

Acoustic Assessment Report

Warehouse/Storage Development

8995 Boston Church Road, Milton

February 17, 2026

Prepared for:

King Consultants Inc.

20 Floral Parkway

Vaughan, ON L4K 4R1

For Submission to:

City of Vaughan

Prepared by:



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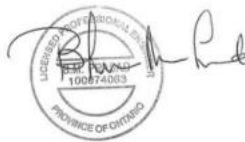
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Our Ref: 25-1242-01

Document Revisions Index

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Draft	February 17, 2026	Issued for Submission to the City

Document Approval

Action	Name, Designation, Company	Signature	Date
Project Manager	Abid Sahi, P.Geo., P. Eng. Manager, Environmental		February 17, 2026
Prepared By	Bhuwan M. Prasad, P. Eng, Senior Environmental Engineer		February 17, 2026

EXECUTIVE SUMMARY

PNJ was retained by King Consultants Inc. to prepare an acoustic assessment report for the Warehouse/Storage Development located at 8995 Boston Church Road, Milton.

The Facility's operations are classified as NAICS code '493110 – Warehouse'.

Proposed facility drawings were reviewed in order to identify all proposed noise sources. Sound levels were either estimated using manufacturer sound performance data or estimated based on accepted engineering estimation techniques or using measured sound level of similar equipment/other facility.

Sound levels were entered into CadnaA acoustic modelling software to determine the noise impacts at sensitive receptors located near the facility. The results indicate that all the predicted noise impacts for the worst-case scenario at all the sensitive receptors are below the corresponding limits for daytime, evening and nighttime periods.

Based on the results of the acoustic assessment, it can be concluded that the Warehouse/Storage Development cumulative noise impacts at sensitive points of reception will meet the applicable noise criteria during the proposed worst-case operating periods.

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1. Introduction and Facility Description

PNJ was retained by King Consultants Inc. to prepare an Acoustic Assessment Report (AAR Report) for its Warehouse/Storage Development located at 8995 Boston Church Road, Milton (Facility). The Facility with about 400 radius circle is shown on Figure 1. The AAR Report has been requested by the local municipality in order for site plan approval.

The proposal includes an industrial plan of condominium with 82 small-bay units and one standalone building to be developed in two phases. Phase 1 includes 54 units and Phase 2 includes 29 units. There are 615 surface parking spaces proposed as well. Two accesses are proposed on Boston Church Road and another two accesses onto No. 5 Side Road.



Figure 1 Facility Location

This report does not include completing an Acoustic Assessment Report (AAR Report) to be submitted as part of an Environmental Compliance Approval (ECA) to the Ministry of the Environment, Conservation & Parks (MECP).

We understand that the project will be built in one single phase. It should be noted that the current stage of the project is in the planning phase and that in its final stages, some details may change as the project progresses closer to the construction phase. This report is based on the currently available information, industry best practice and our past project experience.

This report is based on our current knowledge of the project and is subject to revision in the event that details of the project change from that were originally provided to us.

An updated report will be completed if and when any unknown additional noise sources are identified at the facility, and/or non-compliance issues are determined for which abatement will be suggested.

The acoustic assessment report was prepared in a manner that satisfies the requirements of MECP August 2013, Publication NPC-300, Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning.

All information required by the MECP is included in this report.

1.1 Scope of AAR Report

Broad scopes of the Noise Study that need to be completed are given below:

- Assessment of Impacts of on-site noise generated by the proposed development (such as parking lot, outdoor mechanical equipment, movement of trucks etc.) on the surrounding environment such as adjacent residential units.
- Recommendation of mitigative measures, if required.

2. Noise Assessment Criteria

Assessment criteria may be determined for a POR based on the MECP's minimum exclusionary sound level limits, as presented in Table B-1: Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Outdoor Points of Reception and Table B-2: Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Plane of Window of Noise Sensitive Spaces of MECP NPC-300 document or on the background sound levels experienced in the area. The "background sound level" is defined as the sound level present in the environment that is produced by noise sources other than those from the Facility, and would include traffic sound levels and sound from neighbouring industrial/commercial activity, however, for this assessment, the background sound level has not been taken into account.

NPC-300 defines a "Class 1 Area" as an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the urban hum.

A "Class 2 Area" is defined as an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 Areas, with sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).

A "Class 3 area" is defined as a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as, a small community, agricultural area, a rural recreational area such as a cottage or a resort area; or a wilderness area.

A "Class 4 area" is defined as an area or specific site that would otherwise be defined as Class 1 or 2 and which is an area intended for development with new noise sensitive land use(s) that are not yet built, is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. However, it should be noted that areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.

The acoustic environment surrounding the receptors seems to be similar to Class 1 Area and accordingly, applicable compliance limits are summarized in

The acoustic environment surrounding the receptors seems to be similar to Class 1 Area and accordingly, applicable compliance limits are summarized in Table 1.

Table 1 **Applicable Sound Level Limits, dBA**

Receptors	Sound Level Limits		
	Daytime (07:00 to 19:00)	Evening (19:00-23:00)	Nighttime (23:00 – 07:00)
R1 to R8	50	47	45

It should be noted that these compliance exclusionary limits are highly conservative as the background noise around the Points of Receptions could be higher due to greater background noise.

3. On-site Noise Sources

On-site noise sources in a development such as these where the facility is being proposed are mostly due to Mechanical Equipment (such as, space heating, cooling, ventilation, and hot water heating, bathroom and kitchen fans), movement and idling of vehicles, etc.

Mechanical Engineering Drawings are not yet available. However, with our past experience, most of the mechanical engineering equipment are generally installed in the basement with little or no noise source outside while a few are installed on the roof outdoors, whose noise can propagate and impact the nearest residences.

The facility will be operational only during daytime period of 9 a.m. to 5 p.m. It has been assumed delivery truck which may come in the premises sometimes will idle for maximum of 5 minutes out of each hour as generally outlined in many City in Ontario.

Proposed facility drawings were reviewed in order to identify all proposed noise sources. Sound levels were either estimated using manufacturer sound performance data or estimated based on accepted engineering estimation techniques or using measured sound level of similar equipment/other facility.

Sources of noise that were deemed to be tonal in character (emitting a hum, whine, buzz) were penalized 5 dBA per Publication NPC-104. Noise generating equipment operates either continuously or intermittently depending on process requirements.

The noise sources at the facility may include various intake and exhaust fans, make-up air units, ventilation louvers, open doors, , truck traffic and an emergency generator in future.

The main sources at the proposed facility are as follows:

3.1 Roof Top Units

There will be two 5 ton Roof Top Units (RTUs) on the roof of the proposed building. The Make and Model of the equipment and its Sound Power Level is not yet available.

The Sound Power Level of RTUs has been taken from our earlier projects database in Central Octave Band Frequency has been presented in Table 2 below. These are conservative values (higher than the actual equipment) since the database has Sound Power Levels for bigger equipment.

