIGHT, ANY AREA, SPRINKLERED - 3.2.2.66	3.2.2.20. - 93.
CONSTRUCTION TYPE:	RESTRICTION: ☐ COMBUSTIBLE ☒ NON-COMBUSTIBLE ☐ BOTH ACTUAL: ☐ COMBUSTIBLE ☒ NON-COMBUSTIBLE ☐ BOTH HEAVY TIMBER: ☐ YES ☒ NO	3.2.2.20.- 93 & 3.1.6. 3.1.4.6., 7., & 3.2.2.16.

REQUIRED FIRE RESISTANCE RATING (FRR):

HORIZONTAL ASSEMBLY	RATING	SUPPORTING ASSEMBLY	NONCOMBUSTIBLE IN LIEU OF RATING	
FLOORS	2 HR	2 HR	☐ NO ☐ YES	☒ N/A
FLOORS OVER BASEMENT	N/A	N/A	☐ NO ☐ YES	☒ N/A
ROOF	N/A	N/A	☐ NO ☐ YES	☒ N/A
MEZZANINE	N/A	N/A	☐ NO ☐ YES	☒ N/A

3.2.2.20. - 93.
3.2.1.2., 3.2.1.4.,
& 3.2.2.15

SPATIAL SEPARATION:	IF A BUILDING IS DIVIDED BY FIRE SEPARATIONS INTO FIRE COMPARTMENTS, THE AREA OF EXPOSING BUILDING FACE IS PERMITTED TO BE CALCULATED FOR EACH FIRE COMPARTMENT PROVIDED THE FIRE SEPARATIONS HAVE A FIRE-RESISTANCE RATING NOT LESS THAN 45MIN. — 3.2.3.2.(2)

WALL — 3.2.3.

	AREA OF E.B.F. (m²)	L.D. (m)	RATIO L/H OR H/L	PERMITTED MAX.% OF U.P.O.	PROPOSED MAX.% OF U.P.O.	REQUIRED FRR (HOURS)	CONSTRUCTION TYPE PERMITTED	CLADDING TYPE PERMITTED
NORTH	980.65	<9m	-	100	100	N/A	NON-COMBUSTIBLE	COMBUSTIBLE
EAST	582.6	<9m	-	100	100	N/A	NON-COMBUSTIBLE	COMBUSTIBLE
SOUTH	980.65	<9m	-	100	100	N/A	NON-COMBUSTIBLE	COMBUSTIBLE
WEST	582.6	<9m	-	100	100	N/A	NON-COMBUSTIBLE	COMBUSTIBLE

3.2.3.10

SPRINKLER SYSTEM	☒ REQUIRED ☐ NOT REQUIRED	3.2.1.5., 3.2.2.18., & 3.2.5.12 - .14.
PROPOSED	☒ ENTIRE BUILDING ☐ NONE ☐ SELECTED FLOOR AREAS ☐ COMPARTMENTS ☐ BASEMENT ☐ EXISTING	
STANDPIPE SYSTEM	☐ REQUIRED ☒ NOT REQUIRED	3.2.5.8. - .11.
FIRE ALARM SYSTEM	☒ REQUIRED ☐ NOT REQUIRED	3.2.4.
BARRIER-FREE DESIGN:	☒ YES ☐ NO	3.8.
HAZARDOUS SUBSTANCES:	☐ YES ☒ NO	3.3.1.2.
SUITE SEPARATION:	GENERAL NOTE: FIRE RESISTANCE RATING OF A FIRE SEPARATION BETWEEN SUITES SHALL COMPLY WITH TABLE 3.1.3.1 ALL SUITES SHALL BE SEPARATED FROM ADJOINING SUITES BY A FIRE SEPARATION HAVING A FIRE RESISTANCE RATING NOT LESS THAN TWO (2) HOUR.	3.3.1.1.
SHELL:	GENERAL NOTE: SUITE CLASSIFICATION, OCCUPANT LOAD, EXIT CAPACITY, AND WASHROOM COUNTS SHALL BE CALCULATED AND CONFIRMED AT THE TIME OF TENANT FITOUT. ALL TENANT FITOUTS TO BE COMPLETED UNDER A SEPARATE BUILDING PERMIT.	

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO:

- CHECK AND VERIFY ALL DIMENSIONS ON SITE;
- REPORT ALL ERRORS AND/OR OMISSIONS TO GREYSTONE BEFORE CONTINUING WITH ANY WORK.

THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS NOTED OTHERWISE.

THESE DRAWINGS SHALL NOT TO BE SCALED. ERRORS MADE BY PERSONS SCALING THESE DRAWINGS WILL NOT BE THE RESPONSIBILITY OF GREYSTONE ARCHITECTURAL PARTNERS.

