Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

3621 Highway 7 East, Suite 503
Markham ON, L3R 0G6

Prepared by:

SLR Consulting (Canada) Ltd.

100 Stone Road West, Suite 201
Guelph ON N1G 5L3

SLR Project No:

209.40363.0000

January 17, 2023

Table of Contents

1.0 Introduction 1

2.0 Stationary Noise Sources 1

2.1 Significant Noise Sources 1

2.2 Worst-case Scenarios 2

2.3 Excluded Sources 2

3.0 Applicable Guideline Limits 2

4.0 Points of Reception 4

5.0 Noise Impact Assessment 4

5.1 Sound Level Modelling 4

5.2 Predicted Sound Levels 4

5.2.1 Façade Sound Levels 4

5.2.2 Yard Sound Levels 5

5.3 Recommended Noise Warning Clause 5

6.0 Conclusions and Recommendations 5

7.0 Statement of Limitations 6

8.0 Closure 6

9.0 References 7

Tables in Text

Table 1: Exclusion Limits for Continuous Stationary Noise 3

Table 2: Summary of Road Traffic Data – Ambient 3

Table 3: Predicted Ambient Levels on the Development 3

Table 4: Modelled McDonald's Noise Impacts 4

Appended Figures

Figure 1: Area Plan

Figure 2: Noise Source Locations

Figure 3: Predicted Noise Impacts - Facades

Figure 4: Calculated Excess of the Guideline Limits - Facades

Figure 5: Modelled Noise Impacts - Yards

Appendices

Appendix A – Drawings

Appendix B – Source Sound Level Data

Appendix C – STAMSON Validation File

Appendix D – Sample Output File

1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by the Flato Developments Inc. to conduct a noise study for the future McDonald's restaurant on Phase 11 of the Edgewood Greens development in Dundalk in Dundalk Ontario.

The Phase 11 Edgewood Greens development includes a combination of single detached homes and townhouse blocks. Highway 10 is located along the east side of the development. A copy of the current site plan is included in **Appendix A**.

The location of the proposed McDonald's restaurant will be along the west side of Highway 10, approximately 700 metres south of Main Street East. Detached single family homes and/or townhouse blocks of the Edgewood Green development are located along the north, south and west sides of the proposed McDonald's restaurant. A context plan is shown in **Figure 1**, showing the location of the proposed McDonald's restaurant, relative to the Phase 11 of the Edgewood Greens Development.

The proposed McDonald's will include a restaurant section, a surface parking lot and a 2-lane drive thru. The business hours for the proposed McDonald's restaurant is understood to be open 24-hours, including the drive-thru operation. Copies of the proposed McDonald's drawings are included in **Appendix A**.

This report was prepared to assess stationary noise impacts from the proposed McDonald's restaurant (rooftop equipment and drive-thru) on Phase 11 of the Edgewood Green development.

2.0 Stationary Noise Sources

2.1 Significant Noise Sources

At the time of the assessment, the proposed McDonald's restaurant mechanical equipment information (number, type and sound data) was not available. The significant stationary noise sources associated with the proposed McDonald's Restaurant were identified based on a combination of a review of aerial photography of McDonald's restaurants in operation (e.g. Hanover McDonald's rooftop aerial photograph), and SLR historical data for McDonald's restaurant kitchen exhaust fans in operation. The following is a summary of the significant stationary noise sources included in the noise modelling:

- Three (3) kitchen exhaust fans;
- Four (4) 5-ton rooftop HVAC units;
- One (1) 10-ton rooftop HVAC unit;
- Two (2) walk-in cooler rooftop chiller units; and
- Two (2) drive thru speaker boxes; and
- Up to sixteen (16) idling cars in the drive-thru queue.

The locations of the above sources are shown in **Figure 2**.

Sound emission data (sound power levels) used in the assessment were based on generic data from SLR's in-house database for rooftop HVAC units, walk-in cooler room chiller units, drive-thru speakers and idling cars. Historical McDonald's measured sound level data was applied for the kitchen exhaust fans. A summary of the sound power levels and modelling adjustments used in the analysis are included in **Appendix B**.

2.2 Worst-case Scenarios

The McDonald's restaurant rooftop equipment (HVAC and kitchen exhaust fans) are assumed to operate at full capacity during the daytime, with a 50% duty cycling for cooling equipment (HVACs and chillers) during the night-time periods.

As McDonald's restaurant drive thru is historically active on weekends up until 1 am, the number of idling cars/trucks were modelled based on observations made by SLR personnel. Observations of the 24-hour Shelburne McDonald's were made by SLR personnel on December 9 and 10th, between the hours of 11 pm and 1:30 am. 6am car activity was assessed based on historical SLR observations of typical McDonald's drive thru operations. Based on the observations made, the following was modelled for drive-thru queues for the worst-case hours of operation:

- Daytime/Evening (7am to 7pm/7pm to 11 pm) – up to sixteen (16) cars idling, representing the worst-case operation.
- Night-time (11pm to 1 am) – an average of seven (7) cars idling within 1 hour (based on an observed range of 3 to 11 cars queued), representing the highest volumes during the night-time period.
- Night-time (2 am) – one (1) car idling at the pick-up window and one (1) car idling at the drive-thru speaker, representing impacts during the lowest ambient noise period. **Note:** this is considered a worst-case condition, as a continuous stream of customers is not anticipated or observed after 1 am.

Regarding the observations made for the Shelburne McDonald's drive thru, activity is potentially higher than usual as various deals were available on this observation weekend.

2.3 Excluded Sources

The following sources are generally not considered to be stationary sources of noise by the MECP, as outlined in NPC-300:

- the occasional delivery of goods for convenience stores and fast-food restaurants; and
- parking lots for private passenger vehicles.

Therefore, a detailed assessment for the above sources was not completed.

3.0 Applicable Guideline Limits

The applicable guidelines for stationary noise impacts on noise sensitive land uses are provided in Ministry of the Environment Conservation and Parks (MECP) Publication NPC 300. As indicated in NPC-300, the applicable noise limits at a point of reception are the higher of the existing ambient sound level due to road traffic or the exclusion limits set out in the guideline.

The acoustic environment surrounding the proposed development is considered a Class 1 area, due to surrounding commercial/industrial lands and roadway noise during all periods of the day.

Table 1 summarize the Class 1 exclusionary limits from NPC-300 for continuous and impulsive noise, respectively.

Table 1: Exclusion Limits for Continuous Stationary Noise

Location	Time of Day	Class 1 Area
Plane of Windows	7am to 7 pm	50
	7 pm to 11 pm	50
	11 pm to 7 am	45
Outdoor Points of Reception	7am to 7 pm	50
	7 pm to 11 pm	50
	11 pm to 7 am	n/a

As the ambient sound levels from Highway 10 were expected to exceed the NPC-300 exclusionary limits, sound exposures from roadway noise were assessed and the corresponding applicable guideline limits were determined. 2016 traffic volumes, truck volumes, and hourly distributions were obtained from the MTO iCorridor website (https://icorridor-mto-on-ca.hub.arcgis.com/) and applied in assessing the guideline limits. A summary of the ambient traffic volumes are shown in **Table 2**.

Table 2: Summary of Road Traffic Data – Ambient

Roadway Link	Existing Volume (24-h)	Worst-Case Hour [1]			Commercial Traffic Breakdown [2]		Vehicle Speed (km/h)
		Day/Eve (7am to 11 pm)	Night (12am)	Night (2am)	Med	Heavy	
Highway 10	6,450 [3]	2.1 %	0.8%	0.4 %	4.2%	6.8%	80

Notes: [1] Calculated from data obtained from the MTO ICorridor Website.
[2] a default MTO med/heavy truck distribution was applied.
[3] 2016 traffic data applied as a conservative assessment of ambient sound levels.

Ambient road traffic sound levels were predicted using Cadna/A, a commercially available noise propagation modelling software. Roadways were modelled as line sources of sound, with sound emission rates calculated using the ORNAMENT algorithms, the road traffic noise model of the MECP. These predictions were validated and are equivalent to those made using the MECP's ORNAMENT or STAMSON v5.04 road traffic noise models. A simplified STAMSON Validation file is included in **Appendix C**, based on the generalized application of absorptive ground noise modelling to all intervening ground.

Sound levels were predicted along the facades of the proposed development using the "building evaluation" feature of Cadna/A. This feature allows for noise levels to be predicted across the entire façade of a structure.

Ambient sound levels within the development are summarized in the following table.

Table 3: Predicted Ambient Levels on the Development

Location	Period	Ambient Sound Levels
Detached Single Home or Townhouse Block	Daytime/Evening (7 am to 11 pm)	up to 59 dBA
	Night-time (11 pm to 1 am)	up to 55 dBA
	Night-time (1 am to 6 am)	up to 52 dBA

4.0 Points of Reception

All Phase 11 Edgewood Greens single detached homes and townhouse blocks, located adjacent to the proposed McDonald's restaurant, were included in the assessment. Single detached homes and townhouses are understood to be typical 2 storey buildings. Outdoor points of reception include rear yards only. Rooftop terraces are not included with the development.

5.0 Noise Impact Assessment

5.1 Sound Level Modelling

Stationary source impact modelling was completed using Cadna/A, a prediction software consistent with the ISO 9613-2 standard. The model took into consideration the layout of the proposed McDonald's site, Phase 11 Edgewood Green development buildings (immediate surrounding buildings), and the location of the sources.

As the surrounding lands will be a mixture of absorptive ground (grass, etc.) and reflective surfaces (concrete, asphalt), localized ground absorption was applied in the noise modelling.

One (1) orders of reflection was applied in the noise modelling to account for the effect reflections from the proposed McDonald's restaurant building.

Sound levels were predicted along the facades of the surrounding townhouse blocks using the "building evaluation" feature of Cadna/A, allowing for noise levels to be predicted across the entire façade of a structure.

5.2 Predicted Sound Levels

Noise levels from the proposed McDonald's restaurant were assessed for the worst-case hours of operation, identified in **Section 2.2** above. A sample modelling output file for the closest townhouse block is included in **Appendix D**.

5.2.1 Façade Sound Levels

Predicted noise levels for the worst-case hours identified in **Section 2.2** above (7 am to 11 pm, 12 am, 2 am and 6 am) are shown in **Figures 3a to 3d** for the plane-of-window (height of 4.5 m). The calculated excess of the guideline limits at the plane-of-the-window is shown in **Figures 4a to 4d**.

A summary of the predicted noise impacts on each façade are shown in **Table 4** for the worst-case house or townhouse of the Phase 11 Edgewood Green development.

Table 4: Modelled McDonald's Noise Impacts

Period	Range of McDonald's Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Excess of Guideline Limits (dBA)	Meets Guideline Limits? (Yes/No)
Daytime (7 am to 11 pm)	up to 49	up to 59	0	Yes
Night-time (11 pm to 1 am)	up to 48	up to 55	0	Yes
Night-time (1 am to 6am)	up to 46	up to 52	0	Yes
Notes: refer **Figures 3a to 3d** for modelled sound levels, and **Figures 4a to 4d** for calculated excesses.				

Based on the above results, sound levels due to McDonald's restaurant are predicted to meet the applicable sound level limits at the worst-case locations within the Phase 11 Edgewood Green development. No additional noise controls are required for the proposed McDonald's Restaurant, based on the observed drive-thru activity and typical equipment (type, number and sound level data) applied in the noise modelling.

5.2.2 Yard Sound Levels

Yard sound levels (height of 1.5 m) are shown in **Figure 5** for the daytime and evening periods (7 am to 11 pm). Based on the noise contours shown in **Figure 5**, the MECP default 50 dBA sound level limits are predicted to be met within all yards of the Phase 11 Edgewood Green development. No additional noise controls are required for the proposed McDonald's Restaurant, based on the observed drive-thru activity and typical equipment (type, number and sound level data) applied in the noise modelling.

5.3 Recommended Noise Warning Clause

As the proposed McDonald's restaurant stationary noise sources are anticipated to be audible at times, a warning clause should be included in agreements registered on Title, and included in all agreements of purchase and sale or lease, and all rental agreements. An MECP NPC-300 **Type E** warning clause is recommended, as follows:

> "Purchasers/tenants are advised that due to the proximity of the adjacent fast food restaurant, noise from the restaurant and drive-thru may at times be audible."

6.0 Conclusions and Recommendations

The potential for noise impacts from the proposed McDonald's restaurant on the Phase 11 Edgewood Green development have been considered. Noise concerns are primarily related to drive-thru noise (drive thru speaker and idling cars), and rooftop mechanical equipment (kitchen exhaust fans, HVAC units and chillers).

Based on our assessment:

- McDonald's stationary noise impacts are predicted to meet the MECP NPC-300 criteria during the worst-case hours. No additional noise controls are required for the proposed McDonald's Restaurant, based on the observed drive-thru activity and typical equipment (type, number and sound level data) applied in the noise modelling.
- An MECP **Type E** warning clause is recommended, as the McDonald's stationary noise sources are anticipated to be audible at times.

As mechanical equipment noise was assessed based on typical unit sound level data (kitchen exhaust fans, HVAC units, chillers) and a representative roof plan, a review of the mechanical systems should be completed by an acoustical consultant to confirm the MECP guideline limits will be met at phase 11 Edgewood Green development.

7.0 Statement of Limitations

This report has been prepared and the work referred to in this report has been undertaken by SLR Consulting (Canada) Ltd. (SLR) for Flato Developments Inc., hereafter referred to as the "Client." It is intended for the sole and exclusive use of the Client. The report has been prepared in accordance with the Scope of Work and agreement between SLR and the Client. Other than by the Client, the Township of Puslinch, Township of North Dumfries and Wellington County in their role as land use planning approval authorities, copying or distribution of this report or use of or reliance on the information contained herein, in whole or in part, is not permitted unless payment for the work has been made in full and express written permission has been obtained from SLR.