Table 2 Sound Power Level of RTU

Central Octave Band Sound Power Levels, dB									Overall	
31.5	63	125	250	500	1K	2K	4K	8K	dB	dBA
77	80	81	81	80	78	74	70	64	87.8	82.5
In any given hour, it operates for maximum of 30 minutes during daytime and 10 minutes in the evening & nighttime but for conservative estimate; it has been assumed to operate for all 24 hours.										

3.2 20-Footer Truck Movement

There may be 20-Footer truck movements to deliver supplies which may happen once in a while and maximum of once a day. The truck will not idle while in the premises. The Sound Power Level of Truck Movement taken from company's earlier projects database for Medium Trucks in Central Octave Band Frequency has been presented in Table 3 below.

Table 3 Sound Power Level of 20-Footer Truck Movement

Central Octave Band Sound Power Levels, dB								Overall	
63	125	250	500	1K	2K	4K	8K	dB	dBA
86	89	87	86	88	90	94	91	98.7	98
Utmost, there will be one (1) 20-Footer truck coming to the premises.									

3.3 Delivery Truck Movement & Idling

There may be some truck movements to deliver supplies which may happen once in a while and maximum once a day as stated above which may idle for sometime in the premises. The Sound Power Level of Idling of Truck taken from company's earlier projects database in Central Octave Band Frequency has been presented in Table 4 below.

Table 4 Sound Power Level of Truck Movement

Source	Sound Power Level in dB (Centre Octave Band Frequency)									Overall dBA
	63	125	250	500	1000	2000	4000	8000	Overall	
Delivery Truck idling	91	87	89	84	91	88	79	71	96.8	93.9

3.4 Forklift Movement

There may be some forklift movements within the premises. The truck will not idle while in the premises. The Sound Power Level of Forklift Movement taken from company's earlier projects database in Central Octave Band Frequency has been presented in Table 5 below.

Table 5 Sound Power Level of Forklift Movement

Central Octave Band Sound Power Levels, dB (Source Type: Area Source)								Overall	
63	125	250	500	1K	2K	4K	8K	dB	dBA
101	98	90	85	85	84	77	68	103.2	90.8
In any given hour, it operates for 30 minutes only during daytime.									

3.5 Garbage Truck Movement

There may be some garbage truck movements to which may happen once in a while and maximum once a day. The truck will not idle while in the premises. The Sound Power Level of Truck Movement taken from company's earlier projects database in Central Octave Band Frequency has been presented in Table 6 below.

Table 6 Sound Power Level of Garbage Truck Movement

Central Octave Band Sound Power Levels, dB (Source Type: Area Source)								Overall	
63	125	250	500	1K	2K	4K	8K	dB	dBA
104.3	102.3	100.3	98.3	97.3	97.3	90.3	83.3	108.7	102.8
Utmost, there will be one (1) truck coming to the premises.									

3.6 Insignificant Sources

Apart from above sources, there are a few exhaust fans in the washroom and other places. Compared to above sources, they are insignificant sources of noise and have been ignored.

3.7 Administrative Policy to Control Noise

An administrative policy will be in place to limit truck traffic on-site to the following:

- Truck speed limit will not exceed 15 km/h within the premises;
- Trucks will not idle on-site during loading/unloading or utmost for 10 minutes in any given hour.

4. Points of Reception

Offsite points of reception (PORs) were chosen as the nearest residential houses on all possible directions of the Facility within 500 metre radius from the approximate center of the facility as shown on Figure 2 below.

These residences are mix of single storey and two storey units. However, receptor heights for all PORs have been taken as 4.5 metre, representing the second storey window height. Second storey noise impact assessment is a conservative estimate because (i) the line of “sight” of noise sources, all being at a higher level than 4.5 metre is closer to the second storey residences and (ii) the noise ground absorption at 4.5 metre height would be less than at 1.5 metre, representing the first storey residences.

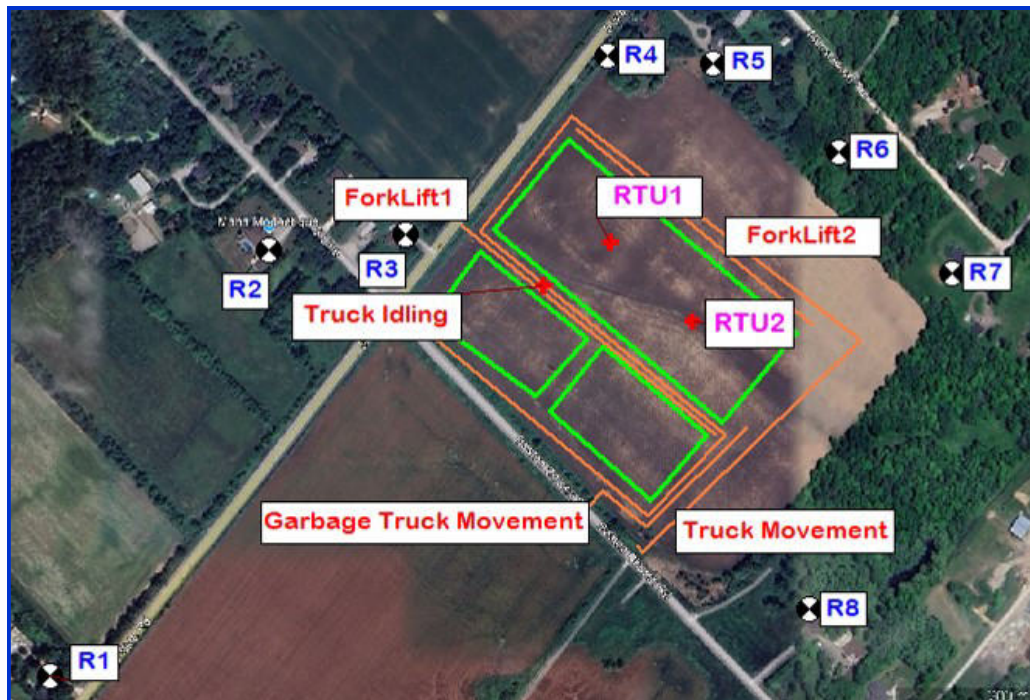


Figure 2 Nearest PORs and Noise Sources of the Facility

5. Acoustic Impact Assessment

5.1 Calculation Methods

CadnaA (computer aided noise abatement) modelling was performed to assess noise impact of the noise sources at Facility. CadnaA is based on ISO Standard 9613-2 “Acoustics - Attenuation of Sound during propagation outdoors – Part 2: General method of calculation”. CadnaA requires the input of noise sources and attenuation devices defined by outdoor sound power levels (PWL). The significant noise sources are summarized in Section **Error! Reference source not found.**

5.2 Parameters & Assumptions in Calculations

The following assumptions were used in the calculations:

- All noise sources operational during day time and only Rooftop Units during nighttime
- Tonal sources were increased 5 dBA per NPC-104, where applicable.
- Sources adjusted for intermittence per NPC-104, where applicable.
Truck traffic modelled using a moving point source in the CadnaA software (not STAMSON) since infrequent truck movements.
- Lateral diffraction and second order reflection included in the model.
- Ground absorption is set to 0.7 for conservative estimates even though there are quite a bit of grass cover between source and the receptors.
- Although, there are different Ground contour elevations of the facility, POIs and the area around but for ease in calculations and for conservative estimates, same ground contour has been taken in the model.
- No subtraction of negative ground attenuation included in model.
- No negative path difference included in model.
- The height of the proposed buildings is 37.8 metre
- Two 5-ton HVAC unit is located on the roof
- Rooftop HVAC unit has been assumed to be 1.5 metre tall
- Rooftop HVAC unit operates for full 60 minutes in any given hour and 30 minutes of each hour in the night

5.3 Worst-Case Impact Operating Scenario

The equipment in the facility both indoors and outdoors, may not operate simultaneously and may not operate at 100% capacity. However, for conservative assessment, it is assumed that the equipment will be operational at a full capacity.