THESE DRAWINGS SHALL TO BE READ IN CONJUNCTION WITH ALL OTHER RELATED DOCUMENTS.

Greystone
CAMBRIDGE • TORONTO • EDMONTON
154 King Street East
Cambridge, Ontario N3H 3N4
T: (519) 896-1010 ext.100

ONTARIO ASSOCIATION OF ARCHITECTS
26 Sep, 2025
ROBERT R. HUOT
LICENCE
10009

REV	DESCRIPTION	DATE
3	ISSUED FOR ZBA	2025.09.26
2	ISSUED FOR REVIEW	2025.09.18
1	ISSUED FOR REVIEW	2025.09.05

CLIENT:
FIRST CAPITAL

PROJECT:
BUILDING F

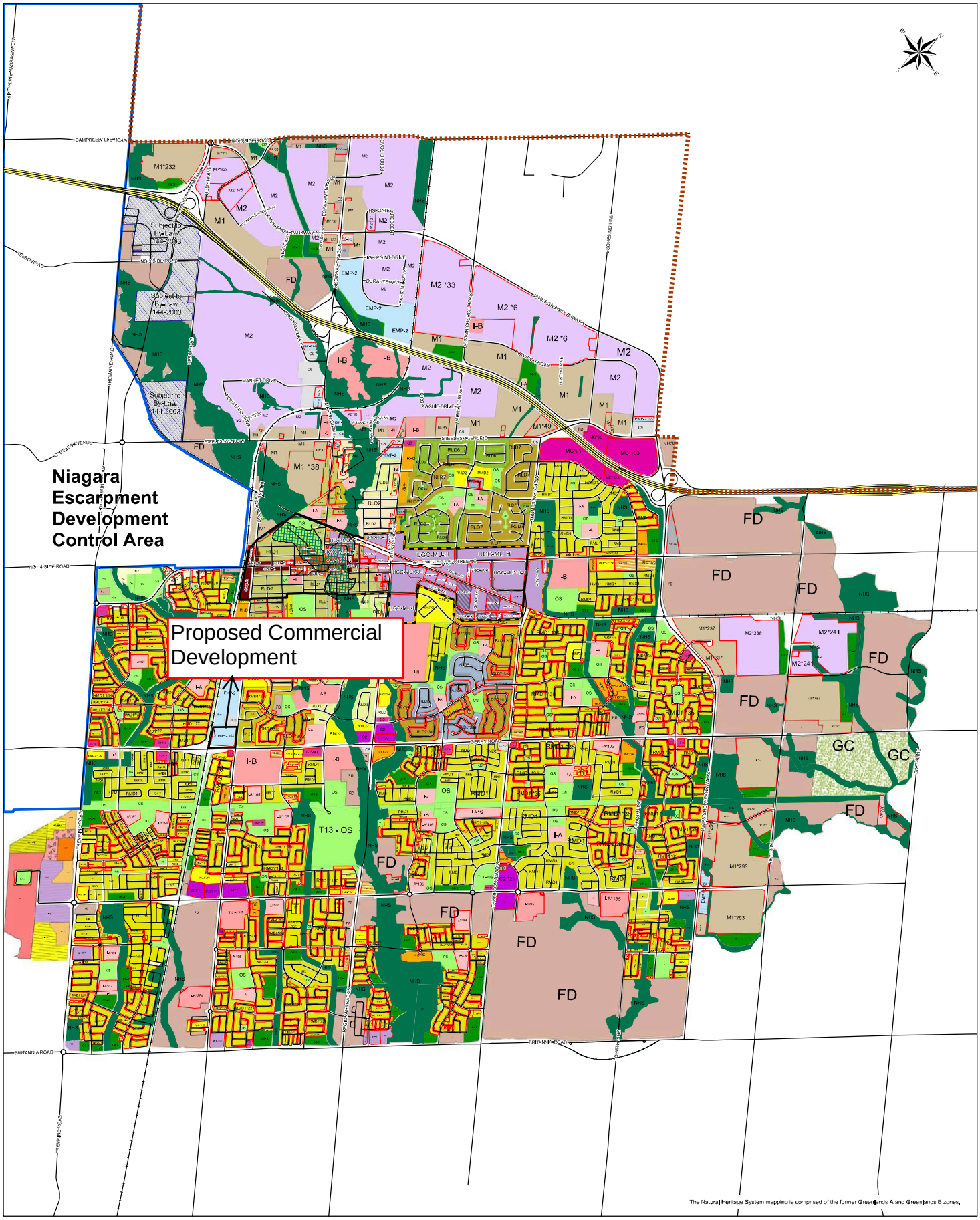
DERRY HEIGHTS
DERRY ROAD & BRONTE ST.
MILTON, ONTARIO

