Thornton Tomasetti

Noise & Vibration Feasibility Study

2076 Old Lakeshore Road, Burlington ON

TT Project No: 25015599

Prepared For

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September 8, 2025

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1.0 Introduction

Thornton Tomasetti Canada Inc. (TT) was retained by 1959025 Ontario Inc. (Client) to prepare this Noise & Vibration Feasibility Study (NVFS) regarding the 2076 Old Lakeshore Road development located in Burlington, Ontario (the Project).

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

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

2.0 Site and Surrounding Area

2.1 Planned Development

The 2076 Old Lakeshore Road property is currently occupied by the Marquis Lakeside Inn. The existing motel will be demolished and redeveloped into a 23-storey combined hotel and residential building. Floors 4 to 14 will include hotel rooms, with residential suites on floors 15 to 23. Private balconies are included with the residential suites and the west façade suites of the hotel. The hotel outdoor amenity area is located at grade between the Project building and Lake Ontario. For the residential portion of the building, a private common outdoor amenity area is located on the rooftop. Four levels of underground parking are also included with the Project.

The proposed site plan is provided in Figure 1, included in Appendix A.

2.2 Project Location and Surroundings

The Project is located at 2076 Old Lakeshore Road, between Old Lakeshore Road and Lake Ontario. Surrounding lands primarily include residential high-rise buildings located along Lakeshore Road. Lands to the north between Lakeshore Road and Old Lakeshore Road currently include a combination of surface parking and 2-storey commercial buildings, with future mixed-use buildings to be included. The adjacent restaurant is located within a historic building on the adjacent lands to the east and is currently not in use.

Lakeshore Road is located approximately 50 m to the north of the Project lands, with the QEW located approximately 2 kms to the west. The closest railway is located approximately 2 km north of the development.

An illustration of the project location and surrounding area is provided in Figure 2 of Appendix A. Copies of the Development Plans are included in Appendix B.

3.0 Applicable Guidelines

3.1 Ministry of the Environment, Conservation and Parks NPC-300

The MECP's *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300) provides province wide assessment standards and criteria for evaluating noise impacts from transportation sources such as roads, railways and aircraft, as well as stationary sources such as mechanical equipment, and industrial facilities. In preparing this NVFS report, TT has referred to *Part A Background and Part C Land Use Planning* of NPC-300.

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

3.2 Halton Region

The Halton Region guidelines include the following:

- Noise Abatement Guidelines – Regional Official Plan Guidelines, dated June 18, 2014; and
- Land Use Compatibility Guidelines – Regional Official Plan Guidelines, dated June 18, 2014.

In general, the Halton Region guidelines are consistent with the MECP NPC-300 guidelines, with the exception of the barrier assessment and a requirement to consider mature state of development for traffic volumes.

4.0 Transportation Noise Assessment

4.1 Critical Transportation Noise Receptors

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

4.1.1 Outdoor Amenity Areas

A large private amenity area is located on the west side of the 23rd floor, and was assessed as an OLA for the development (OLA1). The location of the rooftop OLA is Figure 1.

The at-grade common amenity area is associated with the Hotel portion of the building. As the hotel is a "commercial noise sensitive building", an assessment of outdoor amenity areas is not required based on definitions in NPC-300. Therefore, an assessment of impacts within the at-grade common amenity area was not completed.

Private balconies/terraces are located on the west side of the hotel portion and all facades of the residential portion. This includes a private balcony/terrace for the 23rd floor unit, facing south. As the 4 m minimum depth requirement is not met for these balconies/terrace, an assessment of impacts was not completed. In addition, the private terraces for the hotel portion are not considered outdoor amenity areas, based on definitions in NPC-300 for "noise sensitive commercial" buildings. Therefore, an assessment of impacts on private balconies/terraces was not completed.

4.1.2 Façade Receptors

Based on a review of the development floor plans, the following POW receptors were assessed for the development:

- Hotel Suites located on floors 4 to 14; and
- Residential Units located on floors 15 to 23.

As floors 1 to 3 include lobby space (residential and hotel), a restaurant, and other hotel amenities, these floors are not considered to be noise sensitive spaces and were not included in the assessment.

4.2 Transportation Noise Sources

4.2.1 Road Noise Sources

The most significant roadway noise source for the Project is considered to be Lakeshore Road. Old Lakeshore Road/Pearl Street are not considered significant contributors to roadway noise given the low volumes. Due to the proximity, Old Lakeshore Road was included as a conservative assessment of roadway impacts.

As Lakeshore Road and Old Lakeshore Road are not Regional Roads, traffic data was obtained from the City of Burlington Transportation Services and provided as Turning Movement Counts. An annual growth rate of 1.0% was provided by Paradigm Transportation Solutions, the traffic consultant for the project, with a 2041 future year applied in the assessment. The future traffic data applied in the assessment is summarized in Table 1.

Table 1: Future Traffic Data Summary

Street	AADT	% Trucks	Med/Hvy	Day/Night	Speed Limit
Lakeshore Road	16,888	11%	5/8	90/10	50 km/h
Old Lakeshore Road	1,196	18%	5/8	90/10	50 km/h

4.2.2 Rail Noise Sources

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

4.3 Transportation Sound Level Limits

4.3.1 Outdoor Amenity Areas

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

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

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

4.3.2 Indoor Living Areas

Impacts to POWs from road traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA. The MECP POW sound level limits and the sliding scale of required noise reduction measures for road noise at POWs are listed in Table 3.

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

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

Impacts to indoor noise levels from road and rail (if applicable) traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA at the POW receptor. The requirements for building construction to address transportation noise impacts to indoor sound levels are determined independently for road noise. The MECP indoor sound level limits and the required noise reduction measures for road noise at POWs are listed in Table 4.

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

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Mitigation Measures
Road Indoor Limit Living Rooms / Bedrooms	45 / 45	45 / 40	Not Applicable
Road Indoor Limit Hotel Rooms	-	45	
Road POW Mitigation Threshold Living & Bedrooms	>65	>60	Design building components to achieve indoor sound level limit

4.1 Transportation Sound Level Predictions

Road traffic noise modelling was calculated using the ORNAMENT algorithms (the MECP road traffic noise model) within the Cadna/A noise propagation software, using line sources and sound emission. A validation file comparing the Cadna/A and MECP STAMSON 5.04 road traffic noise model is shown in Appendix C.

Roadway noise impact modelling took into account screening from existing surrounding high-rise buildings, and was completed based on reflective intermediary ground. As a conservative assessment of impacts, the screening effect from future mixed-use buildings between Lakeshore Road and Old Lakeshore Road were excluded from the modelling.

Noise impacts on the Project were assessed using the "building evaluation" feature in CadnaA, allowing for predicted noise levels along the entire façade of the development. Facades considered to be non-noise sensitive (blank walls, etc.) were excluded from the assessment.

4.1.1 Outdoor Amenity Area Impacts

The predicted roadway noise levels within the rooftop common amenity area are predicted to be 49 dBA, as shown in Figure 3. As the predicted roadway sound levels are below 55 dBA, no additional noise controls are considered necessary.

4.1.2 Façade Impacts

A summary of the worst-case calculated sound levels for each building are presented in Table 5 and shown in Figure 4a/b for the daytime and night-time periods, respectively.

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

Building Facade	Predicted Transportation Sound Levels (dBA)	
	Daytime (07:00–23:00) $L_{eq,16hr}$	Nighttime (23:00–07:00) $L_{eq,8hr}$
North	63	57
East	60	53
South	47	41
West	62	55

As the predicted sound levels are above 55 dBA during the daytime and 50 dBA during the night-time, an assessment of noise mitigation measures is required.

4.2 Transportation Noise Control Recommendations

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

Table 6: Transportation Noise Control Measures Summary

Façade	Barrier	Building Components	Ventilation	Warning Clause
North	n/a	Meet OBC Requirements	Central AC	Type D
East	n/a	Meet OBC Requirements	Central AC	Type D
South	n/a	none	none	none
West	n/a	Meet OBC Requirements	Central AC	Type D

Notes: OBC = Ontario Building Code

4.2.1 Outdoor Amenity Areas – Barriers

As shown in Section 4.1.1 above, the sound levels within the OLAs are predicted to be less than 55 dBA. Therefore, physical noise controls are not required for the Project OLAs.

4.2.2 Indoor Living Areas - Ventilation

The north, east and west facades of the Project are predicted to be between 55 dBA and 65 dBA during the 16-hour day (07:00 - 23:00) and/or between 50 dBA and 60 dBA during the 8-hour night (23:00 - 07:00) due to road noise. For low to medium-density development, the installation of a central heating system with the provision for future installation central air conditioning would be required. However, as this is a high-density development, central air conditioning will be required for hotel suites and residential units along the north, east and west facades.

4.2.3 Indoor Living Areas - Building Components

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

4.2.4 Warning Clauses

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

As with the ventilation requirements, the south façade roadway sound levels are predicted to be between 55 dBA and 65 dBA during the 16-hour day (07:00 – 23:00) and/or between 50 dBA and 60 dBA during the 8-hour night (23:00 – 07:00). For low to medium-density development, a Type C warning clause would be required. However, as this is a high-density development, a **Type D** warning clause will be required for hotel suites and residential units along the north, east and west facades

The **Type D** warning clause is as follows:

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

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

5.0 Surrounding Stationary Noise Assessment

5.1 Critical Stationary Noise Receptors

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

The project point of reception (PPOR) and project outdoor point of reception (POPOR) receptor(s) on the Project were applied consistently with the roadway noise assessment. The hotel suites were assumed to have operable windows and were included in the assessment as points of reception.

The hotel's at-grade outdoor amenity area has been excluded from the assessment based on definitions outlined in NPC-300 for stationary noise analysis and "commercial noise sensitive receptors", as per the Transportation assessment.

Therefore, for this assessment, PPORs include the facades of the hotel suites, residential units, and the rooftop private amenity area. As with the transportation assessment, the hotel suite and residential unit private balconies/terraces were excluded as the minimum depth requirements outlined in NPC-300 have not been met.

5.2 Stationary Noise Sources

NPC-300 defines a stationary source of noise as one or more sources of sound that are normally operated within a given property. Stationary sources typically include mechanical equipment such as Heating, Ventilation and Air Conditioning (HVAC) equipment, standby power generators with routine testing, and heavy vehicle traffic (truck idling, driving, and loading).

Certain sources of noise, such as residential air conditioners, passenger automobile traffic in parking lots, or temporary noise such as that related to construction are not considered to be stationary sources in NPC-300 and are not assessed in this report.

Based on a review of satellite imagery and historical area site visits by TT personnel, significant stationary noise sources with potential to impact the Project include the following adjacent buildings:

- restaurant at 2084 Old Lakeshore Road, with rooftop kitchen exhaust fans and HVAC units; and
- high-rise residential building at 2060 Lakeshore Road, with rooftop cooling equipment.

The locations of the above noise sources are shown in Figure 5.

Although the adjacent restaurant is currently closed and has ceased operations, the building is understood to have historical significance and is expected to continue to operate as a restaurant if re-opened. An assessment was completed based on the restaurant equipment noise levels meeting the City of Burlington Nuisance and Noise Control By-Law - By-law No. 19-2003 (Noise By-law) on existing noise sensitive buildings. Therefore, the restaurant noise sources are expected to meet the MECP NPC sound level limits on existing noise sensitive buildings within the surrounding area. This includes the existing motel on the Project lands, where all buildings (including the main building) have rooms confirmed to be part of the motel operation and used as accommodations.

Table 7 provides a summary of the surrounding stationary source data applied in the assessment.

Table 7: Surrounding Stationary Noise Sources

Source Description	Source Sound Power (dBA)	Source Type	Notes & Assumptions
2084 Old Lakeshore (restaurant)			
1 fan HVAC unit	78	Steady	- Based on typical unit - 50% duty cycle applied during nigh-time period
Kitchen Exhaust Fan	73	Steady	- Based on typical unit and compliance with NPC limits on existing motel rooms (incl main building). - No duty cycling applied
2060 Old Lakerhore (high-rise residential building)			
Cooling Tower	92	Steady	- Based on typical unit and compliance on building's own residential units - 50% fan speed applied at night, for power conservation and reduced cooling demand

5.3 Applicable Guideline Limits

NPC-300 defines a Class 1 area as having an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum" during both day and night. For this assessment, the Project lands and surroundings are considered to representative of a Class 1 area, as an "urban hum" is expected to be present during all periods of the day due to the level of urbanization.

Ambient levels are not expected to significantly exceed the MECP NPC-300 exclusionary sound level limits for the Project. Therefore, the exclusionary Class 1 sound level limits were applied as a conservative assessment of impacts on the surrounding noise sensitive buildings.

Table 8 provides a summary of the applicable exclusionary sound level limits for steady noise sources impacting receptors in a Class 1 area. Steady stationary noise sources are assessed against a 1 hour equivalent sound pressure level (L_{eq}) expressed in A-weighted decibels (dBA).

Table 8: Applied Sound Level Limits – Steady Noise

Time Period	Exclusionary Guideline Limits ($L_{eq,1hr}$, dBA)	
	POR	OPOR
Daytime (07:00 – 19:00)	50	50
Evening (19:00 – 23:00)	50	50
Nighttime (23:00 – 07:00)	45	-

5.4 Stationary Sound Level Predictions

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

- Reflective ground was applied in the noise modelling, as a conservative assessment of intervening ground.
- One order of reflection was included to account for the effect of surrounding buildings.

A sample modelling output file for stationary noise source modelling for an east façade receptor is included in Appendix E.

5.4.1 Predicted Sound Levels

Outdoor Amenity Areas

Predicted sound levels are shown in Figure 6 for the entire rooftop outdoor amenity area and summarized in the table below.

Table 9: Calculated OPOR Sound Levels due to Surrounding Stationary Sources

Location	Time Period	Steady Sound Level $L_{eq,1hr}$ (dBA)	Steady Sound Level Limit $L_{eq,1hr}$ (dBA)	Compliance
Private Rooftop Private Amenity Area (OLA1)	Daytime/Evening	up to 46	50	Yes

As the predicted sound levels are below the 50 dBA guideline limit, no additional noise controls are considered necessary for the surrounding stationary noise sources.

Façade Sound Levels

Predicted sound levels are shown in Figure 7a/b for the daytime/night-time period facades. The following table summarizes stationary noise impacts on the Project, including the reduction in kitchen exhaust fan sound levels outlined in Section **Error! Reference source not found.** above.

Table 10: Worst-case Predicted Stationary Noise Source Impacts to the Project

Facade	Time Period	Steady Sound Level $L_{eq,1hr}$ (dBA)	Steady Sound Level Limit $L_{eq,1hr}$ (dBA)	Compliance
North	Day/Eve	39	50	Yes
	Ngt	30	45	Yes
East	Day/Eve	47	50	Yes
	Ngt	45	45	Yes
South	Day/Eve	45	50	Yes
	Ngt	42	45	Yes
West	Day/Eve	44	50	Yes
	Ngt	34	45	Yes

Notes: [1] The highest predicted sound level on the building façade is shown.

As shown in Table 10, noise due to stationary noise sources is predicted to meet the applicable sound level limits on the worts-case receptors on the Project. No additional noise controls are required for the existing surrounding noise sources.

6.0 Development Mechanical Equipment Stationary Noise Assessment

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

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

7.0 Vibration Assessment

7.1 Railway Vibration

As the closest railway is located over 2,000 m from the Project and outside the minimum distance requiring an assessment, railway vibration impacts are not a concern for the Project and a detailed assessment was not completed.

7.2 Industrial Vibration

Based on the review of the surrounding area (refer Section 2.2), no significant industrial vibration sources (ie. automotive heavy metal stamping) are located within the surrounding area. Therefore, industrial vibration impacts are not a concern for the Project, and a detailed assessment was not completed.

8.0 Concluding Comments

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

Surrounding stationary noise impacts were assessed for the significant stationary noise sources identified in the surrounding area, including the currently closed restaurant on the adjacent property. The applicable guideline limits are expected to be met on the Project without additional noise controls, as outlined in Section 5.0.

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

A Vibration assessment is not considered necessary and was not completed, as outlined in Section 7.0, as the closest railway is located outside of the minimum separation distance required for inclusion and no significant industrial vibration sources were identified within the area.

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

Should you have any questions, please do not hesitate to contact us.