5.4 Acoustic Assessment Summary

Sound levels were entered into CadnaA acoustic modelling software to determine the noise impacts at sensitive receptors located near the facility. Data output from the acoustic model for the worst-case noise impacts at the sensitive receptors are summarized in Table 7.

Table 7 Acoustic Modelling POR Impact Results

Point of Reception ID	Daytime (07:00 to 19:00), SPL, dBA	Daytime Compliance (with Limit of 50 dBA)	Evening (19:00 to 23:00), SPL, dBA	Evening Compliance (with Limit of 47 dBA)	Nighttime (23:00 to 07:00), SPL, dBA	Nighttime Compliance (with Limit of 45 dBA)
R1	27.8	Yes	22.6	Yes	22.6	Yes
R2	34.1	Yes	27.8	Yes	27.8	Yes
R3	38	Yes	28.1	Yes	28.1	Yes
R4	46.6	Yes	29.6	Yes	29.6	Yes
R5	45.4	Yes	33.9	Yes	33.9	Yes

R6	45.1	Yes	33.7	Yes	33.7	Yes
R7	43	Yes	31.4	Yes	31.4	Yes
R8	37.2	Yes	25	Yes	25	Yes

Figure 3 illustrate sound levels generated by the facility's noise sources extending into the surrounding community during the worst-case of ay operating periods.