This report has been prepared in a manner generally accepted by professional consulting principles and practices for the same locality and under similar conditions. No other representations or warranties, expressed or implied, are made.

Opinions and recommendations contained in this report are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, locations, time frames and project parameters as outlined in the Scope or Work and agreement between SLR and the Client. The data reported, findings, observations and conclusions expressed are limited by the Scope of Work. SLR is not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. SLR does not warranty the accuracy of information provided by third party sources.

8.0 Closure

SLR concludes that the proposed McDonald's restaurant stationary noise will meet the MECP NPC-300 guideline limits for the Phase 1 Edgewood Development, based on observed drive thru activity and typical mechanical equipment (location, number and types). Once the McDonald's mechanical system information is available, an acoustical consultant should complete a review and confirm additional noise control measures are not required. In addition, an MECP **Type E** warning clause is recommended for the development.

Should you have any questions on the above study, feel free to contact the undersigned.

Sincerely,

SLR Consulting (Canada) Ltd.

Marcus Li, P.Eng
Principal, Acoustics Engineer

Distribution: 1 electronic copy – Flato Developments Inc.

1 electronic copy – SLR Consulting (Canada) Ltd.

9.0 References

International Organization for Standardization, ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors Part 2: General Method of Calculation, Geneva, Switzerland, 1996.

Ministry of the Environment, Conservation and Parks, Model Municipal Noise Control By-Law Publication NPC-104, August 1978.

Ontario Ministry of the Environment, Conservation and Parks, Publication NPC-300: Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, 2013.

Figures

Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

SLR Project No. 209.40363.0000

January 17, 2023

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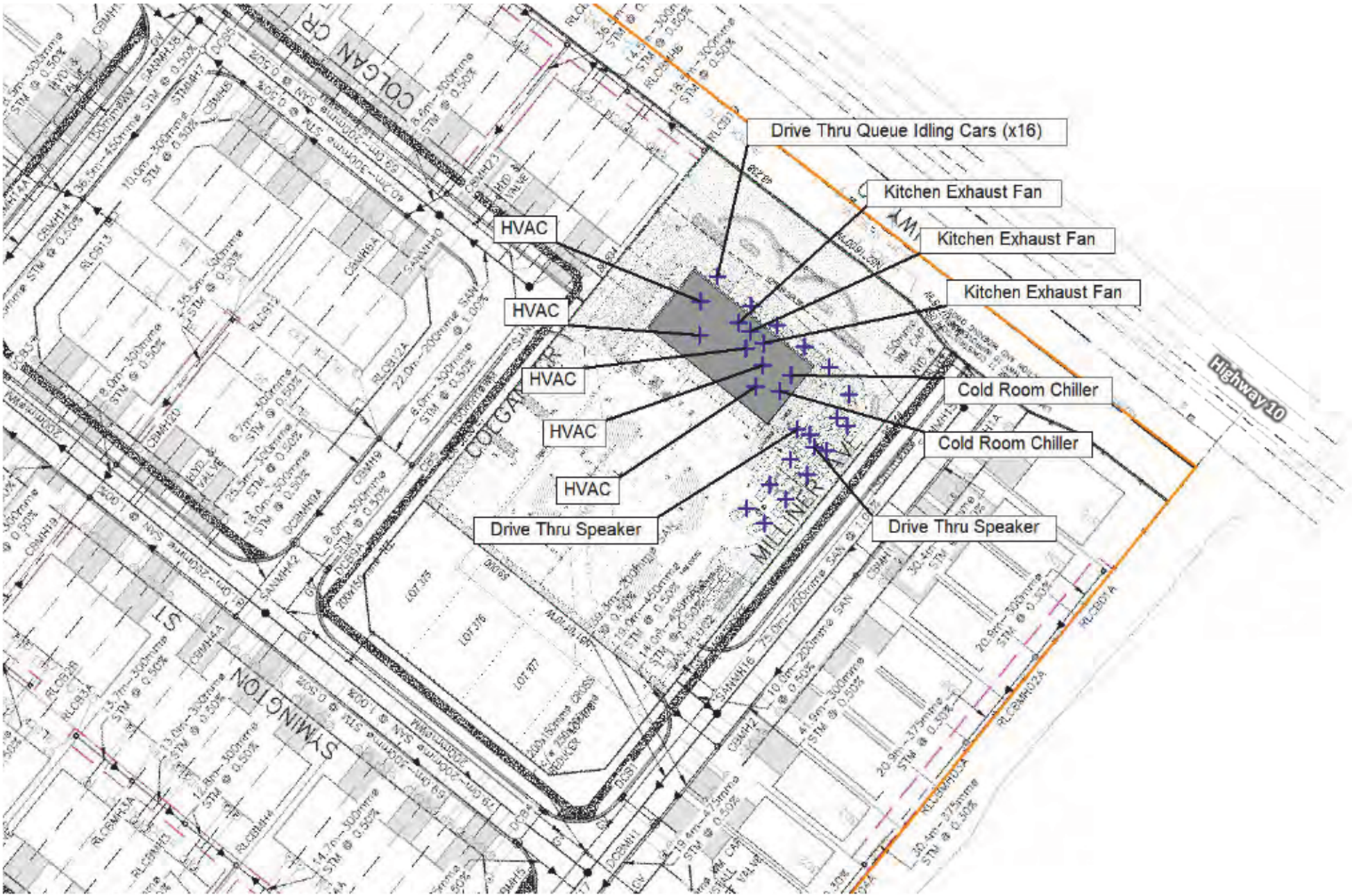
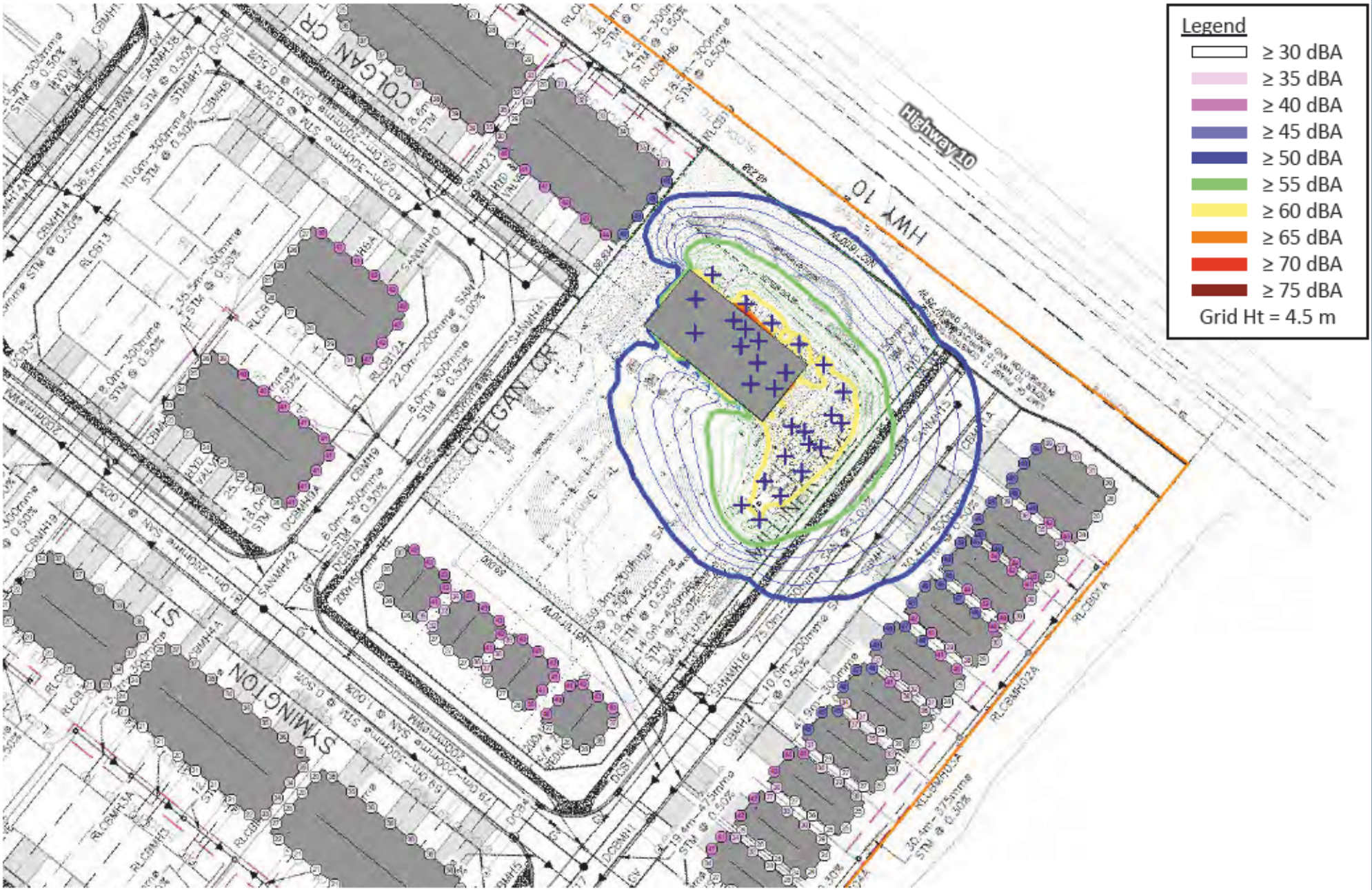
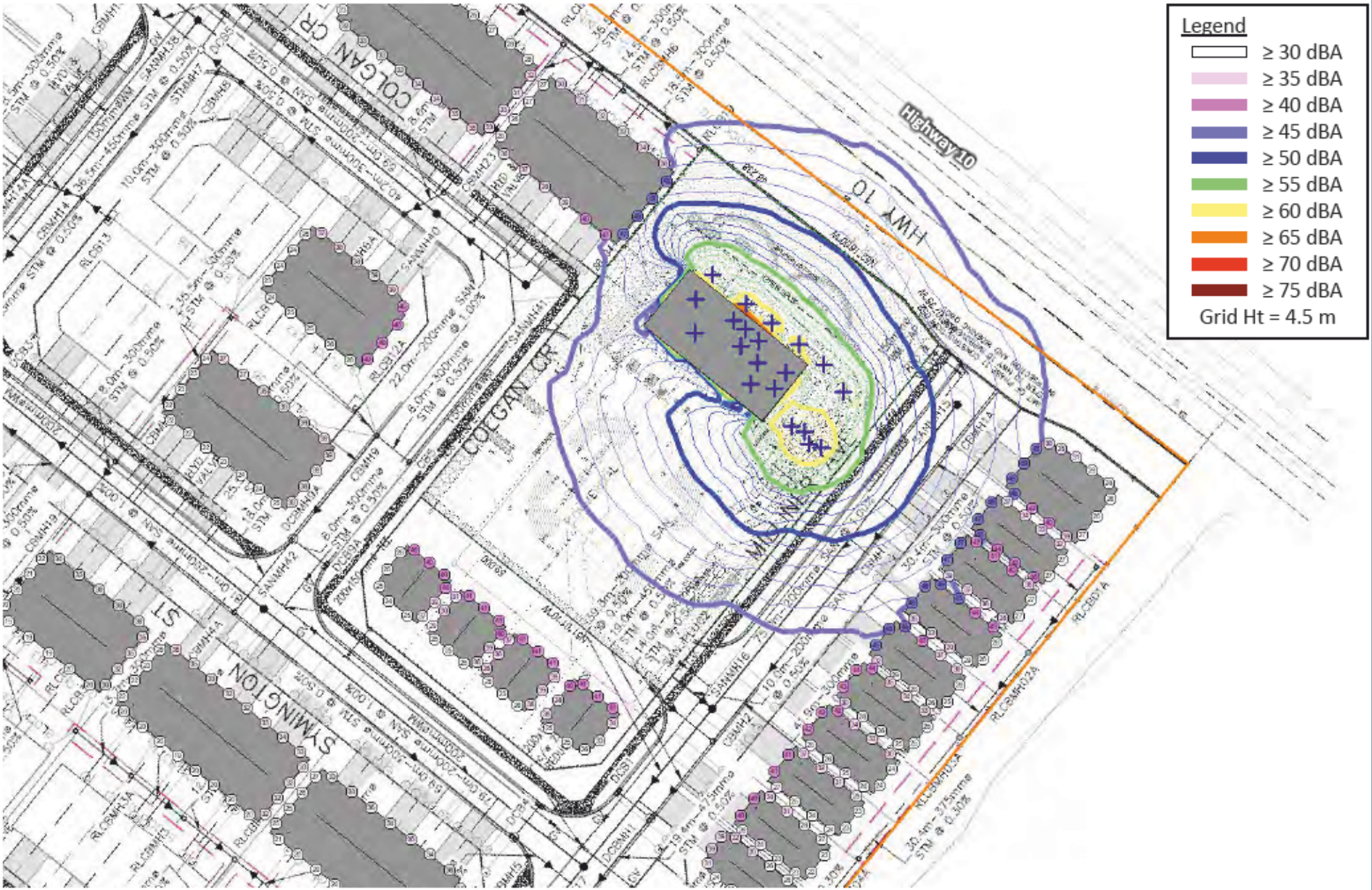
FLATO DEVELOPMENTS INC.	True North	Scale: 1:7,500	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 1	
AREA PLAN		Project No. 209.40363		