DRAWING:
EXTERIOR ELEVATIONS& OBC MATRIX

DRAWN BY: M.A.	REVISION NUMBER: 3
SCALE: As indicated	DRAWING NUMBER: AF3.1
JOB NUMBER: 25201-E	

Appendix B
Zoning Map

Schedule A - Urban Area Zoning



Town of Milton
Zoning By-law 016-2014
(HUSP Urban Area)
Date: July 2023

0 0.125 0.25 0.5 0.75 1 Kilometers

- Low Density Residential Zone (RLD)
- Medium Density Residential I Zone (RMD1)
- Medium Density Residential II Zone (RMD2)
- High Density Residential Zone (RHD)
- Residential Office Zone (RO)
- Milton Education Village Medium Density Residential I Zone (MEV-RMD1)
- Milton Education Village Medium Density Residential I Zone (MEV-RMD2)
- High Density Residential Zone I (RHD1)
- High Density Residential Zone II (RHD2)
- Low Density Residential Zone I (RLD1)
- Low Density Residential Zone II (RLD2)
- Low Density Residential Zone III (RLD3)
- Low Density Residential Zone IV (RLD4)
- Low Density Residential Zone V (RLD5)
- Low Density Residential Zone VI (RLD6)
- Low Density Residential Zone VII (RLD7)
- Major Commercial Zone (MC)
- Auto Commercial Zone (C5)
- Business Commercial Zone (C6)
- Prestige Office Zone (EMP1)
- Employment Zone (EMP2)
- Future Development Zone (FD)
- Business Park Zone (M1)
- General Industrial Zone (M2)
- Office Node Zone (C1-E)
- Secondary Mixed Use Commercial Zone (C2)
- Local Commercial Zone (C3)
- Central Business District Secondary Commercial Zone (CBD-S)
- Urban Growth Centre Mixed Use Zone (UGC-MU)
- Urban Growth Centre Mixed Use Zone 2 (UGC-MU-2)
- Innovation District Mixed Use Zone (ID-MU)
- Central Business District Core Commercial Zone (CBD-A)
- Minor Institutional Zone (I-A)
- Major Institutional Zone (I-B)
- Institutional Major Zone Special (I-B-SP)
- Institutional Campus Zone (I-C)
- Open Space Zone (OS)
- Open Space - Storm Water Management Zone (OS-2)
- Natural Heritage System Zone (NHS)
- Golf Course Zone (GC)
- Niagara Escarpment Development Control Area
- Special Provisions, Holding Provisions, Temporary Use Zones, and Interim Control Zones
- Site Specific Zone
- Urban Growth Centre
- Central Business District
- Natural Heritage System - Special Policy Area 7