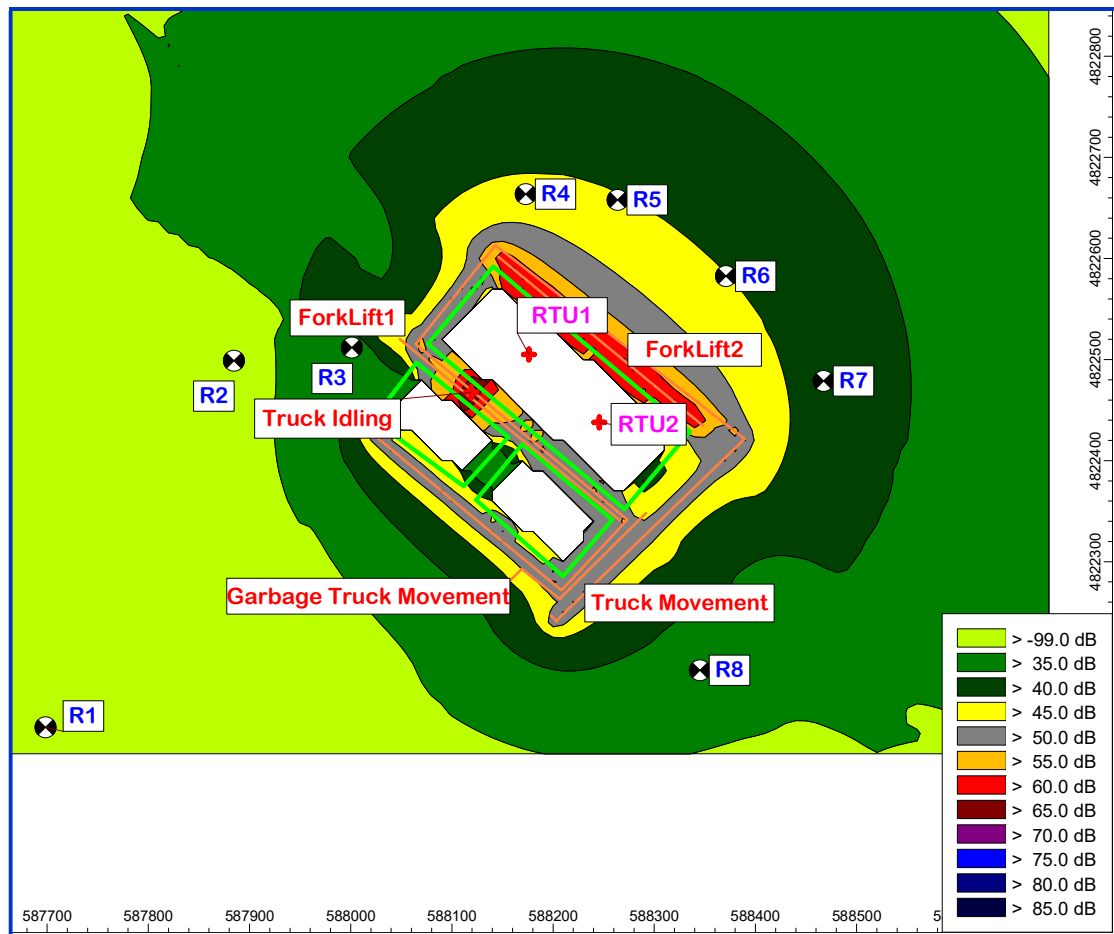


Figure 3 Sound Level Contours for Daytime Operation Scenario

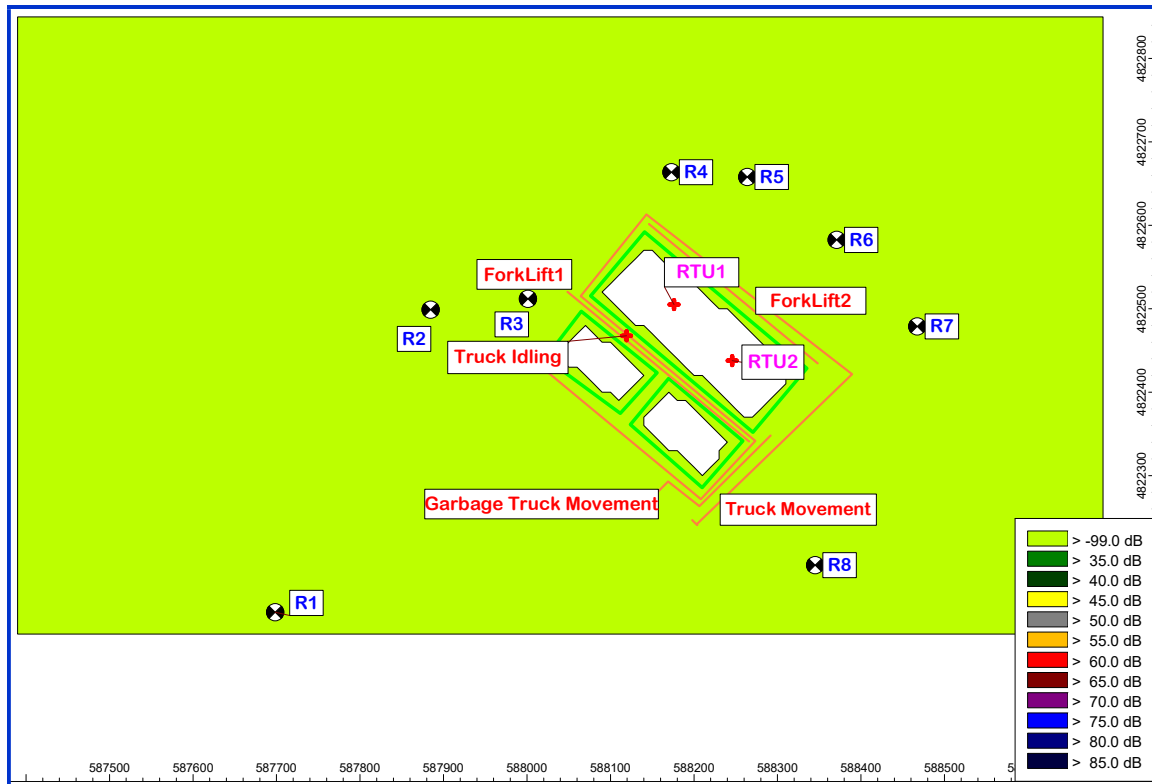


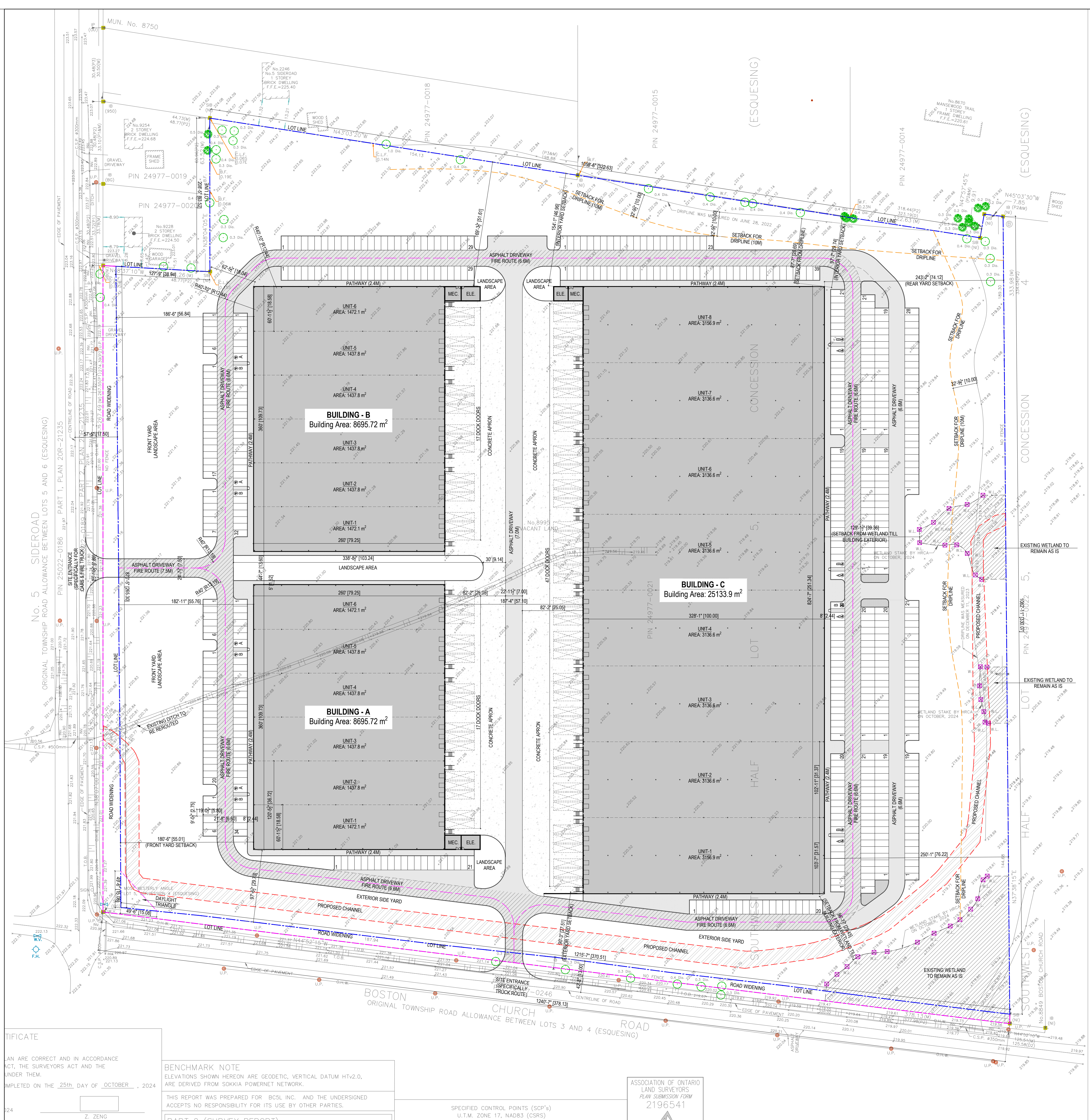
Figure 4 Sound Level Contours for Nighttime Operation Scenario

6. Conclusions

Based on the results of the acoustic assessment, it can be concluded that the Warehouse/Storage Development cumulative noise impacts at sensitive points of reception will meet the applicable noise criteria during the proposed worst-case operating periods.

Appendix A

Plans and Drawings



CERTIFICATE

THE PLANS ARE CORRECT AND IN ACCORDANCE WITH THE ACT, THE SURVEYORS ACT AND THE REGULATION UNDER THEM.

COMPLETED ON THE 25th DAY OF OCTOBER, 2024

BENCHMARK NOTE

ELEVATIONS SHOWN HEREON ARE GEODETIC, VERTICAL DATUM HTV2.0, ARE DERIVED FROM SOKKIA POWERNET NETWORK.

THIS REPORT WAS PREPARED FOR BCSL INC. AND THE UNDERSIGNED ACCEPTS NO RESPONSIBILITY FOR ITS USE BY OTHER PARTIES.