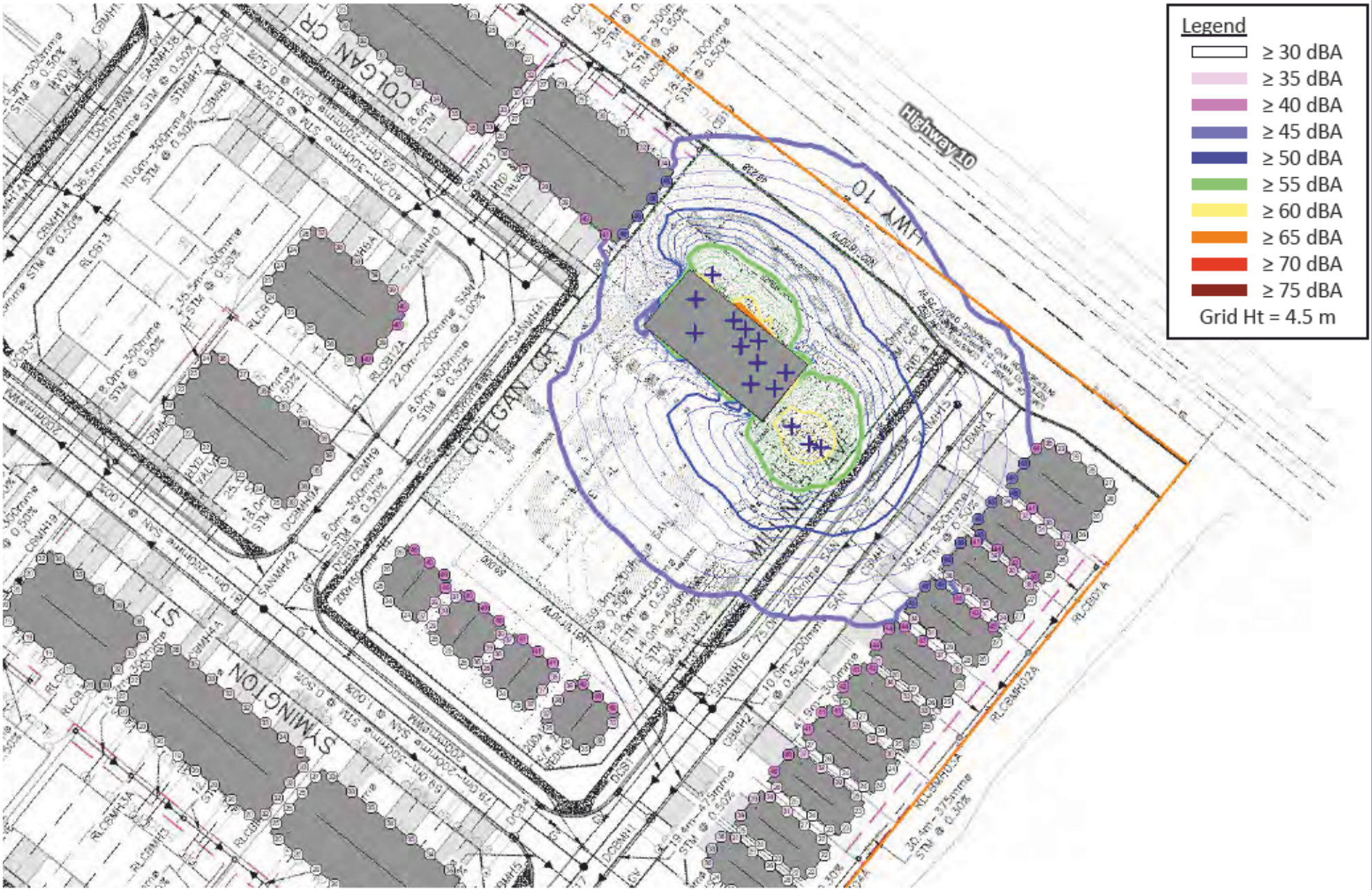
FLATO DEVELOPMENTS INC.	True North	Scale: 1:1,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 2	
NOISE SOURCE LOCATIONS		Project No. 209.40363		



FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 3a	
PREDICTED NOISE IMPACTS - FACADES DAYTIME/EVENING (7AM TO 7PM/7PM TO 11 PM)		Project No. 209.40363		



FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 3b	
PREDICTED NOISE IMPACTS - FACADES NIGHT-TIME (12 AM)		Project No. 209.40363		



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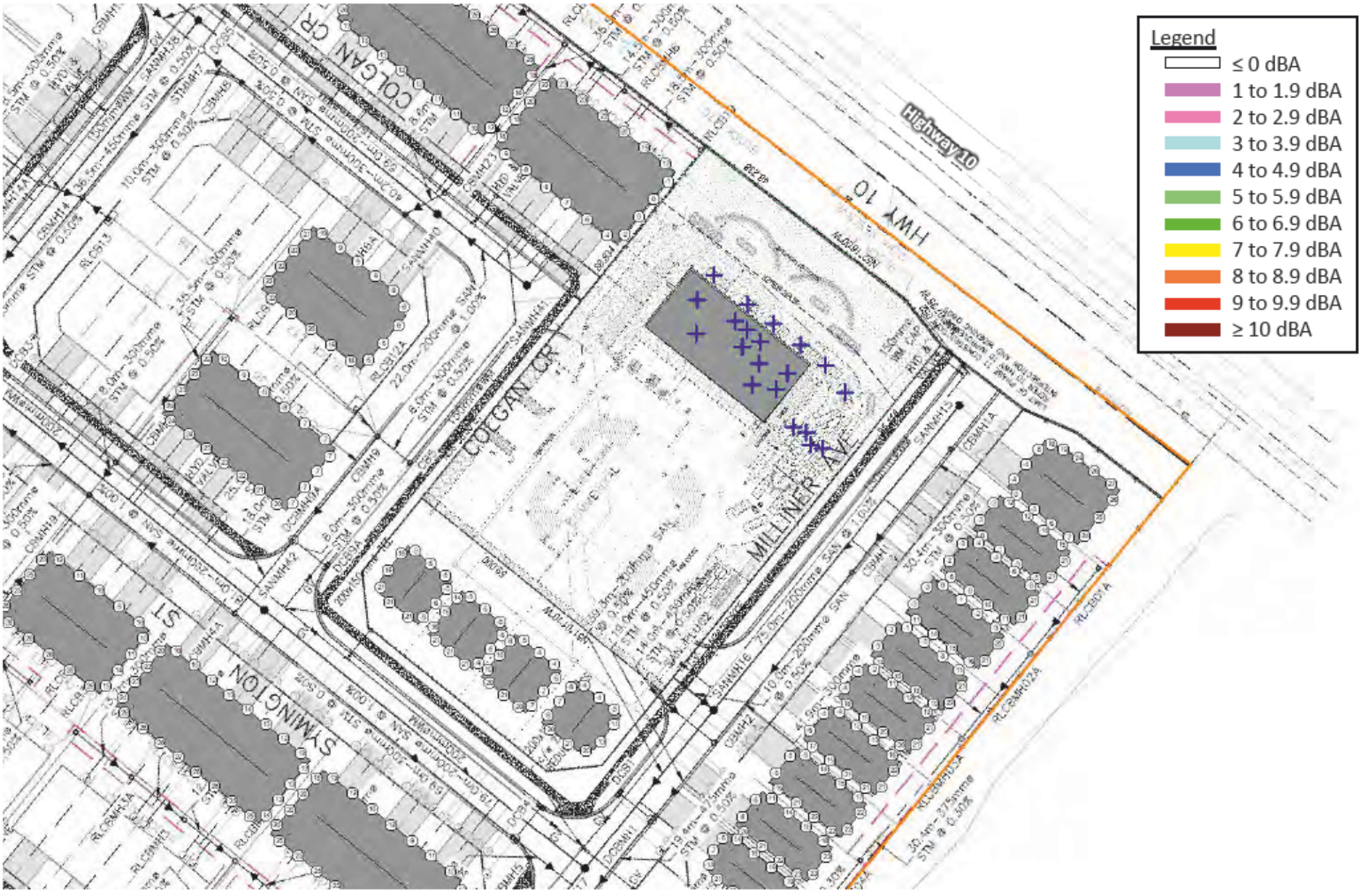
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 3c	
PREDICTED NOISE IMPACTS - FACADES NIGHT-TIME (2AM)		Project No. 209.40363		

FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 4a	
CALCULATED EXCESSES OF GUIDELINE LIMITS - FACADES DAYTIME/EVENING (7AM TO 7PM/7PM TO 11 PM)		Project No. 209.40363		



FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 4b	
CALCULATED EXCESSES OF GUIDELINE LIMITS - FACADES NIGHT-TIME (12 AM)		Project No. 209.40363		

FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 4c	
CALCULATED EXCESSES OF GUIDELINE LIMITS - FACADES NIGHT-TIME (2AM)		Project No. 209.40363		

FLATO DEVELOPMENTS INC.	True North	Scale: 1:5,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 5	
PREDICTED NOISE IMPACTS - YARDS DAYTIME/EVENING (7AM TO 7PM/7PM TO 11 PM)		Project No. 209.40363		

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Appendix A Drawings

Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

SLR Project No. 209.40363.0000

January 17, 2023

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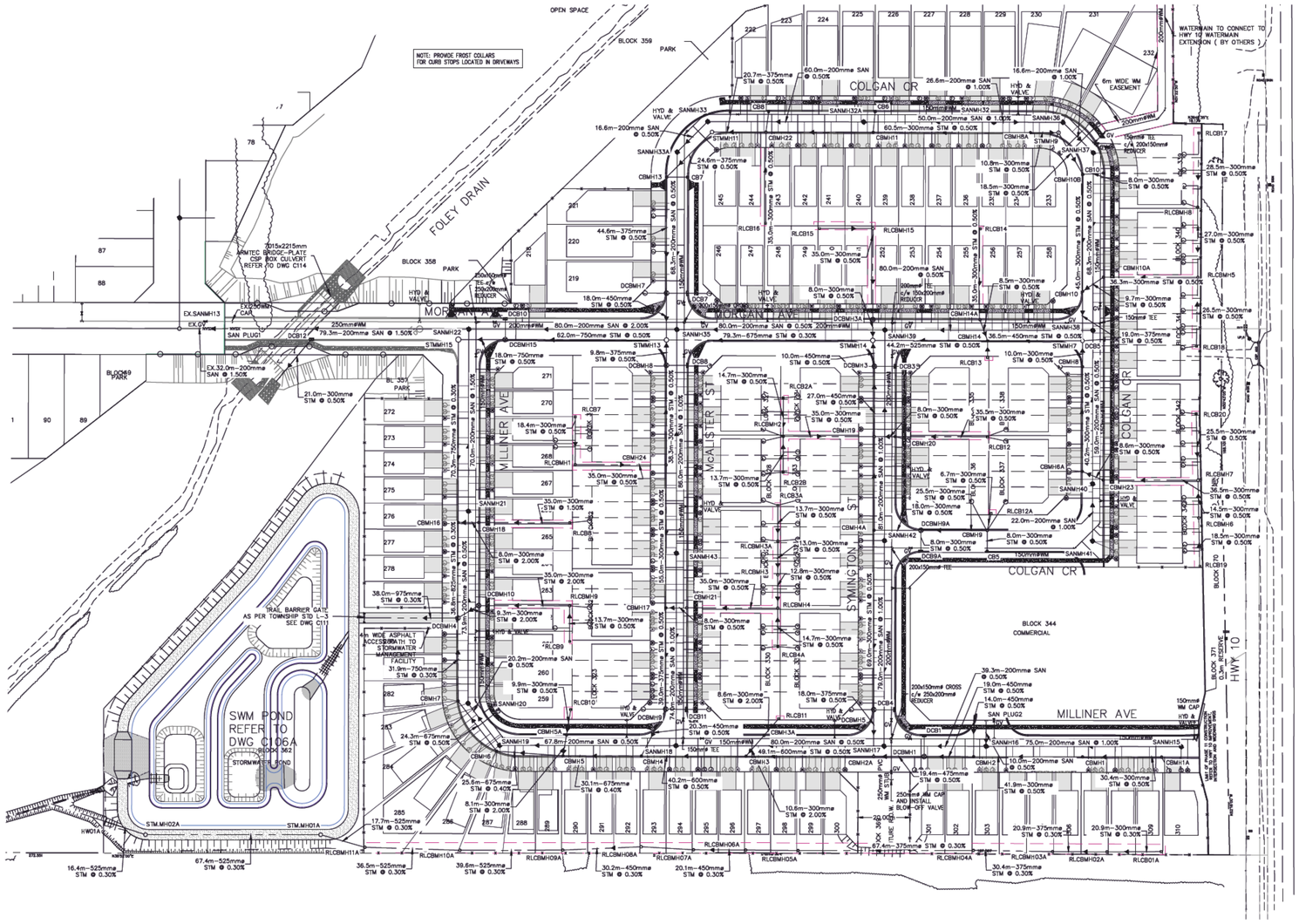
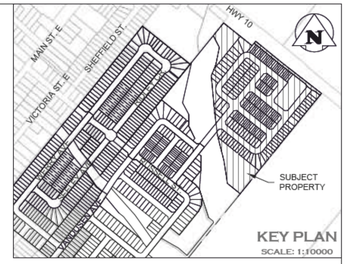




LEGEND

- GUIDE RAIL SYSTEM PER OPSD 912.185
- PROP. 1.2m BLACK VINYL CHAIN LINK FENCE PER OPSD 972.130
- 3m WIDE DRAINAGE EASEMENT

1. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF C.F. CROZIER & ASSOCIATES INC. AND THE REPRODUCTION OF ANY PART WITHOUT PRIOR WRITTEN CONSENT OF THIS OFFICE IS STRICTLY PROHIBITED.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LEVELS, AND DATUMS ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO THIS OFFICE PRIOR TO CONSTRUCTION.
3. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
4. DO NOT SCALE THE DRAWINGS.
5. ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

TEMPORARY BENCHMARKS

TBM#1 CONCRETE PIN IN ASPHALT, WEST EDGE OF PAVEMENT ON ROWES LANE LOCATED 5m NORTH OF MN.135 ELEVATION 514.870m.