Yours Truly,

Thornton Tomasetti



Marcus Li, P.Eng.
Vice President

Reviewed by:

Robert Fuller, P.Eng.
Project Engineer

Disclaimer

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

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

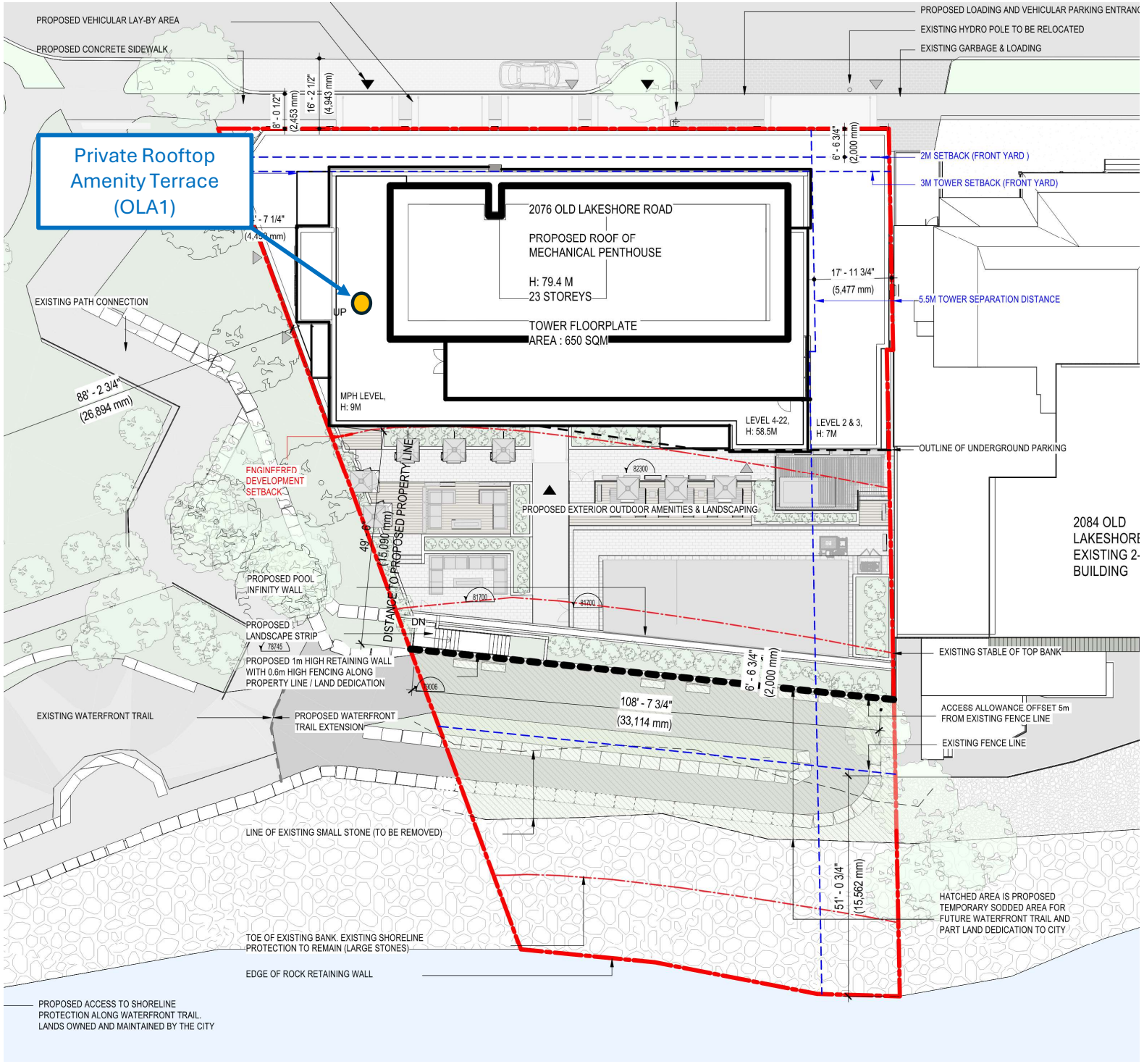
This report has been prepared solely for the benefit of the Client and the content of this report is intended for informational purposes only. This report shall not be relied upon by any other parties, including but not limited to other consultants retained by the Client, or utilized for any other purposes.

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

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

Appendix A: Figures

Figure 1: Project Site Plan
Figure 2: Project Location & Surroundings
Figure 3: Outdoor Levels - Roadway
Figure 4: Façade Levels - Roadway
Figure 5: Surrounding Stationary Noise Source Locations
Figure 6: Outdoor Levels - Surrounding Stationary
Figure 7: Facade Levels - Surrounding Stationary



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Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:
1) Not to Scale

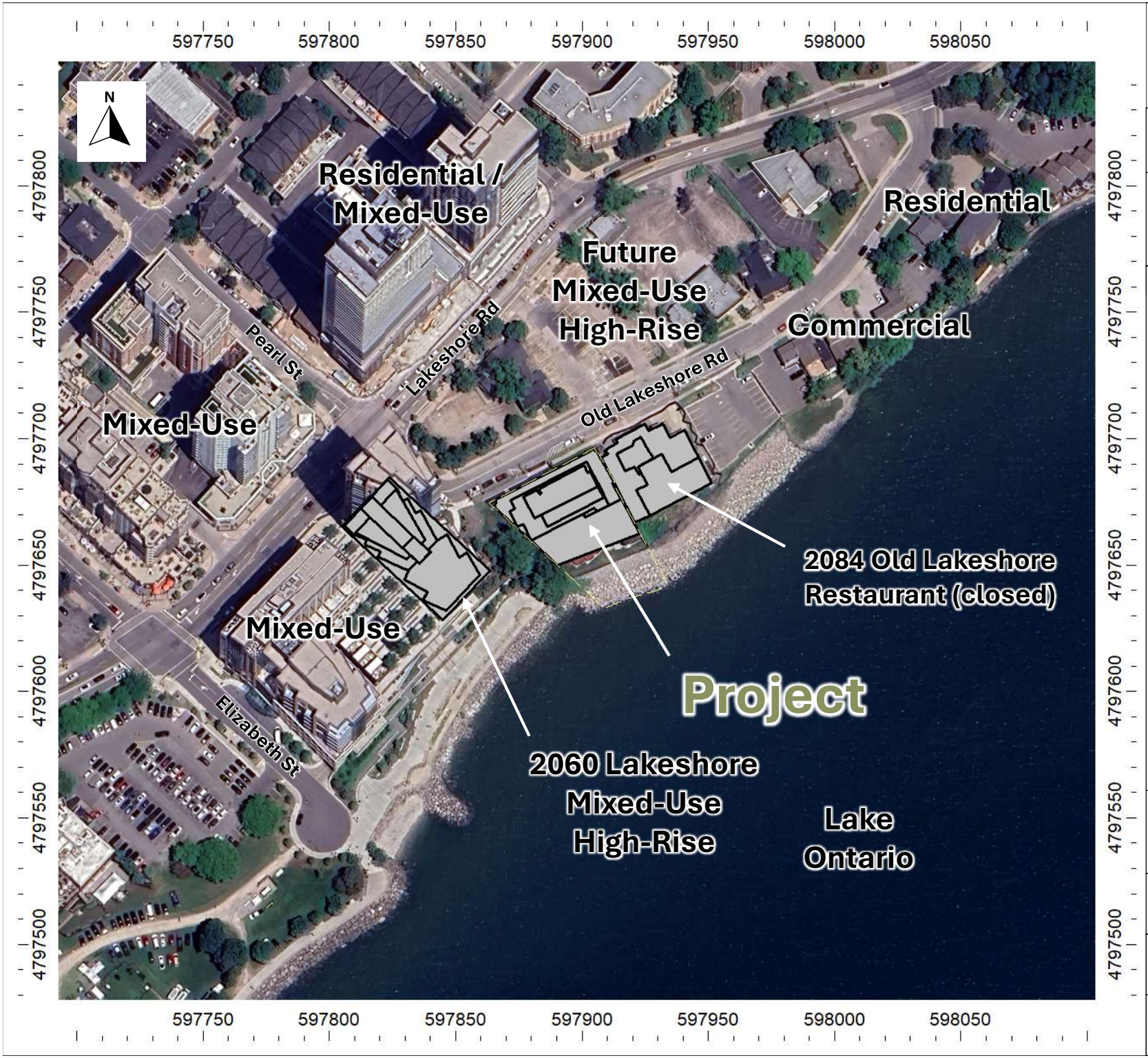
Figure Title
Project Site Plan

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MTL

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Date
Sept 3, 2025

1



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:

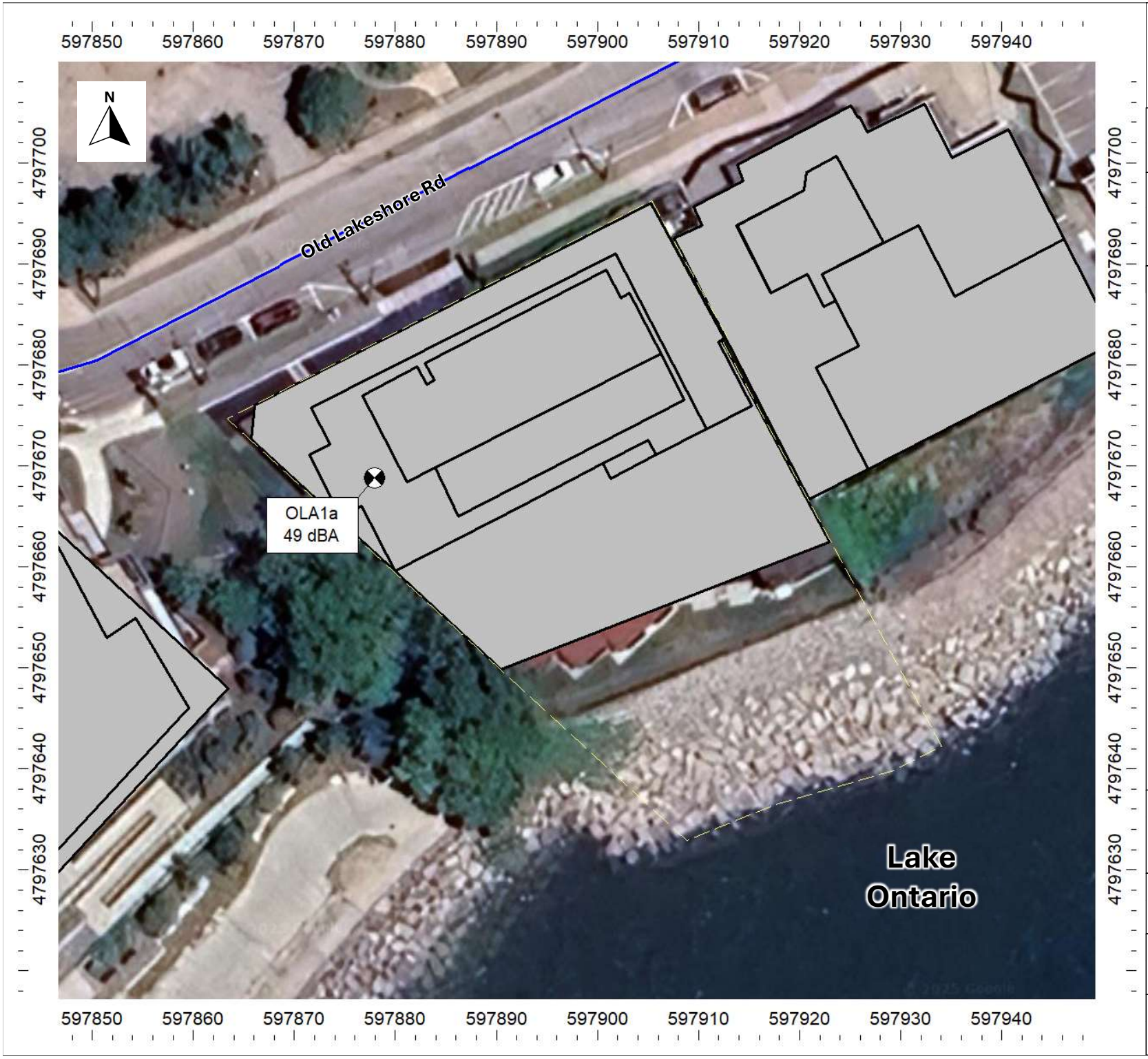
Figure Title
Project Location and Surroundings

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Date
Sept 3, 2025

2



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Client Name
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Project Name
2076 Old Lakeshore Road

Notes:

Legend

Line Source

Sound Pressure Levels

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

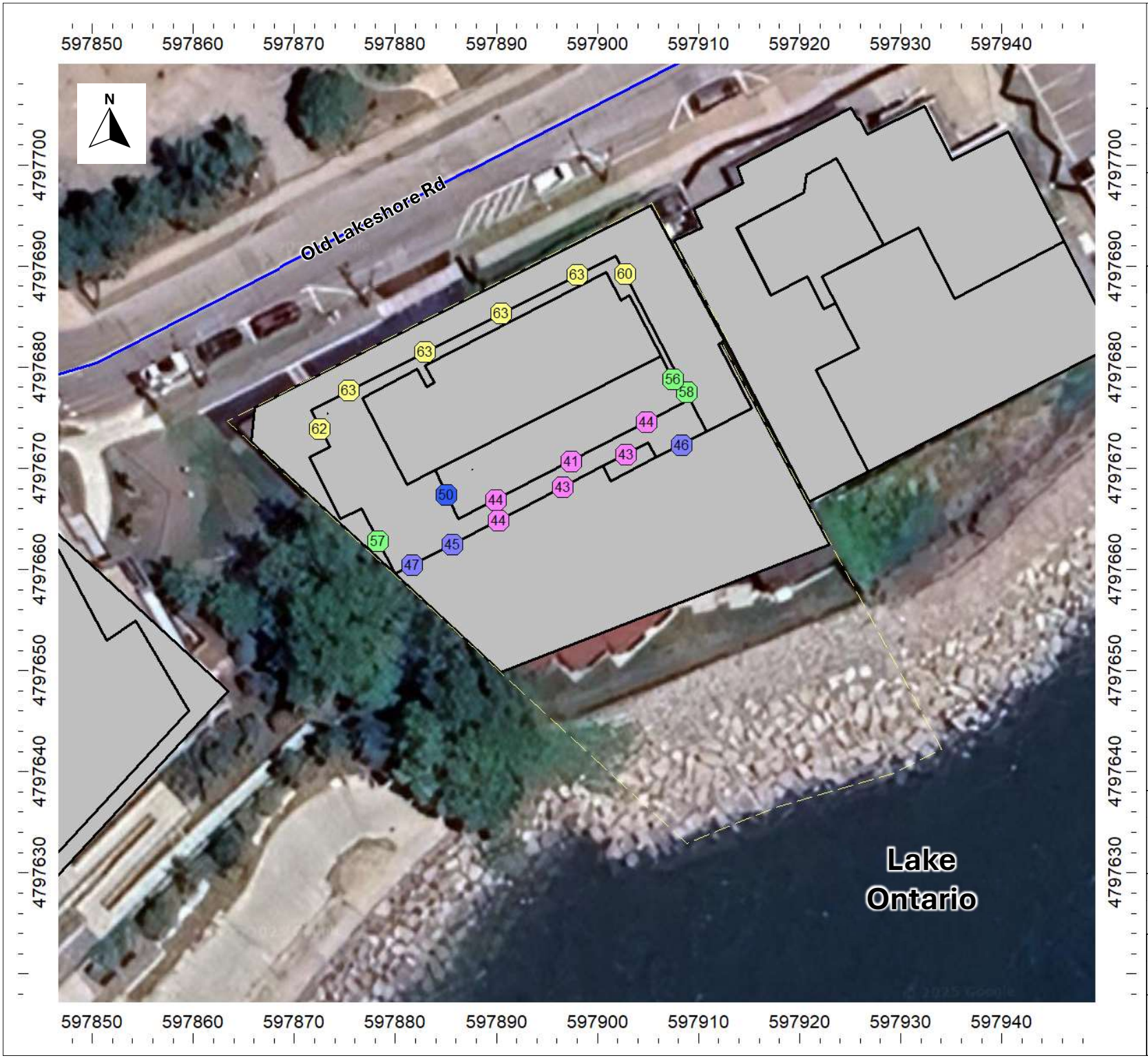
Figure Title
Outdoor Levels – Roadway

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3



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Project Name
2076 Old Lakeshore Road

Notes:

Legend

Line Source

Sound Pressure Levels

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

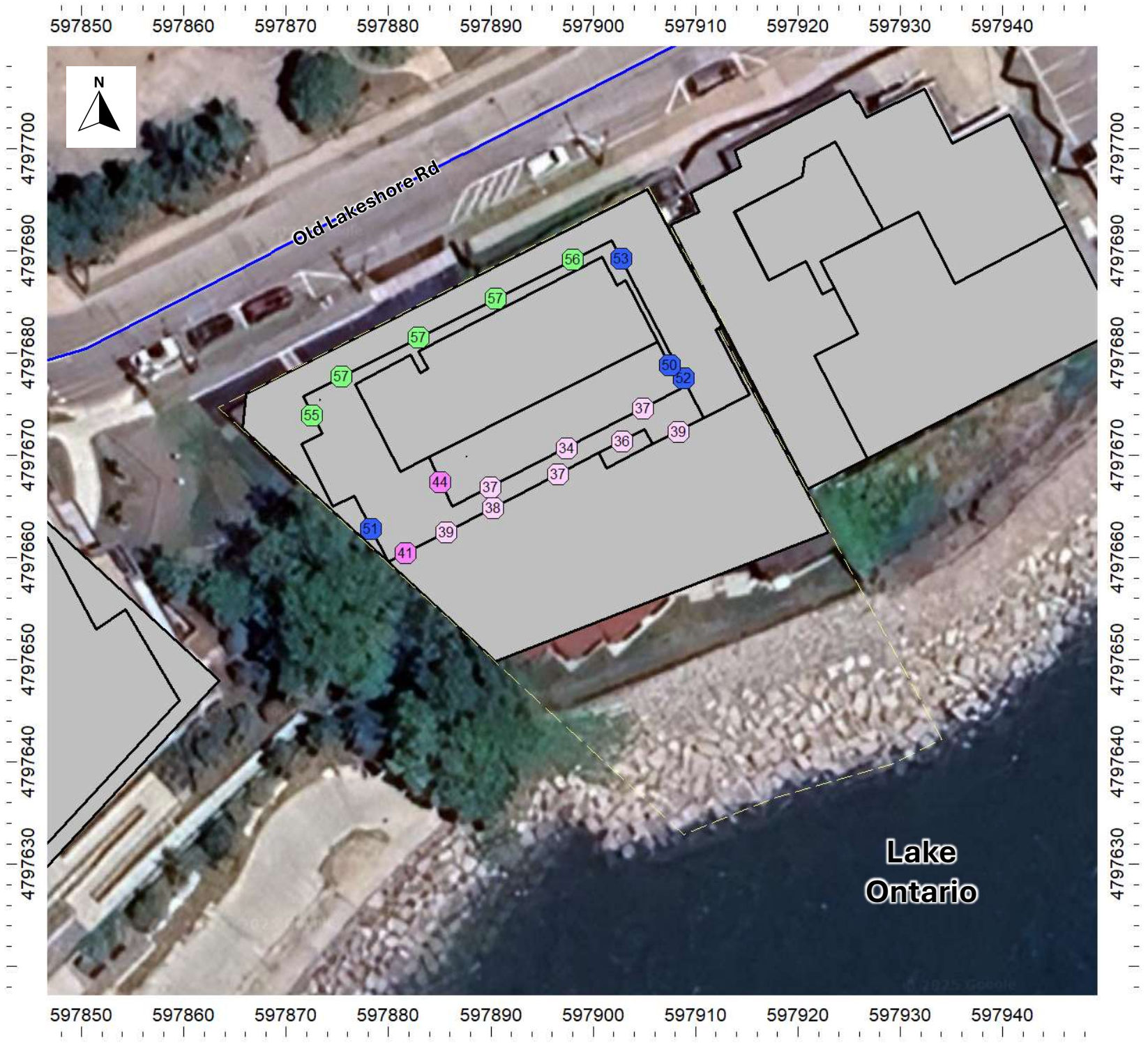
Figure Title
Façade Levels – Roadway (Day)

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

4a



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:

Legend

Line Source

Sound Pressure Levels

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

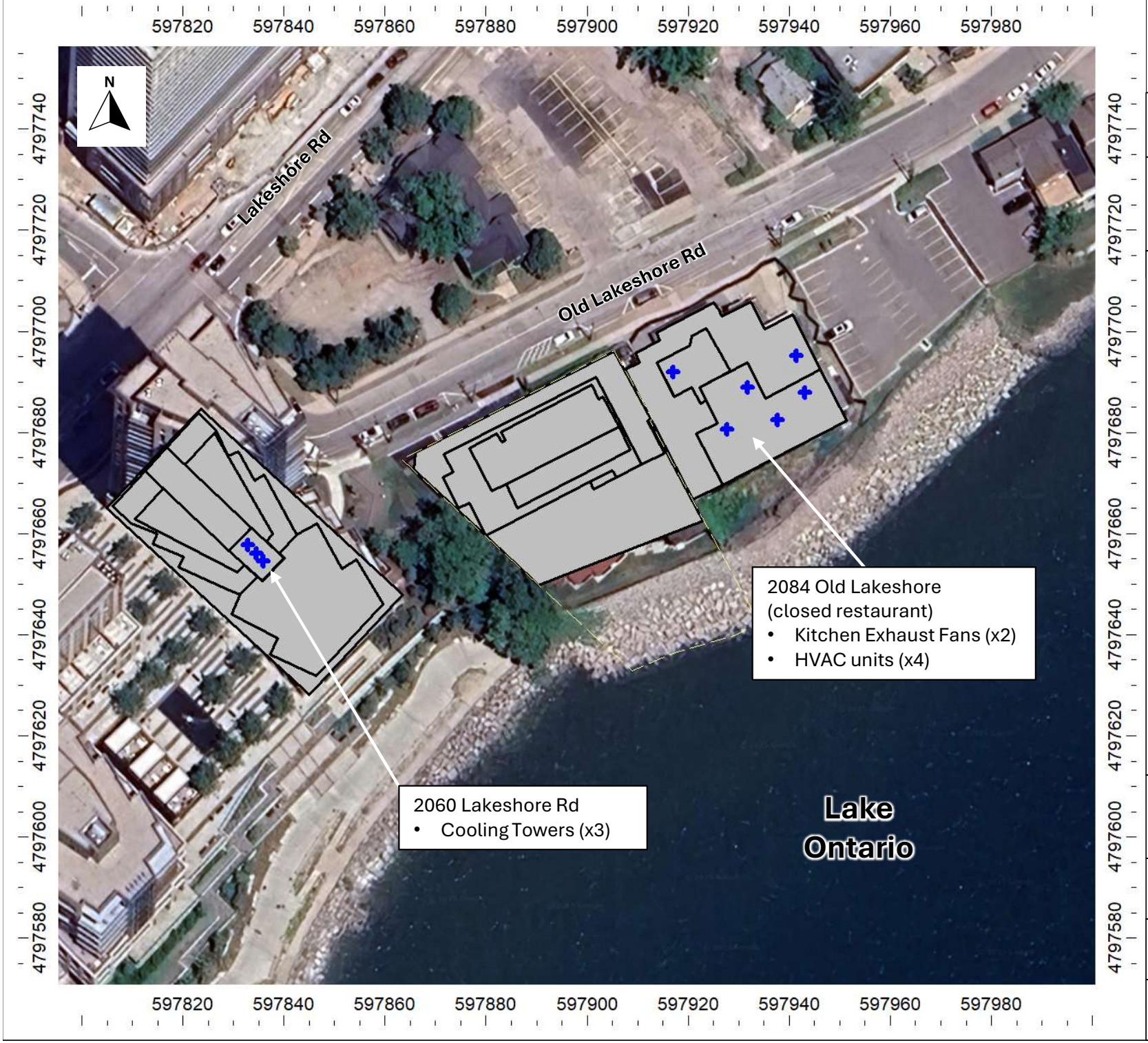
Figure Title
Façade Levels – Roadway (Ngt)

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

4b



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:

Legend

✚ Noise Source

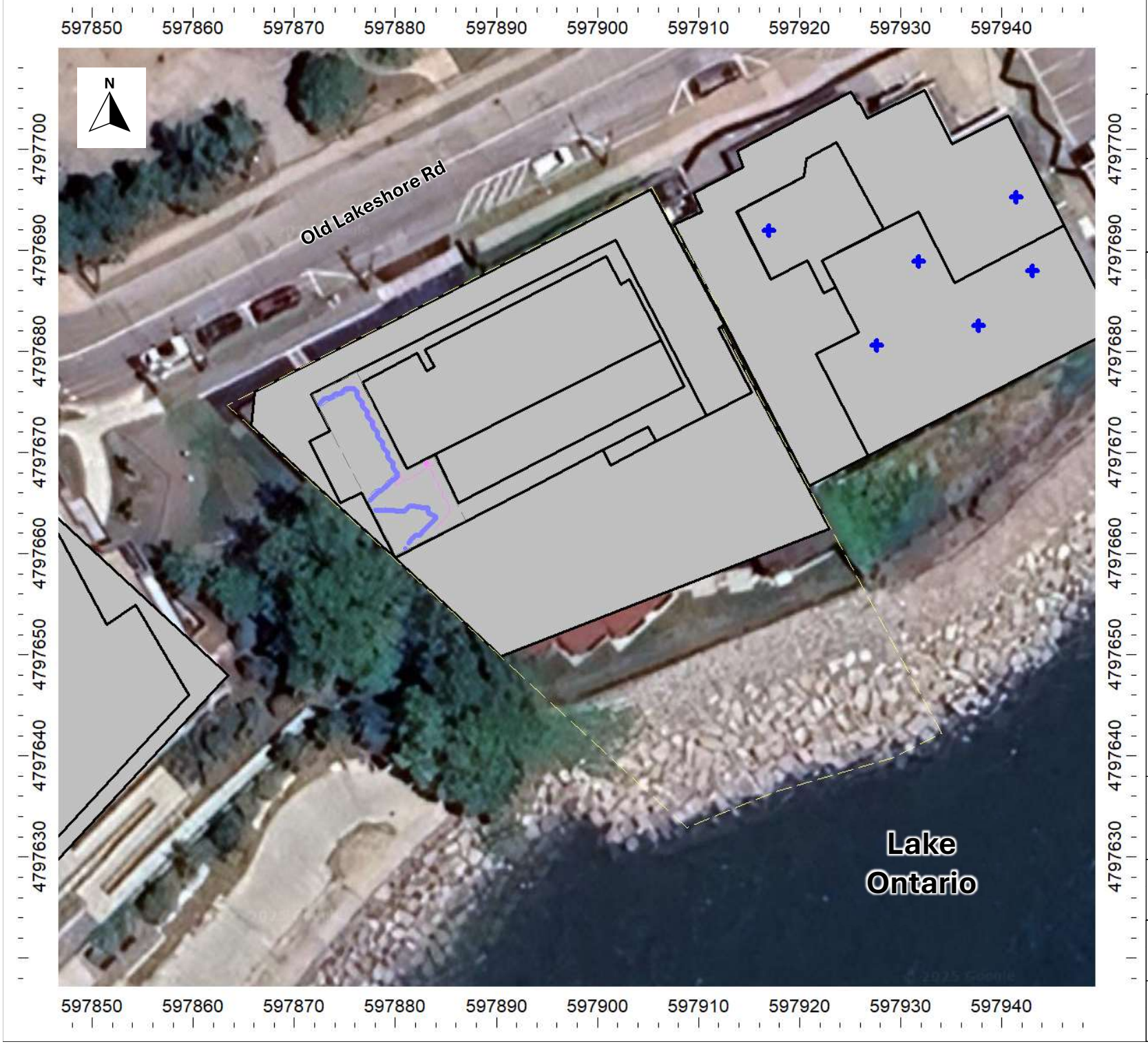
Figure Title
Surrounding Stationary Noise Source Locations

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

5



Thornton Tomasetti

Client Name
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Project Name
2076 Old Lakeshore Road

Notes:

Sound Pressure Levels

- 0 to 29 dBA
- 30 to 39 dBA
- 40 to 44 dBA
- 45 to 49 dBA
- 50 to 54 dBA
- 55 to 59 dBA
- 60 to 64 dBA
- 65 to 69 dBA
- 70 to 74 dBA
- 75 + dBA

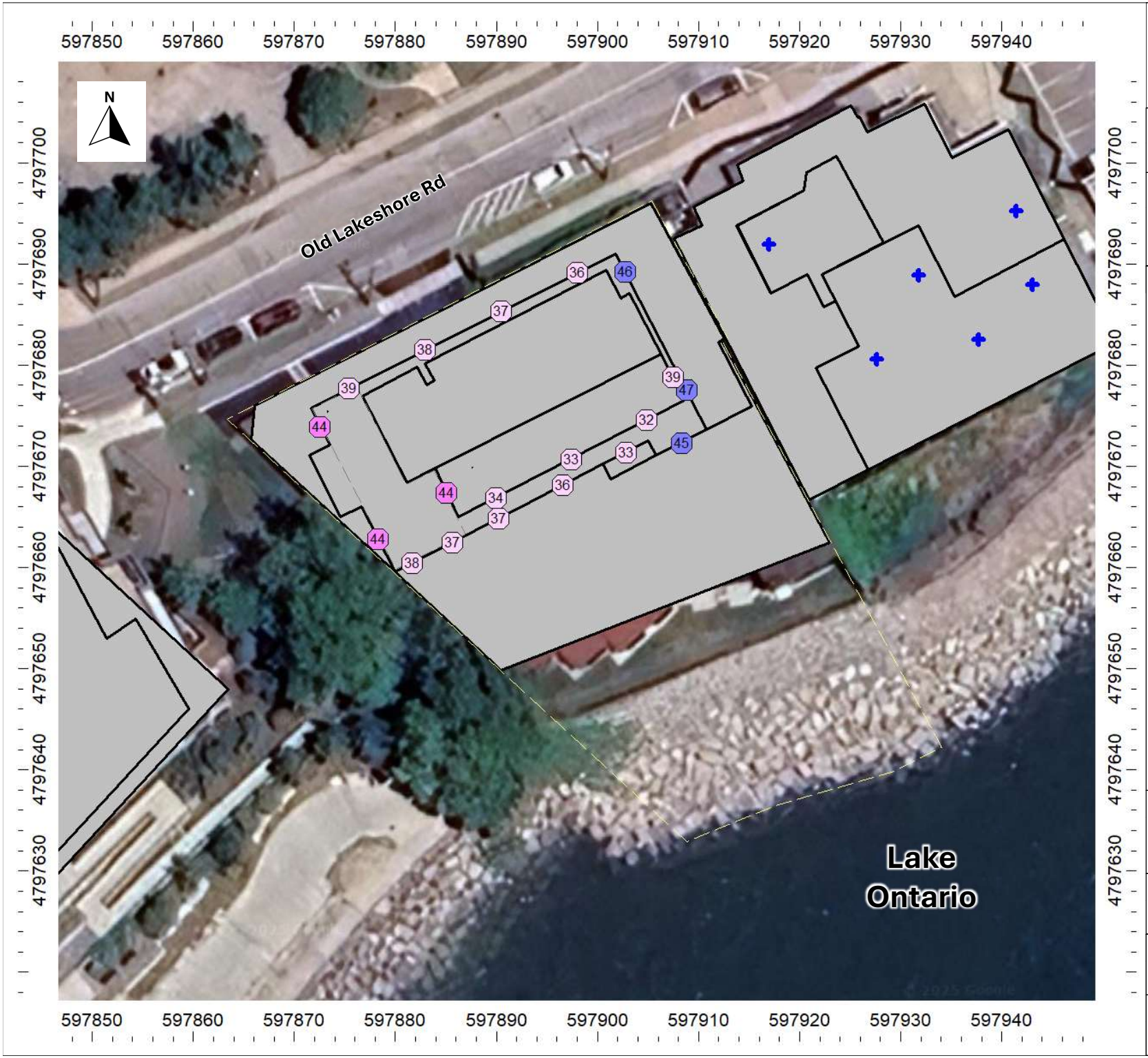
Figure Title
Outdoor Levels – Surrounding Stationary

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

6



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:

Sound Pressure Levels

- 0 to 29 dBA
- 30 to 39 dBA
- 40 to 44 dBA
- 45 to 49 dBA
- 50 to 54 dBA
- 55 to 59 dBA
- 60 to 64 dBA
- 65 to 69 dBA
- 70 to 74 dBA
- 75 + dBA