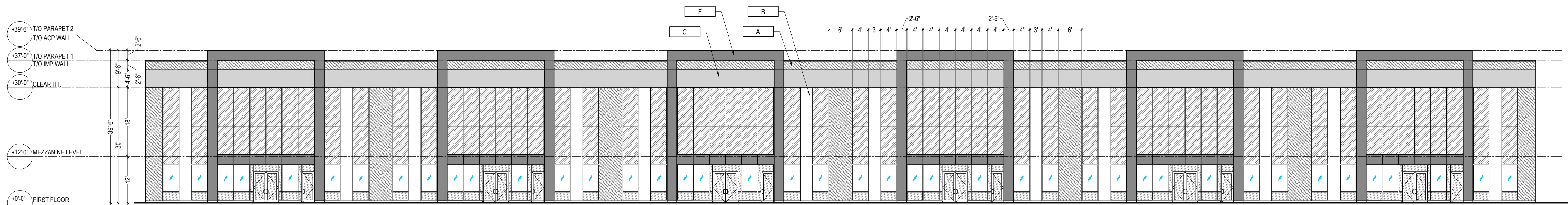
PART 2 (SURVEY REPORT)

ASSOCIATION OF ONTARIO
LAND SURVEYORS
PLAN SUBMISSION FORM
2196541

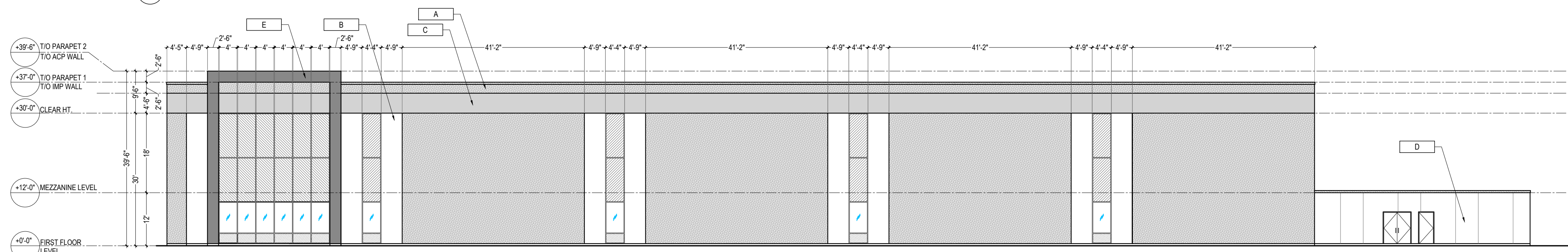
This drawing, as an instrument of service, is provided by and is the property of Inspire Architectural Group. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Inspire Architectural Group of any variations from the supplied information. This drawing is not to be scaled. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc. information shown on this drawing. Refer to the appropriate consultant's drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of authorities having jurisdiction. The contractor working from drawings not specifically marked 'For Construction' must assume full responsibility and bear costs for any corrections or damages resulting from his work.

SUMMARY			
ADDRESS	8995 BOSTON CHURCH RD, MILTON		
ZONE	AGRICULTURE		
SITE STATISTICS			
ZONE VARIATION	PERMITTED	EXISTING	PROPOSED
LOT AREA (MINIMUM)		11.71 Hec. (117192.46 sq.m)	
LOT FRONTAGE (MINIMUM)		267.49m	265.30m (After Road Widening)
LOT COVERAGE (MAXIMUM)			36.5% (42778.23 m²)
FRONT YARD SETBACK (M) (MINIMUM)			55.01m
INTERIOR SIDE YARD DEPTH (M) (MINIMUM)			29.74m
EXTERIOR SIDE YARD DEPTH (M) (MINIMUM)			27.51m
REAR YARD DEPTH (M) (MINIMUM)			74.12m
HEIGHT (M) MAXIMUM			10m
VEHICULAR PARKING			
Parking is calculated for each individual Cannabis Production and Processing Facility, industrial and warehouse/distribution premises, including accessory office space, as follows:			
For the first 1000 m2, 1 parking space per 30m2 of gross floor area shall be provided.			
Any additional gross floor area shall be calculated in addition to the above provision and provided in accordance with the following rates:			
☐ For gross floor areas between 1001m2 to 5000m2 shall provide 1 parking space per 100m2 of gross floor area.			
☐ Gross floor areas greater than 5000m2 shall provide 1 parking space per 200m2 of gross floor area.			
Notwithstanding any provisions of the By-law to the contrary, accessory retail uses associated with the industrial or warehouse/distribution use shall be included within the above noted calculations provided that the retail area does not exceed the lesser of 5% or 232.2 m2 of the total gross floor			
PARKING CALCULATION			
TOTAL GROSS FLOOR AREA (BUILDING A+B+C) = 33829.62 m² Parking Ratio: 1/30 m² for GFA 1000m² 1/100m² for GFA 5000m² 1/200m² for GFA 1001m² to 5000m² 1/200m² for GFA greater than 5000m²	REQUIRED		PROVIDED
	1/30 m² for GFA 1000m² = 33.3		595 (INCLUDING 16 BARRIER-FREE PARKING)
	1/100m² for GFA 5000m² = 50		
	1/200m² for GFA 27829.62m² = 139.14		
	TOTAL PARKING REQUIRED = 223		

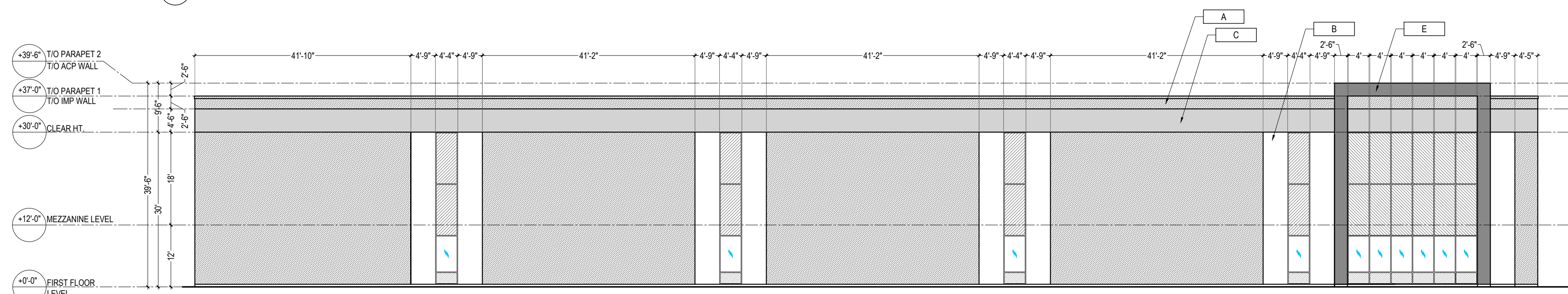
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#	DATE	ISSUED FOR
PROJECT NAME		
PROPOSED WAREHOUSE/STORAGE DEVELOPMENT		
AT 8995 BOSTON CHURCH RD, MILTON		
DRAWING NAME		
PROPOSED SITE PLAN		
DRAWN BY	PROJECT NO.	
RB	25.020	
CHECKED BY	PROJECT DATE	
HK	2025-06-27	
Scale	Drawing no.	
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SHEET SIZE	24"X36"	
TRUE NORTH	PROJECT NORTH	