TBM#2 RUSSELL STREET CC ON CONCRETE CURB ELEVATION 520.79m.

TBM#3 FLATO EAST PHASE 2&3 STORMWATER FACILITY CC ON CONCRETE HEADWALL ELEVATION 514.43m.

Town

No.	ISSUE	DATE: MMM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	JAN/10/2022
2	ISSUED FOR 2nd SUBMISSION	JUN/24/2022
3	ISSUED FOR 3rd SUBMISSION	OCT/17/2022

Engineer: LICENSED PROFESSIONAL ENGINEER B.R.C. HUMMELEN 100173708 10/17/2022 PROVINCE OF ONTARIO

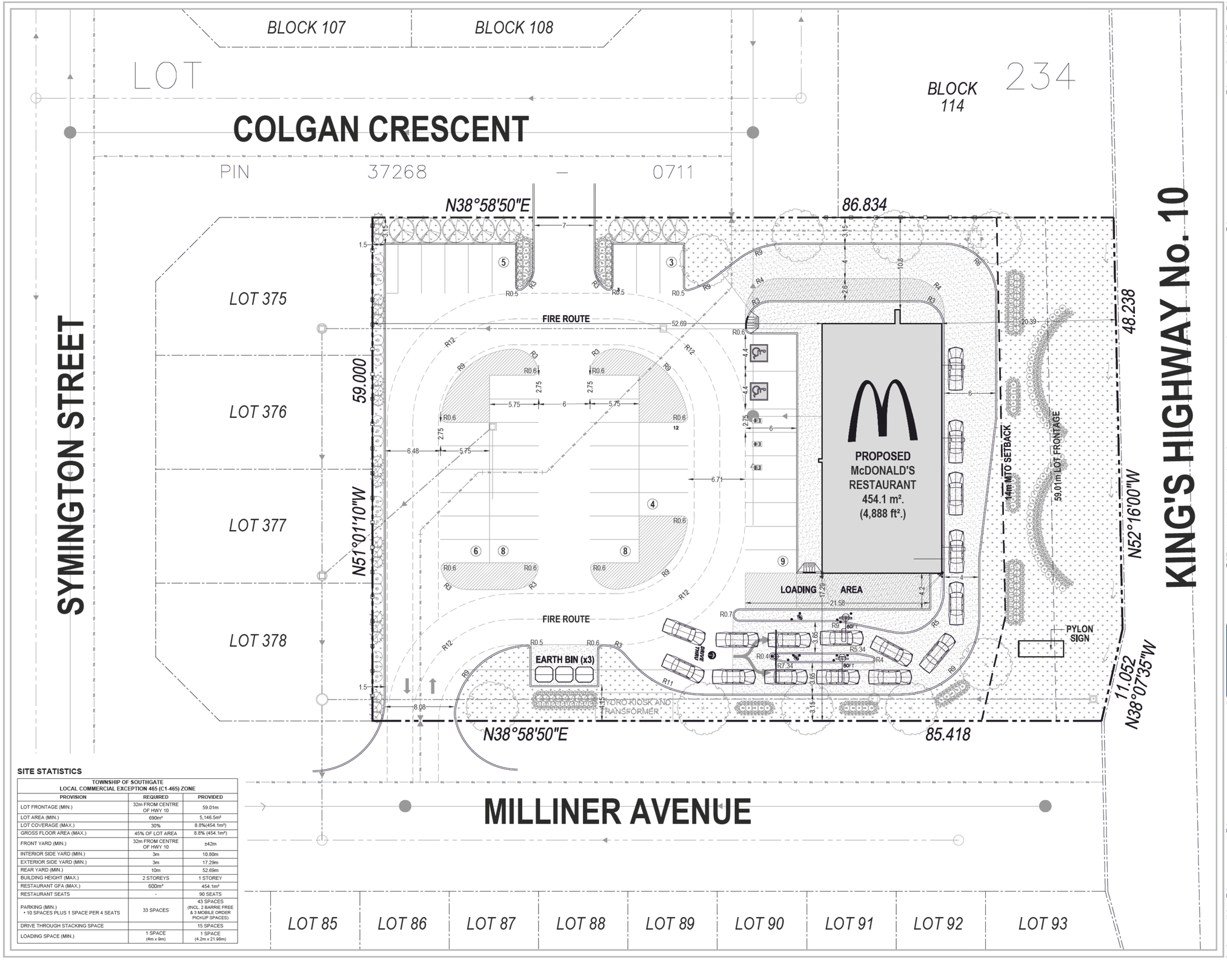
Engineer: LICENSED PROFESSIONAL ENGINEER T. EMERY 100503151 10/17/2022 PROVINCE OF ONTARIO

Project: FLATO EDGEWOOD GREENS PHASE 11 TOWNSHIP OF SOUTHGATE

Drawing: GENERAL SITE SERVICING PLAN

CROZIER CONSULTING ENGINEERS
ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON. L9Y 1A1
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	Design By	Project
J.K./V.P.	J.K./V.P./B.H./D.E.	1060-5771
Check By	Check By	Scale / Drawing
B.H./D.E.	B.H./D.E.	1:1000 / C101



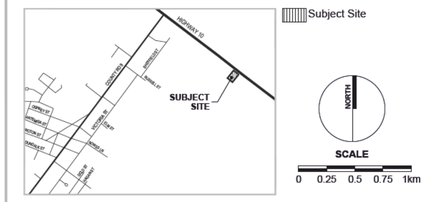
SITE STATISTICS

TOWNSHIP OF SOUTHGATE LOCAL COMMERCIAL EXCEPTION 465 (C1-465) ZONE		
PROVISION	**REQUIRED**	**PROVIDED**
LOT FRONTAGE (MIN.)	32m FROM CENTRE OF HWY 10	59.01m
LOT AREA (MIN.)	690m²	5,146.5m²
LOT COVERAGE (MAX.)	30%	8.8%(454.1m²)
GROSS FLOOR AREA (MAX.)	45% OF LOT AREA	8.8% (454.1m²)
FRONT YARD (MIN.)	32m FROM CENTRE OF HWY 10	±42m
INTERIOR SIDE YARD (MIN.)	3m	10.80m
EXTERIOR SIDE YARD (MIN.)	3m	17.29m
REAR YARD (MIN.)	10m	52.69m
BUILDING HEIGHT (MAX.)	2 STOREYS	1 STOREY
RESTAURANT GFA (MAX.)	600m²	454.1m²
RESTAURANT SEATS	-	90 SEATS
PARKING (MIN.) • 10 SPACES PLUS 1 SPACE PER 4 SEATS	33 SPACES	43 SPACES (INCL. 2 BARRIE FREE & 3 MOBILE ORDER PICKUP SPACES)
DRIVE THROUGH STACKING SPACE		15 SPACES
LOADING SPACE (MIN.)	1 SPACE (4m x 9m)	1 SPACE (4.2m x 21.98m)

LEGAL DESCRIPTION

PART OF LOT 233 AND LOT 234
CONCESSION 1
VILLAGE OF DUNDALK
TOWNSHIP OF SOUTHGATE
COUNTY OF GREY

KEY PLAN



LEGEND

- SITE BOUNDARY
- PARCEL FABRIC
- 1.8m WOOD PRIVACY FENCE
- CURB
- PAINTED LINES
- PAINTED CAUTION AREA
- CONCRETE AREA
- GRASSED AREA
- BUILDING
- DRIVE DIRECTION
- STACKING SPACE
- CURB RAMP
- EARTH BIN
- BARRIER-FREE SPACE
- MOBILE ORDER SPACE

NOTES

- SITE PLAN INFORMATION PROVIDED BY ARCADIS + IBI GROUP, DATED OCTOBER 28, 2022
- ALL SITE FEATURES ARE EXISTING UNLESS OTHERWISE NOTED
- THESE DRAWINGS ARE COMPILED FROM INFORMATION SUPPLIED BY McDONALD'S AND SHALL BE SITE VERIFIED BY CONTRACTOR AT BID TIME.
- GC. TO COORDINATE AND PROVIDE SERVICING LOCATES TO IBI GROUP PRIOR TO CONSTRUCTION START TO CONFIRM THERE ARE NO CONFLICTS WITH PROPOSED.
- CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS PERTINENT TO WORK BEING PERFORMED, PRIOR TO STARTING CONSTRUCTION, AND REPORT ANY DISCREPANCIES OR VARIANCES TO PROJECT MANAGER.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND BE RESPONSIBLE FOR SAME.
- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF LOCAL CODES.

REVISION No.	DATE	ISSUED/REVISION	BY

PLANNER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY OR UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL PLANNER, WITHIN THE MEANING OF THE ONTARIO PROFESSIONAL PLANNERS INSTITUTE ACT, 1994.

DATE: _____

KORY CHISHOLM - BES, M. Sc, MCIP, RPP
REGISTERED PROFESSIONAL PLANNER

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING
113 COLLIER STREET
BARRIE, ON, L4M 1H2
P: 705 728 0045 F: 705 728 2010
WWW.MHBCPLAN.COM

STAMP

DATE	Jan. 17, 2023
DRAWN BY	M.M.
PLAN SCALE	1:200 (ARCH D)
FILE No.	9922 M
CHECKED BY	S.C.
OTHER	

PROJECT

McDONALD'S 41288 - DUNDALK
McDonald's Restaurants of Canada Ltd.
McDonald's Place
Toronto, Ontario M3C 3L4
Tel: 416-443-1000
Fax: 416-446-3376

NORTH

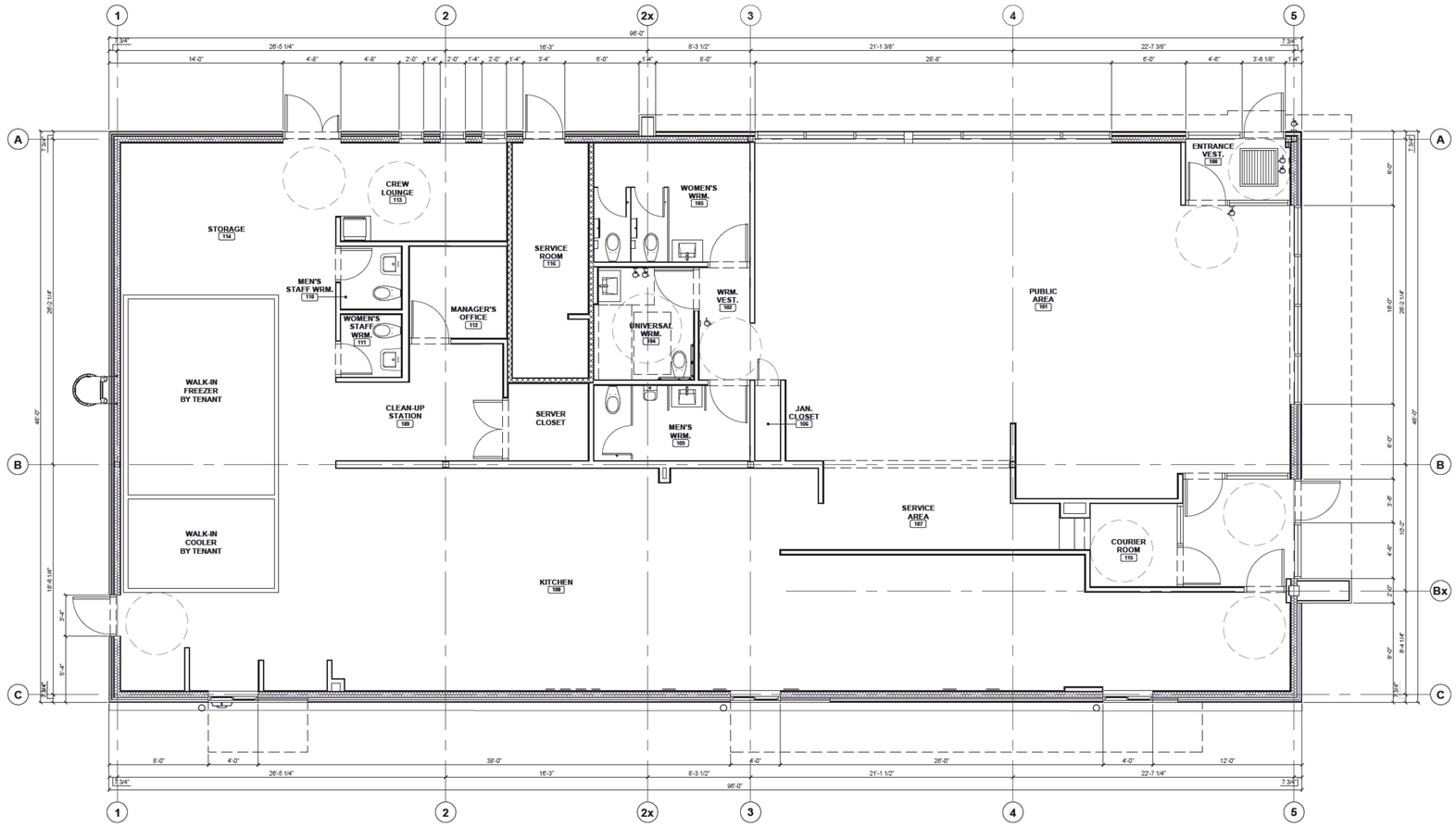
FILE NAME	DWG No.
SITE PLAN	1 of 1

SCALE BAR

0 1 2 3 4 5 7.5 10 15 20m

MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

N:\Southgate\Dundalk Commercial Plaza – 15184AH\Drawings\McDonald's MHBC Site Plan\CAD\15184B – Site Plan – 2023-01-17.dwg



1 A1.0 **FLOOR PLAN**
SCALE : 3/16" = 1'-0"

ISSUE TABLE		
NO.	DATE (MM-DD-YY)	DESCRIPTION
01	11-25-22	ISSUED FOR SPA

REVISIONS

TRUE NORTH | CONSTRUCTION NORTH

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
K. PAUL
LICENCE
4249

THE CONTRACTOR WILL CHECK AND VERIFY DIMENSIONS AND REPORT ERRORS AND OMISSIONS TO THE DESIGNER AND THE DESIGN PROFESSIONAL WHOSE SEAL IS AFFIXED TO THIS DRAWING. DO NOT SCALE THE DRAWINGS.