Appendix C
Sample Calculations

Receiver: R01
Project: Derry Heights ENVR Update
Project Number: 16433.02

Time Period	Total (dBA)*
Day	49

Receiver Name	Receiver ID	X	Y	Z
R01	R01	590817 m	4816481 m	202.7 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
A01_RTU-10	10 Ton Rooftop Air Unit	591023.0	4816541.2	212.2	0	71	0.0	63	57.6	0.0	-3.0	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	16
A01_RTU-10	10 Ton Rooftop Air Unit	591023.0	4816541.2	212.2	0	82	0.0	500	57.6	0.0	-2.1	0.0	0.4	0.0	0.0	0.0	-10.1	0.0	16
A01_RTU-10	10 Ton Rooftop Air Unit	591023.0	4816541.2	212.2	0	84	0.0	1000	57.6	0.0	-2.1	0.0	0.8	0.0	0.0	0.0	-11.2	0.0	16
A01_RTU-10	10 Ton Rooftop Air Unit	591035.1	4816553.4	212.2	0	71	0.0	63	58.2	0.0	-3.0	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	15
A01_RTU-10	10 Ton Rooftop Air Unit	591035.1	4816553.4	212.2	0	82	0.0	500	58.2	0.0	-2.2	0.0	0.4	0.0	0.0	0.0	-10.1	0.0	15
A01_RTU-10	10 Ton Rooftop Air Unit	591035.1	4816553.4	212.2	0	84	0.0	1000	58.2	0.0	-2.2	0.0	0.8	0.0	0.0	0.0	-11.2	0.0	16
A01_RTU-10	10 Ton Rooftop Air Unit	591048.5	4816567.7	212.2	0	84	0.0	1000	58.9	0.0	-2.2	0.0	0.9	0.0	0.0	0.0	-11.1	0.0	15
A01_Condenser	Condenser 1	591052.1	4816502.7	212.0	0	82	0.0	125	58.5	0.0	-0.8	4.8	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_Condenser	Condenser 1	591052.1	4816502.7	212.0	0	84	0.0	250	58.5	0.0	-1.5	4.8	0.2	0.0	0.0	0.0	0.0	0.0	22
A01_Condenser	Condenser 1	591052.1	4816502.7	212.0	0	85	0.0	500	58.5	0.0	-2.1	4.9	0.5	0.0	0.0	0.0	0.0	0.0	24
A01_Condenser	Condenser 1	591052.1	4816502.7	212.0	0	84	0.0	1000	58.5	0.0	-2.1	5.0	0.9	0.0	0.0	0.0	0.0	0.0	21
A01_Condenser	Condenser 2	591054.4	4816505.2	212.0	0	82	0.0	125	58.6	0.0	-0.8	4.8	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_Condenser	Condenser 2	591054.4	4816505.2	212.0	0	84	0.0	250	58.6	0.0	-1.5	4.8	0.2	0.0	0.0	0.0	0.0	0.0	22
A01_Condenser	Condenser 2	591054.4	4816505.2	212.0	0	85	0.0	500	58.6	0.0	-2.1	4.9	0.5	0.0	0.0	0.0	0.0	0.0	23
A01_Condenser	Condenser 2	591054.4	4816505.2	212.0	0	84	0.0	1000	58.6	0.0	-2.1	5.0	0.9	0.0	0.0	0.0	0.0	0.0	21
A01_Condenser	Condenser 3	591056.8	4816506.7	212.0	0	82	0.0	125	58.7	0.0	-0.8	4.8	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_Condenser	Condenser 3	591056.8	4816506.7	212.0	0	84	0.0	250	58.7	0.0	-1.5	4.8	0.3	0.0	0.0	0.0	0.0	0.0	22
A01_Condenser	Condenser 3	591056.8	4816506.7	212.0	0	85	0.0	500	58.7	0.0	-2.1	4.9	0.5	0.0	0.0	0.0	0.0	0.0	23
A01_Condenser	Condenser 3	591056.8	4816506.7	212.0	0	84	0.0	1000	58.7	0.0	-2.1	5.1	0.9	0.0	0.0	0.0	0.0	0.0	21
A01_ICar	Idling Car	590893.1	4816630.4	199.4	0	72	0.0	500	55.5	0.0	-2.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0	19
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	73	0.0	63	57.3	0.0	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	84	0.0	125	57.3	0.0	-1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	83	0.0	250	57.3	0.0	-1.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	88	0.0	500	57.3	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	32
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	94	0.0	1000	57.3	0.0	-2.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	38
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	93	0.0	2000	57.3	0.0	-2.4	0.0	2.0	0.0	0.0	0.0	0.0	0.0	36
A01_TR-SD-I	Idling Ref Truck	591023.3	4816471.5	200.9	0	89	0.0	4000	57.3	0.0	-2.4	0.0	6.8	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	73	0.0	63	57.4	0.0	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	84	0.0	125	57.4	0.0	-1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	83	0.0	250	57.4	0.0	-1.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	88	0.0	500	57.4	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	32
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	94	0.0	1000	57.4	0.0	-2.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	38
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	93	0.0	2000	57.4	0.0	-2.4	0.0	2.0	0.0	0.0	0.0	0.0	0.0	36
A01_TR-SD-I	Idling Ref Truck	591025.3	4816466.2	200.8	0	89	0.0	4000	57.4	0.0	-2.4	0.0	6.8	0.0	0.0	0.0	0.0	0.0	27
A01_TR-SD-I	Idling Ref Truck	590937.9	4816709.7	201.7	0	84	0.0	125	59.3	0.0	-2.0	3.9	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_TR-SD-I	Idling Ref Truck	590937.9	4816709.7	201.7	0	83	0.0	250	59.3	0.0	-2.6	5.5	0.3	0.0	0.0	0.0	0.0	0.0	17
A01_TR-SD-I	Idling Ref Truck	590937.9	4816709.7	201.7	0	88	0.0	500	59.3	0.0	-3.1	7.6	0.5	0.0	0.0	0.0	0.0	0.0	20
A01_TR-SD-I	Idling Ref Truck	590937.9	4816709.7	201.7	0	94	0.0	1000	59.3	0.0	-3.1	10.0	0.9	0.0	0.0	0.0	0.0	0.0	24
A01_TR-SD-I	Idling Ref Truck	590937.9	4816709.7	201.7	0	93	0.0	2000	59.3	0.0	-3.1	12.7	2.5	0.0	0.0	0.0	0.0	0.0	19
A01_TR-SD-I	Idling Truck	590997.5	4816803.7	202.4	0	84	0.0	125	62.4	0.0	-2.7	4.7	0.2	0.0	0.0	0.0	0.0	0.0	16
A01_TR-SD-I	Idling Truck	590997.5	4816803.7	202.4	0	88	0.0	500	62.4	0.0	-3.8	9.1	0.7	0.0	0.0	0.0	0.0	0.0	16
A01_TR-SD-I	Idling Truck	590997.5	4816803.7	202.4	0	94	0.0	1000	62.4	0.0	-3.8	11.7	1.4	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590939.6	4816625.6	201.4	0	58	18.4	125	56.6	0.0	-1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590939.6	4816625.6	201.4	0	64	18.4	250	56.6	0.0	-2.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590939.6	4816625.6	201.4	0	66	18.4	500	56.6	0.0	-2.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	30