1 BUILDING A - NORTH ELEVATION
1/16"=1'-0"

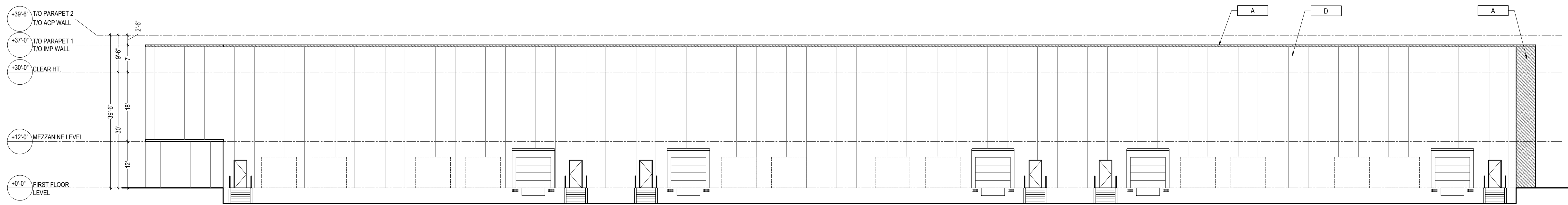


2 BUILDING A - WEST ELEVATION
1/16"=1'-0"



3 BUILDING A - EAST ELEVATION
1/16"=1'-0"

KEYNOTES:		LEGEND:		COLOURS:	
101	INSULATED METAL PANEL	VISION GLASS	COLOUR - DARK GREY	A	COLOUR - DARK GREY
102	INSULATED PRECAST CONCRETE PANEL	VITRO - SOLAR GREY WITH BIRD FRIENDLY GLAZING	KINGSPAN - K3 SERIES - MICRO RIB - WEATHERED ZINC	B	KINGSPAN - K3 SERIES - MICRO RIB - WEATHERED ZINC
103	ALUMINUM COMPOSITE PANEL	SPANDREL GLASS (PINK COAT 500) - HARMONY GREY WITH BIRD FRIENDLY GLAZING	COLOUR - WHITE	C	KINGSPAN - K3 SERIES - MICRO RIB - ASCOT WHITE
104	CURTAIN WALL GLAZING SYSTEM	TEMPERED GLASS VITRO - SOLAR GREY WITH BIRD FRIENDLY GLAZING	COLOUR - SILVER	D	KINGSPAN - K3 SERIES - MICRO RIB - BRIGHT SILVER
105	CLERESTORY WINDOW	PRECAST CONCRETE PANEL SCREEN WALL	COLOUR - WHITE	E	COLOUR - WHITE
106	CANOPY WITH ACP FASCIA AND METAL SOFFIT				
107	CONTINUOUS METAL FLASHING TO MATCH WALL COLOUR				
108	PRECAST CONCRETE PANEL SCREEN WALL				
109	ROOF LINE BEYOND				
110	KNICK-OUT PRECAST PANEL FOR FUTURE DOCK DOORS				
111	ROOF SCUPPERS				



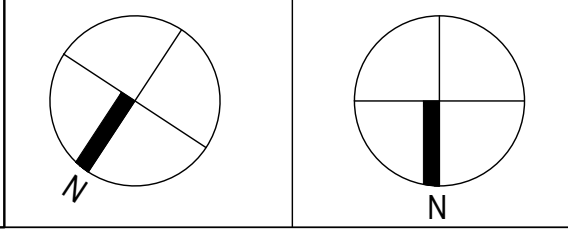
4 BUILDING A - SOUTH ELEVATION
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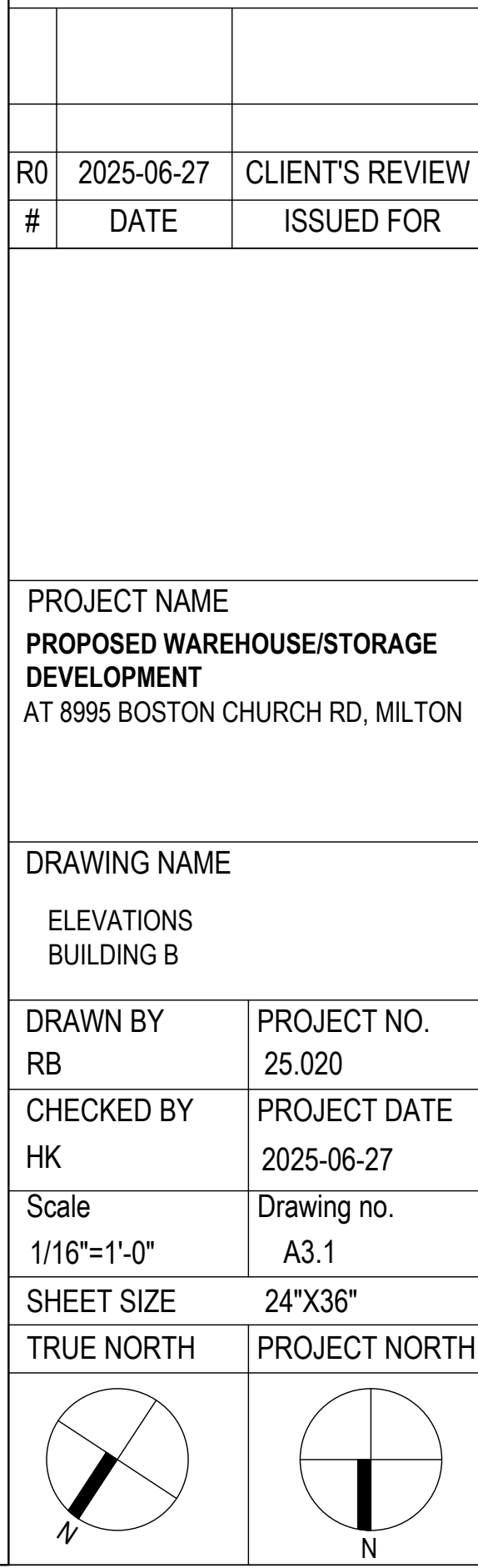
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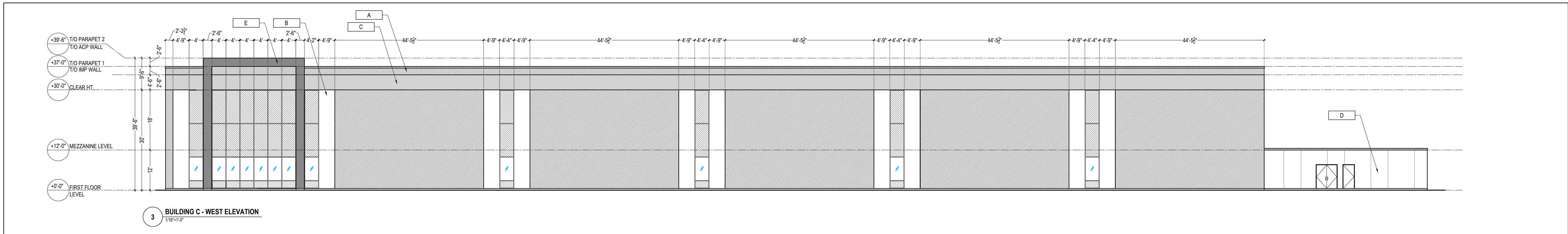
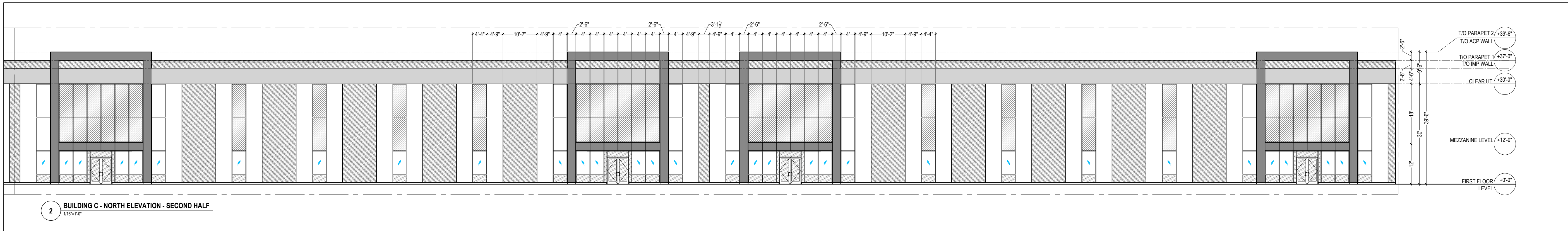
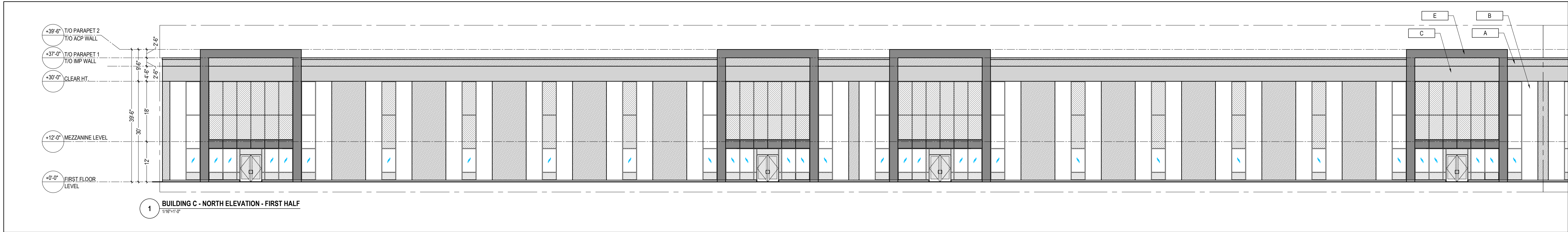
PROJECT NAME
PROPOSED WAREHOUSE/STORAGE DEVELOPMENT
AT 8995 BOSTON CHURCH RD, MILTON