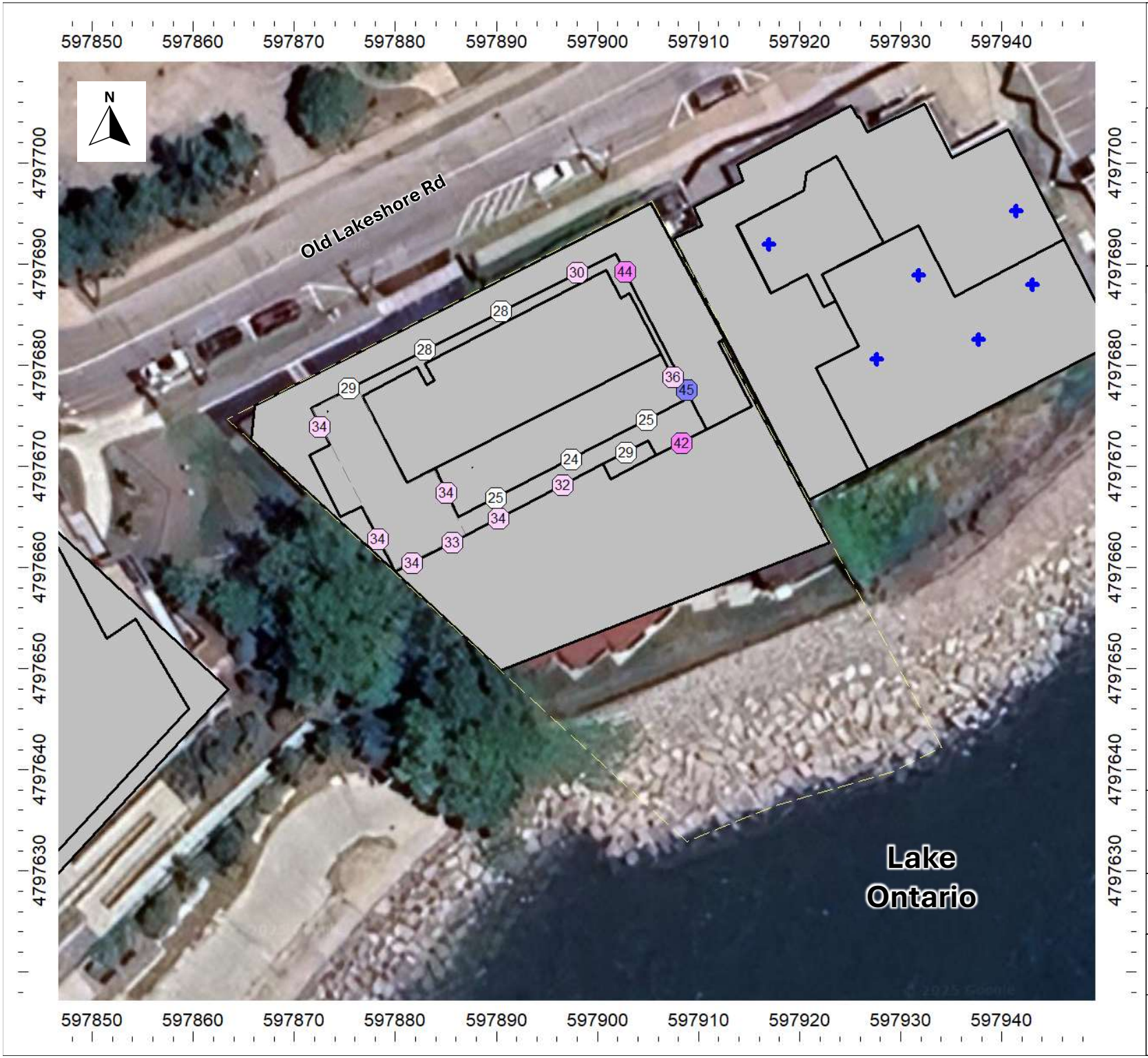
Figure Title
Façade Levels – Surrounding Stationary (Day/Eve)

Produced By
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Date
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7a



Thornton Tomasetti

Client Name
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Project Name
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Notes:

Sound Pressure Levels

- 0 to 29 dBA
- 30 to 39 dBA
- 40 to 44 dBA
- 45 to 49 dBA
- 50 to 54 dBA
- 55 to 59 dBA
- 60 to 64 dBA
- 65 to 69 dBA
- 70 to 74 dBA
- 75 + dBA

Figure Title
Façade Levels – Surrounding Stationary (Day/Eve)

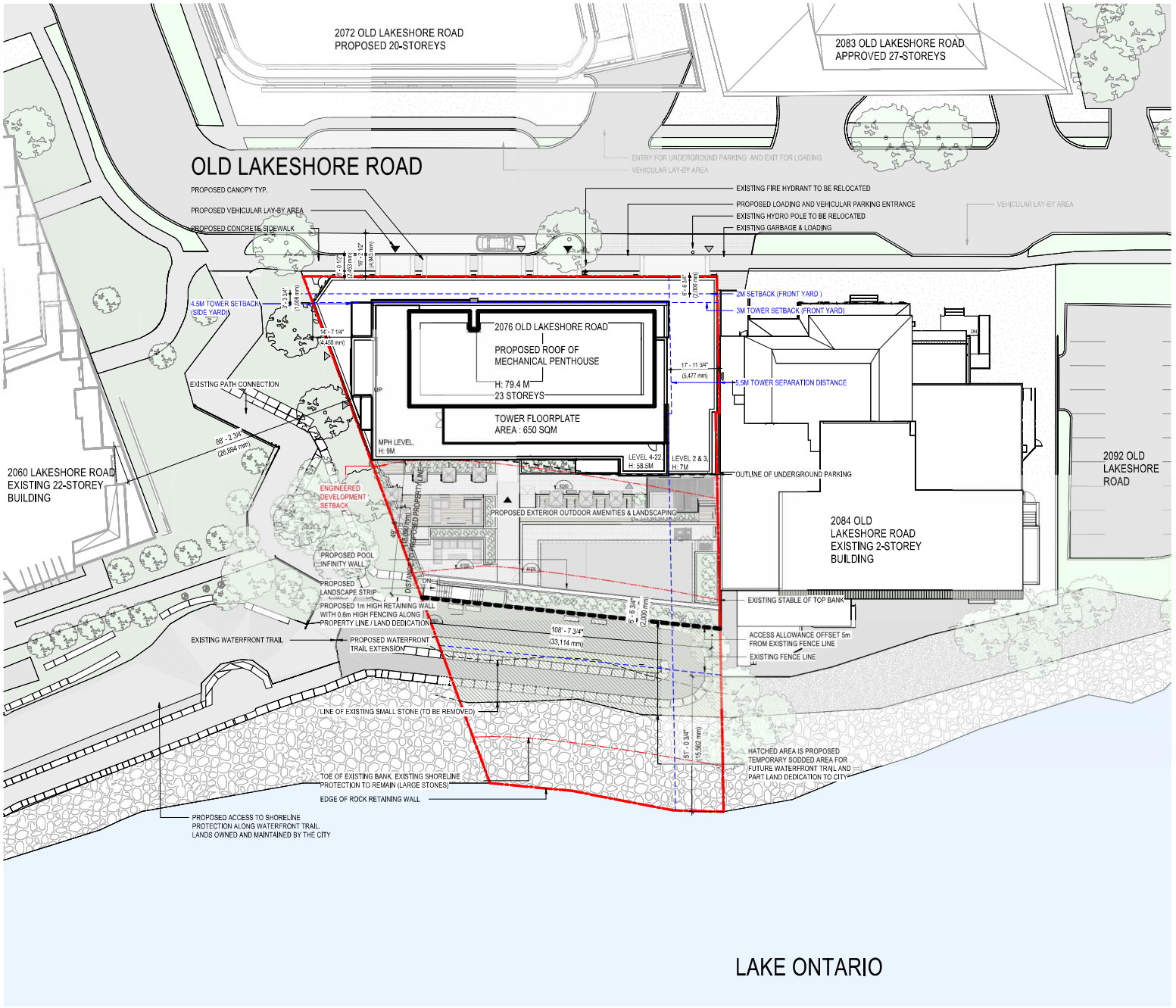
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MTL

TT Project #
25015599

Date
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7b

Appendix B: Development Drawings



PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
13159

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NEUF ARCHITECTES

PROJECT NORTH | TRUE NORTH

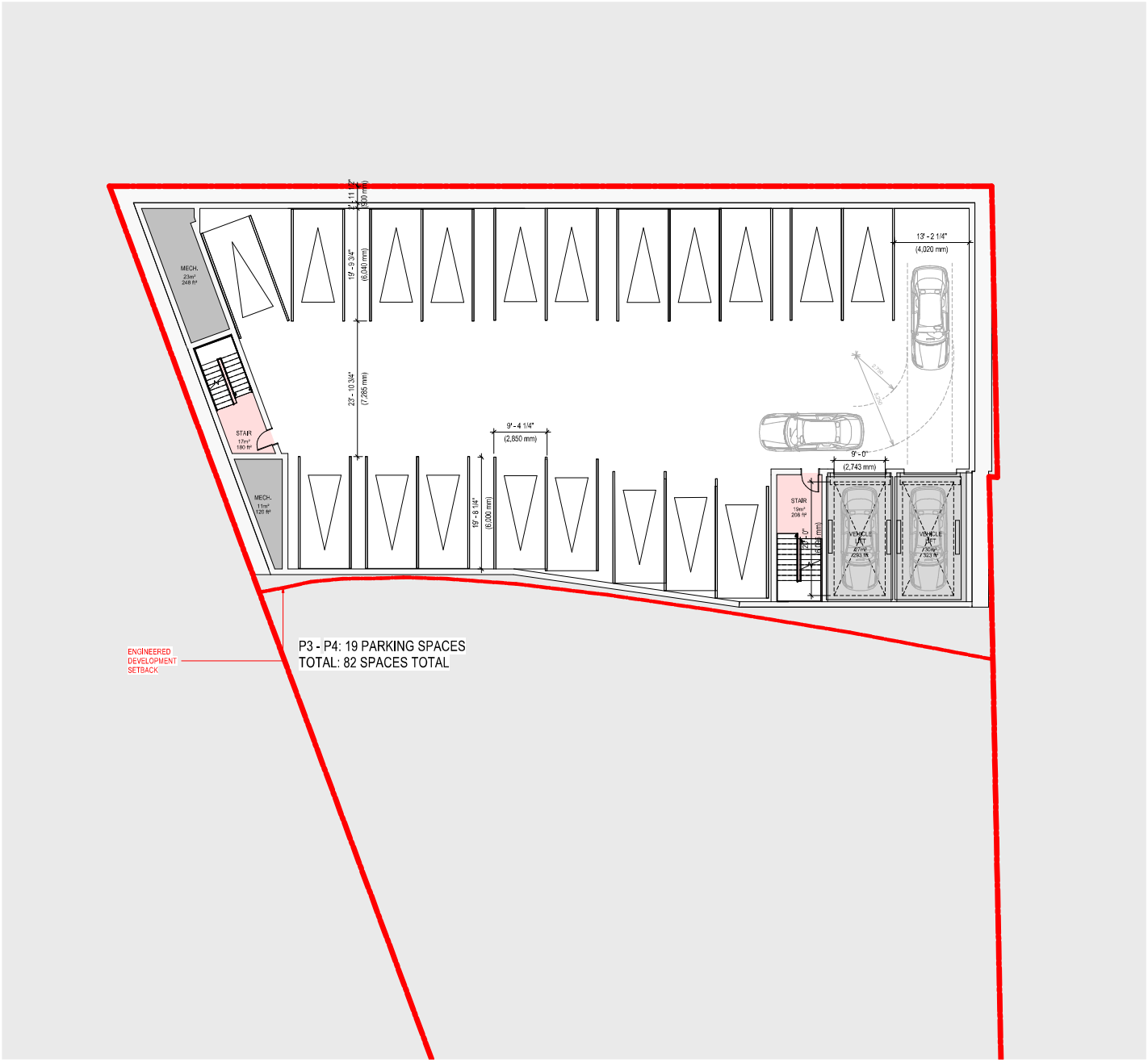
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DRAWN BY: BB / GG
CHECKED BY: LK / KN
DATE (dd-mm-yyyy): 08/29/2025
SCALE: As indicated
FORMAT: 24" x 36" (ARCH D) 11" x 17" (TABLOID)

DRAWING TITLE
SITE PLAN

Revision: 4
Drawing Number: A100



VEHICLE PARKING	
LEVEL	CAPACITY
P1	26
P2	18
P3	19
P4	19
TOTAL	82



PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
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PROJECT NORTH

TRUE NORTH

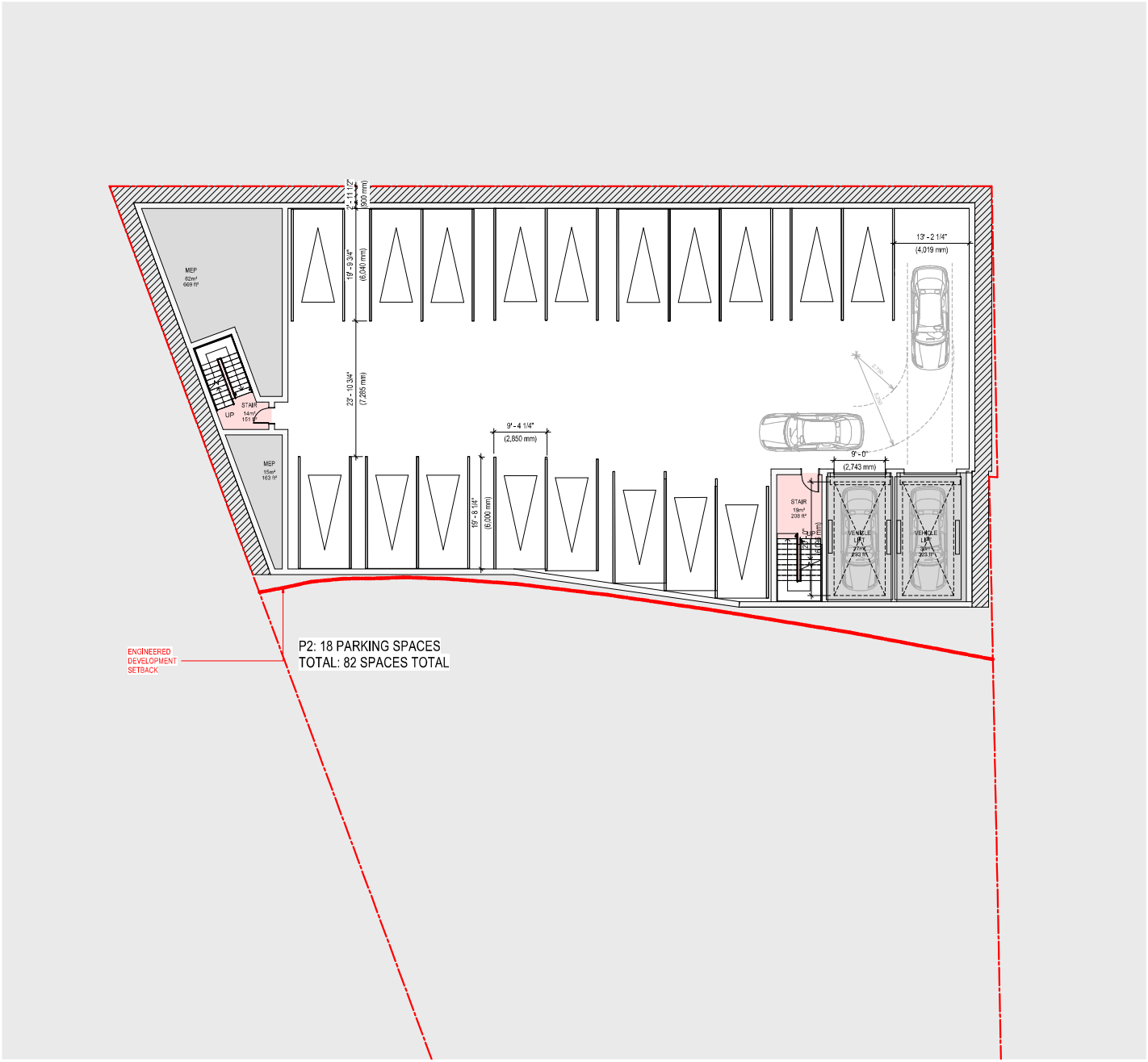
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FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
TYPICAL FLOOR PLAN - PARKING LEVEL 3-4

Revision: 4
Drawing Number: A200



VEHICLE PARKING	
LEVEL	CAPACITY
P1	26
P2	18
P3	19
P4	19
TOTAL	82

PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
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PROJECT No.
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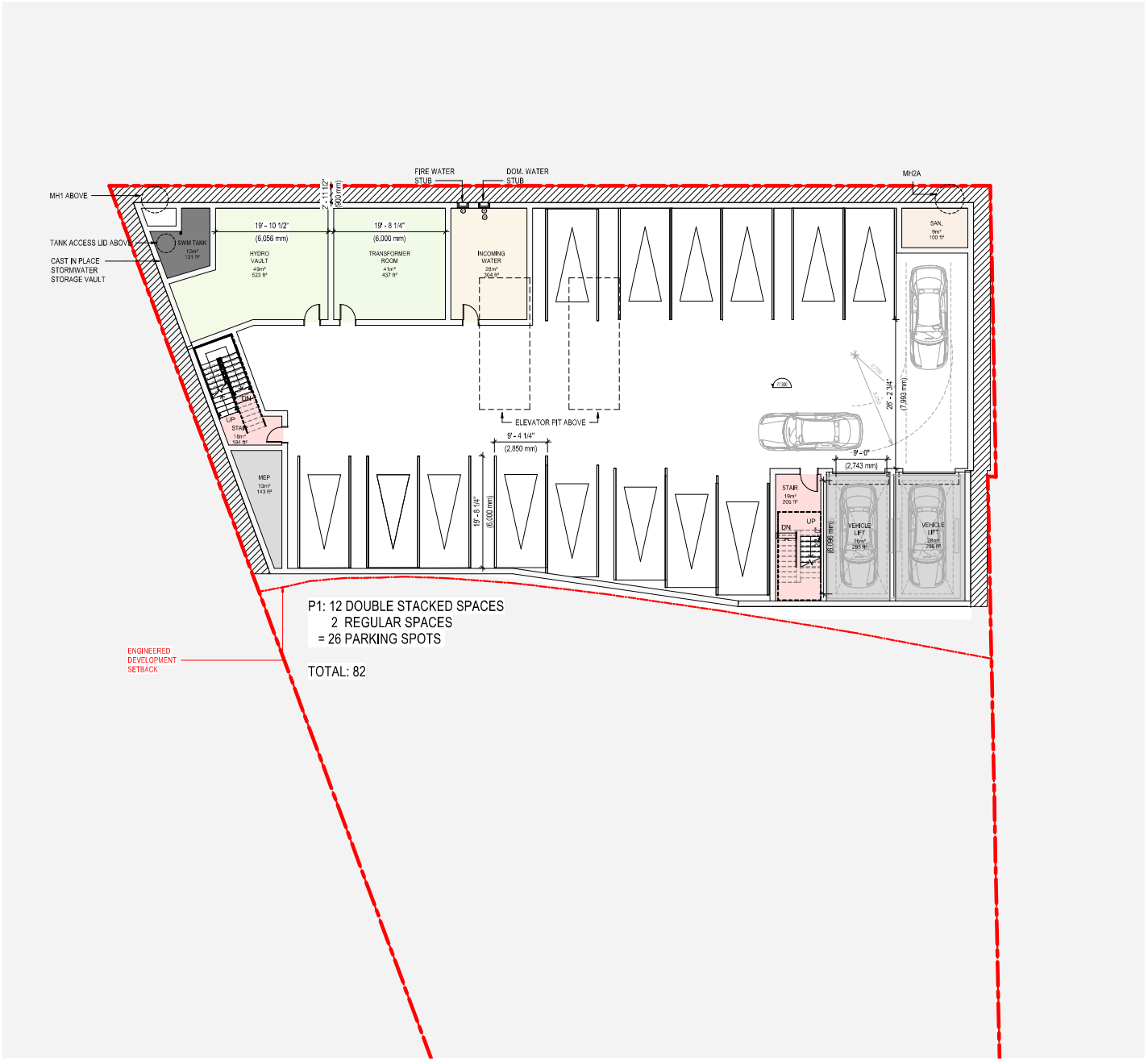
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FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - PARKING LEVEL 2