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ISSUED FOR CONSTRUCTION | DATE

DIMENSIONS AND CONDITIONS TO BE VERIFIED ON THE PREMISES

K PAUL ARCHITECT INC.
TORONTO·VANCOUVER·CALGARY·ORLANDO
2660 SHERWOOD HEIGHTS DRIVE, SUITE #200, OAKVILLE, ON L6J 7Y8

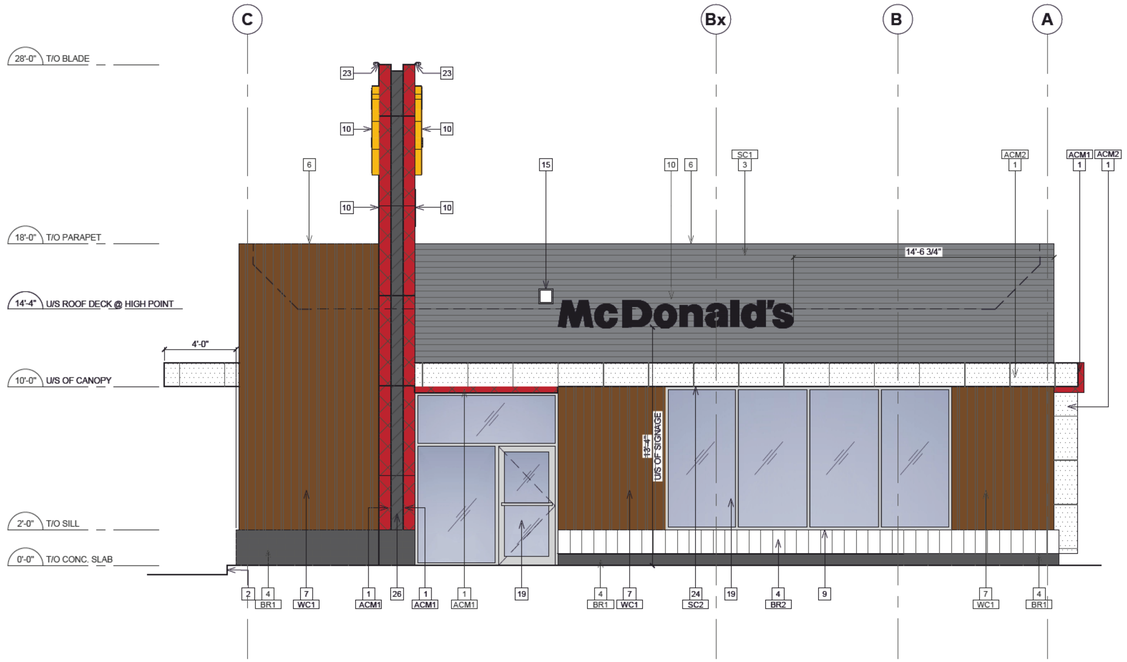
CLIENT

STORE TYPE
MODEL R3.0-65 2023
NAT. # 41288

PROJECT LOCATION
HIGHWAY 10 &
MILLNER AVE
DUNDALK, ONTARIO

DRAWING TITLE
FLOOR PLAN

DRAWN	CHECKED
SE	DR
SCALE	DATE
1/4" = 1'-0"	NOVEMBER 2022
KPA PROJECT NO.	DRAWING NO.
XXX	A1.0



1 **NORTH ELEVATION**
A5.0 SCALE : 1/4" = 1'-0"

EXTERIOR ELEVATION NOTES

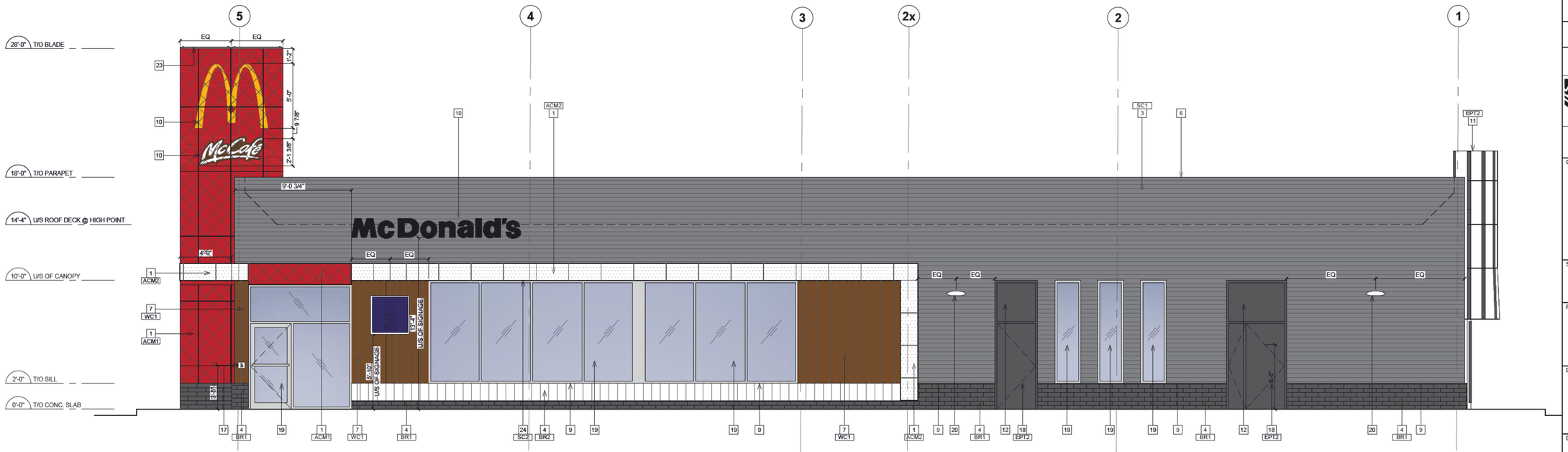
1	ALPOLIC ACM PANEL SYSTEM . REFER TO EXTERIOR FINISH SCHEDULE.
2	8"W X 6"H CONCRETE CURB AT FACE OF BUILDING ALONG DRIVE THRU.
3	PRE-FINISHED STEEL CLADDING. REFER TO EXTERIOR FINISH SCHEDULE.
4	RICHVALE CAMBRIDGE SERIES BASE STONE. REFER TO EXTERIOR FINISH SCHEDULE.
5	N/A
6	PRE-FINISHED METAL FLASHING TO MATCH ADJACENT FINISH.
7	THERMALLY MODIFIED NATURAL WOOD CLADING. REFER TO EXTERIOR FINISH SCHEDULE.
8	DOOR GLAZING C/W OPAQUE FINISH ON INSIDE FACE OF DOOR. REFER TO SHEET A11.0.
9	SILL FLASHING TO MATCH BRICK BASE BELOW. SUPPLIED AND INSTALLED BY GENERAL CONTRACTOR.
10	PROPOSED SIGNAGE LOCATION (UNDER SEPARATE PERMIT); TYPE AND SIZE SHOWN MAY CHANGE; REFER TO SIGNAGE PERMIT DRAWINGS PREPARED BY PATTISON SIGNS FOR ACTUAL TYPE SIZE, AND LOCATION.
11	METAL ROOF LADDER WITH METAL CAGE; REFER TO DETAIL 1/A7.3.
12	SPANDREL GLASS PANEL. REFER TO SHEET A11.0.
13	NEW SUREGUARD BOLLARD WITH CONCRETE BASE. REFER SITE PLAN DETAILS ON SITE PLAN DRAWINGS.
14	N/A.
15	PRE-FINISHED METAL OVERFLOW ROOF SCUPPER, COLOUR TO MATCH ADJACENT FINISH. G.C TO COORDINATE WITH ROOFING CONTRACTOR FOR PROPER OVERLAP AND CONTINUOUS CONNECTION.
16	N/A
17	EXTERIOR PUSH BUTTON OPERATORS. REFER TO SHEET A11.0
18	HOLLOW METAL DOOR; DOOR AND FRAME TO BE PAINTED. REFER TO EXTERIOR FINISH EXTERIOR SCHEDULE.
19	EXTERIOR STOREFRONT GLAZING/ALUMINUM DOOR AND FRAME.
20	EXTERIOR WALL PACK LIGHT FIXTURE. REFER TO ELECTRICAL DRAWINGS.
21	DRIVE-THRU WINDOW UNIT SUPPLIED BY MCDONALD'S AND INSTALLED BY G.C.
22	RMHC DONATION BOX SUPPLIED BY MCDONALD'S AND INSTALLED BY G.C.
23	EXTERIOR LIGHT FIXTURE LOCATED ON BLADE FEATURE. REFER TO ELECTRICAL DRAWINGS.
24	PRE-FINISHED STEEL CLADDING CANOPY SOFFIT. REFER TO EXTERIOR FINISH SCHEDULE.
25	N/A
26	PRE-FINISHED METAL FLASHING AT REVEAL. COLOUR TO MATCH ALPOLIC "MZG MICA GREY".
27	APPROXIMATE GAS METER LOCATION. REFER TO MECHANICAL AND SITE SERVICING DRAWINGS.

ACM COLOUR LEGEND

	HATCH REPRESENTS RED ACM ALPOLIC PANEL SYSTEM IN COLOUR 'RON-RED'. REFER TO EXTERIOR FINISH SCHEDULE.
	HATCH REPRESENTS WHITE ACM ALPOLIC PANEL SYSTEM IN COLOUR 'BNT-WHITE'. REFER TO EXTERIOR FINISH SCHEDULE.

EXTERIOR FINISH SCHEDULE

CODE	PRODUCT	MANUF.	MODEL AND COLOUR	NOTES	SUPPLIER CONTACT INFO
ACM1	ALUMINUM METAL PANELS	ALPOLIC	SYSTEM 3, COLOUR: ALPOLIC - RON RED		VARIOUS AS OUTLINED IN CCDC DOCUMENT
ACM2	ALUMINUM METAL PANELS	ALPOLIC	SYSTEM 3, COLOUR: ALPOLIC - BNT BONE WHITE		
BR1	BRICK (MASONRY)	RICHVALE YORK BLOCK INC.	SERIES: CAMBRIDGE, MANUFACTURED USING CARBOCLAVE TECHNOLOGY; SIZE: 4" X 16" X 4" ; COLOUR: ONYX; FINISH: GROUND FACE; MORTAR: CM-008 (RAVEN) BY INTERSTAR	PROVIDE 1" X 1" X 45° CHAMFER ON TOP COURSE FOR DRAINAGE; RETURN CORNERS TO BE SUPPLIED AS REQUIRED TO EXPOSED EDGES	
BR2	BRICK (MASONRY)	RICHVALE YORK BLOCK INC.	SERIES: CAMBRIDGE, MANUFACTURED USING CARBOCLAVE TECHNOLOGY; SIZE: 8" X 16" X 8" ; COLOUR: ARCTIC WHITE; FINISH: GROUND FACE; MORTAR: CM-008 (RAVEN) BY INTERSTAR	PROVIDE 1" X 1" X 45° CHAMFER ON TOP COURSE FOR DRAINAGE; RETURN CORNERS TO BE SUPPLIED AS REQUIRED TO EXPOSED EDGES	
EPT1	EXTERIOR PAINT	DULUX PAINTS	COLOUR: CHESTNUT BROWN-MCD 37		
EPT2	EXTERIOR PAINT	DULUX PAINTS	COLOUR: CHARCOAL GRAY-MCD 44		
EPT3	EXTERIOR PAINT	DULUX PAINTS	COLOUR: BRIGHT RED-MCD 53		
EPT4	EXTERIOR PAINT	DULUX PAINTS	COLOUR: WHITE-MCD 51		
WC1	THERMALLY MODIFIED NATURAL WOOD CLADDING	THERMORY	SERIES: BENCHMARK WHITE ASH CLADDING; ASH STANDARD STOCK 2X6; COLOUR: BROWN		
SC1	PRE-FINISHED STEEL CLADDING	VICWEST	CL7040; COLOUR: QC58072 - CHARCOAL		
SC2	PRE-FINISHED STEEL CLADDING	VICWEST	AD300-SR; COLOUR: QC56161- CAMBRIDGE WHITE		



2 **WEST ELEVATION**
A5.0 SCALE : 1/4" = 1'-0"

ISSUE TABLE

NO.	DATE (MM-DD-YY)	DESCRIPTION
01	11-25-22	ISSUED FOR SPA

REVISIONS

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
K. PAUL
LICENCE
4249

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ISSUED FOR CONSTRUCTION _____ DATE _____