DRAWING NAME
ELEVATIONS
BUILDING A

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CHECKED BY HK	PROJECT DATE 2025-06-27
Scale 1/16"=1'-0"	Drawing no. A3.0
SHEET SIZE TRUE NORTH	24"X36" PROJECT NORTH







KEYNOTES:

- 101 INSULATED METAL PANEL
- 102 INSULATED PRECAST CONCRETE PANEL
- 103 ALUMINUM COMPOSITE PANEL
- 104 CURTAIN WALL GLAZING SYSTEM
- 105 CLERESTORY WINDOW
- 106 CANOPY WITH ACP FASCIA AND METAL SOFFIT
- 107 CONTINUOUS METAL FLASHING TO MATCH WALL COLOUR
- 108 PRECAST CONCRETE PANEL SCREEN WALL
- 109 ROOF LINE BEYOND
- 110 KNOCK-OUT PRECAST PANEL FOR FUTURE DOCK DOORS
- 111 ROOF SCUPPERS

LEGEND:

- VISION GLASS:
VITRO - SOLAR GREY
WITH BIRD FRIENDLY GLAZING
- SPANDREL GLASS:
OPACH-COAT-300 - HARMONY GREY
WITH BIRD FRIENDLY GLAZING
- TEMPERED GLASS:
VITRO - SOLAR GREY
WITH BIRD FRIENDLY GLAZING
- BIRD FRIENDLY MARKERS'
SPACING DETAIL

COLOURS:

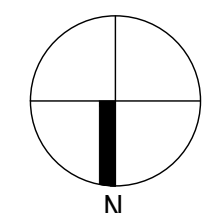
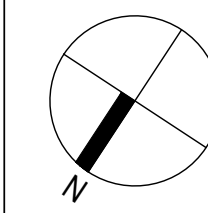
- A COLOUR - DARK GREY
KINGSPAN - KS SERIES - MICRO RIB - WEATHERED ZINC
- B COLOUR - WHITE
KINGSPAN - KS SERIES - MICRO RIB - ASCOT WHITE
- C COLOUR - SILVER
KINGSPAN - KS SERIES - MICRO RIB - BRIGHT SILVER
- D COLOUR - WHITE
- E COLOUR - CHARCOAL - ALPOLIC - CNC CHARCOAL

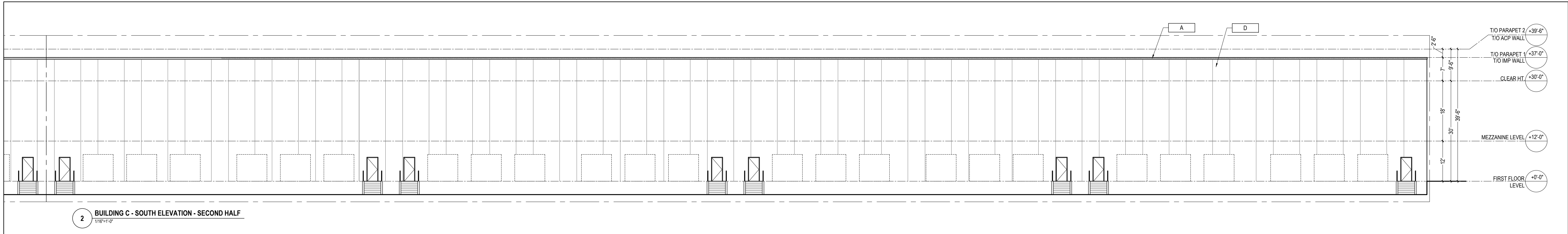
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#	DATE	ISSUED FOR

PROJECT NAME
**PROPOSED WAREHOUSE/STORAGE
DEVELOPMENT**
AT 8995 BOSTON CHURCH RD, MILTON

DRAWING NAME
NORTH & WEST ELEVATIONS
BUILDING C

DRAWN BY RB	PROJECT NO. 25.020
CHECKED BY HK	PROJECT DATE 2025-06-27
Scale 1/16"=1'-0"	Drawing no. A3.2
SHEET SIZE TRUE NORTH	24"X36" PROJECT NORTH