Revision: 4
Drawing Number: A201



VEHICLE PARKING	
LEVEL	CAPACITY
P1	26
P2	18
P3	19
P4	19
TOTAL	82

PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJET No.
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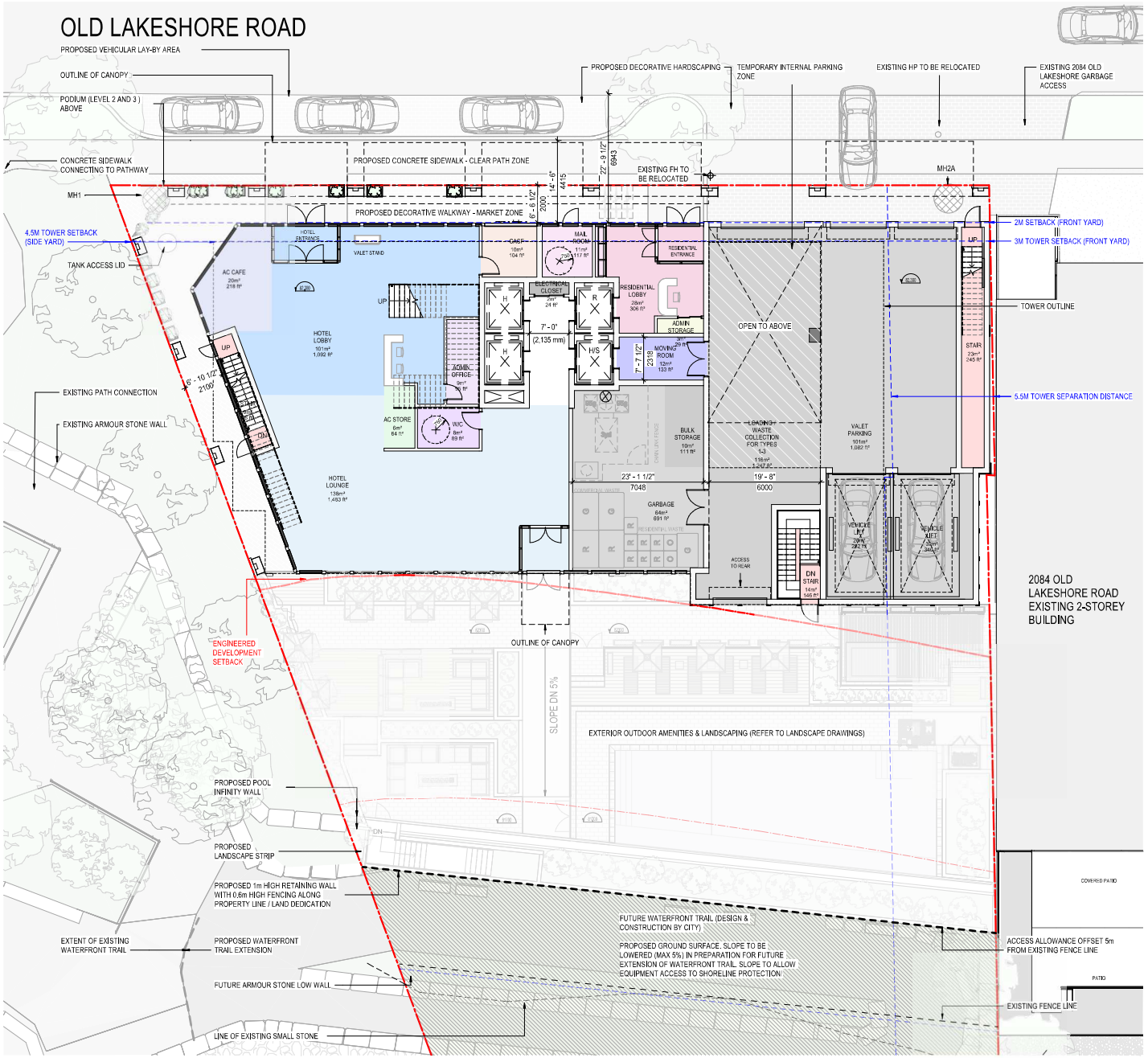
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DATE (dd-mm-yyyy): 08/29/2025
SCALE: 1 : 100
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - PARKING LEVEL 1

Revision: 4
Drawing Number: A202



BICYCLE PARKING	
TYPE	CAPACITY
SHORT TERM	3

REQUIREMENT: 0.05 SPACES PER RESIDENTIAL UNIT

46 UNITS X 0.05 = 3 SPACES

PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
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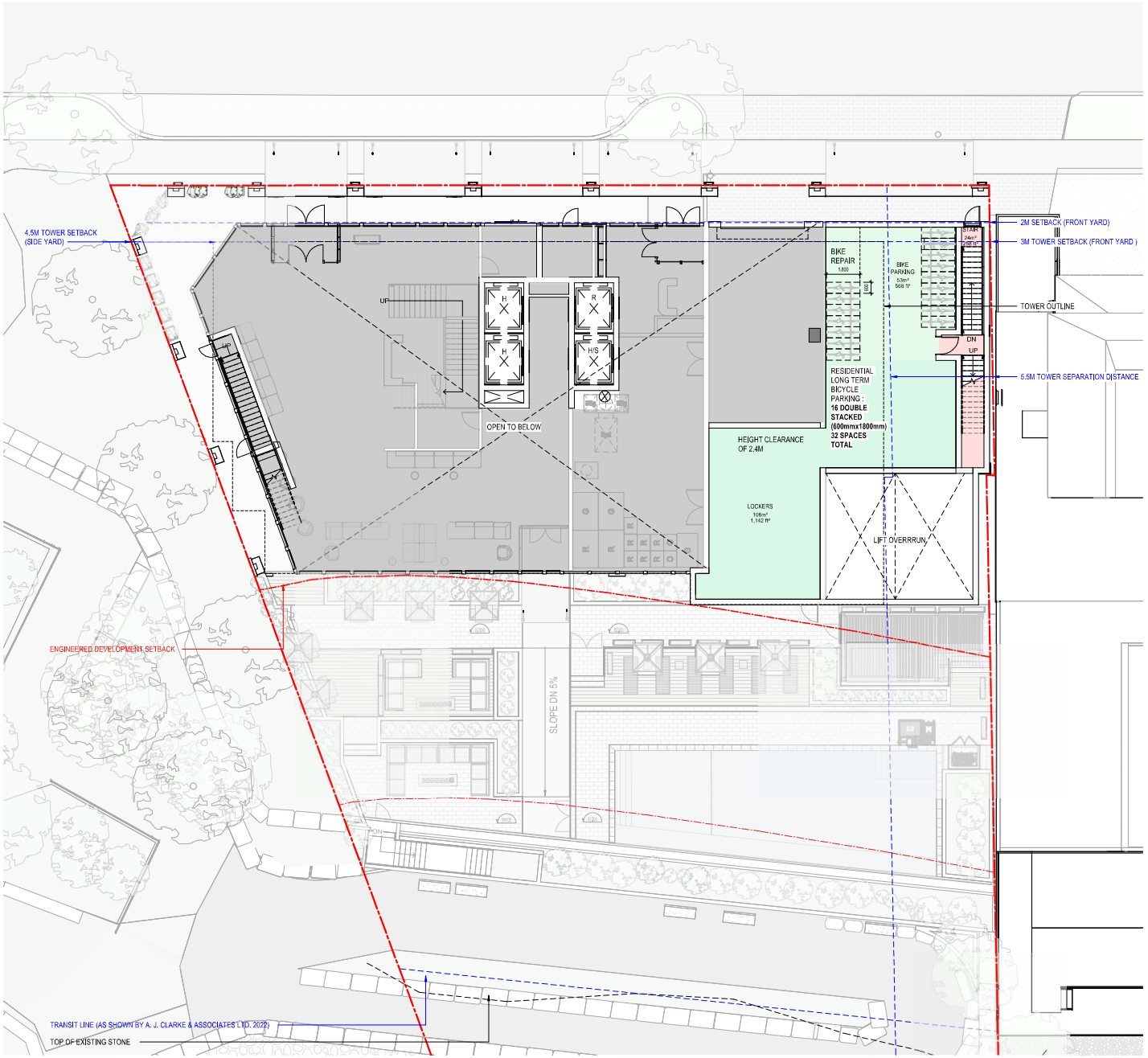
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DRAWING TITLE
FLOOR PLAN - GROUND LEVEL

Revision: 4
Drawing Number: A203



BICYCLE PARKING	
TYPE	CAPACITY
SHORT TERM	3
LONG TERM	32

SHORT TERM PARKING REQUIREMENT: 0.05 SPACES PER RESIDENTIAL UNIT

46 UNITS X 0.05 = 3 SPACES MINIMUM

LONG TERM PARKING REQUIREMENT: 0.5 SPACES PER RESIDENTIAL UNIT

46 UNITS X 0.5 = 23 SPACES MINIMUM

PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
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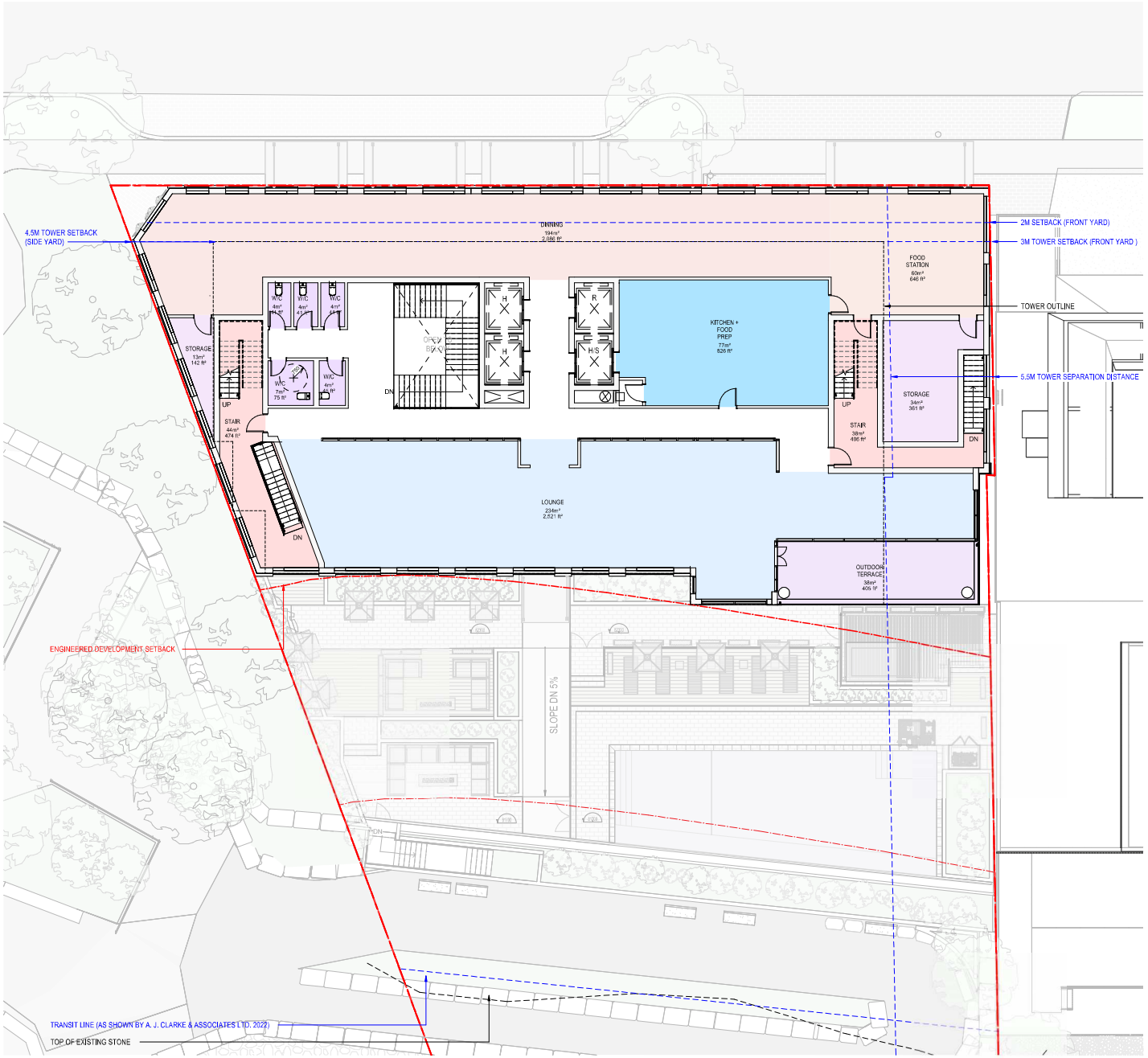
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DATE (dd-mm-yyyy): 08/29/2025
SCALE: 1 : 100
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - MEZZANINE LEVEL

Revision: 4
Drawing Number: A204



PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
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PROJECT No.
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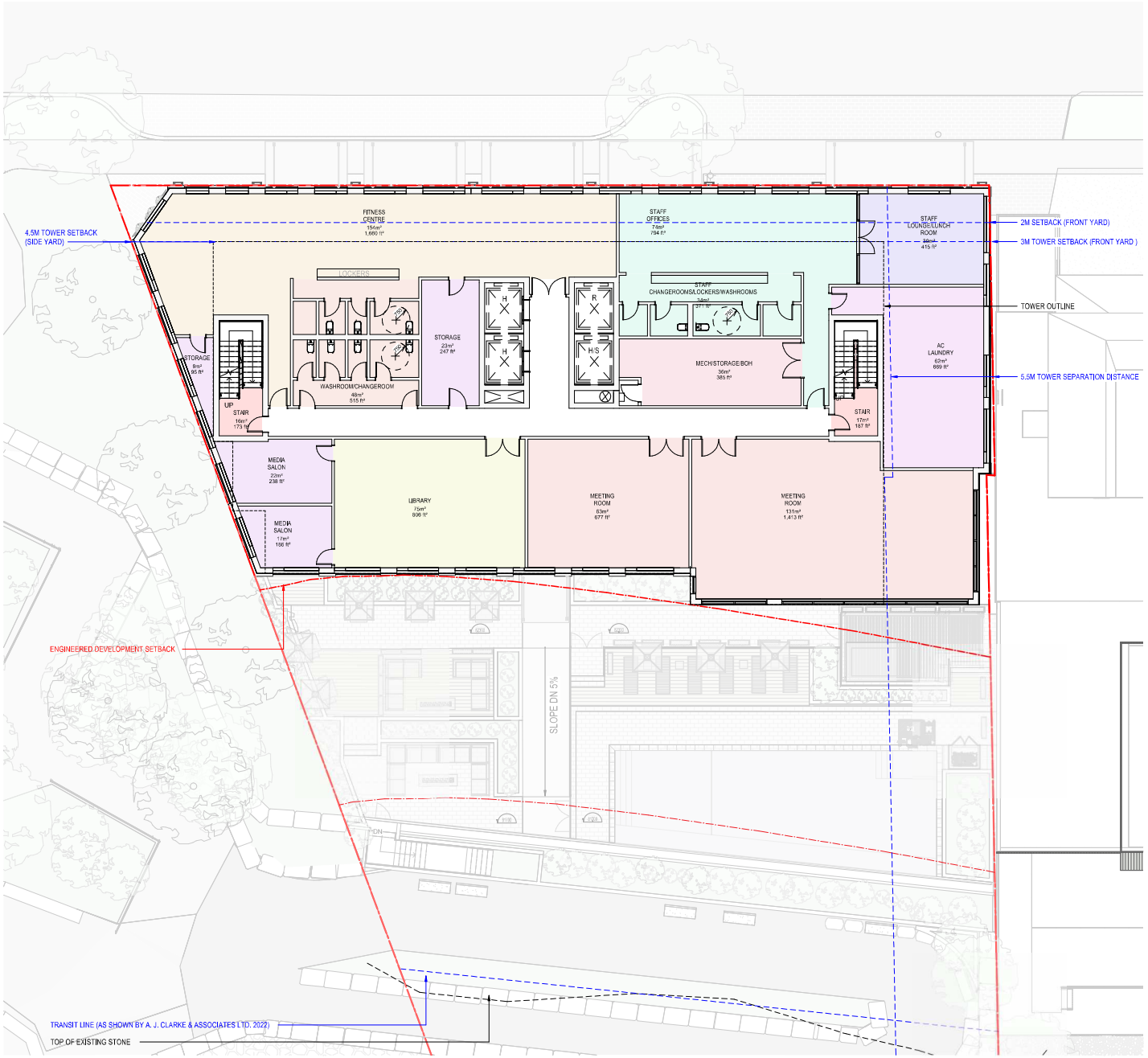
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FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - LEVEL 2