Receiver: R01
Project: Derry Heights ENVR Update
Project Number: 16433.02

Time Period	Total (dBA)*
Day	49

Receiver Name	Receiver ID	X	Y	Z
R01	R01	590817 m	4816481 m	202.7 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
A01_TR-TH	Ref Truck Movements	590939.6	4816625.6	201.4	0	66	18.4	1000	56.6	0.0	-2.5	0.0	0.7	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	590939.6	4816625.6	201.4	0	64	18.4	2000	56.6	0.0	-2.5	0.0	1.8	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590938.7	4816621.8	201.4	0	58	18.1	125	56.4	0.0	-1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590938.7	4816621.8	201.4	0	64	18.1	250	56.4	0.0	-2.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590938.7	4816621.8	201.4	0	66	18.1	500	56.4	0.0	-2.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	30
A01_TR-TH	Ref Truck Movements	590938.7	4816621.8	201.4	0	66	18.1	1000	56.4	0.0	-2.5	0.0	0.7	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	590938.7	4816621.8	201.4	0	64	18.1	2000	56.4	0.0	-2.5	0.0	1.8	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	58	16.5	125	53.9	0.0	-1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	64	16.5	250	53.9	0.0	-1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	66	16.5	500	53.9	0.0	-2.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	31
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	66	16.5	1000	53.9	0.0	-2.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	64	16.5	2000	53.9	0.0	-2.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590949.0	4816524.2	201.8	0	57	16.5	4000	53.9	0.0	-2.2	0.0	4.6	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	58	16.5	125	54.2	0.0	-1.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	64	16.5	250	54.2	0.0	-1.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	66	16.5	500	54.2	0.0	-2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	31
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	66	16.5	1000	54.2	0.0	-2.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	64	16.5	2000	54.2	0.0	-2.3	0.0	1.4	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590954.2	4816525.8	201.7	0	57	16.5	4000	54.2	0.0	-2.3	0.0	4.7	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	591031.0	4816750.9	202.2	0	58	21.6	125	61.8	0.0	-2.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591031.0	4816750.9	202.2	0	64	21.6	250	61.8	0.0	-3.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	591031.0	4816750.9	202.2	0	66	21.6	500	61.8	0.0	-3.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	591031.0	4816750.9	202.2	0	66	21.6	1000	61.8	0.0	-3.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	591031.0	4816750.9	202.2	0	64	21.6	2000	61.8	0.0	-3.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	591033.1	4816749.6	202.2	0	58	21.5	125	61.8	0.0	-2.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591033.1	4816749.6	202.2	0	64	21.5	250	61.8	0.0	-3.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	591033.1	4816749.6	202.2	0	66	21.5	500	61.8	0.0	-3.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	591033.1	4816749.6	202.2	0	66	21.5	1000	61.8	0.0	-3.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	591033.1	4816749.6	202.2	0	64	21.5	2000	61.8	0.0	-3.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	58	15.4	125	54.5	0.0	-1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	64	15.4	250	54.5	0.0	-2.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	66	15.4	500	54.5	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	30
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	66	15.4	1000	54.5	0.0	-2.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	64	15.4	2000	54.5	0.0	-2.5	0.0	1.4	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590927.8	4816581.4	201.4	0	57	15.4	4000	54.5	0.0	-2.5	0.0	4.9	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	58	15.4	125	54.6	0.0	-1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	64	15.4	250	54.6	0.0	-2.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	66	15.4	500	54.6	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	66	15.4	1000	54.6	0.0	-2.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	64	15.4	2000	54.6	0.0	-2.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590926.4	4816584.1	201.4	0	57	15.4	4000	54.6	0.0	-2.5	0.0	4.9	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590936.8	4816556.6	201.6	0	58	14.1	125	54.0	0.0	-1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590936.8	4816556.6	201.6	0	64	14.1	250	54.0	0.0	-1.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590936.8	4816556.6	201.6	0	66	14.1	500	54.0	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	29
A01_TR-TH	Ref Truck Movements	590936.8	4816556.6	201.6	0	66	14.1	1000	54.0	0.0	-2.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	28