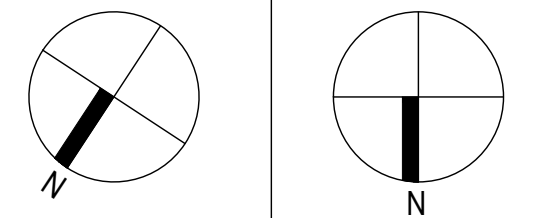


RO	2025-06-27	CLIENT'S REVIEW
#	DATE	ISSUED FOR

DRAWING NAME

EAST & SOUTH ELEVATIONS
BUILDING C

DRAWN BY RB	PROJECT NO. 25.020
CHECKED BY HK	PROJECT DATE 2025-06-27
Scale 1/16"=1'-0"	Drawing no. A3.2
SHEET SIZE	24"x36"
TRUE NORTH	PROJECT NORTH





1 AREIAL VIEW



2 VIEW 1



3 VIEW 2



4 VIEW 3



4 VIEW 5

R0	2025-06-27	CLIENT'S REVIEW
#	DATE	ISSUED FOR
PROJECT NAME PROPOSED WAREHOUSE/STORAGE DEVELOPMENT AT 8995 BOSTON CHURCH RD, MILTON		
DRAWING NAME 3D ELEVATIONS		
DRAWN BY RB	PROJECT NO. 25.020	
CHECKED BY HK	PROJECT DATE 2025-06-27	
Scale NTS	Drawing no. A3.2	
SHEET SIZE	24"X36"	
TRUE NORTH	PROJECT NORTH	

Appendix B

CadnaA Model Set-up and Sample Calculation

Noise Impact Analysis

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (m)	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (m)	1000.00
Min. Length of Section (m)	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°C)	10
rel. Humidity (%)	70
Ground Absorption G	0.30
Wind Speed for Dir. (m/s)	3.0
Roads (???)	
Railways (???)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver

Name: R1
 ID: R1
 X: 587698.38
 Y: 4822136.14
 Z: 4.50

Line Source, ISO 9613, Name: "ForkLift2", ID: "FL2"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	588248.28	4822517.13	1.50	0	D	500	81.8	24.1	-7.8	0.0	0.0	67.5	1.3	-2.1	0.0	0.0	21.8	0.0	0.0	9.7
15	588147.22	4822600.64	1.50	0	D	500	81.8	4.3	-7.8	0.0	0.0	67.2	1.2	-2.1	0.0	0.0	0.0	0.0	0.0	12.0

Point Source, ISO 9613, Name: "RTU1", ID: "RTU1"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
16	588176.11	4822505.01	12.40	0	DEN	A	86.7	0.0	0.0	0.0	0.0	66.6	2.7	-2.4	0.0	0.0	0.0	0.0	0.0	19.8

Point Source, ISO 9613, Name: "RTU2", ID: "RTU2"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
17	588245.81	4822437.78	12.40	0	DEN	A	86.7	0.0	0.0	0.0	0.0	66.9	2.8	-2.5	0.0	0.0	0.0	0.0	0.0	19.5

Point Source, ISO 9613, Name: "T5", ID: "T5"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	588119.25	4822467.63	1.80	0	D	A	101.8	0.0	-7.8	0.0	0.0	65.6	2.2	-3.0	0.0	0.0	22.4	0.0	0.0	6.8

Line Source, ISO 9613, Name: "Truck Movement", ID: "TM"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	588064.72	4822390.85	1.80	0	D	A	74.0	20.9	-10.8	0.0	0.0	64.0	2.1	-2.8	0.0	0.0	0.0	0.0	0.0	20.9
20	588160.43	4822311.46	1.80	0	D	A	74.0	20.9	-10.8	0.0	0.0	64.9	2.3	-2.9	0.0	0.0	0.0	0.0	0.0	19.9
21	588228.62	4822378.81	1.80	0	D	A	74.0	20.7	-10.8	0.0	0.0	66.3	2.6	-3.0	0.0	0.0	22.7	0.0	0.0	-4.8
23	588126.23	4822463.77	1.80	0	D	A	74.0	21.3	-10.8	0.0	0.0	65.6	2.5	-2.9	0.0	0.0	21.3	0.0	0.0	-2.0
24	588069.60	4822510.76	1.80	0	D	A	74.0	11.3	-10.8	0.0	0.0	65.4	2.4	-2.9	0.0	0.0	0.0	0.0	0.0	9.6
25	588368.12	4822401.13	1.80	0	D	A	74.0	17.7	-10.8	0.0	0.0	68.1	3.1	-3.1	0.0	0.0	7.0	0.0	0.0	5.7
26	588306.26	4822341.25	1.80	0	D	A	74.0	20.5	-10.8	0.0	0.0	67.1	2.8	-3.0	0.0	0.0	8.8	0.0	0.0	8.0
27	588234.71	4822271.99	1.80	0	D	A	74.0	19.3	-10.8	0.0	0.0	65.9	2.5	-2.9	0.0	0.0	0.0	0.0	0.0	17.1
28	588148.17	4822609.03	1.80	0	D	A	74.0	11.2	-10.8	0.0	0.0	67.3	2.9	-3.0	0.0	0.0	0.0	0.0	0.0	7.3
29	588271.32	4822513.32	1.80	0	D	A	74.0	24.8	-10.8	0.0	0.0	67.7	3.0	-3.0	0.0	0.0	17.9	0.0	0.0	2.4
30	588103.67	4822564.08	1.80	0	D	A	74.0	21.0	-10.8	0.0	0.0	66.4	2.6	-3.0	0.0	0.0	0.0	0.0	0.0	18.1
31	588216.89	4822280.97	1.80	0	D	A	74.0	14.0	-10.8	0.0	0.0	65.6	2.4	-2.9	0.0	0.0	0.0	0.0	0.0	12.1
32	588249.53	4822315.84	1.80	0	D	A	74.0	18.5	-10.8	0.0	0.0	66.3	2.6	-3.0	0.0	0.0	16.8	0.0	0.0	-1.0
33	588200.86	4822243.58	1.80	0	D	A	74.0	9.2	-10.8	0.0	0.0	65.2	2.4	-2.9	0.0	0.0	0.0	0.0	0.0	7.8
36	588203.83	4822241.36	1.80	0	D	A	74.0	1.7	-10.8	0.0	0.0	65.3	2.4	-2.9	0.0	0.0	0.0	0.0	0.0	0.2

Line Source, ISO 9613, Name: "Garbage Truck Movement", ID: "GL"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
34	588221.77	4822278.39	1.70	0	D	500	54.1	16.3	-7.8	0.0	0.0	65.7	1.0	-2.4	0.0	0.0	0.0	0.0	0.0	-1.7
37	588187.80	4822278.10	1.70	0	D	500	54.1	16.8	-7.8	0.0	0.0	65.1	1.0	-2.3	0.0	0.0	0.0	0.0	0.0	-0.7
38	588163.02	4822286.87	1.70	0	D	500	54.1	12.4	-7.8	0.0	0.0	64.8	0.9	-2.3	0.0	0.0	0.0	0.0	0.0	-4.7

Line Source, ISO 9613, Name: "ForkLift1", ID: "FL1"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Dc	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)