Revision: 4
Drawing Number: A205



PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
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PROJECT No.
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NEUF ARCHITECTES

PROJECT NORTH
TRUE NORTH

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SCALE: 1 : 100
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - LEVEL 3

Revision: 4
Drawing Number: A206



PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

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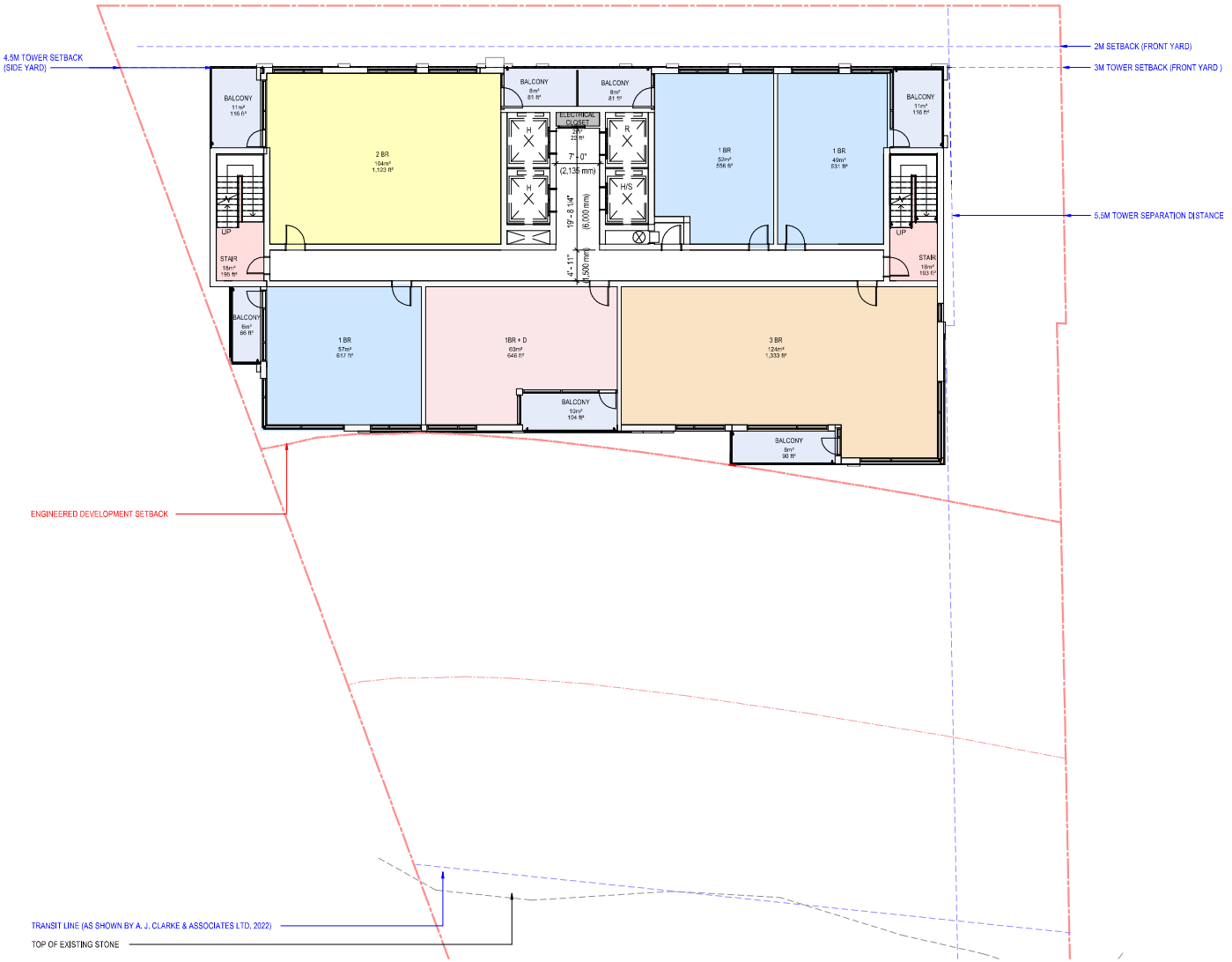
SCALE
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FORMAT
24" x 36" (Full-scale)
11" x 17" (Half-scale)

DRAWING TITLE
TYPICAL FLOOR PLAN - LEVEL 4-14

Revision
4

Drawing Number
A207



PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJET No.
13159

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LANDSCAPE ARCHITECT
Adesso Design Inc.
65 John Street South, Suite 205, Hamilton, ON L8N 2B9

NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

CLIENT
1959025 Ontario Inc.
366 King Street West
Hamilton, ON L8P 1B3

NO	REVISION	DATE (dd-mm-yyyy)
1	ISSUED FOR PRELIMINARY DESIGN	07 SEPT 2023
2	ISSUED FOR SITE DESIGN UPDATES	11 APR 2025
3	ISSUED FOR RUD APPLICATION	20 JUNE 2025
4	ISSUED FOR OPA-ZBA APPLICATION	29 AUG 2025

DRAWN BY
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CHECKED BY
LK / KN

DATE (dd-mm-yyyy)
08/29/2025

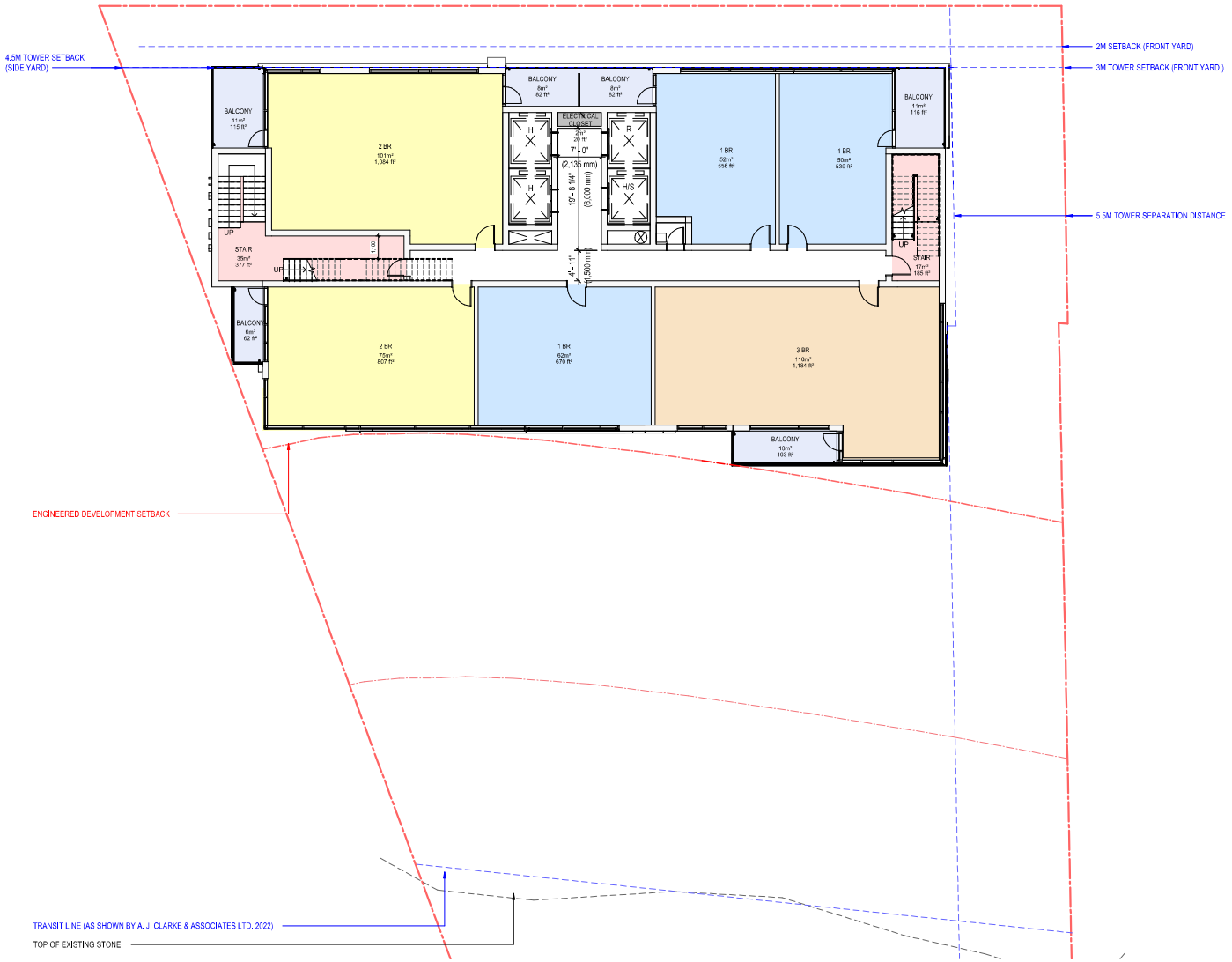
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FORMAT
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11" x 17" (Half-scale)

DRAWING TITLE
TYPICAL FLOOR PLAN - LEVEL 15-21

Revision
4

Drawing Number
A208



PROGRAM LEGEND

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJET No.
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NEUF ARCHITECTES

PROJECT NORTH | TRUE NORTH

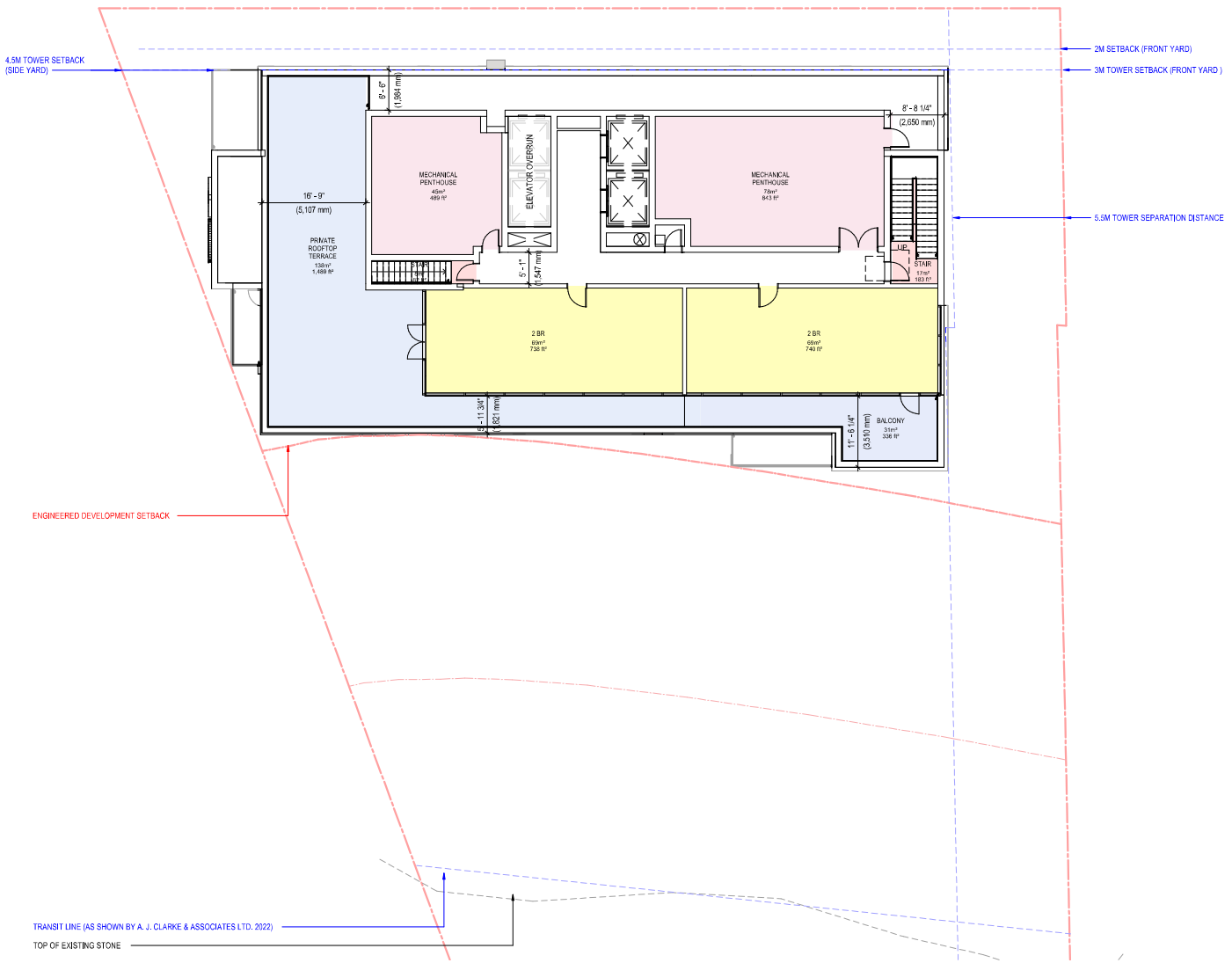
CLIENT
1959025 Ontario Inc.
366 King Street West
Hamilton, ON L8P 1B3

NO	REVISION	DATE (dd-mm-yyyy)
1	ISSUED FOR PRELIMINARY DESIGN	07 SEPT 2023
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4	ISSUED FOR OPA-ZBA APPLICATION	29 AUG 2025

DRAWN BY: BB / GG
CHECKED BY: LK / KN
DATE (dd-mm-yyyy): 08/29/2025
SCALE: 1 : 100
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - LEVEL 22

Revision: 4
Drawing Number: A209



PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
13159

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LANDSCAPE ARCHITECT
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60 John Street South, Suite 205, Hamilton, ON L8N 2B9

NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

CLIENT
1959025 Ontario Inc.
366 King Street West
Hamilton, ON L8P 1B3

NO	REVISION	DATE (dd-mm-yyyy)
1	ISSUED FOR PRELIMINARY DESIGN	07 SEPT 2023
2	ISSUED FOR SITE DESIGN UPDATES	11 APR 2025
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4	ISSUED FOR OPA-ZBA APPLICATION	29 AUG 2025