Receiver: R01
Project: Derry Heights ENVR Update
Project Number: 16433.02

Time Period	Total (dBA)*
Day	49

Receiver Name	Receiver ID	X	Y	Z
R01	R01	590817 m	4816481 m	202.7 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
A01_TR-TH	Ref Truck Movements	590936.8	4816556.6	201.6	0	64	14.1	2000	54.0	0.0	-2.5	0.0	1.4	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590973.6	4816468.9	201.0	0	58	14.6	125	54.9	0.0	-0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590973.6	4816468.9	201.0	0	64	14.6	250	54.9	0.0	-0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590973.6	4816468.9	201.0	0	66	14.6	500	54.9	0.0	-1.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590973.6	4816468.9	201.0	0	66	14.6	1000	54.9	0.0	-2.1	0.0	0.6	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590973.6	4816468.9	201.0	0	64	14.6	2000	54.9	0.0	-2.1	0.0	1.5	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590960.9	4816491.0	201.6	0	58	14.3	125	54.2	0.0	-0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590960.9	4816491.0	201.6	0	64	14.3	250	54.2	0.0	-0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590960.9	4816491.0	201.6	0	66	14.3	500	54.2	0.0	-1.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590960.9	4816491.0	201.6	0	66	14.3	1000	54.2	0.0	-2.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590960.9	4816491.0	201.6	0	64	14.3	2000	54.2	0.0	-2.1	0.0	1.4	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590938.1	4816554.4	201.6	0	58	13.9	125	54.0	0.0	-1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590938.1	4816554.4	201.6	0	64	13.9	250	54.0	0.0	-1.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590938.1	4816554.4	201.6	0	66	13.9	500	54.0	0.0	-2.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	28
A01_TR-TH	Ref Truck Movements	590938.1	4816554.4	201.6	0	66	13.9	1000	54.0	0.0	-2.4	0.0	0.5	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590938.1	4816554.4	201.6	0	64	13.9	2000	54.0	0.0	-2.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590972.2	4816670.6	201.7	0	58	17.3	125	58.8	0.0	-2.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590972.2	4816670.6	201.7	0	64	17.3	250	58.8	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590972.2	4816670.6	201.7	0	66	17.3	500	58.8	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590972.2	4816670.6	201.7	0	66	17.3	1000	58.8	0.0	-3.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590972.2	4816670.6	201.7	0	64	17.3	2000	58.8	0.0	-3.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590988.2	4816463.1	200.8	0	58	14.4	125	55.7	0.0	-0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590988.2	4816463.1	200.8	0	64	14.4	250	55.7	0.0	-1.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590988.2	4816463.1	200.8	0	66	14.4	500	55.7	0.0	-2.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590988.2	4816463.1	200.8	0	66	14.4	1000	55.7	0.0	-2.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590988.2	4816463.1	200.8	0	64	14.4	2000	55.7	0.0	-2.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590980.7	4816504.6	201.5	0	58	14.0	125	55.4	0.0	-1.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590980.7	4816504.6	201.5	0	64	14.0	250	55.4	0.0	-1.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590980.7	4816504.6	201.5	0	66	14.0	500	55.4	0.0	-2.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590980.7	4816504.6	201.5	0	66	14.0	1000	55.4	0.0	-2.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590980.7	4816504.6	201.5	0	64	14.0	2000	55.4	0.0	-2.4	0.0	1.6	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590974.5	4816673.9	201.7	0	58	17.0	125	58.9	0.0	-2.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590974.5	4816673.9	201.7	0	64	17.0	250	58.9	0.0	-2.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590974.5	4816673.9	201.7	0	66	17.0	500	58.9	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	27
A01_TR-TH	Ref Truck Movements	590974.5	4816673.9	201.7	0	66	17.0	1000	58.9	0.0	-3.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590974.5	4816673.9	201.7	0	64	17.0	2000	58.9	0.0	-3.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590969.1	4816470.6	201.1	0	58	13.0	125	54.7	0.0	-0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	590969.1	4816470.6	201.1	0	64	13.0	250	54.7	0.0	-0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590969.1	4816470.6	201.1	0	66	13.0	500	54.7	0.0	-1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590969.1	4816470.6	201.1	0	66	13.0	1000	54.7	0.0	-2.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590969.1	4816470.6	201.1	0	64	13.0	2000	54.7	0.0	-2.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590968.5	4816471.9	201.1	0	58	12.3	125	54.6	0.0	-0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	590968.5	4816471.9	201.1	0	64	12.3	250	54.6	0.0	-0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590968.5	4816471.9	201.1	0	66	12.3	500	54.6	0.0	-1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590968.5	4816471.9	201.1	0	66	12.3	1000	54.6	0.0	-2.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	25