DIMENSIONS AND CONDITIONS TO BE VERIFIED ON THE PREMISES

K PAUL ARCHITECT INC.
TORONTO·VANCOUVER·CALGARY·ORLANDO
2660 SHERWOOD HEIGHTS DRIVE, SUITE #200, OAKVILLE, ON L6J 7Y8

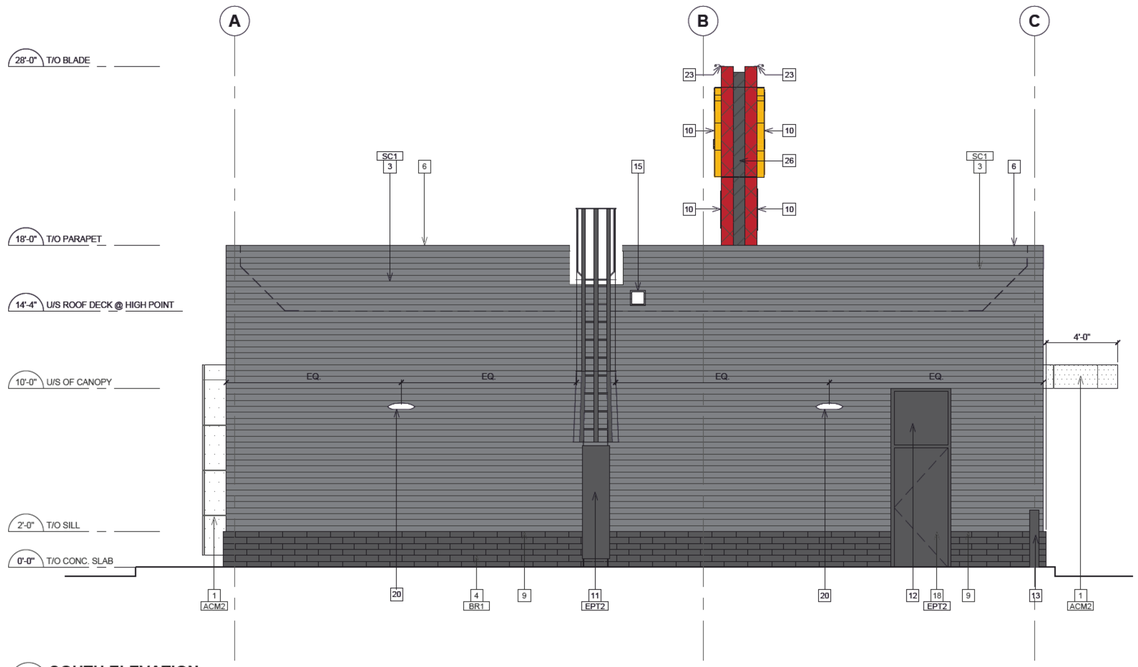
CLIENT

STORE TYPE
MODEL R3.0-65 2023
NAT. # 41288

PROJECT LOCATION
HIGHWAY 10 &
MILLNER AVE
DUNDALK, ONTARIO

DRAWING TITLE
EXTERIOR
ELEVATIONS

DRAWN	CHECKED
SE	DR
SCALE	DATE
1/4" = 1'-0"	NOVEMBER 2022
KPA PROJECT NO.	DRAWING NO.
XXX	A5.0



1 A5.1 **SOUTH ELEVATION**
SCALE : 1/4" = 1'-0"

EXTERIOR ELEVATION NOTES

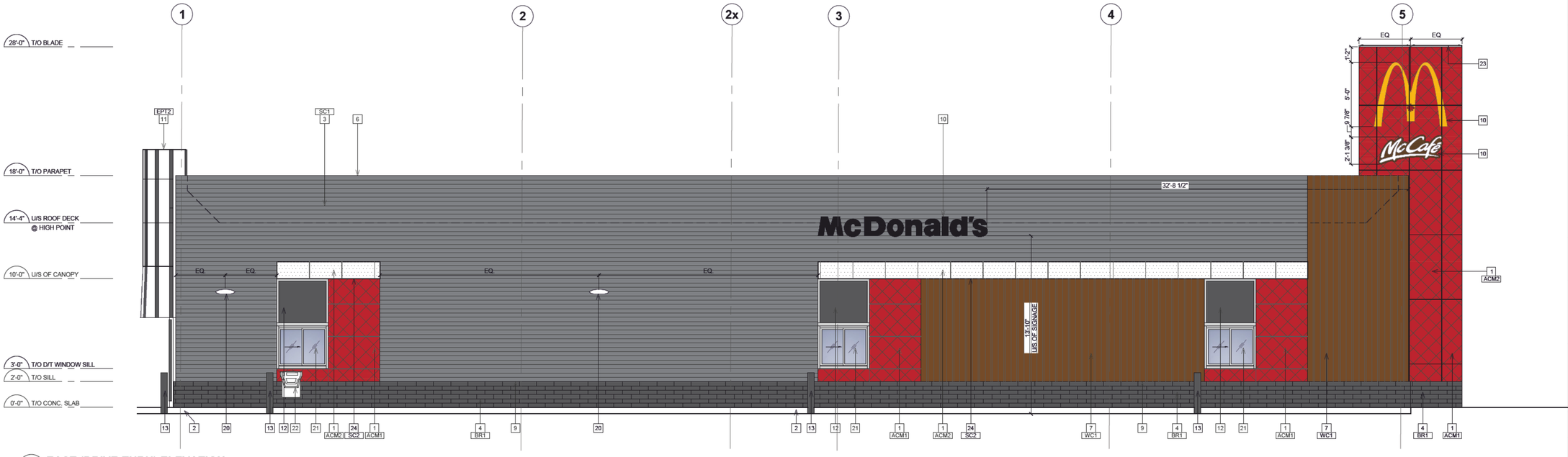
1	ALPOLIC ACM PANEL SYSTEM . REFER TO EXTERIOR FINISH SCHEDULE.
2	8"W X 6"H CONCRETE CURB AT FACE OF BUILDING ALONG DRIVE THRU.
3	PRE-FINISHED STEEL CLADDING. REFER TO EXTERIOR FINISH SCHEDULE.
4	RICHVALE CAMBRIDGE SERIES BASE STONE. REFER TO EXTERIOR FINISH SCHEDULE.
5	N/A
6	PRE-FINISHED METAL FLASHING TO MATCH ADJACENT FINISH.
7	THERMALLY MODIFIED NATURAL WOOD CLADING. REFER TO EXTERIOR FINISH SCHEDULE.
8	DOOR GLAZING C/W OPAQUE FINISH ON INSIDE FACE OF DOOR. REFER TO SHEET A11.0.
9	SILL FLASHING TO MATCH BRICK BASE BELOW. SUPPLIED AND INSTALLED BY GENERAL CONTRACTOR.
10	PROPOSED SIGNAGE LOCATION (UNDER SEPARATE PERMIT); TYPE AND SIZE SHOWN MAY CHANGE; REFER TO SIGNAGE PERMIT DRAWINGS PREPARED BY PATTISON SIGNS FOR ACTUAL TYPE SIZE, AND LOCATION.
11	METAL ROOF LADDER WITH METAL CAGE; REFER TO DETAIL 1/A7.3.
12	SPANDREL GLASS PANEL. REFER TO SHEET A11.0.
13	NEW SUREGUARD BOLLARD WITH CONCRETE BASE. REFER SITE PLAN DETAILS ON SITE PLAN DRAWINGS.
14	N/A.
15	PRE-FINISHED METAL OVERFLOW ROOF SCUPPER. COLOUR TO MATCH ADJACENT FINISH. G.C TO COORDINATE WITH ROOFING CONTRACTOR FOR PROPER OVERLAP AND CONTINUOUS CONNECTION.
16	N/A
17	EXTERIOR PUSH BUTTON OPERATORS. REFER TO SHEET A11.0
18	HOLLOW METAL DOOR; DOOR AND FRAME TO BE PAINTED. REFER TO EXTERIOR FINISH EXTERIOR SCHEDULE.
19	EXTERIOR STOREFRONT GLAZING/ALUMINUM DOOR AND FRAME.
20	EXTERIOR WALL PACK LIGHT FIXTURE. REFER TO ELECTRICAL DRAWINGS.
21	DRIVE-THRU WINDOW UNIT SUPPLIED BY MCDONALD'S AND INSTALLED BY G.C.
22	RMHC DONATION BOX SUPPLIED BY MCDONALD'S AND INSTALLED BY G.C.
23	EXTERIOR LIGHT FIXTURE LOCATED ON BLADE FEATURE. REFER TO ELECTRICAL DRAWINGS.
24	PRE-FINISHED STEEL CLADDING CANOPY SOFFIT. REFER TO EXTERIOR FINISH SCHEDULE.
25	N/A
26	PRE-FINISHED METAL FLASHING AT REVEAL. COLOUR TO MATCH ALPOLIC "MZG MICA GREY".
27	APPROXIMATE GAS METER LOCATION. REFER TO MECHANICAL AND SITE SERVICING DRAWINGS.

ACM COLOUR LEGEND

	HATCH REPRESENTS RED ACM ALPOLIC PANEL SYSTEM IN COLOUR 'IRON-RED'
	HATCH REPRESENTS WHITE ACM ALPOLIC PANEL SYSTEM IN COLOUR 'BNT-WHITE'

EXTERIOR FINISH SCHEDULE

CODE	PRODUCT	MANUF.	MODEL AND COLOUR	NOTES	SUPPLIER CONTACT INFO
ACM1	ALUMINUM METAL PANELS	ALPOLIC	SYSTEM 3, COLOUR: ALPOLIC - RON RED		VARIOUS AS OUTLINED IN CCDC DOCUMENT
ACM2	ALUMINUM METAL PANELS	ALPOLIC	SYSTEM 3, COLOUR: ALPOLIC - BNT BONE WHITE		
BR1	BRICK (MASONRY)	RICHVALE YORK BLOCK INC.	SERIES: CAMBRIDGE, MANUFACTURED USING CARBOCLAVE TECHNOLOGY; SIZE: 4" X 16" X 4" ; COLOUR: ONYX; FINISH: GROUND FACE; MORTAR: CM-008 (RAVEN) BY INTERSTAR	PROVIDE 1" X 1" X 45° CHAMFER ON TOP COURSE FOR DRAINAGE; RETURN CORNERS TO BE SUPPLIED AS REQUIRED TO EXPOSED EDGES	
BR2	BRICK (MASONRY)	RICHVALE YORK BLOCK INC.	SERIES: CAMBRIDGE, MANUFACTURED USING CARBOCLAVE TECHNOLOGY; SIZE: 8" X 16" X 8" ; COLOUR: ARCTIC WHITE; FINISH: GROUND FACE; MORTAR: CM-008 (RAVEN) BY INTERSTAR	PROVIDE 1" X 1" X 45° CHAMFER ON TOP COURSE FOR DRAINAGE; RETURN CORNERS TO BE SUPPLIED AS REQUIRED TO EXPOSED EDGES	
EPT1	EXTERIOR PAINT	DULUX PAINTS	COLOUR: CHESTNUT BROWN-MCD 37		
EPT2	EXTERIOR PAINT	DULUX PAINTS	COLOUR: CHARCOAL GRAY-MCD 44		
EPT3	EXTERIOR PAINT	DULUX PAINTS	COLOUR: BRIGHT RED-MCD 53		
EPT4	EXTERIOR PAINT	DULUX PAINTS	COLOUR: WHITE-MCD 51		
WC1	THERMALLY MODIFIED NATURAL WOOD CLADDING	THERMORY	SERIES: BENCHMARK WHITE ASH CLADDING; ASH STANDARD STOCK 2X6; COLOUR: BROWN		
SC1	PRE-FINISHED STEEL CLADDING	VICWEST	CL7040; COLOUR: QC56072 - CHARCOAL		
SC2	PRE-FINISHED STEEL CLADDING	VICWEST	AD300-SR; COLOUR: QC56161- CAMBRIDGE WHITE		



2 A5.1 **EAST (DRIVE-THRU) ELEVATION**
SCALE : 1/4" = 1'-0"

ISSUE TABLE

NO.	DATE (MM/DD/YY)	DESCRIPTION
01	11-25-22	ISSUED FOR SPA

REVISIONS

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
K. PAUL
LICENCE
4249

K PAUL ARCHITECT INC.
TORONTO·VANCOUVER·CALGARY·ORLANDO
2660 SHERWOOD HEIGHTS DRIVE, SUITE #200, OAKVILLE, ON L6J 7Y8

CLIENT

McDonald's Canada

STORE TYPE
MODEL R3.0-65 2023
NAT. # 41288

PROJECT LOCATION
HIGHWAY 10 &
MILLNER AVE
DUNDALK, ONTARIO

DRAWING TITLE
EXTERIOR
ELEVATIONS

DRAWN	CHECKED
SE	DR
SCALE	DATE
1/4" = 1'-0"	NOVEMBER 2022
KPA PROJECT NO.	DRAWING NO.
XXX	A5.1

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Appendix B Source Sound Level Data

Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

SLR Project No. 209.40363.0000

January 17, 2023

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Table B.1: Summary of Noise Source Sound Power Levels (Typical Sources)