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BB / GG

CHECKED BY
LK / KN

DATE (dd-mm-yyyy)
08/29/2025

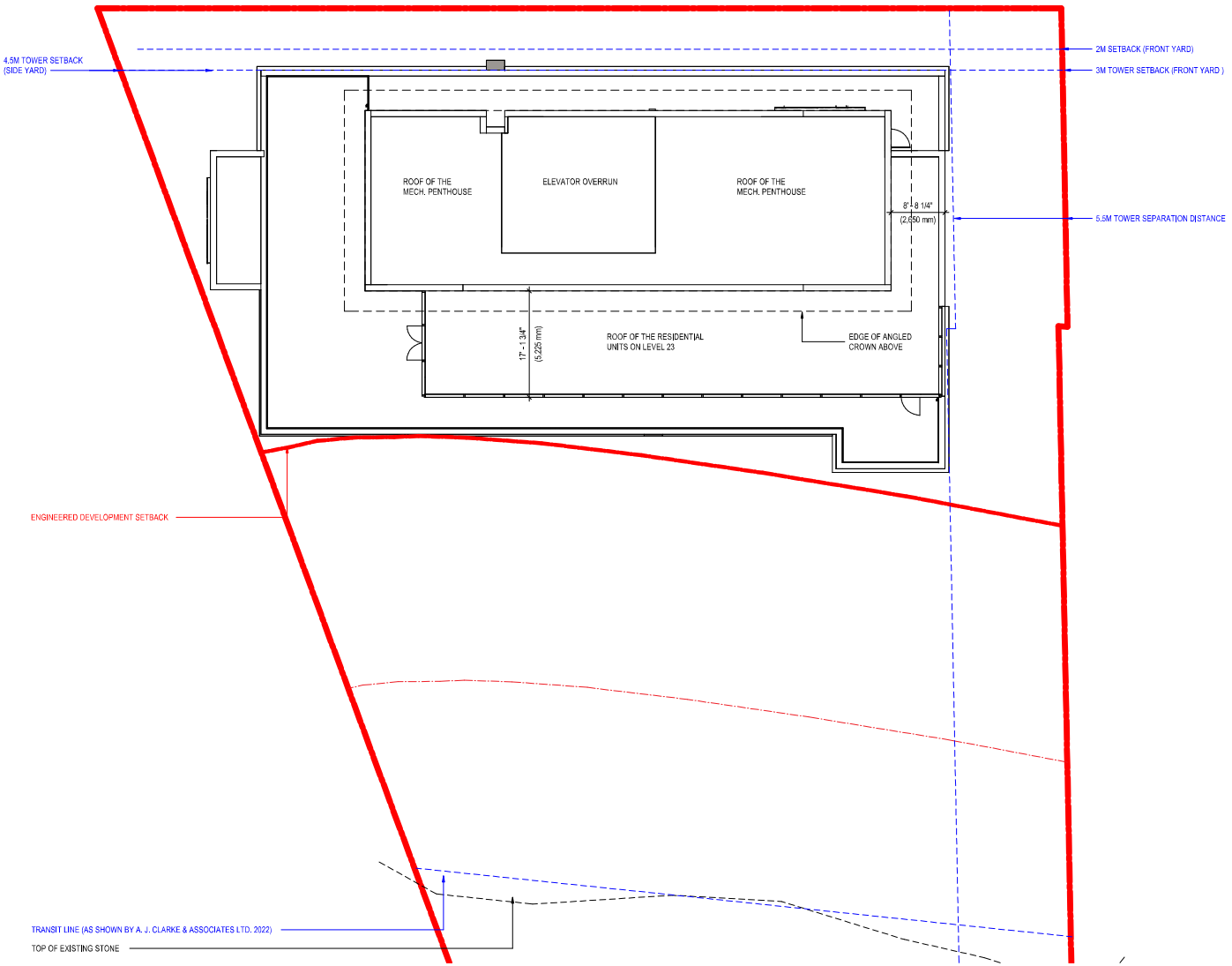
SCALE
1 : 100

FORMAT
24" x 36" (Full-scale)
11" x 17" (Half-scale)

DRAWING TITLE
FLOOR PLAN - LEVEL 23

Revision
4

Drawing Number
A210



PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
13159

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NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

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1959025 Ontario Inc.
366 King Street West
Hamilton, ON L8P 1B3

NO	REVISION	DATE (dd-mm-yyyy)
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LK / KN

DATE (dd-mm-yyyy)
08/29/2025

SCALE
1 : 100

FORMAT
24" x 36" (Full-scale)
11" x 17" (Half-scale)

DRAWING TITLE
FLOORPLAN - MECH. ROOF

Revision
4

Drawing Number
A211





TOWER MATERIAL CONCEPTS





Victorian Gothic

Queen Anne Revival Gable Peak

Bronze Metal Detailing: Inspired by the Historic details over entrances as described in the City of Burlington document "Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington"







PODIUM MATERIAL CONCEPTS



C:\Pichlers Revit Locaux\2076 OLSR_13159_ARC_R22_NEUF-GGAROFALO.rvt

PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJECT No.
13159

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NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

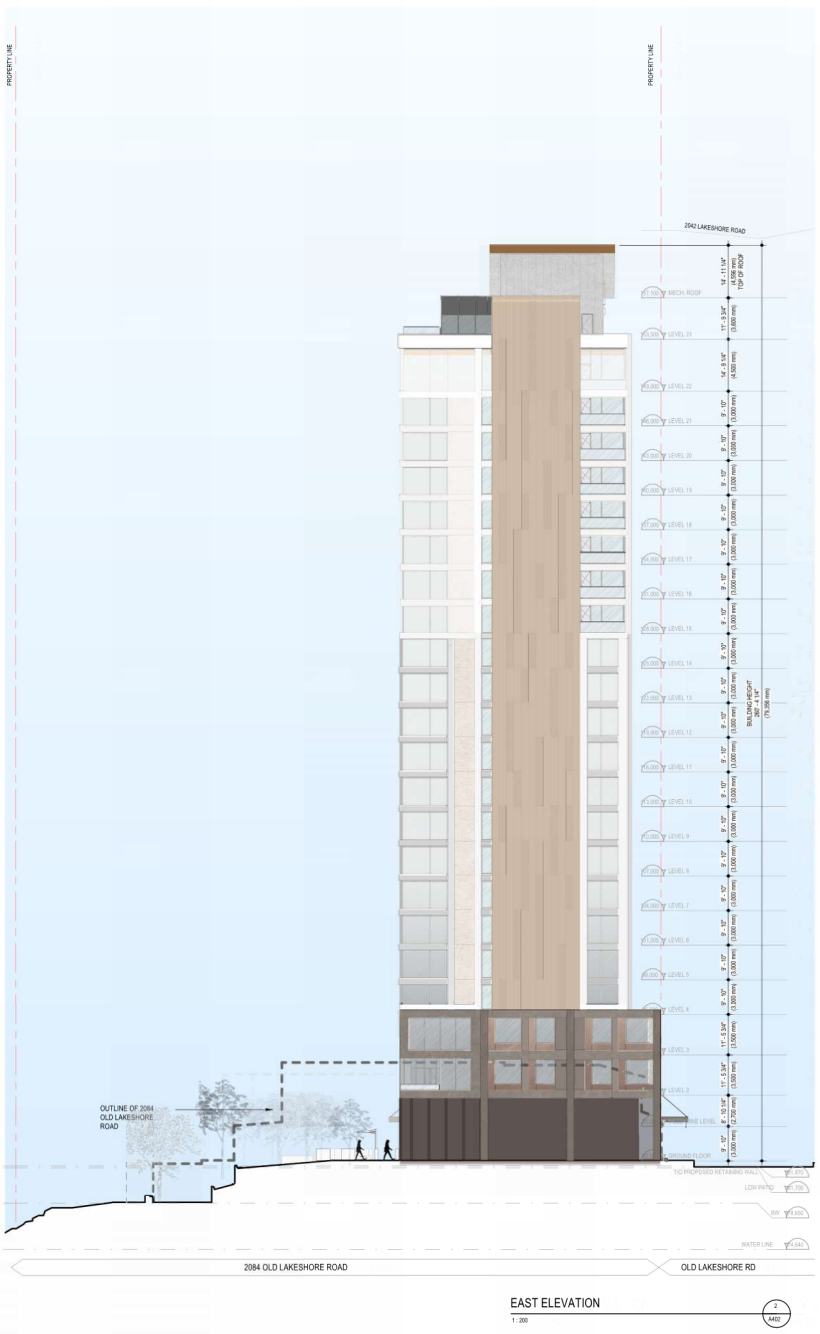
CLIENT
1959025 Ontario Inc.
366 King Street West
Hamilton, ON L8P 1B3

NO	REVISION	DATE (dd-mm-yyyy)
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4	ISSUED FOR OPA-ZBA APPLICATION	29 AUG 2025

DRAWN BY: BB / GG
CHECKED BY: LK / KN
DATE (dd-mm-yy): 08/29/2025
SCALE: 1 : 200
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
ELEVATION - NORTH

Revision: 4
Drawing Number: A401



EAST ELEVATION

1 : 200

2 / A402



WEST ELEVATION

1 : 200

1 / A402

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PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJET No.
13159

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NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

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4	ISSUED FOR OPA-ZBA APPLICATION	29 AUG 2025

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CHECKED BY: LK / KN
DATE (dd-mm-yy): 08/29/2025
SCALE: 1 : 200
FORMAT: 24" x 36" (Full-scale) 11" x 17" (Half-scale)

DRAWING TITLE
ELEVATIONS - EAST & WEST

Revision: **4**
Drawing Number: **A402**



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PROJECT
2076 OLD LAKESHORE ROAD

LOCATION
BURLINGTON, ON

PROJET No.
13159

[redacted]

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NEUF ARCHITECTES

PROJECT NORTH

TRUE NORTH

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366 King Street West
Hamilton, ON L8P 1B3

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DATE (dd-mm-yy)
08/29/2025

SCALE
1 : 200

FORMAT
24" x 36" (Full-scale)
11" x 17" (Half-scale)

DRAWING TITLE
ELEVATION - SOUTH

Revision
4

Drawing Number
A403

Appendix C: Traffic Data

201177-LAKESHORE RD @ PEARL ST

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

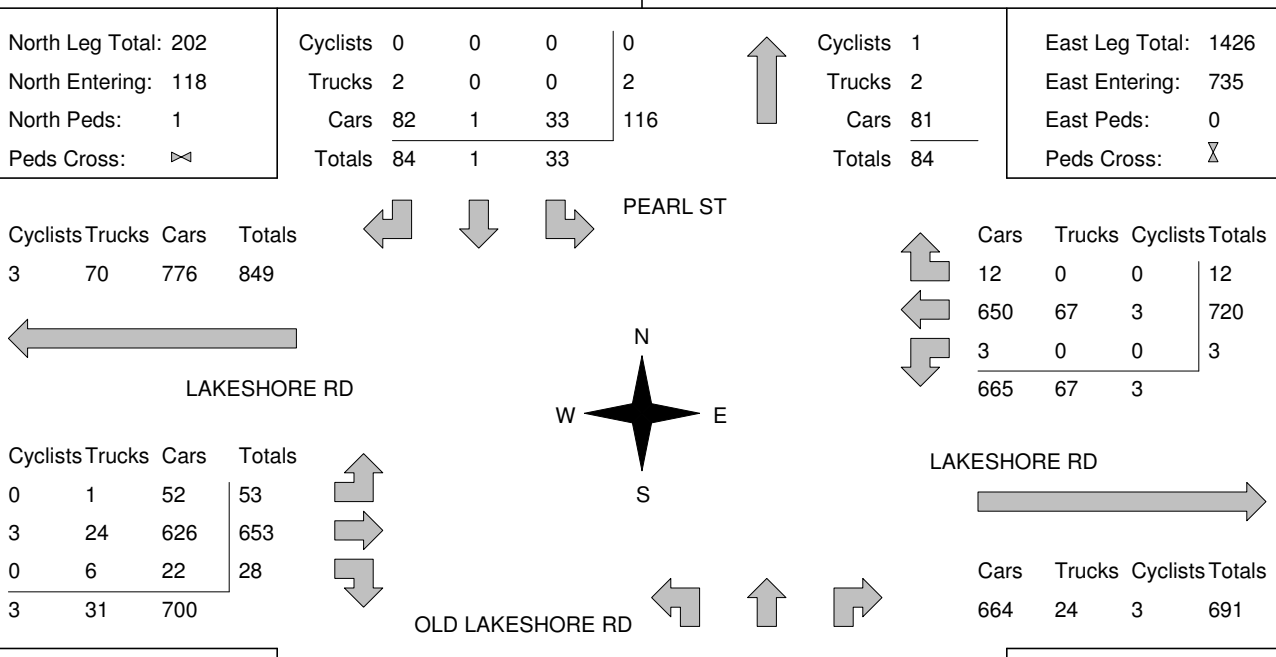
Municipality: Burlington
Site #: 2011770000
Intersection: LAKESHORE RD & PEARL ST
TFR File #: 4
Count date: 24-Apr-2024

Weather conditions:
Cloudy/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: LAKESHORE RD runs W/E



Comments

201177-LAKESHORE RD @ PEARL ST

Total Count Diagram

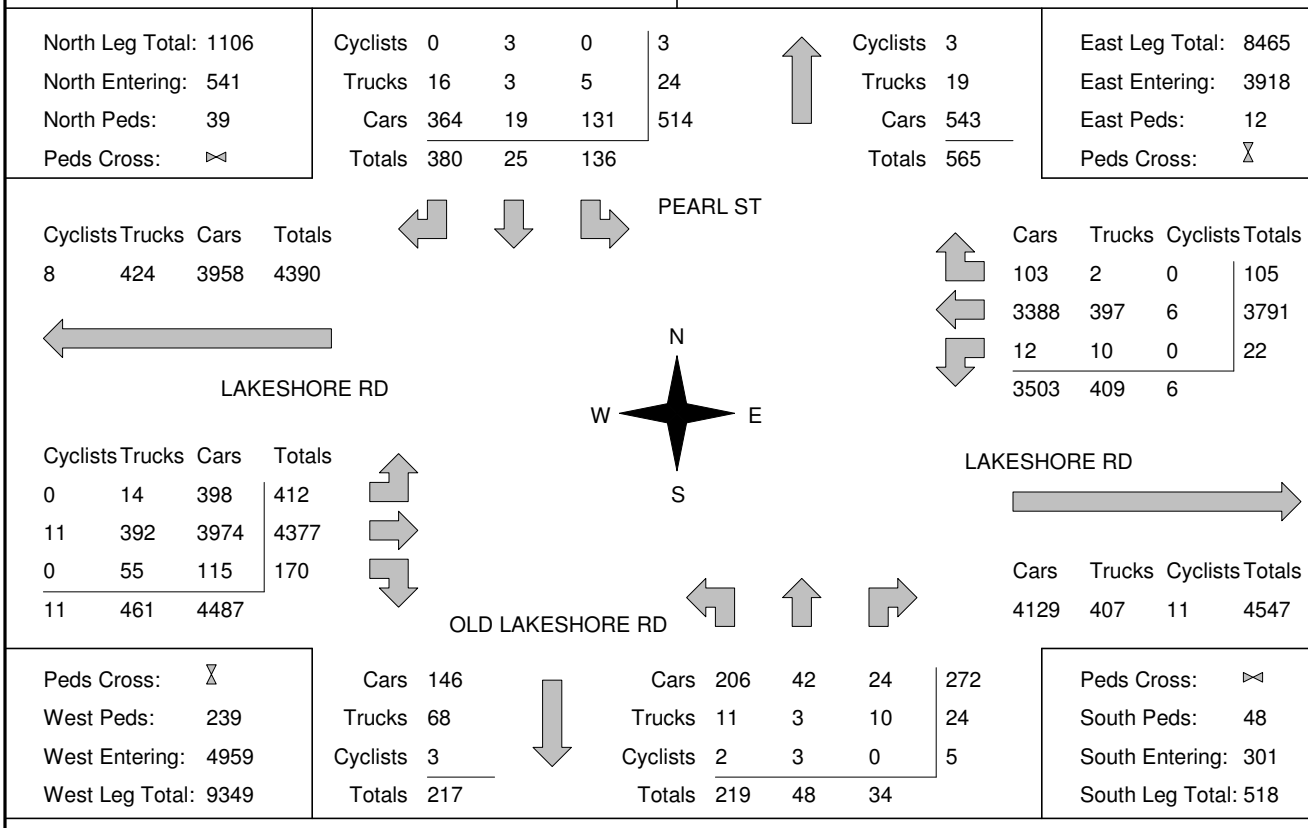
Municipality: Burlington
Site #: 2011770000
Intersection: LAKESHORE RD & PEARL ST
TFR File #: 4
Count date: 24-Apr-2024

Weather conditions:
Cloudy/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: LAKESHORE RD runs W/E



Comments

Outlook

RE: 2076 Old Lakeshore - Noise Study Traffic Data

From Patrau, Florin <Florin.Patrau@burlington.ca>
Date Fri 2025-07-18 9:25 AM
To Li, Marcus <MLi@ThorntonTomasetti.com>

[External Sender]
Hello Marc,

I only have a TMC at lakeshore & Pearl from last year, if this satisfies your needs please let me know and I will prepare the invoice.

Regards,

Florin Patrau
Traffic Technologist
Transportation Services
(905) 335-7671 ext.7838
florin.patrau@burlington.ca

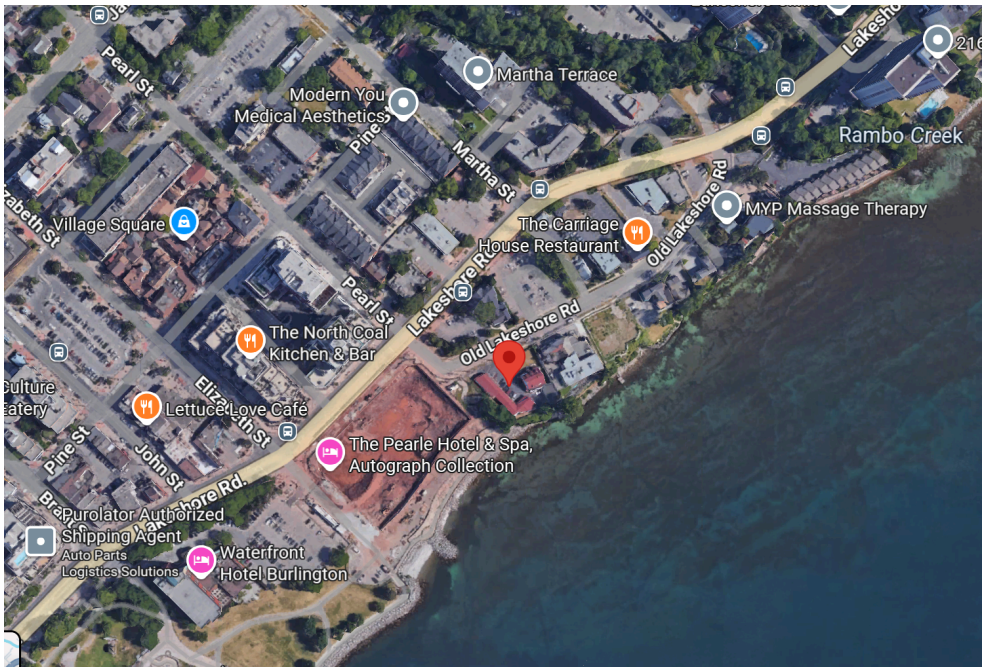
Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Li, Marcus <MLi@ThorntonTomasetti.com>
Sent: Wednesday, July 16, 2025 3:27 PM
To: Patrau, Florin <Florin.Patrau@burlington.ca>
Subject: 2076 Old Lakeshore - Noise Study Traffic Data

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Florin,

We're working on a Noise Study for a proposed development at 2076 Old Lakeshore. The site location is shown in the image below.