Receiver: R01
Project: Derry Heights ENVR Update
Project Number: 16433.02

Time Period	Total (dBA)*
Day	49

Receiver Name	Receiver ID	X	Y	Z
R01	R01	590817 m	4816481 m	202.7 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
A01_TR-TH	Ref Truck Movements	590968.5	4816471.9	201.1	0	64	12.3	2000	54.6	0.0	-2.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	591000.9	4816491.9	201.2	0	58	13.7	125	56.3	0.0	-1.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	591000.9	4816491.9	201.2	0	64	13.7	250	56.3	0.0	-1.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	591000.9	4816491.9	201.2	0	66	13.7	500	56.3	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	591000.9	4816491.9	201.2	0	66	13.7	1000	56.3	0.0	-2.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	591000.9	4816491.9	201.2	0	64	13.7	2000	56.3	0.0	-2.4	0.0	1.8	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590994.2	4816459.1	200.7	0	58	12.7	125	56.0	0.0	-0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590994.2	4816459.1	200.7	0	64	12.7	250	56.0	0.0	-1.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590994.2	4816459.1	200.7	0	66	12.7	500	56.0	0.0	-2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590994.2	4816459.1	200.7	0	66	12.7	1000	56.0	0.0	-2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590994.2	4816459.1	200.7	0	64	12.7	2000	56.0	0.0	-2.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591011.7	4816461.9	200.8	0	64	12.6	250	56.8	0.0	-1.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591011.7	4816461.9	200.8	0	66	12.6	500	56.8	0.0	-2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	591011.7	4816461.9	200.8	0	66	12.6	1000	56.8	0.0	-2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	591011.7	4816461.9	200.8	0	64	12.6	2000	56.8	0.0	-2.3	0.0	1.9	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591012.2	4816461.8	200.8	0	64	12.4	250	56.9	0.0	-1.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591012.2	4816461.8	200.8	0	66	12.4	500	56.9	0.0	-2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	591012.2	4816461.8	200.8	0	66	12.4	1000	56.9	0.0	-2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	591012.2	4816461.8	200.8	0	64	12.4	2000	56.9	0.0	-2.3	0.0	1.9	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590980.3	4816461.9	200.7	0	64	9.5	250	55.3	0.0	-0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590980.3	4816461.9	200.7	0	66	9.5	500	55.3	0.0	-1.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590980.3	4816461.9	200.7	0	66	9.5	1000	55.3	0.0	-2.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590980.3	4816461.9	200.7	0	64	9.5	2000	55.3	0.0	-2.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590999.0	4816458.4	200.7	0	64	10.4	250	56.3	0.0	-1.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590999.0	4816458.4	200.7	0	66	10.4	500	56.3	0.0	-2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590999.0	4816458.4	200.7	0	66	10.4	1000	56.3	0.0	-2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590999.0	4816458.4	200.7	0	64	10.4	2000	56.3	0.0	-2.3	0.0	1.8	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590989.0	4816459.5	200.7	0	64	9.7	250	55.8	0.0	-1.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590989.0	4816459.5	200.7	0	66	9.7	500	55.8	0.0	-2.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590989.0	4816459.5	200.7	0	66	9.7	1000	55.8	0.0	-2.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590989.0	4816459.5	200.7	0	64	9.7	2000	55.8	0.0	-2.2	0.0	1.7	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	591010.3	4816478.8	201.0	0	64	10.1	250	56.7	0.0	-1.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	591010.3	4816478.8	201.0	0	66	10.1	500	56.7	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	591010.3	4816478.8	201.0	0	66	10.1	1000	56.7	0.0	-2.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591010.3	4816478.8	201.0	0	64	10.1	2000	56.7	0.0	-2.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	591005.2	4816463.1	200.8	0	64	9.6	250	56.5	0.0	-1.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	591005.2	4816463.1	200.8	0	66	9.6	500	56.5	0.0	-2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	591005.2	4816463.1	200.8	0	66	9.6	1000	56.5	0.0	-2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591005.2	4816463.1	200.8	0	64	9.6	2000	56.5	0.0	-2.3	0.0	1.8	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	591010.0	4816469.9	200.9	0	64	9.2	250	56.7	0.0	-1.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	591010.0	4816469.9	200.9	0	66	9.2	500	56.7	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591010.0	4816469.9	200.9	0	66	9.2	1000	56.7	0.0	-2.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591010.0	4816469.9	200.9	0	64	9.2	2000	56.7	0.0	-2.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590943.7	4816630.7	201.5	0	52	19.4	125	56.9	0.0	-1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590943.7	4816630.7	201.5	0	58	19.4	250	56.9	0.0	-2.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	22