Source Description	Maximum Sound Power Levels (1/1 Octave Band Levels)									Total PWL (dBA)	Notes
	32 (dB)	63 (dB)	125 (dB)	250 (dB)	500 (dB)	1000 (dB)	2000 (dB)	4000 (dB)	8000 (dB)		
5 Ton HVAC	77	80	81	81	80	78	74	70	64	82.5	- based on SLR historical data - no duty cycling applied during daytime/evening - 30 min duty cycling applied during night-time period
10 Ton HVAC	80	83	84	84	83	81	77	73	67	85.5	- based on SLR historical data - no duty cycling applied during daytime/evening - 30 min duty cycling applied during night-time period
Walk-in Cooler Chiller		85	86	76	71	68	66	60	52	75.4	- based on SLR historical data - no duty cycling applied during daytime/evening - 30 min duty cycling applied during night-time period
Kitchen Exhaust Fan		88	93	85	77	75	71	67	62	82.7	- based on SLR measurement data of a McDonald's Restaurant - no duty cycling applied
Drive Thru Speaker		75	70	67	81	78	76	63	48	82.5	- based on SLR historical data - 30n min duty cycle applied to account for 2 way conversation. - system assumed to be audible at receptors, where a 5 dBA annoyance penalty is included in the PWL.
Drive Thru Queue - idling car		85	80	75	72	70	69	65	55	76.0	- based on average idling vehicle sound level for 2000+ model years - no duty cycling applied

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Appendix C STAMSON Validation File

Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

SLR Project No. 209.40363.0000

January 17, 2023

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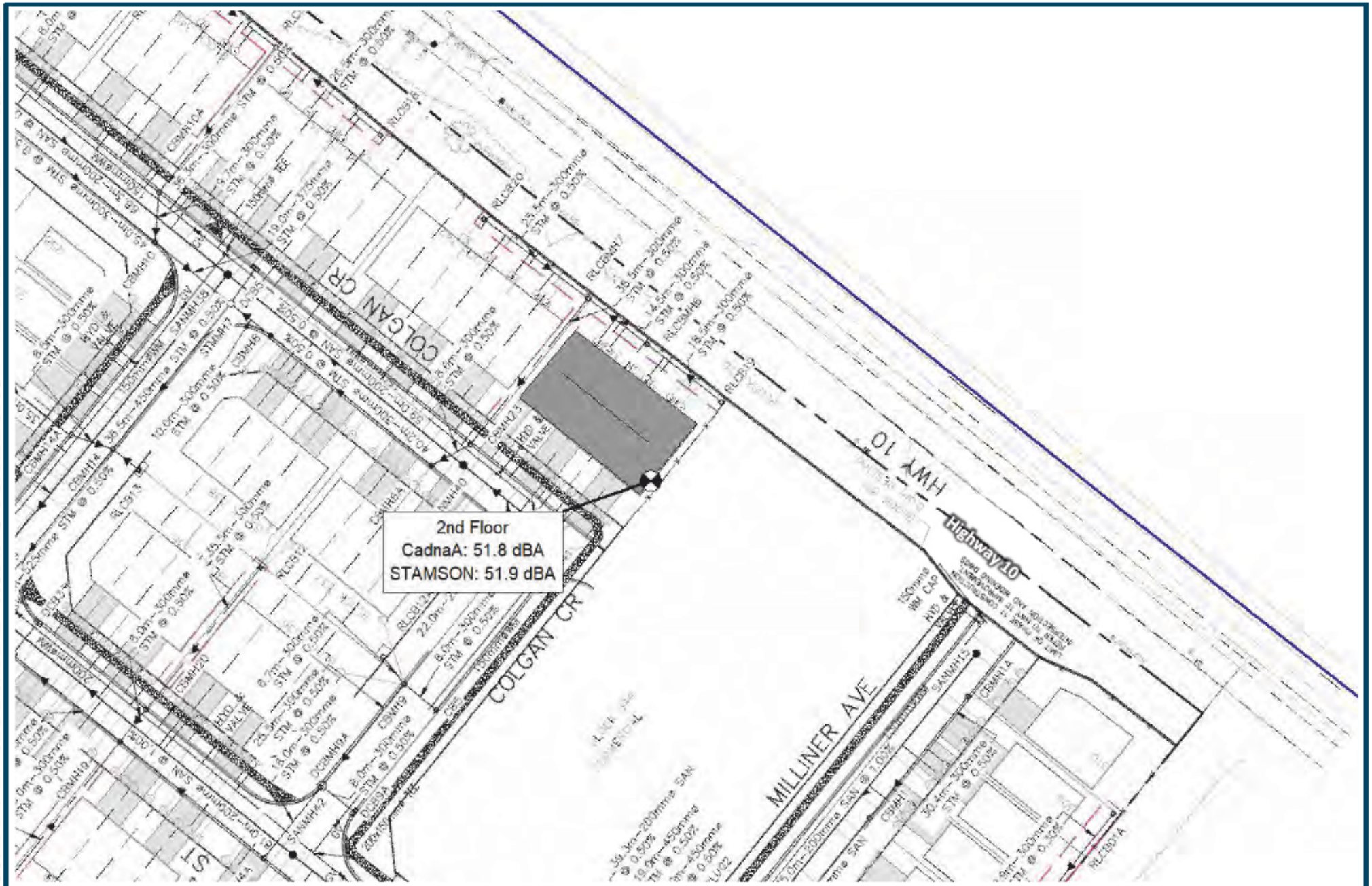

FLATO DEVELOPMENTS INC.	True North	Scale: 1:1,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 1	
COMPARISON OF CADNAA TO STAMSON		Project No. 209.40363		

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STAMSON 5.0 NORMAL REPORT Date: 16-01-2023 03:51:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: amb_1.te Time Period: 1 hours
Description: 2nd Floor, Evening Ambient

Road data, segment # 1: Hwy10

Car traffic volume : 121 veh/TimePeriod
Medium truck volume : 6 veh/TimePeriod
Heavy truck volume : 9 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Hwy10

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.70 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Hwy10

Source height = 1.60 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.57	64.76	0.00	-8.55	-4.31	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES: 51.90

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Appendix D Sample Output File

Environmental Noise Study

Proposed Dundalk McDonald's Restaurant

Flato Developments Inc.

SLR Project No. 209.40363.0000

January 17, 2023

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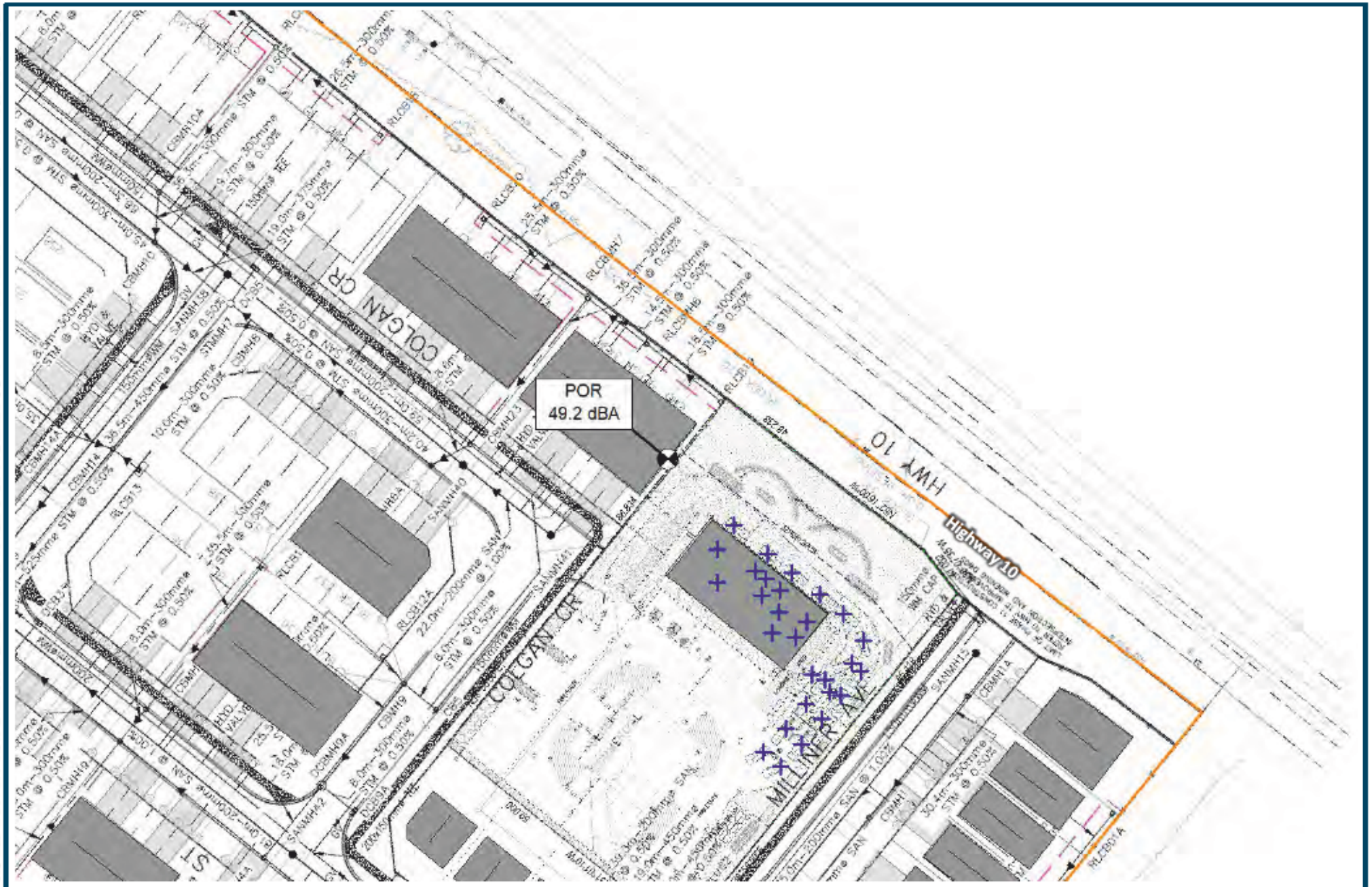

FLATO DEVELOPMENTS INC.	True North	Scale: 1:1,000	METRES	SLR global environmental solutions
PROPOSED DUNDALK MCDONALD'S RESTAURANT		Date: Jan 17, 2023 Rev 0.0	Figure No. 1	
CADNAA MODELLING OUTPUT FILE		Project No. 209.40363		

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Receiver
Name:
ID: POR
X: 550021.90 m
Y: 4891449.68 m
Z: 4.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "McD_HVAC_5ton"																				
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	550031.56	4891431.98	5.40	0	D	A	82.5	0.0	0.0	0.0	0.0	37.1	0.1	-1.9	0.0	0.0	7.6	0.0	0.0	39.6
1	550031.56	4891431.98	5.40	0	N	A	82.5	0.0	-3.0	0.0	0.0	37.1	0.1	-1.9	0.0	0.0	7.6	0.0	0.0	36.6
1	550031.56	4891431.98	5.40	0	E	A	82.5	0.0	-3.0	0.0	0.0	37.1	0.1	-1.9	0.0	0.0	7.6	0.0	0.0	36.6

Point Source, ISO 9613, Name: "Kitchen Exhaust Fan", ID: "McD_KEF"																				
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	550038.89	4891427.84	5.40	0	D	A	82.7	0.0	0.0	0.0	0.0	39.8	0.1	-2.1	0.0	0.0	7.2	0.0	0.0	37.6
2	550038.89	4891427.84	5.40	0	N	A	82.7	0.0	0.0	0.0	0.0	39.8	0.1	-2.1	0.0	0.0	7.2	0.0	0.0	37.6
2	550038.89	4891427.84	5.40	0	E	A	82.7	0.0	0.0	0.0	0.0	39.8	0.1	-2.1	0.0	0.0	7.2	0.0	0.0	37.6

Point Source, ISO 9613, Name: "HVAC", ID: "McD_HVAC_10ton"																				
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)
3	550040.16	4891423.04	5.60	0	D	A	85.5	0.0	0.0	0.0	0.0	41.2	0.2	-2.3	0.0	0.0	8.0	0.0	0.0	38.4
3	550040.16	4891423.04	5.60	0	N	A	85.5	0.0	-3.0	0.0	0.0	41.2	0.2	-2.3	0.0	0.0	8.0	0.0	0.0	35.4
3	550040.16	4891423.04	5.60	0	E	A	85.5	0.0	-3.0	0.0	0.0	41.2	0.2	-2.3	0.0	0.0	8.0	0.0	0.0	35.4

Point Source, ISO 9613, Name: "Kitchen Exhaust Fan", ID: "McD_KEF"																				
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	550041.03	4891426.24	5.40	0	D	A	82.7	0.0	0.0	0.0	0.0	40.6	0.1	-2.2	0.0	0.0	7.3	0.0	0.0	36.9
4	550041.03	4891426.24	5.40	0	N	A	82.7	0.0	0.0	0.0	0.0	40.6	0.1	-2.2	0.0	0.0	7.3	0.0	0.0	36.9
4	550041.03	4891426.24	5.40	0	E	A	82.7	0.0	0.0	0.0	0.0	40.6	0.1	-2.2	0.0	0.0	7.3	0.0	0.0	36.9

Point Source, ISO 9613, Name: "HVAC", ID: "McD_HVAC_5ton"																				
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)
5	550031.43	4891425.58	5.40	0	D	A	82.5	0.0	0.0	0.0	0.0	39.3	0.2	-2.2	0.0	0.0	8.0	0.0	0.0	37.3
5	550031.43	4891425.58	5.40	0	N	A	82.5	0.0	-3.0	0.0	0.0	39.3	0.2	-2.2	0.0	0.0	8.0	0.0	0.0	34.3
5	550031.43	4891425.58	5.40	0	E	A	82.5	0.0	-3.0	0.0	0.0	39.3	0.2	-2.2	0.0	0.0	8.0	0.0	0.0	34.3