Please let me know if traffic data is available for Lakeshore, Old Lakeshore and Pearl Street.

Ideally I'm interested in the Capacity Volumes (indicated in the City's Pre-consultation Meeting notes) and truck percentages.

If Capacity Volumes are not avialable, I'm interstested in counts at the Lakeshore and Pearl/Old Lakehore intersection. In addition, please provide a typcial annual growth rate for the area.

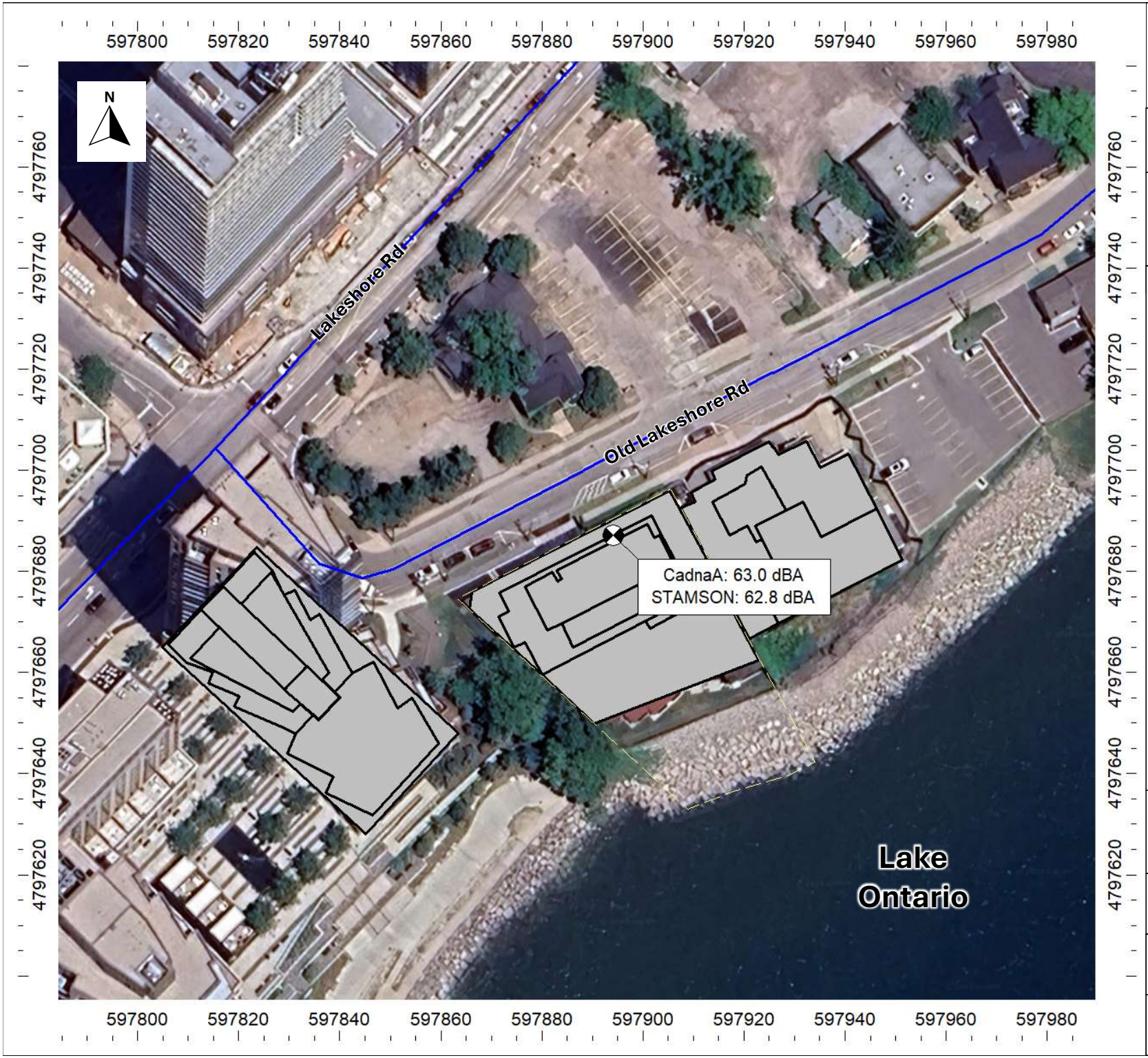
An invoice can be addressed to me, at the Mississauga address in my signature below.

Let me know if you need any additional information.

Thanks

Marcus Li, P.Eng. | Vice President - Acoustics, Noise and Vibration
Thornton Tomasetti | 23-366 Revus Avenue, Mississauga, ON L5G 4S5
Direct +1.905.554.6222 | Main +1.905.271.7888 | Mobile +1.647.223.8675
MLi@ThorntonTomasetti.com | www.ThorntonTomasetti.com
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Appendix D: STAMSON Validation File



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:
Legend
Line Source

Figure Title
STAMSON Validation File

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

D.1

STAMSON 5.0 NORMAL REPORT Date: 06-08-2025 03:42:02
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 5thFlr.te Time Period: 16 hours
Description: 5th Floor, N Facade

Road data, segment # 1: Lakeshore

Car traffic volume : 13512 veh/TimePeriod
Medium truck volume : 649 veh/TimePeriod
Heavy truck volume : 1038 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Lakeshore

Angle1 Angle2 : -40.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.00 m
Receiver height : 17.25 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: OldLakeshore

Car traffic volume : 883 veh/TimePeriod
Medium truck volume : 75 veh/TimePeriod
Heavy truck volume : 119 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: OldLakeshore

Angle1 Angle2 : -62.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.00 m
Receiver height : 17.25 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Lakeshore

Source height = 1.62 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.00	69.50	0.00	-6.81	-1.41	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Results segment # 2: OldLakeshore

Source height = 1.82 m

ROAD (0.00 + 57.41 + 0.00) = 57.41 dBA

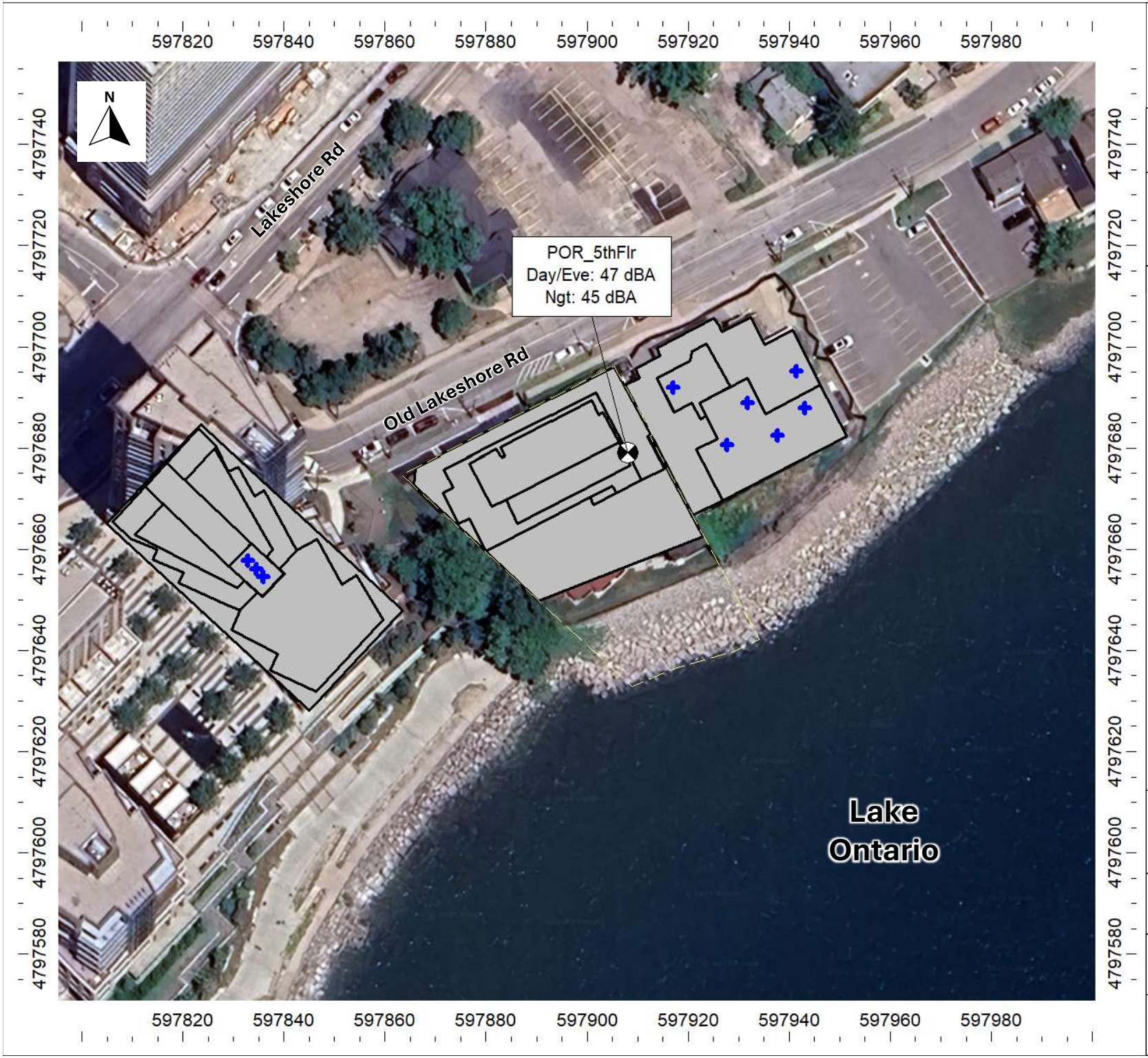
Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	90	0.00	59.81	0.00	-1.66	-0.73	0.00	0.00	0.00	57.41

Segment Leq : 57.41 dBA

Total Leq All Segments: 62.77 dBA

TOTAL Leq FROM ALL SOURCES: 62.77

Appendix E: CadnaA Modelling Output



Thornton Tomasetti

Client Name
1959025 Ontario Inc.

Project Name
2076 Old Lakeshore Road

Notes:

Legend

+ Noise Source

Figure Title
CadnaA Output File

Produced By
MTL

TT Project #
25015599

Date
Sept 3, 2025

E.1

Receiver
Name: 5th floor receptor
ID: !0900!POR_5thFlr
X: 597908.04 m
Y: 4797679.04 m
Z: 17.25 m

Point Source, ISO 9613, Name: "restaurant (historic building), HVAC 1 fan", ID: "!0400!2084_HVAC02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	597927.66	4797680.54	9.80	0	D	A	77.0	0.0	0.0	0.0	0.0	37.5	0.1	-3.0	0.0	0.0	0.0	0.0	0.0	42.4
1	597927.66	4797680.54	9.80	0	N	A	77.0	0.0	-3.0	0.0	0.0	37.5	0.1	-3.0	0.0	0.0	0.0	0.0	0.0	39.4
1	597927.66	4797680.54	9.80	0	E	A	77.0	0.0	0.0	0.0	0.0	37.5	0.1	-3.0	0.0	0.0	0.0	0.0	0.0	42.4

Point Source, ISO 9613, Name: "", ID: "!0400!2060_CT"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	597835.85	4797654.61	76.50	0	D	A	90.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.2	0.0	0.0	18.6
2	597835.85	4797654.61	76.50	0	N	A	80.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.2	0.0	0.0	8.6
2	597835.85	4797654.61	76.50	0	E	A	90.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.2	0.0	0.0	18.6
3	597835.85	4797654.61	76.50	1	D	A	90.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.4
3	597835.85	4797654.61	76.50	1	N	A	80.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	5.4
3	597835.85	4797654.61	76.50	1	E	A	90.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.4

Point Source, ISO 9613, Name: "", ID: "!0400!2060_CT"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	597834.59	4797656.11	76.50	0	D	A	90.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	18.4
4	597834.59	4797656.11	76.50	0	N	A	80.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	8.4
4	597834.59	4797656.11	76.50	0	E	A	90.0	0.0	0.0	0.0	0.0	50.7	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	18.4
5	597834.59	4797656.11	76.50	1	D	A	90.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.3
5	597834.59	4797656.11	76.50	1	N	A	80.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	5.3
5	597834.59	4797656.11	76.50	1	E	A	90.0	0.0	0.0	0.0	0.0	51.1	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.3

Point Source, ISO 9613, Name: "", ID: "!0400!2060_CT"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6	597832.92	4797657.81	76.50	0	D	A	90.0	0.0	0.0	0.0	0.0	50.8	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	18.2
6	597832.92	4797657.81	76.50	0	N	A	80.0	0.0	0.0	0.0	0.0	50.8	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	8.2
6	597832.92	4797657.81	76.50	0	E	A	90.0	0.0	0.0	0.0	0.0	50.8	0.5	-3.0	0.0	0.0	23.4	0.0	0.0	18.2
7	597832.92	4797657.81	76.50	1	D	A	90.0	0.0	0.0	0.0	0.0	51.2	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.2
7	597832.92	4797657.81	76.50	1	N	A	80.0	0.0	0.0	0.0	0.0	51.2	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	5.2
7	597832.92	4797657.81	76.50	1	E	A	90.0	0.0	0.0	0.0	0.0	51.2	0.5	-3.0	0.0	0.0	25.0	0.0	1.0	15.2

Point Source, ISO 9613, Name: "restaurant (historic building), Kitchen Exhaust Fan", ID: "!0400!2084_KEF02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8	597916.99	4797691.89	8.10	0	DEN	A	72.0	0.0	0.0	0.0	0.0	36.2	0.1	-3.0	0.0	0.0	0.0	0.0	0.0	38.7

Point Source, ISO 9613, Name: "restaurant (historic building), HVAC 1 fan", ID: "!0400!2084_HVAC03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
9	597937.70	4797682.54	9.80	0	D	A	77.0	0.0	0.0	0.0	0.0	40.8	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	39.0
9	597937.70	4797682.54	9.80	0	N	A	77.0	0.0	-3.0	0.0	0.0	40.8	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	36.0
9	597937.70	4797682.54	9.80	0	E	A	77.0	0.0	0.0	0.0	0.0	40.8	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	39.0

Point Source, ISO 9613, Name: "restaurant (historic building), HVAC 1 fan", ID: "!0400!2084_HVAC04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
10	597943.05	4797687.97	9.80	0	D	A	77.0	0.0	0.0	0.0	0.0	42.3	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	37.4
10	597943.05	4797687.97	9.80	0	N	A	77.0	0.0	-3.0	0.0	0.0	42.3	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	34.4
10	597943.05	4797687.97	9.80	0	E	A	77.0	0.0	0.0	0.0	0.0	42.3	0.2	-3.0	0.0	0.0	0.0	0.0	0.0	37.4

Point Source, ISO 9613, Name: "restaurant (historic building), HVAC 1 fan", ID: "!0400!2084_HVAC01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
11	597941.39	4797695.25	5.35	0	D	A	77.0	0.0	0.0	0.0	0.0	42.8	0.3	-3.0	0.0	0.0	0.0	0.0	0.0	36.9
11	597941.39	4797695.25	5.35	0	N	A	77.0	0.0	-3.0	0.0	0.0	42.8	0.3	-3.0	0.0	0.0	0.0	0.0	0.0	33.9
11	597941.39	4797695.25	5.35	0	E	A	77.0	0.0	0.0	0.0	0.0	42.8	0.3	-3.0	0.0	0.0	0.0	0.0	0.0	36.9

Point Source, ISO 9613, Name: "restaurant (historic building), Kitchen Exhaust Fan", ID: "!0400!2084_KEF01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
12	597931.78	4797688.84	10.30	0	DEN	A	72.0	0.0	0.0	0.0	0.0	39.5	0.1	-3.0	0.0	0.0	0.0	0.0	0.0	35.4