Receiver: R01
Project: Derry Heights ENVR Update
Project Number: 16433.02

Time Period	Total (dBA)*
Day	49

Receiver Name	Receiver ID	X	Y	Z
R01	R01	590817 m	4816481 m	202.7 m

Source ID	Source Name	X	Y	Z	Refl.	Lw	L/A	Freq	Adiv	K0	Agr	Abar	Aatm	Afol	Ahous	Cmet	Dc	RL	Lr
A01_TR-TH	Ref Truck Movements	590943.7	4816630.7	201.5	0	60	19.4	500	56.9	0.0	-2.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590943.7	4816630.7	201.5	0	60	19.4	1000	56.9	0.0	-2.5	0.0	0.7	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590943.7	4816630.7	201.5	0	58	19.4	2000	56.9	0.0	-2.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590891.2	4816674.1	201.3	0	58	19.0	250	57.3	0.0	-1.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590891.2	4816674.1	201.3	0	60	19.0	500	57.3	0.0	-2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	24
A01_TR-TH	Ref Truck Movements	590891.2	4816674.1	201.3	0	60	19.0	1000	57.3	0.0	-2.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590891.2	4816674.1	201.3	0	58	19.0	2000	57.3	0.0	-2.4	0.0	2.0	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590892.1	4816612.3	201.3	0	52	17.6	125	54.6	0.0	-1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	590892.1	4816612.3	201.3	0	58	17.6	250	54.6	0.0	-2.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	590892.1	4816612.3	201.3	0	60	17.6	500	54.6	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	26
A01_TR-TH	Ref Truck Movements	590892.1	4816612.3	201.3	0	60	17.6	1000	54.6	0.0	-2.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	25
A01_TR-TH	Ref Truck Movements	590892.1	4816612.3	201.3	0	58	17.6	2000	54.6	0.0	-2.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	591035.5	4816752.4	202.2	0	58	21.2	250	61.9	0.0	-3.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	591035.5	4816752.4	202.2	0	60	21.2	500	61.9	0.0	-3.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	23
A01_TR-TH	Ref Truck Movements	591035.5	4816752.4	202.2	0	60	21.2	1000	61.9	0.0	-3.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	591035.5	4816752.4	202.2	0	58	21.2	2000	61.9	0.0	-3.7	0.0	3.4	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590936.6	4816739.0	201.8	0	58	18.8	250	60.1	0.0	-2.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590936.6	4816739.0	201.8	0	60	18.8	500	60.1	0.0	-3.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	22
A01_TR-TH	Ref Truck Movements	590936.6	4816739.0	201.8	0	60	18.8	1000	60.1	0.0	-3.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	21
A01_TR-TH	Ref Truck Movements	590936.6	4816739.0	201.8	0	58	18.8	2000	60.1	0.0	-3.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590981.8	4816683.3	201.8	0	58	16.4	250	59.3	0.0	-2.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	17
A01_TR-TH	Ref Truck Movements	590981.8	4816683.3	201.8	0	60	16.4	500	59.3	0.0	-3.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	20
A01_TR-TH	Ref Truck Movements	590981.8	4816683.3	201.8	0	60	16.4	1000	59.3	0.0	-3.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590981.8	4816683.3	201.8	0	58	16.4	2000	59.3	0.0	-3.1	0.0	2.5	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590867.4	4816635.3	201.1	0	58	11.7	250	55.2	0.0	-1.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	590867.4	4816635.3	201.1	0	60	11.7	500	55.2	0.0	-2.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	19
A01_TR-TH	Ref Truck Movements	590867.4	4816635.3	201.1	0	60	11.7	1000	55.2	0.0	-2.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	18
A01_TR-TH	Ref Truck Movements	590867.4	4816635.3	201.1	0	58	11.7	2000	55.2	0.0	-2.4	0.0	1.6	0.0	0.0	0.0	0.0	0.0	15
A01_TR-TH	Ref Truck Movements	590922.8	4816707.8	201.6	0	60	11.9	500	59.0	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	16
A01_TR-TH	Ref Truck Movements	590922.6	4816709.0	201.6	0	60	12.0	500	59.0	0.0	-3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	16
A01_TR-SDM	Regular Truck Movements	590943.7	4816630.7	201.5	0	51	19.4	500	56.9	0.0	-2.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	15
A01_TR-SDM	Regular Truck Movements	590892.1	4816612.3	201.3	0	51	17.6	500	54.6	0.0	-2.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	16

*The total value shown accounts for all modelled sources and may include small contributions from sources not described in the table above

End of Report