Point Source, ISO 9613, Name: "Kitchen Exhaust Fan", ID: "McD_KEF"																				
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	550043.63	4891424.05	5.40	0	D	A	82.7	0.0	0.0	0.0	0.0	41.5	0.1	-2.2	0.0	0.0	7.2	0.0	0.0	36.0
6	550043.63	4891424.05	5.40	0	N	A	82.7	0.0	0.0	0.0	0.0	41.5	0.1	-2.2	0.0	0.0	7.2	0.0	0.0	36.0
6	550043.63	4891424.05	5.40	0	E	A	82.7	0.0	0.0	0.0	0.0	41.5	0.1	-2.2	0.0	0.0	7.2	0.0	0.0	36.0

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_01"																				
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)
7	550034.76	4891436.69	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	36.4	0.1	-1.8	0.0	0.0	0.0	0.0	0.0	41.3
7	550034.76	4891436.69	1.00	0	N	A	76.0	0.0	0.0	0.0	0.0	36.4	0.1	-1.8	0.0	0.0	0.0	0.0	0.0	41.3
7	550034.76	4891436.69	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	36.4	0.1	-1.8	0.0	0.0	0.0	0.0	0.0	41.3

Point Source, ISO 9613, Name: "HVAC", ID: "McD_HVAC_5ton"																				
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	550043.49	4891419.84	5.40	0	D	A	82.5	0.0	0.0	0.0	0.0	42.3	0.2	-2.4	0.0	0.0	8.4	0.0	0.0	34.0
8	550043.49	4891419.84	5.40	0	N	A	82.5	0.0	-3.0	0.0	0.0	42.3	0.2	-2.4	0.0	0.0	8.4	0.0	0.0	30.9
8	550043.49	4891419.84	5.40	0	E	A	82.5	0.0	-3.0	0.0	0.0	42.3	0.2	-2.4	0.0	0.0	8.4	0.0	0.0	30.9

Point Source, ISO 9613, Name: "HVAC", ID: "McD_HVAC_5ton"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
9	550042.09	4891415.71	5.40	0	D	A	82.5	0.0	0.0	0.0	0.0	42.9	0.3	-2.4	0.0	0.0	8.5	0.0	0.0	33.3
9	550042.09	4891415.71	5.40	0	N	A	82.5	0.0	-3.0	0.0	0.0	42.9	0.3	-2.4	0.0	0.0	8.5	0.0	0.0	30.3
9	550042.09	4891415.71	5.40	0	E	A	82.5	0.0	-3.0	0.0	0.0	42.9	0.3	-2.4	0.0	0.0	8.5	0.0	0.0	30.3

Point Source, ISO 9613, Name: "Drive Thru Speaker", ID: "McD_DTS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
10	550050.02	4891407.54	1.00	0	D	A	82.5	0.0	-3.0	0.0	0.0	45.1	0.3	-2.5	0.0	0.0	21.1	0.0	0.0	15.6
10	550050.02	4891407.54	1.00	0	N	A	82.5	0.0	-3.0	0.0	0.0	45.1	0.3	-2.5	0.0	0.0	21.1	0.0	0.0	15.6
10	550050.02	4891407.54	1.00	0	E	A	82.5	0.0	-3.0	0.0	0.0	45.1	0.3	-2.5	0.0	0.0	21.1	0.0	0.0	15.6

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
11	550041.29	4891431.22	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	39.6	0.2	-2.1	0.0	0.0	0.0	0.0	0.0	38.2
11	550041.29	4891431.22	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	39.6	0.2	-2.1	0.0	0.0	0.0	0.0	0.0	-149.8
11	550041.29	4891431.22	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	39.6	0.2	-2.1	0.0	0.0	0.0	0.0	0.0	38.2
12	550041.29	4891431.22	1.00	1	D	A	76.0	0.0	0.0	0.0	0.0	39.8	0.2	-1.9	0.0	0.0	0.0	0.0	2.4	35.5
12	550041.29	4891431.22	1.00	1	N	A	76.0	0.0	-188.0	0.0	0.0	39.8	0.2	-1.9	0.0	0.0	0.0	0.0	2.4	-152.5
12	550041.29	4891431.22	1.00	1	E	A	76.0	0.0	0.0	0.0	0.0	39.8	0.2	-1.9	0.0	0.0	0.0	0.0	2.4	35.5

Point Source, ISO 9613, Name: "Drive Thru Speaker", ID: "McD_DTS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
13	550053.31	4891404.21	1.00	0	D	A	82.5	0.0	-3.0	0.0	0.0	45.9	0.3	-2.5	0.0	0.0	19.4	0.0	0.0	16.5
13	550053.31	4891404.21	1.00	0	N	A	82.5	0.0	-3.0	0.0	0.0	45.9	0.3	-2.5	0.0	0.0	19.4	0.0	0.0	16.5
13	550053.31	4891404.21	1.00	0	E	A	82.5	0.0	-3.0	0.0	0.0	45.9	0.3	-2.5	0.0	0.0	19.4	0.0	0.0	16.5

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	550046.13	4891427.42	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	41.4	0.2	-2.3	0.0	0.0	0.0	0.0	0.0	36.7
14	550046.13	4891427.42	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	41.4	0.2	-2.3	0.0	0.0	0.0	0.0	0.0	-151.3
14	550046.13	4891427.42	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	41.4	0.2	-2.3	0.0	0.0	0.0	0.0	0.0	36.7
15	550046.13	4891427.42	1.00	1	D	A	76.0	0.0	0.0	0.0	0.0	41.5	0.2	-2.1	0.0	0.0	0.0	0.0	2.9	33.4
15	550046.13	4891427.42	1.00	1	N	A	76.0	0.0	-188.0	0.0	0.0	41.5	0.2	-2.1	0.0	0.0	0.0	0.0	2.9	-154.6
15	550046.13	4891427.42	1.00	1	E	A	76.0	0.0	0.0	0.0	0.0	41.5	0.2	-2.1	0.0	0.0	0.0	0.0	2.9	33.4

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
16	550051.45	4891423.27	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	43.0	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	35.5
16	550051.45	4891423.27	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	43.0	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	-152.5
16	550051.45	4891423.27	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	43.0	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	35.5
17	550051.45	4891423.27	1.00	1	D	A	76.0	0.0	0.0	0.0	0.0	43.1	0.3	-2.4	0.0	0.0	0.0	0.0	2.9	32.1
17	550051.45	4891423.27	1.00	1	N	A	76.0	0.0	-188.0	0.0	0.0	43.1	0.3	-2.4	0.0	0.0	0.0	0.0	2.9	-155.9
17	550051.45	4891423.27	1.00	1	E	A	76.0	0.0	0.0	0.0	0.0	43.1	0.3	-2.4	0.0	0.0	0.0	0.0	2.9	32.1

Point Source, ISO 9613, Name: "Walk-in Cold Room Chiller", ID: "McD_Chiller"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	550048.95	4891417.89	4.90	0	D	A	75.4	0.0	0.0	0.0	0.0	43.4	0.2	-2.4	0.0	0.0	8.1	0.0	0.0	26.1
18	550048.95	4891417.89	4.90	0	N	A	75.4	0.0	-3.0	0.0	0.0	43.4	0.2	-2.4	0.0	0.0	8.1	0.0	0.0	23.1
18	550048.95	4891417.89	4.90	0	E	A	75.4	0.0	-3.0	0.0	0.0	43.4	0.2	-2.4	0.0	0.0	8.1	0.0	0.0	23.1

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_R13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	550055.58	4891403.57	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.1	0.4	-2.6	0.0	0.0	15.9	0.0	0.0	16.1
19	550055.58	4891403.57	1.00	0	N	A	76.0	0.0	0.0	0.0	0.0	46.1	0.4	-2.6	0.0	0.0	15.9	0.0	0.0	16.1
19	550055.58	4891403.57	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	46.1	0.4	-2.6	0.0	0.0	15.9	0.0	0.0	16.1

Point Source, ISO 9613, Name: "Walk-in Cold Room Chiller", ID: "McD_Chiller"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
20	550046.74	4891414.91	4.90	0	D	A	75.4	0.0	0.0	0.0	0.0	43.6	0.2	-2.3	0.0	0.0	8.3	0.0	0.0	25.6
20	550046.74	4891414.91	4.90	0	N	A	75.4	0.0	-3.0	0.0	0.0	43.6	0.2	-2.3	0.0	0.0	8.3	0.0	0.0	22.6
20	550046.74	4891414.91	4.90	0	E	A	75.4	0.0	-3.0	0.0	0.0	43.6	0.2	-2.3	0.0	0.0	8.3	0.0	0.0	22.6

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_05"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
21	550056.12	4891419.53	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	44.2	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	34.3
21	550056.12	4891419.53	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	44.2	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	-153.7
21	550056.12	4891419.53	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	44.2	0.3	-2.8	0.0	0.0	0.0	0.0	0.0	34.3
22	550056.12	4891419.53	1.00	1	D	A	76.0	0.0	0.0	0.0	0.0	44.3	0.3	-2.6	0.0	0.0	0.0	0.0	4.2	29.8
22	550056.12	4891419.53	1.00	1	N	A	76.0	0.0	-188.0	0.0	0.0	44.3	0.3	-2.6	0.0	0.0	0.0	0.0	4.2	-158.2
22	550056.12	4891419.53	1.00	1	E	A	76.0	0.0	0.0	0.0	0.0	44.3	0.3	-2.6	0.0	0.0	0.0	0.0	4.2	29.8

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_06"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
23	550059.92	4891414.21	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	45.3	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	33.0
23	550059.92	4891414.21	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	45.3	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	-155.0
23	550059.92	4891414.21	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	45.3	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	33.0

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_L08"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
24	550052.46	4891406.59	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	45.5	0.4	-2.7	0.0	0.0	17.4	0.0	0.0	15.5
24	550052.46	4891406.59	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	45.5	0.4	-2.7	0.0	0.0	17.4	0.0	0.0	-172.5
24	550052.46	4891406.59	1.00	0	E	A	76.0	0.0	0.0	0.0	0.0	45.5	0.4	-2.7	0.0	0.0	17.4	0.0	0.0	15.5

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_L07"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
25	550057.70	4891409.76	1.00	0	D	A	76.0	0.0	0.0	0.0	-1.3	45.6	0.4	-2.1	0.0	0.0	12.5	0.0	0.0	18.3
25	550057.70	4891409.76	1.00	0	N	A	76.0	0.0	-188.0	0.0	-1.3	45.6	0.4	-2.1	0.0	0.0	12.5	0.0	0.0	-169.7
25	550057.70	4891409.76	1.00	0	E	A	76.0	0.0	-188.0	0.0	-1.3	45.6	0.4	-2.1	0.0	0.0	12.5	0.0	0.0	-169.7

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_L09"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
26	550048.75	4891401.88	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	45.8	0.4	-2.8	0.0	0.0	17.2	0.0	0.0	15.4
26	550048.75	4891401.88	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	45.8	0.4	-2.8	0.0	0.0	17.2	0.0	0.0	-172.6
26	550048.75	4891401.88	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	45.8	0.4	-2.8	0.0	0.0	17.2	0.0	0.0	-172.6

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_R12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
27	550059.47	4891408.31	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.0	0.4	-2.2	0.0	0.0	11.5	0.0	0.0	20.4
27	550059.47	4891408.31	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	46.0	0.4	-2.2	0.0	0.0	11.5	0.0	0.0	-167.6
27	550059.47	4891408.31	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	46.0	0.4	-2.2	0.0	0.0	11.5	0.0	0.0	-167.6

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_L10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
28	550044.84	4891397.17	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.2	0.4	-1.9	0.0	0.0	14.9	0.0	0.0	16.3
28	550044.84	4891397.17	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	46.2	0.4	-1.9	0.0	0.0	14.9	0.0	0.0	-171.7
28	550044.84	4891397.17	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	46.2	0.4	-1.9	0.0	0.0	14.9	0.0	0.0	-171.7

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_R14"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
29	550051.88	4891398.92	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.4	0.4	-2.4	0.0	0.0	16.2	0.0	0.0	15.4
29	550051.88	4891398.92	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	46.4	0.4	-2.4	0.0	0.0	16.2	0.0	0.0	-172.6
29	550051.88	4891398.92	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	46.4	0.4	-2.4	0.0	0.0	16.2	0.0	0.0	-172.6

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_L11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
30	550040.47	4891392.57	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.6	0.4	-1.9	0.0	0.0	13.5	0.0	0.0	17.3
30	550040.47	4891392.57	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	46.6	0.4	-1.9	0.0	0.0	13.5	0.0	0.0	-170.7
30	550040.47	4891392.57	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	46.6	0.4	-1.9	0.0	0.0	13.5	0.0	0.0	-170.7

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_R15"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
31	550047.91	4891394.15	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	46.8	0.4	-1.7	0.0	0.0	14.6	0.0	0.0	15.9
31	550047.91	4891394.15	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	46.8	0.4	-1.7	0.0	0.0	14.6	0.0	0.0	-172.1
31	550047.91	4891394.15	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	46.8	0.4	-1.7	0.0	0.0	14.6	0.0	0.0	-172.1

Point Source, ISO 9613, Name: "Idling car", ID: "McD_CarIdle_R16"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
32	550043.81	4891389.71	1.00	0	D	A	76.0	0.0	0.0	0.0	0.0	47.1	0.5	-1.8	0.0	0.0	13.3	0.0	0.0	16.9
32	550043.81	4891389.71	1.00	0	N	A	76.0	0.0	-188.0	0.0	0.0	47.1	0.5	-1.8	0.0	0.0	13.3	0.0	0.0	-171.1
32	550043.81	4891389.71	1.00	0	E	A	76.0	0.0	-188.0	0.0	0.0	47.1	0.5	-1.8	0.0	0.0	13.3	0.0	0.0	-171.1